



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

## COMMON COUNCIL MEETING AGENDA

NOVEMBER 16, 2021

7:00 P.M.

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

### The City's Vision

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

1. Call Meeting to Order / Roll Call
2. Pledge of Allegiance
3. Approval of Minutes: 11/2/2021

### 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:** 2022 Executive Draft Budget.
5. **Ordinance:** Consider Ordinance No. 3022, adopting the 2022 budget and making appropriations (by Committee of the Whole).
6. **PUD Amend:** Consider a request submitted by Walden OC, LLC, for amendments to the existing Planned Unit Development regarding signs for the properties at 1880, 1900, 1997, and 1998 W. Creekside Crossing Cir. (2<sup>nd</sup> District).
7. **Ordinance:** Consider Ordinance No. 3023, amending the Conditions and Restrictions in Ordinance No. 2987 for the Planned Unit Development (PUD) for 1880, 1900, 1997, and 1998 W. Creekside Crossing Circle (2<sup>nd</sup> District).
8. **Conditional Use:** Consider a request submitted by Brad McClain, University of Wisconsin Credit Union, for a Conditional Use Permit for a financial institution with drive-through facility on the property at 7902 S. Main St. (2<sup>nd</sup> District).
9. **Ordinance:** Consider Ordinance No. 3024, approving a Conditional Use Permit for a financial institution with drive-through facilities on the property at 7902 S. Main St. (2<sup>nd</sup> District).

## New Business

10. **Ordinance:** Consider Ordinance No. 3020, repealing and recreating Section 2.07 of the Municipal Code to change the boundaries of the Aldermanic Wards for the City of Oak Creek (by Committee of the Whole).
11. **Ordinance:** Consider a motion to hold Ordinance No. 3021, repealing and recreating Section 2.06 of the Municipal Code to change the boundaries of the Aldermanic Districts for the City of Oak Creek until the December 21, 2021 Common Council meeting (by Committee of the Whole).
12. **Motion:** Consider a motion to approve the 2022 Regular Combined Common Council meeting dates (by Committee of the Whole).
13. **Motion:** Consider a motion to concur with the Mayor's appointment of Margo Franklin, 1510 W. Armann Way, to the Police & Fire Commission to fill a 5-year term vacancy, ending 4/2025 (by Committee of the Whole).

## ENGINEERING

14. **Motion:** Consider a motion to award the W. Rawson Avenue Street Light Relocation unit price contract to the lowest responsive, responsible bidder, Wil-Surge Electric, Inc., at the estimated cost of \$135,508.80; and to authorize the transfer of funds from CIP Project Nos. 18031 and 19027 (by Committee of the Whole).

## INFORMATION TECHNOLOGY

15. **Motion:** Consider a motion to enter into a Professional Services Agreement at a cost of \$106,470.46 with Multimedia Communications & Engineering, Inc. (MC&E) for professional services to provide engineering and project management of the City's eastside Fiber Optic Network Expansion (by Committee of the Whole).

## PUBLIC WORKS

16. **Motion:** Consider a motion to approve the purchase of a new 2021 International plow truck from Lakeside International, in the amount of \$173,298 (by Committee of the Whole).
17. **Motion:** Consider a motion to approve the purchase of a 2022 International 7400 with 25 yard loadmaster compactor from R Now Inc., in the amount of \$191,427.50 (by Committee of the Whole).
18. **Resolution:** Consider Resolution No. 12274-111621, authorizing the Department of Public Works Foreman to file for recycling grants with the Wisconsin Department of Natural Resources (by Committee of the Whole).

## COMMUNITY DEVELOPMENT

19. **Resolution:** Consider Resolution No. 12275-111621, making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. TID 7.
20. **Resolution:** Consider Resolution No. 12276-111621, making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. TID 8.

21. **Resolution:** Consider Resolution No. 12277-111621, making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. TID 10.
22. **Resolution:** Consider Resolution No. 12278-111621, making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. TID 13.
23. **Resolution:** Consider Resolution No. 12279-111621, making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. TID 16.

### **LICENSE COMMITTEE**

24. **Motion:** Consider a motion to grant the various license requests as listed on the 11/16/21 License Committee Report (by Committee of the Whole).

### **VENDOR SUMMARY**

25. **Motion:** Consider a motion to approve the November 10, 2021 Vendor Summary Report in the total amount of \$637,427.30 (by Committee of the Whole).

### ***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. 6<sup>th</sup> Street, Oak Creek, Wisconsin 53154.

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may 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 10/27/2021

**CITY OF OAK CREEK  
NOTICE OF PUBLIC HEARING  
2022 Executive Draft Budget  
Tuesday, November 16, 2021  
7:00 pm**

NOTICE IS HEREBY GIVEN that on Tuesday, November 16, 2021, 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 2022 Executive Draft Budget. The purpose of the public hearing is to solicit public comment on the City's 2022 Annual Property Tax Levy and Budget. Persons wishing to participate in the meeting may attend in person. 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 2022 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 Board of Public Works and Capital Assets reviewed the proposed budget at their regular meeting on Tuesday, October 12, 2021.

Dated this 18th day of October, 2021  
/s/ Catherine Roeske, City Clerk



**GENERAL FUND**

	2020 Actual	2021 Budget	2021 Estimated	2022 Budget	% Change
Beginning Fund Balance	\$ 9,405,151	\$ 10,020,665	\$ 10,020,665	\$ 10,447,155	
<b>Revenues</b>					
Property Taxes	\$ 14,229,760	\$ 14,905,768	\$ 14,905,768	\$ 15,773,149	5.82%
Other Taxes	\$ 2,577,237	\$ 2,342,572	\$ 2,453,759	\$ 2,529,446	7.98%
State Shared Revenues	\$ 5,891,236	\$ 5,721,615	\$ 5,718,301	\$ 5,498,343	-3.90%
Other Intergovernmental	\$ 789,045	\$ 228,983	\$ 160,371	\$ 228,983	0.00%
Licenses and Permits	\$ 1,024,707	\$ 876,475	\$ 1,031,855	\$ 876,475	0.00%
Charges for Services	\$ 601,039	\$ 697,453	\$ 599,632	\$ 662,705	-4.98%
Public Health and Safety	\$ 61,002	\$ 28,500	\$ 13,540	\$ 28,500	0.00%
Commercial Revenues	\$ 1,074,562	\$ 793,970	\$ 555,948	\$ 571,040	-28.08%
Fines, Forfeitures & Penalties	\$ 400,922	\$ 425,000	\$ 425,000	\$ 425,000	0.00%
Revenue Offset	\$ -	\$ 1,462,077	\$ -	\$ 2,432,778	66.39%
Transfers	\$ 7,606	\$ 25,000	\$ 25,000	\$ 25,000	0.00%
<b>Total Revenues</b>	\$ 26,657,116	\$ 27,507,413	\$ 25,889,174	\$ 29,051,419	5.61%
<b>Expenditures</b>					
General Government	\$ 6,390,627	\$ 8,144,596	\$ 6,447,583	\$ 9,533,496	17.05%
Public Safety	\$ 11,483,471	\$ 12,131,803	\$ 12,114,647	\$ 12,325,837	1.60%
Health & Human Services	\$ 383,034	\$ 513,066	\$ 467,021	\$ 616,430	19.68%
Public Works	\$ 5,043,988	\$ 5,323,482	\$ 5,236,301	\$ 5,345,249	0.37%
Culture, Recreation, & Library	\$ 1,224,522	\$ 1,390,466	\$ 1,197,132	\$ 1,230,407	-11.51%
Transfers Out	\$ 1,511,960	\$ -	\$ -	\$ -	0.00%
<b>Total Expenditures</b>	\$ 26,041,602	\$ 27,507,413	\$ 25,462,684	\$ 29,051,419	5.61%
Revenues Over/(under) Expenditures	\$ 615,514	\$ -	\$ 426,490	\$ -	
Ending Fund Balance	\$ 10,020,665	\$ 10,020,665	\$ 10,447,155	\$ 10,447,155	4.26%

**2022 Proposed Property Tax Levy**

Taxing Fund	2019 Actual	2020 Actual	2021 Actual	2022 Proposed	% Change
General Fund	\$ 13,642,419	\$ 14,229,760	\$ 14,905,768	\$ 15,773,149	5.82%
Paramedic (EMS) Fund	\$ 3,626,053	\$ 3,655,849	\$ 3,874,240	\$ 3,908,890	0.89%
Solid Waste Fund	\$ 1,266,837	\$ 1,390,836	\$ 1,448,769	\$ 1,360,483	-6.09%
Consolidated Dispatch Fund	\$ 1,312,570	\$ 1,406,461	\$ 1,437,760	\$ 1,521,979	5.86%
Debt Service Fund	\$ 850,000	\$ 850,000	\$ 1,085,000	\$ 744,932	-31.34%
<b>Total Levy</b>	\$ 20,697,879	\$ 21,532,906	\$ 22,751,537	\$ 23,309,433	2.45%

Included in the 2022 Executive Draft Budget:

\* Storm Water Fee of \$39 per ERU (no increase)

Total Direct General Obligation (GO) Debt	\$ 97,250,000
Total Direct GO Debt Per Capita	\$ 2,598
Total Direct GO Debt as a % of Equalized Value	2.31%

Equalized Value of Taxable Property (2020)	\$ 4,215,753,700
GO Debt Outstanding as of July 14, 2021	\$ 97,250,000
Legal Debt Capacity (5% of Equalized Value)	\$ 210,787,685
Unused Margin of Indebtedness	\$ 113,537,685
Percent of Unused Margin of Indebtedness	55.86%

OTHER FUNDS	2020 Actual	2021 Budget	2021 Estimated	2022 Budget	% Change
<b>Revenues</b>					
<b>Special Revenue Funds</b>					
Solid Waste	\$ 1,547,961	\$ 1,581,744	\$ 1,611,604	\$ 1,505,518	-4.82%
Grants/Donations	\$ 205,844	\$ 107,496	\$ 664,601	\$ 544,179	+06.23%
WE Energies	\$ 2,251,243	\$ 2,253,500	\$ 2,250,000	\$ 2,250,000	-0.16%
Special Assessment	\$ 16,167	\$ 55,000	\$ 16,000	\$ 16,000	-70.91%
Economic Development	\$ 86,290	\$ 82,892	\$ 81,592	\$ 89,770	8.30%
Low Interest Loan	\$ -	\$ 3,000	\$ -	\$ 3,000	0.00%
Health Insurance	\$ 7,610,492	\$ 6,701,038	\$ 7,031,843	\$ 6,847,463	2.19%
Paramedic (EMS)	\$ 5,238,880	\$ 5,464,149	\$ 5,466,632	\$ 5,598,633	2.46%
Storm Water Utility	\$ 1,047,890	\$ 1,050,654	\$ 1,063,591	\$ 1,073,706	2.19%
Police Asset Forfeiture	\$ 24,166	\$ 15,000	\$ 5,008	\$ 15,000	0.00%
Consolidated Dispatch Services	\$ 1,695,269	\$ 1,741,148	\$ 1,739,648	\$ 1,829,160	5.05%
Tourism Commission	\$ 230,110	\$ 498,963	\$ 284,940	\$ 370,500	-25.75%
American Rescue Plan	\$ -	\$ -	\$ 1,901,093	\$ 1,902,043	100.00%
<b>Debt Service Funds</b>					
General Debt Service	\$ 8,184,699	\$ 4,317,980	\$ 3,681,328	\$ 2,984,932	-30.87%
Debt Amortization	\$ 3,182,730	\$ 3,204,676	\$ 3,231,182	\$ 3,215,554	0.34%
TID #6	\$ 339,640	\$ 323,619	\$ 334,113	\$ 404,192	24.90%
<b>Capital Projects Funds</b>					
Capital Projects	\$ 2,660,828	\$ 3,441,727	\$ 3,827,158	\$ 5,921,520	72.05%
Developer Capital Projects	\$ 6	\$ 58,000	\$ -	\$ 38,000	-34.48%
TID #7	\$ 721,649	\$ 1,438,637	\$ 1,480,083	\$ 2,000,060	39.02%
TID #8	\$ 1,798,704	\$ 1,908,368	\$ 2,579,329	\$ 2,296,420	20.33%
TID #10	\$ 464,723	\$ 492,378	\$ 507,264	\$ 523,008	6.22%
TID #11	\$ 9,364,810	\$ 3,893,518	\$ 8,161,225	\$ 4,574,580	17.49%
TID #12	\$ 3,215,678	\$ 1,150,715	\$ 1,185,772	\$ 1,239,341	7.70%
TID #13	\$ 511,346	\$ 462,001	\$ 17,004,878	\$ 416,848	-9.77%
TID #14	\$ 1,137,905	\$ 141,162	\$ 222,060	\$ 196,244	39.02%
TID #15	\$ 23,192	\$ 83,170	\$ 86,121	\$ 98,448	18.37%
TID #16	\$ 3,759,618	\$ 2,571,358	\$ 2,661,555	\$ 3,895,564	51.50%
<b>TOTAL REVENUES</b>	\$ 55,319,840	\$ 43,041,893	\$ 67,078,420	\$ 49,849,683	15.82%

OTHER FUNDS	2020 Actual	2021 Budget	2021 Estimated	2022 Budget	% Change
<b>Expenditures</b>					
<b>Special Revenue Funds</b>					
Solid Waste	\$ 1,513,782	\$ 1,561,648	\$ 1,534,922	\$ 1,505,518	-3.59%
Grants/Donations	\$ 464,382	\$ 107,496	\$ 665,197	\$ 523,179	386.70%
WE Energies	\$ 2,199,954	\$ 2,216,997	\$ 2,197,400	\$ 2,244,590	1.24%
Special Assessment	\$ -	\$ -	\$ -	\$ -	0.00%
Economic Development	\$ 209,094	\$ 85,346	\$ 84,998	\$ 89,770	5.18%
Low Interest Loan	\$ -	\$ 3,000	\$ -	\$ 3,000	0.00%
Health Insurance	\$ 6,277,158	\$ 6,099,509	\$ 7,296,390	\$ 6,838,259	12.11%
Paramedic (EMS)	\$ 5,153,936	\$ 5,464,149	\$ 5,501,500	\$ 5,598,633	2.46%
Storm Water Utility	\$ 917,243	\$ 927,956	\$ 924,486	\$ 977,084	5.29%
Police Asset Forfeiture	\$ 5,399	\$ 15,000	\$ 5,000	\$ 15,000	0.00%
Consolidated Dispatch Services	\$ 1,693,168	\$ 1,741,148	\$ 1,747,893	\$ 1,829,160	5.05%
Tourism Commission	\$ 398,339	\$ 527,864	\$ 316,620	\$ 367,224	-30.43%
American Rescue Plan	\$ -	\$ -	\$ -	\$ 1,278,235	100.00%
<b>Debt Service Funds</b>					
General Debt Service	\$ 7,992,347	\$ 2,908,566	\$ 2,909,041	\$ 2,982,197	2.53%
Debt Amortization	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	0.00%
TID #6	\$ 426,699	\$ 427,500	\$ 426,750	\$ 427,000	-0.12%
<b>Capital Projects Funds</b>					
Capital Projects	\$ 2,171,831	\$ 4,159,830	\$ 2,301,423	\$ 6,753,020	62.34%
Developer Capital Projects	\$ 37,521	\$ 20,000	\$ 143,199	\$ 20,000	0.00%
TID #7	\$ 676,590	\$ 1,454,258	\$ 1,428,607	\$ 1,641,914	12.90%
TID #8	\$ 1,451,682	\$ 1,649,178	\$ 2,153,884	\$ 1,864,223	13.04%
TID #10	\$ 315,625	\$ 297,706	\$ 314,757	\$ 323,647	8.71%
TID #11	\$ 13,043,560	\$ 262,500	\$ 6,887,516	\$ 4,250,211	1519.13%
TID #12	\$ 1,252,716	\$ 1,533,193	\$ 3,220,393	\$ 1,167,485	-23.85%
TID #13	\$ 729,320	\$ 1,302,500	\$ 16,151,750	\$ 782,920	-39.89%
TID #14	\$ 1,139,076	\$ 148,125	\$ 147,125	\$ 149,980	1.25%
TID #15	\$ 22,101	\$ 10,000	\$ 82,702	\$ 84,913	7.49.13%
TID #16	\$ 3,217,212	\$ 187,500	\$ 2,660,440	\$ 3,887,107	1973.12%
<b>TOTAL EXPENDITURES</b>	\$ 54,508,935	\$ 36,310,969	\$ 62,301,993	\$ 48,804,269	34.41%

## OTHER FUNDS

	Beginning 1/1/2021	Est. Ending 12/31/2021	Est. Ending 12/31/2022	Change in Equity 12/31/2022	% Change
	Fund Balance	Fund Balance	Equity		
Solid Waste	\$ 147,995	\$ 224,677	\$ 224,677	\$ -	0.00%
Grants/Donations	\$ 1,685,314	\$ 1,684,718	\$ 1,705,718	\$ 21,000	1.25%
WE Energies	\$ 217,858	\$ 270,458	\$ 275,868	\$ 5,410	2.00%
Special Assessment	\$ 2,533,405	\$ 2,549,405	\$ 2,565,405	\$ 16,000	0.63%
Economic Development	\$ 761,921	\$ 758,315	\$ 758,315	\$ -	0.00%
Low Interest Loan	\$ 7,825	\$ 7,825	\$ 7,825	\$ -	0.00%
Health Insurance	\$ 2,035,643	\$ 1,771,096	\$ 1,780,300	\$ 9,204	0.52%
Paramedic (EMS)	\$ 947,186	\$ 912,318	\$ 912,318	\$ -	0.00%
Storm Water Utility	\$ 362,695	\$ 501,800	\$ 598,422	\$ 96,622	19.26%
Police Asset Forfeiture	\$ 73,237	\$ 73,245	\$ 73,245	\$ -	0.00%
Consolidated Dispatch Services	\$ 88,076	\$ 79,831	\$ 79,831	\$ -	0.00%
Tourism Commission	\$ 72,921	\$ 41,241	\$ 44,517	\$ 3,276	7.94%
American Rescue Plan	\$ -	\$ 1,901,093	\$ 2,524,901	\$ 623,808	32.81%

## OTHER FUNDS

	Beginning 1/1/2021	Est. Ending 12/31/2021	Est. Ending 12/31/2022	Change in Equity 12/31/2022	% Change
	Fund Balance	Fund Balance	Equity		
General Debt Service	\$ (735,295)	\$ 36,992	\$ 39,727	\$ 2,735	7.39%
Debt Amortization	\$ 8,024	\$ 39,206	\$ 54,760	\$ 15,554	39.67%
TID #6	\$ 99,921	\$ 7,284	\$ (15,524)	\$ (22,808)	-313.12%
Capital Projects	\$ 3,491,505	\$ 5,017,240	\$ 4,185,740	\$ (831,500)	-16.57%
Developer Capital Projects	\$ 25,024	\$ (118,175)	\$ (100,175)	\$ 18,000	-15.23%
TID #7	\$ 46,550	\$ 98,026	\$ 456,172	\$ 358,146	365.36%
TID #8	\$ (817,619)	\$ (392,174)	\$ 40,023	\$ 432,197	100.00%
TID #10	\$ 938,824	\$ 1,131,331	\$ 1,330,692	\$ 199,361	17.62%
TID #11	\$ 657,143	\$ 1,930,852	\$ 2,255,221	\$ 324,369	16.80%
TID #12	\$ 2,586,438	\$ 551,817	\$ 623,673	\$ 71,856	13.02%
TID #13	\$ 240,875	\$ 1,094,003	\$ 727,951	\$ (366,072)	-33.46%
TID #14	\$ (21,257)	\$ 53,678	\$ 99,942	\$ 46,264	86.19%
TID #15	\$ (16,246)	\$ (12,827)	\$ 708	\$ 13,535	100.00%
TID #16	\$ 109,713	\$ 110,828	\$ 119,285	\$ 8,457	7.63%

## COMMON COUNCIL REPORT

**Item:** Adopting the 2022 Budget and Making Appropriations

**Recommendation:** That the Common Council adopt Ordinance No. 3022, an Ordinance Adopting the 2022 Budget and Making Appropriations.

**Fiscal Impact:** The 2022 Budget makes appropriations and establishes a City tax levy of \$23,309,433.

**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

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**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 attached ordinance sets the appropriations and establishes the City tax levy of \$23,309,433.

**Options/Alternatives:** The Common Council may choose to delay the approval of the 2022 Budget, however that would delay the establishment of the City tax levy and tax rate creation.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared and Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

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Attachments:

Ordinance No. 3022

2022 General Fund Budget Summary

City of Oak Creek Tax Levy History - 2013-2022

ORDINANCE NO. 3022

BY: \_\_\_\_\_

AN ORDINANCE ADOPTING THE  
2022 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 16, 2021 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 1<sup>st</sup> day of January, 2022 and ending the 31<sup>st</sup> day of December, 2022.

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 \_\_\_\_\_, 2021.

Passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
President, Common Council

Approved this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Vote: Ayes \_\_\_\_\_ Noes \_\_\_\_\_

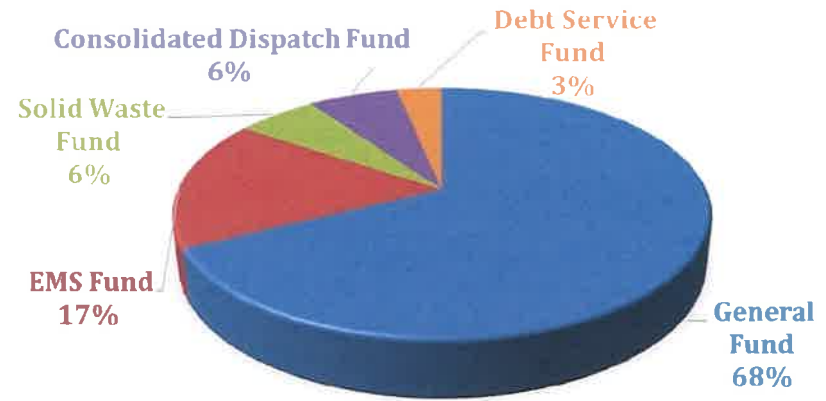
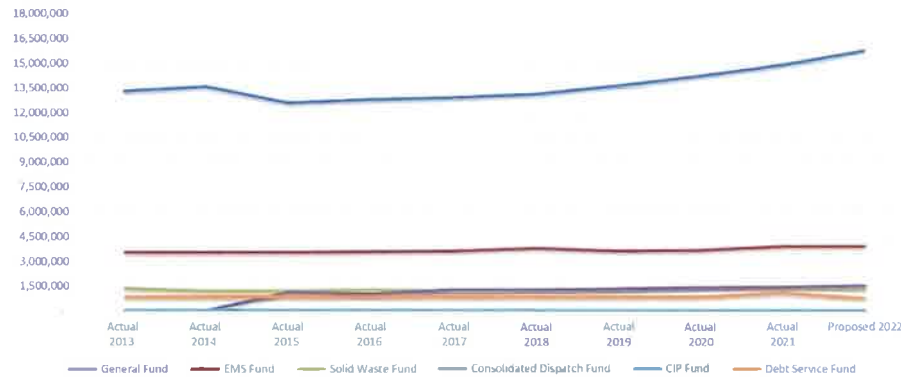
Fund / Department	2017 Actual	2018 Actual	2019 Actual	2020 Budget	2020 Actual	2021 Budget	2021 Projected	2022 Budget
<b>General Fund Summary</b>								
Beginning Fund Balance	\$ 7,698,188	\$ 8,212,130	\$ 8,433,133	\$ 9,405,151	\$ 9,405,151	\$ 10,020,665	\$ 10,020,665	\$ 10,447,155
<b>Revenues</b>								
Taxes	\$ 12,941,185	\$ 13,116,163	\$ 13,878,952	\$ 14,411,906	\$ 14,411,906	\$ 15,033,530	\$ 15,033,530	\$ 15,955,295
Other Taxes	\$ 2,354,774	\$ 2,217,857	\$ 2,462,863	\$ 2,214,810	\$ 2,395,090	\$ 2,214,810	\$ 2,325,997	\$ 2,347,300
State Shared Revenues	\$ 5,580,675	\$ 5,915,042	\$ 5,935,742	\$ 5,857,034	\$ 5,891,236	\$ 5,721,615	\$ 5,718,301	\$ 5,498,343
Other Intergovernmental	\$ 133,898	\$ 148,228	\$ 212,873	\$ 225,548	\$ 789,045	\$ 228,983	\$ 160,371	\$ 228,983
Licenses and Permits	\$ 1,192,638	\$ 1,731,760	\$ 2,062,293	\$ 877,725	\$ 1,024,707	\$ 876,475	\$ 1,031,855	\$ 876,475
Charges for Services	\$ 622,402	\$ 676,481	\$ 673,023	\$ 669,780	\$ 601,039	\$ 697,453	\$ 599,632	\$ 662,705
Public Health and Safety	\$ 37,609	\$ 60,212	\$ 29,920	\$ 28,750	\$ 61,002	\$ 28,500	\$ 13,540	\$ 28,500
Commercial Revenues	\$ 1,265,714	\$ 1,734,836	\$ 1,737,630	\$ 1,311,840	\$ 1,475,484	\$ 1,218,970	\$ 980,948	\$ 996,040
Revenue Offset	\$ -	\$ -	\$ -	\$ 1,072,525	\$ -	\$ 1,462,077	\$ -	\$ 2,432,778
Transfers	\$ -	\$ 25,127	\$ 18,336	\$ 25,000	\$ 7,606	\$ 25,000	\$ 25,000	\$ 25,000
<b>Total Revenues</b>	<b>\$ 24,128,895</b>	<b>\$ 25,625,706</b>	<b>\$ 27,011,632</b>	<b>\$ 26,694,918</b>	<b>\$ 26,657,115</b>	<b>\$ 27,507,413</b>	<b>\$ 25,889,174</b>	<b>\$ 29,051,419</b>
<b>Expenditures</b>								
General Government	\$ 6,422,396	\$ 5,974,816	\$ 6,597,607	\$ 7,631,215	\$ 6,394,415	\$ 8,144,596	\$ 6,447,583	\$ 9,533,496
Public Safety	\$ 10,386,198	\$ 10,998,168	\$ 11,121,527	\$ 11,752,582	\$ 11,481,682	\$ 12,131,803	\$ 12,114,647	\$ 12,325,837
Health	\$ 501,378	\$ 428,177	\$ 365,791	\$ 508,456	\$ 385,034	\$ 515,066	\$ 467,021	\$ 616,430
Public Works	\$ 4,271,860	\$ 5,032,987	\$ 5,070,643	\$ 5,458,989	\$ 5,043,988	\$ 5,325,482	\$ 5,236,301	\$ 5,345,249
Leisure Services	\$ 1,109,165	\$ 1,160,577	\$ 1,271,807	\$ 1,343,676	\$ 1,224,522	\$ 1,390,466	\$ 1,197,132	\$ 1,230,407
Transfers Out	\$ 923,956	\$ 1,809,978	\$ 1,612,239	\$ -	\$ 1,511,960	\$ -	\$ -	\$ -
<b>Total Expenditures</b>	<b>\$ 23,614,953</b>	<b>\$ 25,404,703</b>	<b>\$ 26,039,614</b>	<b>\$ 26,694,918</b>	<b>\$ 26,041,601</b>	<b>\$ 27,507,413</b>	<b>\$ 25,462,684</b>	<b>\$ 29,051,419</b>
Revenues Over/(under) Expenditures	\$ 513,942	\$ 221,003	\$ 972,018	\$ -	\$ 615,514	\$ -	\$ 426,490	\$ -
Ending Fund Balance	\$ 8,212,130	\$ 8,433,133	\$ 9,405,151	\$ 9,405,151	\$ 10,020,665	\$ 10,020,665	\$ 10,447,155	\$ 10,447,155

# Tax Levy History – 2013-2022

Taxing Fund	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Proposed 2022	Diff.	% Diff.
General Fund	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	15,773,149	867,381	5.8%
EMS Fund	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	3,908,890	34,650	0.9%
Solid Waste Fund	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	1,360,483	(88,286)	-6.1%
Consolidated Dispatch Fund	-	-	1,118,458	1,009,045	1,270,902	1,269,332	1,312,570	1,406,461	1,437,760	1,521,979	84,219	5.9%
CIP Fund	-	-	-	-	-	-	-	-	-	-	-	N/A
Debt Service Fund	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	1,085,000	744,932	(340,068)	-31.3%
<b>Total City Tax Levy</b>	<b>19,087,115</b>	<b>19,201,557</b>	<b>19,329,408</b>	<b>19,566,773</b>	<b>19,878,080</b>	<b>20,261,131</b>	<b>20,697,879</b>	<b>21,532,906</b>	<b>22,751,537</b>	<b>23,309,433</b>	<b>557,896</b>	<b>2.452%</b>

## Percentage Increase

0.94%    0.60%    0.67%    1.23%    1.59%    1.93%    2.16%    4.03%    5.66%    2.45%



TO BE PUBLISHED OCTOBER 27 & NOVEMBER 3, 2021

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 a request submitted by Walden OC, LLC, for amendments to the existing Planned Unit Development regarding signs for the properties at 1880, 1900, 1997, & 1998 W. Creekside Crossing Circle.

**Hearing Date:**

November 16, 2021

**Time:**

7:00 PM

**Place:**

Oak Creek Civic Center (City Hall)  
8040 South 6<sup>th</sup> Street  
Oak Creek, WI 53154  
Common Council Chambers and Zoom (see above)

**Applicant(s):**

Walden OC, LLC

**Property Owner(s):**

Walden OC, LLC

**Property Location(s):**

1880, 1900, 1997, & 1998 W. Creekside Crossing Circle

**Tax Key(s):**

784-9039-000, 784-9038-000, 784-9040-000, 784-9037-000

**Legal Description:**

1880 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 3.  
1900 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 2.  
1997 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9152 SE 1/4 SEC 7-5-22, LOT 4.  
1998 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 1.



The Common Council has scheduled other public hearings for November 16, 2021 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 may call the Department of Community Development at (414) 766-7000, during regular business hours.

Date of Notice: October 20, 2021  
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 6<sup>th</sup> Street, Oak Creek, Wisconsin 53154.

## COMMON COUNCIL REPORT

**Item:** Planned Unit Development Amendment - Creekside Crossing Marketplace

**Recommendation:** That the Council adopts Ordinance 3023, an ordinance to approve Amendments to the Planned Unit Development on the properties at 1998, 1997, 1900, and 1880 W. Creekside Crossing Circle.

**Fiscal Impact:** Approval will allow for development signs within the existing Creekside Crossing Marketplace Planned Unit Development (PUD) following amendment to Section 6.27(d) of the Municipal Code. No direct fiscal impact is associated with the proposed amendment; however, maintenance of the sign areas within the public right-of-way must be coordinated with the City. The properties within the existing PUD are part of TID 12.

**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

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**Background:** In January of 2020, the Common Council adopted Ord. 2964 approving a rezone and Planned Unit Development for Creekside Crossing Marketplace. This destination retail planned development is currently under development and will consist of a mix of uses that include hospitality, destination retail, food and beverage, and multifamily residential. In September of 2020, the PUD Conditions and Restrictions were amended to clarify the intent of the PUD narrative and correct inconsistencies. However, amendments related to proposed development signs were not included in the amendment as the plans for such were still in the design stages. This request is to amend the PUD to allow for several development signs that will be reviewed in the next agenda item.

Section 6.27(d) of the Municipal Code was previously amended to account for “projections, obstructions and encroachments” beyond the right-of-way line within Drexel Town Square specifically. This Section will need to be further amended to allow development signs within the public right-of-way through Creekside Crossing Marketplace.

The Plan Commission reviewed this PUD Amendment request during their October 12, 2021 meeting, and recommended approval to the attached Conditions and Restrictions.

**Options/Alternatives:** Council has the discretion to modify the proposed Conditions and Restrictions as part of the approval of the Planned Unit Development Amendment.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Kari Papelbon, CFM, AICP  
Planner

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

Approved:



Douglas W. Seymour, AICP  
Director of Community Development

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Attachments:

Ord. 3023

Location Map

Amended Conditions and Restrictions

Plan Commission Meeting Minutes

ORDINANCE NO. 3023

By: \_\_\_\_\_

AN ORDINANCE TO AMEND THE CONDITIONS AND RESTRICTIONS IN ORDINANCE NO. 2987 FOR THE PLANNED UNIT DEVELOPMENT (PUD) FOR 1880, 1900, 1997, & 1998 W. CREEKSIDE CROSSING CIRCLE

(2<sup>nd</sup> Aldermanic District)

WHEREAS, on February 17, 2020, the Oak Creek Common Council adopted Ordinance No. 2964 (the "Ordinance"), approving the rezone of the properties at 1880, 1900, 1997, & 1998 W. Creekside Crossing Circle (formerly 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way) to B-6, Interchange Regional Retail District Planned Unit Development (PUD); and

WHEREAS, the Ordinance affected the following legally described the properties:

Lot 1 of Certified Survey Map No. 9152, recorded on August 7, 2019 as Document No. 10895711, being a division of Parcel 1 and part of Parcels 2 and 3 of Certified Survey Map No. 5590, Parcels 2 and 3 of Certified Survey Map No. 7331, part of Parcel 1 of Certified Survey Map No. 7331, Parcel 1 of Certified Survey Map No. 7375, Lot 2 of Certified Survey Map No. 8851 and lands, all being a part of the Northwest ¼ and Southwest ¼ of the Southeast ¼ of Section 7, Township 5 North, Range 22 East, in the City of Oak Creek, Milwaukee County, Wisconsin.

CURRENTLY DESCRIBED AS:

1880 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 3.

1900 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 2.

1997 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9152 SE 1/4 SEC 7-5-22, LOT 4.

1998 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 1.

WHEREAS, on October 20, 2020, the Oak Creek Common Council adopted Ordinance No. 2987, amending the Conditions and Restrictions to clarify the intent of the PUD narrative and correct inconsistencies; and

WHEREAS, the Applicant, WALDEN OC, LLC, is now requesting that the Conditions and Restrictions adopted pursuant to Ordinance No. 2987 be amended to allow for development signs within the PUD; and

WHEREAS, the Plan Commission reviewed the application and recommended that the following amendments in Attachment A be approved;

WHEREAS, the Common Council held a public hearing on said application on November 16, 2021 at which time all interested parties appeared and were heard.

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Oak Creek does hereby ordain as follows:

**SECTION 1:** To promote the general welfare, public safety and general planning within the City of Oak Creek, the Conditions and Restrictions adopted pursuant to Ordinance No. 2987 affecting the lands hereinabove described, are amended per Attachment A.

SECTION 2: The several sections of this ordinance are declared to be severable. If any section shall be declared by a decision of a court of competent jurisdiction to be invalid, such decision shall not affect the validity of other provisions of this ordinance.

SECTION 3: All ordinances or parts of ordinances contravening the provisions of this ordinance are hereby repealed.

SECTION 4: This ordinance shall take place contemporaneously with the enactment of this ordinance and shall take effect immediately upon its passage and publication.

Passed and adopted this 16th day of November, 2021.

\_\_\_\_\_  
President, Common Council

Approved this 16th day of November, 2021.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_

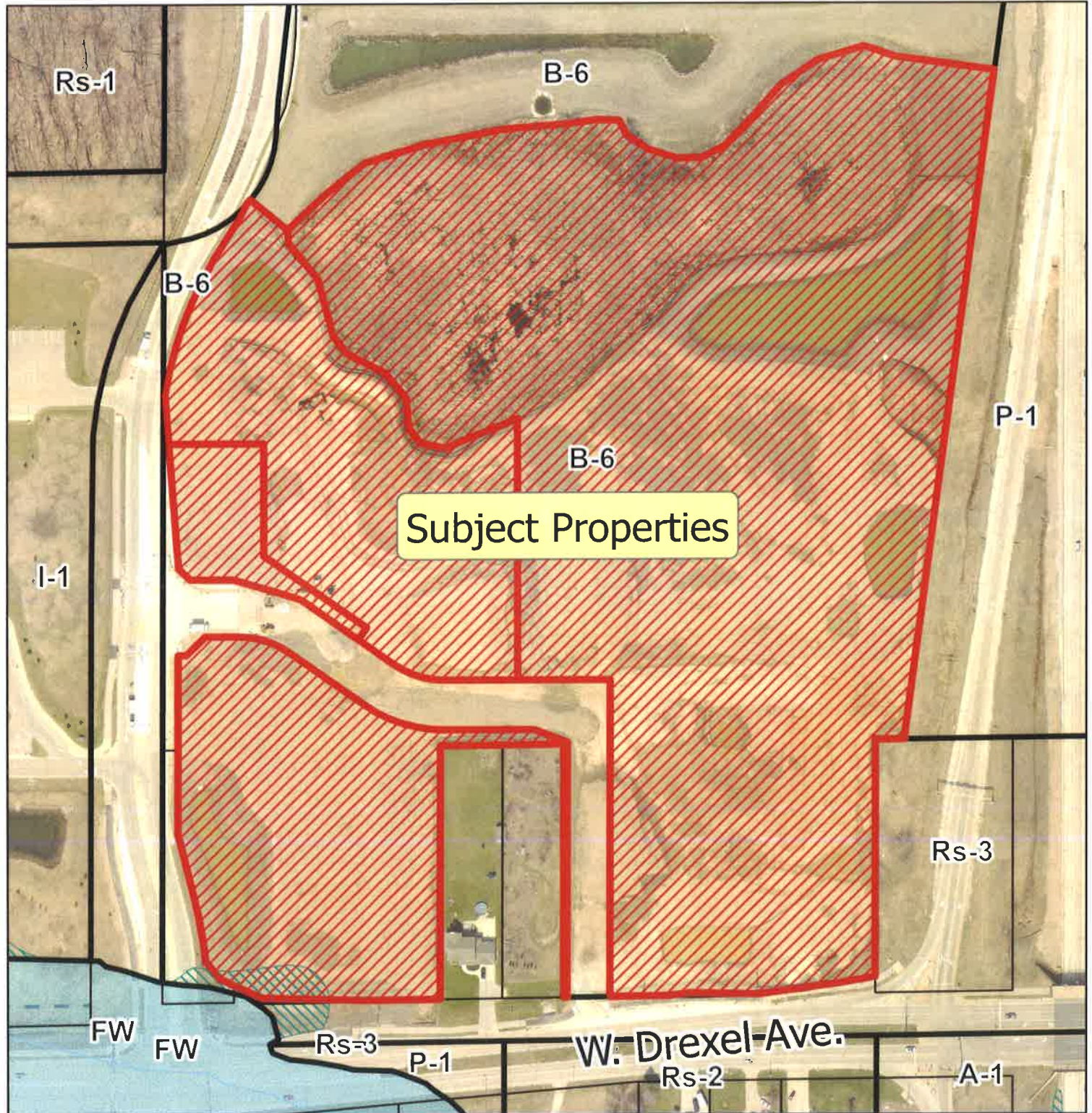
ATTACHMENT A: CONDITIONS AND RESTRICTIONS

TO BE HANDED OUT SEPARATELY



# Location Map

1998, 1997, 1900, and 1880 W. Creekside Crossing Circle



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





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

**Applicant:** Walden OC, LLC  
**Property Address(es):** 1880, 1900, 1997, & 1998 W.  
Creekside Crossing Circle  
**Tax Key Number(s):** 784-9039-000, 784-9038-000,  
784-9040-000, 784-9037-000

**Approved by Plan Commission:** 10-12-21  
**Approved by Common Council:** TBD  
(Ord. 3023 Amend. Ords. 2987 & 2964)

1. LEGAL DESCRIPTION

1880 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 3.  
1900 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 2.  
1997 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9152 SE 1/4 SEC 7-5-22, LOT 4.  
1998 W. Creekside Crossing Circle - CERTIFIED SURVEY MAP NO. 9268, SE 1/4 SEC 7-5-22, LOT 1.

2. PLANNED UNIT DEVELOPMENT NARRATIVE

The Planned Unit Development (PUD) narrative for the Creekside Crossing Marketplace PUD dated (insert date) as contained in Exhibit A is made part of these conditions and restrictions and shall establish site design standards, minimum lot area setbacks, parking standards, lighting standards, and permitted, accessory and conditional uses for the PUD.

3. REQUIRED PLANS, EASEMENTS, AGREEMENTS AND PUBLIC IMPROVEMENTS

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

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

1) **General Development Plan**

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

2) **Landscape Plan**

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

3) **Building Plan**

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

4) **Lighting Plan**

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

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

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

6) **Fire Protection**

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



d) Materials to be stored (interior & exterior)

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

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

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

up to a maximum of 30% of any elevation of any building as part of reviews for architectural and building plans.

- D. Signage for each of the parcels within the development shall be in conformance with Section 17.0316, these Conditions and Restrictions, and all other applicable Sections of the Municipal Code (as amended).
- E. A Master Sign Plan for all development signs and Master Sign Plans for each multitenant building (3 or more tenant spaces) shall be submitted for review and approval by the Plan Commission prior to submission of sign permit applications. The design, construction, operation and maintenance of any development signs or streetscaping to be placed within the public right-of-way shall be the responsibility of the adjacent property owner, their successors and assigns.
- F. No sign proposed within the public right-of-way shall be permitted unless and until an amendment to Section 6.27 of the Municipal Code regarding projections, obstructions and encroachments to allow said signs has been approved by the Common Council.
- G. The following development signs are allowed within Creekside Crossing Marketplace as part of a Master Sign Plan approved in accordance with Subsection (E) above:
1. One (1) site entry sign located within an easement benefitting the lots within the development on the southwest corner of Lot 4 of CSM 9268. This sign shall be no closer to the property line than six (6) feet, shall not exceed 16 feet in height as measured from the ground surface adjacent to the center of the bottom of the structure supporting the sign, shall not exceed 17 feet in length (inclusive of the base), and shall not exceed 272 square feet per side (max. 2 sides).
  2. Two (2) entry signs, one (1) at each entrance to Creekside Crossing Circle, at a minimum setback of 10 feet to all rights-of-way. Each sign shall not exceed 16 feet in height as measured from the ground surface adjacent to the center of the bottom of the structure supporting the sign, shall not exceed nine (9) feet in length (inclusive of the base), and shall not exceed 144 square feet per side (max. 2 sides).
  3. One (1) sign within the center of the Creekside Crossing Circle roundabout. This sign, inclusive of all elements, shall not exceed 12 feet in height as measured from the ground surface adjacent to the center of the bottom of the structure supporting the sign, and shall not exceed four (4) feet in width (inclusive of any base).
  4. Wayfinding signs no less than four (4) feet from any public right-of-way line may be allowed as part of a Master Sign Plan approved by the Plan Commission. Each sign shall not exceed 10 feet in height as measured from the ground surface adjacent to the center of the bottom of the structure, supporting the sign, shall not exceed six (6) feet in length (inclusive of the base), and shall not exceed 60 square feet per side (max. 2 sides).
  5. Monument signs on individual development parcels within Creekside Crossing Marketplace shall adhere to the requirements of the Master Sign Plan as approved by the Plan Commission.
- H. No box/cabinet signs other than logos with accompanying channel letters in conformance with all applicable Code Sections shall be allowed.
- I. Solid waste collection and recycling shall be the responsibility of the owner. All solid waste and recycling collection units shall be screened and sited in conformance with Municipal Code requirements.

- J. Removal of snow from off-street parking areas, walks, public sidewalks, private roads and access drives shall be the responsibility of the landowner(s).
- K. The owner and operator of the Planned Unit Development shall enter into an agreement with the City for the design, construction, and maintenance of a public trail as depicted on the General Development Plan and included in the development agreement referred to in Item 2E of these conditions and restrictions prior to the issuance of occupancy permits for any phase of the development.

5. PARKING AND ACCESS

- A. Required roadway improvements and modifications identified in the existing Traffic Impact Analysis (TIA) shall be the responsibility of the property owner, unless otherwise provided for by other executed agreements.
- B. Parking for this development shall be provided in accordance with all applicable Sections of the Municipal Code, the Creekside Crossing Marketplace PUD in Exhibit A, and the following:
  - 1. The Plan Commission may approve a reduction in parking stall dimensions for compact vehicles (9' x 15') as part of site plan review, up to a maximum of 15% of the total required parking for the parcel and/or proposal.
  - 2. Any portions of parking lots that directly abut other parking lots may include no minimum side/rear setback space in order to provide seamless (shared) parking fields between lots. Parking lots shall have a minimum 5-foot setback from all public rights-of-way, and shall include landscaping and screening approved by the Plan Commission. The Plan Commission may modify the minimum parking setback on a site-specific basis by a ¾ majority vote of those Commissioners present at a meeting, but only if deemed consistent with an approved-Master Landscaping Plan.
  - 3. Perimeter landscaping areas, where required as part of the Master Landscape Plan and individual site landscaping plans shall be a minimum of 5 feet wide, unless otherwise modified by the Plan Commission by a ¾ majority vote of those Commissioners present at a meeting, but only if deemed consistent with an approved-Master Landscaping Plan. Perimeter landscaping areas are not required at the common interface of shared parking fields.
- C. There shall be no direct vehicular access to S. Ikea Way or W. Drexel Avenue where prohibited. One additional access point onto Ikea Way may be permitted north of its intersection with Creekside Crossing Circle provided that its location and design receive approval by the Plan Commission and City Engineer.

6. LIGHTING

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

D. Fixture type and color on light poles in public rights-of-way shall be in accordance with all applicable requirements of the Municipal Code.

7. BUILDING AND PARKING SETBACKS

	Front and Public ROW Setback on Exterior of Perimeter of Land Area Included in PUD***	Front and Public ROW Setback Interior to PUD***	Rear Setback	Side Setback
Principal Detached Structure	20 ft	10-20 ft	10 ft	5 ft
Principal Attached Structure	20 ft	10-20 ft	10 ft	0 ft
Accessory Structure*	20 ft	20 ft	10 ft	5 ft
Off-street Parking**	5 ft	5 ft	5 ft	0 ft

*\*No accessory structures shall be permitted in the front yard nor shall any structures be permitted in required buffer yards. Trash enclosures shall be sited in conformance with Sec. 17.1010(e) as amended.*

*\*\*The Plan Commission may modify the parking setback per Section 4(B)(2) above.*

*\*\*\*There shall be a minimum front setback of 20 feet from any right-of-way on the exterior of the perimeter of the land area included in the Planned Unit Development, but setbacks from rights-of-way on the interior of the land area included in the Planned Unit Development may be reduced below 20 feet (but not less than 10 feet) as approved by the Plan Commission.*

8. BUFFER YARDS

A buffer yard shall be created and maintained in accordance with Municipal Code Section 17.0301(6)(l)(1)(m) (as amended) where the Creekside Crossing Marketplace PUD abuts Park Districts. No buffer yard shall be required where the Creekside Crossing Marketplace PUD abuts residential districts.

9. TIME OF COMPLIANCE

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

10. OTHER REGULATIONS: INCONSISTENCY

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

However, in the event of any inconsistency between these Conditions and Restrictions and the Planned Unit Development Narrative for Creekside Crossing Marketplace, these Conditions and Restrictions shall control. These Conditions and Restrictions shall be deemed to be additional conditions and restrictions imposed by the Common Council in accordance with Subsections 17.0325(d)(3) and (f) of the City of Oak Creek Code of Ordinances (as amended).

11. VIOLATIONS & PENALTIES

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

12. REVOCAION

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

13. ACKNOWLEDGEMENT

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

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

\_\_\_\_\_  
Date

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

**EXHIBIT A:  
CREEKSIDE CROSSING MARKETPLACE PUD  
NARRATIVE AND GENERAL DEVELOPMENT PLAN  
(INSERT DATE)**

(The general development plan contained herein is for illustrative purposes only. Detailed plans in accordance with these conditions and restrictions and the City of Oak Creek Municipal Code must be approved by the Plan Commission.)

**EXCERPTED MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, OCTOBER 12, 2021**

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, Mayor Bukiewicz, Alderman Guzikowski, Commissioner Oldani, Commissioner Siepert, and Commissioner Chandler. Alderman Loreck was excused. Also present: Kari Papelbon, Planner; Laurie Miller, Zoning Administrator; and Mike Havey, Assistant Fire Chief.

**Minutes of the September 28, 2021 meeting**

**PLANNED UNIT DEVELOPMENT AMENDMENT  
KEVIN KENNEDY, WALDEN OC, LLC  
1998, 1997, 1900 AND 1880 W. CREESIDE CROSSING CIRCLE  
TAX KEY NOS. 784-9037-000, 784-9040-000, 784-9038-000, 784-9039-000**

Planner Papelbon provided an overview of the Amendment to the existing Planned Unit Development (PUD) (see staff report for details).

Commissioner Hanna asked for clarification that this request is for development signs while they are building.

Planner Papelbon responded that this is for a couple of signs: a monument sign advertising the development; entry signs that are similar to monument signs and will have one or two tenants on them; wayfinding signs that are larger than what Code allows; and a decorative sign that they call an obelisk in the center of the roundabout within the right-of-way, which are the ones for consideration for the Amendment.

Planner Papelbon provided an overview of the Conditions and Restrictions.

Commissioner Siepert moved that the Plan Commission recommends that the Common Council approves the amendments to the existing Planned Unit Development for the properties at 1880, 1900, 1997, & 1998 W. Creekside Crossing Circle after a public hearing.

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

Commissioner Carrillo moved to adjourn the meeting. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 8:17 pm.

ATTEST:

  
\_\_\_\_\_  
Kari Papelbon, Plan Commission Secretary

10-26-21  
\_\_\_\_\_  
Date

TO BE PUBLISHED OCTOBER 27 & NOVEMBER 3, 2021

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 a request submitted by Brad McClain, University of Wisconsin Credit Union, for a Conditional Use Permit for a financial institution with drive-through facility on the property at 7902 S. Main St.

