MEETING:	**REGULAR MEETING OF THE PLAN COMMISSION**
DATE & TIME:	**Monday, November 13, 2023 at 6:30 PM**
LOCATION:	**Germantown Village Hall Board Room** **N112 W17001 Mequon Road**

Any member of the body and/or citizen may also attend the meeting virtually through the WebEx platform, Meeting #: **2553 216 2843** Password: **qRNiKJrY345** which can be accessed by phone at **408-418-9388** or by logging on at https://villageofgermantown.my.webex.com/villageofgermantown.my/j.php?MTID=mc9dce1f069066f4f2d3614fe9ee4ae0f

Citizens not wishing to attend the meeting personally or virtually may submit any public comments by sending an email to comments@germantownwi.gov by 4 p.m. on the day of the meeting so that it can be provided to the members of the body for their consideration. Previously recorded meeting videos can be viewed at **https://www.youtube.com/channel/UCOYp0EgELzTCa9X_iCohyhQ.**

AGENDA

I. **CALL TO ORDER:** *This meeting has been given public notice in accordance with Section 19.83 and 19.84, Wis. Stats, in such form that will apprise the general public and news media of subject matter that is intended for consideration and action.*

II. **ROLL CALL:**

III. **APPROVAL OF MINUTES:**

A. Minutes 10-23-23

IV. **NEW BUSINESS:**

A. Briohn Building Corporation, Agent for Brian & Kevin Kazmierczak and Mark & Joann Stephan, Property Owners of approximately 52.72 acres, North of Holy Hill Road, East of Hwy. 41, South of Rockfield Road. Applications to Rezone 52.72 acres from the A-1:Agricultural Zoning District to the M-1: Limited Industrial Zoning District and to amend the 2050 Future Land Land Use. (PUBLIC HEARING & ACTION)

B. Village of Germantown Community Development Department - Proposed minor Text Amendments to Section 9 (Public Peace & Good Order) and Section 17 (Zoning Code) pertaining to raising chickens in residential districts and accessory buildings on historic designated property in residential zoning districts. (PUBLIC HEARING and ACTION)

C. Virtus Development LLC, Agent for District One LLC, Property Owner of W140 N10363 Fond du Lac Avenue and the Robert & Mary Elizabeth Hacker Trust, Property Owners of a .66-Acre Lot on Fond du Lac Avenue, Tax Key GTNV 351-984 - Certified Survey Map (CSM) application to combine parcels and Landscape Plan review. (ACTION)

D. The Architects Partnership (TAP), Agent for County Line LLC, Property Owner of Fleet Farm - N96 W18200 County Line Road. Site Plan Review for a 3,245 sqft Chase Bank building and 2-lot Certified Survey Map (CSM) application. (ACTION)

E. TR Capital LLC, Property Owner - W219 N11588 Appleton Avenue. Site Plan Review for Phase 3 expansion to construct (2) additional storage buildings at Appleton Avenue Storage. (ACTION)

F. Village of Germantown - Department of Public Works (DPW) Facility - W130 N10200 Town 9 Parkway - Sign Review application. (ACTION)

V. CITIZEN INPUT/PUBLIC APPEARANCE: *(Please be advised per 19.84(2) that information and comment will be received from the public. It is the policy of this municipality that public input be limited to a three (3) minute period per person with a time extension granted at the discretion of the Chairperson. Be advised that there may be limited discussion of the information received but no action will be taken under public comments.)*

VI. ANNOUNCEMENTS:

VII. ADJOURNMENT:

UPON REASONABLE NOTICE, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, please contact the Village Clerk at (262)250-4745 at least 2 days prior to the meeting. Notice is given that a majority of the Village Board may attend this meeting to gather information about an item over which they have decision-making responsibility. This may constitute a meeting of the Village Board per State ex rel.Badke v Greendale Village Board, even though the Village Board will not take formal action at this meeting.

MEETING:	**REGULAR MEETING OF THE PLAN COMMISSION**
DATE AND TIME:	**Monday, October 23, 2023 6:30 PM**
LOCATION:	**Germantown Village Hall Board Room** **N112 W17001 Mequon Road**

MINUTES

I. CALL TO ORDER: *This meeting has been given public notice in accordance with Section 19.83 and 19.84, Wis. Stats, in such form that will apprise the general public and news media of subject matter that is intended for consideration and action.*

Planning Assistant Lori Johnson called the meeting to order at 6:30 pm.

II. ROLL CALL:

Chairman Wolter and Commissioner Williams were absent and excused.
MOTION Shadid second Nilles to appoint Trustee Baum as Chairman Pro Tem.
MOTION carried unanimously.

III. APPROVAL OF MINUTES:

A. October 9, 2023

MOTION Shadid second Laszewski to Approve the minutes from October 9, 2023
MOTION carried unanimously.