**Hearing Date:**

November 16, 2021

**Time:**

7:00 PM

**Place:**

Oak Creek Civic Center (City Hall)  
8040 South 6<sup>th</sup> Street  
Oak Creek, WI 53154  
Common Council Chambers and Zoom (see above)

**Applicant(s):**

Brad McClain, University of Wisconsin Credit Union

**Property Owner(s):**

DTS C1, LLC

**Property Location(s):**

7902 S. Main St.

**Tax Key(s):**

813-9049-000

**Legal Description:**

Lot 2 of Certified Survey Map No. 8640, recorded in the Office of the Register of Deeds for Milwaukee County, Wisconsin on November 19, 2014 as Document No. 10413367, being a division of Lot 1 of Certified Survey Map No. 8573, in the Northwest ¼ and Northeast ¼ of the Northeast ¼ of Section 17, Town 5 North, Range 22 East, in the City of Oak Creek, Milwaukee County, Wisconsin.



The Common Council has scheduled other public hearings for November 16, 2021 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 may call the Department of Community Development at (414) 766-7000, during regular business hours.

Date of Notice: October 20, 2021  
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 6<sup>th</sup> Street, Oak Creek, Wisconsin 53154.

## COMMON COUNCIL REPORT

- Item:** Conditional Use Permit – Financial Institution with Drive-through Facilities - Brad McClain, University of Wisconsin Credit Union
- Recommendation:** That the Council adopts Ordinance 3024, an ordinance to approve a Conditional Use Permit for a financial institution with drive-through facilities on the property at 7902 S. Main St.
- Fiscal Impact:** Approval will allow for the construction of a financial institution with drive-through facilities on a prominent lot within Drexel Town Square. Development of this parcel will yield positive fiscal impacts in terms of assessed value, review fees, and permit and impact fees. This property is part of TID 11.
- 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

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

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

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

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## Project

The proposal is for a 6,000 gross square-foot (gsf) financial institution with drive-through facility on the east side of the building. It is anticipated that up to 12 employees may be onsite during business hours. This location will also utilize Interactive Teller Machines (ITMs), rather than the traditional drive-up lanes. Initially these ITMs will function much like ATMs, but may incorporate video features in the future. Hours of operation are proposed as follows:

	Lobby	ITM
Monday – Friday	9:00 AM – 5:30 PM	24/7
Saturday	9:00 AM – 1:00 PM	24/7
Sunday	Closed	24/7

Direct access is prohibited from Drexel Avenue and Main Street. The proposal includes one (1) access point off of the private drive between the subject parcel and the existing mixed-use building (Forge & Flare). Conceptual site plans provided as part of the proposal depict 77-84 total parking stalls for the site, which will connect to the existing parking lot for the MattressFirm and PetSmart building to the east. Three (3) lanes in the center of the parking lot will be for access to the ITMs.

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

## Staff Analysis

## Parking

In evaluating the parking requirements for a site within Drexel Town Square, an analysis of parking supply and demand is required as each project is developed. The GDPRP identifies the approximate parking supply and demand requirements for commercial office/retail as 3.5 – 5 stalls per 1,000 gross square feet. Of the 6,000 gross square feet (gsf) proposed for the building, only 4,000 gsf will be accessible to the public. This equates to between 14 and 20 parking stalls for the UWCU building. Incorporating the additional stalls required for the maximum number of employees that could be onsite (12) brings this range to 26-32 stalls.

Council will note that the First Generation Development Proposal depicts a unified parking lot between the subject lot and the MattressFirm/PetSmart property to the east. This creates a single circulation pattern as if the properties were one site, and provides clear visual cues for both vehicles and pedestrians as to the circulation expectations. The concept plan proposes an additional 84 stalls to be combined with the existing parking lot in conformance with the First Generation Development Proposal.

## Drexel Town Square Development Goals and Requirements

This is a significant building site at the main entrance to Drexel Town Square, and one of the last two (2) parcels to develop. It is especially important that the design of this site and building(s) is in conformance with the First Generation Development Proposal (see attached) and addresses the key elements of the DTSMUPDD.

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Council will note that the First Generation Development Proposal:

1. Depicts two (2) buildings along the entire Main Street frontage/BTZ (C1 and C2). The C1 building is shown as a large building either for a single tenant or multiple tenants. The C2 building is shown as a smaller building with an entrance on the southwest corner. Orientation of both buildings is toward the public street, particularly Main Street, with the intent of creating a full block and sense of enclosure for pedestrians that is continued south to the Square itself. Council may recall that plans for this parcel were approved in 2016 that included a multitenant commercial building extending along the full BTZ for Main Street.
2. Does not provide for a drive-through or drive-up facility in this area. Council may recall that plans for this parcel were approved in 2016 that did not include drive-up or drive-through facilities. However, the GDPRP allows drive up windows and lanes for buildings B5, B1, B2, C1 and C2 in the Mixed Use Sub-District with a Conditional Use Permit.

Although Build-to Zone (BTZ) requirements were not specifically mentioned within the submitted narrative, the concept plan depicts the building, bike parking area, and “community use.” While the BTZ would be specifically addressed at a future Plan Review stage, staff would like to clarify that the GDPRP states that “[a]t least 60%-90% of the linear edge shall be building façade” (emphasis added). The BTZ requirement for principal buildings on corner lots is within 0-5 feet of the property line. The property line along Main Street requires at least 128 linear feet of building façade to meet the minimum BTZ requirement. Although there are no dimensions on the concept plan, as currently depicted, the building’s massing is oriented along the western portion of the property. Entrances are currently depicted on the east (main) and south (secondary), which are not within the BTZ. Further activation of the street will occur within the reserved community space as mentioned below. Staff will continue to work with the Applicant’s consultants to explore design options to meet the goals of the BTZ; however, due to the operational needs of the financial institution, it may not be feasible to incorporate a dedicated entrance on the west.

With regard to the goals for active and walkable streets, staff commends the preliminary plans including the large community use space and bike parking area. Programming for the community use area, which may incorporate interactive art and/or gathering spaces, will ensure additional activation and passive recreation opportunities for visitors and the general public. Connection points to the public sidewalks from the north, west, and south provide many opportunities for pedestrian and multimodal access to the site. Per the GDPRP, “[d]rive-up lanes shall be designed to minimize their impact upon pedestrian circulation systems. Drive-up lanes, including the required queuing space may not impede pedestrian access to public building entrances.” The location of the proposed ITMs in the center of the parking lot are somewhat isolated from the remainder of the parking lot, and removed from the direct access to the building. Therefore, the potential for pedestrian and vehicle conflict is reduced.

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

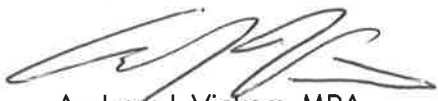
For the above reasons, Planning staff have no objections to the Conditional Use Permit request for a financial institution with drive-through facility on the property.

After careful consideration at the September 28 and October 12, 2021 meetings, the Plan Commission recommended approval subject to the attached Conditions and Restrictions.

**Options/Alternatives:** Council has the discretion to modify the proposed Conditions and Restrictions as part of the approval of the Conditional Use Permit, or deny the permit request.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Kari Papelbon, CFM, AICP  
Planner

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

Approved:



Douglas W. Seymour, AICP  
Director of Community Development

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Attachments:

- Ord. 3024
- Location Map
- 2016 Plans
- Narrative
- Site Plan
- Floor Plan & Renderings
- Elevations & Materials
- Conditions and Restrictions
- Plan Commission Minutes

ORDINANCE NO. 3024

By: \_\_\_\_\_

AN ORDINANCE TO APPROVE A CONDITIONAL USE PERMIT FOR  
A FINANCIAL INSTITUTION WITH DRIVE-THROUGH FACILITIES AT  
7902 S. MAIN ST.

(2<sup>nd</sup> Aldermanic District)

WHEREAS, BRAD MCCLAIN, UNIVERSITY OF WISCONSIN CREDIT UNION, has applied for a Conditional Use Permit that would allow for a Financial Institution with Drive-Through Facilities on the property at 7902 S. Main St.; and

WHEREAS, the property is more precisely described as follows:

Lot 2 of Certified Survey Map No. 8640, recorded in the Office of the Register of Deeds for Milwaukee County, Wisconsin on November 19, 2014 as Document No. 10413367, being a division of Lot 1 of Certified Survey Map No. 8573, in the Northwest  $\frac{1}{4}$  and Northeast  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 17, Town 5 North, Range 22 East, in the City of Oak Creek, Milwaukee County, Wisconsin.

WHEREAS, the Plan Commission has reviewed this proposal and has recommended that the Conditional Use be approved; and

WHEREAS, the Common Council held a public hearing on this matter on November 16, 2021, at which time all interested parties appeared and were heard; and

WHEREAS, the Plan Commission had recommended that the application for a Conditional Use be approved and authorized subject, however, to the imposition of certain conditions and restrictions upon the design, construction, location and operation of this Conditional Use, and which conditions and restrictions are incorporated by reference into the Conditional Use Permit; and

WHEREAS, following said public hearing and upon recommendation of approval of the Plan Commission, the Common Council is of the opinion that the best interests of the City would be served if the Conditional Use were approved and authorized for the lands hereinabove described, subject, however, to the imposition of certain conditions and restrictions on the design, construction, location and operation of the Conditional Use.

NOW, THEREFORE, the Common Council of the City of Oak Creek does hereby ordain as follows:

SECTION 1: To promote the general welfare, public safety and general planning within the City of Oak Creek, the Building Commissioner is hereby authorized to grant a Conditional Use Permit for a Financial Institution with Drive-Through Facilities on the property at 7902 S. Main St., which shall include the aforementioned conditions and restrictions.

SECTION 2: The Conditional Use is subject to the aforementioned conditions and restrictions on the design, location, construction and operation of the Conditional Use for a Financial Institution with Drive-Through Facilities on the property at 7902 S. Main St.

SECTION 3: All ordinances or parts of ordinances and Zoning District Maps made a part of Chapter 17 of the Municipal Code of the City of Oak Creek in conflict herewith are hereby repealed.

SECTION 4: The several sections of this ordinance are declared to be severable. If any section shall be declared, by a decision of a court of competent jurisdiction, to be invalid, such decision shall not affect the validity of other provisions of this ordinance.

SECTION 5: This ordinance shall take effect and be in force from and after its passage and publication.

Passed and adopted this 16<sup>th</sup> day of November, 2021.

\_\_\_\_\_  
President, Common Council

Approved this 16<sup>th</sup> day of November, 2021.

\_\_\_\_\_  
Mayor

ATTEST:

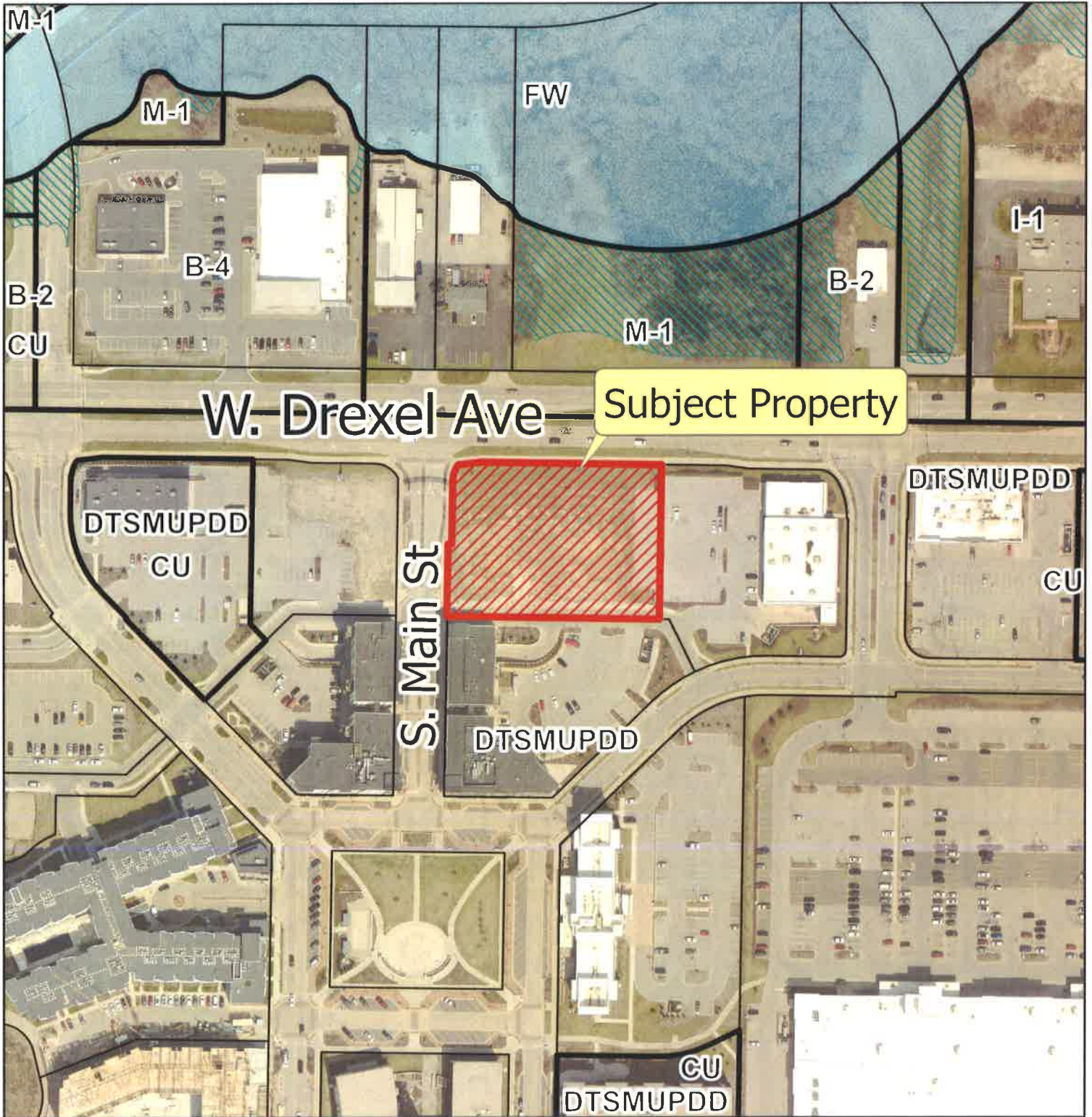
\_\_\_\_\_  
City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_



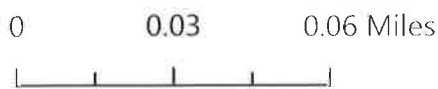
# Location Map

## 7902 S Main St



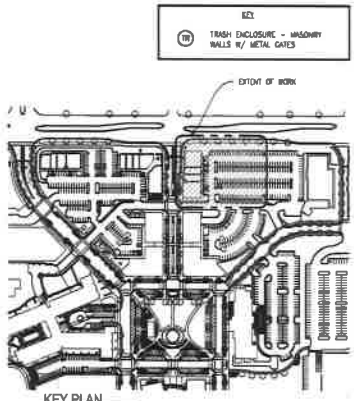
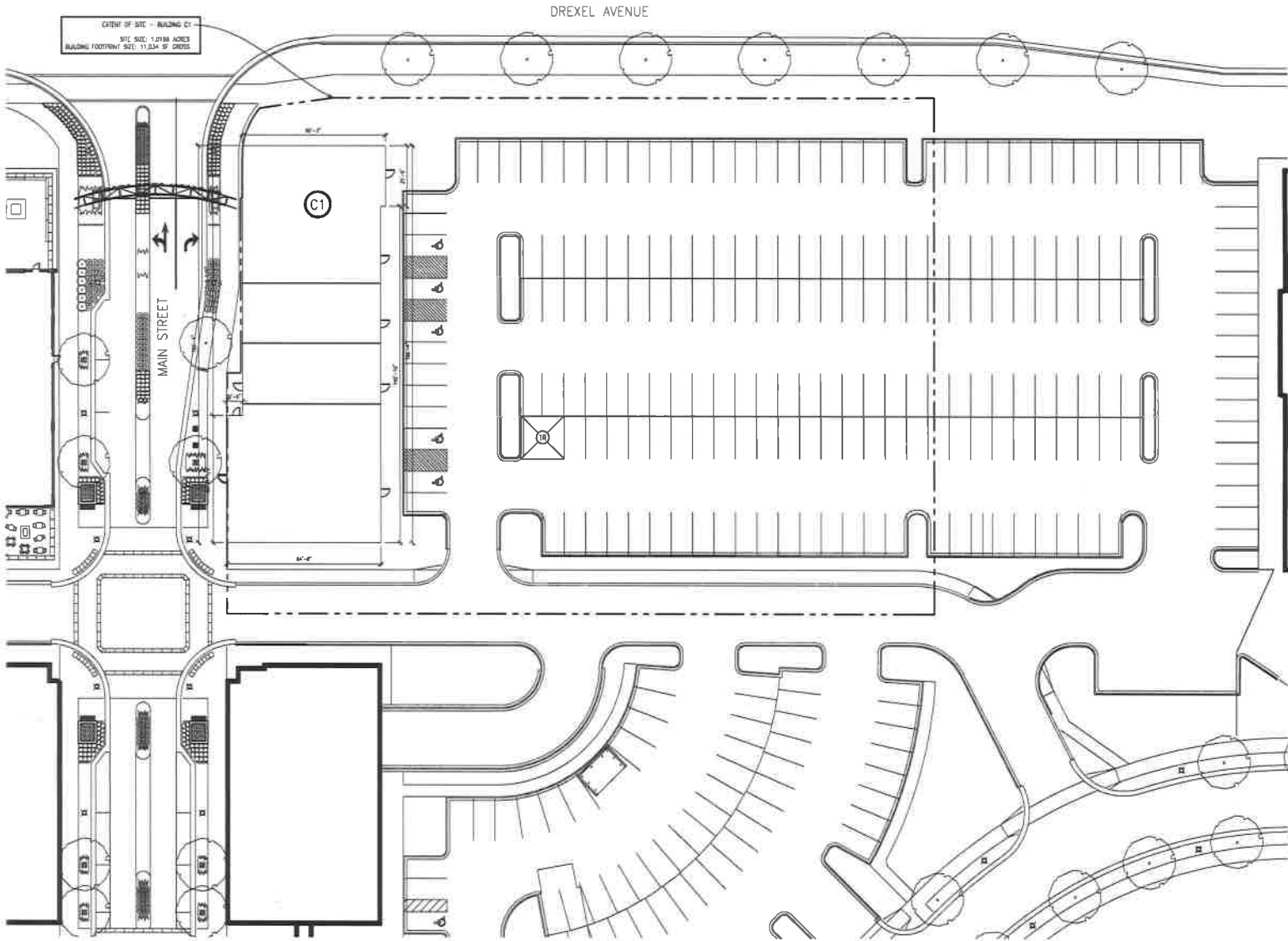
This map is not a survey of the actual boundary of the property this map depicts

### Legend



- Zoning
- Official Street Map
- Floodway
- Flood Fringe
- Parcels
- 7902 S Main St





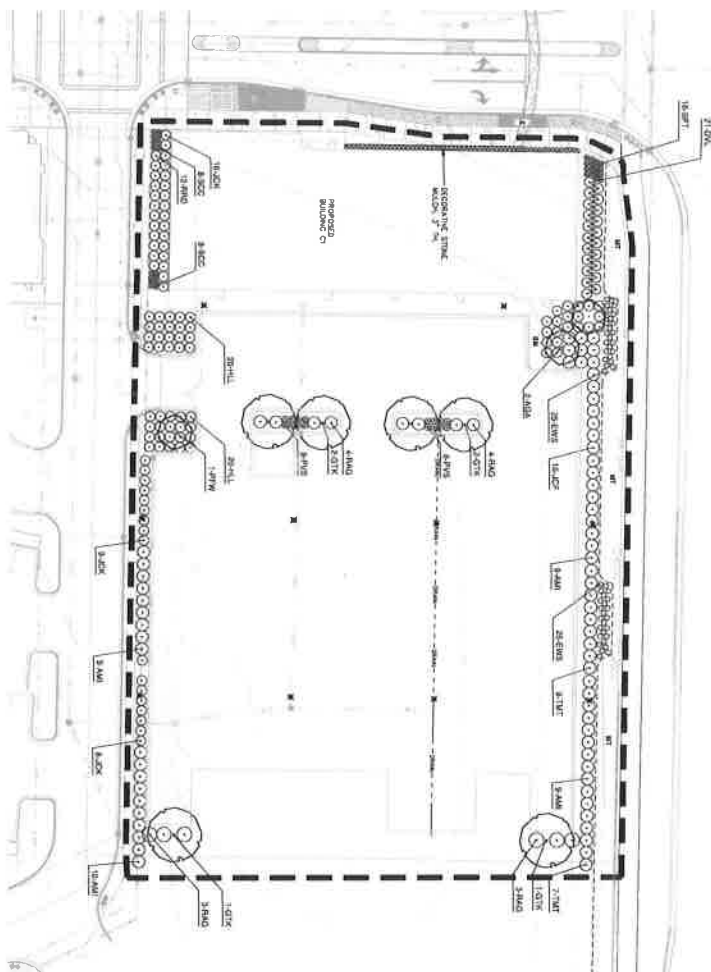


**LANDSCAPE NOTES**

- The landscape design has been provided to left, right & rear of all proposed buildings of the site of this project in accordance with the City of Oak Creek Ordinance 14.05. The site plan shows the building footprints and the landscape design in accordance with the City of Oak Creek Ordinance 14.05. The landscape design is provided to the site plan and shall be used as a guide for the construction of the landscape design.
- The landscape design shall be constructed in accordance with the City of Oak Creek Ordinance 14.05. The landscape design shall be constructed in accordance with the City of Oak Creek Ordinance 14.05.
- The landscape design shall be constructed in accordance with the City of Oak Creek Ordinance 14.05. The landscape design shall be constructed in accordance with the City of Oak Creek Ordinance 14.05.
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**DATE: 2013 APRIL 22**  
**SCALE: 1/8" = 1'-0" (1" OF 10' S.I.)**  
**DWG. NO: 140826-14.05**  
**DATE: 07/18/2016**

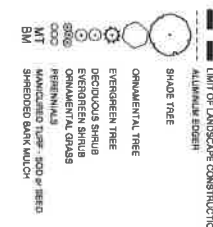
**W. DREXEL AVENUE**



**PLANT LIST**

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QUANTITY	NOTES
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3.107B	...	...	...	...	...
3.107	...	...	...	...	...
3.106A	...	...	...	...	...
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**LANDSCAPE LEGEND**



CONCEPTUAL - NOT FOR CONSTRUCTION

**PTS HQ**  
 RCA Project No. 140826  
 Sheet Title  
**LANDSCAPE PLAN**  
**L101**

**BUILDING B5**  
 DREXEL TOWN SQUARE  
 OAK CREEK, WI  
 Issue Date JULY 18, 2016

**PLAN COMMISSION REVIEW SET**

**GREER** RINKA|CHUNG  
 RINKA|CHUNG ARCHITECTURE INC

Client: Greg Deal, Christiana-Center  
 600 South 10th Street, Suite 400  
 Milwaukee, WI 53204  
 414 221-0000  
 www.greer-rinka.com

Copy:  
 1 - Building B5  
 1 - Planning  
 1 - Public Works  
 1 - City of Oak Creek

# DREXEL TOWN SQUARE



**EAST ELEVATION**



**NORTH ELEVATION**

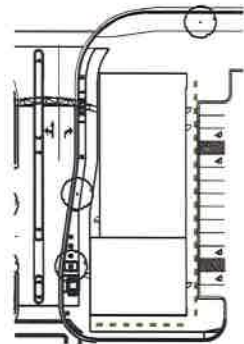
**C1 BUILDING**

**PERCENTAGE OF GLAZING**

- NORTH FACADE: 33%
- WEST FACADE: 41%
- SOUTH FACADE: 30%
- EAST FACADE: 48%

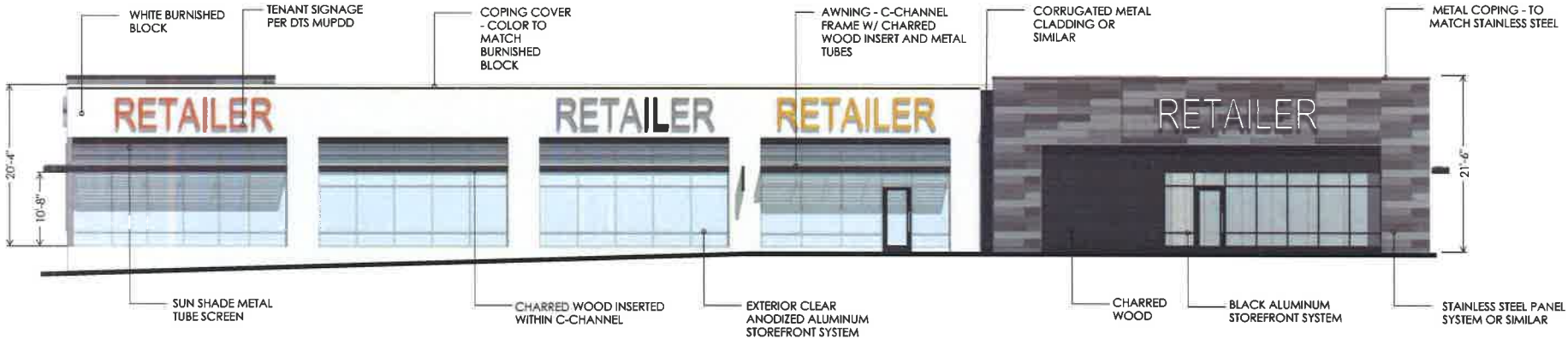
**SIGNAGE**

SIGNAGE AREAS ARE RECOMMENDED TO MEET THE GUIDELINES DEFINED IN THE DREXEL TOWN SQUARE MIXED USE PLANNED DEVELOPMENT DISTRICT (DTSMUPDD)



## C1 - EXTERIOR ELEVATIONS

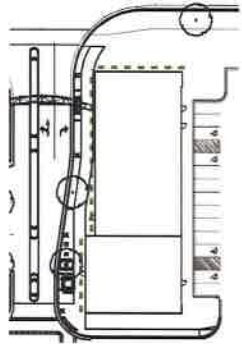
# DREXEL TOWN SQUARE



WEST ELEVATION



SOUTH ELEVATION



## C1 - EXTERIOR ELEVATIONS



**DREXEL TOWN SQUARE**



**C1 - PROPOSED VIEW**

DREXEL TOWN SQUARE



C1 - PROPOSED VIEW



DREXEL TOWN SQUARE



C1 - PROPOSED VIEW

DREXEL TOWN SQUARE



C1 - PROPOSED VIEW



**KEE Architecture, Inc.**  
3220 Syene Road, Suite 102  
Madison, Wisconsin 53713  
(608)255-9202

## **PROJECT NARRATIVE DESCRIPTION**

September 10, 2021

To: City of Oak Creek  
Community Development  
8040 South 6<sup>th</sup> Street  
Oak Creek, Wisconsin 53154

RE: **Conditional Use Application**  
**UW Credit Union - Drexel Town Square**  
Oak Creek, Wisconsin

Community Development Staff:

We are submitting the attached **Conditional Use** application materials for review and approval on behalf of University of Wisconsin Credit Union, who have entered into an agreement to purchase property in the Drexel Town Square development in Oak Creek. We request that this application be considered at the Plan Commission meeting on October 12, 2021, or on an expedited basis if an earlier date is available.

### **Applicant**

University of Wisconsin Credit Union (UWCU)  
3500 University Avenue  
Madison, Wisconsin 53705  
Attn: Brad McClain

### **Current Owner**

DTS C1 LLC  
622 N Water Street, Suite 200  
Milwaukee, Wisconsin 53202

### **Site Address**

7902 South Main Street

### **Legal Description of Property**

Lot 2 Certified Survey Map No. 8640, recorded in the office of the Register of Deeds for Milwaukee County, Wisconsin on November 19, 2014 as Document No. 10413367, being a division of Lot 1 Certified Survey Map No. 8573, in the Northwest 1/4 and Northeast 1/4 of the Northeast 1/4 of Section 17, Town 5 North, Range 22 East, in the City of Oak Creek, Milwaukee County, Wisconsin.

RE: Conditional Use Application  
UW Credit Union – Drexel Town Square  
7902 South Main Street  
Oak Creek, Wisconsin 53154  
September 10, 2021

**Lot Size**

63,357 square feet (1.4545 Acres)

**Parcel Number**

# 8139049000

**Zoning of Property**

DREXEL TOWN SQUARE MIXED USE PLANNED DEVELOPMENT DISTRICT  
(DTSMUPDD)

**Current Use of Property**

The property is currently vacant.

**Proposed Use**

The property will be used as a retail financial institution (credit union) with four drive-through ITM (automatic teller) lanes.

**Proposed Parking**

UWCU proposes to provide 83 parking stalls on the site.

Parking will be contiguous with the existing parking lot to the west (serving PetSmart and Mattress Firm) and will be available for use as part of the development-wide shared parking.

**Building Floor Area**

Gross Area = ±6,000 square feet (including ±4,000 SF open to the public)

**Number of Employees**

Minimum Employees: Two  
Maximum Employees: Twelve

**Days of Retail Operation**

Monday through Saturday

**Hours of Retail Operation**

Branch Lobby: Monday through Friday – 9:00 AM – 5:30 PM  
Saturday – 9:00 AM – 1:00 PM

**Signage**

UW Credit Union is working with Adrenaline Agency to design signage for the project, for site and building, which will be submitted under a separate application.

**Project Schedule**

Construction of the new UWCU branch building is anticipated to be complete in Spring 2023.

RE: Conditional Use Application  
UW Credit Union – Drexel Town Square  
7902 South Main Street  
Oak Creek, Wisconsin 53154  
September 10, 2021

This application is for **Conditional Use** only, with the understanding that separate applications will be made for Site and Building plan reviews.

Please review the attached application and other supporting documents and contact us if you have any questions.

Sincerely,  
KEE Architecture, Inc.



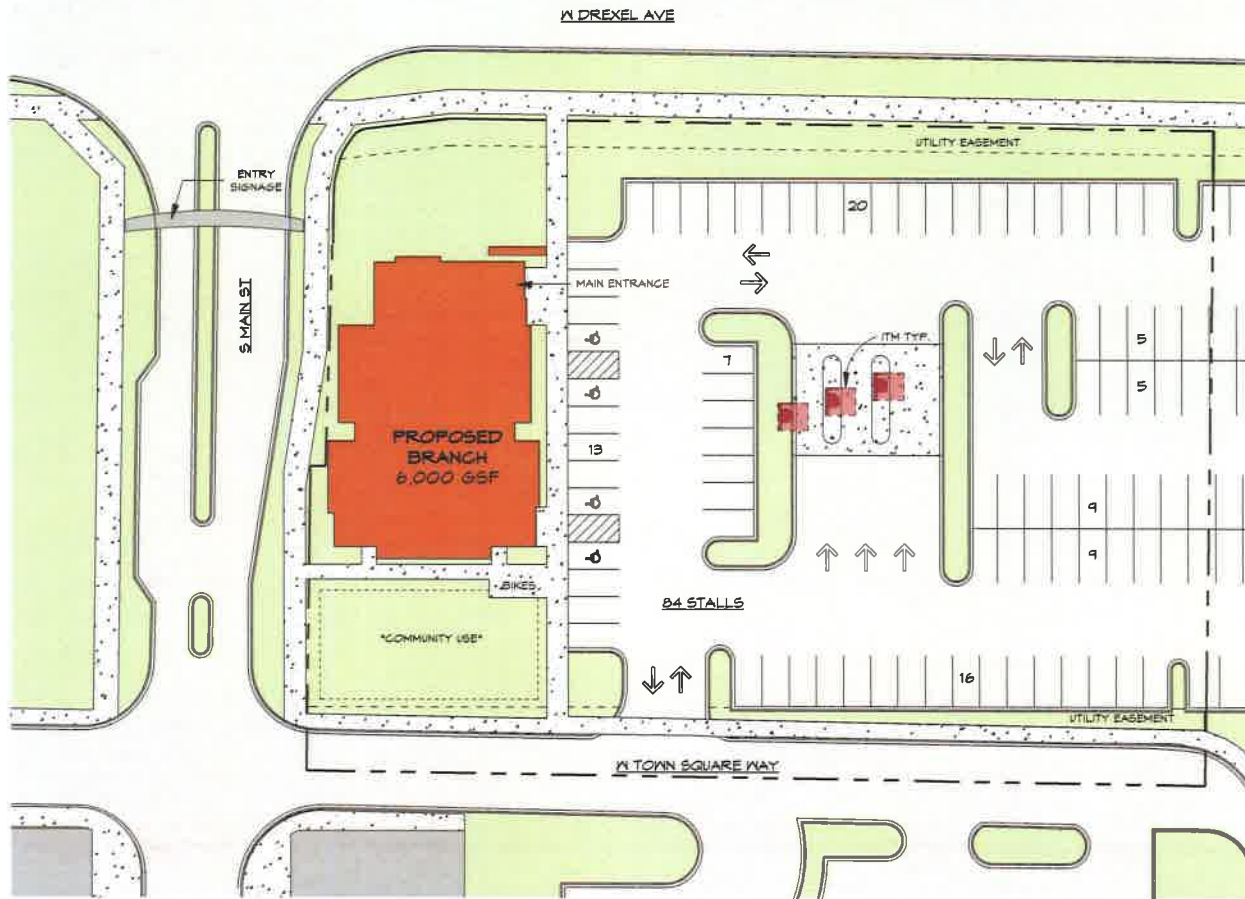
David J. Ewanowski AIA

Attachments\*:

- **Plan Commission Application** (two pages)
- **Application Fee:**
  - Conditional Use Permit (Expedited Review) - \$1,875.00
- **Conditional Use Permit Application** – signed and notarized (one page)
- **Conceptual Site Plan** (one sheet)
- **Conceptual Building Plan** (one sheet)
- **Building Elevations** (one sheet)

*\*Note that copies of these documents have also been submitted in electronic (PDF) format to [kpapelbon@oakcreekwi.org](mailto:kpapelbon@oakcreekwi.org).*





01



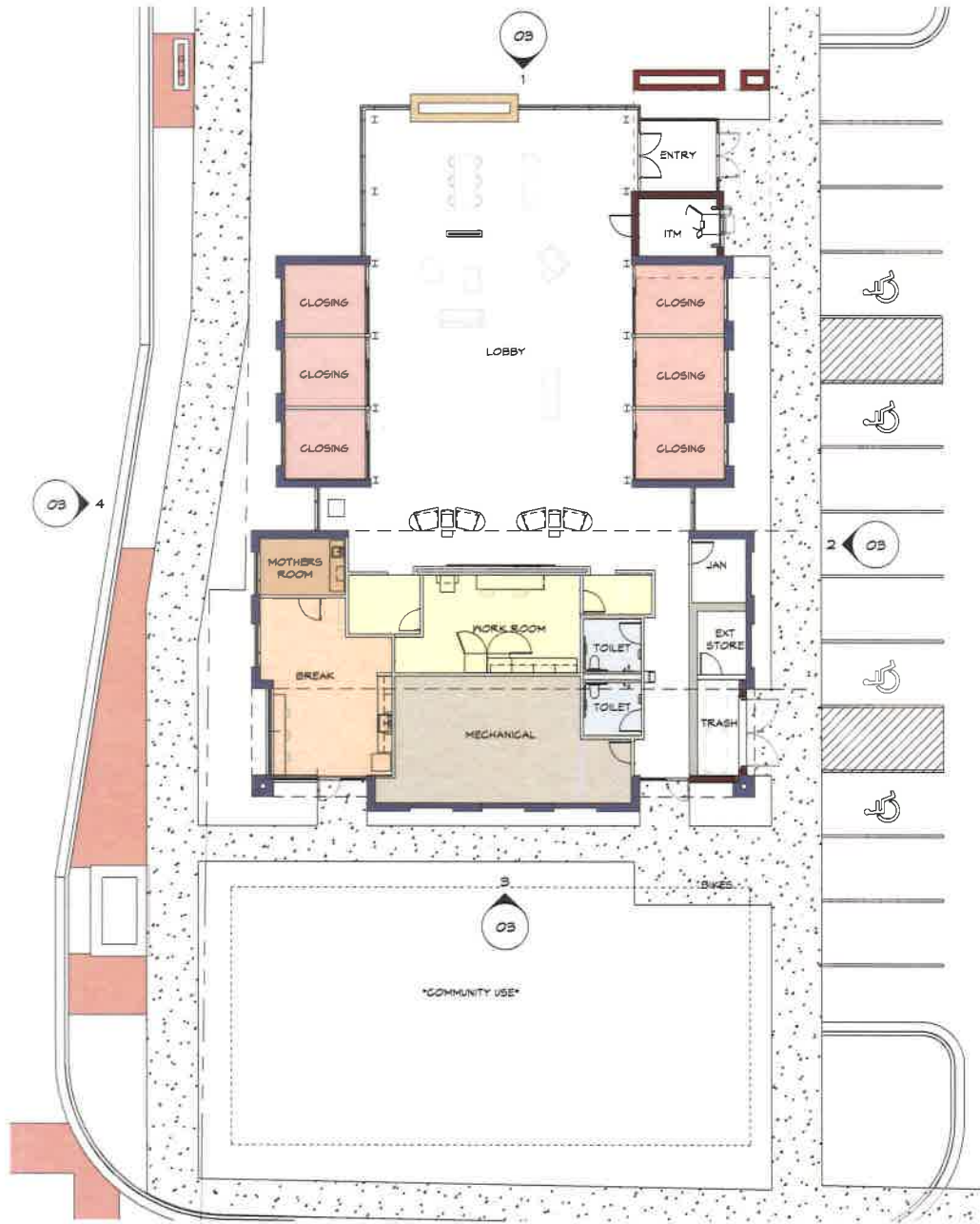
CONCEPTUAL SITE PLAN

UW Credit Union  
Oak Creek Branch

KEE Project #ZF11E

09/10/21





VIEW FROM EAST



VIEW FROM WEST

02



CONCEPTUAL BUILDING PLAN



0 8'-0" 16'-0" 24'-0"

UW Credit Union  
Oak Creek Branch







KEE Project #ZF11E

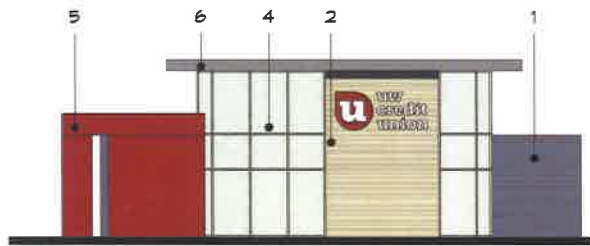
09/10/21



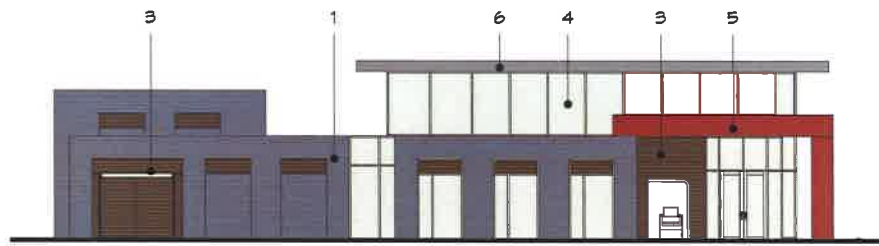
KEE Architecture 3220 Syene Road | Madison, WI | 608-255-9202



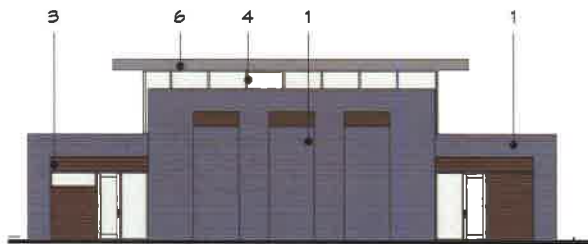
- 1  = FACEBRICK TYPE 1
- 2  = STONE VENEER TYPE 1
- 3  = LAMINATE PANEL TYPE 1
- 4  = INSULATED GLASS TYPE 1
- 5  = COMPOSITE METAL PANEL TYPE 1
- 6  = COMPOSITE METAL PANEL TYPE 2



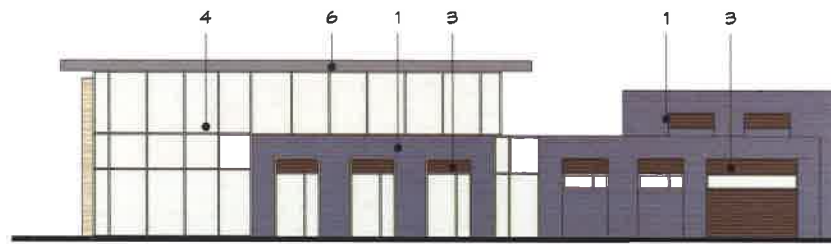
1 North Elevation



2 East Elevation



3 South Elevation



4 West Elevation

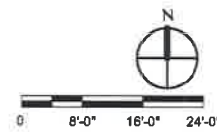


**BUILDING ELEVATIONS**

UW Credit Union  
Oak Creek Branch

KEE Project #ZF11E

09/10/21



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

**Applicant:** Brad McClain, UW Credit Union  
**Property Address:** 7902 S. Main St.  
**Tax Key Number(s):** 813-9049-000  
**Conditional Use:** **Financial Institution with Drive-Through Facility**

**Approved by Plan Commission:** 10-12-21  
**Approved by Common Council:** TBD  
(Ord. 3024)

**1. LEGAL DESCRIPTION**

Lot 2 of Certified Survey Map No. 8640, recorded in the Office of the Register of Deeds for Milwaukee County, Wisconsin on November 19, 2014 as Document No. 10413367, being a division of Lot 1 of Certified Survey Map No. 8573, in the Northwest ¼ and Northeast ¼ of the Northeast ¼ of Section 17, Town 5 North, Range 22 East, in the City of Oak Creek, Milwaukee County, Wisconsin.

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

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

B. Precise, detailed plans for the area affected by the Conditional Use must be in general conformance with the Drexel Town Square Mixed Use Planned Development District (DTSMUPDD) General Development Plan and Regulating Plan, and shall be submitted to, and approved by, the Plan Commission prior to the issuance of any building or occupancy permits. This plan shall show and describe the following:

**1) General Development Plan**

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

**2) Landscape Plan**

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

**3) Building Plan**

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

**4) Lighting Plan**

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

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

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

**6) Fire Protection**

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

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

- D. For any new buildings, additions, structures, and site modifications, site grading and drainage, stormwater management, and erosion control plans shall be submitted to the City Engineer for approval, if required. The City Engineer's approval must be received prior to the issuance of any building permits.
- E. A landscaping plan must be submitted for review and approval by the Plan Commission prior to the issuance of a building or occupancy permit.
- F. A Development Agreement shall be completed between the owner(s) and the City if deemed necessary by the City Engineer so as to ensure the construction or installation of public or other improvements required in Item 2(B) above, and/or as specified by these Conditions and Restrictions.
- G. All new electric, telephone and cable TV service wires or cable shall be installed underground within the boundaries of this property.

3. SITE & USE RESTRICTIONS, MAINTENANCE & OPERATION REQUIREMENTS

- A. Development and operations on the site shall be subject to the requirements of the Drexel Town Square Mixed Use Planned Development District.
- B. There shall be no more than one (1) financial institution with three (3) drive-through lanes for remote services (e.g., ITM/ATM lanes).
- C. Uses allowed on this property shall be limited to those allowed by the DTSMUPDD zoning district and these Conditions and Restrictions.
- D. Active Streets & Walkability
  - 1. Build-to zones (BTZ) shall adhere to the following:
    - i. At least 60% of the linear edge along Main Street shall be building façade.
    - ii. The BTZ must include the building's front façade.
    - iii. Architectural elements such as porches, decks, stoops, bay or oriel windows, balconies, awnings, roof eaves, pergolas, covered walkways, ornamental features, chimneys, and lights should also fall within the BTZ range.
    - iv. In no case shall BTZs extend into a utility easement, beyond a property line, or interfere with required vision triangles.
    - v. Within a public right-of-way some encroachments should be allowed for temporary uses such as tables, planters, heaters, sidewalk signage, and similar elements that extend past the property line. All encroachments must take out a permit and be approved by the City of Oak Creek.
  - 2. Mixed Building and Landscape zones (MLZ) should incorporate combinations of the build-to-zone and landscape zone requirements.

3. At least one pedestrian entrance that is easily identified from and connected to the public street and sidewalk shall be provided along the facade abutting Main Street.

E. Drive-Through / Drive-Up Facilities

1. Three (3) drive-through lanes for the remote ITM/ATM area are allowed on the property in conformance with Plan Commission approval. Lane width to meet standard local Code requirements.
  2. Clearly defined pedestrian crossings should be provided where walkways intersect drive-through access lanes.
  3. Drive-through/drive-up windows and lanes are not permitted on the side of the building facing Drexel Avenue or Main Street. Effort should be made to conceal portions of a drive-up lane which are visible from Drexel Avenue.
  4. Orientation of the drive-through/drive-up lanes will be configured such that parking areas for adjacent tenants and their patrons are not encroached upon, blocked, or made difficult to arrive at.
  5. Drive-through/drive-up lanes shall provide sufficient space for at least four (4) waiting vehicles and no queuing spaces shall preclude the use of any parking spaces, nor shall any queuing take place in the public right-of-way.
  6. Drive-through/drive-up lanes shall be designed to minimize their impact upon pedestrian circulation systems. Drive-through/drive-up lanes, including the required queuing space may not impede pedestrian access to public building entrances.
  7. Separate weather protection canopies or similar structures are not permitted within the front or street yard setbacks for Main Street or Drexel Avenue. Canopies over drive-through facilities located outside of the front or street yard setbacks may be considered by the Plan Commission as part of Site and Building Plan Review. Pneumatic tube carrier systems and independent clearance bars are not permitted.
  8. Additional signage will not be allowed as a large feature of any canopy structure or microphone/service system. Signage on microphone/service systems will be limited to a small size, and directed at the drive-through/drive-up patron only.
  9. Lighting dedicated to drive-up lane illumination shall also meet parking area lighting requirements. A photometric plan shall be included as part of the site plan approval process for drive-through/drive-up lanes.
  10. The audible level of the service system shall be kept to a minimum for the proper function of the system, but considerate of adjacent tenants and patrons. Excessively loud service systems are not permitted.
- F. Signs shall comply with the requirements of Appendix B of the DTSMUPDD General Development Plan and Regulating Plan and all applicable Sections of the Municipal Code (as amended). All

signage must be approved by the Plan Commission prior to issuance of sign permits.

- G. The maintenance of common areas shall be the responsibility of the owner, a property owners association, business improvement district, or other organization acceptable to the City of Oak Creek Plan Commission and One West Drexel, LLC.
- H. Removal of snow from off-street parking areas, private roads, walks and access drives shall be the responsibility of the property owner(s) consistent with any deeds or covenants and may be included as part of a common maintenance agreement with a property owners association, business improvement district, or other organization acceptable to the City of Oak Creek Plan Commission and One West Drexel, LLC.
- I. The maintenance of regional stormwater ponds shall be the responsibility of the City of Oak Creek. The responsibility for maintenance of other facilities constructed as part of the identified stormwater best management practices shall be the responsibility of the property owner, property owners' association business improvement district, or other organization acceptable to the City of Oak Creek Plan Commission and One West Drexel, LLC consistent with any covenants, deed restrictions, developer agreements or intergovernmental agreements.
- J. The number, size, location and screening of appropriate solid waste collection units shall be in conformance with plans approved by the Plan Commission.
- K. Solid waste collection and recycling shall be the responsibility of the owner(s).
- L. All outdoor trash areas will need attractive designs, and persistent maintenance. Enclosures shall be gated, always well maintained, and kept clean.

#### 4. PARKING AND ACCESS

- A. Parking for this development shall be provided in accordance with Sections 17.0403 & 17.0404 of the Municipal Code (as amended).
- B. All driveway locations must be approved by the Plan Commission as part of the detailed site plan review.
- C. When vehicular parking entries, curb cuts, and driveways, cross the public walks/easements they shall not exceed 24 feet in width, except when deemed necessary to accommodate service and emergency vehicles, etc.
- D. Where the vehicle entry driveway crosses the sidewalk, the paving along the sidewalk must remain at the same typical height as the adjacent sidewalks to create a level, non-interrupted path for pedestrians.
- E. Parking for this development shall be provided in accordance with Sections 17.0403 & 17.0404 of the Municipal Code (as amended), the provisions of the DTSMUPDD General Development Plan and Regulating Plan, and these Conditions and Restrictions.

#### 5. LIGHTING

- A. All plans for new outdoor lighting shall be reviewed and approved by the Electrical Inspector in

accordance with Section 17.0808 of the Municipal Code (as amended), the DTSMUPDD General Development Plan and Regulating Plan, and these Conditions and Restrictions.

- B. Pole type, height and color, as well as luminaire type, shall match the established standards for parking lot lighting within the Drexel Town Square Planned Development.

## 6. BUILDING DESIGN GUIDELINES AND ARCHITECTURAL STANDARDS

- A. The overall minimum height of a one-story commercial building must not be less than 20 feet from finished floor to the highest point on the building.

### B. Windows and Glazing

- 1. Visual interaction by means of clear, non-tinted windows (glazing) is required along the street frontages of a building.
- 2. Tinted glazing and opaque glass panels are prohibited except as accents where approved by the Plan Commission.
- 3. The percentage of the glazing zone that shall include clear glazing for first floor building uses is as follows:
  - i. Primary/Special Condition Façade: min. 30%
  - ii. Non-entry Façade: min. 20%
  - iii. Alternative to Clear Glazing: max. 50% of requirement as approved by the Plan Commission

### C. Building Materials

- 1. Building materials of enduring quality are required, such as brick, stone, wood, fiber cement, heavy vinyl, and stucco. All building materials shall be approved by the Plan Commission and be consistent with the requirements in the DTSMUPDD General Development Plan and Regulating Plan.
- 2. Freestanding commercial structures shall be designed as four-sided architecture with finish grade materials used consistently on all facades. Four-sided architecture must be of high quality suitable for an urban commercial setting.