IV. NEW BUSINESS:

A. Capstone Development Company, Agent for CQ WI 2021, LLC, Property Owner - N128 W20955 Holy Hill Road. Revised Site Plan review for proposed changes to the outside building elevations for Capstone Building #2.

Director Retzlaff summarized the proposed revisions to the building elevations. Mike Faber, Capstone Development Company, explained the tenant occupying 60 percent of the building had requested an office mezzanine be added to the building that would include windows for the space. The tenant, MGS, also required HVAC units at about 27,000 pounds each, and because they would not need as much dock space, Capstone suggested putting the units on the ground in the dock area instead of reinforcing the roof to support them.

MOTION Laszewski second Shadid to Approve the revised building plans for Building #2 in the Capstone 41 Business Park as proposed (with no additional conditions to those already contained in the original Phase 2 site development and building plan approval).

Discussion followed.

MOTION carried unanimously.

V. ANNOUNCEMENTS:

Commissioner Laszewski asked if the Germanic theme district had any limitations on solar panels because he noticed them being installed at Chase Bank. Director Retzlaff explained the Village cannot regulate or prohibit solar panels from being installed per State Statute.

VI. ADJOURNMENT:

The meeting was adjourned at 6:53 pm.

2050 LAND USE PLAN AMENDMENT & REZONING APPLICATION

11/13/23 Plan Commission Meeting

Briohn Building Corporation / Green Bay Packaging

Staff Report & Recommendation ***Germantown, Wisconsin***

Summary

Briohn Building Corp. agent for Brian & Kevin Kazmierczak, and Mark & Joann Stephan, property owners, and Green Bay Packaging, are requesting approval of an amendment to the 2050 Future Land Use Plan and rezoning of 52.7 acres for development of a 233,450 sqft corporate office/light manufacturing facility located in the northeast corner of the Holy Hill Road @ I-41 interchange in the Holy Hill Gateway District.

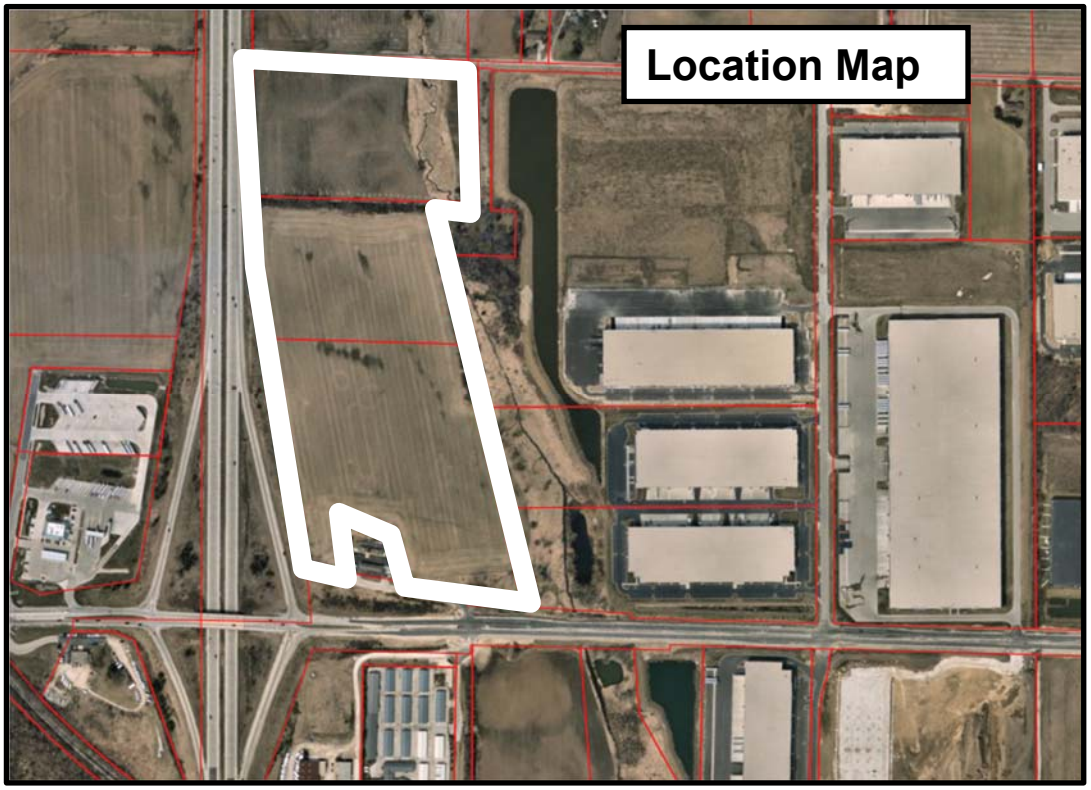
Property Location: Holy Hill Road @ I-41 (northeast corner north of Mobil station)