## 7. TIME OF COMPLIANCE

The operator of the Conditional Use shall commence work in accordance with these Conditions and Restrictions within twelve (12) months from the date of adoption of the ordinance authorizing this Conditional Use Permit. This Conditional Use approval shall expire within twelve (12) months after the date of adoption of the ordinance if building or occupancy permits have not been issued for this use.

## 8. OTHER REGULATIONS

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

## 9. VIOLATIONS & PENALTIES

Any violations of the terms of this Conditional Use Permit shall be subject to enforcement and the issuance of citations in accordance with Section 1.20 of the City of Oak Creek Code of Ordinances (as amended). If the owner, applicant or operator of the Conditional Use Permit is convicted of two or more

violations of these Conditions and Restrictions or any other municipal ordinances within any 12-month period the City shall have the right to revoke this Conditional Use Permit, subject to the provisions of paragraph 10 herein. Nothing herein shall preclude the City from commencing an action in Milwaukee County Circuit Court to enforce the terms of this Conditional Use Permit or to seek an injunction regarding any violation of this Conditional Use Permit or any other City ordinances.

10. REVOCATION

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

11. ACKNOWLEDGEMENT

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

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

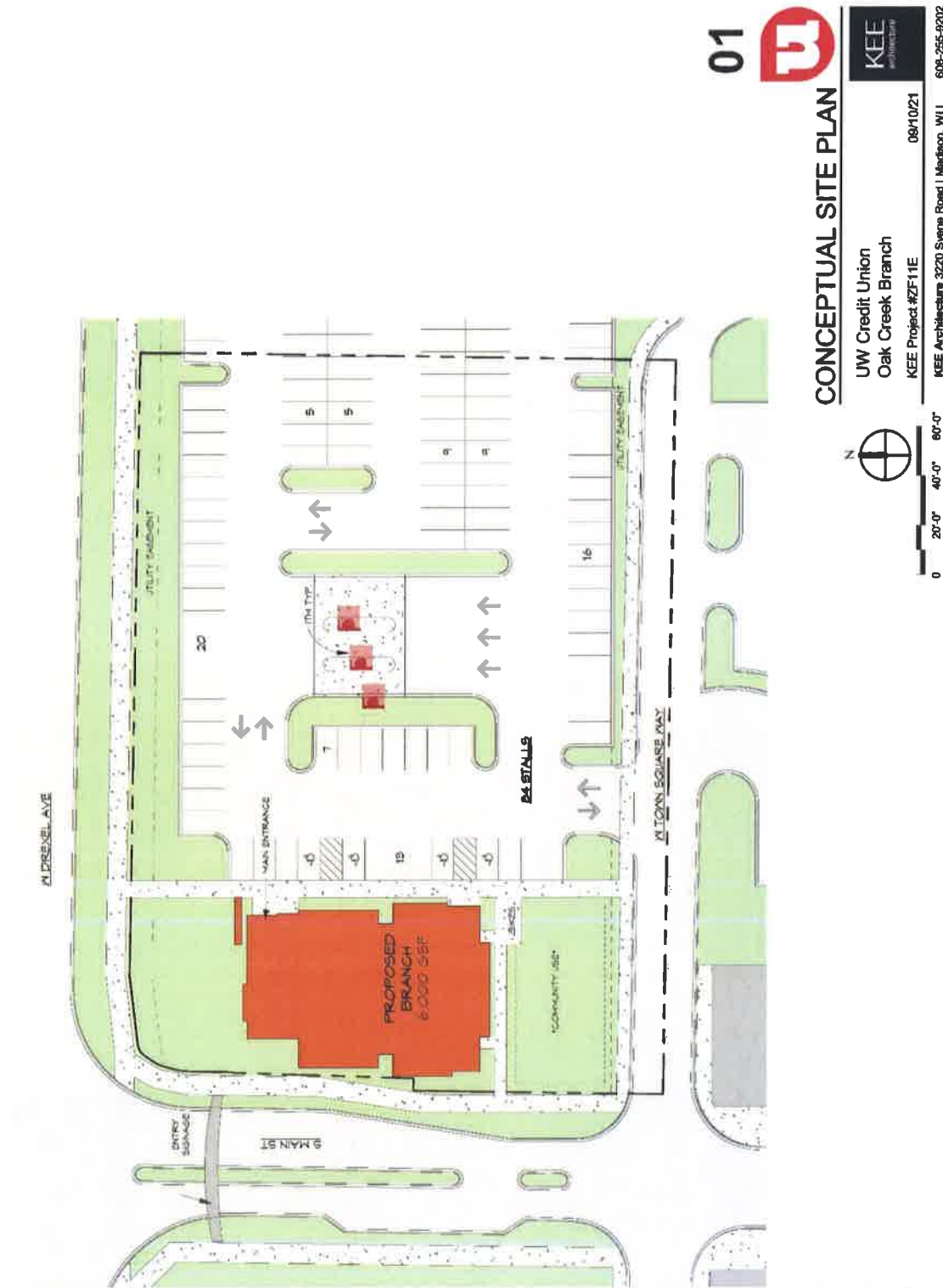
\_\_\_\_\_  
Date

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



# EXHIBIT A: CONCEPTUAL SITE PLAN

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



**EXCERPTED MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, SEPTEMBER 28, 2021**

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, Alderman Loreck, Mayor Bukiewicz, Alderman Guzikowski, Commissioner Oldani, Commissioner Siefert, and Commissioner Chandler. Also present: Kari Papelbon, Planner; Laurie Miller, Zoning Administrator; Doug Seymour, Community Development Director; and Mike Havey, Assistant Fire Chief.

**CONDITIONAL USE PERMIT  
UNIVERSITY OF WISCONSIN CREDIT UNION  
7902 S. MAIN ST.  
TAX KEY NO. 813-9049-000**

Planner Papelbon provided an overview of the Conditional Use Permit for a proposed financial institution with a drive-through facility on the property at 7902 S. Main St. (see staff report for details).

David Ewanowski, KEE Architecture, 906 Hampshire, Madison, WI, stated he is available to answer any questions.

Commissioner Carrillo mentioned that Panera was not approved because of the drive-through.

Mayor Bukiewicz said that Panera had a lot of concerns with the setup of the site because of the pedestrian crossing the drive-through.

Planner Papelbon explained that this proposal has fewer concerns because the site layout limits the conflict with vehicles and pedestrians with having the drive-through separate from the building.

Director Seymour stated that the previous proposal layout had the queueing and circulation that created much of a conflict with the pedestrian crossing. Director Seymour stated that staff are working with the applicant on creating the site to incorporate the facility and traffic flow, and also to address the goals the City has for the corner with the shared parking lot. Director Seymour stated that the applicant has created the site to contain the stacking and queueing to within the site without impacting the parking lot and the private roadway in the area.

Commissioner Carrillo stated that she thought the City was saving the lots for a retail building or retail with apartments.

Director Seymour answered that the intent was for retail. Director Seymour described that it is been challenging to get something for this site due to the economic change for retail in the last year and half, and the deed restrictions with Meijer and Froedtert that prevents from having medical or service uses or specialty shops in the area. Director Seymour said that he feels that this proposal would maintain the visual goal of Drexel Town Square, and the need to anchor this corner.

Commissioner Carrillo stated that she does not see having a bank on Main Street at the entrance to Drexel Town Square, and the community is already outraged with having another bank

currently being built on Howell Avenue. Commissioner Carrillo stated that the City has waited so long for something unique, and that she feels that it should not be given up for another bank.

Director Seymour stated that banks are a sign of a healthy community. Director Seymour said that he loves bank because banks have beautiful architecture, and it shows that Oak Creek is healthy, growing and people invest their money in the City. Director Seymour stated that having a bank may not be impactful or as unique as many people envision the corner to be, but the reality of having retail there may not happen.

Commissioner Carrillo stated that she thought that the corners were going to be like Forge & Flare buildings.

Director Seymour said that the plan was to have single-story multitenant retail buildings.

Mayor Bukiewicz mentioned that the corner envisions a shared parking, and that he took a walk to the site and said that it looks much larger on paper that it really is.

Director Seymour added that UW Credit Union really do not need that much parking, but it is the requirement of the property owner. Director Seymour stated that the City is hopeful once Drexel Town Square and Main Street become fully functional the parking lot can be used.

Mayor Bukiewicz stated that if there is retail, more parking would be needed by the Municipal Code, and having a bank would be less impactful and it would create more green space in the area.

Alderman Loreck commented that he has heard complaints about too many banks, and agrees with Commissioner Carrillo on the vision with the entrance. Alderman Loreck stated that UW Credit Union just recently built a building in the City of Franklin, and the building really looks nice. Alderman Loreck also stated that he agrees with Director Seymour with the site being a challenge, and does not expect retail and restaurants to build any time soon. Alderman Loreck said that he does get complaints about the parking in Drexel Town Square, and the proposal would help with the issue.

Alderman Guzikowski commented that even though having more banks or a credit union shows a healthy community, he does not think the location is the best, even with a good-looking building.

Commissioner Oldani said he was disappointed to see the proposal, and that he agrees with Commissioner Carrillo on that the entrance and the corners being the jewel of Drexel Town Square. Commissioner Oldani stated that UW Credit Union is a beautiful building, and he thinks that it could go elsewhere in the City. Commissioner Oldani stated that he understands what Director Seymour was talking about, and he is willing to hold out for something else. Commissioner Oldani said that the pandemic should end, and that he feels that there is only one chance to have something else go there.

Commissioner Siepert stated that he agrees with some of what the other Commissioners have said, and asked about the green square labeled community use just south of the building.

Planner Papelbon answered that it is a reserved space for the City to use and extend the public realm as the space is more than what the development needs. Planner Papelbon stated that it is unknown what it would be, but there is an opportunity to coordinate with the public art and sculpture program.

Director Seymour added that UW Credit Union knows how unique the area is and wants to support the City's vision for the property. They have considered every aspect as a financial institution and for the community. Director Seymour stated that he does not disagree with what the Commissioners have said, but the original plan called for a single-story, multitenant retail building, and it would be similar to what is at the corner of 6<sup>th</sup> and Drexel with Associated Bank. Director Seymour pointed out that the original plan also shows 11,000 square feet, and the proposed building is 6,000-7,000 square feet. Director Seymour stated that the Commissioners should consider the reality of the current situation and what the original plan was.

Commissioner Chandler asked if the building will be for employees only, and whether customers be able to go inside or only use the drive-through.

Mr. Ewanowski explained that the Credit Union is a member organization, and will serve as a retail branch operation that includes one-on-one teller services, loan counseling, and closing rooms for consultation and other transactions. Mr. Ewanowski explained that the ITMs are not your traditional drive-through with the tellers being remote, and you will be able to do ATM transactions along with interactive transactions via video.

Commissioner Chandler said that someone said something about a tubing station.

Mr. Ewanowski answered that there is no tubing and that it will be done digitally since the current technology is always developing and the credit union is rolling out what is called Interactive Teller Machine (ITM). Mr. Ewanowski explained that an ITM is over a video with someone that may be in the building or somewhere else and there is not a person physically connected by a pneumatic tube.

Commissioner Chandler asked what the hours are.

Mr. Ewanowski answered that the lobby is open 9:00 am to 5:30 pm during the week, 9:00 am to 1:00 pm on Saturdays and closed on Sundays and the ITMs are traditionally open 24 hours, 7 days.

Commissioner Chandler asked that someone is always be available 24 hours.

Mr. Ewanowski said that right now it is not fully staffed but once the technology is fully operational, there will always be someone to talk to.

Commissioner Chandler asked if the majority of the customer will use the ITMs or the lobby for services.

Mr. Ewanowski said that the credit union has done an analysis but the number has changed due to COVID. Mr. Ewanowski stated that there is a thought that bank buildings will go away but it will not. Mr. Ewanowski said that if you want to do something quickly, you will use the ATM or ITM, otherwise, if you are looking into getting a loan or do face to face transaction, you would use the lobby.

Mayor Bukiewicz brought up that this is the third rendering for this property and in the past the Commissioners felt that the building really needed to stand out. Mayor Bukiewicz did say that there are some covenants within Drexel Town Square that put huge restrictions and limits the market on what can go in the spaces. Mayor Bukiewicz reiterated on some key points that others

had talked about and said that it is the least impactful and continues to keep Drexel Town Square a little greener.

Alderman Guzikowski commended the Mayor Bukiewicz for bringing up the covenants with Meijer and Froedtert which does make things difficult.

Mayor Bukiewicz agreed that the covenants do make it difficult and there some prospect businesses that would have been great to have but was not able to build because of the restrictions.

Commissioner Sullivan commented that he thinks that majority of the Commissioners do not know what the covenants are and asked if there any way to talk about them so that the Commissioners can understand why certain businesses are not allowed in Drexel Town Square.

Director Seymour said it is important that all the information is available to the Commissioners based on the discussion and is happy to hold the item until the information can be presented.

Mayor Bukiewicz said that is an idea if any Commissioners agrees with putting the item on hold.

Alderman Guzikowski said that he has a good understanding of the covenants.

Commissioner Hanna commented having a financial institution at the entrance would be a great impact the area since banks are around for along time and the new technology would go with the modernization for Drexel Town Square.

Mayor Bukiewicz commented that the item could be put on hold for another two weeks so that the Commissioners have more information of the covenants or move to make the motion.

Director Seymour said that he could also provide the renderings of the original plans for the location.

Commissioner Oldani moved that the Plan Commission recommends that the Common Council approves a Conditional Use Permit for a financial institution with a drive-through facility on the property at 7902 S. Main St., after a public hearing and subject to Conditions and Restrictions that will be prepared for the Plan Commission's review at the next meeting (October 12, 2021).

Commissioner Siepert seconded. On roll call: all voted aye except Oldani, Chand, and Carrillo, voted no. Motion carried.

Commissioner Carrillo moved to adjourn the meeting. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 8:39 pm.

ATTEST:

  
\_\_\_\_\_  
Karl Papelbon, Plan Commission Secretary

10-12-21  
\_\_\_\_\_  
Date

**EXCERPTED MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, OCTOBER 12, 2021**

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, Mayor Bukiewicz, Alderman Guzikowski, Commissioner Oldani, Commissioner Siefert, and Commissioner Chandler. Alderman Loreck was excused. Also present: Kari Papelbon, Planner; Laurie Miller, Zoning Administrator; and Mike Havey, Assistant Fire Chief.

**CONDITIONS AND RESTRICTIONS  
BRAD MCCLAIN, UNIVERSITY OF WISCONSIN CREDIT UNION  
7902 S. MAIN ST.  
TAX KEY NOS. 813-9049-000**

Planner Papelbon provided an overview of the draft Conditions and Restrictions for the Conditional Use Permit for a financial institution with drive-through facility on the property at 7902 S. Main St. (see staff report for details).

Mr. Ewanowski, Kee Architecture, 906 Hampshire Place, Madison, WI, stated that they reviewed the Condition & Restrictions, and with some consultation with staff, they think they have an understanding. He stated that Cheryl Weisensel, Facilities Director of UW Credit Union, was present to answer any of operational questions.

Commissioner Chandler confirmed that there are four (4) ITMs.

Mr. Ewanowski responded that there are proposing 3 drive-up ITMs and 1 walk-up ATM that is in or adjacent to the front entrance of the building. They are looking for other locations for that ATM within the building. It is dependent on how the rest of the plans work out, the elevations along Main Street, and the common or community use to the south.

Commissioner Chandler asked if the ITM and ATM have canopies over them.

Mr. Ewanowski stated that these machines are for exterior use, but do better if the canopies are provided to protect from the elements. They do understand the limitations and the intent to keep those minimal. This is part of the conditions.

Commissioner Chandler asked Planner Papelbon if there are any alternatives for canopies.

Planner Papelbon responded that they will have to look at the language, but the intent is to not allow one large canopy to cover all of the ITMs. Individual covers for each ITM could be considered. The Common Council has the ultimate approval over the Conditions & Restrictions, as well as the Conditional Use Permit. We can amend the language to make it clearer.

Commissioner Siefert stated that he was interested in more details about the green space to the north side of the building next to the sidewalk.

Planner Papelbon stated that there are no requirements in terms of width or space. Outlined is the Utility Easement, and there are landscape planting restrictions within that Utility Easement. As these plans progress, we would be looking for some type of community feature integrated

within a Landscape Plan. There would be particular attention paid to this area since it is the entrance to Drexel Town Square.

Commissioner Oldani asked if the design of the UW Credit Union shows covered ITMs. Is this canopy over just the ITMs, or are they over the machines and cars?

Mr. Ewanowski responded that the ITMs are new to the industry and to UW Credit Union. Traditionally, you have the canopy and a teller window. This technology being remote allows communication between a member and a teller that is remote. The tellers do not have to be in the building. This type of technology would not be under a large canopy, and they are working on a few other projects that have a small canopy over the machine. It is big enough so that when you are completing a transaction, you are covered to protect you from the elements. They would be happy to supply more information on the types of canopies that have been used.

Commissioner Oldani stated that this would be a proposal at a different time, and that he is in favor of some type of covering so people can avoid the elements. If the lane is not covered, he stated that he is concerned that the snow would just pile up and not protect where the cars approach.

Planner Papelbon responded that canopies would be part of the Site and Building Plan review. They would be looking for architectural components to the canopies. She stated that she believes that the canopies are six (6) feet from the back of the machines, and should provide enough protection from the elements.

Commissioner Carrillo requested an explanation of the traffic pattern when using the ITMs, and asked whether there is enough room to stack waiting vehicles.

Mr. Ewanowski stated that the current plan has oriented the ITM traffic to move from south to north. After the person finishes with the ITM, but needs to go into the building, they could turn left, park and go into the building. If they do not need to go into the building, the person would turn right and exit. The plan takes into consideration the stacking of the vehicles, and they have allowed for this so that these vehicles would not be in the way of traffic. They do need to look at the geometry, but they understand that there has to be enough room to stack four (4) vehicles.

Commissioner Carrillo stated that her recent experience at her bank was 6-8 [vehicles] deep. If this would be the case here, that would put them into the traffic pattern.

Mr. Ewanowski stated that is why they have proposed three (3) ITMs in addition the walk-up ATM and the traditional teller banking.

Commissioner Hanna questioned why the building was put in the middle of the lot. From a traffic flow sense, it seems it would have been better on the one side so that the traffic would be limited to that area.

Mr. Ewanowski stated that early on they had the building farther north, and there was concern for the vision triangle. They considered south, and the feedback was that the building would be too close to Drexel Avenue and that was not considered desirable.

Commissioner Hanna clarified that she was concerned about the ITMs in the middle of traffic. To reduce the amount of conflict, wouldn't a corner be a better place for this?



Mr. Ewanowski responded that they did look at other places and felt that this was the best balance, but they could review this and come up with other options.

Commissioner Hanna stated that if it was off to the side there would be less crossover traffic and more room to queue. As is she stated that she does not think this will be a safe and effective ITM location.

Mayor Bukiewicz asked where the dumpsters will be located, and asked about trash pickup logistics.

Mr. Ewanowski stated that the garbage is within the building. In this plan, the refuse service is located in the southeast, in lower right corner of the building. It has gates that obscure the refuse area. They will have small dumpsters that will be wheeled out, and a refuse service truck will come either before or after hours and empty out the refuse.

Mayor Bukiewicz questioned if the entrance should be directed further to the east and closer to the ITM area to reduce the traffic impacts.

Mr. Ewanowski responded that they could consider this. This design was made for the ITMs to have a calming effect to try to slow down the traffic.

Mayor Bukiewicz confirmed that the glazing that will be done does have to meet the Drexel Town Square requirements.

Planner Papelbon responded in the affirmative, and provided the details of these requirements.

Mayor Bukiewicz questioned if Fire Department had any concerns.

Assistant Fire Chief Mike Havey stated that there were none.

Commissioner Siepert asked Commissioner Sullivan if there was enough space between the utility easement and the sidewalks. He stated that he thought there was a required amount to the pavement.

Commission Sullivan stated that they do not have the dimensions in the notes, but from the drawing it looks like at least 8 - 10 feet from back of curb. The easement is the size of the easement, not the dimension to a paved surface.

Planner Papelbon stated that, on this drawing, this easement line is south of the easement area, so you have additional space going north. There are no setbacks to easements.

Commissioner Sullivan inquired as to what is proposed in this easement, and stated that Commissioner Siepert's concerns are probably for water and sewer.

Commissioner Siepert confirmed that is it water, sewer, electric among the others. If there are multiple things going through, they need more space.

Planner Papelbon responded that there are multiple easements in that area. They will have this information on later plans.

Commissioner Hanna moved that the Plan Commission recommends that the Common Council adopts the Conditions and Restrictions as part of the Conditional Use Permit for a financial institution with drive-through facility on the property at 7902 S. Main St.

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

Commissioner Carrillo moved to adjourn the meeting. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 8:17 pm.

ATTEST:

  
\_\_\_\_\_  
Karl Papelbon, Plan Commission Secretary

10-26-21  
\_\_\_\_\_  
Date

## COMMON COUNCIL REPORT

**Item:** US Census Local Redistricting of Wards

**Recommendation:** That the Council adopt Ordinance No. 3020, an Ordinance repealing and recreating Section 2.07 of the Municipal Code to change the boundaries of the Aldermanic Wards for the City of Oak Creek.

**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

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**Background:** Every ten years, following completion of the United States census, municipalities are required to evaluate redistricting of their ward and aldermanic boundaries.

Based on the direction given by the Council at the last meeting, staff prepared the attached ordinance and maps to implement the required redistricting of ward boundaries to reflect changes in population based on the 2020 Census. The Milwaukee County Supervisory Board has now approved a district map. This map maintains the City as one whole Supervisory District, District 9. The following considerations were required in creation of the new Ward boundaries:

Maintained voting rights of Hispanic, African American, and other citizens as guaranteed in the 1964 Voting Rights Act.

Achieved honest and good faith effort to ensure equal distribution of population among all Wards and Aldermanic Districts.

All Districts must be contiguous.

There are geographic and population changes in each Aldermanic District. Looking forward to the 2022 Election cycle, local candidates will run for office in the newly created Wards.

**Options/Alternatives:** The Council has the authority to amend aldermanic wards and districts boundaries if it so chooses. The central principle for redistricting remains, one person, one vote while maintaining equal levels of representation.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Catherine A. Roeske, CMC/WCMC  
City Clerk

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

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Attachments: Current Oak Creek Aldermanic Ward Map

Proposed Current Oak Creek Aldermanic Ward Map

Current Milwaukee County Supervisor District Map

Adopted Milwaukee County Supervisor District Map

ORDINANCE NO. 3020

By: \_\_\_\_\_

AN ORDINANCE TO REPEAL AND RECREATE SECTION 2.07 OF THE  
MUNICIPAL CODE REGARDING WARD BOUNDARIES

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

SECTION 1: Section 2.07 of the Municipal Code of the City of Oak Creek is hereby repealed and recreated to read as follows:

(a) The City of Oak Creek shall be divided into eighteen (18) wards, the respective boundaries of which shall be as follows:

1) WARD ONE

(a) Ward One shall be bounded as follows:

Commencing at the intersection of East College Avenue and South Pennsylvania Avenue; thence south along Pennsylvania Avenue to its intersection with East Rawson Avenue; thence west on Rawson Avenue to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with Drexel Avenue; thence west on Drexel Avenue to its intersection with Interstate 94; thence north along Interstate 94 to the City limits with the City of Milwaukee; thence following easterly along the City limits with the City of Milwaukee to the point of beginning.

(b) The polling place for Ward One shall be the Oak Creek-Franklin School Administration building (7630 S. 10<sup>th</sup> Street).

2) WARD TWO

(a) Ward Two shall be bounded as follows:

Commencing at the intersection of East Rawson Avenue and the Union Pacific Railroad; thence southwesterly along the Union Pacific Railroad to its intersection with East Drexel Avenue; thence west on Drexel Avenue to its intersection with South Clement Avenue; thence north on Clement Avenue to its intersection with East Mackinac Avenue; thence west on Mackinac Avenue to its intersection with South Quincy Avenue; thence south on Quincy Avenue to its intersection with East Drexel Avenue; thence west on Drexel Avenue to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with Rawson Avenue; thence east on Rawson Avenue to the point of beginning.

(b) The polling place for Ward Two shall be the Oak Creek-Franklin School Administration building (7630 S. 10<sup>th</sup> Street).

3) WARD THREE

(a) Ward Three shall be bounded as follows:

Commencing at the intersection of East Rawson Avenue and South Pennsylvania Avenue; thence south along Pennsylvania Avenue to its intersection with East Forest Hill Avenue; thence west along Forest Hill Avenue to its intersection with the Union Pacific Railroad; thence southerly along the Union Pacific Railroad to its intersection with East Puetz Road; thence west on Puetz Road to its intersection with South Nicholson Road; thence south on Nicholson Road to its intersection with East Falcon Glen; thence west on Falcon Glen to its intersection with South Knollhaven; thence north on Knollhaven to its intersection with East Buckwood Drive; thence west on Buckwood Drive to its intersection with South Clemson Drive; then northwesterly along Clemson Drive to its intersection with East Puetz Road; thence west on Puetz Road to its intersection with South Maize Drive; thence north on Maize Drive to its intersection with East Groveland Drive; thence west on Groveland Drive to its intersection with South Golden Fields Drive; thence north on Golden Fields Drive to its intersection with East Deer Ridge Pass; thence west on Deer Ridge Pass to its intersection with South Shepard Avenue; thence north on Shepard Avenue to its intersection with East Forest Hill Avenue; thence west on Forest Hill Avenue to its intersection with South Verdev Drive; thence north on Verdev Drive to its intersection with East Drexel Avenue; thence east on Drexel Avenue to its intersection with South Quincy Avenue; thence north on Quincy Avenue to its intersection with East Mackinac Avenue; thence east on Mackinac Avenue to its intersection with South Clement Avenue; thence south on Clement Avenue to its intersection with East Drexel Avenue; thence east on Drexel Avenue to its intersection with the Union Pacific Railroad; thence northeasterly along the Union Pacific Railroad to its intersection with East Rawson Avenue; thence east along Rawson Avenue to the point of beginning.

(b) The polling place for Ward Three shall be the Oak Creek-Franklin School Administration building (7630 S. 10<sup>th</sup> Street).

4) WARD FOUR

(a) Ward Four shall be bounded as follows:

Commencing at the intersection of West Drexel Avenue and the north branch of the Oak Creek; thence south along said creek to its intersection with West Puetz Road; thence west along Puetz Road to its intersection with West Violet Drive; thence south and west along Violet Drive to its intersection with South 13<sup>th</sup> Street; thence north on 13<sup>th</sup> Street to its intersection with West Puetz Road; thence west on Puetz Road to its intersection with the City limits with the City of Franklin; following the City limits with the City of Franklin to its intersection with West Drexel Avenue; thence east on Drexel Avenue to the point of beginning.

(b) The polling place for Ward Four shall be the Oak Creek Assembly of God, 7311 S. 13<sup>th</sup> St.

5) WARD FIVE

(a) Ward Five shall be bounded as follows:

Commencing at the intersection of West Drexel Avenue and Interstate 94; thence north along Interstate 94 to the City limits with the City of Milwaukee; thence following the City

limits with the City of Milwaukee westerly to its intersection with South 27<sup>th</sup> Street; thence south on 27<sup>th</sup> Street to its intersection with West Drexel Avenue; thence east on Drexel Ave to the point of beginning.

(b) The polling place for Ward Five shall be the Oak Creek Assembly of God, 7311 S. 13<sup>th</sup> St.

#### 6) WARD SIX

(a) Ward Six shall be bounded as follows:

Commencing at the intersection of East Drexel Avenue and South Verdev Drive; thence south along Verdev Drive to its intersection with East Forest Hill Avenue; thence west along Forest Hill Avenue to its intersection with South Liberty Lane; thence south on Liberty Lane to its intersection with West Puetz Road; thence west on Puetz Road to its intersection with the north branch of the Oak Creek; thence north along said creek to its intersection with West Drexel Avenue; thence east on Drexel Avenue to the point of beginning.

(b) The polling place for Ward Six shall be the Oak Creek Assembly of God, 7311 S. 13<sup>th</sup> St.

#### 7) WARD SEVEN

(a) Ward Seven shall be bounded as follows:

Commencing at the intersection of East Forest Hill Avenue and South Shepard Avenue; thence south on Shepard Avenue to its intersection with East Deer Ridge Pass; thence east on Deer Ridge Pass to its intersection with South Golden Fields Drive; thence south on Golden Fields Drive to its intersection with East Groveland Drive; thence east on Groveland Drive to its intersection with South Maize Drive; thence south on Maize Drive to its intersection with East Puetz Road; thence east on Puetz Road to its intersection with South Clemson Drive; thence southeasterly on Clemson Drive to its intersection with East Buckwood Drive; thence east on Buckwood Drive to its intersection with South Knollhaven; thence south on Knollhaven to its intersection with East Falcon Glen; thence east on Falcon Glen to its intersection with South Nicholson Road; thence south on Nicholson Road to its intersection with East Parkside Drive; thence southwesterly along Parkside Drive to its intersection with East Park Boulevard; thence west on Park Boulevard to its intersection with East Centennial Drive; thence continuing west on Centennial Drive to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with East Groveland Drive; thence east on Groveland Drive to its intersection with South Verdev Drive; thence north on Verdev Drive to its intersection with East Forest Hill Avenue; thence east on Forest Hill Avenue to the point of beginning.

(b) The polling place for Ward Seven shall be the American Legion Post 434, 9327 S. Shepard Ave.

#### 8) WARD EIGHT

(a) Ward Eight shall be bounded as follows:

Commencing at the intersection of East Ryan Road and South Chicago Road; thence southeasterly along Chicago Road to its intersection with East Oakwood Road; thence west along Oakwood Road to its intersection with South Shepard Avenue; thence north on Shepard Avenue to its intersection with East Overlook Way; thence east on Overlook



Way to its intersection with South Wintergreen Drive; thence south on Wintergreen Drive to its intersection with East Prairie View Drive; thence east on Prairie View Drive to its intersection with South Nicholson Drive; thence north on Nicholson Drive to its intersection with East Ryan Road; thence east on Ryan Road to its intersection with South Kinney Lane; thence north on Kinney Lane to its intersection with E Woodview Avenue; then west on Woodview Avenue to its intersection with South Shire Place; thence north on Shire Place to its intersection with East Kender Lane; thence east on Kender Lane to its intersection with South Regency Drive; thence south and east on Regency Drive to its intersection with East Northbrook Boulevard; thence east and south on Northbrook Boulevard to its intersection with East Ryan Road; thence east on Ryan Road to the point of beginning.

- (b) The polling place for Ward Seven shall be the American Legion Post 434, 9327 S. Shepard Ave.

#### 9) WARD NINE

- (a) Ward Nine shall be bounded as follows:

Commencing at the intersection of East Parkside Drive and South Nicholson Road; thence south on Nicholson Road to its intersection with East Prairie View Drive; thence west on Prairie View Drive to its intersection with South Wintergreen Drive; thence north on Wintergreen Drive to its intersection with East Overlook Way; thence west on Overlook Way to its intersection with South Shepard Avenue; thence south on Shepard Avenue to its intersection with East Arthur Drive; thence west on Arthur Drive to its intersection with South Shepard Hills Drive; thence south on Shepard Hills Drive to its intersection with East Estates Place; thence west on Estates Place to its intersection with South Austin Street; thence south on Austin Street to its intersection with East Estates Place; thence west on Estates Place to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with West Ryan Road; thence west on Ryan Road to its intersection with the Oak Creek; thence north along said creek to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with West Oak Leaf Drive; thence west on Oak Leaf Drive to its intersection with South Aspen Drive; thence north on Aspen Drive to its intersection with West Centennial Drive; thence east on Centennial Drive to its intersection with East Park Boulevard; thence continuing east on Park Boulevard to its intersection with South Parkside Drive; thence north and east on Parkside Drive to the point of beginning.

- (b) The polling place for Ward Seven shall be the American Legion Post 434, 9327 S. Shepard Ave.

#### 10) WARD TEN

- (a) Ward Ten shall be bounded as follows:

Commencing at the intersection of East Forest Hill Avenue and South 15<sup>th</sup> Avenue, said point being located on the City limits with the City of South Milwaukee; thence east along the City limits with the City of South Milwaukee to their intersection with South 5<sup>th</sup> Avenue; thence south on 5<sup>th</sup> Avenue to its intersection with East Puetz Road; thence west on Puetz Road to its intersection with the C & NW Trans Co Railroad; thence southeasterly along the C & NW Trans Co Railroad to its intersection with East American Avenue; thence west on American Avenue to its intersection with South Chicago Road; thence northwesterly on Chicago road to its intersection with East Madeira Drive; thence west on

Maderia Drive to its intersection with South Carrollton Drive; thence north and west on Carrollton Drive to its intersection with South 15<sup>th</sup> Avenue; thence north on 15<sup>th</sup> Avenue to the point of beginning.

(b) The polling place for Ward Ten shall be the National Guard Armory, 8529 S. Howell Avenue.

#### 11) WARD ELEVEN

(a) Ward Eleven shall be bounded as follows:

Commencing at the intersection of East Puetz Road and South 5<sup>th</sup> Avenue; thence north on 5<sup>th</sup> Avenue to the City limits with the City of South Milwaukee; thence east along the City limits with the City of South Milwaukee to the shoreline of Lake Michigan; thence southeasterly along the shoreline of Lake Michigan to the City limits with Racine County; thence west along the City limits with Racine County to its intersection with South Chicago Road; thence north on Chicago Road to its intersection with East Elm Road; thence west on Elm Road to its intersection with South Shangri-La Court; thence north on Shangri-La Court to its intersection with East Alpine Drive; thence east on Alpine Drive to its intersection with South Rosemont Lane; thence north on Rosemont Lane to its intersection with East Stargrass Lane; thence east on Stargrass Lane to its intersection with South Grimm Drive; thence north on Grimm Drive to its intersection with East Oakwood Road; thence east on Oakwood Road to its intersection with South Chicago Road; thence northwesterly on Chicago Road to its intersection with East American Avenue; thence east on American Avenue to its intersection with the C & NW Trans Co Railroad; thence northwesterly on the C & NW Trans Co Railroad to its intersection with East Puetz Road; thence east on Puetz Road to the point of beginning.

(b) The polling place for Ward Ten shall be at the National Guard Armory, 8529 S. Howell Avenue.

#### 12) WARD TWELVE

(a) Ward Twelve shall be bounded as follows:

Commencing at the intersection of East Forest Hill Avenue and South 15<sup>th</sup> Street; thence south on 15<sup>th</sup> Street to its intersection with East Carrollton Drive; thence east on Carrollton Drive to its intersection with East Madeira Drive; thence continuing east on Madeira Drive to its intersection with South Chicago Road; thence southeasterly along Chicago Road to its intersection with East Ryan Road; thence west on Ryan Road to its intersection with East Northbrook Boulevard; thence north and west on Northbrook Boulevard to its intersection with South Regency Drive; thence north and west on Regency Drive to its intersection with East Kender Lane; thence west on Kender Lane to its intersection with South Shire Place; thence south on Shire Place to its intersection with East Woodview Avenue; thence east on Woodview Avenue to its intersection with South Kinney Lane; thence south on Kinney Lane to its intersection with East Ryan Road; thence west on Ryan Road to its intersection with South Nicholson Road; thence north on Nicholson Road to its intersection with East Puetz Road; thence east on Puetz Road to its intersection with the Union Pacific Railroad; thence northwesterly along the Union Pacific Railroad to its intersection with East Forest Hill Avenue; thence east on Forest Hill Avenue to the point of beginning.

(b) The polling place for Ward Ten shall be at the National Guard Armory, 8529 S. Howell Avenue.

13) WARD THIRTEEN

- (a) Ward Thirteen shall be bounded as follows:

Commencing at the intersection East Arthur Drive and South Shepard Avenue; thence south on Shepard Avenue to its intersection with East Oakwood Road; thence west on Oakwood Road to its intersection with the City limits with the City of Franklin; thence north along the City limits with the City of Franklin to its intersection with West Ryan Road thence east on Ryan Road to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with East Estates Place; thence east on Estates Place to its intersection with South Austin Street; thence north on Austin Street to its intersection with East Estates Place; thence east on Estates Place to its intersection with South Shepard Hills Drive; thence north on Shepard Hills Drive to its intersection with East Arthur Drive; thence east on Arthur Drive to the point of beginning.

- (b) The polling place for Ward Thirteen shall be at the Parkway Church, 10940 S. Nicholson Road.

14) WARD FOURTEEN

- (a) Ward Fourteen shall be bounded as follows:

Commencing at the intersection of East Oakwood Road and South Shepard Avenue; thence south on Shepard Avenue to its intersection with East Elm Road; thence east on Elm Road to its intersection with South Richard Road; thence south on Richard Road to its intersection with East Randy Road; thence east on Randy Road to its intersection with South Nicholson Road; thence south on Nicholson Road to its intersection with the City limits with Racine County; thence west along the City limits with Racine County to its intersection with the City limits with the City of Franklin; thence north along the City limits with the City of Franklin to its intersection with West Oakwood Road; thence east on Oakwood Road to the point of beginning.

- (b) The polling place for Ward Thirteen shall be at the Parkway Church, 10940 S. Nicholson Road.

15) WARD FIFTEEN

- (a) Ward Fifteen shall be bounded as follows:

Commencing at the intersection of East Oakwood Road and South Grimm Drive; thence south on Grimm Drive to its intersection with East Stargrass Lane; thence west on Stargrass Lane to its intersection with South Rosemont Lane; thence south on Rosemont Lane to its intersection with East Alpine Drive; thence west on Alpine Drive to its intersection with South Shangri-La Court; thence south on Shangri-La Court to its intersection with East Elm Road; thence east on Elm Road to its intersection with South Chicago Road; thence south on Chicago Road to its intersection with the City limits with Racine County; thence west along the City limits with Racine County to its intersection with South Nicholson Road; thence north on Nicholson Road to its intersection with East Randy Road; thence west on Randy Road to its intersection with South Richard Road; thence north on Richard Road to its intersection with East Elm Road; thence west on Elm Road to its intersection with South Shepard Avenue; thence north on Shepard Avenue to

its intersection with East Oakwood Road; thence east on Oakwood Road to the point of beginning.

- (b) The polling place for Ward Thirteen shall be at the Parkway Church at 10940 S. Nicholson Road.

#### 16) WARD SIXTEEN

- (a) Ward Sixteen shall be bounded as follows:

Commencing at the intersection of West Puetz Road and South 13<sup>th</sup> Street; thence south on 13<sup>th</sup> Street to its intersection with West Ryan Road; thence west on Ryan Road to its intersection with the City limits with the City of Franklin; thence north along the City limits with the City of Franklin to its intersection with West Puetz Road; thence east on Puetz Road to the point of beginning.

- (b) The polling place for Ward Sixteen shall be the Oak Creek Community Center, 8580 S. Howell Avenue.

#### 17) WARD SEVENTEEN

- (a) Ward Seventeen shall be bounded as follows:

Commencing at the intersection of West Puetz Road and South Wood Creek Drive; thence south on Wood Creek Drive to its intersection with West Sunnyview Drive; thence east on Sunnyview Drive to its intersection with South Country Drive; thence south on Country Drive to its intersection with West Centennial Drive; thence east on Centennial Drive to its intersection with South Aspen Drive; thence south on Aspen Drive to its intersection with West Oak Leaf Drive; thence east on Oak Leaf Drive to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with the Oak Creek; thence southwesterly along the Oak Creek to its intersection with West Ryan Road; thence west on Ryan Road to its intersection with South 13<sup>th</sup> Street; thence north on 13<sup>th</sup> Street to its intersection with West Violet Drive; thence east and north on Violet Drive to its intersection with West Puetz Road; thence east on Puetz Road to the point of beginning.

- (b) The polling place for Ward Seventeen shall be the Oak Creek Community Center, 8580 S. Howell Avenue.

#### 18) WARD EIGHTEEN

- (a) Ward Eighteen shall be bounded as follows:

Commencing at the intersection of East Forest Hill Avenue and South Verdev Drive; thence south on Verdev Drive to its intersection with East Groveland Drive; thence west on Groveland Drive to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with West Centennial Drive; thence west on Centennial Drive to its intersection with South Country Drive; thence north on Country Drive to its intersection with West Sunnyview Drive; thence west on Sunnyview Drive to its intersection with South Wood Creek Drive; thence north on Wood Creek Drive to its intersection with South Liberty Lane; thence continuing north on Liberty Lane to its intersection with West Forest Hill Avenue; thence east on Forest Hill Avenue to the point of beginning.

(b) The polling place for Ward Eighteen shall be the Oak Creek Community Center, 8580 S. Howell Avenue.

SECTION 2: All ordinances or parts of ordinances contravening the provisions of this ordinance are hereby repealed.

SECTION 3: The several sections of this ordinance are declared to be severable. If any section shall be declared, by a decision of a court of competent jurisdiction, to be invalid, such decision shall not affect the validity of other provisions of this ordinance.

SECTION 4: This ordinance shall take effect and be in force from and after its passage and publication.

Passed and adopted this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
President, Common Council

Approved this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

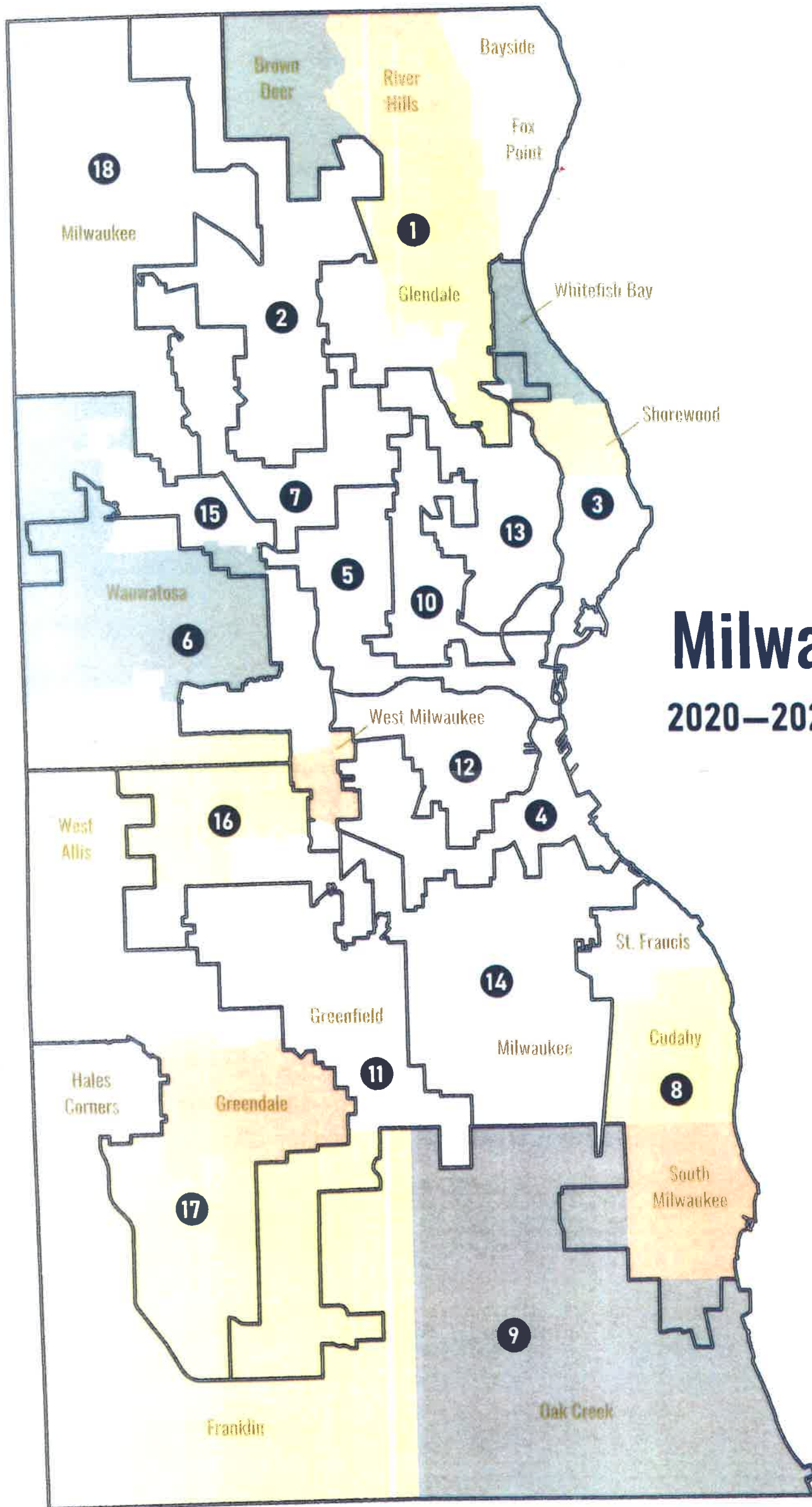
ATTEST:

\_\_\_\_\_  
City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_

Ward	Population	Valid Range	Deviation Prcnt	Is Contiguous	Compactness	Population						Pacific			Multi- Other
						18 +	White	Black	Hispanic	Asian	American Indian	Islander Or Hawaiian	Other		
1	1863	600 to 2100	-8.14%	TRUE	0.44	1447	1396	90	190	126	28	1	24	8	
2	2051	600 to 2100	1.13%	TRUE	0.7	1598	1659	89	181	89	18	0	13	2	
3	2098	600 to 2100	3.45%	TRUE	0.38	1663	1718	56	155	122	33	0	10	4	
4	2093	600 to 2100	3.21%	TRUE	0.62	1660	1595	87	169	183	27	2	17	13	
5	1876	600 to 2100	-7.50%	TRUE	0.55	1590	1287	88	335	115	39	0	4	8	
6	2070	600 to 2100	2.07%	TRUE	0.46	1634	1427	168	242	182	20	3	17	11	
7	1958	600 to 2100	-3.45%	TRUE	0.47	1523	1424	94	227	164	34	1	8	6	
8	1995	600 to 2100	-1.63%	TRUE	0.47	1489	1719	13	124	87	28	0	22	2	
9	2077	600 to 2100	2.42%	TRUE	0.39	1545	1540	87	179	226	22	2	16	5	
10	2047	600 to 2100	0.94%	TRUE	0.56	1655	1647	64	205	71	25	0	33	2	
11	2034	600 to 2100	0.30%	TRUE	0.3	1452	1627	48	177	104	46	0	20	12	
12	2020	600 to 2100	-0.39%	TRUE	0.48	1561	1634	50	155	136	28	1	12	4	
13	2054	600 to 2100	1.28%	TRUE	0.58	1573	1634	67	164	137	18	0	29	5	
14	2080	600 to 2100	2.56%	TRUE	0.55	1569	1666	32	177	153	19	0	28	5	
15	2030	600 to 2100	0.10%	TRUE	0.43	1539	1699	56	153	69	17	1	30	5	
16	2093	600 to 2100	3.21%	TRUE	0.78	1722	1220	92	179	547	24	0	15	16	
17	2064	600 to 2100	1.78%	TRUE	0.62	1658	1454	138	257	173	10	4	21	7	
18	1994	600 to 2100	-1.68%	TRUE	0.58	1627	1453	192	179	116	18	6	19	11	

District	Population	Valid Range
1	6012	1800 to 6400
2	6039	1800 to 6400
3	6030	1800 to 6400
4	6101	1800 to 6400
5	6164	1800 to 6400
6	6151	1800 to 6400



# Milwaukee County

## 2020–2022 Supervisory Districts

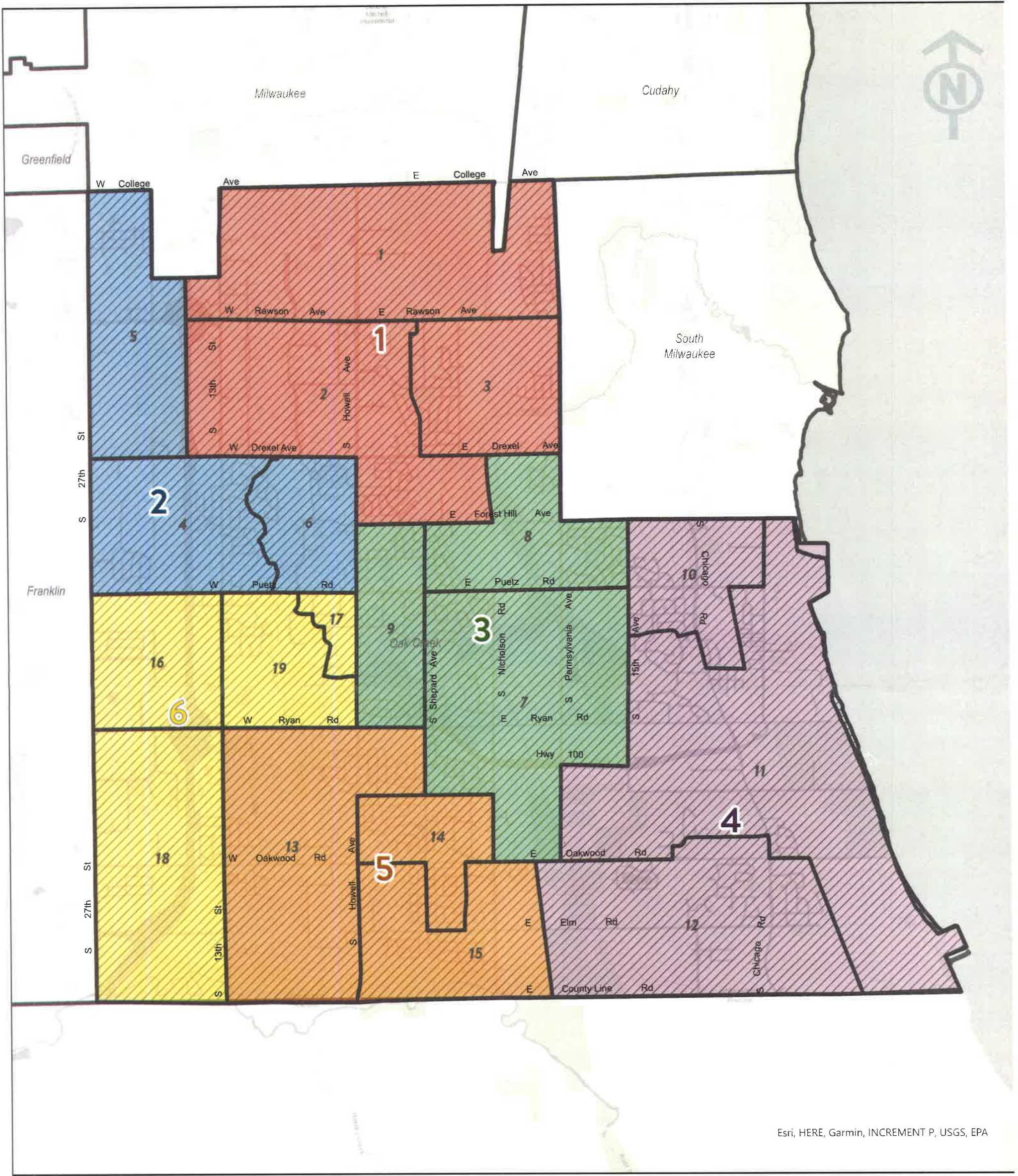
- 1 Liz Sumner
- 2 Sequanna Taylor
- 3 Sheldon A. Wasserman
- 4 Ryan Clancy
- 5 Chairwoman Marcelia Nicholson
- 6 Shawn Rolland
- 7 Felesia A. Martin
- 8 Steven Shea
- 9 Patti Logsdon
- 10 Priscilla E. Coggs-Jones
- 11 Joseph J. Czarnezki
- 12 Sylvia Ortiz-Velez
- 13 Willie Johnson, Jr.
- 14 Jason Haas
- 15 Eddie Cullen
- 16 John F. Weishan, Jr.
- 17 Anthony Staskunas
- 18 Russell Antonio Goodwin, Sr.