Applicant/Property Owner:

Caitlin LaJoie	Kazmierczak	Stephan
Briohn Building Corp	W202N11420 Merkel	N132W21528 Rockfield
3885 N Brookfield Rd	Germantown, WI	Germantown, WI

Current Zoning: A-1: Agricultural

Adjacent Land Uses		Zoning
North	Agricultural	A-1
South	Business/Industrial	B-5/M-1
East	Industrial	M-1
West	Business (Richfield)	n/a



Background/Proposal

Briohn Building Corp. agent for Brian & Kevin Kazmierczak, and Mark & Joann Stephan, property owners, and Green Bay Packaging, are requesting approval of an amendment to the 2050 Future Land Use Plan and rezoning of three parcels totaling 52.7 acres for development of a 233,450 sqft corporate office/light manufacturing facility located in the northeast corner of the Holy Hill Road @ I-41 interchange in the Holy Hill Gateway District.

As discussed in July 2023, Green Bay Packaging is interested in relocating their existing Great Lakes Division operation from the Germantown Industrial Park to the Holy Hill Gateway District adjacent to I-41. The 52.7-acre area is comprised of multiple parcels that would be combined and redivided into a 37 acre parcel for the Green Bay Packaging facility, a separate 16-acre parcel to the north abutting Rockfield Road, and two potential 1-acre “outlot” parcels adjacent to the existing convenience store/gas station in the south. Consistent with the 2050 Plan for the Holy Hill Gateway District, the development would be served by the construction of a frontage road from Holy Hill Road to Rockfield Road (with a sidewalk/multi-use recreational trail in the right-of-way).

As shown in the renderings, the proposed 233,450 sqft light manufacturing facility would include a 20,000 sqft office component and would be oriented toward I-41 with the 2-story office component facing the future public frontage road with truck docks and trailer parking on the north and south ends of the building. A potential future 112,500 sqft building expansion is planned on the east side with storm water management basins east and south of the building.

As indicated in the supporting documents to the applications, Green Bay Packaging estimates that the impact of their $60M investment and $35M real estate value will yield over $500,000 in annual property tax revenue.

2050 Land Use Plan Amendment

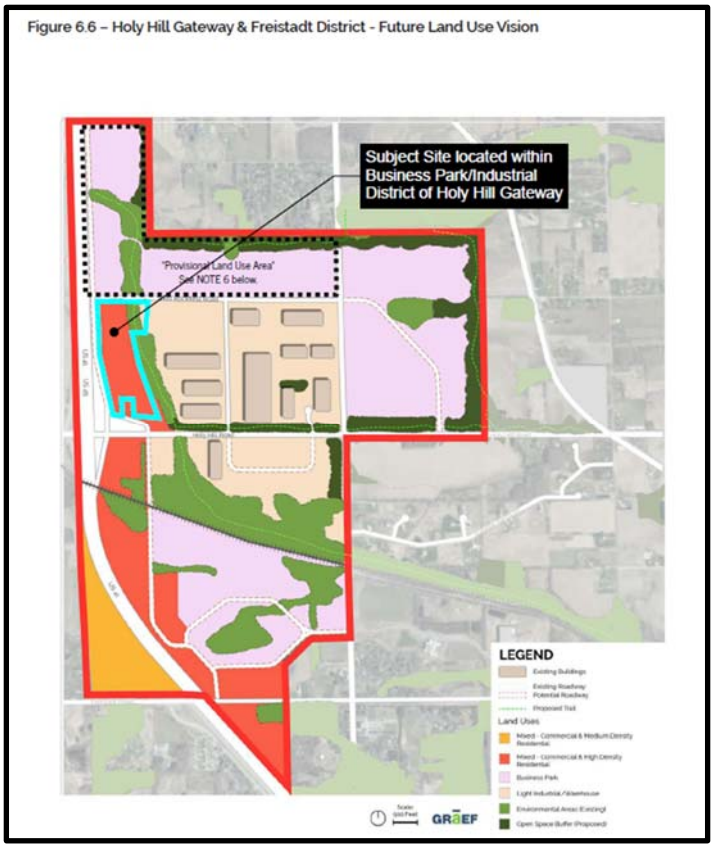
The 52.7 acres are in the “Holy Hill Gateway District” under the Village’s 2050 Comprehensive Plan and the current zoning is A-1: Agricultural. Although the proposed light industrial/manufacturing land use is consistent with the Preferred Future Land Use table for the Holy Hill Gateway District and a “desirable” land use in the District, the specific vision for the area adjacent to US41 within which these parcels are located is a mixed-use commercial and high-density residential area (see figure 6.6 in the 2050 Plan).