# Current Aldermanic Districts & Voting Wards



Esri, HERE, Garmin, INCREMENT P, USGS, EPA

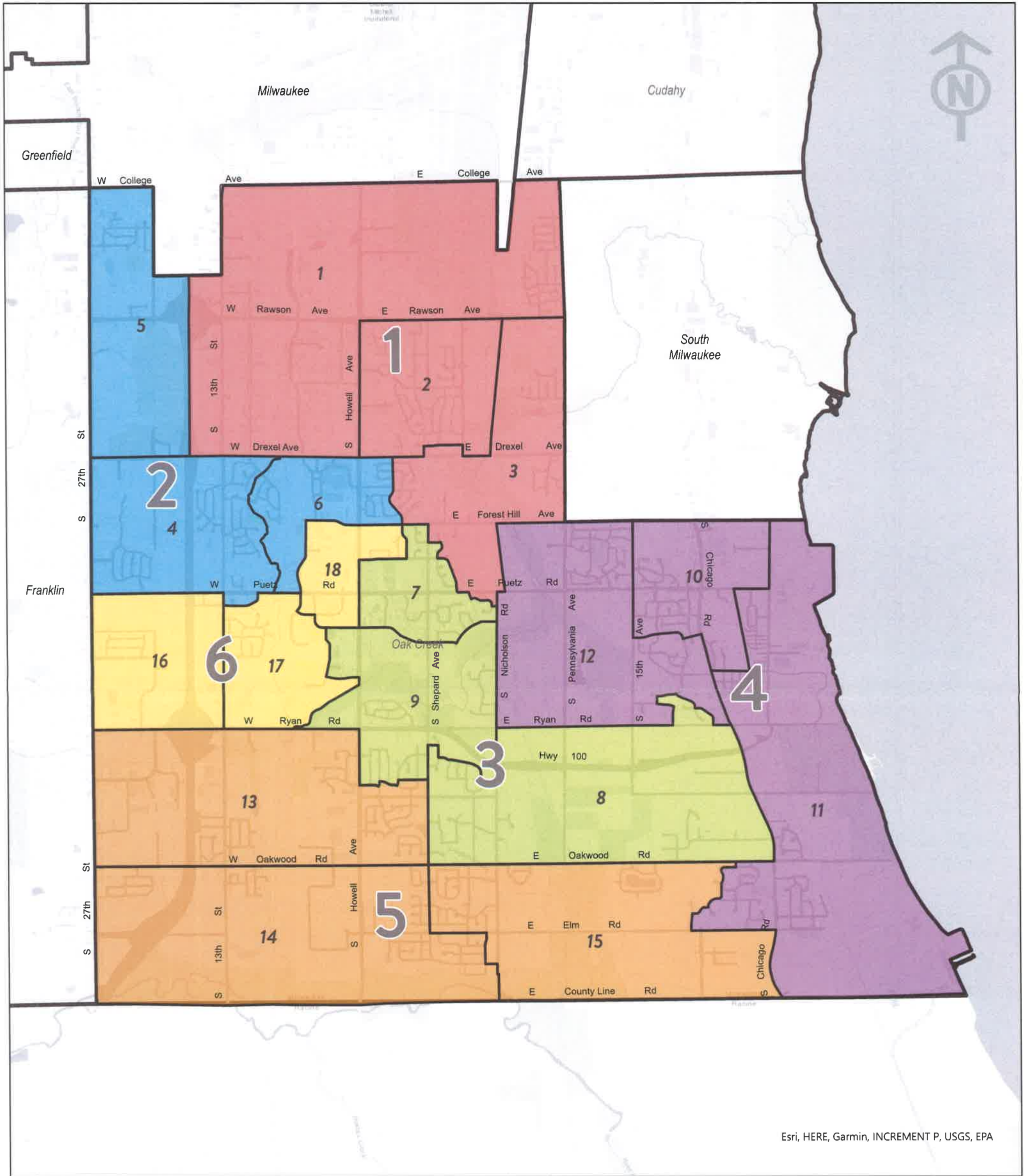
Creation Date: October 1, 2021

- Aldermanic District 1
- Aldermanic District 2
- Aldermanic District 3
- Aldermanic District 4
- Aldermanic District 5
- Aldermanic District 6
- Voting Wards with Ward Number





# Proposed Aldermanic Districts & Voting Wards



Esri, HERE, Garmin, INCREMENT P, USGS, EPA

Creation Date: November 12, 2021

Districts

Voting Wards with Ward Number

- 1
- 2
- 3
- 4
- 5
- 6



**OAKCREEK**  
— WISCONSIN —

## COMMON COUNCIL REPORT

**Item:** US Census Local Redistricting

**Recommendation:** That the Council hold Ordinance No. 3021, an Ordinance repealing and recreating Section 2.06 of the Municipal Code to change the boundaries of the Aldermanic Districts for the City of Oak Creek.

**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

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**Background:** Every ten years, following completion of the United States census, municipalities are required to evaluate redistricting of their ward and aldermanic boundaries.

Based on the direction given by the Council at the last meeting, staff prepared the attached ordinance and maps to implement the required redistricting of ward boundaries to reflect changes in population based on the 2020 Census. This ordinance is to be introduced this evening. It should be held, pending its publication as a Class 2 notice, and will be acted upon at the December 21, 2021 Council meeting.

**Options/Alternatives:** The Council has the authority to amend aldermanic wards and districts boundaries if it so chooses. The central principle for redistricting remains, one person, one vote while maintaining equal levels of representation.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Catherine A. Roeske, CMC/WCMC  
City Clerk

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

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Attachments: Current Oak Creek Aldermanic Ward Map

Proposed Current Oak Creek Aldermanic Ward Map

Adopted Milwaukee County Supervisor District Map

ORDINANCE NO. 3021

By: \_\_\_\_\_

AN ORDINANCE TO REPEAL AND RECREATE SECTION 2.06 OF THE MUNICIPAL CODE REGARDING ALDERMANIC DISTRICTS BOUNDARIES

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

SECTION 1: Section 2.06 of the Municipal Code of the City of Oak Creek is hereby repealed and recreated to read as follows:

(a) The City of Oak Creek shall be divided into six (6) aldermanic districts, comprised of eighteen (18) wards, and the respective boundaries of the aldermanic districts shall be as follows:

1) ALDERMANIC DISTRICT ONE

(a) District One shall be bounded as follows:

Commencing at the intersection of East College Avenue and South Pennsylvania Avenue; thence south along Pennsylvania Avenue to its intersection with East Forest Hill Avenue; thence west on Forest Hill Avenue to its intersection with the Union Pacific Railroad; thence southeasterly along the Union Pacific Railroad to its intersection with East Puetz Road; thence west on Puetz Road to its intersection with South Nicholson Road; thence south on Nicholson Road to its intersection with East Falcon Glen; thence west on Falcon Glen to its intersection with South Knollhaven; thence north on Knollhaven to its intersection with East Buckwood Drive; thence west on Buckwood Drive to its intersection with South Clemson Drive; thence northwesterly on Clemson Drive to its intersection with East Puetz Road; thence west on Puetz Road to its intersection with South Maize Drive; thence north on Maize Drive to its intersection with East Groveland Drive; thence west on Groveland Drive to its intersection with South Golden Fields Drive; thence north on Golden Fields Drive to its intersection with East Deer Ridge Pass; thence west on Deer Ridge Pass to its intersection with South Shepard Avenue; thence north on Shepard Avenue to its intersection with East Forest Hill Avenue; thence west on Forest Hill Avenue to its intersection with South Verdev Drive; thence north on Verdev Drive to its intersection with East Drexel Avenue; thence west on Drexel Avenue to its intersection with Interstate 94; thence north on Interstate 94 to its intersection with the City limits of the City of Milwaukee; thence following the City limits of the City of Milwaukee northerly and easterly to the point of beginning.

(b) District One shall be comprised of Ward One, Ward Two and Ward Three.

2) ALDERMANIC DISTRICT TWO

(a) District Two shall be bounded as follows:

Commencing at the intersection of South 27<sup>th</sup> Street and West College Avenue; thence east on College Avenue to its intersection with the City limits of the City of Milwaukee; thence south and east along the City limits with the City of Milwaukee to their intersection with Interstate 94; thence south along Interstate 94 to its intersection with West Drexel Avenue; thence east on Drexel Avenue to its intersection with South Verdev Drive; thence south on Verdev Drive to its intersection with East Forest Hill Avenue; thence west on

Forest Hill Avenue to its intersection with South Liberty Lane; thence south on Liberty Lane to its intersection with West Puetz Road; thence west on Puetz Road to its intersection with West Violet Drive; thence south and west on Violet Drive to its intersection with South 13<sup>th</sup> Street; thence north on 13<sup>th</sup> Street to its intersection with West Puetz Road; thence west on Puetz Road to its intersection with South 27<sup>th</sup> Street and the City limits of the City of Franklin; thence following the City limits of the City of Franklin north along 27<sup>th</sup> Street to the point of beginning.

District Two shall be comprised of Ward Four, Ward Five and Ward Six.

### 3) ALDERMANIC DISTRICT THREE

(a) District Three shall be bounded as follows:

Commencing at the intersection of East Forest Hill Avenue and South Shepard Avenue; thence south on Shepard Avenue to its intersection with East Deer Ridge Pass; thence east on Deer Ridge Pass to its intersection with South Golden Fields Drive; thence south on Golden Fields Drive to its intersection with East Groveland Drive; thence east on Groveland Drive to its intersection with South Maize Drive; thence south on Maize Drive to its intersection with East Puetz Road; thence east on Puetz Road to its intersection with South Clemson Drive; thence southeasterly on Clemson Drive to its intersection with East Buckwood Drive; thence east on Buckwood Drive to its intersection with South Knollhaven; thence south on Knollhaven to its intersection with East Falcon Glen; thence east on Falcon Glen to its intersection with South Nicholson Road; thence south on Nicholson Road to its intersection with East Ryan Road; thence east on Ryan Road to its intersection with South Kinney Lane; thence north on Kinney Lane to its intersection with East Woodview Avenue; thence west on Woodview Avenue to its intersection with South Shire Place; thence north on Shire Place to its intersection with East Kender Lane; thence east on Kender Lane to its intersection with South Regency Drive; thence southeasterly along Regency Drive to its intersection with East Northbrook Boulevard; thence southeasterly along Northbrook Boulevard to its intersection with East Ryan Road; thence east on Ryan Road to its intersection with South Chicago Road; thence southeasterly on Chicago Road to its intersection with East Oakwood Road; thence west on Oakwood Road to its intersection with South Shepard Avenue; thence north on Shepard Avenue to its intersection with East Arthur Drive; thence west on Arthur Drive to its intersection with South Shepard Hills Drive; thence south on Shepard Hills Drive to its intersection with East Estates Place; thence west on Estates Place to its intersection with South Austin Street; thence south on Austin Street to its intersection with East Estates Place; thence west on Estates Place to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with West Ryan Road; thence west on Ryan Road to its intersection with the Oak Creek; thence northeasterly along the Oak Creek to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with West Oak Leaf Drive; thence west on Oak Leaf Drive to its intersection with South Aspen Drive; thence north on Aspen Drive to its intersection with West Centennial Drive; thence east on Centennial Drive to its intersection with South Howell Avenue; thence north on Howell Avenue to its intersection with East Groveland Drive; thence east on Groveland Drive to its intersection with South Verdev Drive; thence north on Verdev Drive to its intersection with East Forest Hill Avenue; thence east on Forest Hill Avenue to the point of beginning.

(b) District Three shall be comprised of Ward Seven, Ward Eight and Ward Nine.



#### 4) ALDERMANIC DISTRICT FOUR

(a) District Four shall be bounded as follows:

Commencing at the intersection of South Nicholson Road and East Puetz Road; thence east on Puetz Road to its intersection with the Union Pacific Railroad; thence northwesterly along the Union Pacific Railroad to its intersection with East Forest Hill Avenue; thence east on Forest Hill Avenue to its intersection with the City limits with the City of South Milwaukee; thence east along the City limits with the City of South Milwaukee to the shoreline of Lake Michigan; thence southeasterly along the shoreline of Lake Michigan to the City limits with Racine County; thence west along the City limits with Racine County to its intersection with South Chicago Road; thence north on Chicago Road to its intersection with East Elm Road; thence west on Elm Road to its intersection with South Shangri-La Court; thence north on Shangri-La Court to its intersection with East Alpine Drive; thence east on Alpine Drive to its intersection with South Rosemont Lane; thence north on Rosemont Lane to its intersection with East Stargrass Lane; thence east on Stargrass Lane to its intersection with South Grimm Drive; thence north on Grimm Drive to its intersection with East Oakwood Road; thence east on Oakwood Road to its intersection with South Chicago Road; thence northwesterly on Chicago Road to its intersection with East Ryan Road; thence west on Ryan Road to its intersection with East Northbrook Boulevard; thence north and west on Northbrook Boulevard to its intersection with South Regency Drive; thence north and west on Regency Drive to its intersection with East Kender Lane; thence west on Kender Lane to its intersection with South Shire Place; thence south on Shire Place to its intersection with East Woodview Avenue; thence east on Woodview Avenue to its intersection with South Kinney Lane; thence south on Kinney Lane to its intersection with East Ryan Road; thence west on Ryan Road to its intersection with South Nicholson Road; thence north on Nicholson Road to the point of beginning.

(b) District Four shall be comprised of Ward Ten, Ward Eleven and Ward Twelve.

#### 5) ALDERMANIC DISTRICT FIVE

(a) District Five shall be bounded as follows:

Commencing at the intersection of East Oakwood Road and South Grimm Drive; thence south on Grimm Drive to its intersection with East Stargrass Lane; thence west on Stargrass Lane to its intersection with South Rosemont Lane; thence south on Rosemont Lane to its intersection with East Alpine Drive; thence west on Alpine Drive to its intersection with South Shangri-La Court; thence south on Shangri-La Court to its intersection with East Elm Road; thence east on Elm Road to its intersection with South Chicago Road; thence south on Chicago Road to its intersection with the City limits with Racine County; thence west along the City limits with Racine County to its intersection with the City limits with the City of Franklin; thence north along the City limits with the City of Franklin to its intersection with West Ryan Road; thence east on Ryan Road to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with East Estates Place; thence east on Estates Place to its intersection with South Austin Street; thence north on Austin Street to its intersection with East Estates Place; thence east on Estates Place to its intersection with South Shepard Hills Drive; thence north on Shepard Hills Drive to its intersection with East Arthur Drive; thence east on Arthur Drive to its intersection with South Shepard Avenue; thence south on Shepard Avenue to its intersection with East Oakwood Road; thence east on Oakwood Road to the point of beginning.

(b) District Five shall be comprised of Ward Thirteen, Ward Fourteen and Ward Fifteen.

6) ALDERMANIC DISTRICT SIX

(a) District Six shall be bounded as follows:

Commencing at the intersection of East Forest Hill Avenue and South Verdev Drive; thence south on Verdev Drive to its intersection with East Groveland Drive; thence west on Groveland Drive to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with West Centennial Drive; thence west on Centennial Drive to its intersection with South Aspen Drive; thence south on Aspen Drive to its intersection with West Oak Leaf Drive; thence east on Oak Leaf Drive to its intersection with South Howell Avenue; thence south on Howell Avenue to its intersection with the Oak Creek; thence southwesterly along the Oak Creek to its intersection with West Ryan Road; thence west on Ryan Road to its intersection with the City limits with the City of Franklin; thence north along the City limits with the City of Franklin to its intersection with West Puetz Road; thence east on Puetz Road to its intersection with South 13<sup>th</sup> Street; thence south on 13<sup>th</sup> Street to its intersection with West Violet Drive; thence east and north on Violet drive to its intersection with West Puetz Road; thence east on Puetz Road to its intersection with South Liberty Lane; thence north on Liberty Lane to its intersection with West Forest Hill Avenue; thence east on Forest Hill Avenue to the point of beginning.

(b) District Six shall be comprised of Ward Sixteen, Ward Seventeen, and Ward Eighteen.

SECTION 2: All ordinances or parts of ordinances contravening the provisions of this ordinance are hereby repealed.

SECTION 3: The several sections of this ordinance are declared to be severable. If any section shall be declared, by a decision of a court of competent jurisdiction, to be invalid, such decision shall not affect the validity of other provisions of this ordinance.

SECTION 4: This ordinance shall take effect and be in force from and after its passage and publication.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 16<sup>th</sup> day of November, 2021.

Passed and adopted this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
President, Common Council

Approved this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_



## COMMON COUNCIL REPORT

**Item:** 2022 Regular Combined Council meeting dates

**Recommendation:** That the Common Council approve the 2022 Regular Combined Common Council meeting dates.

**Fiscal Impact:** There is no fiscal impact; however, the vacation of the below mentioned meetings will require the Common Council to approve a resolution authorizing payment of bills, debts and obligations prior to each meeting.

- 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:** At the November 2, 2021 meeting, a tentative 2022 Common Council meeting dates schedule was presented, and a recommendation was made to vacate the January 4, July 5, and August 1 meetings.

Attached is the 2022 schedule for approval.

**Options/Alternatives:** The Council could choose to not vacate the recommended meetings.

Respectfully submitted:

Andrew J. Vickers, MPA  
City Administrator

Prepared:

Christa J. Miller, CMC/WCMC  
Deputy City Clerk

Fiscal Review:

Maxwell Gagrin, MPA  
Assistant City Administrator/Comptroller

Attachments: 2022 Schedule of Regular Combined Common Council Meetings

# 2022

## Common Council

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


Jan 1, 2022 holiday is observed on 1/30/2021.

Jan 1, 2023 holiday will be observed on 1/ 2/2023.

Common Council Dates - 

Election Dates - 

National Night Out - 

Holiday - 

## COMMON COUNCIL REPORT

- Item:** Award of W. Rawson Avenue Street Light Relocation Contract
- Recommendation:** That the Common Council considers a motion to award the W. Rawson Avenue Street Light Relocation unit price contract to the lowest responsive, responsible bidder, Wil-Surge Electric, Inc., at the estimated cost of \$135,508.80; and to authorize the transfer of funds from CIP Project Nos. 18031 and 19027.
- Fiscal Impact:** \$115,000 was allocated in the 2022 Capital Improvements budget for improvements for W. Rawson Avenue Reconstruction. There would also be a transfer of \$2,000 from Project No. 18031 (Street Light Near Flynn) and a transfer of \$25,000 from Project No. 19027 (Street Lights at Elm Road and 27<sup>th</sup> Street).
- 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:** In 2022, Milwaukee County will be reconstructing W. Rawson Avenue from S. 27<sup>th</sup> Street to S. 20<sup>th</sup> Street which will include modifications to the existing median islands. The City street lights require relocation to accommodate the modifications to the median islands and will need to be completed prior to the commencement of the County's project. The Engineering Department was tasked with preparing plans and specifications for the street light relocation project public bid in 2021. Plans and specifications for the project were prepared, the work was advertised, and the following two bids were received:

Contractor	Bid
Wil-Surge Electric	\$135,508.80
Outdoor Lighting	\$199,272.25

The bids came in higher than original estimates. Electrical wire and steel lighting component (poles, arms and bases) prices were the main driver in the high bids, but several other work items came in higher than our estimates as well. In evaluating the high bids, staff talked to contractors in the industry. Contractors stated that many factors contributed to the higher bids, but the main factors were the time of year for construction and product availability from suppliers.

It is staff's opinion that the factors that contributed to the higher bids will continue to be factors in future bids and that the Common Council should award the project so that the County's project schedule is not negatively

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impacted. This is a unit price contract, so bids have been evaluated based on estimated quantities. City payments to the contractor will reflect actual installed and measured quantities.

**Options/Alternatives:** To reject the bids and direct Engineering Department to rebid the project later in December for construction in early 2022. This would push the construction work further into the winter, likely further pushing up bid prices, and negatively impacting the County's road project schedule.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Matthew J. Sullivan, PE  
Assistant City Engineer

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator/Comptroller

Approved:



Michael C. Simmons, PE  
City Engineer

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Attachments:





## COMMON COUNCIL REPORT

**Item:** Professional Services Agreement for Eastside Fiber Optic Network Expansion

**Recommendation:** That the Common Council considers a motion to enter into a Professional Services Agreement at a cost of \$106,470.46 with Multimedia Communications & Engineering, Inc. (MC&E) for professional services to provide engineering and project management of the City's Eastside Fiber Optic Network Expansion.

**Fiscal Impact:** These services are included in the 2022 CIP budget for this capital project.

- 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:** In 2014 the City solicited proposals for the initial phase of the City's Fiber Optic Wide Area Network (WAN). At that time Multimedia Communications & Engineering, Inc. (MC&E) was selected and designed the City's current Fiber Optic WAN. The current WAN does not connect the Water Treatment Plant or Fire Station 2. Because of this the City is currently utilizing Internet Service Providers (ISP) to connect to these buildings with a monthly service cost of approximately \$750. This expansion would also allow the City to have a connection at Lake Vista Park to enable live CCTV and to support future public Wi-Fi at the park. Further, we intend to design the expansion with the capacity to have local ISPs utilize the City's conduit to increase the access to Fiber Optic based internet service on the east side of the City including the new Lake Shore Commons Development. There will also be capacity to support the Oak Creek Franklin School District to assist them with connecting to their East Side schools.

City Staff has been working with MC&E to provide budgetary estimates for this project since 2018. Due to our past experience with MC&E's quality of work and responsiveness, as well as their knowledge of the existing Fiber Optic infrastructure. It is staff's recommendation that the Council enter into the Professional Services Agreement with Multimedia Communications & Engineering Inc. (MC&E).

Note that the construction of the Fiber Optic network expansion would be put out to bid once the engineering is complete and will be brought back for Council approval.

**Options/Alternatives:** The alternative would be to request updated proposal from additional engineering firms which would delay the overall timeline of the Fiber Optic Network Expansion project.

Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Kevin A. Koenig  
Information Technology Manager

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

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Attachments: MCE Fiber Engineering Professional Services Quote.pdf





**Multimedia Communications & Engineering, Inc.**  
PO Box 11064 Green Bay, WI 54307  
P: 877.870.6968 | 920.301.7900 | www.mcewi.com

Quotation: 11092021-01

Date: 11/9/2021

## PROJECT TASK LIST

### ENGINEERING SERVICES

#### Underground Design Services

- a. Call in Utility Locates to Diggers Hotline for all areas of the route
- b. Using Survey Grade GPS equipment, map the location of all utilities and surface structures with sub-centimeter accuracy
- c. Determine location of new underground duct and cable based on all utility information
- d. Share all route information with all municipal agencies having jurisdiction over the route and incorporate their feedback into the overall design
- e. Complete all necessary route licensing agreements (Owner-Occupancy Licenses)
- f. Complete all permit applications for State Highway crossing/parallel encroachment, County Highway Encroachment, City Right of Way access
- g. Coordinate all routes with WI DNR for wetland preservation and/or water crossing applications
- h. Attend all necessary planning commission, council, or board meetings in support of route permitting
- i. Create Optical Budget Loss calculations for each connection to be used for Network Equipment configurations

#### CAD Services

- a. Prepare scaled CAD Plans showing all underground route placement information to include location of existing utilities. Typical scaling is 1":50' but may vary depending on permitting agency
- b. Identify handhole spacing, locations and splice points
- c. Create CAD drawings showing logical layout of fiber optic cable plant and termination fields to be used for network configuration
- d. Creation of detailed splicing tables for fiber optic cable fusion splicing and strand routing
- e. Create drawings of all termination panels and strand port allocations
- f. Create individual strand mapping of network

### PROJECT MANAGEMENT SERVICES

#### Contractor Coordination

- a. Review project plans and specifications with all contractor crews prior to construction
- b. Work with Owner and Contractor to identify project scheduling based on Owner priorities
- c. Facilitate Contractor access into Owner sites at times when it is least disruptive to Owner activities
- d. Coordinate tasks associated with Prime Contractor and all Sub-contracted crews to ensure all Bidding Specification Guidelines are met
- e. Work with Contractor to obtain all necessary Contractor-related excavation and street opening permits
- f. Provide any necessary Traffic Control Plans to Permitting Agencies with Contractor

#### On Site Construction Management

- a. Provide public with project information via route door hangers with MC&E phone number for questions or concerns to alleviate calls to the Owner
- b. Locate and mark all Property Corners and Right of Way Boundaries
- c. Identify Route within Right of Way and on Owner property to ensure conformance with all Submitted Permit Application Documents
- d. Coordinate daily and weekly activities with Contractor to ensure project remains on schedule and within budget
- e. Resolve any Contractor, Owner, or Permitting Authority concerns throughout the construction process
- f. Ensure all restorations are performed in a timely manner avoiding public complaint
- g. Ensure all operations take place in a safe and professional manner on behalf of the Owner
- h. Inventory all Materials and release to Contractor as needed
- i. Perform the installation of all termination panels inside Owner facilities to ensure panels are located per Owner requirements

#### Off Site Construction Management

- a. Create weekly progress reports identifying all tasks that have taken place and those scheduled for the upcoming week
- b. Create any necessary Change Orders and negotiate best Change Order pricing for Owner
- c. Track progress of all tasks to keep current Project Completion percentages and maintain construction schedule
- d. Validate all Contractor Invoices compared to percent complete and recommend revision or approvals
- e. Validate all Material Invoices to ensure they match bid amounts and amounts received
- f. Prepare all updated plans based on minor and major changes that may take place during construction
- g. Review and Compile all testing documentation to ensure all strands are within their optical budget and ready for use at the time of project completion
- h. Create Punch List of items for final inspection and acceptance



## COMMON COUNCIL REPORT

**Item:** 2021 single axel plow truck

**Recommendation:** That the Common Council concur with the recommendation of the Public Works Director and approve the purchase of a new 2021 International plow truck from Lakeside International in the amount of \$173,298.00.

**Fiscal Impact:** This would be paid for out of the approved \$185,000 CEP funding for 2022.

Lakeside International	\$173,298.00
Sourcewell Bid Pricing	\$177,748.00

**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

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**Background:** The Public Works will be replacing Plow Truck 717. This is a 29 year 1993 International Plow vehicle that has outlived its useful life. DPW anticipates selling the 1993 plow vehicle at public auction.

**Options/Alternatives:** N/A

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Ted Johnson  
Director of Public Works

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator / Comptroller

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**Attachments:** Lakeside International Quote, Sourcewell Bid Pricing Lakeside International

Patrick McWamara



# HV507 SFA

Sales Proposal For:  
**CITY OF OAK CREEK**

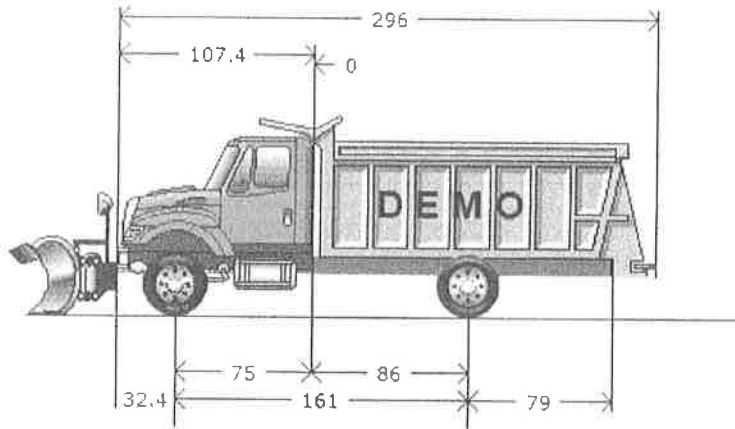
Presented By:  
**LAKESIDE INTL, LLC**



**Prepared For:**  
 CITY OF OAK CREEK  
 Ted Johnson  
 8040 S 6th St.  
 Oak Creek, WI 53154-2313  
 (414)768 - 6552  
 Reference ID: STK# 10668X

**Presented By:**  
 LAKESIDE INTL, LLC  
 Patrick McNamara  
 11000 W SILVER SPRING RD  
 MILWAUKEE WI 53225 -  
 (414)353-4800

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



**Model Profile**  
**2022 HV507 SFA (HV507)**

- AXLE CONFIG:** 4X2
- APPLICATION:** Front Plow and Wing with Spreader
- MISSION:** Requested GVWR: 43000. Calc. GVWR: 43000. Calc. GCWR: 80000  
 Calc. Start / Grade Ability: 31.12% / 3.46% @ 55 MPH  
 Calc. Geared Speed: 67.4 MPH
- DIMENSION:** Wheelbase: 161.00, CA: 86.00, Axle to Frame: 79.00
- ENGINE, DIESEL:** *ole* {Cummins L9 350} EPA 2021, 350HP @ 2200 RPM, 1050 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, 350 Peak HP (Max)
- TRANSMISSION, AUTOMATIC:** {Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway
- CLUTCH:** Omit Item (Clutch & Control)
- AXLE, FRONT NON-DRIVING:** {Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
- AXLE, REAR, SINGLE:** {Meritor RS-23-160} Single Reduction, 23,000-lb Capacity, Driver Controlled Locking Differential, 200 Wheel Ends Gear Ratio: 6.14
- CAB:** Conventional, Day Cab
- TIRE, FRONT:** (2) 315/80R22.5 Load Range L HSC 3 (CONTINENTAL), 481 rev/mile, 68 MPH, All-Position
- TIRE, REAR:** (4) 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
- SUSPENSION, REAR, AIR, SINGLE:** {Hendrickson PRIMAAX EX} 23,000-lb Capacity, 9.0" Ride Height, with Shock Absorbers
- PAINT:** Cab schematic 100WK  
 Location 1: 0311, Omaha Orange (Std)  
 Chassis schematic N/A

<u>Code</u>	<u>Description</u>
HV50700	Base Chassis, Model HV507 SFA with 161.00 Wheelbase, 86.00 CA, and 79.00 Axle to Frame
1570 ✓	TOW HOOK, FRONT (2) Frame Mounted
1ANA ✓	AXLE CONFIGURATION {Navistar} 4x2
	<u>Notes</u>
	: Pricing may change if axle configuration is changed.
1CAJ ✓	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.437" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL
1LLA ✓	BUMPER, FRONT Swept Back, Steel, Heavy Duty
1WDS ✓	FRAME EXTENSION, FRONT Integral; 20" In Front of Grille
1WEV ✓	WHEELBASE RANGE 146" (370cm) Through and Including 195" (495cm)
2ARY ✓	AXLE, FRONT NON-DRIVING {Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
3AGA ✓	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 20,000-lb Capacity, with Shock Absorbers
3WAJ -	SPRINGS, FRONT AUXILIARY Air Bag, Right Side Only, Driver Control
4091 ✓	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications
	<u>Includes</u>
	: BRAKE LINES Color and Size Coded Nylon
	: DRAIN VALVE Twist-Type
	: GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster
	: PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel
	: PARKING BRAKE VALVE For Truck
	: QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4
	: SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6
4732 ✓	DRAIN VALVE {Berg} with Pull Chain, for Air Tank
4AZJ -	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System, with Automatic Traction Control
4EBD ✓	AIR DRYER {Wabco System Saver 1200} with Heater
4EXU ✓	BRAKE CHAMBERS, REAR AXLE {Bendix EverSure} 30/30 SqIn Spring Brake
4EXV ✓	BRAKE CHAMBERS, FRONT AXLE {Bendix} 24 SqIn
4LAG -	SLACK ADJUSTERS, FRONT {Gunite} Automatic
4LGG ✓	SLACK ADJUSTERS, REAR {Gunite} Automatic
4SPA -	AIR COMPRESSOR {Cummins} 18.7 CFM
4VKC ✓	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab
4WBX ~	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes
4WDM -	DUST SHIELDS, REAR BRAKE for Air Cam Brakes
4WZJ -	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail
4XDL -	BRAKES, FRONT {Bendix Spicer ES-165-6X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 6", 23,000-lb Capacity
4XDM ✓	BRAKES, REAR {Bendix Spicer ES-165-7X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 7", 23,000-lb Capacity per Axle

<u>Code</u>	<u>Description</u>
5710 ~	STEERING COLUMN Tilting and Telescoping
5CBE ~	STEERING WHEEL 4-Spoke; 18" Dia., Black Leather Wrapped
5PTB ~	STEERING GEAR (2) {Sheppard M100/M80} Dual Power
6DGG ~	DRIVELINE SYSTEM {Dana Spicer} 1710, for 4x2/6x2
7BEU ~	AFTERTREATMENT COVER Aluminum
7BLW ~	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab
7WBA ~	TAIL PIPE (1) Turnback Type, Bright
7WBS ~	MUFFLER/TAIL PIPE GUARD (1) Bright Stainless Steel
7WCM ~	EXHAUST HEIGHT 8' 10"
8000 ~	ELECTRICAL SYSTEM 12-Volt, Standard Equipment
	<u>Includes</u>
	: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
	: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
	: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
	: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
	: STARTER SWITCH Electric, Key Operated
	: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
	: TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
	: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
	: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
	: WIRING, CHASSIS Color Coded and Continuously Numbered
8GXD ~	ALTERNATOR {Leece-Neville AVI160P2013} Brush Type, 12 Volt, 160 Amp Capacity, Pad Mount, with Remote Sense
8HAB ~	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn
<i>Ok</i> 8MJU ~	BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt <sup>2440</sup> CCA Total, Top Threaded Stud
8RGA ~	2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab
8RMZ ~	SPEAKERS (2) 6.5" Dual Cone Mounted in Both Doors, (2) 5.25" Dual Cone Mounted in Both B-Pillars
8RPB ~	RADIO, AUXILIARY CONTROLS Mounted in Steering Wheel, Radio Function Control Switch, Includes Volume Up/Down, Mute, Forward/Back and Bluetooth Answer/Disconnect
8RPS ~	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input
8THB ~	BACK-UP ALARM Electric, 102 dBA
8THJ ~	AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications
8TPR ~	STOP, TURN, TAIL & B/U LIGHTS {Weldon} Multi-Function LED Lamp, Mounted Outside Rails, Includes LED License Plate Light
8TUU ~	BATTERY CABLES with 1 Auxiliary Battery Post, Positive
8VAY ~	HORN, ELECTRIC Disc Style

<u>Code</u>	<u>Description</u>
8VZR -	SWITCH, BODY CIRCUITS, MID with Remote Power Module Mounted in Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total, Includes 1 Switch Pack with Momentary Switches
8WBW -	JUMP START STUD Remote Mounted
8WGL -	WINDSHIELD WIPER SPD CONTROL Force Wipers to Slowest Intermittent Speed When Park Brake Set and Wipers Left on for a Predetermined Time
8WNH -	RUNNING LIGHT (2) Daytime
8WPH -	CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade
8WPZ -	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights
8WRB -	HEADLIGHTS ON WWIPERS Headlights Will Automatically Turn on if Windshield Wipers are turned on
8WWJ -	INDICATOR, LOW COOLANT LEVEL with Audible Alarm
8WXD -	ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, with Ignition "OFF" and any Door Opened
8WXG -	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start
8XAH -	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
8XDU -	BATTERY BOX Steel, with Aluminum Cover, 14" Wide, 2-3 Battery Capacity, Mounted Left Side Under Cab
8XGT -	TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender
8XHD -	BATTERY DISCONNECT SWITCH 300 Amp, Disconnects Charging Circuits, Locks with Padlock, Cab Mounted
8XHN -	HORN, AIR Single Trumpet, Black, with Lanyard Pull Cord
8XHR -	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) & USB Port, Located in the Instrument Panel
8XKY -	USB PORT (1) Located in the Instrument Panel
9585 -	FENDER EXTENSIONS Rubber
9AAB -	LOGOS EXTERIOR Model Badges
9AAE -	LOGOS EXTERIOR, ENGINE Badges <i>ka</i>
9ANG -	HOOD, HATCH (01) for Servicing
9HAN -	INSULATION, UNDER HOOD for Sound Abatement
9HBM -	GRILLE Stationary, Chrome
9HBN -	INSULATION, SPLASH PANELS for Sound Abatement
9WBC -	FRONT END Tilting, Fiberglass, with Three Piece Construction, for WorkStar/HV
10060 -	PAINT SCHEMATIC, PT-1 Single Color, Design 100
	<u>Includes</u>
	: PAINT SCHEMATIC ID LETTERS "WK"
10761 -	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone
10943 -	KEYS - ALL ALIKE Fleet, Includes Ignition and Cab Door Keys
10AAAY -	OVER THE AIR PROGRAMMING {Navistar} for Cummins Engines
10BAE -	LABEL, DEF "DEF ONLY"
10JPA -	CUSTOMER IDENTITY for Sourcewell

<u>Code</u>	<u>Description</u>
10SLV —	PROMOTIONAL PACKAGE Government Silver Package
10WCY —	SAFETY TRIANGLES
10WKN —	KEYS - ALL ALIKE, ID I-1624 Compatible with Z-250
10XAN —	FIRE EXTINGUISHER 5 lb Class A B C
10XAP —	FIRE EXTINGUISHER BRACKET Mounted Left Side Driver Seat
11001 —	CLUTCH Omit Item (Clutch & Control)
12703 —	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection
12849 —	BLOCK HEATER, ENGINE 120V/1000W, for Cummins ISB/B6.7/ISL/L9 Engines  <u>Includes</u> : BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door
12851 —	PTO EFFECTS, ENGINE FRONT Less PTO Unit, Includes Adapter Plate on Engine Front Mounted
12ESN —	ENGINE, DIESEL {Cummins L9 350} EPA 2021, 350HP @ 2200 RPM, 1050 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, 350 Peak HP (Max)
12THT —	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed  <u>Includes</u> : FAN Nylon
12UWZ —	RADIATOR Aluminum, Cross Flow, Front to Back System, 1228 SqIn, with 1167 SqIn Charge Air Cooler, Includes In-Tank Oil Cooler  <u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber
12VAG —	AIR CLEANER Single Element, with Integral Snow Valve and In-Cab Control
12VHR —	EMISSION, CALENDAR YEAR {Cummins L9} EPA, OBD and GHG Certified for Calendar Year 2021
12VXT —	THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel
12VYL —	ACCESSORY WIRING, SPECIAL for Road Speed Wire Coiled Under Instrument Panel for Customer Use
12VYP —	ENGINE CONTROL, REMOTE MOUNTED No Provision for Remote Mounted Engine Control
12WZE —	CARB IDLE COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations
13AVR —	TRANSMISSION, AUTOMATIC {Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway
13WDZ —	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, S1 Performance in Primary and Fixed Programming in Secondary
13WET —	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission
13WGK	TRANSMISSION COOLER HOSES Stainless Steel
13WLP —	TRANSMISSION OIL Synthetic; 29 thru 42 Pints
13WUC —	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS) and Regional Haul Series (RHS), General Purpose Trucks, Construction, Package Number 223

<u>Code</u>	<u>Description</u>
13WWW ✓	NEUTRAL AT STOP OMIT
13WYH ~	TRANSMISSION TCM LOCATION Located Inside Cab
13XAM ~	PTO LOCATION Dual, Customer Intends to Install PTO at Left and/or Right Side of Transmission
14899 ~	SUSPENSION AIR CONTROL VALVE Pressure Release Control In Cab
14ARB ~	AXLE, REAR, SINGLE {Meritor RS-23-160} Single Reduction, 23,000-lb Capacity, Driver Controlled Locking Differential, 200 Wheel Ends, Gear Ratio: 6.14
14TBZ --	SUSPENSION, REAR, AIR, SINGLE {Hendrickson PRIMAAX EX} 23,000-lb Capacity, 9.0" Ride Height, with Shock Absorbers
15924 ~	FUEL TANK STRAPS Bright Finish Stainless Steel
15LNS ~	FUEL/WATER SEPARATOR {Racor 400 Series} 12 VDC Electric Heater, Includes Pre-Heater, with Primer Pump, Includes Water-in-Fuel Sensor, Mounted on Engine
15SXJ ~	FUEL TANK Top Draw, Non-Polished Aluminum, 24" Dia, 50 US Gal (189L), Mounted Left Side, Under Cab
15WCN ~	DEF TANK 5 US Gal (19L) Capacity, Frame Mounted Outside Left Rail, Under Cab
16030 ~	CAB Conventional, Day Cab
16564 ~	HEATER SHUT-OFF VALVES (1) Ball Valve Type, Supply Line
16ATC ~	AUTOMATIC CLIMATE CONTROL Automatically Maintains Cabin Comfort Based on Selected Temperature
16BAM ~	AIR CONDITIONER with Integral Heater and Defroster
16GDG ~	GAUGE CLUSTER Premium Level, English with English Speedometer and Tachometer, for Air Brake Chassis, Includes Engine Coolant Temperature, Primary and Secondary Air Pressure, Fuel and DEF Gauges, Oil Pressure Gauge, Includes 5 Inch LCD Color Display
16GHU ~	GRAB HANDLE, CAB INTERIOR (2) Safety Yellow
16HGH --	GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission
16HHE ~	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} with Black Bezel, Mounted in Instrument Panel
16HKT ~	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
16JNV ~	SEAT, DRIVER {National 2000} Air Suspension, High Back with Integral Headrest, Cloth, Isolator, 1 Chamber Lumbar, 2 Position Front Cushion Adjust, -3 to +14 Degree Back Angle Adjust
16SEE ~	GRAB HANDLE, EXTERIOR Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left Side at B-Pillar
16SJX ~	MIRROR, CONVEX, HOOD MOUNTED {Lang Mekra} (2) Right and Left Sides, Bright, Heated, 7.5" Sq.
16SMR ~	SEAT, PASSENGER {National} Non Suspension, High Back with Integral Headrest, Cloth, with Fixed Back, with Under Seat Storage
16SNV ~	MIRRORS (2) Aero Pedestal, Power Adjust, Heated, Turn Signals, Bright Heads, Black Arms, 6.5" x 14" Flat Glass, Includes 6.5" x 6" Convex Mirrors, for 102" Load Width
	<u>Notes</u>
	: Mirror Dimensions are Rounded to the Nearest 0.5"
16VKK ~	CAB INTERIOR TRIM Diamond, for Day Cab
	<u>Includes</u>
	: CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket, Located Above Driver and Passenger
	: DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Reading Lights; Integral to Overhead Console, Center Mounted

<u>Code</u>	<u>Description</u>
	: SUN VISOR (3) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Vanity Mirror and Toll Ticket Strap, plus 1 Auxiliary Visor (Front Only), Driver Side
16VSL -	WINDSHIELD Heated, Single Piece
16WBY -	ARM REST, RIGHT, DRIVER SEAT
16WJU -	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature
16WLS -	FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood
16WSK -	CAB REAR SUSPENSION Air Bag Type
16XJP -	INSTRUMENT PANEL Wing Panel
16XTK -	ACCESS, CAB Bright Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Extended Cab
16XWE	SUNSHADE, EXTERIOR Bright Finish, with Integral Clearance/Marker Lights
16XWY -	WINDSHIELD WASHER RESERVOIR Mounted Under Cab with Remote Fill Mounted Behind Cab Drivers Side
16ZPH	FLOOR, COATING LINE-X, Applied to Interior Cab Floor
27DUS -	WHEELS, FRONT {Accuride 41730} DISC; 22.5x9.00 Rims, Extra Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
28DVN -	WHEELS, REAR {Accuride 42644} DUAL DISC; 22 5x8.25 Rims, Standard Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
60AKG -	BDY INTG, PTO ACCOMMODATION for (3) Latched Rocker Switches, (1) PTO Switch, (2) Generic Switches to Control (3) 30 amp relays, with Programmable Interlocks, for Body Builder Hook up in the Engine Compartment Left Side, Recommended for Automatic Transmissions
7382135444 -	(4) TIRE, REAR 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
7792545438 -	(2) TIRE, FRONT 315/80R22.5 Load Range L HSC 3 (CONTINENTAL), 481 rev/mile, 68 MPH, All-Position

**Services Section:**

40128	WARRANTY Standard for HV507, HV50B, HV607 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2025A
1	MTE plow and equipment per spec
	Special Delivery Prep (Med)
	FM
	TITLE AND FEES



(US DOLLAR)

Description

Price

Net Sales Price:

\$173,298.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

Accepted by Purchaser:

\_\_\_\_\_  
Official Title and Date

\_\_\_\_\_  
Firm or Business Name

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature and Date

**This proposal is not binding upon the seller without Seller's Authorized Signature**

\_\_\_\_\_  
Official Title and Date

**The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.**

**The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.**

SOURCEWELL  
PRICE  
PLOW TRUCK



# HV507 SFA

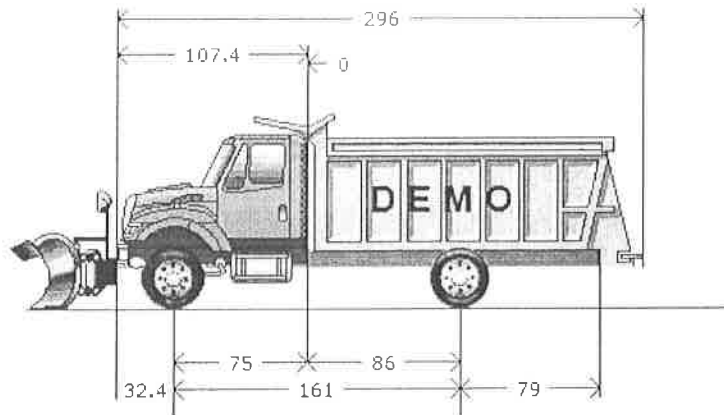
Sales Proposal For:  
**CITY OF OAK CREEK**

Presented By:  
**LAKESIDE INTL, LLC**

Prepared For:  
 CITY OF OAK CREEK  
 Ted Johnson  
 8040 S 6th St.  
 Oak Creek, WI 53154-2313  
 (414)768 - 6552  
 Reference ID: STK# 10668X

Presented By:  
 LAKESIDE INTL, LLC  
 Patrick McNamara  
 11000 W SILVER SPRING RD  
 MILWAUKEE WI 53225 -  
 (414)353-4800

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



**Model Profile**  
 2022 HV507 SFA (HV507)

<b>AXLE CONFIG:</b>	4X2
<b>APPLICATION:</b>	Front Plow and Wing with Spreader
<b>MISSION:</b>	Requested GVWR: 43000. Calc. GVWR: 43000. Calc. GCWR: 0 Calc. Start / Grade Ability: 31.12% / 3.46% @ 55 MPH Calc. Geared Speed: 67.4 MPH
<b>DIMENSION:</b>	Wheelbase: 161.00, CA: 86.00, Axle to Frame: 79.00
<b>ENGINE, DIESEL:</b>	{Cummins L9 350} EPA 2021, 350HP @ 2200 RPM, 1050 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, 350 Peak HP (Max)
<b>TRANSMISSION, AUTOMATIC:</b>	{Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway
<b>CLUTCH:</b>	Omit Item (Clutch & Control)
<b>AXLE, FRONT NON-DRIVING:</b>	{Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
<b>AXLE, REAR, SINGLE:</b>	{Meritor RS-23-160} Single Reduction, 23,000-lb Capacity, Driver Controlled Locking Differential, 200 Wheel Ends Gear Ratio: 6.14
<b>CAB:</b>	Conventional, Day Cab
<b>TIRE, FRONT:</b>	(2) 315/80R22.5 Load Range L HSC 3 (CONTINENTAL), 481 rev/mile, 68 MPH, All-Position
<b>TIRE, REAR:</b>	(4) 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
<b>SUSPENSION, REAR, AIR, SINGLE:</b>	{Hendrickson PRIMAAX EX} 23,000-lb Capacity, 9.0" Ride Height, with Shock Absorbers
<b>PAINT:</b>	Cab schematic 100WK Location 1: 0311, Omaha Orange (Std) Chassis schematic N/A