The Applicant is proposing to effectively change the future land use plan “vision” for this area from “Mixed-use Commercial & High Density Residential” (RED on Figure 6.6) to “Light Industrial/Warehouse” (BROWN on Figure 6.6).

Rezoning Application

The current zoning for all three (3) parcels is A-1: Agricultural. The Applicant is proposing to change the current zoning to M-1: Limited Industrial.

Staff Comment



As discussed in July, the Village had not completed (much less started) the process of developing detailed "master plans" for the Holy Hill Gateway and Freistadt Districts and did not expect it to be completed until sometime in early 2024. At that time, Staff's opinion was that it was too early in the master planning process to abandon the mixed-use commercial & residential development concept set forth in the 2050 Plan "vision" even though the conclusion of that effort may be the best use for the area adjacent to US41 is light industrial (vs. commercial & high-density residential).

Since that time, and even though the master plan process is not yet underway, questions and information about the suitability of the Freistadt District for "Business Park" uses as shown in the 2050 "vision" plan (Figure 6.6) have surfaced. As a result of a comprehensive wetland delineation effort associated with the Richfield water & sanitary sewer extension project, the amount and extent of wetlands and other environmental constraints indicate that the Freistadt District may be better suited for residential uses vs. business or industrial uses (that will require large parcels of land with little or no environmental constraints).

Further, meetings and conversations with WisDOT, the Wisconsin & Southern Railroad (WSOR), and the Office of the Commissioner of Railroads (OCR) indicate that the process of upgrading the existing farm crossing for the proposed frontage road south of Holy Hill Road is going to be lengthier than originally thought without any guarantee that an upgraded crossing will be approved (WSOR and the OCR are likely to view the Village's request as a new railroad crossing vs. a upgrade to an existing one).

While Staff would prefer to wait until a more thorough assessment of environmental and other constraints in both the Freistadt and Holy Hill Gateway Districts has been completed, results of the residential market analysis are known, and a definitive decision on the railroad crossing/frontage road issue, there are multiple compelling arguments that can be (have been) made that support a decision to revise the "vision" plan for this area now and allow the Green Bay Packaging light industrial development project to move forward before the Holy Hill Gateway and Freistadt District master plans have been completed.

For these reasons, Staff is in favor of the proposed 2050 Plan amendment and rezoning for the Green Bay Packaging development proposal.

(NOTE: consideration and selection of a consultant proposal for the Holy Hill Gateway and Freistadt District master plan project has been put on hold pending completion of the residential market analysis by Tracy Cross & Associates and submittal of a railroad crossing application to the Office of the Commissioner of Railroads for the proposed frontage road south of Holy Hill Road).

Next Steps

If the Plan Commission is receptive to the overall concept of the Green Bay Packaging development proposal and the 2050 Plan amendment and rezoning, the following permits/approvals will be required from the Village:

1. Certified Survey Map (CSM) or Subdivision Plat
2. Site Development & Building Plan approval
3. Site Grading & erosion control plans & permit
4. Storm water management plan approval
5. Road construction & other public improvement plans
6. Building permits

As indicated in the application documents, Green Bay Packaging is planning to get through these and other steps in their entitlement process in order to break ground in April 2024 and occupancy in July 2025.

VILLAGE STAFF RECOMMENDATION

APPROVE the proposed 2050 Land Use Plan amendment to change the future land use plan “vision” for this area from “Mixed-use Commercial & High Density Residential” (RED on Figure 6.6) to “Light Industrial/Warehouse” (BROWN on Figure 6.6).

APPROVE rezoning the three (3) parcels that comprise the 52.72 acre area from A-1: Agricultural to M-1: Limited Industrial as proposed.

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Village of Germantown ...Willkommen

Fee Must Accompany Application

❑ $1,165 Paid ✓ Date 9/22/2023

❑ $200 PC Consultation Only
Paid _____ Date _____

COMPREHENSIVE PLAN AMENDMENT APPLICATION

Please read and complete this application carefully. All applications must be signed and dated. Attach additional sheets and/or include supplemental information in support of your application.

APPLICANT OR AGENT:

Briohn Building Corporation

c/o Caitlin LaJoie

Address: 3885 N Brookfield Rd

Brookfield, WI 53045

Phone: 262-307-8792

E-Mail: clajoie@briohn.com

PROPERTY OWNER(S):

Brian A. Kazmierczak

Address: W202N11420 Merkel Drive

Germantown, WI 53022

Phone:

E-Mail: kazfarm@sbcglobal.net

☑ REQUEST TO AMEND LAND USE MAP

Current Land Use Map Designation(s): Industrial

Proposed Land Use Map Designation(s): Industrial

Address of Property, Parcel ID Number(s) or General Location (¼ section ¼ section)**:**