<u>Code</u>	<u>Description</u>
HV50700	Base Chassis, Model HV507 SFA with 161.00 Wheelbase, 86.00 CA, and 79.00 Axle to Frame.
1570	TOW HOOK, FRONT (2) Frame Mounted
1ANA	AXLE CONFIGURATION {Navistar} 4x2
	<u>Notes</u>
	: Pricing may change if axle configuration is changed.
1CAJ	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.437" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL
1LLA	BUMPER, FRONT Swept Back, Steel, Heavy Duty
1WDS	FRAME EXTENSION, FRONT Integral: 20" In Front of Grille
1WEV	WHEELBASE RANGE 146" (370cm) Through and Including 195" (495cm)
2ARY	AXLE, FRONT NON-DRIVING {Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
3AGA	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 20,000-lb Capacity, with Shock Absorbers
3WAJ	SPRINGS, FRONT AUXILIARY Air Bag, Right Side Only, Driver Control
4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications
	<u>Includes</u>
	: BRAKE LINES Color and Size Coded Nylon
	: DRAIN VALVE Twist-Type
	: GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster
	: PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel
	: PARKING BRAKE VALVE For Truck
	: QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4
	: SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6
4732	DRAIN VALVE {Berg} with Pull Chain, for Air Tank
4AZJ	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System, with Automatic Traction Control
4EBD	AIR DRYER {Wabco System Saver 1200} with Heater
4EXU	BRAKE CHAMBERS, REAR AXLE {Bendix EverSure} 30/30 Sqli Spring Brake
4EXV	BRAKE CHAMBERS, FRONT AXLE {Bendix} 24 Sqli
4LAG	SLACK ADJUSTERS, FRONT {Gunite} Automatic
4LGG	SLACK ADJUSTERS, REAR {Gunite} Automatic
4SPA	AIR COMPRESSOR {Cummins} 18.7 CFM
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes
4WZJ	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail
4XDL	BRAKES, FRONT {Bendix Spicer ES-165-6X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 6", 23,000-lb Capacity
4XDM	BRAKES, REAR {Bendix Spicer ES-165-7X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 7", 23,000-lb Capacity per Axle

<u>Code</u>	<u>Description</u>
5710	STEERING COLUMN Tilting and Telescoping
5CBE	STEERING WHEEL 4-Spoke: 18" Dia , Black Leather Wrapped
5PTB	STEERING GEAR (2) (Sheppard M100/M80) Dual Power
6DGG	DRIVELINE SYSTEM (Dana Spicer) 1710, for 4x2/6x2
7BEU	AFTERTREATMENT COVER Aluminum
7BLW	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab
7WBA	TAIL PIPE (1) Turnback Type, Bright
7WBS	MUFFLER/TAIL PIPE GUARD (1) Bright Stainless Steel
7WCM	EXHAUST HEIGHT 8' 10"
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment
	<u>Includes</u>
	: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
	: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
	: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
	: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
	: STARTER SWITCH Electric, Key Operated
	: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
	: TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
	: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
	: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
	: WIRING, CHASSIS Color Coded and Continuously Numbered
8GXD	ALTERNATOR (Leece-Neville AV1160P2013) Brush Type, 12 Volt, 160 Amp Capacity, Pad Mount, with Remote Sense
8HAB	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn
8MJU	BATTERY SYSTEM (Fleetrite) Maintenance-Free, (3) 12-Volt 2850CCA Total, Top Threaded Stud
8RGA	2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab
8RMZ	SPEAKERS (2) 6.5" Dual Cone Mounted in Both Doors, (2) 5.25" Dual Cone Mounted in Both B-Pillars
8RPB	RADIO, AUXILIARY CONTROLS Mounted in Steering Wheel, Radio Function Control Switch, Includes Volume Up/Down, Mute, Forward/Back and Bluetooth Answer/Disconnect
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input
8THB	BACK-UP ALARM Electric, 102 dBA
8THJ	AUXILIARY HARNESS 3 0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications
8TPR	STOP, TURN, TAIL & B/U LIGHTS (Weldon) Multi-Function LED Lamp, Mounted Outside Rails, Includes LED License Plate Light
8TUU	BATTERY CABLES with 1 Auxiliary Battery Post, Positive
8VAY	HORN, ELECTRIC Disc Style

<u>Code</u>	<u>Description</u>
8VZR	SWITCH, BODY CIRCUITS, MID with Remote Power Module Mounted in Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total, Includes 1 Switch Pack with Momentary Switches
8WBW	JUMP START STUD Remote Mounted
8WGL	WINDSHIELD WIPER SPD CONTROL Force Wipers to Slowest Intermittent Speed When Park Brake Set and Wipers Left on for a Predetermined Time
8WPH	CLEARANCE/MARKER LIGHTS (5) (Truck Lite) Amber LED Lights, Flush Mounted on Cab or Sunshade
8WPZ	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights
8WRB	HEADLIGHTS ON WWIPERS Headlights Will Automatically Turn on if Windshield Wipers are turned on
8WWJ	INDICATOR, LOW COOLANT LEVEL with Audible Alarm
8WXD	ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, with Ignition "OFF" and any Door Opened
8WXG	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
8XDU	BATTERY BOX Steel, with Aluminum Cover, 14" Wide, 2-3 Battery Capacity, Mounted Left Side Under Cab
8XGT	TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender
8XHD	BATTERY DISCONNECT SWITCH 300 Amp, Disconnects Charging Circuits, Locks with Padlock, Cab Mounted
8XHN	HORN, AIR Single Trumpet, Black, with Lanyard Pull Cord
8XHR	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB Port, Located in the Instrument Panel
8XKY	USB PORT (1) Located in the Instrument Panel
9585	FENDER EXTENSIONS Rubber
9AAB	LOGOS EXTERIOR Model Badges
9AAE	LOGOS EXTERIOR, ENGINE Badges
9ANG	HOOD, HATCH (01) for Servicing
9HAN	INSULATION, UNDER HOOD for Sound Abatement
9HBM	GRILLE Stationary, Chrome
9HBN	INSULATION, SPLASH PANELS for Sound Abatement
9WBC	FRONT END Tilting, Fiberglass, with Three Piece Construction, for WorkStar/HV
10060	PAINT SCHEMATIC, PT-1 Single Color, Design 100  <u>Includes</u> : PAINT SCHEMATIC ID LETTERS "WK"
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone
10BAE	LABEL, DEF "DEF ONLY"
10JPA	CUSTOMER IDENTITY for Sourcewell
10SLV	PROMOTIONAL PACKAGE Government Silver Package
10WCY	SAFETY TRIANGLES
10WKN	KEYS - ALL ALIKE, ID I-1624 Compatible with Z-250

<u>Code</u>	<u>Description</u>
10XAN	FIRE EXTINGUISHER 5 lb Class A B C
10XAP	FIRE EXTINGUISHER BRACKET Mounted Left Side Driver Seat
11001	CLUTCH Omit Item (Clutch & Control)
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection
12849	BLOCK HEATER, ENGINE 120V/1000W, for Cummins ISB/B6.7/ISL/L9 Engines  <u>Includes</u> : BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door
12851	PTO EFFECTS, ENGINE FRONT Less PTO Unit, Includes Adapter Plate on Engine Front Mounted
12ESN	ENGINE, DIESEL {Cummins L9 350} EPA 2021, 350HP @ 2200 RPM, 1050 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, 350 Peak HP (Max)
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed  <u>Includes</u> : FAN Nylon
12UWZ	RADIATOR Aluminum, Cross Flow, Front to Back System, 1228 SqIn, with 1167 SqIn Charge Air Cooler, Includes In-Tank Oil Cooler  <u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber
12VAG	AIR CLEANER Single Element, with Integral Snow Valve and In-Cab Control
12VHR	EMISSION, CALENDAR YEAR {Cummins L9} EPA, OBD and GHG Certified for Calendar Year 2021
12VXT	THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel
12VYL	ACCESSORY WIRING, SPECIAL for Road Speed Wire Coiled Under Instrument Panel for Customer Use
12VYP	ENGINE CONTROL, REMOTE MOUNTED No Provision for Remote Mounted Engine Control
12WZE	CARB IDLE COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations
13AVR	TRANSMISSION, AUTOMATIC {Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway
13WDZ	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, S1 Performance in Primary and Fixed Programming in Secondary
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission
13WGK	TRANSMISSION COOLER HOSES Stainless Steel
13WLP	TRANSMISSION OIL Synthetic; 29 thru 42 Pints
13WUC	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS) and Regional Haul Series (RHS), General Purpose Trucks, Construction, Package Number 223
13WVV	NEUTRAL AT STOP Allison Transmission Shifts to Neutral When Service Brake is Depressed and Vehicle is at Stop; Remains in Neutral Until Service Brake is Released
13WYH	TRANSMISSION TCM LOCATION Located Inside Cab



<u>Code</u>	<u>Description</u>
13XAM	PTO LOCATION Dual, Customer Intends to Install PTO at Left and/or Right Side of Transmission
14899	SUSPENSION AIR CONTROL VALVE Pressure Release Control In Cab
14ARB	AXLE, REAR, SINGLE {Meritor RS-23-160} Single Reduction, 23,000-lb Capacity, Driver Controlled Locking Differential, 200 Wheel Ends , Gear Ratio: 6.14
14TBZ	SUSPENSION, REAR, AIR, SINGLE {Hendrickson PRIMAAX EX} 23,000-lb Capacity, 9.0" Ride Height, with Shock Absorbers
15924	FUEL TANK STRAPS Bright Finish Stainless Steel
15LNS	FUEL/WATER SEPARATOR {Racor 400 Series} 12 VDC Electric Heater, Includes Pre-Heater, with Primer Pump, Includes Water-in-Fuel Sensor, Mounted on Engine
15SXJ	FUEL TANK Top Draw, Non-Polished Aluminum, 24" Dia, 50 US Gal (189L), Mounted Left Side, Under Cab
15WCN	DEF TANK 5 US Gal (19L) Capacity, Frame Mounted Outside Left Rail, Under Cab
16030	CAB Conventional, Day Cab
16564	HEATER SHUT-OFF VALVES (1) Ball Valve Type, Supply Line
16ATC	AUTOMATIC CLIMATE CONTROL Automatically Maintains Cabin Comfort Based on Selected Temperature
16BAM	AIR CONDITIONER with Integral Heater and Defroster
16GEG	GAUGE CLUSTER Premium Level; English with English Electronic Speedometer  <u>Includes</u> : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure : WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)
16GHU	GRAB HANDLE, CAB INTERIOR (2) Safety Yellow
16HGH	GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission
16HHE	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} with Black Bezel, Mounted in Instrument Panel
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
16JNV	SEAT, DRIVER {National 2000} Air Suspension, High Back with Integral Headrest, Cloth, Isolator, 1 Chamber Lumbar, 2 Position Front Cushion Adjust, -3 to +14 Degree Back Angle Adjust
16SEE	GRAB HANDLE, EXTERIOR Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left Side at B-Pillar
16SJX	MIRROR, CONVEX, HOOD MOUNTED {Lang Mekra} (2) Right and Left Sides, Bright, Heated, 7.5" Sq.
16SMR	SEAT, PASSENGER {National} Non Suspension, High Back with Integral Headrest, Cloth, with Fixed Back, with Under Seat Storage
16SNV	MIRRORS (2) Aero Pedestal, Power Adjust, Heated, Turn Signals, Bright Heads, Black Arms, 6.5" x 14" Flat Glass, Includes 6.5" x 6" Convex Mirrors, for 102" Load Width  <u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"
16VKK	CAB INTERIOR TRIM Diamond, for Day Cab  <u>Includes</u>

Code	Description
	: CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Reading Lights; Integral to Overhead Console, Center Mounted : SUN VISOR (3) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Vanity Mirror and Toll Ticket Strap, plus 1 Auxilliary Visor (Front Only), Driver Side
16VSL	WINDSHIELD Heated, Single Piece
16WBY	ARM REST, RIGHT, DRIVER SEAT
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature
16WLS	FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood
16WSK	CAB REAR SUSPENSION Air Bag Type
16XJP	INSTRUMENT PANEL Wing Panel
16XTK	ACCESS, CAB Bright Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Extended Cab
16XWE	SUNSHADE, EXTERIOR Bright Finish, with Integral Clearance/Marker Lights
16XWY	WINDSHIELD WASHER RESERVOIR Mounted Under Cab with Remote Fill Mounted Behind Cab Drivers Side
16ZPH	FLOOR, COATING LINE-X, Applied to Interior Cab Floor
27DUS	WHEELS, FRONT {Accuride 41730} DISC; 22.5x9.00 Rims, Extra Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
28DVN	WHEELS, REAR {Accuride 42644} DUAL DISC; 22.5x8 25 Rims, Standard Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
60AKG	BDY INTG, PTO ACCOMMODATION for (3) Latched Rocker Switches, (1) PTO Switch, (2) Generic Switches to Control (3) 30 amp relays, with Programmable Interlocks, for Body Builder Hook up in the Engine Compartment Left Side, Recommended for Automatic Transmissions
7382135444	(4) TIRE, REAR 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
7792545438	(2) TIRE, FRONT 315/80R22.5 Load Range L HSC 3 (CONTINENTAL), 481 rev/mile, 68 MPH, All-Position

**Services Section:**

40128	WARRANTY Standard for HV507, HV50B, HV607 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2025A
1	MTE plow and equipment per spec  Special Delivery Prep (Med)  FM  TITLE AND FEES

**INTERNATIONAL<sup>®</sup>**

Financial Summary  
2022 HV507 SFA (HV507)

October 13, 2021

<u>Description</u>	(US DOLLAR)	<u>Price</u>
Net Sales Price:		\$177,748.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

Accepted by Purchaser:

\_\_\_\_\_  
Official Title and Date

\_\_\_\_\_  
Firm or Business Name

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

\_\_\_\_\_  
Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.



## COMMON COUNCIL REPORT

**Item:** 2022 International 7400 Chassis with a 25 yard loadmaster compactor.

**Recommendation:** That the Common Council concur with the recommendation of the Public Works Director and approve the purchase a 2022 International 7400 with 25 yard loadmaster compactor from R Now Inc. in the amount of \$191,427.50.

**Fiscal Impact:** \$190,000 of this would be paid for out of approved CEP funding for FY 2022, the remaining \$1,427.50 would be paid for out of DPW equipment line item from the 2022 budget.

RNow Inc. \$191,427.50

Sourcewell Bid Pricing \$194,535.50

- 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:** Public Works will be replacing Garbage Truck #50. This is a 2009 Freightliner single axel garbage truck. Replacing it with a tandem axel model would double the capacity of the current truck. These trucks are used very frequently in the recycle yard, special pickup, and spring and fall cleanup.

**Options/Alternatives:** N/A

Respectfully submitted:

Andrew J. Vickers, MPA  
City Administrator

Prepared:

Ted Johnson  
Director of Public Works

Fiscal Review:

Maxwell Gaggin, MPA  
Assistant City Administrator / Comptroller



R.N.O.W., Inc.  
 8636R West National Avenue  
 West Allis, WI 53227

# QUOTATION

Quote Number: 2021-6073  
 Quote Date: Oct 20, 2021  
 Page: 1



Voice: 414-541-5700  
 Fax: 414-543-9797

Quoted To:
CITY OF OAK CREEK 8640 S. HOWELL AVENUE OAK CREEK, WI 53154 USA

Accepted By: \_\_\_\_\_  
 Sign above to accept quotation and place order

Customer Fax:

Customer ID	Good Thru	Payment Terms	Sales Rep
OAK CREEK	11/19/21	Chassis payment due at delivery to body company Balance to be paid at delivery	JAS

Quantity	Item	Description	Unit Price	Amount
		TRUCK CHASSIS		
1.00	INTERNATIONAL 7400	International HV613 SBA 6 X 4 Chassis (as per the attached specifications)	111,389.00	111,389.00
		REFUSE BODY		
1.00	LM EXCEL-S 25 YARD	2021 Loadmaster Excel S 25-Yard High Compaction Rear Loader	79,869.00	79,869.00
1.00		- Full Factory Mounting on Customer Supplied Chassis		
1.00		- Polyurethane Enamel Paint Customer Specified		
1.00		- Hot Shift PTO w/ Pump Installed Auto Trans w/Sump Splash Control		
1.00		- 2-10 Yd Roof Mounted Reeving Cylinder System		
1.00		- Uni Latch Coupler for ANSI Compliant Containers		
1.00		- Cart Tipper Hyd Circuit w/Diverter & Single Hand Valve		
1.00		- Perkins D6220 Rotary Cart Tipper		

Thank you for the opportunity to quote

SUBMITTED BY   
 Steven D. Krall  
 President

Subtotal	Continued
Sales Tax	Continued
Freight	
<b>TOTAL</b>	<b>Continued</b>



R.N.O.W., Inc.  
 8636R West National Avenue  
 West Allis, WI 53227

# QUOTATION

Quote Number: 2021-6073  
 Quote Date: Oct 20, 2021  
 Page: 2

Voice: 414-541-5700  
 Fax: 414-543-9797

Quoted To:
CITY OF OAK CREEK 8640 S. HOWELL AVENUE OAK CREEK, WI 53154 USA

Accepted By: \_\_\_\_\_  
 Sign above to accept quotation and place order

Customer Fax:

Customer ID	Good Thru	Payment Terms	Sales Rep
OAK CREEK	11/19/21	Chassis payment due at delivery to body company Balance to be paid at delivery	JAS

Quantity	Item	Description	Unit Price	Amount
1.00		- Install Single Center Mounted Tipper w/Loadmaster Hydraulics		
		TITLE FEES		
1.00	TITLE FEE	Municipal License Plate and Registration Fees  Delivery 120-150 Days from when we receive the chassis  Chassis to be drop shipped to factory in Norway, MI  R.N.O.W., Inc. will provide complete delivery to customer location	169.50	169.50

Thank you for the opportunity to quote

SUBMITTED BY   
 Steven D. Krall  
 President

Subtotal	191,427.50
Sales Tax	
Freight	
<b>TOTAL</b>	<b>191,427.50</b>



# **HV607 SBA**

Sales Proposal For:  
**CITY OF OAK CREEK**

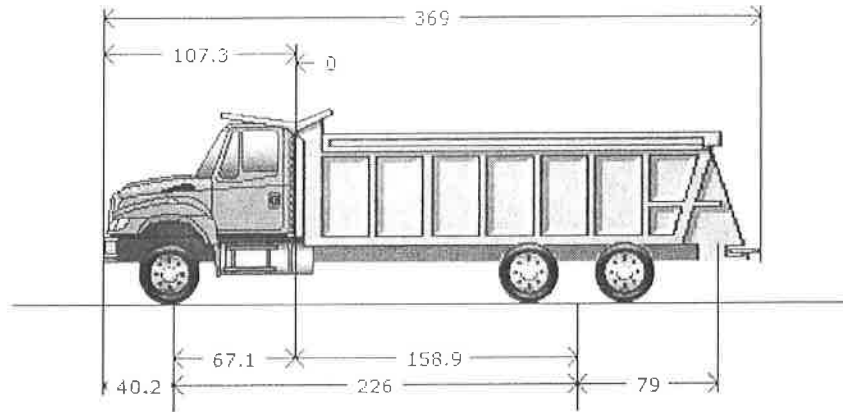
Presented By:  
**LAKESIDE INTL, LLC**



Prepared For:  
 CITY OF OAK CREEK  
 Ted Johnson  
 8040 S 6th St.  
 Oak Creek, WI 53154-2313  
 (414)768 - 6552  
 Reference ID: N/A

Presented By:  
 LAKESIDE INTL, LLC  
 Patrick McNamara  
 11000 W SILVER SPRING RD  
 MILWAUKEE WI 53225 -  
 (414)353-4800

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



**Model Profile**  
 2023 HV607 SBA (HV607)

<b>AXLE CONFIG:</b>	6X4
<b>APPLICATION:</b>	Rear Loader
<b>MISSION:</b>	Requested GVWR: 62000. Calc. GVWR: 62000. Calc. GCWR: 80000 Calc. Start / Grade Ability: 19.40% / 2.33% @ 55 MPH Calc. Geared Speed: 70.9 MPH
<b>DIMENSION:</b>	Wheelbase: 226.00, CA: 158.90, Axle to Frame: 79.00
<b>ENGINE, DIESEL:</b>	{Cummins L9 370} EPA 2021, 370HP @ 2100 RPM, 1250 lb-ft Torque @ 1200 RPM, 2100 RPM Governed Speed, 370 Peak HP (Max)
<b>TRANSMISSION, AUTOMATIC:</b>	{Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 62,000-lb GVW Max, Refuse/Mixer Omit Item (Clutch & Control)
<b>CLUTCH:</b>	{Dana Spicer I-200W} Wide Track, I-Beam Type, 20,000-lb Capacity
<b>AXLE, FRONT NON-DRIVING:</b>	{Dana Spicer D46-172DP} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, R Wheel Ends Gear Ratio: 5.57
<b>AXLE, REAR, TANDEM:</b>	
<b>CAB:</b>	Conventional, Day Cab
<b>TIRE, FRONT:</b>	(2) 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position
<b>TIRE, REAR:</b>	(8) 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
<b>SUSPENSION, REAR, TANDEM:</b>	{Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
<b>FRAME REINFORCEMENT:</b>	Full Outer C-Channel, Heat Treated Alloy Steel (120,000 PSI Yield), 10.813" x 3.892" x 0.312" (274.6mm x 98.8mm x 7.9mm). 480.0" (12192mm) OAL
<b>PAINT:</b>	Cab schematic 100WL Location 1: 0311, Omaha Orange (Std) Chassis schematic N/A

<u>Code</u>	<u>Description</u>
HV60700	Base Chassis, Model HV607 SBA with 226.00 Wheelbase, 158.90 CA, and 79.00 Axle to Frame
1570	TOW HOOK, FRONT (2) Frame Mounted
1AND	AXLE CONFIGURATION {Navistar} 6x4
	<u>Notes</u> : Pricing may change if axle configuration is changed.
1CBU	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.125" x 3.580" x 0.312" (257.2mm x 90.9mm x 8.0mm); 480.0" (12192) Maximum OAL
1GBP	FRAME REINFORCEMENT Full Outer C-Channel, Heat Treated Alloy Steel (120,000 PSI Yield), 10.813" x 3.892" x 0.312" (274.6mm x 98.8mm x 7.9mm), 480.0" (12192mm) OAL
1LLA	BUMPER, FRONT Swept Back, Steel, Heavy Duty
1MEJ	FRAME, SPECIAL EFFECTS Dimple on Left and Right Top Flange of Frame Rail to Reference Rear Axle Centerline
1WGY	WHEELBASE RANGE 221" (560cm) Through and Including 262" (665cm)
2AEW	AXLE, FRONT NON-DRIVING {Dana Spicer I-200W} Wide Track, I-Beam Type, 20,000-lb Capacity
	<u>Notes</u> : Axle Lead Time is 52 Days
3AGA	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 20,000-lb Capacity, with Shock Absorbers
4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications
	<u>Includes</u> : BRAKE LINES Color and Size Coded Nylon : DRAIN VALVE Twist-Type : GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel : PARKING BRAKE VALVE For Truck : QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4 : SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6
4722	DRAIN VALVE {Bendix DV-2} Automatic, with Heater, for Air Tank
4AZA	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System
4EBT	AIR DRYER {Bendix AD-IP} with Heater
4EVH	BRAKE CHAMBERS, REAR AXLE {MGM TR3030LP3TSHD} 30/30 Sqli Spring Brake
4EXV	BRAKE CHAMBERS, FRONT AXLE {Bendix} 24 Sqli
4LAG	SLACK ADJUSTERS, FRONT {Gunite} Automatic
4LGG	SLACK ADJUSTERS, REAR {Gunite} Automatic
4SPA	AIR COMPRESSOR {Cummins} 18.7 CFM
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes
4WZJ	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail

<u>Code</u>	<u>Description</u>
4XDL	BRAKES, FRONT {Bendix Spicer ES-165-6X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 6", 23,000-lb Capacity
4XDM	BRAKES, REAR {Bendix Spicer ES-165-7X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 7", 23,000-lb Capacity per Axle
4XEE	PARK BRAKE CHAMBERS, ADDITIONAL (2) Spring Brake Type
5AAA	STEERING COLUMN Stationary
5CAW	STEERING WHEEL 4-Spoke; 18" Dia., Black
5PTB	STEERING GEAR (2) {Sheppard M100/M80} Dual Power
6DGT	DRIVELINE SYSTEM {Dana Spicer} SPL170 Main Driveline with SPL170 Interaxle Shaft, for 6x4
7BEU	AFTERTREATMENT COVER Aluminum
7BLW	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab
7SDP	ENGINE COMPRESSION BRAKE (Jacobs) for Cummins ISL/L9 Engines; with Selector Switch and On/Off Switch
7WAZ	TAIL PIPE (1) Turnback Type
7WDM	EXHAUST HEIGHT 10'
7WDN	MUFFLER/TAIL PIPE GUARD (1) Aluminum
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment
	<u>Includes</u>
	: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
	: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
	: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
	: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
	: STARTER SWITCH Electric, Key Operated
	: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
	: TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
	: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
	: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
	: WIRING, CHASSIS Color Coded and Continuously Numbered
8695	SNOW SHIELD (2) Chrome; for Dual Air Horns
8718	POWER SOURCE Cigar Type Receptacle without Plug and Cord
8GXJ	ALTERNATOR {Leece-Neville AVI160P2013} Brush Type, 12 Volt, 160 Amp Capacity, Pad Mount
8HAB	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn
8HXT	HORN, AIR (2) Single Tone, Chrome, Roof Mounted, with Lanyard Pull Cord
8MSG	BATTERY SYSTEM {Fleotrite} Maintenance-Free, (3) 12-Volt 1980CCA Total, Top Threaded Stud
8RMV	SPEAKERS (2) 6.5" Dual Cone Mounted in Doors
8RPP	ANTENNA Shark Fin, Roof Mounted
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input

<u>Code</u>	<u>Description</u>
8THJ	AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications
8VAY	HORN, ELECTRIC Disc Style
8VZR	SWITCH, BODY CIRCUITS, MID with Remote Power Module Mounted in Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total, Includes 1 Switch Pack with Momentary Switches
8WCK	POWER SOURCE, TERMINAL TYPE 2-Post
8WEK	BATTERY BOX Steel, with Fiberglass Cover, 2-4 Battery Capacity, Mounted Right Side Perpendicular to Frame Rail, 35" Back of Cab
8WPH	CLEARANCE/MARKER LIGHTS (5) (Truck Lite) Amber LED Lights, Flush Mounted on Cab or Sunshade
8WPZ	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights
8WWJ	INDICATOR, LOW COOLANT LEVEL with Audible Alarm
8WXG	STARTING MOTOR (Mitsubishi Electric Automotive America 105P) 12-Volt, with Soft-Start
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
8XGT	TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender
8XHR	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB Port, Located in the Instrument Panel
8XNY	HEADLIGHTS Halogen
9585	FENDER EXTENSIONS Rubber
9AAC	LOGOS EXTERIOR Model Badges, Shipped Loose, Located in Cab
9AAH	LOGOS EXTERIOR, ENGINE Badge Shipped Loose
9ANG	HOOD, HATCH (01) for Servicing
9HBM	GRILLE Stationary, Chrome
9HBN	INSULATION, SPLASH PANELS for Sound Abatement
9WBC	FRONT END Tilting, Fiberglass, with Three Piece Construction, for WorkStar/HV
10060	PAINT SCHEMATIC, PT-1 Single Color, Design 100
	<u>Includes</u> : PAINT SCHEMATIC ID LETTERS "WL"
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone
10ADT	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Two Year Data Plan
10RHG	DUAL DRIVE Customer Does Not Intend to Convert to In-Cab Dual Drive Positions
10SLV	PROMOTIONAL PACKAGE Government Silver Package
11001	CLUTCH Omit Item (Clutch & Control)
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F / -40 Degrees C, Freeze Protection
12926	RADIATOR HOSES Silicone; Molded
12ESR	ENGINE, DIESEL (Cummins L9 370) EPA 2021, 370HP @ 2100 RPM, 1250 lb-ft Torque @ 1200 RPM, 2100 RPM Governed Speed, 370 Peak HP (Max)
12THT	FAN DRIVE (Horton Drivemaster) Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed

<u>Code</u>	<u>Description</u>
	<u>Includes</u> : FAN Nylon
12UWY	RADIATOR Aluminum, Cross Flow, Front to Back System, 1228 SqIn, with 1167 SqIn Charge Air Cooler  <u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber
12VBC	AIR CLEANER Single Element
12VJC	EMISSION, CALENDAR YEAR {Cummins L9} EPA, OBD and GHG Certified for Calendar Year 2022
12VXT	THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel
12WZE	CARB IDLE COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations
12XBM	ENGINE CONTROL, REMOTE MOUNTED Provision for; Includes Wiring for Body Builder Installation of PTO Controls and Starter Lockout, with Ignition Switch Control, for Cummins B6.7 and L9 Engines
12XCS	CARB EMISSION WARR COMPLIANCE Federal, Does Not Comply with CARB Emission Warranty
13AAZ	AUTOMATIC NEUTRAL Allison 3000 & 4000 Series Transmission Shifts to Neutral When Parking Brake is Engaged
13AVS	TRANSMISSION, AUTOMATIC {Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 62,000-lb GVW Max, Refuse/Mixer
13WAW	OIL COOLER, AUTO TRANSMISSION {Modine} Water to Oil Type
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission
13WLP	TRANSMISSION OIL Synthetic; 29 thru 42 Pints
13WUJ	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS), Front Loaders, Rear Loaders, Recycling/Packer Trucks, Package Number 142
13WWW	NEUTRAL AT STOP OMIT
13WYH	TRANSMISSION TCM LOCATION Located Inside Cab
13WYU	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming
13XAM	PTO LOCATION Dual, Customer Intends to Install PTO at Left and/or Right Side of Transmission
14GKP	AXLE, REAR, TANDEM {Dana Spicer D46-172DP} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, R Wheel Ends . Gear Ratio: 5.57
14UMX	SUSPENSION, REAR, TANDEM {Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
14WCR	TRANSVERSE TORQUE RODS {Hendrickson} TRAAX Rod, Transverse Only
15LNR	FUEL/WATER SEPARATOR {Racor 400 Series} with Primer Pump, Includes Water-in-Fuel Sensor, Mounted on Engine
15SRE	FUEL TANK Top Draw, Non-Polished Aluminum, D-Style, 19" Tank Depth, 50 US Gal (189L), Mounted Left Side, Under Cab
15WDG	DEF TANK 7 US Gal (26L) Capacity, Frame Mounted Outside Left Rail, Under Cab
16030	CAB Conventional, Day Cab

<u>Code</u>	<u>Description</u>
16BAM	AIR CONDITIONER with Integral Heater and Defroster
16GED	GAUGE CLUSTER Base Level; English with English Electronic Speedometer  <u>Includes</u> : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure : WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)
16HGH	GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
16JNT	SEAT, DRIVER {National 2000} Air Suspension, High Back with Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, with 2 Position Front Cushion Adjust, -3 to +14 Degree Angle Back Adjust
16PJW	SEAT, TWO-MAN PASSENGER {National} Mid Back, Fixed Back, Vinyl, with Under Seat Storage
16SEE	GRAB HANDLE, EXTERIOR Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left Side at B-Pillar
16SNM	MIRRORS (2) C-Loop, Heated, Black Heads and Arms, 7.5" x 14" Flat Glass, Includes 7.5" x 7" Convex Mirrors, for 102" Load Width  <u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"
16VKB	CAB INTERIOR TRIM Classic, for Day Cab  <u>Includes</u> : CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Overhead Console, Center Mounted : SUN VISOR (2) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Toll Ticket Strap
16WBY	ARM REST, RIGHT, DRIVER SEAT
16WEE	CAB SOUND INSULATION Includes Dash Insulator and Engine Cover Insulator
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature
16WLS	FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood
16WSK	CAB REAR SUSPENSION Air Bag Type
16XJN	INSTRUMENT PANEL Flat Panel
16XTK	ACCESS, CAB Bright Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Extended Cab
27DUR	WHEELS, FRONT {Accuride 41730} DISC; 22.5x9.00 Rims, Standard Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
28DVN	WHEELS, REAR {Accuride 42644} DUAL DISC; 22.5x8.25 Rims, Standard Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
60AKZ	BDY INTG, DASH IND LT TRICOLOR (2) for Optional Usage Customer to Program
7382135444	(8) TIRE, REAR 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
7792545437	(2) TIRE, FRONT 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position

<u>Code</u>	<u>Description</u> <u>Services Section:</u>
40128	WARRANTY Standard for HV507, HV50B, HV607 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2025A
†	RNOW Body
	FM
	Special Delivery Prep (Med)



<u>Description</u>	(US DOLLAR)	<u>Price</u>
Net Sales Price:		\$195,827.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

Accepted by Purchaser:

\_\_\_\_\_  
Official Title and Date

\_\_\_\_\_  
Firm or Business Name

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

\_\_\_\_\_  
Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.



R.N.O.W., Inc.  
 8636R West National Avenue  
 West Allis, WI 53227

# QUOTATION

Quote Number: 2021-6073  
 Quote Date: Oct 20, 2021  
 Page: 1


Voice: 414-541-5700  
 Fax: 414-543-9797

Quoted To:
CITY OF OAK CREEK 8640 S. HOWELL AVENUE OAK CREEK, WI 53154 USA

Accepted By: \_\_\_\_\_  
 Sign above to accept quotation and place order

Customer Fax:

Customer ID	Good Thru	Payment Terms	Sales Rep
OAK CREEK	11/19/21	Chassis payment due at delivery to body company Balance to be paid at delivery	JAS

Quantity	Item	Description	Unit Price	Amount
1.00	 INTERNATIONAL 7400	TRUCK CHASSIS International HV613 SBA 6 X 4 Chassis (as per the attached specifications)	114,497.00	114,497.00
1.00	 LM EXCEL-S 25 YARD	REFUSE BODY 2021 Loadmaster Excel S 25-Yard High Compaction Rear Loader - Full Factory Mounting on Customer Supplied Chassis - Polyurethane Enamel Paint Customer Specified - Hot Shift PTO w/ Pump Installed Auto Trans w/Sump Splash Control - 2-10 Yd Roof Mounted Reeving Cylinder System - Uni Latch Coupler for ANSI Compliant Containers - Cart Tipper Hyd Circuit w/Diverter & Single Hand Valve - Perkins D6220 Rotary Cart Tipper	79,869.00	79,869.00

Thank you for the opportunity to quote

SUBMITTED BY   
 Steven D. Krall  
 President

Subtotal	Continued
Sales Tax	Continued
Freight	
<b>TOTAL</b>	<b>Continued</b>





# **HV613 SBA**

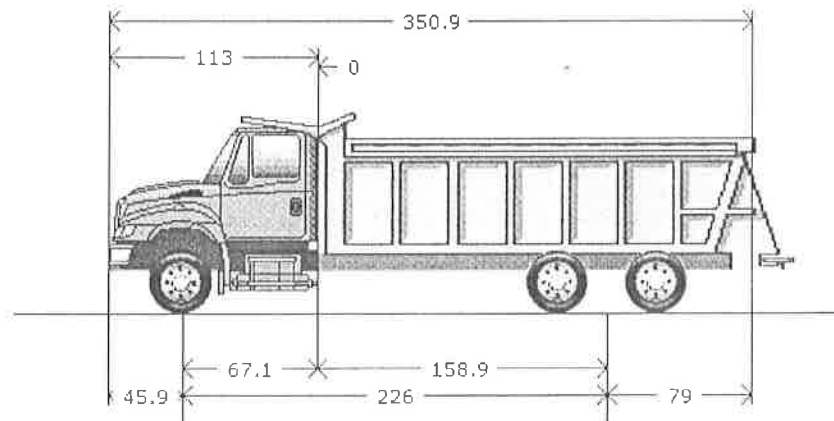
Sales Proposal For:  
**CITY OF OAK CREEK**

Presented By:  
**LAKESIDE INTL, LLC**

Prepared For:  
 CITY OF OAK CREEK  
 Ted Johnson  
 8040 S 6th St.  
 Oak Creek, WI 53154-2313  
 (414)768 - 6552  
 Reference ID: N/A

Presented By:  
 LAKESIDE INTL, LLC  
 Patrick McNamara  
 11000 W SILVER SPRING RD  
 MILWAUKEE WI 53225 -  
 (414)353-4800

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



**Model Profile**  
 2023 HV613 SBA (HV613)

<b>AXLE CONFIG:</b>	6X4
<b>APPLICATION:</b>	Rear Loader
<b>MISSION:</b>	Requested GVWR: 62000. Calc. GVWR: 62000. Calc. GCWR: 110000 Calc. Start / Grade Ability: 16.05% / 2.25% @ 55 MPH Calc. Geared Speed: 75.2 MPH
<b>DIMENSION:</b>	Wheelbase: 226.00, CA: 158.90, Axle to Frame: 79.00
<b>ENGINE, DIESEL:</b>	{International A26} EPA 2021, 365HP @ 1700 RPM, 1250 lb-ft Torque @ 900 RPM, 2100 RPM Governed Speed, 365 Peak HP (Max)
<b>TRANSMISSION, AUTOMATIC:</b>	{Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 62,000-lb GVW Max, Refuse/Mixer Omit Item (Clutch & Control)
<b>CLUTCH:</b>	{Dana Spicer I-200W} Wide Track, I-Beam Type, 20,000-lb Capacity
<b>AXLE, FRONT NON-DRIVING:</b>	{Dana Spicer D46-172DP} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, R Wheel Ends Gear Ratio: 5.25
<b>AXLE, REAR, TANDEM:</b>	
<b>CAB:</b>	Conventional, Day Cab
<b>TIRE, FRONT:</b>	(2) 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position
<b>TIRE, REAR:</b>	(8) 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
<b>SUSPENSION, REAR, TANDEM:</b>	{Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
<b>FRAME REINFORCEMENT:</b>	Full Outer C-Channel, Heat Treated Alloy Steel (120,000 PSI Yield), 10.813" x 3.892" x 0.312" (274.6mm x 98.8mm x 7.9mm), 480.0" (12192mm) OAL
<b>PAINT:</b>	Cab schematic 100WN Location 1: 0311, Omaha Orange (Std) Chassis schematic N/A

<u>Code</u>	<u>Description</u>
HV61300	Base Chassis, Model HV613 SBA with 226.00 Wheelbase, 158.90 CA, and 79.00 Axle to Frame.
1570	TOW HOOK, FRONT (2) Frame Mounted
1AND	AXLE CONFIGURATION {Navistar} 6x4
	<u>Notes</u> : Pricing may change if axle configuration is changed.
1CBU	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.125" x 3.580" x 0.312" (257.2mm x 90.9mm x 8.0mm); 480.0" (12192) Maximum OAL
1GBP	FRAME REINFORCEMENT Full Outer C-Channel, Heat Treated Alloy Steel (120,000 PSI Yield), 10.813" x 3.892" x 0.312" (274.6mm x 98.8mm x 7.9mm), 480.0" (12192mm) OAL
1LLA	BUMPER, FRONT Swept Back, Steel, Heavy Duty
1MEJ	FRAME, SPECIAL EFFECTS Dimple on Left and Right Top Flange of Frame Rail to Reference Rear Axle Centerline
1WHP	WHEELBASE RANGE 183" (465cm) Through and Including 248" (630cm)
2AEW	AXLE, FRONT NON-DRIVING {Dana Spicer I-200W} Wide Track, I-Beam Type, 20,000-lb Capacity
	<u>Notes</u> : Axle Lead Time is 52 Days
3AGA	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 20,000-lb Capacity, with Shock Absorbers
4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications
	<u>Includes</u> : BRAKE LINES Color and Size Coded Nylon : DRAIN VALVE Twist-Type : GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel : PARKING BRAKE VALVE For Truck : QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4 : SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6
4722	DRAIN VALVE {Bendix DV-2} Automatic, with Heater, for Air Tank
4AZA	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System
4EBT	AIR DRYER {Bendix AD-IP} with Heater
4EVH	BRAKE CHAMBERS, REAR AXLE {MGM TR3030LP3TSHD} 30/30 SqIn Spring Brake
4EXV	BRAKE CHAMBERS, FRONT AXLE {Bendix} 24 SqIn
4LAG	SLACK ADJUSTERS, FRONT {Gunite} Automatic
4LGG	SLACK ADJUSTERS, REAR {Gunite} Automatic
4SPM	AIR COMPRESSOR {Bendix BA-921 Head Unload} 15.9 CFM
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes
4WZJ	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail

<u>Code</u>	<u>Description</u>
4XDL	BRAKES, FRONT {Bendix Spicer ES-165-6X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 6", 23,000-lb Capacity
4XDM	BRAKES, REAR {Bendix Spicer ES-165-7X} Air S-Cam Type, Heavy Duty Fabricated Spider, Fabricated Shoe, Single Anchor Pin, Size 16.5" X 7", 23,000-lb Capacity per Axle
4XEE	PARK BRAKE CHAMBERS, ADDITIONAL (2) Spring Brake Type
5AAA	STEERING COLUMN Stationary
5CAW	STEERING WHEEL 4-Spoke; 18" Dia., Black
5PTB	STEERING GEAR (2) {Sheppard M100/M80} Dual Power
6DGT	DRIVELINE SYSTEM {Dana Spicer} SPL170 Main Driveline with SPL170 Interaxle Shaft, for 6x4
7BEU	AFTERTREATMENT COVER Aluminum
7BLW	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab
7SDX	ENGINE COMPRESSION BRAKE Omit
7WAZ	TAIL PIPE (1) Turnback Type
7WDM	EXHAUST HEIGHT 10'
7WDN	MUFFLER/TAIL PIPE GUARD (1) Aluminum
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment
	<u>Includes</u>
	: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
	: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
	: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
	: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
	: STARTER SWITCH Electric, Key Operated
	: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
	: TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
	: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
	: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
	: WIRING, CHASSIS Color Coded and Continuously Numbered
8695	SNOW SHIELD (2) Chrome; for Dual Air Horns
8718	POWER SOURCE Cigar Type Receptacle without Plug and Cord
8GXJ	ALTERNATOR {Leece-Neville AVI160P2013} Brush Type, 12 Volt, 160 Amp Capacity, Pad Mount
8HAB	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn
8HXT	HORN, AIR (2) Single Tone, Chrome, Roof Mounted, with Lanyard Pull Cord
8MSG	BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 1980CCA Total, Top Threaded Stud
8RMV	SPEAKERS (2) 6.5" Dual Cone Mounted in Doors
8RPP	ANTENNA Shark Fin, Roof Mounted
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input
8THJ	AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications



<u>Code</u>	<u>Description</u>
8VAY	HORN, ELECTRIC Disc Style
8VZR	SWITCH, BODY CIRCUITS, MID with Remote Power Module Mounted in Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total, Includes 1 Switch Pack with Momentary Switches
8WCK	POWER SOURCE, TERMINAL TYPE 2-Post
8WEK	BATTERY BOX Steel, with Fiberglass Cover, 2-4 Battery Capacity, Mounted Right Side Perpendicular to Frame Rail, 35" Back of Cab
8WPH	CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade
8WPZ	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights
8WXG	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
8XGT	TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender
8XHR	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB Port, Located in the Instrument Panel
8XNY	HEADLIGHTS Halogen
9585	FENDER EXTENSIONS Rubber
9AAC	LOGOS EXTERIOR Model Badges, Shipped Loose, Located in Cab
9AAH	LOGOS EXTERIOR, ENGINE Badge Shipped Loose
9ANG	HOOD, HATCH (01) for Servicing
9HBM	GRILLE Stationary, Chrome
9HBN	INSULATION, SPLASH PANELS for Sound Abatement
9WBK	FRONT END Tilting, Fiberglass, with Three Piece Construction, Includes Long Hood
10060	PAINT SCHEMATIC, PT-1 Single Color, Design 100  <u>Includes</u> : PAINT SCHEMATIC ID LETTERS "WN"
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone
10ADT	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Two Year Data Plan
10SLV	PROMOTIONAL PACKAGE Government Silver Package
11001	CLUTCH Omit Item (Clutch & Control)
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection
12926	RADIATOR HOSES Silicone; Molded
12BGN	ENGINE, DIESEL {International A26} EPA 2021, 365HP @ 1700 RPM, 1250 lb-ft Torque @ 900 RPM, 2100 RPM Governed Speed, 365 Peak HP (Max)
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed  <u>Includes</u> : FAN Nylon
12VBC	AIR CLEANER Single Element

<u>Code</u>	<u>Description</u>
12VGA	ENGINE CONTROL, REMOTE MOUNTED for PTO, for N13/A26 Engines
12VJA	EMISSION, CALENDAR YEAR {International A26} EPA, OBD and GHG Certified for Calendar Year 2022
12WTA	FAN DRIVE SPECIAL EFFECTS Fan Cooling Ring with Fan Shroud Effects, Engine Mounted
12WZE	CARB IDLE COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations
12XBD	RADIATOR Aluminum, Welded, Cross Flow, Front to Back System, 1292 SqIn, with 1008 SqIn Charge Air Cooler  <u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber
12XBT	BLOCK HEATER, ENGINE {Phillips} 120V/1150W, with "Y" Cord for 120V/300W Oil Pan Heater  <u>Includes</u> : BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door
12XCS	CARB EMISSION WARR COMPLIANCE Federal, Does Not Comply with CARB Emission Warranty
13AAZ	AUTOMATIC NEUTRAL Allison 3000 & 4000 Series Transmission Shifts to Neutral When Parking Brake is Engaged
13AVS	TRANSMISSION, AUTOMATIC {Allison 3000 RDS} 5th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 62,000-lb GVW Max, Refuse/Mixer
13WAW	OIL COOLER, AUTO TRANSMISSION {Modine} Water to Oil Type
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission
13WLP	TRANSMISSION OIL Synthetic; 29 thru 42 Pints
13WUJ	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS), Front Loaders, Rear Loaders, Recycling/Packer Trucks, Package Number 142
13WVW	NEUTRAL AT STOP OMIT
13WYH	TRANSMISSION TCM LOCATION Located Inside Cab
13WYU	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming
13XAM	PTO LOCATION Dual, Customer Intends to Install PTO at Left and/or Right Side of Transmission
14GKP	AXLE, REAR, TANDEM {Dana Spicer D46-172DP} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, R Wheel Ends . Gear Ratio: 5.25
14UMX	SUSPENSION, REAR, TANDEM {Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
14WCR	TRANSVERSE TORQUE RODS {Hendrickson} TRAAX Rod, Transverse Only
15DYP	DEF TANK 9.5 US Gal (36L) Capacity, Frame Mounted Outside Left Rail, Under Cab
15LKK	FUEL/WATER SEPARATOR {Davco Fuel Pro 382} 12 VDC Electric Heater, Includes Pre-Heater, Includes Water-in-Fuel Sensor
15LMU	LOCATION FUEL/WATER SEPARATOR Mounted Outside Left Rail, 8" Back of Cab
15SRE	FUEL TANK Top Draw, Non-Polished Aluminum, D-Style, 19" Tank Depth, 50 US Gal (189L), Mounted Left Side, Under Cab
16030	CAB Conventional, Day Cab

<u>Code</u>	<u>Description</u>
16BAM	AIR CONDITIONER with Integral Heater and Defroster
16GED	GAUGE CLUSTER Base Level; English with English Electronic Speedometer  <u>Includes</u> : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure : WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)
16HGH	GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
16JNT	SEAT, DRIVER (National 2000) Air Suspension, High Back with Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, with 2 Position Front Cushion Adjust, -3 to +14 Degree Angle Back Adjust
16PJW	SEAT, TWO-MAN PASSENGER (National) Mid Back, Fixed Back, Vinyl, with Under Seat Storage
16SEE	GRAB HANDLE, EXTERIOR Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left Side at B-Pillar
16SNM	MIRRORS (2) C-Loop, Heated, Black Heads and Arms, 7.5" x 14" Flat Glass, Includes 7.5" x 7" Convex Mirrors, for 102" Load Width  <u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"
16VBX	CAB SOUND INSULATION Includes Dash Insulator Premium Floormat, and Sound Dampening Patches
16VKB	CAB INTERIOR TRIM Classic, for Day Cab  <u>Includes</u> : CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Overhead Console, Center Mounted : SUN VISOR (2) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Toll Ticket Strap
16WBY	ARM REST, RIGHT, DRIVER SEAT
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature
16WLS	FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood
16WSK	CAB REAR SUSPENSION Air Bag Type
16XJN	INSTRUMENT PANEL Flat Panel
16XTM	ACCESS, CAB Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Sleeper Cab
27DPN	WHEELS, FRONT {Accuride 29039} DISC; 22.5x9.00 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs, Non-Standard Offset, with .5" Thick Disc
28DUK	WHEELS, REAR {Accuride 29169} DUAL DISC; 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with .472" Thick Increased Capacity Disc and Steel Hubs
60AKZ	BDY INTG, DASH IND LT TRICOLOR (2) for Optional Usage Customer to Program
7382135444	(8) TIRE, REAR 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
7792545437	(2) TIRE, FRONT 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position

Code

Description

Services Section:

40127

WARRANTY Standard for HV513, HV613 Models, Effective with Vehicles Built July 1, 2017 or Later,  
CTS-2030A

Special Delivery Prep (Heavy)

FM

<u>Description</u>	(US DOLLAR)	<u>Price</u>
Net Sales Price:		\$114,497.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

Accepted by Purchaser:

\_\_\_\_\_  
Official Title and Date

\_\_\_\_\_  
Firm or Business Name

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

\_\_\_\_\_  
Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.

**COMMON COUNCIL REPORT**

- Item:** Resolution to authorize Public Works Foreman to file for recycling grants .
- Recommendation:** That the Common Council approve Resolution No. 12274-111621 authorizing the Department of Public Works Foreman to file for recycling grants with the Wisconsin Department of Natural Resources.
- Fiscal Impact:** A resolution authorizing City personnel to file for recycling grants and to receive recycling grant funds is required by the Wisconsin Department of Natural Resources.
- 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

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**Background:** This resolution replaces the previous one which was adopted in December of 2006, which authorized the Street Superintendent the ability to apply for these grants.

The Department of Natural Resources encourages naming the position instead of the person as the authorized representative as this eliminates the need for frequent changes in the Resolution.

**Options/Alternatives:** N/A

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Ted Johnson  
Director of Public Works

Fiscal Review:



Maxwell Gaggin, MPA  
Assistant City Administrator / Comptroller

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Attachments: Resolution No. 12274-111621

**RESOLUTION NO. 12274-111621**

BY: \_\_\_\_\_

**RESOLUTION AUTHORIZING THE DEPARTMENT OF PUBLIC WORKS  
FOREMAN TO FILE A RECYCLING GRANT APPLICATION WITH  
THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES**

WHEREAS, The City of Oak Creek hereby requests financial assistance under Sections 287.23 and 287.24, Wisconsin State Statutes, Chapters NR 542, 544, and 549 Wisconsin Administrative Code, for the purpose of planning, constructing or operating a recycling program with one or more components specified in Section 287.11(2)(a) to (h), Wisconsin State Statutes.

NOW, THEREFORE, BE IT RESOLVED, that the City of Oak Creek hereby authorizes the Department of Public Works Foreman for the City of Oak Creek to act on its behalf to:

Submit an application to the State of Wisconsin, Department of Natural Resources, for financial assistance under Section 287.23, Wisconsin State Statutes and Chapters NR 542, 544 and 549, Wisconsin Administrative Code; and;

Sign necessary documents; and

Submit a final report.

Introduced this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

Passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2021

\_\_\_\_\_  
Common Council President

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Vote: Ayes \_\_\_\_\_ Noes \_\_\_\_\_





## COMMON COUNCIL REPORT

**Item:** Tax Incremental Financing District No. 7 Project Plan Amendment No. 1  
 Tax Incremental Financing District No. 8 Project Plan Amendment No. 1  
 Tax Incremental Financing District No. 10 Project Plan Amendment No. 1  
 Tax Incremental Financing District No. 13 Project Plan Amendment No. 1  
 Tax Incremental Financing District No. 16 Project Plan Amendment No. 1

**Recommendation:** That the Council adopts:

Resolution No. 12275-111621, a resolution making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. 7.

Resolution No. 12276-111621, a resolution making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. 8.

Resolution No. 12277-111621, a resolution making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. 10.

Resolution No. 12278-111621, a resolution making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. 13.

Resolution No. 12279-111621, a resolution making certain findings and approving the Project Plan Amendment No. 1 for Tax Incremental Financing District (TID) No. 16.

**Fiscal Impact:** Please refer to each TID Project Plan for financial details.

**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 City is proposing several amendments to the Project Plans for several Tax Incremental Districts (TIDs) as summarized below. No boundary amendments are proposed with these TID Project Plan amendments.

TID	AMENDMENT PURPOSE
7	Add project costs with no increase in the total level of spending
8	Increase the total level of spending and add project costs and donation to TID #13
10	Add donation to TID #13 with no increase in the total level of spending

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13 Increase the total level of spending and add project costs

16 Increase the total level of spending and add project costs and donation to TID #13

TID No. 7 was created April 17, 2007, and includes multiple properties along S. 27th St. The intention of the proposed amendment is to add two (2) projects for street and park improvements within a ½-mile radius of the TID boundaries.

TID No. 8 was created September 15, 2009, and includes all properties within OakView Business Park, and three (3) industrial properties along Opus Drive north of Oakwood Road. The intentions of the proposed amendment are to authorize donations to TID No. 13 in support of specific projects, and to acquire two (2) properties for inclusion with authorized projects within TID No. 8.

TID No. 10 was created September 7, 2010, and includes properties on the east side of Howell Avenue between College Avenue and Rawson Avenue. Initially created to support the reuse and redevelopment of the former Midwest Airlines facility and surrounding area, the District's purpose was fulfilled with the attraction of MasterLock. The intention of the proposed amendment is to utilize a majority of the existing fund balance surplus as a donation to TID No. 13, and to donate an additional \$2.6 million in projected surplus tax increment to be generated prior to the District's statutory end in 2030.

TID No. 13 was created May 16, 2017 as a blighted district, and includes 356 acres along the lakefront between the MMSD Wastewater Treatment Plant and Oakwood Road. Due to the historical uses in the area consisting of heavy industrial manufacturing, significant public investment is required for bluff stabilization, remediation, site acquisition, and public access improvements. Therefore, donations from other TIDs as mentioned in this report in support of project costs for TID 13 are proposed as part of this amendment.

TID No. 16 was created August 21, 2018, and includes properties along Ryan Road and S. 13th St. within and adjacent to Ryan Business Park. With the development of a significant portion of the area with the Amazon Fulfillment Center, the District is projected to generate significant surpluses. The intention of the proposed amendment is to donate up to \$12 million in projected surplus tax increment to TID No. 13. The Council should note that the donation would not affect the ability of TID No. 16 to close early if necessary.

Included in your packets are copies of the amended Project Plans which were reviewed by the Joint Review Board at a public meeting on October 20, 2021. Please refer to the Project Plans for specific details on each TID Amendment.

The Plan Commission held a public hearing on October 26, 2021 to consider the Amendments to the Project Plans. Included in your packets are copies of the minutes from that hearing. After careful consideration, the Plan Commission adopted:

1. Plan Commission Resolution No. 2021-01, adopting the Project Plan for Tax Incremental Financing District (TID) No. 7.;
2. Plan Commission Resolution No. 2021-02, adopting the Project Plan for Tax Incremental Financing District (TID) No. 8;
3. Plan Commission Resolution No. 2021-03, adopting the Project Plan for Tax Incremental Financing District (TID) No. 10;
4. Plan Commission Resolution No. 2021-04, adopting the Project Plan for Tax Incremental Financing District (TID) No. 13;

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5. Plan Commission Resolution No. 2021-05, adopting the Project Plan for Tax Incremental Financing District (TID) No. 16;

and recommended that the Project Plan Amendments be approved by the Council. Final review by the Joint Review Board will occur following Council approval.

**Options/Alternatives:** The Common Council could choose to reject the proposed TID Amendments. However, rejection would have implications for funding of several projects and anticipated land acquisitions.

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



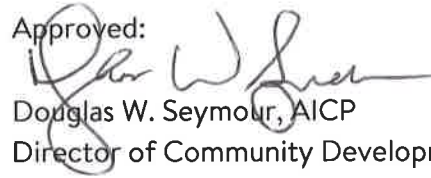
Kari Papelbon, CFM, AICP  
Planner

Fiscal Review:



Maxwell Gaglin, MPA  
Assistant City Administrator / Comptroller

Approved:



Douglas W. Seymour, AICP  
Director of Community Development

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Attachments:

Res. 12275-111621

Res. 12276-111621

Res. 12277-111621

Res. 12278-111621

Res. 12279-111621

Project Plans

PC Resolutions 2021-01, 2021-02, 2021-03, 2021-04, 2021-05

Plan Commission Minutes for October 26, 2021

**EXCERPTED MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, OCTOBER 26, 2021**

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

**Minutes of the October 12, 2021 meeting**

Commissioner Siefert moved to approve the minutes of the October 12, 2021 meeting. Commissioner Oldani seconded. On roll call: Alderman Loreck abstained, all others voted aye. Motion carried.

**PUBLIC HEARING  
TID PROJECT PLAN AMENDMENTS**

Planner Papelbon read the public notice into the record.

City Administrator Andrew Vickers addressed the Plan Commission and explained there were some impactful Tax Increment Financing (TIF) decisions to be made.

Assistant City Administrator/Comptroller Max Gagin provided a history of the current Tax Increment Financing Districts (see Plan Commission Packet for details).

- TIF (Tax Increment Financing)
  - An economic development tool available for municipalities to expand its property tax base, where the development would not occur without public assistance
- TID (Tax Increment District)
  - The contiguous geographical area within a municipality identified for development using TIF
  - A TID consists of whole units of property assessed for general property tax purposes not including railroad right of ways, rivers or highways, or wetlands
- As of April 16, 2021, Wisconsin has 1,352 active TIDs
- There are 129 active TIDs in Milwaukee County
  - EVERY city has at least 1 TID
  - Three villages – Bayside, Fox Point, River Hills – do not have a TID
- As of January 1, 2021, the equalized value of all active TIDs in Wisconsin was \$44.0 billion
- The ONLY meaningful tool available to Wisconsin municipalities to engage in economic development
- Common misconceptions:
  - Creating TIDs will increase taxes
  - A Developer's "get-rich-quick-scheme"
  - Developer's do not pay their taxes; the City gives out "free money"
  - General taxpayers of the City are negative impacted financially by a TID

- TIF: Understanding the financial mechanism
  - Base value = the equalized value of the real and personal property located within the TID as of the valuation date
  - Increment value = the difference in equalized value between the base value and the current value of the TID
  - Ex: on a \$15,000,000 property, full tax revenue is \$326,100. The City's portion it keeps for City operations/finances is \$94,950
  - If this property was in a TID, the TID keeps the full tax revenue vs. just the City portion of taxes to repay TID expenses
  - When the TID "terminates" all taxing jurisdictions get the higher tax revenues generated by development in the TID
- General Obligation Debt Funding
  - 73% of City's debt is attributed to a TID
  - The City issues debt to make public investments to attract development
  - Rising property values generate tax revenue to pay off debt over time

City Administrator Vickers underscored that since 2010, the City has been investing significantly in its TIDs. Only 2% of the overall tax burden is paid for by the general property tax levy. The TIDs are paying for themselves.

Assistant City Administrator/Comptroller Gagin continued his summary.

- The equalized value of the new or amended TID, plus the value increment of all existing TIDs cannot exceed 12% of the total equalized value within the municipality
- The City cannot create a new TID district or amend an existing TID district until it goes below the 12% threshold.

City Administrator Vickers stated the last time the TID amendments appeared before the Plan Commission, the City was at 8% or 9% of the maximum threshold. Since then, Amazon, with a \$172,000,000 building, has become the largest taxpayer in the City. That one building put the City over the 12%. The silver lining is that the inability to create new TIDs, is a good way to control growth in the City.

Assistant City Administrator/Comptroller Gagin provided a status update on each of the City's TID's.

- TID No. 6 – Creekside Corporate Park
  - Fund Balance (12/31/202) = \$99,921
  - Outstanding G.O. Debt = \$0
- TID No. 7 – 27<sup>th</sup> St. Corridor
  - Fund Balance (12/31/202) = \$46,550
  - Outstanding G.O. Debt = \$5,750,000
- TID No. 8 – Oakview Business Park
  - Fund Balance (12/31/202) = \$(817,619)
  - Outstanding G.O. Debt = \$9,470,000

- TID No. 10 – Master Lock
  - Fund Balance (12/31/202) = \$938,824
  - Outstanding G.O. Debt = \$0
- TID No. 11 – Drexel Town Square
  - Fund Balance (12/31/202) = \$657,143
  - Outstanding G.O. Debt = \$44,470,000
- TID No. 12 – Ikea
  - Fund Balance (12/31/202) = \$2,586,438
  - Outstanding G.O. Debt = \$6,770,000
- TID No. 13 – Lakefront
  - Fund Balance (12/31/202) = \$240,875
  - Outstanding G.O. Debt = \$0
- TID No. 14 – 6<sup>th</sup> St. & Rawson Ave.
  - Fund Balance (12/31/202) = \$(21,257)
  - Outstanding G.O. Debt = \$1,020,000
- TID No. 15 – Drexel Ave. & 6<sup>th</sup> St.
  - Fund Balance (12/31/202) = \$(16,246)
  - Outstanding G.O. Debt = \$0
- TID No. 16 – Ryan Business Park
  - Fund Balance (12/31/202) = \$109,713
  - Outstanding G.O. Debt = \$1,970,000

City Administrator Vickers explained the higher-level strategy behind the proposed TID Amendments. The first goal was to update current and past project costs. When the Ryan Business Park TID was implemented, the City did not know what would be coming to the property. The infrastructure for the project came in at \$20.8 million, of which Amazon fronted 100% of the cost. The City will return the taxes Amazon pays into the TID, to repay their infrastructure investment. The TID has been updated accordingly to reflect real costs rather than speculated costs. The second goal was to identify and capture excess increment from successful TIDs as a funding source for the continued environmental redevelopment and public amenity development the City envisions for the lakefront. The ultimate goal remains to close the TIDs as soon as possible, while still being able to react to development opportunities and fund some of the more expensive lakefront projects.

City Administrator Vickers noted the City had also updated immediate and longer-term goals in the TID Amendments. The City is currently under contract to purchase two pieces of property: Oakview Business Park Lot 1 (approximately 14 acres) and 46 acres of lakefront on the north bluff of Lake Michigan (remnant of Peter Cooper property). The Peter Cooper property is part of the continued effort to clean up the lakefront and will incur significant costs. The City is currently partnered with Wispark, who owns the property and is looking to divest. The City is under contract to purchase the property for \$891,000. The property has environmental conditions that need to be rectified. Wispark would like the City to use its TID funding to remediate the property, but the City would like to own the property first in order to control the fate of it. Controlling the City's destiny on the lakefront is a strategic priority for the City. The Oakview Business Park property is also owned by Wispark. The City is looking to combine this property with a 25-acre parcel south of it, to have one, cohesive, 40-acre parcel. The City will be very patient in looking for a

development which will provide the family sustaining, manufacturing jobs which were envisioned for the bulk of Oakview Business Park.

City Administrator Vickers noted that TID 7 is ending in April of 2022. Some of its additional capital funds will be used to re-pave Apple Creek subdivision, re-work some of the medians on Honadel Blvd., and add a park-like amenity on the parcel which shares the water tower in the Apple Creek subdivision.

City Administrator Vickers reiterated the major crux of the TID discussion is the handling of the continuing environmental clean-up, redevelopment, and public park development on the lakefront. The City owns 23 acres immediately to the east of the Peter Cooper property that serves as the bluff of the lake. The City has a situation where there is not only an unstable bluff, but environmental contamination on the bluff. The City has to spend a significant amount of money to stabilize the bluff and contain the contaminants. The choice is to approach the community with a \$9,000,000 project to put rocks at the base of the bluff, or approach the community with an incrementally larger project and provide public access to the bluff via the lakefront. The City is looking for a connective vision from the north bluff, to Lake Vista Park, and ultimately down to Bender Park. The enabling of the TID funding vehicle will allow for those significant investments in the lakefront which will make it a truly, regional asset. The Common Council budget for 2022, includes spending \$80,000 on a consultant to help create a vision of what the lakefront could look like. Without the TID Amendments, the community does not have the capacity to handle the extraordinary costs to invest in these community assets. Lakeshore Commons and a single-family residential development to the south will create forthcoming increment, but not to the excess of the \$15 to \$23 million dollars needed to handle the lakefront's environmental costs.

Scott Harrington, Vandewalle & Associates, provided a summary of the proposed Project Plan amendments to Tax Increment Financing Districts Nos. 7, 8, 10 13, & 16 (see Plan Commission Packet for details).

Mr. Harrington informed the Commission that when TIF districts are created, particular parameters are put in place as to boundary, type, length, projected costs, and projected increment. There is some flexibility within the TIF that is created, but certain changes require an amendment process such as the changes that are currently being requested. The Joint Review Board must be convened, a Plan Commission public hearing must be held, Common Council must vote, and then it all goes back to the Joint Review Board for affirmation. Because so many of the TID Amendments deal with TID 13, it was determined that bundling them together was the most efficient way to approach them.

- TID No. 7 – 27<sup>th</sup> St. Corridor (this Amendment does not affect TID 13)
  - Subdivision improvements needed
  - Add \$950,000 in new capital improvements located within one-half mile of the district boundary
  - Allowed if explicitly called out in the TIF plan and amended accordingly
  - No increase in the previously-authorized level of total district expenditures
  
- TID No. 8 – Oakview Business Park
  - Considerable money already spent due to rapid growth
  - Increase the overall level of district expenditures by \$25,829,400 for capital improvements, land acquisition, and cash grants
  - Large chunk of above money has already been committed

- Donate up to \$6,800,000 to TID No. 13
- District should be set to close 6 years early as revenues are beyond what was originally anticipated
  
- TID No. 10 – Master Lock
  - No increase in the previously-authorized level of total district expenditures
  - Donate up to \$3,600,000 to TID No. 13
  - Projects originally intended for this TID were not undertaken
  - Roughly \$1,000,000 in fund balance
  - Money intended for closing on properties already under contract
  - TIF should be on schedule to close 2-3 years early
  
- TID No. 13 - Lakefront
  - Increase the overall level of district expenditures by \$81,037,600 and add project costs for capital improvements, including those within a half-mile of the district, as well as cash grants
  - Expenditures outlined earlier were in original project but estimates were lower than turned out to be in reality
  - Amount of development potential has increased significantly
  - Donations from other TIFs will help with cash flow
  - Future development will carry burden of debt
  - Possibility this district will close early with an \$18,000,000 fund balance

City Administrator Vickers interjected that Mr. Harrington's summary underscored the point he was trying to make earlier. A year ago, the City had no idea how they would undertake some of their proposed projects until this TID donation strategy came into focus. The donation strategy allowed the City to put a timeline on some of these larger endeavors at the lake. The funding plan indicates these projects will eventually pay for themselves with a potential surplus increment at the end of them.

Mr. Harrington commented the proposed projects facilitate not only public access, but private development, on prime properties that should generate significant value.

Mr. Harrington concluded with his summary of the TID Amendment overview.

- TID No. 16 – Ryan Business Park (Amazon)
  - Increase the overall level of expenditures by \$22,940,700 and add project costs for capital improvements and cash grants
  - Donate up to \$12,000,000 to TID No. 13
  - TID has potential to close 6 years early due to revenue stream

Mr. Harrington stated that when a TIF closes early, the full tax value of the district is added to the general tax role, thereby decreasing the overall tax impact for all tax payers.

Mayor Bukiewicz made the first call for public comment.



Mayor Bukiewicz made the second and third calls for public comment. Seeing none, the hearing was closed.

## **TID PROJECT PLAN AMENDMENTS**

Commissioner Hanna asked for clarification that the TID funds would be used not only for public access at the lakefront, but also for property made available to private developers. City Administrator Vickers explained it would be a balance. The City already owns 23 acres on the north bluff which could be used for park-like development along with a section of the Peter Cooper property. Considering the investment the City is making in the Peter Cooper property, there will certainly be private development activity. The type of development that would be most appropriate has not yet been decided. The City has the power to determine what that development will be if they are the owners of the property, thus the desire to purchase it from Wispark. City Administrator Vickers added that the City will be patient in finding the ideal development for the area in the long-term.

Commissioner Hanna inquired as to the property's zoning. Director Seymour answered the district encompasses a mix of zonings. There will probably be commercial zoning at the intersection of State Hwy. 32 and State Hwy. 100. The area south of Bender Park will likely be zoned residential. The area around Lakeshore Commons is a hybrid zoning. Director Seymour stated the zoning for the north bluff remains to be seen, but if left to the pressures of the market, it could well end up being a manufacturing site. The City has the ability to be patient in order to control their own destiny along the lakefront and has no intention of letting this become a manufacturing site again.

Commissioner Hanna said her concern is a lack of public access after investing such a large amount of capital. Director Seymour committed that ensuring public access along the lakefront is priority number one.

Mayor Bukiewicz said that was evidenced by the creation of Lake Vista Park. Mayor Bukiewicz added that this is a very strategic plan and the City is fortunate to be in this position. Well managed TIFs are the vehicle which allows this opportunity to develop the lakefront. In layman's terms, it is like pulling equity out of a home to buy an income property. Mayor Bukiewicz said it was important to prepare the infrastructure for eventual development at the lakefront. Mayor Bukiewicz offered kudos to City Administrator Vickers, Assistant City Administrator/Comptroller Gagin and Mr. Harrington, for developing the strategy that would afford the City the opportunity to reap the benefits of several well managed TIFs.

Commissioner Hanna asked about the impact on private residents in the areas where TID infrastructure projects were planned, using Amazon as an example. Director Seymour answered that a TID does not define or make changes to land use in a given area. The residents who lived near the Amazon TID did not have their land use affected by the creation of the TID. The area was already zoned and planned for exactly what it ended up being.

Commissioner Hanna questioned if there was rezoning in the Oakwood Business Park. Director Seymour replied that a good portion of that zoning called for manufacturing.

Commissioner Oldani asked for clarification about the lakefront bluffs and whether the plan was to purchase the land from Wispark before the clean-up begins. City Administrator Vickers explained that Lake Vista originally had a bluff with a legacy of environmental contamination. The City worked with the property owners, the Environmental Protection Agency (EPA), and the Department of Natural Resources (DNR) to remediate the property and have institutional controls over how the property would be developed and ensure the integrity of the environmental corrections were left intact. City Administrator Vickers stated that the north bluff is akin to where Lake Vista was eight or ten years ago.

Commissioner Oldani questioned whether the City had invested in any clean up on the land owned by Wispark. City Administrator Vickers replied that they had not.

Commissioner Oldani commented that there was probably not a lot of interest in that property from anyone other than the City. City Administrator Vickers concurred due to cost of the environmental clean-up.

Commissioner Oldani asked if there was a time frame for acquiring the property. City Administrator Vickers answered that the TID 10 amendment will provide the fund balance for the purchase of the property.

Commissioner Oldani questioned if it was possible to clean-up one section of the bluffs for public use before continuing with the clean-up of another section. City Administrator Vickers said the issue with the north bluff is its stability. The City has already invested in stabilizing and capping the top portion. Due to rising lake levels, the erosion of the bluffs must be addressed in order to maintain that stability.

Commissioner Oldani asked if the public could be on the bluff once it was stabilized, without being too close to the rest of the proposed clean-up. City Administrator Vickers stated if the community decided to keep all 60 acres as parkland, it would still need to be cleaned up to a certain standard set by the DNR.

Commissioner Siepert questioned why the original property owner was not responsible for the cost of the clean-up and whether the City knew what the contaminant was. City Administrator Vickers responded the City has a handle on what the contamination is from the work they have already done on the north bluff and from Wispark having previously done their due diligence on the property. The TIF will allow the City to pay for the remediation. City Administrator Vickers stated the City has initiated a cost recovery action against the former title holders of the property but it does not seem feasible that they will recover 100% of the remediation costs.

Commissioner Siepert asked what the contaminant was and what the actual cost of clean-up may be. City Administrator Vickers said the City will not only verify, but do their own due diligence as to the nature of the contaminants and cost of clean-up before any land transfer will occur. The nature of the development on the property will determine the standards to which the property must

be remediated. It is up to the community to determine what should be developed on the north bluff, but the City certainly does not want to see another industrial development.

Commissioner Chandler asked for more information on the increased expenditures in TID 8 and TID 16. City Administrator Vickers answered that TID 8, Oakview Business Park, allows for updating infrastructure and incentive costs, a budget to purchase lot 1 and the 25 acres south of it, and to provide a donation to TID 13. The increased expenditures in TID 16, Ryan Business Park, are due to the infrastructure investment made by Amazon and the donation to TID 13.

Commissioner Chandler asked whether the expenditures, excluding the donations, impacting TID's 8 and 16 were paid for. City Administrator Vickers answered the expenditure plan for a TID district must be financially feasible given the revenue. TID 13 would not be able to generate the money to cover the costs associated with its development without the TID donation strategy the City has developed.

Commissioner Chandler said she was trying to understand how TIDs 8 and 16 can donate to TID 13 if their costs are increasing. Mr. Harrington responded each TID plan has a cash flow projection. All of the costs are accounted for and then additional expenditures and revenue are calculated. The revenue projection is based on development that is already on the ground so the revenue is pretty much assured. All of the TID districts are paying for themselves and are able to close early with a positive fund balance. Mr. Harrington said that cash flow projections show these TIDs can pay their additional expenses including the donation to TID 13.

Commissioner Oldani asked about potential risks of the City's TID donation strategy. City Administrator Vickers answered the City needed to be sure not to hyper-extend themselves. Because the estimates are made based on what is already on the ground, the projected revenues are not speculative.

Director Seymour added the City goes into these decisions with a very conservative focus to allow for some cushion. There are still available acres to develop within these TIDs, which would only increase their revenue.

Mayor Bukiewicz noted it is good fiscal management that has allowed this donation plan to emerge.

Mr. Harrington added this is a spending plan, not a budget. It will be implemented incrementally so that adjustments can be made along the way if necessary. Under TIF law, a donation cannot be made until all of the bills within the district have been paid. There are safeguards automatically built in to the plan.

Commissioner Oldani replied that it was important the public understand the TIDs were not being stretched to their limits while donating to the lakefront.

Commissioner Hanna asked whether the lakefront clean-up had been communicated to other municipalities or other public stakeholders. Mayor Bukiewicz answered that the EPA and DNR would tell the City to what standards the lakefront must be remediated.

Director Seymour added that a number of players would be involved including the EPA, DNR, WisDOT and MMSD among others. The public stakeholder involvement began several years ago after they were asked what they would like to see at the lakefront. Lake Vista is the result of an extensive stakeholder project with the community. Director Seymour expressed he has faith the Council and future Councils will stick to the vision and prioritize the public use and ownership of the lakefront. That does not mean that there will not be private development in conjunction with it. Director Seymour said he envisions public involvement with the planning of the north bluff, very similar to what occurred with the planning of Lake Vista Park.

Commissioner Hanna asked if there were any current concerns from the agencies or stakeholders involved about the City's future plans. Director Seymour replied that they currently receive a lot of supportive input.

Commissioner Hanna made a motion that the Plan Commission adopt Resolution No. 2021-01, adopting the Project Plan for Tax Incremental Financing District (TID) No. 7.

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

Commissioner Hanna made a motion that the Plan Commission adopt Resolution No. 2021-02, adopting the Project Plan for Tax Incremental Financing District (TID) No. 8.

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

Commissioner Hanna made a motion that the Plan Commission adopt Resolution No. 2021-03, adopting the Project Plan for Tax Incremental Financing District (TID) No. 10.

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

Commissioner Hanna made a motion that the Plan Commission adopt Resolution No. 2021-04, adopting the Project Plan for Tax Incremental Financing District (TID) No. 13.

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

Commissioner Hanna made a motion that the Plan Commission adopt Resolution No. 2021-05, adopting the Project Plan for Tax Incremental Financing District (TID) No. 16.

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

Commissioner Siepert moved to adjourn the meeting. Alderman Loreck seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 8:47 pm.

ATTEST:

  
\_\_\_\_\_  
Kari Papelbon, Plan Commission Secretary

11-9-2021  
\_\_\_\_\_  
Date

**PLAN COMMISSION OF THE CITY OF OAK CREEK**

**RESOLUTION NO. 2021-01**

**RESOLUTION APPROVING PROJECT PLAN AMENDMENT NO. 1  
TO TAX INCREMENT FINANCE DISTRICT NO. 7,  
OAK CREEK, WISCONSIN**

**WHEREAS**, on April 17, 2007, the City of Oak Creek created Tax Increment Financing District No. 7 as a mixed-use district pursuant to Wis. Stats. Section 66.1105; and

**WHEREAS**, pursuant to Wis. Stats. § 66.1105, the City of Oak Creek Plan Commission has prepared Amendment No. 1 to the Project Plan of Tax Incremental Finance District No. 7 to add \$950,000 in new capital improvements located within one-half mile of the district boundary with no increase in the previously-authorized level of total district expenditures; and

**WHEREAS**, on October 26, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed Tax Increment District No. 7 Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within Tax Increment Finance District No. 7, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, pursuant to such procedure and after due reflection and consideration, the Plan Commission desires to favorably recommend to the Common Council of the City of Oak Creek the Tax Increment Finance District No. 7 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A".

**NOW, THEREFORE, BE IT RESOLVED** by the Plan Commission of the City of Oak Creek as follows:

1. Amendment No. 1 to Tax Increment District No. 7 in the form attached hereto as Exhibit "A" is hereby approved in accordance with Wis. Stats. § 66.1105(4)(h)1.

2. Such Amended Project Plan for Tax Increment District No. 7 remains feasible after addition of project costs.


3. The Amended Project Plan for TID No. 7 is in conformity with the Comprehensive Plan of the City of Oak Creek, as well as other policies and laws of the City of Oak Creek.

**BE IT FURTHER RESOLVED** that the Plan Commission recommends the City of Oak Creek Common Council approve Amendment No. 1 to Tax Incremental Finance District No. 7, City of Oak Creek, Wisconsin, pursuant to the provisions of Wis. Stats. § 66.1105(4)(h)1.

This Resolution was duly adopted at a regular meeting of the Plan Commission of the City of Oak Creek on the 26<sup>th</sup> day of October 2021.

**PLAN COMMISSION**

By:   
Daniel Bukiewicz,  
Plan Commission Chairman

ATTEST:  
By:   
Catherine A. Roeske,  
City Clerk

Ayes: 8

Nos: 0

Date: 10-26-21

**PLAN COMMISSION OF THE CITY OF OAK CREEK**

**RESOLUTION NO. 2021-02**

**RESOLUTION APPROVING PROJECT PLAN AMENDMENT NO. 1  
TO TAX INCREMENT FINANCE DISTRICT NO. 8,  
OAK CREEK, WISCONSIN**

**WHEREAS**, on September 15, 2009, the City of Oak Creek created Tax Increment Financing District No. 8 as a mixed-use district pursuant to Wis. Stats. Section 66.1105; and

**WHEREAS**, pursuant to Wis. Stats. § 66.1105, the City of Oak Creek Plan Commission has prepared Amendment No. 1 to the Project Plan of Tax Incremental Finance District No. 8 to increase the overall level of district expenditures by \$25,829,400 for capital improvements, land acquisition, and cash grants that may be provided by the City to owners, lessees or developers of property within TID No. 8, as well to donate up to \$6,800,000 to TID No. 13; and

**WHEREAS**, on October 26, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed Tax Increment District No. 8 Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within Tax Increment Finance District No. 8, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, pursuant to such procedure and after due reflection and consideration, the Plan Commission desires to favorably recommend to the Common Council of the City of Oak Creek the Tax Increment Finance District No. 8 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A".

**NOW, THEREFORE, BE IT RESOLVED** by the Plan Commission of the City of Oak Creek as follows:

1. Amendment No. 1 to Tax Increment District No. 8 in the form attached hereto as Exhibit "A" is hereby approved in accordance with Wis. Stats. § 66.1105(4)(h)1.

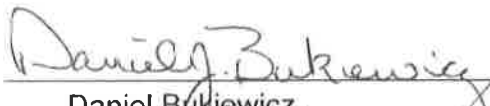
2. Such Amended Project Plan for Tax Increment District No. 8 remains feasible after addition of project costs.


3. The Amended Project Plan for TID No. 8 is in conformity with the Comprehensive Plan of the City of Oak Creek, as well as other policies and laws of the City of Oak Creek.

**BE IT FURTHER RESOLVED** that the Plan Commission recommends the City of Oak Creek Common Council approve Amendment No. 1 to Tax Incremental Finance District No. 8, City of Oak Creek, Wisconsin, pursuant to the provisions of Wis. Stats. § 66.1105(4)(h)1.

This Resolution was duly adopted at a regular meeting of the Plan Commission of the City of Oak Creek on the 26<sup>th</sup> day of October 2021.

**PLAN COMMISSION**

By:   
Daniel Bukiewicz,  
Plan Commission Chairman

ATTEST:  
By:   
Catherine A. Roeske,  
City Clerk

Ayes:   8  

Nos:   0  

Date: 10-26-21



**PLAN COMMISSION OF THE CITY OF OAK CREEK**

**RESOLUTION NO. 2021-03**

**RESOLUTION APPROVING PROJECT PLAN AMENDMENT NO. 1  
TO TAX INCREMENT FINANCE DISTRICT NO. 10,  
OAK CREEK, WISCONSIN**

**WHEREAS**, on September 7, 2010, the City of Oak Creek created Tax Increment Financing District No. 10 as a mixed-use district pursuant to Wis. Stats. Section 66.1105; and

**WHEREAS**, pursuant to Wis. Stats. § 66.1105, the City of Oak Creek Plan Commission has prepared Amendment No. 1 to the Project Plan of Tax Incremental Finance District No. 10 to donate up to \$3,600,000 to TID No. 13 with no increase in the previously authorized level of total district expenditures; and

**WHEREAS**, on October 26, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed Tax Increment District No. 10 Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within Tax Increment Finance District No. 10, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, pursuant to such procedure and after due reflection and consideration, the Plan Commission desires to favorably recommend to the Common Council of the City of Oak Creek the Tax Increment Finance District No. 10 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A".

**NOW, THEREFORE, BE IT RESOLVED** by the Plan Commission of the City of Oak Creek as follows:

1. Amendment No. 1 to Tax Increment District No. 10 in the form attached hereto as Exhibit "A" is hereby approved in accordance with Wis. Stats. § 66.1105(4)(h)1.
2. Such Amended Project Plan for Tax Increment District No. 10 remains feasible after addition of project costs.


3. The Amended Project Plan for TID No. 10 is in conformity with the Comprehensive Plan of the City of Oak Creek, as well as other policies and laws of the City of Oak Creek.

**BE IT FURTHER RESOLVED** that the Plan Commission recommends the City of Oak Creek Common Council approve Amendment No. 1 to Tax Incremental Finance District No. 10, City of Oak Creek, Wisconsin, pursuant to the provisions of Wis. Stats. § 66.1105(4)(h)1.

This Resolution was duly adopted at a regular meeting of the Plan Commission of the City of Oak Creek on the 26<sup>th</sup> day of October 2021.

**PLAN COMMISSION**

By:   
Daniel Bukiewicz,  
Plan Commission Chairman

ATTEST:  
By:   
Catherine A. Roeske,  
City Clerk

Ayes: 8

Nos: 0

Date: 10-26-21

**PLAN COMMISSION OF THE CITY OF OAK CREEK**

**RESOLUTION NO. 2021-04**

**RESOLUTION APPROVING PROJECT PLAN AMENDMENT NO. 1  
TO TAX INCREMENT FINANCE DISTRICT NO. 13,  
OAK CREEK, WISCONSIN**

**WHEREAS**, on May 16, 2017, the City of Oak Creek created Tax Increment Financing District No. 13 as a blighted district pursuant to Wis. Stats. Section 66.1105; and

**WHEREAS**, pursuant to Wis. Stats. § 66.1105, the City of Oak Creek Plan Commission has prepared Amendment No. 1 to the Project Plan of Tax Incremental Finance District No. 13 to increase the overall level of district expenditures by \$81,037,600 and add project costs for capital improvements, including those within a half-mile of the district, as well as cash grants that may be provided by the City to owners, lessees or developers of property within TID No. 13; and

**WHEREAS**, on October 26, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed Tax Increment District No. 13 Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within Tax Increment Finance District No. 13, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, pursuant to such procedure and after due reflection and consideration, the Plan Commission desires to favorably recommend to the Common Council of the City of Oak Creek the Tax Increment Finance District No. 13 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A".

**NOW, THEREFORE, BE IT RESOLVED** by the Plan Commission of the City of Oak Creek as follows:

1. Amendment No. 1 to Tax Increment District No. 13 in the form attached hereto as Exhibit "A" is hereby approved in accordance with Wis. Stats. § 66.1105(4)(h)1.

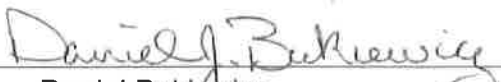

2. Such Amended Project Plan for Tax Increment District No. 13 remains feasible after addition of project costs.



3. The Amended Project Plan for TID No. 13 is in conformity with the Comprehensive Plan of the City of Oak Creek, as well as other policies and laws of the City of Oak Creek.

**BE IT FURTHER RESOLVED** that the Plan Commission recommends the City of Oak Creek Common Council approve Amendment No. 1 to Tax Incremental Finance District No. 13, City of Oak Creek, Wisconsin, pursuant to the provisions of Wis. Stats. § 66.1105(4)(h)1.

This Resolution was duly adopted at a regular meeting of the Plan Commission of the City of Oak Creek on the 26<sup>th</sup> day of October 2021.

**PLAN COMMISSION**

By:   
Daniel Bukiewicz,  
Plan Commission Chairman 

ATTEST   
By:   
Catherine A. Roeske,  
City Clerk

Ayes: 8

Nos: 0

Date: 10-26-21

**PLAN COMMISSION OF THE CITY OF OAK CREEK**

**RESOLUTION NO. 2021-05**

**RESOLUTION APPROVING PROJECT PLAN AMENDMENT NO. 1  
TO TAX INCREMENT FINANCE DISTRICT NO. 16,  
OAK CREEK, WISCONSIN**

**WHEREAS**, on August 21, 2018, the City of Oak Creek created Tax Increment Financing District No. 16 as a mixed-use district pursuant to Wis. Stats. Section 66.1105; and

**WHEREAS**, pursuant to Wis. Stats. § 66.1105, the City of Oak Creek Plan Commission has prepared Amendment No. 1 to the Project Plan of Tax Incremental Finance District No. 16 to increase the overall level of expenditures by \$22,940,700 and add project costs for capital improvements and cash grants that may be provided by the City to owners, lessees or developers of property within TID No. 16, as well as to donate up to \$12,000,000 to TID No. 13; and

**WHEREAS**, on October 26, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed Tax Increment District No. 16 Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within Tax Increment Finance District No. 16, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, pursuant to such procedure and after due reflection and consideration, the Plan Commission desires to favorably recommend to the Common Council of the City of Oak Creek the Tax Increment Finance District No. 16 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A."

**NOW, THEREFORE, BE IT RESOLVED** by the Plan Commission of the City of Oak Creek as follows:

1. Amendment No. 1 to Tax Increment District No. 16 in the form attached hereto as Exhibit "A" is hereby approved in accordance with Wis. Stats. § 66.1105(4)(h)1.

2. Such Amended Project Plan for Tax Increment District No. 16 remains feasible after addition of project costs.

3. The Amended Project Plan for TID No. 16 is in conformity with the Comprehensive Plan of the City of Oak Creek, as well as other policies and laws of the City of Oak Creek.

**BE IT FURTHER RESOLVED** that the Plan Commission recommends the City of Oak Creek Common Council approve Amendment No. 1 to Tax Incremental Finance District No. 16, City of Oak Creek, Wisconsin, pursuant to the provisions of Wis. Stats. § 66.1105(4)(h)1.

This Resolution was duly adopted at a regular meeting of the Plan Commission of the City of Oak Creek on the 26<sup>th</sup> day of October 2021.

**PLAN COMMISSION**

By: Daniel J. Bukiewicz  
Daniel Bukiewicz,  
Plan Commission Chairman

ATTEST:  
By: Catherine A. Roeske  
Catherine A. Roeske,  
City Clerk

Ayes: 8

Nos: 0

Date: 10-26-21



**OAKCREEK**  
— WISCONSIN —

# CITY OF OAK CREEK

## TAX INCREMENTAL DISTRICT #7

### Amendment No. 1

Plan Commission Hearing and Approval:

October 26, 2021

City Council Action:

Joint Review Board Approval:



Prepared by:

**VANDEWALLE &  
ASSOCIATES INC.**

Madison . Milwaukee

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## INTRODUCTION

### Background

This is the first amendment to the Project Plan for the City of Oak Creek Tax Increment District #7 (TID #7, the “27<sup>th</sup> Street Corridor TID”). This mixed-use District was originally created on April 17, 2007. TID #7 has a base value of \$165,053,100 and a 2020 value increment of \$56,532,800 that generated approximately \$1.3 million in tax increment in 2021.

This Amendment No. 1 is one of five concurrent and related amendments proposed for TIF Districts in the City:

<b>District</b>	<b>Amendment Purpose</b>
TID #7	Add Project Cost
TID #8	Add Project Cost and Donation to TID #13
TID #10	Add Donation to TID #13
TID #13	Add Project Costs
TID #16	Donation to TID 13#

As noted above, this amendment is independent of the others and simply seeks to add two projects within a half-mile radius of the TID #7 boundary.

TID #7 is generally bounded by Drexel Avenue, I-94, 27<sup>th</sup> Street, and the Milwaukee County Line, and consists of a variety of land uses including offices, manufacturing, commercial and residential. Growth in the District has been slower than anticipated, but the TID has a positive fund balance and is expected to generate surplus increment over its remaining life. In lieu of some of the initial planned capital improvement projects, the City is seeking authorization to make street and park improvements within a half-mile of the district boundary.

This amendment has been prepared in compliance with Wis. Stat. § 66.1105, and it is intended to work in conjunction with the original TID #7 Project Plan. It is to be adopted by resolution of the Common Council upon receipt of a resolution of an affirmative recommendation from the City Plan Commission. Following Council adoption, it will be forwarded to the Joint Review Board for action on a resolution affirming the Board’s approval.

As required by Wis. Stat. § 66.1105(5), a copy of this amended Project Plan will be submitted to the Department of Revenue and used as the basis for their certification of Tax Increment District #7, Amendment No. 1 in the City of Oak Creek.

This amended Project Plan follows the same layout and section order as the original Project Plan. Sections where no changes are proposed are indicated as such, and sections with amendments are identified accordingly.

### Summary of Findings

As required by Wis. Stat. §66.1105(4)(i), the following information is to be provided to the Joint Review Board in their consideration of a project plan amendment:

- The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.
  - The amended project costs are described in Section IV of this amendment, and an updated projection of tax increment is provided in Section V.*
- The amount of the value increment when the authorized project costs are paid in full and the tax incremental district is terminated.
  - Table 1 on page 4 of this amendment provides the projected value increment at the time of the District’s closure.*

3. The reasons why the authorized project costs may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.
  - *The rationale for the added project costs is provided in Section V of this amendment.*
4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.
  - *Table 2 on page 6 of this amendment provides an updated share of projected tax increments.*
5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.
  - *The benefits to be received are described in the original TID #7 Project Plan and have not changed.*

## **SECTION I: EXISTING CONDITIONS AND USES**

There are no changes to this section.

## **SECTION II. TYPE, NUMBER AND LOCATION OF PROPOSED PUBLIC WORKS AND IMPROVEMENTS**

Please see Section IV of this amendment.

## **SECTION III – PROPOSED IMPROVEMENTS AND USE**

There are no changes to this section.

## **SECTION IV – ESTIMATED PROJECT COSTS**

The City proposes to use increment to fund the following project costs:

Apple Creek subdivision street improvements	\$650,000
Neighborhood park improvements	\$300,000

Both of these projects are within a half-mile of the TID #7 boundary, and improvements to them will improve the appearance of the District and surrounding area, improve access, and assist in attracting additional development to the District (see Map 1 on page 5).

These projects are in addition to all other project costs included in the original Project Plan; however, it is unlikely the City will undertake all of the previously-approved projects, so no increase in the total level of authorized spending is necessary or requested.

## **SECTION V – ECONOMIC FEASIBILITY**

As shown in Table 1 on page 4, total TID #7 expenditures were \$8.6 million as of December 31, 2020. Future expenses primarily include payments under outstanding pay-as-you-go obligations and bonds, administrative costs, and the two capital improvements being added with this amendment. Together, these total another \$4.7 million in expenditures.

Per the original Project Plan, \$41 million in total District expenditures have been authorized. However, as shown on Table 1, the City anticipates total costs of only \$13.3 million over the life of the TID. A large apartment complex is under construction and a large commercial project is being considered. Together, these projects would add another \$26 million in new value over the next four years. The additional tax increment, coupled with the fact that the City is unlikely to undertake some of the larger capital improvement projects included in the original Project Plan, results in a projected surplus at the end of the District life and demonstrates the financial feasibility of including the two new projects. Further, the City has the option to call some of the outstanding debt early. Should the increment be available to do so, TID #7 could close two to three years early.

Taxing districts overlying TID # 7 include Milwaukee County, the Oak Creek-Franklin Joint School District, Milwaukee Area Technical College, and the Milwaukee Metropolitan Sewerage District. The impact on the overlying taxing districts as shown in Table 2 on page 6 is based on the current tax rates and no increase in District value.

**SECTION VI – FINANCING METHODS**

There are no changes to this section.

**SECTION VII – CHANGES IN ZONING ORDINANCES AND MASTER PLAN**

There are no changes to this section.

**SECTION VIII – NON-PROJECT COSTS**

There are no changes to this section.

**SECTION IX - RELOCATION**

There are no changes to this section.

**SECTION X – ORDERLY DEVELOPMENT OF THE CITY**

There are no changes to this section.

**SECTION XI – LEGAL OPINION**

See Appendix A.

Table 1. Cash Flow Projection

	Actual	Projected							Projected	Projected
	2007-2020	2021	2022	2023	2024	2025	2026	2027	2021-2027	2007-2027
<b>VALUE**</b>										
Total Value		\$221,585,900	\$250,633,500	\$253,139,800	\$266,671,200	\$274,337,900	\$282,081,300	\$289,902,100		
Value Increment		\$56,532,800	\$85,580,400	\$88,086,700	\$101,618,100	\$109,284,800	\$117,028,200	\$124,849,000		
<b>SOURCES</b>										
Tax Increments		\$1,267,946	\$1,919,440	\$1,975,653	\$2,279,142	\$2,451,094	\$2,624,767	\$2,800,176	\$15,318,217	
Omitted Taxes		-	-	-	-	-	-	-	\$-	
Computer Exemption Increment		\$17,764	\$17,764	\$17,764	\$17,764	\$17,764	\$17,764	\$17,764	\$124,346	
Personal Property Exemption Increment		\$193,873	\$99,027	\$99,027	\$99,027	\$99,027	\$99,027	\$99,027	\$788,033	
Interest		-	-	-	-	-	-	-	\$-	
<b>Total Revenue</b>	\$ 3,969,038	\$1,479,583	\$2,036,230	\$2,092,443	\$2,395,932	\$2,567,884	\$2,741,557	\$2,916,966	\$16,230,596	\$20,199,634
<b>Proceeds of Long-Term Debt</b>	\$4,641,578	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$4,641,578
<b>TOTAL SOURCES</b>	<b>\$8,610,616</b>	<b>\$1,479,583</b>	<b>\$2,036,230</b>	<b>\$2,092,443</b>	<b>\$2,395,932</b>	<b>\$2,567,884</b>	<b>\$2,741,557</b>	<b>\$2,916,966</b>	<b>\$16,230,596</b>	<b>\$24,841,212</b>
<b>USES</b>										
Capital Expenditures (incl. PAYGO Incentives)		\$362,348	\$373,218	\$384,415	\$395,947	\$-	\$-	\$-	\$1,515,929	
<b>Apple Creek Street and Park Improvements*</b>			<b>\$650,000</b>	<b>\$300,000</b>					\$950,000	
Administrative Costs		\$12,650	\$12,650	\$12,650	\$12,650	\$12,650	\$12,650	\$12,650	\$88,550	
Tax Assessment Refunds		-	-	-	-	-	-	-	-	
Issuance Exp on Debt Issues		-	-	-	-	-	-	-	-	
Interfund Borrowing Interest Exp		-	-	-	-	-	-	-	-	
Transfer to Debt Service Fund		\$454,995	-	-	-	-	-	-	\$454,995	
Transfer to CDA		-	\$314,900	-	-	-	-	-	\$314,900	
Interest on Long-Term Debt		\$209,969	\$193,219	\$176,719	\$159,719	\$142,219	\$124,219	\$359,110	\$1,365,174	
<b>Total Project Costs</b>		\$209,969	\$193,219	\$176,719	\$159,719	\$142,219	\$124,219	\$359,110	\$1,365,174	
<b>Principal on Long-Term Debt</b>	-	\$425,000	\$450,000	\$450,000	\$475,000	\$475,000	\$500,000	\$3,400,000	\$6,175,000	\$6,175,000
<b>TOTAL USES</b>	<b>\$8,564,066</b>	<b>\$1,464,962</b>	<b>\$1,993,987</b>	<b>\$1,323,784</b>	<b>\$1,043,316</b>	<b>\$629,869</b>	<b>\$636,869</b>	<b>\$3,771,760</b>	<b>\$10,864,548</b>	<b>\$19,428,614</b>
Net Change in Fund Balance - December 31		\$14,621	\$42,243	\$768,659	\$1,352,615	\$1,938,015	\$2,104,688	\$(854,794)	\$5,366,048	
<b>FUND BALANCE - DECEMBER 31</b>	<b>\$46,550</b>	<b>\$61,171</b>	<b>\$103,414</b>	<b>\$872,073</b>	<b>\$2,224,688</b>	<b>\$4,162,704</b>	<b>\$6,267,392</b>	<b>\$5,412,598</b>		<b>\$5,412,598</b>

Notes:

\* Costs in bold are new expenditures added with amendment.

\*\* Prior year value from which current year tax increment is derived.