East of Highway 41 / North of Holy Hill Road

BTVN_073995 and BTVN_073994

Legal Description of Property or Area (metes and bounds description)**:**

Attach separate legal description if necessary

SW SW (EXC HWY & CSM 275) DOC 1308664 and S 1/2 NW SW (EXC CSM 51&V686 P194) DOC 1308664

Size of Property or Area: Acres: 36.8 Square Feet: 1,603,008

DocuSign Envelope ID: 8E336EDF-53AB-4D8C-B647-B083D48D4EFD

Land Use and Zoning of Adjacent Properties (example: residential; Rs-2):

Adjacent Property Land Uses		Zoning
North	Holy Hill Gateway District - Industrial	A-1
South	Holy Hill Gateway District - Industrial	M1, A2, B5
East	Holy Hill Gateway District - Industrial	PDD-46
West	N/A - Highway 41	Hwy 41 & Richfield (Light Industrial, Biz Highway)

N/A ☐ **REQUEST TO AMEND PLAN TEXT**

Section(s) of Comprehensive Plan to be Amended:

Proposed Text Amendment:

Attach separate pages as necessary

Detailed Explanation and Justification for Proposed Amendment(s):

Required for both Land Use Amendment and Text Amendments
Attach separate pages as necessary

Please see attached narrative.

DocuSign Envelope ID: 8E336EDF-53AB-4D8C-B647-B083D48D4EFD

APPLICATION SUBMITTAL REQUIREMENTS (to be submitted at time of application)**:**

All Amendment Applications:

- ☒ Complete Application Form (Affidavit of Understanding and signatures required)
- ☒ Application Fee
- ☒ Additional Sheet(s) for explanation of and justification for proposed amendment(s)

Land Use Plan Map Amendment Only:

- ☒ Legal Description of the land subject of map amendment in electronic/digital file format (e.g. Microsoft Word)
- ☒ Detailed Plat of Survey or Site Plan of the land subject to the map amendment at a scale of 1" = 50' or other suitable scale necessary to accurately present:
  - Exterior boundary of the land subject of the map amendment
  - Concept plan showing general size, shape and relative location of existing and future roads, lots, structures, wetlands, floodplain or other natural features, environmental etc. as may be necessary to further explain and/or support the proposed map amendment.

AFFIDAVIT OF UNDERSTANDING

Please read and indicate that you understand and agree to the following (initials in box)**:**

X	I understand that Village Staff, the Plan Commission and/or the Village Board may request additional information to properly evaluate this application and failure to provide such information may be sufficient justification to deny this application;
X	I understand that, regardless of the justification and/or information provided in support of my application, the Village is under no obligation to approve my application nor amend the Comprehensive Plan as requested;
X	I am aware that the approval of an application to amend the Land Use Plan Map only amends the Land Use Map and does not otherwise revise or change the zoning of the land affected by the Map amendment, and, if I am applying for a Map amendment in order to pursue actual development of the land affected by the amendment, I may be required to obtain separate permits and/or approvals (e.g. rezoning, land division, site plan, etc.) from the Village or other agencies as a prerequisite to the development of such land.
X	I understand that Village Staff is required to post one or more signs along the street frontage of and/or on the property of this application that indicate to nearby property owners and the general public that a public hearing of my application will be held before the Village Plan Commission and/or Village Board prior to action being taken on this application; I hereby grant Village Staff permission to enter onto the property for the expressed purpose of installing said sign(s) provided Village Staff is responsible for installing, maintaining and removing said signs in a reasonable manner and timeframe.

ALL APPLICATIONS MUST BE SIGNED BY THE APPLICANT/AGENT AND PROPERTY OWNER(S)

Briohn Building Corporation / Caitlin LaJoie 9/22/2023
Applicant/Agent Date

DocuSigned by:
Caitlin LaJoie
AB31E8AA9F1E48E...
Applicant/Agent Date

Brian Kazmierczak 9/22/2023
Property Owner Date

DocuSigned by:
Brian Kazmierczak
ADF17E054613431...
Property Owner Date

DocuSign Envelope ID: 8B4355AE-6805-4B95-8DA6-70707BF56F5B

Village of Germantown ...Willkommen

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❑ $1,165 Paid ✔ Date 9/22/2023

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Paid _____ Date _____

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APPLICANT OR AGENT:

Briohn Building Corporation

c/o Caitlin LaJoie

Address: 3885 N Brookfield Rd

Brookfield, WI 53045

Phone: 262-307-8792

E-Mail: clajoie@briohn.com

PROPERTY OWNER(S):

Mark and Joann Stephan

Address: N132W21528 Rockfield Road

Richfield, WI 53076

Phone:

E-Mail:

☑ **REQUEST TO AMEND LAND USE MAP**

Current Land Use Map Designation(s): Agricutural

Proposed Land Use Map Designation(s): Industrial

Address of Property, Parcel ID Number(s) or General Location (¼ section ¼ section)**:**