Map 1 Location of Improvements

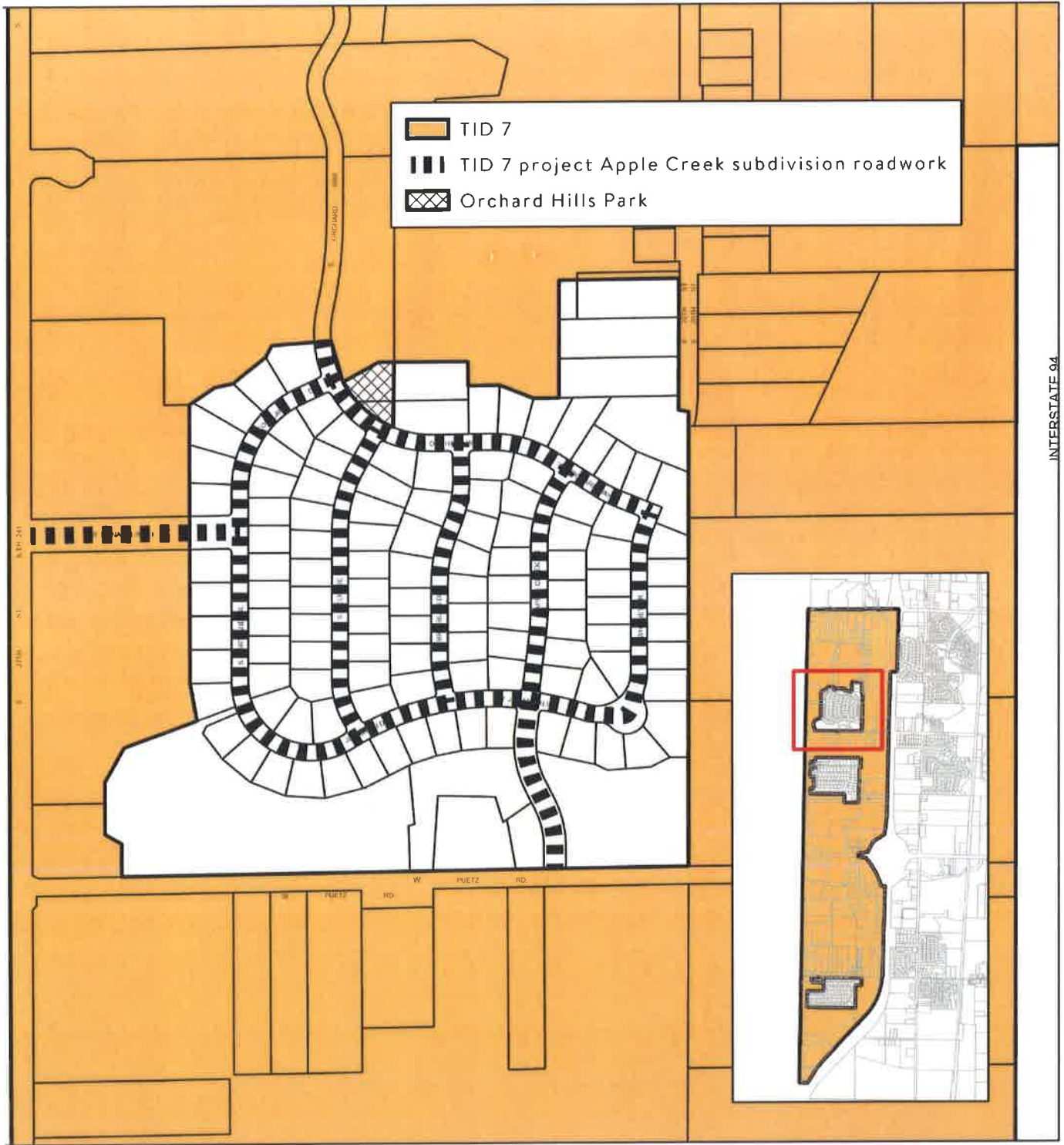


Table 2. Analysis of Impact on Overlying Taxing Jurisdictions\*

Taxing Jurisdiction	% of Mill Rate	Annual Taxes Collected on Base Value	Annual Taxes Collected After TID Closes	Increase in Annual Tax Collections After TID Closes
City of Oak Creek	26.2%	\$1,044,786	\$1,853,431	\$808,645
Oak Creek-Franklin School Dist.	38.0%	\$1,513,537	\$2,684,986	\$1,171,449
Milwaukee Area Tech College	4.9%	\$194,763	\$345,505	\$150,743
Milwaukee County	24.1%	\$960,609	\$1,704,102	\$743,493
Milwaukee Metro Sewer Dist.	6.8%	\$269,037	\$477,266	\$208,229
TOTAL	100.0%	\$3,982,731	\$7,065,291	\$3,082,559

\*Does not include tax credits.

RESOLUTION NO. 12275-111621

BY: \_\_\_\_\_

A RESOLUTION BY THE COMMON COUNCIL MAKING CERTAIN FINDINGS AND APPROVING AMENDMENT NO. 1 TO THE PROJECT PLAN FOR TAX INCREMENTAL DISTRICT NO. 7, CITY OF OAK CREEK, WISCONSIN

**WHEREAS**, on April 17, 2007, the City of Oak Creek created Tax Increment Financing District No. 7 (TID No. 7) as a mixed-use district pursuant to Wis. Stats. §66.1105; and

**WHEREAS**, pursuant to Wis. Stats. §66.1105, the City of Oak Creek Plan Commission prepared and adopted Amendment No. 1 to the Project Plan of TID No. 7 to add \$950,000 in new capital improvements located within one-half mile of the district boundary with no increase in the previously-authorized level of total district expenditures; and

**WHEREAS**, on October 20, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed TID No. 7, Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within the District, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, after due consideration, the Plan Commission adopted TID No. 7, Project Plan Amendment No. 1 by resolution and has transmitted same to the Common Council of the City of Oak Creek.

**NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of Oak Creek as follows:

1. The Common Council hereby approves, accepts, and adopts the TID No. 7 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A" in accordance with Wis. Stats. § 66.1105(4)(h)1.

2. The Common Council hereby finds and determines that all parcels within TID No. 7 are contiguous and not connected only by railroad rights-of-way, rivers or highways.
3. The Common Council hereby finds and determines that not less than 50%, by area, of the real property within the TID No. 7 Boundary is suitable for mixed-use development as defined in Wis. Stat. § 66.1105(2)(cm).
4. The Common Council hereby finds and determines that all project costs within the TID No. 7 Amendment No. 1 project plan, as amended, relate directly to promoting mixed-use development.
5. The Common Council hereby finds and determines that the improvement of TID No. 7 is likely to enhance significantly the value of substantially all other real property in the district and that the project costs are consistent with the purpose for which the district is created.
6. The Common Council hereby finds and determines that the TID No. 7 Project Plan, as amended, is feasible and in conformity with the master plan of the City of Oak Creek.
7. The Common Council hereby finds and determines that the percentage of territory within TID No. 7 devoted to retail business at the end of the expenditure period is estimated to be less than 35 percent.
8. The Common Council hereby finds and determines that the TID No. 7 boundaries are not being altered as part of this Amendment No. 1 and that the District does not include any land recently annexed into the City.
9. The Common Council hereby finds and determines that less than 35 percent of the area of TID No. 7 is land proposed for newly platted residential development and that project costs expended for newly platted residential development within TID No. 7 shall be for residential housing density that is at least three units per acre.
10. The Common Council hereby finds and determines that TID No. 7, as amended, has sufficient revenues to pay all current project costs.
11. The Common Council hereby finds and determines that the development expected in TID No. 7 would not occur without the use of tax increment financing and improvement of the area is likely to significantly enhance the value of other real property in the City.
12. The Common Council hereby finds and determines that the benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing districts.



BE IT FURTHER RESOLVED THAT, the City Clerk is hereby authorized and directed to apply to the Wisconsin Department of Revenue, in such form as may be prescribed, for a "Determination of Tax Incremental Base," as of January 1, 2022, pursuant to the provisions of Section 66.1105(5)(b) of the Wisconsin Statutes.

BE IT FURTHER RESOLVED THAT, the City Assessor is hereby authorized and directed to identify upon the assessment roll returned and examined under Section 70.45 of the Wisconsin Statutes, those parcels of property which are within the District, specifying thereon the name of the said District, and the City Clerk is hereby authorized and directed to make similar notations on the tax roll made under Section 70.65 of the Wisconsin Statutes, pursuant to Section 66.1105(5)(f) of the Wisconsin Statutes.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 16th day of November, 2021.

Adopted this 16<sup>th</sup> day of November, 2021.

\_\_\_\_\_  
President, Common Council

\_\_\_\_\_  
Daniel J. Bukiewicz, Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

VOTE:      Ayes \_\_\_\_\_ Noes \_\_\_\_\_

**EXHIBIT A**

**AMENDMENT NO. 1 TO PROJECT PLAN**

**THIS WILL BE HANDED OUT SEPARATELY**



# CITY OF OAK CREEK

# TAX INCREMENTAL

# DISTRICT #8

# Amendment No. 1

Plan Commission Hearing and Approval:	October 26, 2021
City Council Action:	
Joint Review Board Approval:	

Prepared by:  
 **VANDEWALLE &  
ASSOCIATES INC.**  
Madison . Milwaukee

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## INTRODUCTION

### Background

This is the first amendment to the Project Plan for the City of Oak Creek Tax Increment District #8 (TID #8, the “Oakview Business Park TID”). This mixed-use District was originally created on September 15, 2009. TID #8 has base value of \$23,056,600 and a 2020 value increment of \$86,481,800 that generated nearly \$2 million in tax increment in 2021.

This Amendment No. 1 is one of five concurrent and related amendments proposed for TIF Districts in the City:

<u>District</u>	<u>Amendment Purpose</u>
TID #7	Add Project Cost
TID #8	Add Project Cost and Donation to TID #13
TID #10	Add Donation to TID #13
TID #13	Add Project Costs
TID #16	Donation to TID 13#

As noted above, this amendment is one of three that would authorize donations to TID #13 (the “Lakefront TID”) as authorized in Wis. Stat. § 66.105(6)(f). Created in 2017, the Lakefront TID is a “blighted” district comprised of 356 acres generally located between 5<sup>th</sup> Avenue and the Lake Michigan shoreline from just south of the wastewater treatment plant to Oakwood Road. This area has a history of heavy industrial manufacturing uses and is defined predominantly by the existence of legacy environmental complexities along the lakefront. As a result, significant public investment will be required to stabilize the shoreline bluff, remediate soil and groundwater contamination, acquire sites, and improve public access in order to make lands available for private reuse and public space. While TID #13 has the potential to support high value redevelopment, the costs to address the existing conditions and provide the supporting public facilities are front-loaded and require assistance from TID #8 and other districts to get things moving. Specific projects to be funded with donated revenues are described further in the TID #13 amended Project Plan.

TID #8 is located in the general vicinity of South Howell Avenue and West Oakwood Road and was created to support the development of the Oakview Business Park. Since it’s inception, the District has experienced a dramatic five-fold increase in value with significant development potential remaining. To further stimulate additional growth, the City is considering the purchase of two parcels and is adding them to the list of authorized projects via this amendment.

Given the District’s excellent performance, the City is seeking to donate surplus increment to TID #13. Although the total level of spending will be greater than that authorized in the original TID #8 Project Plan, the District is projected to have a positive fund balance and to begin generating annual surpluses, most of which would be donated in addition to funding land acquisition.

This amendment has been prepared in compliance with Wis. Stat. § 66.1105, and it is intended to work in conjunction with the original TID #8 Project Plan. It is to be adopted by resolution of the Common Council upon receipt of a resolution of an affirmative recommendation from the City Plan Commission. Following Council adoption, it will be forwarded to the Joint Review Board for action on a resolution affirming the Board’s approval.

As required by Wis. Stat. § 66.1105(5), a copy of this amended Project Plan will be submitted to the Department of Revenue and used as the basis for their certification of Tax Increment District #8, Amendment No. 1 in the City of Oak Creek.

This amended Project Plan follows the same layout and section order as the original Project Plan. Sections where no changes are proposed are indicated as such, and sections with amendments are identified accordingly.

### Summary of Findings

As required by Wis. Stat. §66.1105(6)(f), the proposed donation of increments from TID #8 to TID #13 meets all of the following criteria:

- TID #8 and TID #13 have the same overlying taxing jurisdictions.
- The donation of tax increments shall be made only as approved by the Joint Review Board.
- TID #13 was created upon a finding that not less than 50 percent, by area, of the real property within the district is blighted.
- The allocation of positive tax increments from TID #8 shall be made only after the District has first satisfied all of its current-year debt service and project cost obligations.

As required by Wis. Stat. §66.1105(4)(i), the following information is to be provided to the Joint Review Board in their consideration of a project plan amendment:

1. The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.
  - *The amended project costs and donation are described in Section IV of this amendment, and an updated projection of tax increment is provided in Section V.*
2. The amount of the value increment when the authorized project costs are paid in full and the tax incremental district is terminated.
  - *Table 1 on page 6 of this amendment provides the projected value increment at the time of the District's closure.*
3. The reasons why the authorized project costs may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.
  - *The rationale for the added project costs is provided in Section IV of this amendment. The need for the donated funds in TID #13 is provided in that district's original Project Plan and its amendment proposed concurrently with this TID #8 amendment.*
4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.
  - *Table 2 on page 7 of this amendment provides an updated share of projected tax increments.*
5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.
  - *The benefits to be received are described in the original TID #8 Project Plan and have not changed.*

### SECTION I: EXISTING CONDITIONS AND USES

There are no changes to this section.

### SECTION II. TYPE, NUMBER AND LOCATION OF PROPOSED PUBLIC WORKS AND IMPROVEMENTS

Please see Section IV of this amendment.

**SECTION III – PROPOSED IMPROVEMENTS AND USE**

There are no changes to this section.

**SECTION IV – ESTIMATED PROJECT COSTS**

The City is considering the acquisition of two properties in TID #8 totaling \$4.6 million (see Map 1 on page 5). The parcels to be purchased will be those that hold significant development potential, and their acquisition will permit the City to aggressively market them to accelerate the attraction of additional development to the District. Several parcels meet this criterion, so other acquisitions may occur anywhere within TID #8 if these purchases fall through or additional funds become available.

This amendment also includes donations of up to \$6.8 million to TID #13 using surplus increment to be collected over the remaining life of the District as described in Section V.

Both of these new project costs are in addition to those included in the original TID #8 Project Plan.

**SECTION V – ECONOMIC FEASIBILITY**

As shown in Table 1 on page 6, total TID #8 expenditures were approximately \$23.6 million as of December 31, 2020. The five-fold increase in valuation has exceeded all expectations, but the level of assistance to attract the new businesses also has exceeded the level of spending authorized in the original Project Plan. Absent the donations and land purchases included in the amendment, projected expenses over the remaining life of the District are mostly outstanding obligations under pay-as-you agreements and interest on bonds totaling another \$4 million.

Several properties in TID #8 have redevelopment potential, but there are no pending projects at the time this amendment is being prepared. Accordingly, Table 1 provides a conservative projection of District finances that assumes tax increment only from existing projects, those already under development, and slight inflationary growth over the remaining life of the District. Nevertheless, the projected increment in Table 1 is more than sufficient to fund the proposed property purchases and donations.

Per the original Project Plan, \$13.175 million in total District project costs have been authorized. Previous capital expenditures, pay-as-you-go and debt service obligations, planned acquisitions, and donation expenses shown on Table 1 require an increase of \$25.83 million in total authorized expenditures. However, even with these additional project costs, Table 1 demonstrates the financial feasibility of this amendment and that the District should be able to close six or more years early.

Taxing districts overlying TID # 8 include Milwaukee County, the Oak Creek-Franklin Joint School District, Milwaukee Area Technical College, and the Milwaukee Metropolitan Sewerage District. The impact on the overlying taxing districts as shown in Table 2 on page 7 is based on the current tax rates and no increase in District value.

**SECTION VI – FINANCING METHODS**

There are no changes to this section.

**SECTION VII – CHANGES IN ZONING ORDINANCES AND MASTER PLAN**

There are no changes to this section.

**SECTION VIII – NON-PROJECT COSTS**

There are no changes to this section.

**SECTION IX - RELOCATION**

There are no changes to this section.

**SECTION X – ORDERLY DEVELOPMENT OF THE CITY**

There are no changes to this section.

**SECTION XI – LEGAL OPINION**

Please see Appendix A.



### City of Oak Creek Tax incremental District No. 8 Amendment Property Acquisition

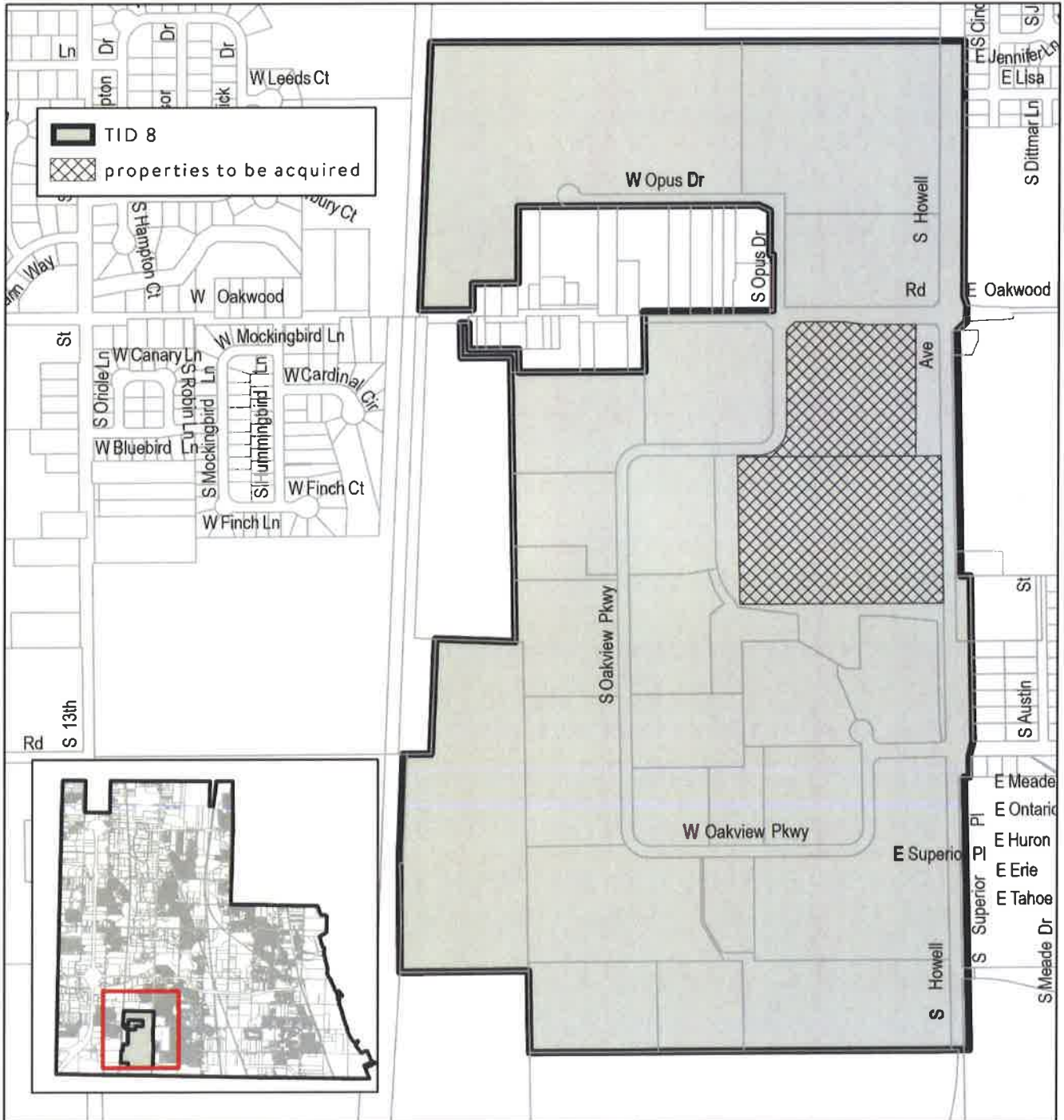


Table 1. Cash Flow Projection

	Actual		Projected								Projected	Projected
	2009-2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2021-2029	2010-2029
<b>VALUE**</b>												
Total Value		\$109,538,400	\$126,197,100	\$126,197,100	\$126,197,100	\$126,197,100	\$126,197,100	\$126,197,100	\$126,197,100	\$126,197,100		
Value Increment		\$86,481,800	\$103,140,500	\$103,140,500	\$103,140,500	\$103,140,500	\$103,140,500	\$103,140,500	\$103,140,500	\$103,140,500		
<b>SOURCES</b>												
Tax Increments	\$4,620,814	\$1,939,657	\$2,313,287	\$2,453,734	\$2,941,605	\$3,311,420	\$3,349,705	\$3,388,374	\$3,427,429	\$3,466,874	\$26,592,086	\$31,212,900
Computer Exemption Increment	\$80,300	\$12,155	\$12,155	\$12,155	\$12,155	\$12,155	\$12,155	\$12,155	\$12,155	\$12,155	\$109,397	\$189,697
Personal Property Exemption Increment	\$22,005	\$22,017	\$14,674	\$14,674	\$14,674	\$14,674	\$14,674	\$14,674	\$14,674	\$14,674	\$139,409	\$161,414
Sale of Property	\$7,000,000	-	-	-	-	-	-	-	-	-	-	\$7,000,000
Interest	\$9,259	-	-	-	-	-	-	-	-	-	-	\$9,259
Grants	\$800,000	-	-	-	-	-	-	-	-	-	-	\$800,000
Misc. Income	\$279,567	-	-	-	-	-	-	-	-	-	-	\$279,567
Transfer In	\$180,611	-	-	-	-	-	-	-	-	-	-	\$180,611
<b>Total Revenue</b>	\$12,992,556	\$1,973,830	\$2,340,116	\$2,480,563	\$2,968,435	\$3,338,249	\$3,376,535	\$3,415,204	\$3,454,258	\$3,493,703	\$26,840,892	\$39,833,448
<b>Proceeds of Long-Term Debt</b>	\$31,749,095	\$2,165,000	\$-	\$2,636,000	\$-	\$-	\$-	\$-	\$-	\$-	\$4,801,000	\$36,550,095
<b>TOTAL SOURCES</b>	\$44,741,651	\$4,138,830	\$2,340,116	\$5,116,563	\$2,968,435	\$3,338,249	\$3,376,535	\$3,415,204	\$3,454,258	\$3,493,703	\$31,641,892	\$76,383,543
<b>USES</b>												
Capital Expenditures (incl. PAYGO Incent.)	\$21,265,482	\$235,267	\$330,588	\$435,083	\$205,810	\$211,985	\$218,344	\$224,895	\$231,641	\$124,637	\$2,218,251	\$23,483,733
<b>Land Acquisition*</b>		<b>\$2,085,000</b>		<b>\$2,500,000</b>							<b>\$4,585,000</b>	<b>\$4,585,000</b>
Administrative Costs	\$366,965	\$2,650	\$2,650	\$2,650	\$2,650	\$2,650	\$2,650	\$2,650	\$2,650	\$2,650	\$23,850	\$390,815
Tax Assessment Refunds	\$41,538	-	-	-	-	-	-	-	-	-	-	\$41,538
Interfund Borrowing Interest Exp	\$4,031	-	-	-	-	-	-	-	-	-	-	\$4,031
Interest on Long-Term Debt	\$1,906,252	\$319,475	\$321,821	\$355,262	\$299,560	\$235,715	\$162,469	\$79,962	\$18,785	-	\$1,793,047	\$3,699,300
<b>Donations to TID #13*</b>			<b>4120,000</b>	<b>\$440,000</b>	<b>\$470,000</b>	<b>\$565,000</b>	<b>\$540,000</b>	<b>\$560,000</b>	<b>\$1,365,000</b>	<b>\$2,740,000</b>	<b>\$6,800,000</b>	<b>\$6,800,000</b>
<b>Total Project Costs</b>	\$23,584,268	\$2,642,392	\$775,059	\$3,732,995	\$978,020	\$1,015,349	\$923,463	\$867,506	\$1,618,076	\$2,867,287	\$15,420,149	\$39,004,417
<b>Principal on Long-Term Debt</b>	\$21,975,000	\$1,000,000	\$1,235,000	\$1,385,000	\$1,991,000	\$2,323,000	\$2,450,000	\$2,553,000	\$1,834,000	\$-	\$14,771,000	\$36,746,000
<b>TOTAL USES</b>	\$45,559,268	\$3,642,392	\$2,010,059	\$5,117,995	\$2,969,020	\$3,338,349	\$3,373,463	\$3,420,506	\$3,452,076	\$2,867,287	\$30,191,149	\$75,750,417
Net Change in Fund Balance - December 31		\$496,437	\$330,057	\$(1,432)	\$(586)	\$(100)	\$3,071	\$(5,303)	\$2,182	\$626,416	\$1,450,743	
<b>FUND BALANCE - DECEMBER 31</b>	\$(817,617)	\$(321,180)	\$8,877	\$7,445	\$6,860	\$6,759	\$9,831	\$4,528	\$6,710	\$633,126		\$633,126

Notes:

\* Costs in bold are new expenditures added with amendment.

\*\* Prior year value from which current year tax increment is derived.

Table 2. Analysis of Impact on Overlying Taxing Jurisdictions\*

Taxing Jurisdiction	% of Mill Rate	Annual Taxes Collected on Base Value	Annual Taxes Collected After TID Closes	Increase in Annual Tax Collections After TID Closes
City of Oak Creek	26.2%	\$145,948	\$1,135,649	\$989,701
Oak Creek-Franklin School Dist.	38.0%	\$211,429	\$1,645,166	\$1,433,737
Milwaukee Area Tech College	4.9%	\$27,207	\$211,701	\$184,494
Milwaukee County	24.1%	\$134,189	\$1,044,151	\$909,962
Milwaukee Metro Sewer Dist.	6.8%	\$37,582	\$292,434	\$254,852
TOTAL	100.0%	\$556,356	\$4,329,101	\$3,772,745

\*Does not include tax credits.

RESOLUTION NO. 12276-111621

BY: \_\_\_\_\_

A RESOLUTION BY THE COMMON COUNCIL MAKING CERTAIN FINDINGS AND  
APPROVING AMENDMENT NO. 1 TO THE PROJECT PLAN FOR  
TAX INCREMENTAL DISTRICT NO. 8,  
CITY OF OAK CREEK, WISCONSIN

**WHEREAS**, on September 15, 2009, the City of Oak Creek created Tax Increment Financing District No. 8 (TID No. 8) as a mixed-use district pursuant to Wis. Stats. §66.1105; and

**WHEREAS**, pursuant to Wis. Stats. §66.1105, the City of Oak Creek Plan Commission prepared and adopted Amendment No. 1 to the Project Plan of TID No. 8 to increase the overall level of district expenditures by \$25,829,400 for capital improvements, land acquisition, and cash grants that may be provided by the City to owners, lessees or developers of property within TID No. 8, as well to donate up to \$6,800,000 to TID No. 13; and

**WHEREAS**, on October 20, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed TID No. 8, Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within the District, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, after due consideration, the Plan Commission adopted TID No. 8, Project Plan Amendment No. 1 by resolution and has transmitted same to the Common Council of the City of Oak Creek.

**NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of Oak Creek as follows:

1. The Common Council hereby approves, accepts, and adopts the TID No. 8 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A" in accordance with Wis. Stats. § 66.1105(4)(h)1.
2. The Common Council hereby finds and determines that all parcels within TID No. 8 are contiguous and not connected only by railroad rights-of-way, rivers or highways.
3. The Common Council hereby finds and determines that not less than 50%, by area, of the real property within the TID No. 8 Boundary is suitable for mixed-use development as defined in Wis. Stat. § 66.1105(2)(cm).

4. The Common Council hereby finds and determines that all project costs within the TID No. 8 Amendment No. 1 project plan, as amended, relate directly to promoting mixed-use development.
5. The Common Council hereby finds and determines that the improvement of TID No. 8 is likely to enhance significantly the value of substantially all other real property in the district and that the project costs are consistent with the purpose for which the district is created.
6. The Common Council hereby finds and determines that the TID No. 8 Project Plan, as amended, is feasible and in conformity with the master plan of the City of Oak Creek.
7. The Common Council hereby finds and determines that the percentage of territory within TID No. 8 devoted to retail business at the end of the expenditure period is estimated to be less than 35 percent.
8. The Common Council hereby finds and determines that the TID No. 8 boundaries are not being altered as part of this Amendment No. 1 and that the District does not include any land recently annexed into the City.
9. The Common Council hereby finds and determines that less than 35 percent of the area of TID No. 8 is land proposed for newly platted residential development and that project costs expended for newly platted residential development within TID No. 8 shall be for residential housing density that is at least three units per acre.
10. The Common Council hereby finds and determines that TID No. 8, as amended, has sufficient revenues to pay all current project costs.
11. The Common Council hereby finds and determines that the development expected in TID No. 8 would not occur without the use of tax increment financing and improvement of the area is likely to significantly enhance the value of other real property in the City.
12. The Common Council hereby finds and determines that the benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing districts.
13. The Common Council hereby finds and determines that TID No. 8 and TID No. 13 have the same overlying taxing jurisdictions.
14. The Common Council hereby finds and determines that the donation of tax increments from TID No. 8 to TID No. 13 shall be made only as approved by the Joint Review Board.
15. The Common Council hereby finds and determines that TID No. 13 was created upon a finding that not less than 50 percent, by area, of the real property within the district is blighted.

16. The Common Council hereby finds and determines that the allocation of positive tax increments from TID No. 8 shall be made only after the District has first satisfied all of its current-year debt service and project cost obligations.

BE IT FURTHER RESOLVED THAT, the City Clerk is hereby authorized and directed to apply to the Wisconsin Department of Revenue, in such form as may be prescribed, for a "Determination of Tax Incremental Base," as of January 1, 2022, pursuant to the provisions of Section 66.1105(5)(b) of the Wisconsin Statutes.

BE IT FURTHER RESOLVED THAT, the City Assessor is hereby authorized and directed to identify upon the assessment roll returned and examined under Section 70.45 of the Wisconsin Statutes, those parcels of property which are within the District, specifying thereon the name of the said District, and the City Clerk is hereby authorized and directed to make similar notations on the tax roll made under Section 70.65 of the Wisconsin Statutes, pursuant to Section 66.1105(5)(f) of the Wisconsin Statutes.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 16th day of November, 2021.

Adopted this 16<sup>th</sup> day of November, 2021.

---

President, Common Council

---

Daniel J. Bukiewicz, Mayor

ATTEST:

---

City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_

**EXHIBIT A**

**AMENDMENT NO. 1 TO PROJECT PLAN**

THIS WILL BE HANDED OUT SEPARATELY



# CITY OF OAK CREEK

# TAX INCREMENTAL

# DISTRICT #10

# Amendment No. 1

Plan Commission Hearing and Approval:

October 26, 2021

City Council Action:

Joint Review Board Approval:



Prepared by:

**VANDEWALLE &  
ASSOCIATES INC.**

Madison . Milwaukee



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## INTRODUCTION

### Background

This is the first amendment to the Project Plan for the City of Oak Creek Tax Increment District #10 (TID #10, the “Master Lock TID”). This mixed-use District was originally created on September 7, 2010. (Note that a previous process to amend the District spending plan was never completed.) TID #10 has a base value of \$19,223,700 and a 2020 value increment of \$20,022,000 that generated approximately \$450,000 in tax increment in 2021.

This Amendment No. 1 is one of five concurrent and related amendments proposed for TIF Districts in the City:

<u>District</u>	<u>Amendment Purpose</u>
TID #7	Add Project Cost
TID #8	Add Project Cost and Donation to TID #13
TID #10	Add Donation to TID #13
TID #13	Add Project Costs
TID #16	Donation to TID 13#

As noted above, this amendment is one of three that would authorize donations to TID #13 (the “Lakefront TID”) as authorized in Wis. Stat. § 66.105(6)(f). Created in 2017, the Lakefront TID is a “blighted” district comprised of 356 acres generally located between 5<sup>th</sup> Avenue and the Lake Michigan shoreline from just south of the wastewater treatment plant to Oakwood Road. This area has a history of heavy industrial manufacturing uses and is defined predominantly by the existence of legacy environmental complexities along the lakefront. As a result, significant public investment will be required to stabilize the shoreline bluff, remediate soil and groundwater contamination, acquire sites, and improve public access in order to make lands available for private reuse and public space. While TID #13 has the potential to support high value redevelopment, the costs to address the existing conditions and provide the supporting public facilities are front-loaded and require assistance from TID #10 and other districts to get things moving. Specific projects to be funded with donated revenues are described further in the TID #13 amended Project Plan.

TID #10 is an area to the east of South Howell Avenue (STH 38) between Rawson Avenue (CTH BB) and College Avenue (CTH ZZ) and is an important gateway to the City of Oak Creek. The District was created primarily to support the reuse and redevelopment of a large facility vacated by Midwest Airlines and the surrounding area. Through the strategic use of TIF resources, the City was able to attract Master Lock to the facility, and their investment accounts for the bulk of the value that has been added to the District. At the same time, expenditures have been limited to select capital improvements and assistance to Master Lock as necessary to make the project financially feasible.

Since its inception, TID #10 has accumulated a fund balance of nearly \$1 million and is generating a significant annual surplus. As a result, the City proposes to immediately donate most of the existing fund balance to TID #13 and to donate an additional \$2.6 million in surplus tax increment projected to be generated prior to the end of the District’s statutory life in 2030.

This amendment has been prepared in compliance with Wis. Stat. § 66.1105, and it is intended to work in conjunction with the original TID #10 Project Plan. It is to be adopted by resolution of the Common Council upon receipt of a resolution of an affirmative recommendation from the City Plan Commission. Following Council adoption, it will be forwarded to the Joint Review Board for action on a resolution affirming the Board’s approval.

As required by Wis. Stat. § 66.1105(5), a copy of this amended Project Plan will be submitted to the Department of Revenue and used as the basis for their certification of Tax Increment District #10, Amendment No. 1 in the City of Oak Creek.

This amended Project Plan follows the same layout and section order as the original Project Plan. Sections where no changes are proposed are indicated as such, and sections with amendments are identified accordingly.

### Summary of Findings

As required by Wis. Stat. §66.1105(6)(f), the proposed donation of increments from TID #10 to TID #13 meets all of the following criteria:

- TID #10 and TID #13 have the same overlying taxing jurisdictions.
- The donation of tax increments shall be made only as approved by the Joint Review Board.
- TID #13 was created upon a finding that not less than 50 percent, by area, of the real property within the district is blighted.
- The allocation of positive tax increments from TID #10 shall be made only after the District has first satisfied all of its current-year debt service and project cost obligations.

As required by Wis. Stat. §66.1105(4)(i), the following information is to be provided to the Joint Review Board in their consideration of a project plan amendment:

1. The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.
  - *The amended project costs to authorize donations and an updated projection of increment is provided in Section V of this amendment.*
2. The amount of the value increment when the authorized project costs are paid in full and the tax incremental district is terminated.
  - *Table 1 on page 4 of this amendment provides the projected value increment at the time of the District's closure.*
3. The reasons why the authorized project costs may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.
  - *The rationale for the project costs provided in the original TID #10 Project have not changed. The need for the donated funds in TID #13 is provided in that district's original Project Plan and its amendment proposed concurrently with this TID #10 amendment.*
4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.
  - *Table 2 on page 4 of this amendment provides an updated share of projected tax increments.*
5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.
  - *The benefits to be received are described in the original TID #10 Project Plan and have not changed.*

### SECTION I: EXISTING CONDITIONS AND USES

There are no changes to this section.

### SECTION II. TYPE, NUMBER AND LOCATION OF PROPOSED PUBLIC WORKS AND IMPROVEMENTS

There are no changes to this section.

**SECTION III – PROPOSED IMPROVEMENTS AND USE**

There are no changes to this section.

**SECTION IV – ESTIMATED PROJECT COSTS**

The City proposes to donate up to \$3.6 million to TID #13. This includes a one-time transfer of approximately \$1.1 million from the TID #10 fund balance with the remainder being surplus increment to be collected over the remaining life of the District as described in Section V.

The donations are in addition to all other project costs included in the original Project Plan.

**SECTION V – ECONOMIC FEASIBILITY**

As shown in Table 1 on page 4, total TID #10 expenditures were \$2.66 million as of December 31, 2020. Future expenses, other than donations, include payments under outstanding pay-as-you-go obligations, administrative costs and nominal capital improvements as authorized in the original Project Plan, which are projected to total another \$1.15 million. With donations totaling \$3.6 million, total expenditures over the life of the District are projected to be \$7.41 million.

Per the original Project Plan, \$11.83 million in total District expenditures have been authorized, and no change is proposed to this limit. While property in the District has redevelopment potential, there are no pending projects at the time this amendment is being prepared. Accordingly, Table 1 provides a conservative projection of District finances that assumes no additional increment and only minimal additional project costs, but still demonstrates the financial feasibility of the proposed donation. However, the City retains the right to take on additional projects provided the total of all TID #10 expenditures does not exceed the limit authorized in the original Project Plan and sufficient increment is available to fund the projects. Absent additional project costs, the District may be able to close two to three years early.

Taxing districts overlying TID # 10 include Milwaukee County, the Oak Creek-Franklin Joint School District, Milwaukee Area Technical College, and the Milwaukee Metropolitan Sewerage District. The impact on the overlying taxing districts as shown in Table 2 on page 4 is based on the current tax rates and no increase in District value.

**SECTION VI – FINANCING METHODS**

There are no changes to this section.

**SECTION VII – CHANGES IN ZONING ORDINANCES AND MASTER PLAN**

There are no changes to this section.

**SECTION VIII – NON-PROJECT COSTS**

There are no changes to this section.

**SECTION IX - RELOCATION**

There are no changes to this section.

**SECTION X – ORDERLY DEVELOPMENT OF THE CITY**

There are no changes to this section.

**SECTION XI – LEGAL OPINION**

Please see Appendix A.

Table 1. Cash Flow Projection

	Actual	Projected										Total	Total
	2010-2021	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030	2010-2030
<b>VALUE**</b>													
Total Value		\$39,245,700	\$39,842,900	\$39,842,900	\$39,842,900	\$39,842,900	\$39,842,900	\$39,842,900	\$39,842,900	\$39,842,900	\$39,842,900		
Value Increment		\$20,022,000	\$20,619,200	\$20,619,200	\$20,619,200	\$20,619,200	\$20,619,200	\$20,619,200	\$20,619,200	\$20,619,200	\$20,619,200		
<b>SOURCES</b>													
Tax Increment		\$449,063	\$462,458	\$462,458	\$462,458	\$462,458	\$462,458	\$462,458	\$462,458	\$462,458	\$462,458	\$4,611,183	
Computer Exemption Increment		\$18,906	\$18,906	\$18,906	\$18,906	\$18,906	\$18,906	\$18,906	\$18,906	\$18,906	\$18,906	\$189,056	
Personal Property Exemption Increment		\$38,795	\$21,300	\$21,300	\$21,300	\$21,300	\$21,300	\$21,300	\$21,300	\$21,300	\$21,300	\$230,492	
Interest		-	-	-	-	-	-	-	-	-	-	\$-	
<b>TOTAL SOURCES</b>	<b>\$3,642,900</b>	<b>\$506,764</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$502,663</b>	<b>\$5,030,730</b>	<b>\$8,673,630</b>
<b>USES</b>													
Capital Expenditures (incl. PAYGO Incent.)		\$288,581	\$297,661	\$297,661	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$883,903	
Administrative Costs		\$26,699	\$26,699	\$26,699	\$26,699	\$26,699	\$26,699	\$26,699	\$26,699	\$26,699	\$26,699	\$266,993	
<b>Donations to TID #13*</b>		<b>\$1,100,000</b>	<b>\$250,000</b>	<b>\$180,000</b>	<b>\$475,000</b>	<b>\$475,000</b>	<b>\$475,000</b>	<b>\$475,000</b>	<b>\$170,000</b>			<b>\$3,600,000</b>	
<b>TOTAL USES</b>	<b>\$2,704,076</b>	<b>\$1,415,280</b>	<b>\$574,360</b>	<b>\$504,360</b>	<b>\$501,699</b>	<b>\$501,699</b>	<b>\$501,699</b>	<b>\$501,699</b>	<b>\$196,699</b>	<b>\$26,699</b>	<b>\$26,699</b>	<b>\$4,750,896</b>	<b>\$7,454,972</b>
Net Change in Fund Balance - December 31		\$(908,516)	\$(71,697)	\$(1,697)	\$964	\$964	\$964	\$964	\$305,964	\$475,964	\$475,964	\$279,834	
<b>FUND BALANCE - DECEMBER 31</b>	<b>\$938,824</b>	<b>\$30,308</b>	<b>\$(41,389)</b>	<b>\$(43,087)</b>	<b>\$(42,123)</b>	<b>\$(41,160)</b>	<b>\$(40,196)</b>	<b>\$(39,232)</b>	<b>\$266,731</b>	<b>\$742,695</b>	<b>\$1,218,658</b>		<b>\$1,218,658</b>

Notes:

\* New expenditure added with amendment.

\*\* Prior year value from which current year tax increment is derived.

Table 2. Analysis of Impact on Overlying Taxing Jurisdictions\*

Taxing Jurisdiction	% of Mill Rate	Annual Taxes Collected on Base Value	Annual Taxes Collected After TID Closes	Increase in Annual Tax Collections After TID Closes
City of Oak Creek	26.2%	\$145,948	\$1,135,649	\$989,701
Oak Creek-Franklin School Dist.	38.0%	\$211,429	\$1,645,166	\$1,433,737
Milwaukee Area Tech College	4.9%	\$27,207	\$211,701	\$184,494
Milwaukee County	24.1%	\$134,189	\$1,044,151	\$909,962
Milwaukee Metro Sewer Dist.	6.8%	\$37,582	\$292,434	\$254,852
<b>TOTAL</b>	<b>100.0%</b>	<b>\$556,356</b>	<b>\$4,329,101</b>	<b>\$3,772,745</b>

\*Does not include tax credits.

RESOLUTION NO. 12277-111621

BY: \_\_\_\_\_

A RESOLUTION BY THE COMMON COUNCIL MAKING CERTAIN FINDINGS AND APPROVING AMENDMENT NO. 1 TO THE PROJECT PLAN FOR TAX INCREMENTAL DISTRICT NO. 10, CITY OF OAK CREEK, WISCONSIN

**WHEREAS**, on September 7, 2010, the City of Oak Creek created Tax Increment Financing District No. 10 (TID No. 10) as a mixed-use district pursuant to Wis. Stats. §66.1105; and

**WHEREAS**, pursuant to Wis. Stats. §66.1105, the City of Oak Creek Plan Commission prepared and adopted Amendment No. 1 to the Project Plan of TID No. 10 to donate up to \$3,600,000 to TID No. 13 with no increase in the previously authorized level of total district expenditures; and

**WHEREAS**, on October 20, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed TID No. 10, Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within the District, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, after due consideration, the Plan Commission adopted TID No. 10, Project Plan Amendment No. 1 by resolution and has transmitted same to the Common Council of the City of Oak Creek.

**NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of Oak Creek as follows:

1. The Common Council hereby approves, accepts, and adopts the TID No. 10 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A" in accordance with Wis. Stats. § 66.1105(4)(h)1.
2. The Common Council hereby finds and determines that all parcels within TID No. 10 are contiguous and not connected only by railroad rights-of-way, rivers or highways.
3. The Common Council hereby finds and determines that not less than 50%, by area, of the real property within the TID No. 10 Boundary is suitable for mixed-use development as defined in Wis. Stat. § 66.1105(2)(cm).

4. The Common Council hereby finds and determines that all project costs within the TID No. 10 Amendment No. 1 project plan, as amended, relate directly to promoting mixed-use development.
5. The Common Council hereby finds and determines that the improvement of TID No. 10 is likely to enhance significantly the value of substantially all other real property in the district and that the project costs are consistent with the purpose for which the district is created.
6. The Common Council hereby finds and determines that the TID No. 10 Project Plan, as amended, is feasible and in conformity with the master plan of the City of Oak Creek.
7. The Common Council hereby finds and determines that the percentage of territory within TID No. 10 devoted to retail business at the end of the expenditure period is estimated to be less than 35 percent.
8. The Common Council hereby finds and determines that the TID No. 10 boundaries are not being altered as part of this Amendment No. 1 and that the District does not include any land recently annexed into the City.
9. The Common Council hereby finds and determines that less than 35 percent of the area of TID No. 10 is land proposed for newly platted residential development and that project costs expended for newly platted residential development within TID No. 10 shall be for residential housing density that is at least three units per acre.
10. The Common Council hereby finds and determines that TID No. 10, as amended, has sufficient revenues to pay all current project costs.
11. The Common Council hereby finds and determines that the development expected in TID No. 10 would not occur without the use of tax increment financing and improvement of the area is likely to significantly enhance the value of other real property in the City.
12. The Common Council hereby finds and determines that the benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing districts.
13. The Common Council hereby finds and determines that TID No. 10 and TID No. 13 have the same overlying taxing jurisdictions.
14. The Common Council hereby finds and determines that the donation of tax increments from TID No. 10 to TID No. 13 shall be made only as approved by the Joint Review Board.
15. The Common Council hereby finds and determines that TID No. 13 was created upon a finding that not less than 50 percent, by area, of the real property within the district is blighted.

16. The Common Council hereby finds and determines that the allocation of positive tax increments from TID No. 10 shall be made only after the District has first satisfied all of its current-year debt service and project cost obligations.

BE IT FURTHER RESOLVED THAT, the City Clerk is hereby authorized and directed to apply to the Wisconsin Department of Revenue, in such form as may be prescribed, for a "Determination of Tax Incremental Base," as of January 1, 2022, pursuant to the provisions of Section 66.1105(5)(b) of the Wisconsin Statutes.

BE IT FURTHER RESOLVED THAT, the City Assessor is hereby authorized and directed to identify upon the assessment roll returned and examined under Section 70.45 of the Wisconsin Statutes, those parcels of property which are within the District, specifying thereon the name of the said District, and the City Clerk is hereby authorized and directed to make similar notations on the tax roll made under Section 70.65 of the Wisconsin Statutes, pursuant to Section 66.1105(5)(f) of the Wisconsin Statutes.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 16th day of November, 2021.

Adopted this 16<sup>th</sup> day of November, 2021.

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President, Common Council

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Daniel J. Bukiewicz, Mayor

ATTEST:

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City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_



**EXHIBIT A**

**AMENDMENT NO. 1 TO PROJECT PLAN**

THIS WILL BE HANDED OUT SEPARATELY



**OAKCREEK**  
— WISCONSIN —

# CITY OF OAK CREEK

## TAX INCREMENTAL DISTRICT #13

### Amendment No. 1

Plan Commission Hearing and Approval:

October 26, 2021

City Council Action:

Joint Review Board Approval:



Prepared by:

**VANDEWALLE &  
ASSOCIATES INC.**

Madison . Milwaukee

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## INTRODUCTION

### Background

This is the first amendment to the Project Plan for the City of Oak Creek Tax Increment District #13 (TID #13, the “Lakefront TID”). This blighted District was originally created on May 16, 2017. TID #13 has a base value of \$4,703,500 and a 2020 value increment of \$507,900 that generated approximately \$11,400 in tax increment in 2021.

This Amendment No. 1 is one of five concurrent and related amendments proposed for TIF Districts in the City:

<u>District</u>	<u>Amendment Purpose</u>
TID #7	Add Project Cost
TID #8	Add Project Cost and Donation to TID #13
TID #10	Add Donation to TID #13
TID #13	Add Project Costs
TID #16	Donation to TID 13#

As noted above, three of the amendments are to include donations to TID #13 as authorized in Wis. Stat. § 66.105(6)(f). TID #13 is comprised of 356 acres generally located between 5<sup>th</sup> Avenue and the Lake Michigan shoreline from just south of the wastewater treatment plant to Oakwood Road. This area has a history of heavy industrial manufacturing uses and is defined predominantly by the existence of legacy environmental complexities along the lakefront. As a result, significant public investment will be required to stabilize the shoreline bluff, remediate soil and groundwater contamination, acquire sites, and improve public access in order to make lands available for private reuse and public space. While TID #13 has the potential to support high value redevelopment, the costs to address the existing conditions and provide the supporting public facilities are front-loaded and require assistance from the other districts to get things moving. Specific projects to be funded with donated revenues are described further in Section IV of this amended Project Plan.

This amendment has been prepared in compliance with Wis. Stat. § 66.1105, and it is intended to work in conjunction with the original TID #13 Project Plan. It is to be adopted by resolution of the Common Council upon receipt of a resolution of an affirmative recommendation from the City Plan Commission. Following Council adoption, it will be forwarded to the Joint Review Board for action on a resolution affirming the Board’s approval.

As required by Wis. Stat. § 66.1105(5), a copy of this amended Project Plan will be submitted to the Department of Revenue and used as the basis for their certification of Tax Increment District #13, Amendment No. 1 in the City of Oak Creek.

This amended Project Plan follows the same layout and section order as the original Project Plan. Sections where no changes are proposed are indicated as such, and sections with amendments are identified accordingly.

### Summary of Findings

As required by Wis. Stat. §66.1105(4)(i), the following information is to be provided to the Joint Review Board in their consideration of a project plan amendment:

1. The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.
  - *The amended project costs are described in Section IV of this amendment, and an updated projection of tax increment is provided in Section V.*

2. The amount of the value increment when the authorized project costs are paid in full and the tax incremental district is terminated.
  - *Table 2 on page 7 of this amendment provides the projected value increment at the time of the District's closure.*
3. The reasons why the authorized project costs may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.
  - *Section IV of this amendment describes the need and justification for the proposed project costs.*
4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.
  - *Table 4 on page 9 of this amendment provides an updated share of projected tax increments.*
5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.
  - *The benefits to be received are described in the original TID #13 Project Plan and have not changed.*

### **SECTION I: EXISTING CONDITIONS AND USES**

There are no changes to this section.

### **SECTION II. TYPE, NUMBER AND LOCATION OF PROPOSED PUBLIC WORKS AND IMPROVEMENTS**

Please see Section IV of this amendment.

### **SECTION III – PROPOSED IMPROVEMENTS AND USE**

There are no changes to this section.

### **SECTION IV – ESTIMATED PROJECT COSTS**

Table 1 on page 5 lists all of the TID #13 proposed public works and improvements and their projected costs totaling \$117,415,000. All of these were included in the original Project Plan but are listed again here to provide a complete picture of the extensive need for public investments in the District in order to make it ready for new development. As noted, some of these include expenditures within one-half mile of the District boundary as necessary to improve access (see Map 1 on page 6 for the locations of all proposed improvements).

These projects fall within the category descriptions included in the original Project Plan. Consistent with the goals and purposes of the District as articulated in the original Project Plan, all project expenditures are intended to promote orderly development, stimulate commercial revitalization, create jobs, enhance the value of property, and broaden the property tax base of the City of Oak Creek and the overlying taxing jurisdictions.

Implementation and construction of the proposed projects identified herein will require case-by-case authorization by the Common Council. Public expenditures for projects listed in this amendment should and will be based on market conditions and the status of development at the time a project is scheduled for construction. The Common Council is not mandated to make the public expenditures described in this amendment. Redistribution of project costs within the total spending estimate will not require an additional amendment provided that the expenditures meet the purpose and intent of the District as expressed in the original Project Plan. Scheduling of project activities will be monitored to ensure that the projected economic stimulation is occurring prior to proceeding with other project activities. This monitoring will occur on an annual basis. If economic conditions are not altered by the proposed project activity, other project activities may be delayed and/or removed from the project schedule. The goal of the proposed projects is to provide the public improvements and inducements necessary to attract and stimulate private reinvestment and redevelopment.

The project costs shown in Table 1 are preliminary estimates provided by City departments and its consultants that may be adjusted and refined. The adjustments and refinements may include changing the year in which a project activity is undertaken and reallocating the cost of specific projects within the limitation of the total estimated project costs. The City reserves the right to increase these costs to reflect inflationary increases and other uncontrollable circumstances between 2021 and the time of construction. The City also reserves the right to increase certain project costs to the extent others are reduced or not implemented without another amendment to the Project Plan. The tax increment allocation is preliminary and is subject to adjustment based upon the implementation of this amendment. Other adjustments to the TID #13 Project Plan will be made on the recommendation of the Plan Commission to be reviewed and acted upon by the Common Council.

#### **SECTION V – ECONOMIC FEASIBILITY**

As shown in Table 2 on page 7, TID #13 has the potential to attract significant development over the next ten years totaling more than \$265 million in value, which would generate nearly \$6 million in annual increment.

The roughly \$22 million in donations from TID's #8, #10, #16 will be used to help in funding the substantial front-end borrowing for the needed public improvements. Table 3 on page 8 shows the potential for five borrowings over the next five years totaling \$73.72 million. Development in the District is off to a good start with several other projects in the pipeline, and the City anticipates rapid absorption as lands are remediated and reclaimed to produce the increment necessary to support this level of borrowing.

As of December 31, 2020, total TID #13 project costs were \$1.079 million. Table 3 shows total additional costs of \$106 million with a potential surplus at the close of the District of nearly \$19 million.

Per the original Project Plan, \$36,377,400 in total District project costs have been authorized. The revised list of project costs included in this amendment requires an increase of \$81,037,600 in total authorized expenditures. However, even with these additional project costs, Table 3 demonstrates the financial feasibility of the amendment and that the District should be able to close on time, or early, and with a healthy fund balance.

Taxing districts overlying TID #13 include Milwaukee County, the Oak Creek-Franklin Joint School District, Milwaukee Area Technical College, and the Milwaukee Metropolitan Sewerage District. The impact on the overlying taxing districts as shown in Table 4 on page 9 is based on the current tax rates and no increase in District value.

#### **SECTION VI – FINANCING METHODS**

There are no changes to this section.

#### **SECTION VII – CHANGES IN ZONING ORDINANCES AND MASTER PLAN**

There are no changes to this section.

#### **SECTION VIII – NON-PROJECT COSTS**

There are no changes to this section.

#### **SECTION IX - RELOCATION**

There are no changes to this section.

#### **SECTION X – ORDERLY DEVELOPMENT OF THE CITY**

There are no changes to this section.

**SECTION XI – LEGAL OPINION**

Please see Appendix A.

Table 1. Proposed Improvements and Estimated Costs

Map ID#	Proposed Improvements	Estimated Project Cost	Borrowing Year
<b>A. Capital Costs: Mixed Use Gateway and Public Amenities (Including potential expenses within 1/2 mile)</b>			
A1	Mixed Use Lakefront Gateway Ph.1 Infrastructure (incl. Lake Vista Blvd improvements)	\$14,620,000	2021
A2	Mixed Use Lakefront Gateway Ph.2 Infrastructure	\$8,400,000	2023
A3	Mixed Use Lakefront Gateway Ph.3 Infrastructure	\$7,100,000	2026
A4	5th avenue Corridor Improvements	\$1,500,000	2023
A5	Public Lakefront Access Promenade; Park-like amenities	\$2,500,000	2023
A6	Economic Development Incentives	\$5,500,000	
<b>SUBTOTAL</b>		<b>\$39,620,000</b>	
<b>B. Capital Costs: South Single Family Residential and Public Amenities (Including potential expenses within 1/2 mile)</b>			
B1	Oakwood to Ryan Road Sewer Service Extension	\$4,250,000	2022
B2	Bender Park Upper Lot Paving	\$200,000	2022
B3	Fish Cleaning Station	\$75,000	2022
B4	Bender Park Access Road Resurfacing	\$195,000	2022
B5	Bender Park Pathway Extension	\$275,000	2022
<b>SUBTOTAL</b>		<b>\$4,995,000</b>	
<b>C. Capital Costs: Mixed Use North Property and Public Amenities (Including potential expenses within 1/2 mile)</b>			
C1	North Bluff Remediation & Stabilization Project	\$10,500,000	2023
C2	Mixed Use North Property Demolition, Remediation, and Site Prep	\$5,000,000	2022
C3	Mixed Use North Property All-phases Infrastructure	\$12,000,000	2025
C4	Property Acquisition and Relocation	\$3,000,000	2025
C5	Economic Development Incentives	\$8,500,000	
<b>SUBTOTAL</b>		<b>\$39,000,000</b>	
<b>Administration and Professional Consulting Services (Planning, Legal, TID creation/amendment, Environmental)</b>		<b>\$2,800,000</b>	
<b>Finance Charges (Issuance, Interest, and Finance Administration)</b>		<b>\$31,000,000</b>	
<b>Total Estimated Project Costs</b>		<b>\$117,415,000</b>	



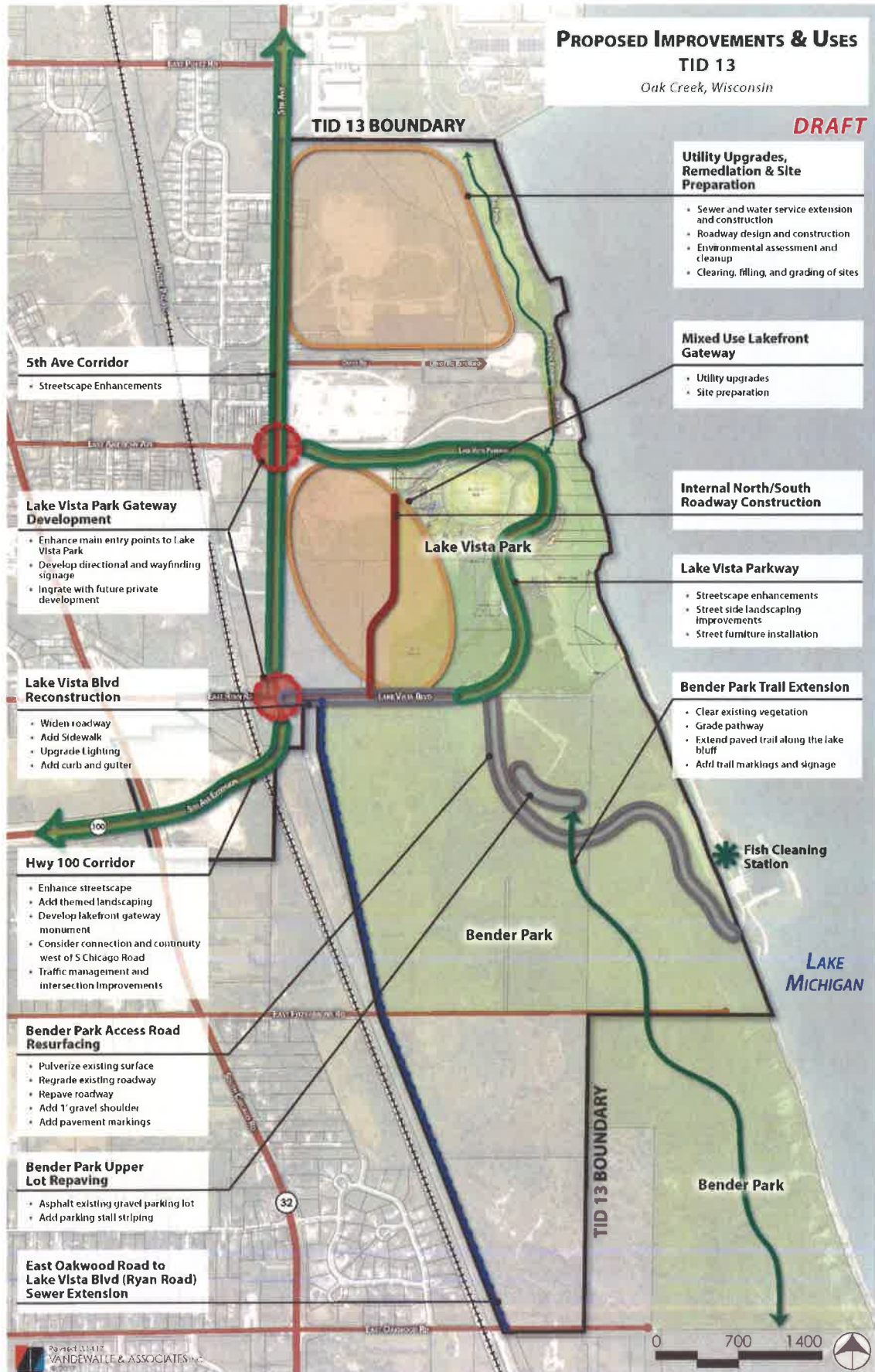


Table 2. Projected Increment and Revenues

Build Year	MU Lakefront Gateway Assessed Value	South SF Residential Assessed Value	MU North Assessed Value	Commercial Gateway Assessed Value	Total Annual Assessed Value	Cumulative Assessed Value	Increment Revenue	Park Impact Fees	TID Increment Donations	Total Annual Revenue	Collect Year
2019	\$-	\$-	\$-	\$-	\$507,900	\$507,900	\$11,391.44	\$-	\$1,500,000	\$1,511,391	2021
2020	\$-	\$-	\$-	\$-	\$257,900	\$765,800	\$17,175.75	\$328,560	\$793,361	\$1,139,096	2022
2021	\$3,300,000	\$-	\$-	\$-	\$3,300,000	\$4,065,800	\$91,190	\$164,280	\$704,269	\$959,738	2023
2022	\$22,715,000	\$-	\$-	\$-	\$22,715,000	\$26,780,800	\$600,653	\$218,407	\$1,034,004	\$1,853,065	2024
2023	\$22,715,000	\$-	\$-	\$-	\$22,715,000	\$49,495,800	\$1,110,117	\$218,407	\$1,130,730	\$2,459,254	2025
2024	\$22,715,000	\$5,000,000	\$-	\$-	\$27,715,000	\$77,210,800	\$1,731,722	\$118,330	\$1,110,153	\$2,960,206	2026
2025	\$22,715,000	\$5,000,000	\$8,568,250	\$-	\$36,283,250	\$113,494,050	\$2,545,501	\$118,330	\$1,123,044	\$3,786,875	2027
2026	\$22,751,000	\$5,000,000	\$8,568,250	\$5,284,500	\$41,603,750	\$155,097,800	\$3,478,611	\$21,500	\$5,089,588	\$8,589,699	2028
2027	\$22,715,000	\$5,000,000	\$8,568,250	\$5,284,500	\$41,567,750	\$196,665,550	\$4,410,913	\$21,500	\$4,234,776	\$8,667,189	2029
2028	\$22,715,000	\$5,000,000	\$8,568,250	\$5,284,500	\$41,567,750	\$238,233,300	\$5,343,216	\$21,500	\$4,277,729	\$9,642,444	2030
2029	\$-	\$5,000,000	\$8,568,250	\$5,284,500	\$18,852,750	\$257,086,050	\$5,766,054	\$-	\$-	\$5,766,054	2031
2030	\$-	\$-	\$8,568,250	\$-	\$8,568,250	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2032
2031	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2033
2032	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2034
2033	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2035
2034	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2036
2035	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2037
2036	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2038
2037	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2039
2038	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2040
2039	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2041
2040	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2042
2041	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2043
2042	\$-	\$-	\$-	\$-	\$-	\$265,654,300	\$5,958,227	\$-	\$-	\$5,958,227	2044
<b>TOTALS</b>	<b>\$162,341,000</b>	<b>\$30,000,000</b>	<b>\$51,409,500</b>	<b>\$21,138,000</b>	<b>\$265,654,300</b>	<b>n/a</b>	<b>\$102,563,502</b>	<b>\$1,230,814</b>	<b>\$20,997,653</b>	<b>\$124,791,969</b>	<b>n/a</b>



Table 3. Financial Feasibility Analysis

Year	Refund 2021 NANS \$16,220,000 G.O. Refunding Bonds Dated October 1, 2023			Refund 2022 NANS \$10,500,000 G.O. Refunding Bonds Dated October 1, 2024			Refund 2023 NANS \$24,000,000 G.O. Refunding Bonds Dated October 1, 2025			Refund 2025 NANS \$15,000,000 G.O. Refunding Bonds Dated October 1, 2027			Refund 2026 NANS \$8,000,000 G.O. Refunding Bonds Dated October 1, 2028			Net			
	Expenditures														Net Revenues				
	(a) Tax Revenue	(b) Principal (10/1)	(c) Interest (4/1 & 10/1) Rate= 4.00%	(d) Debt Service	(e) Principal (10/1)	(f) Interest (4/1 & 10/1) Rate= 4.00%	(g) Debt Service	(h) Principal (10/1)	(i) Interest (4/1 & 10/1) Rate= 4.00%	(j) Debt Service	(k) Principal (10/1)	(l) Interest (4/1 & 10/1) Rate= 4.00%	(m) Debt Service	(n) Principal (10/1)		(o) Interest (4/1 & 10/1) Rate= 4.00%	(p) Debt Service	(q) Less Administrative Costs	(r) Combined Expenditures
2021	\$1,511,391																\$50,000	\$50,000	\$1,461,391
2022	\$1,139,096																\$50,000	\$50,000	\$1,089,096
2023	\$959,738																\$50,000	\$50,000	\$909,738
2024	\$1,853,065	\$425,000	\$648,800	\$1,073,800													\$50,000	\$1,123,800	\$729,265
2025	\$2,459,254	\$625,000	\$631,800	\$1,256,800		\$420,000	\$420,000										\$50,000	\$1,726,800	\$732,454
2026	\$2,960,206	\$195,000	\$606,800	\$801,800		\$420,000	\$420,000		\$960,000	\$960,000							\$50,000	\$2,231,800	\$728,406
2027	\$3,786,875	\$630,000	\$599,000	\$1,229,000	\$395,000	\$420,000	\$829,200		\$960,000	\$960,000							\$50,000	\$3,054,000	\$732,875
2028	\$8,589,699	\$655,000	\$573,800	\$1,228,800	\$425,000	\$404,200	\$829,200	\$3,555,000	\$960,000	\$4,515,000	\$635,000	\$600,000	\$1,235,000	\$365,000	\$320,000	\$685,000	\$50,000	\$7,858,000	\$731,699
2029	\$8,667,189	\$685,000	\$547,600	\$1,232,600	\$445,000	\$387,200	\$829,200	\$3,085,000	\$817,800	\$3,902,800	\$650,000	\$574,600	\$1,234,600	\$380,000	\$305,400	\$685,400	\$50,000	\$6,912,600	\$729,844
2030	\$9,642,444	\$710,000	\$520,200	\$1,230,200	\$460,000	\$369,400	\$829,400	\$4,190,000	\$685,000	\$4,884,400	\$685,000	\$548,200	\$1,233,200	\$395,000	\$290,200	\$685,200	\$50,000	\$5,035,600	\$730,454
2031	\$5,766,054	\$740,000	\$491,800	\$1,231,800	\$480,000	\$351,000	\$831,000	\$480,000	\$526,800	\$1,006,800	\$710,000	\$520,800	\$1,230,800	\$430,000	\$257,800	\$687,800	\$50,000	\$5,229,000	\$729,227
2032	\$5,958,227	\$770,000	\$462,200	\$1,232,200	\$500,000	\$331,800	\$831,800	\$685,000	\$507,600	\$1,192,600	\$740,000	\$492,400	\$1,232,400	\$415,000	\$274,400	\$689,400	\$50,000	\$5,228,400	\$729,827
2033	\$5,958,227	\$800,000	\$431,400	\$1,231,400	\$520,000	\$311,800	\$831,800	\$715,000	\$480,200	\$1,195,200	\$770,000	\$462,800	\$1,232,800	\$430,000	\$257,800	\$687,800	\$50,000	\$5,229,000	\$729,227
2034	\$5,958,227	\$830,000	\$399,400	\$1,229,400	\$540,000	\$291,000	\$831,000	\$775,000	\$451,600	\$1,201,600	\$800,000	\$432,000	\$1,232,000	\$445,000	\$240,600	\$685,600	\$50,000	\$5,229,600	\$728,627
2035	\$5,958,227	\$865,000	\$366,200	\$1,231,200	\$560,000	\$269,400	\$829,400	\$805,000	\$421,600	\$1,196,600	\$835,000	\$400,000	\$1,235,000	\$465,000	\$222,800	\$687,800	\$50,000	\$5,230,000	\$728,227
2036	\$5,958,227	\$900,000	\$331,600	\$1,231,600	\$585,000	\$247,000	\$832,000	\$805,000	\$390,600	\$1,195,600	\$865,000	\$366,600	\$1,231,600	\$485,000	\$204,200	\$689,200	\$50,000	\$5,230,000	\$728,227
2037	\$5,958,227	\$935,000	\$295,600	\$1,230,600	\$605,000	\$223,600	\$826,600	\$845,000	\$358,400	\$1,203,400	\$900,000	\$332,000	\$1,232,000	\$500,000	\$184,800	\$684,800	\$50,000	\$5,229,400	\$728,827
2038	\$5,958,227	\$975,000	\$258,200	\$1,233,200	\$630,000	\$199,400	\$825,400	\$875,000	\$324,600	\$1,199,600	\$935,000	\$296,000	\$1,231,000	\$520,000	\$164,800	\$684,800	\$50,000	\$5,228,000	\$730,227
2039	\$5,958,227	\$1,010,000	\$219,200	\$1,229,200	\$655,000	\$174,200	\$825,200	\$905,000	\$289,600	\$1,194,600	\$975,000	\$258,600	\$1,233,600	\$545,000	\$144,000	\$689,000	\$50,000	\$5,225,600	\$732,627
2040	\$5,958,227	\$1,050,000	\$178,800	\$1,228,800	\$680,000	\$148,000	\$828,000	\$945,000	\$253,400	\$1,198,400	\$1,015,000	\$219,600	\$1,234,600	\$565,000	\$122,200	\$687,200	\$50,000	\$5,227,000	\$731,227
2041	\$5,958,227	\$1,095,000	\$136,800	\$1,231,800	\$710,000	\$120,600	\$830,600	\$980,000	\$215,600	\$1,195,600	\$1,055,000	\$179,000	\$1,234,000	\$585,000	\$99,600	\$684,600	\$50,000	\$5,226,800	\$731,427
2042	\$5,958,227	\$1,140,000	\$93,000	\$1,233,000	\$740,000	\$92,400	\$832,400	\$1,020,000	\$176,400	\$1,196,400	\$1,095,000	\$136,800	\$1,231,800	\$610,000	\$76,200	\$686,200	\$50,000	\$5,229,800	\$728,427
2043	\$5,958,227	\$1,185,000	\$47,400	\$1,232,400	\$770,000	\$62,800	\$832,800	\$1,055,000	\$135,600	\$1,190,600	\$1,140,000	\$93,000	\$1,233,000	\$635,000	\$51,800	\$686,800	\$50,000	\$5,225,600	\$732,627
2044	\$5,958,227	\$800,000	\$32,000	\$832,000	\$2,335,000	\$93,400	\$2,428,400	\$1,185,000	\$93,400	\$2,428,400	\$1,185,000	\$93,400	\$1,232,400	\$660,000	\$26,400	\$686,400	\$50,000	\$5,229,200	\$729,027
	\$124,791,969	\$16,220,000	\$7,839,600	\$24,059,600	\$10,500,000	\$5,276,000	\$15,776,000	\$24,000,000	\$9,017,600	\$33,017,600	\$15,000,000	\$5,959,800	\$20,959,800	\$8,000,000	\$2,985,200	\$10,985,200	\$1,200,000	\$105,996,200	\$16,793,769

Robert W. Baird & Co. Incorporated ("Baird") is not recommending any action to you. Baird is not acting as an advisor to you and does not owe you a fiduciary duty pursuant to Section 15B of the Securities Exchange Act of 1934. Baird is acting for its own interests. You should discuss the information contained herein with any and all internal or external advisors and experts you deem appropriate before acting on the information. Baird seeks to serve as an underwriter (or placement agent) on a future transaction and not as a financial advisor or municipal advisor. The primary role of an underwriter (or placement agent) is to purchase, or arrange for the placement of, securities in an arm's length commercial transaction with the issuer, and it has financial and other interests that differ from those of the issuer. The information provided is for discussion purposes only, in seeking to serve as underwriter (or placement agent). See "Important Disclosures" contained herein.

\*Prepared by Robert W. Baird & Co. Incorporated

**Table 4. Analysis of Impact on Overlying Taxing Jurisdictions**

Taxing Jurisdiction	% of Mill Rate	Annual Taxes Collected on Base Value	Annual Taxes Collected After TID Closes	Increase in Annual Tax Collections After TID Closes
City of Oak Creek	26.2%	\$29,773	\$1,681,592	\$1,651,819
Oak Creek-Franklin School Dist.	38.0%	\$43,131	\$2,436,050	\$2,392,919
Milwaukee Area Tech College	4.9%	\$5,550	\$313,472	\$307,922
Milwaukee County	24.1%	\$27,374	\$1,546,108	\$1,518,734
Milwaukee Metro Sewer Dist.	6.8%	\$7,667	\$433,017	\$425,350
<b>TOTAL</b>	<b>100.0%</b>	<b>\$113,495</b>	<b>\$6,410,238</b>	<b>\$6,296,743</b>

\*Does not include tax credits.

RESOLUTION NO. 12278-111621

BY: \_\_\_\_\_

A RESOLUTION BY THE COMMON COUNCIL MAKING CERTAIN FINDINGS AND  
APPROVING AMENDMENT NO. 1 TO THE PROJECT PLAN FOR  
TAX INCREMENTAL DISTRICT NO. 13,  
CITY OF OAK CREEK, WISCONSIN

**WHEREAS**, on May 16, 2017, the City of Oak Creek created Tax Increment Financing District No. 13 (TID No. 13) as a blighted district pursuant to Wis. Stats. §66.1105; and

**WHEREAS**, pursuant to Wis. Stats. §66.1105, the City of Oak Creek Plan Commission prepared and adopted Amendment No. 1 to the Project Plan of TID No. 13 to increase the overall level of district expenditures by \$81,037,600 and add project costs for capital improvements, including those within a half-mile of the district, as well as cash grants that may be provided by the City to owners, lessees or developers of property within TID No. 13; and

**WHEREAS**, on October 20, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed TID No. 13, Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within the District, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, after due consideration, the Plan Commission adopted TID No. 13, Project Plan Amendment No. 1 by resolution and has transmitted same to the Common Council of the City of Oak Creek.

**NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of Oak Creek as follows:

1. The Common Council hereby approves, accepts, and adopts the TID No. 13 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A" in accordance with Wis. Stats. § 66.1105(4)(h)1.

2. The Common Council hereby finds and determines that all parcels within TID No. 13 are contiguous and not connected only by railroad rights-of-way, rivers or highways.
3. The Common Council hereby finds and determines that not less than 50%, by area, of the real property within the TID No. 13 Boundary is a blighted area as defined in Wis. Stat. § 66.1105(2)(ae)1.
4. The Common Council hereby finds and determines that all project costs within the TID No. 13 Amendment No. 1 project plan, as amended, relate directly to promoting the elimination of blight.
5. The Common Council hereby finds and determines that the improvement of TID No. 13 is likely to enhance significantly the value of substantially all other real property in the district and that the project costs are consistent with the purpose for which the district is created.
6. The Common Council hereby finds and determines that the TID No. 13 Project Plan, as amended, is feasible and in conformity with the master plan of the City of Oak Creek.
7. The Common Council hereby finds and determines that the percentage of territory within TID No. 13 devoted to retail business at the end of the expenditure period is estimated to be less than 35 percent.
8. The Common Council hereby finds and determines that the TID No. 13 boundaries are not being altered as part of this Amendment No. 1 and that the District does not include any land recently annexed into the City.
9. The Common Council hereby finds and determines that TID No. 13, as amended, has sufficient revenues to pay all current project costs.
10. The Common Council hereby finds and determines that the development expected in TID No. 13 would not occur without the use of tax increment financing and improvement of the area is likely to significantly enhance the value of other real property in the City.
11. The Common Council hereby finds and determines that the benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing districts.

BE IT FURTHER RESOLVED THAT, the City Clerk is hereby authorized and directed to apply to the Wisconsin Department of Revenue, in such form as may be prescribed, for a "Determination of Tax Incremental Base," as of January 1, 2022, pursuant to the provisions of Section 66.1105(5)(b) of the Wisconsin Statutes.

BE IT FURTHER RESOLVED THAT, the City Assessor is hereby authorized and directed to identify upon the assessment roll returned and examined under Section

70.45 of the Wisconsin Statutes, those parcels of property which are within the District, specifying thereon the name of the said District, and the City Clerk is hereby authorized and directed to make similar notations on the tax roll made under Section 70.65 of the Wisconsin Statutes, pursuant to Section 66.1105(5)(f) of the Wisconsin Statutes.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 16th day of November, 2021.

Adopted this 16<sup>th</sup> day of November, 2021.

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President, Common Council

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Daniel J. Bukiewicz, Mayor

ATTEST:

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City Clerk

VOTE:      Ayes \_\_\_\_\_ Noes \_\_\_\_\_

**EXHIBIT A**

**AMENDMENT NO. 1 TO PROJECT PLAN**

THIS WILL BE HANDED OUT SEPARATELY





**OAKCREEK**  
— WISCONSIN —

# CITY OF OAK CREEK

## TAX INCREMENTAL DISTRICT #16

### Amendment No. 1

Plan Commission Hearing and Approval:  
City Council Action:  
Joint Review Board Approval:

October 26, 2021



Prepared by:  
**VANDEWALLE &  
ASSOCIATES INC.**  
Madison . Milwaukee

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**INTRODUCTION**

**Background**

This is the first amendment to the Project Plan for the City of Oak Creek Tax Increment District #16 (TID #16, the “Amazon TID”). This mixed-use District was originally created on August 21, 2018. TID #16 has a base value of \$1,549,200 and a 2020 value increment of \$118,668,400 that generated approximately \$2.66 million in tax increment in 2021. However, the value increment grew dramatically in 2021 and will increase the annual tax increment to \$4 million beginning in 2022.

This Amendment No. 1 is one of five concurrent and related amendments proposed for TIF Districts in the City:

<u>District</u>	<u>Amendment Purpose</u>
TID #7	Add Project Cost
TID #8	Add Project Cost and Donation to TID #13
TID #10	Add Donation to TID #13
TID #13	Add Project Costs
TID #16	Donation to TID 13#

As noted above, this amendment is one of three that would authorize donations to TID #13 (the “Lakefront TID”) as authorized in Wis. Stat. § 66.105(6)(f). Created in 2017, the Lakefront TID is a “blighted” district comprised of 356 acres generally located between 5<sup>th</sup> Avenue and the Lake Michigan shoreline from just south of the wastewater treatment plant to Oakwood Road. This area has a history of heavy industrial manufacturing uses and is defined predominantly by the existence of legacy environmental complexities along the lakefront. As a result, significant public investment will be required to stabilize the shoreline bluff, remediate soil and groundwater contamination, acquire sites, and improve public access in order to make lands available for private reuse and public space. While TID #13 has the potential to support high value redevelopment, the costs to address the existing conditions and provide the supporting public facilities are front-loaded and require assistance from TID #16 and other districts to get things moving. Specific projects to be funded with donated revenues are described further in the TID #13 amended Project Plan.

TID #16 generally is located at the southeast corner of W. Ryan Road and S. 13<sup>th</sup> Street near Interstate 94. The District was created to provide the financial means to promote significant industrial and commercial growth. This facilitated the opening of a 2.4 million-square foot Amazon fulfillment center employing 1,500 people in the fall of 2020, and there are additional parcels in the District to accommodate future growth.

About \$1 million in capital improvement were needed to facilitate the Amazon project, with most of the other project costs to date, and those planned in the future, being direct assistance to make the Amazon project and surrounding business park financially feasible. This has increased the overall level of spending; however, even without additional development, TID #16 is expected to generate significant surpluses. Accordingly, the City intends to donate up to \$12 million in surplus increment to TID #13, which would still allow TID #16 to be closed early by up to six years if no other development were to occur.

This amendment has been prepared in compliance with Wis. Stat. § 66.1105, and it is intended to work in conjunction with the original TID #16 Project Plan. It is to be adopted by resolution of the Common Council upon receipt of a resolution of an affirmative recommendation from the City Plan Commission. Following Council adoption, it will be forwarded to the Joint Review Board for action on a resolution affirming the Board’s approval.

As required by Wis. Stat. § 66.1105(5), a copy of this amended Project Plan will be submitted to the Department of Revenue and used as the basis for their certification of Tax Increment District #16, Amendment No. 1 in the City of Oak Creek.

This amended Project Plan follows the same layout and section order as the original Project Plan. Sections where no changes are proposed are indicated as such, and sections with amendments are identified accordingly.

### Summary of Findings

As required by Wis. Stat. §66.1105(6)(f), the proposed donation of increments from TID #16 to TID #13 meets all of the following criteria:

- TID #16 and TID #13 have the same overlying taxing jurisdictions.
- The donation of tax increments shall be made only as approved by the Joint Review Board.
- TID #13 was created upon a finding that not less than 50 percent, by area, of the real property within the district is blighted.
- The allocation of positive tax increments from TID #16 shall be made only after the District has first satisfied all of its current-year debt service and project cost obligations.

As required by Wis. Stat. §66.1105(4)(i), the following information is to be provided to the Joint Review Board in their consideration of a project plan amendment:

1. The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.
  - *The amended project costs to authorize donations and an updated projection of increment is provided in Section V of this amendment.*
2. The amount of the value increment when the authorized project costs are paid in full and the tax incremental district is terminated.
  - *Table 1 on page 4 of this amendment provides the projected value increment at the time of the District's closure.*
3. The reasons why the authorized project costs may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.
  - *The rationale for the project costs provided in the original TID #16 Project Plan has not changed. The need for the donated funds in TID #13 is provided in that district's original Project Plan and its amendment proposed concurrently with this TID #16 amendment.*
4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.
  - *Table 2 on page 4 of this amendment provides an updated share of projected tax increments.*
5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.
  - *The benefits to be received are described in the original TID #16 Project Plan and have not changed.*

### SECTION I: EXISTING CONDITIONS AND USES

There are no changes to this section.

### SECTION II. TYPE, NUMBER AND LOCATION OF PROPOSED PUBLIC WORKS AND IMPROVEMENTS

There are no changes to this section.

### SECTION III – PROPOSED IMPROVEMENTS AND USE

There are no changes to this section.

**SECTION IV – ESTIMATED PROJECT COSTS**

The City proposes to donate up to \$12 million to TID #13 using surplus increment to be collected over the remaining life of the District as described in Section V. In addition, the City may need to spend up to another \$9.1 million in incentives and/or capital improvements directly related to facilitating additional development in the District. The potential capital improvements are those identified in the original Project Plan but have yet to be undertaken, with the bulk of the additional expenditures (\$7 million) likely to be in the form of direct assistance to new development projects.

**SECTION V – ECONOMIC FEASIBILITY**

As shown in Table 1 on page 4, total TID #16 project costs were \$6.51 million as of December 31, 2020. Future project costs include payments under outstanding pay-as-you-go obligations, administrative costs, additional capital improvements as authorized in the original Project Plan, additional incentives, and donations, which are projected to total another \$45.97 million bringing the total project costs over the entire life of the District to \$52.48 million.

Property in the District has significant redevelopment potential, but there are no pending projects at the time this amendment is being prepared. Table 1, therefore, provides a conservative projection of District revenues using only existing increment. Nevertheless, the projected increment in Table 1 is more than sufficient to fund the donation and the potential for the additional capital improvements and/or additional incentives.

Per the original Project Plan, \$29.5 million in total District project costs have been authorized. The planned capital improvements, incentives, and donation expenses shown on Table 1 require an increase of \$22.94 million in total authorized expenditures. However, even with these additional project costs, Table 1 demonstrates the financial feasibility of the amendment and that the District should be able to close six or more years early.

Taxing districts overlying TID #16 include Milwaukee County, the Oak Creek-Franklin Joint School District, Milwaukee Area Technical College, and the Milwaukee Metropolitan Sewerage District. The impact on the overlying taxing districts as shown in Table 2 on page 4 is based on the current tax rates and no increase in District value.

**SECTION VI – FINANCING METHODS**

There are no changes to this section.

**SECTION VII – CHANGES IN ZONING ORDINANCES AND MASTER PLAN**

There are no changes to this section.

**SECTION VIII – NON-PROJECT COSTS**

There are no changes to this section.

**SECTION IX - RELOCATION**

There are no changes to this section.

**SECTION X – ORDERLY DEVELOPMENT OF THE CITY**

There are no changes to this section.

**SECTION XI – LEGAL OPINION**

See Appendix A.

Table 1. Cash Flow Projection

	Actual		Projected																Projected	Projected		
	2018-2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2021-2038	2018-2038	
<b>VALUE**</b>																						
Total Value		\$120,217,600	\$178,620,300	\$180,406,500	\$182,210,600	\$184,032,700	\$185,873,000	\$187,731,700	\$189,609,000	\$191,505,100	\$193,420,200	\$195,354,400	\$197,307,900	\$199,281,000	\$201,273,800	\$203,286,500	\$205,319,400	\$207,372,600	\$209,446,300			
Value Increment		\$118,668,400	\$177,071,100	\$178,857,300	\$180,661,400	\$182,483,500	\$184,323,800	\$186,182,500	\$188,059,800	\$189,955,900	\$191,871,000	\$193,805,200	\$195,758,700	\$197,731,800	\$199,724,600	\$201,737,300	\$203,770,200	\$205,823,400	\$207,897,100			
<b>SOURCES</b>																						
Tax Increments	\$	\$2,661,554	\$3,971,439	\$4,011,501	\$4,051,964	\$4,092,831	\$4,134,106	\$4,175,794	\$4,217,899	\$4,260,426	\$4,303,379	\$4,346,760	\$4,390,574	\$4,434,828	\$4,479,523	\$4,524,665	\$4,570,260	\$4,616,310	\$4,662,820	\$75,906,634		
Development Reimbursement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Revenue</b>	\$6,619,317	\$2,661,554	\$3,971,439	\$4,011,501	\$4,051,964	\$4,092,831	\$4,134,106	\$4,175,794	\$4,217,899	\$4,260,426	\$4,303,379	\$4,346,760	\$4,390,574	\$4,434,828	\$4,479,523	\$4,524,665	\$4,570,260	\$4,616,310	\$4,662,820	\$75,906,634	\$82,525,951	
<b>Proceeds of Long-Term Debt</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
<b>TOTAL SOURCES</b>	\$6,619,317	\$2,661,554	\$3,971,439	\$4,011,501	\$4,051,964	\$4,092,831	\$4,134,106	\$4,175,794	\$4,217,899	\$4,260,426	\$4,303,379	\$4,346,760	\$4,390,574	\$4,434,828	\$4,479,523	\$4,524,665	\$4,570,260	\$4,616,310	\$4,662,820	\$75,906,634	\$82,525,951	
<b>USES</b>																						
Capital Expenditures (incl. PAYGO Incentives)*	\$-	\$1,600,213	\$2,856,186	\$2,893,752	\$3,937,688	\$3,977,315	\$4,017,338	\$4,057,761	\$945,807	\$-	<b>\$430,000</b>	<b>\$4,320,000</b>	<b>\$4,360,000</b>	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$33,396,060	
Administrative Costs	-	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$461,700	
Cost of Issuance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Interest on Long-Term Debt	-	\$72,523	\$28,421	\$9,701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$110,645	
Donations to TID #13*	-	<b>\$130,000</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$85,000</b>	<b>\$95,000</b>	<b>\$90,000</b>	<b>\$3,245,000</b>	<b>\$4,235,000</b>	<b>\$3,850,000</b>	-	-	-	-	-	-	-	-	-	<b>\$12,000,000</b>	
<b>Total Project Costs</b>	\$6,509,604	\$1,828,386	\$3,000,257	\$3,019,103	\$4,053,338	\$4,087,965	\$4,137,988	\$4,173,411	\$4,216,457	\$4,260,650	\$4,305,650	\$4,345,650	\$4,385,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$45,968,405	\$52,478,009
<b>Principal on Long-Term Debt</b>	-	\$935,000	\$975,000	\$995,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$2,905,000	\$2,905,000
<b>TOTAL USES</b>	\$6,509,604	\$2,763,386	\$3,975,257	\$4,014,103	\$4,053,338	\$4,087,965	\$4,137,988	\$4,173,411	\$4,216,457	\$4,260,650	\$4,305,650	\$4,345,650	\$4,385,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$25,650	\$48,873,405	\$55,383,009
Net Change in Fund Balance - December 31		\$ (101,832)	\$ (3,818)	\$ (2,602)	\$ (1,374)	\$ 4,866	\$ (3,882)	\$ 2,383	\$ 1,442	\$ (224)	\$ (2,271)	\$ 1,110	\$ 4,924	\$ 4,409,178	\$ 4,453,873	\$ 4,499,015	\$ 4,544,610	\$ 4,590,660	\$ 4,637,170	\$ 27,033,229		
<b>FUND BALANCE - DECEMBER 31</b>	<b>\$109,713</b>	<b>\$ 7,881</b>	<b>\$ 4,063</b>	<b>\$ 1,461</b>	<b>\$ 87</b>	<b>\$ 4,954</b>	<b>\$ 1,072</b>	<b>\$ 3,455</b>	<b>\$ 4,897</b>	<b>\$ 4,673</b>	<b>\$ 2,402</b>	<b>\$ 3,512</b>	<b>\$ 8,436</b>	<b>\$ 4,417,614</b>	<b>\$ 8,871,487</b>	<b>\$ 13,370,502</b>	<b>\$ 17,915,112</b>	<b>\$ 22,505,772</b>	<b>\$ 27,142,942</b>		<b>\$ 27,142,942</b>	

Notes:  
 \* Costs in bold are new expenditures added with amendment.  
 \*\* Prior year value from which current year tax increment is derived.

Table 2. Analysis of Impact on Overlying Taxing Jurisdictions\*

Taxing Jurisdiction	% of Mill Rate	Annual Taxes Collected on Base Value	Annual Taxes Collected After TID Closes	Increase in Annual Tax Collections After TID Closes
City of Oak Creek	26.2%	\$145,948	\$1,135,649	\$989,701
Oak Creek-Franklin School Dist.	38.0%	\$211,429	\$1,645,166	\$1,433,737
Milwaukee Area Tech College	4.9%	\$27,207	\$211,701	\$184,494
Milwaukee County	24.1%	\$134,189	\$1,044,151	\$909,962
Milwaukee Metro Sewer Dist.	6.8%	\$37,582	\$292,434	\$254,852
TOTAL	100.0%	\$556,356	\$4,329,101	\$3,772,745

\*Does not include tax credits.

RESOLUTION NO. 12279-111621

BY: \_\_\_\_\_

A RESOLUTION BY THE COMMON COUNCIL MAKING CERTAIN FINDINGS AND APPROVING AMENDMENT NO. 1 TO THE PROJECT PLAN FOR TAX INCREMENTAL DISTRICT NO. 16, CITY OF OAK CREEK, WISCONSIN

**WHEREAS**, on August 21, 2018, the City of Oak Creek created Tax Increment Financing District No. 16 (TID No. 16) as a mixed-use district pursuant to Wis. Stats. §66.1105; and

**WHEREAS**, pursuant to Wis. Stats. §66.1105, the City of Oak Creek Plan Commission prepared and adopted Amendment No. 1 to the Project Plan of TID No. 16 to increase the overall level of expenditures by \$22,940,700 and add project costs for capital improvements and cash grants that may be provided by the City to owners, lessees or developers of property within TID No. 16, as well as to donate up to \$12,000,000 to TID No. 13; and

**WHEREAS**, on October 20, 2021, the City of Oak Creek Plan Commission met and held a public hearing wherein interested parties were afforded an opportunity to express their views on the proposed TID No. 16, Project Plan Amendment No. 1; and

**WHEREAS**, such public hearing was properly noticed in the City's official newspaper, and a copy of such notification was duly transmitted to all local governmental entities having the power to levy taxes on property within the District, including the County of Milwaukee, Milwaukee Area Technical College, Oak Creek-Franklin Joint School District, and the Milwaukee Metropolitan Sewerage District pursuant to Wis. Stats. § 66.1105(4)(a); and

**WHEREAS**, after due consideration, the Plan Commission adopted TID No. 16, Project Plan Amendment No. 1 by resolution and has transmitted same to the Common Council of the City of Oak Creek.

**NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of Oak Creek as follows:

1. The Common Council hereby approves, accepts, and adopts the TID No. 16 Project Plan Amendment No. 1 in the form attached hereto as Exhibit "A" in accordance with Wis. Stats. § 66.1105(4)(h)1.
2. The Common Council hereby finds and determines that all parcels within TID No. 16 are contiguous and not connected only by railroad rights-of-way, rivers or highways.
3. The Common Council hereby finds and determines that not less than 50%, by area, of the real property within the TID No. 16 Boundary is suitable for mixed-use development as defined in Wis. Stat. § 66.1105(2)(cm).

4. The Common Council hereby finds and determines that all project costs within the TID No. 16 Amendment No. 1 project plan, as amended, relate directly to promoting mixed-use development.
5. The Common Council hereby finds and determines that the improvement of TID No. 16 is likely to enhance significantly the value of substantially all other real property in the district and that the project costs are consistent with the purpose for which the district is created.
6. The Common Council hereby finds and determines that the TID No. 16 Project Plan, as amended, is feasible and in conformity with the master plan of the City of Oak Creek.
7. The Common Council hereby finds and determines that the percentage of territory within TID No. 16 devoted to retail business at the end of the expenditure period is estimated to be less than 35 percent.
8. The Common Council hereby finds and determines that the TID No. 16 boundaries are not being altered as part of this Amendment No. 1 and that the District does not include any land recently annexed into the City.
9. The Common Council hereby finds and determines that less than 35 percent of the area of TID No. 16 is land proposed for newly platted residential development and that project costs expended for newly platted residential development within TID No. 16 shall be for residential housing density that is at least three units per acre.
10. The Common Council hereby finds and determines that TID No. 16, as amended, has sufficient revenues to pay all current project costs.
11. The Common Council hereby finds and determines that the development expected in TID No. 16 would not occur without the use of tax increment financing and improvement of the area is likely to significantly enhance the value of other real property in the City.
12. The Common Council hereby finds and determines that the benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing districts.
13. The Common Council hereby finds and determines that TID No. 16 and TID No. 13 have the same overlying taxing jurisdictions.
14. The Common Council hereby finds and determines that the donation of tax increments from TID No. 16 to TID No. 13 shall be made only as approved by the Joint Review Board.
15. The Common Council hereby finds and determines that TID No. 13 was created upon a finding that not less than 50 percent, by area, of the real property within the district is blighted.



16. The Common Council hereby finds and determines that the allocation of positive tax increments from TID No. 16 shall be made only after the District has first satisfied all of its current-year debt service and project cost obligations.

BE IT FURTHER RESOLVED THAT, the City Clerk is hereby authorized and directed to apply to the Wisconsin Department of Revenue, in such form as may be prescribed, for a "Determination of Tax Incremental Base," as of January 1, 2022, pursuant to the provisions of Section 66.1105(5)(b) of the Wisconsin Statutes.

BE IT FURTHER RESOLVED THAT, the City Assessor is hereby authorized and directed to identify upon the assessment roll returned and examined under Section 70.45 of the Wisconsin Statutes, those parcels of property which are within the District, specifying thereon the name of the said District, and the City Clerk is hereby authorized and directed to make similar notations on the tax roll made under Section 70.65 of the Wisconsin Statutes, pursuant to Section 66.1105(5)(f) of the Wisconsin Statutes.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 16th day of November, 2021.

Adopted this 16<sup>th</sup> day of November, 2021.

\_\_\_\_\_

President, Common Council

\_\_\_\_\_

Daniel J. Bukiewicz, Mayor

ATTEST:

\_\_\_\_\_

City Clerk

VOTE: Ayes \_\_\_\_\_ Noes \_\_\_\_\_

**EXHIBIT A**

**AMENDMENT NO. 1 TO PROJECT PLAN**

THIS WILL BE HANDED OUT SEPARATELY



# COMMON COUNCIL REPORT

**Item:** License Committee Report

**Recommendation:** That the Common Council grant the various license requests as listed on the 11/16/2021 License Committee Report.

**Fiscal Impact:** License fees in the amount of \$11,046.88 were collected.

- 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 (favorable background reports received):
  - \* Alex J. Hietpas (Kwik Trip)
  - \* Lia E. Copeskey (Piggly Wiggly)
  - \* Leche G. Tucker (Meijer)
  - \* Belen Suarez Del Real (Kwik Trip)
  - \* Cristina M. Bianchini (Cubanita’s)
  
2. Grant a Secondhand Article Dealer licenses to Hunter Bjorkman, Agent for ecoATM, LLC, for kiosks to purchase used consumer electronic devices inside the following locations:
  - \* Pick ‘n Save, 8770 S. Howell Ave.
  - \* Pick ‘n Save, 2320 W. Ryan Rd.
  - \* Pick ‘n Save, 6462 S. 27<sup>th</sup> St.
  
3. Grant a Change of Agent for the Class A Combination license issued to Mega Marts, LLC dba Pick ‘n Save #387, 2320 W. Ryan Road, from Joseph A. Rueter to Ashley L. Marti.
  
4. Grant a 2021-22 Reserve Class B Combination license to Andrew M. Johnson, Agent, D’Vine LLC dba D’Vine, 7228 S. 27<sup>th</sup> St., with release of license subject to receipt of WI Seller Permit number, Inspection Department approval and release 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:

*Maxwell Gagin*

Maxwell Gagin, MPA

Assistant City Administrator / Comptroller

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Attachments: none



## COMMON COUNCIL REPORT

**Item:** Vendor Summary Report

**Recommendation:** That the Common Council approve the November 10, 2021 Vendor Summary Report in the total of \$637,427.30.

**Fiscal Impact:** Total claims paid of \$637,427.30.

**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. \$19,852.00 to Baycom, Inc. (pg #2) for in-car video for body-worn camera, Project #17029.
2. \$69,511.36 to Bestco UA (pg #2) for December retiree insurance.
3. \$9,187.50 to Cobalt Community Research (pg #4) for 2022 Oak Creek resident engagement & priority study, Project #17027.
4. \$21,371.77 to E. H. Wolf & Sons, Inc. (pg #4) for fuel inventory.
5. \$8,367.63 to EBSCO (pg #4) for 2022 magazine subscriptions.
6. \$7,782.93 to Emergency Lighting & Electronics (pg #4) for squad set up parts.
7. \$14,494.49 to Enterprise FM Trust (pg #5) for DPW vehicle lease monthly payment, Project #19024.
8. \$13,450.04 to Graef (pg #6) for Drexel Avenue streetscape plan, Project #21003.
9. \$106,230.98 to Hiller Ford, Inc. (pg #7) for 3 new squad cars.
10. \$10,551.00 to Johnson's Nursery, Inc. (pg #8) for street tree replacement, Project #20018.
11. \$13,426.68 to Kansas City Life Insurance Co. (pgs #8-9) for December disability insurance.
12. \$14,043.00 to Keller, Inc. (pg #9) for BD Bond Refund.
13. \$7,429.22 to Kronos, Inc. (pg #9) for OCPD Telestaff annual license fee.
14. \$7,461.00 to Lippert Tile Company, Inc. (pg #10) for recarpeting City Hall stairs.
15. \$7,543.82 to Securian Financial Group, Inc. (pgs #16-17) for December employee life insurance.
16. \$17,721.58 to Traditions Lighting (pg #19) for 2021 holiday lighting payment #1.
17. \$51,905.58 to Trane (pg #19) for PD & DPW HVAC control replacement, Projects #21001 & #21002.

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18. \$16,833.34 to Tyler Technologies, Inc. (pg #19) for consulting services.

19. \$63,197.69 to US Bank (pgs #23-35) 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.

20. \$40,072.34 to WE Energies (pgs #1 & 20) for street lighting, electricity & natural gas.

21. \$11,250.31 to WI Court Fines & Surcharges (pg #20) for October court fines.

Options/Alternatives: None

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Respectfully submitted:



Andrew J. Vickers, MPA  
City Administrator

Prepared:



Kristina Strmsek  
Staff Accountant

Fiscal Review:



Maxwell Gagin, MPA  
Assistant City Administrator/Comptroller

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Attachments: 11/10/2021 Invoice GL Distribution Report