East of Highway 41 / South of Rockfield Road
BTVN_073993

Legal Description of Property or Area (metes and bounds description)**:**

Attach separate legal description if necessary

Size of Property or Area: Acres: 15.92 Square Feet: 693,475

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Land Use and Zoning of Adjacent Properties (example: residential; Rs-2):

Adjacent Property Land Uses		Zoning
North	Holy Hill Gateway District - Industrial	A-1
South	Holy Hill Gateway District - Industrial	A-1*
East	Holy Hill Gateway District - Industrial	PDD-46
West	N/A - Highway 41	Hwy 41 & Richfield (Light Industrial, Biz Highway)

* Site directly south submitted for rezone/comp plan amendment consistent with this application

N/A ☐ **REQUEST TO AMEND PLAN TEXT**

Section(s) of Comprehensive Plan to be Amended:

Proposed Text Amendment:

Attach separate pages as necessary

Detailed Explanation and Justification for Proposed Amendment(s):

Required for both Land Use Amendment and Text Amendments
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ALL APPLICATIONS MUST BE SIGNED BY THE APPLICANT/AGENT AND PROPERTY OWNER(S)

Briohn Building Corporation / Caitlin LaJoie	9/22/2023	Mark Stephan	9/22/2023
Applicant/Agent	Date	Property Owner	Date
DocuSigned by: Caitlin LaJoie AB31E8AA9F1E48E...		DocuSigned by: Mark Stephan 3763D1C479D544C...	
Applicant/Agent	Date	Property Owner	Date

DocuSign Envelope ID: 8E336EDF-53AB-4D8C-B647-B083D48D4EFD

Village of Germantown ...Willkommen

FEES MUST BE PAID AT TIME OF APPLICATION

$200 Plan Commission Consultation
$1,085 Rezoning
$1,240 PDD < 5 acres
$2,095 PDD 5-20 acre site
$3,460 PDD > 20 acre site

Date Paid: _____ Received by:_____

REZONING & PDD APPLICATION

Pursuant to Section 17.51 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT

Briohn Building Corporation
c/o Caitlin LaJoie
3885 N Brookfield Road, Suite 200
Brookfield, WI 53045
Phone (262) 307-8792
E-Mail clajoie@briohn.com

PROPERTY OWNER

Brian A. Kazmierczak
W202N11420 Merkel Drive
Germantown, WI 53022
Phone ( )
E-Mail kazfarm@sbcglobal.net

2 PROPERTY ADDRESS OR GENERAL LOCATION / TAX KEY NUMBER

PROPERTY ADDRESS OR GENERAL LOCATION	TAX KEY NUMBER
East of Highway 41 / North of Holy Hill Road	BTVN_073995 and 73994

3 REZONING REQUEST

FROM	TO
A-1	M-1

4 METES AND BOUNDS LEGAL DESCRIPTION OF PROPERTY – REQUIRED

Attach pages as necessary
SW SW (EXC HWY & CSM 275) DOC 1308664 and S 1/2 NW SW (EXC CSM 51&V686 P194) DOC 1308664

5 PURPOSE OF REZONING REQUEST

Briefly describe why the applicant is rezoning the property. Include a description of the proposed use, including any new construction and number of employees, if applicable.

Please review attached narrative.

6 SUPPORTING DOCUMENTATION:

X ☐ Plat of Survey (1:100)

X ☐ Site Plan and elevations for new construction (can be conceptual)

7 READ AND INITIAL THE FOLLOWING:

X I understand that the Village is under no obligation to rezone property and that density and lot coverages provided in the Zoning Code are maximums. Actual build out will depend on myriad factors including topography and other natural conditions, surrounding neighborhood context and the detailed design of a project.

X I understand that Village Staff, Plan Commission and/or Village Board may request additional information to properly evaluate this request and failure to provide such information may in itself by sufficient cause to deny the petition.

X I am aware that this rezoning shall go into effect immediately upon the final approval of the Village Board and its execution of the rezoning ordinance

X I understand that Village Staff is required to post one or more signs along the street frontage of and/or on the property subject of this application that indicate to nearby property owners and the general public that a public hearing of my application will be held before the Village Plan Commission and/or Village Board prior to action taken on this application; I hereby grant Village Staff permission to enter onto the property for the expressed purpose of installing said sign(s) provided Village Staff is responsible for installing, maintaining and removing said signs in a reasonable manner and time frame.

8 SIGNATURES – ALL APPLICATIONS MUST BE SIGNED BY OWNER!

DocuSigned by:
Caitlin LaJoie
AB31E8AA9F1E48E...
09/22/2023
Applicant Date

DocuSigned by:
Brian Kazmierczak
ADF17E054613431...
09/22/2023
Owner Date

DocuSign Envelope ID: 8B4355AE-6805-4B95-8DA6-70707BF56F5B

Village of Germantown ...Willkommen

FEES MUST BE PAID AT TIME OF APPLICATION

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$1,085 Rezoning
$1,240 PDD < 5 acres
$2,095 PDD 5-20 acre site
$3,460 PDD > 20 acre site

Date Paid: _____ Received by:_____

REZONING & PDD APPLICATION

Pursuant to Section 17.51 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1

APPLICANT OR AGENT

Briohn Building Corporation
c/o Caitlin LaJoie
3885 N Brookfield Road, Suite 200
Brookfield, WI 53045
Phone (262) 307-8792
E-Mail clajoie@briohn.com

PROPERTY OWNER

Mark and Joann Stephan
N132W21528 Rockfield Road
Richfield, WI 53076
Phone ( )
E-Mail

2

PROPERTY ADDRESS OR GENERAL LOCATION

East of Highway 41 / South of Rockfield Road

TAX KEY NUMBER

BTVN_073993

3

REZONING REQUEST

FROM	TO
A-1	M-1

4

METES AND BOUNDS LEGAL DESCRIPTION OF PROPERTY – REQUIRED

Attach pages as necessary

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Briefly describe why the applicant is rezoning the property. Include a description of the proposed use, including any new construction and number of employees, if applicable.

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DocuSigned by: Caitlin LaJoie AB31E8AA9F1E48E... 09/22/2023

Applicant Date

DocuSigned by: Mark Stephan 3763D1C479D544C... 09/22/2023

Owner Date

BRIOHN BUILDING CORPORATION

DESIGN / BUILD CONSTRUCTION

ARCHITECTURAL DESIGN

DEVELOPMENT

PROPERTY MANAGEMENT

Caitlin LaJoie
Briohn Building Corporation
3885 N Brookfield Rd, Suite 200
Brookfield, WI 53045

September 22, 2023

Village of Germantown
N112W17001 Mequon Road
Germantown, WI 53022

RE: Request to Rezone and Amend the 2050 Comprehensive Plan for GBP

Dear Village Staff,

Briohn Building Corporation ("Briohn") is pleased to present the following narrative on behalf of Green Bay Packaging ("GBP") – Great Lakes Division to the Village of Germantown ("Village") for consideration of rezoning and amendment to the comprehensive plan for a new facility ("Development") at the northeast corner of Holy Hill Road and Highway 41.

Subject Site

The subject site ("Site") is located immediately east of Highway 41 and north of Holy Hill Road extending north to Rockfield Road (Tax Keys GTVN_073995, GTVN_ 073994, and GTVN_073993) and is approximately 52.72 acres.

Site Selection

The Development is designed to accommodate a new facility for GBP – Great Lakes Division, a current business partner in the Village of Germantown for over 50 years. GBP is currently leasing approximately 160,000 square feet comprising of four properties on Carnegie Drive. Due to the company's growth patterns and the inefficiency of operating out of four separate buildings, GBP is pursuing a new location to own, develop, and occupy long term to serve its clients. GBP hopes to maintain its longstanding partnership with the Village by continuing to be a corporate citizen following its relocation. Limited parcels are available within the Village suitable for new construction of light industrial developments on 50 acres or greater. Additionally, the proximity to Highway 41 is ideal for GBP's logistics and reduces the amount of truck traffic traveling on the Washington County and Village of Germantown road network systems. Unlike other developments which have a negative impact on traffic circulation, the Development poses no detrimental impact on traffic.

As a reputable local company, GBP hopes to enhances the Village's image with the addition of a prominent facility, with a visionary design, which we hope the Village will agree is the centerpiece to the Holy Hill Gateway District. GBP is making a substantial investment in the company and the Village.

Vision of Development

The Site is currently zoned A-1 Agriculture and tentatively master planned as mixed – commercial and high density residential within the Industrial District of Holy Hill Gateway. To entitle the Development, GBP anticipates obtaining rezone and comprehensive plan amendment approvals, followed by site and architectural plan approvals and creating a new CSM.

The Development will meet, and likely exceed, all M-1 bulk zoning requirements. A professional landscape architect will prepare the proposed landscape plan. The design will meet or exceed Village landscape and beautification ordinances and provide adequate screening. In consideration of Holy Hill Gateway District Comments, Appendix C of the 2050 Comprehensive Plan, GBP is cognizant of controlling light pollution, limiting road closures, planting meaningful landscape and berms, minimizing operational noise, and consideration of connectivity for a future trail system.

GBP has created a site plan that is considerate of surrounding parcels by incorporating substantial setbacks and buffering, although not required by the Village. This submission is the result of considered discussions between Briohn, GBP, and Village staff to advance a quality development to anchor the Holy Hill Gateway District.

Schedule

GBP appreciates the Village's due diligence evaluating zoning and future land use. Based on GBP's corporate mandate to improve its Germantown facility capacity, it is crucial for the success of this Development that the project schedule proceeds without delay in the proposed entitlement schedule. The current facility is not functional long-term and GBP must relocate by the summer of 2025 to continue serving its customers.

Task	**Summary**	**Date**
Rezone and Comp Plan Amendment Submittal	Submittal	9/22/2023
Plan Commission Recommendation - Rezone and Comp Plan Amendment	PC Meeting	11/13/2023
Village Board Approval - Rezone and Comp Plan Amendment	VB Meeting	12/4/2023
Certified Survey Map and Site Plan Submittal	Submittal	1/9/2024
Construction Documents Submittal	Submittal to Safebuilt	2/13/2024
Plan Commission Approval - Site Plan & Plan Commission Recommendation - CSM	PC Meeting	3/12/2024
Village Board Approval - CSM	VB Meeting	4/2/2024
MMSD and DNR Review/Approval	Public water and sewer approval	4/9/2024
Full Building Permit Issuance	All in-house via Safebuilt	4/9/2024
	Break Ground	**April 2024**
	Occupancy	**July 2025**

Green Bay Packaging

Company Overview

Green Bay Packaging Inc. is a family-owned business with 90 years of manufacturing history in Wisconsin. As one of the state's largest privately held companies, GBP employs 4,700 people across 38 nationwide locations. In Wisconsin alone, there are 1,600 active employees. At its core, GBP has remained dedicated to improving its employees' jobs and facilities where they work, proven by employee longevity averaging over ten years throughout the company.

Community

GBP's dedication to reinvesting in the communities where it operates includes providing jobs for local residents and supporting numerous charitable initiatives. GBP is proud to be a strong corporate citizen.

The GBP George Kress Foundation, founded in 1953, has a mission to care for the people in its community. The foundation's philanthropic focus contributes to programs serving young people, education, health, and cultural activities. It is dedicated to giving back with intentional actions that keep communities strong, diverse, and vibrant.

In 2018, before constructing a state-of-the-art recycled paper mill in Green Bay, WI, GBP set out to design a facility with the future in mind. The plan included complete automation for safety, environmental control, sustainability, and process quality. **GBP built this new facility on the property of its original mill to ensure that the existing mill's workforce could remain.** In 2021, GBP saw this plan come to life with the successful start-up of the new Green Bay Recycled Paper Mill, the first new mill to be built in over 35 years in the state of Wisconsin.

Sustainability in Action

GBP is the first in the world to be validated for its Net-Zero Circular Reclaimed Water System at the Green Bay Mill, and is also one of the most environmentally friendly recycled paper mills in North America. Green Bay Packaging continues to employ sustainable practices to reduce environmental impacts during paper production.

GBP's commitment to sustainability is a core value that the company stands on. As far back as 1957, GBP began collecting old corrugated containers (OCC) to produce corrugated medium in the Green Bay Paper Mill; this occurred 20 years before the concept of "recycling" was recognized. GBP strives to manufacture the most sustainable products, focusing on reducing waste and using renewable resources through initiatives like recycling water from its manufacturing plants.

Focusing on environmental stewardship has enabled GBP to have one of the lowest carbon footprints compared to other packaging companies. GBP's sustainability goals include:

- Reducing its greenhouse gas emissions by 20% per ton of paper production.
- Continuing to monitor and reduce its watershed impacts.
- Achieving a 90% landfill diversion by 2030.

Other New Developments

GBP has designed two new corrugated box 'Super-Plants' in Tulsa, OK (opened in 2021) and Fort Worth, TX (opening in fall 2023) which allow GBP to expand its operation with the latest production equipment for total efficiency and to keep all its existing employees.

GBP continues to invest in its employees and customers by opening new Super Plants. These operations house new innovations, hoping to draw new business opportunities to Oklahoma and Texas. As GBP continues to expand its footprint, it remains focused on driving the industry forward with advanced technology and excellent service.

Recognitions

At the 2022 Wisconsin Manufacturer of the Year Awards, GBP received the Grand Award in the Mega Category. This award recognizes Wisconsin companies for their extraordinary performance, strength, and vibrancy in the manufacturing industry. As a backbone of Wisconsin's economy, manufacturing sustains high-wage, family-supporting careers and provides the tools and technology that ensure Wisconsin is a leader in innovation.

GBP was recently recognized on Deloitte's 2023 Wisconsin 75 list for its sustainability. As one of the largest privately held Wisconsin-based companies, GBP is a driving force in fueling the growth of the state's economy. GBP celebrates the success and impact of the company as it balances economic development, social equity, and sustainable initiatives.

As GBP continues to remain dedicated to its employees and the company's success, **Forbes has also recognized GBP as one of America's Best Midsized Employers of 2023.** This award highlights GBP's thriving work environment.

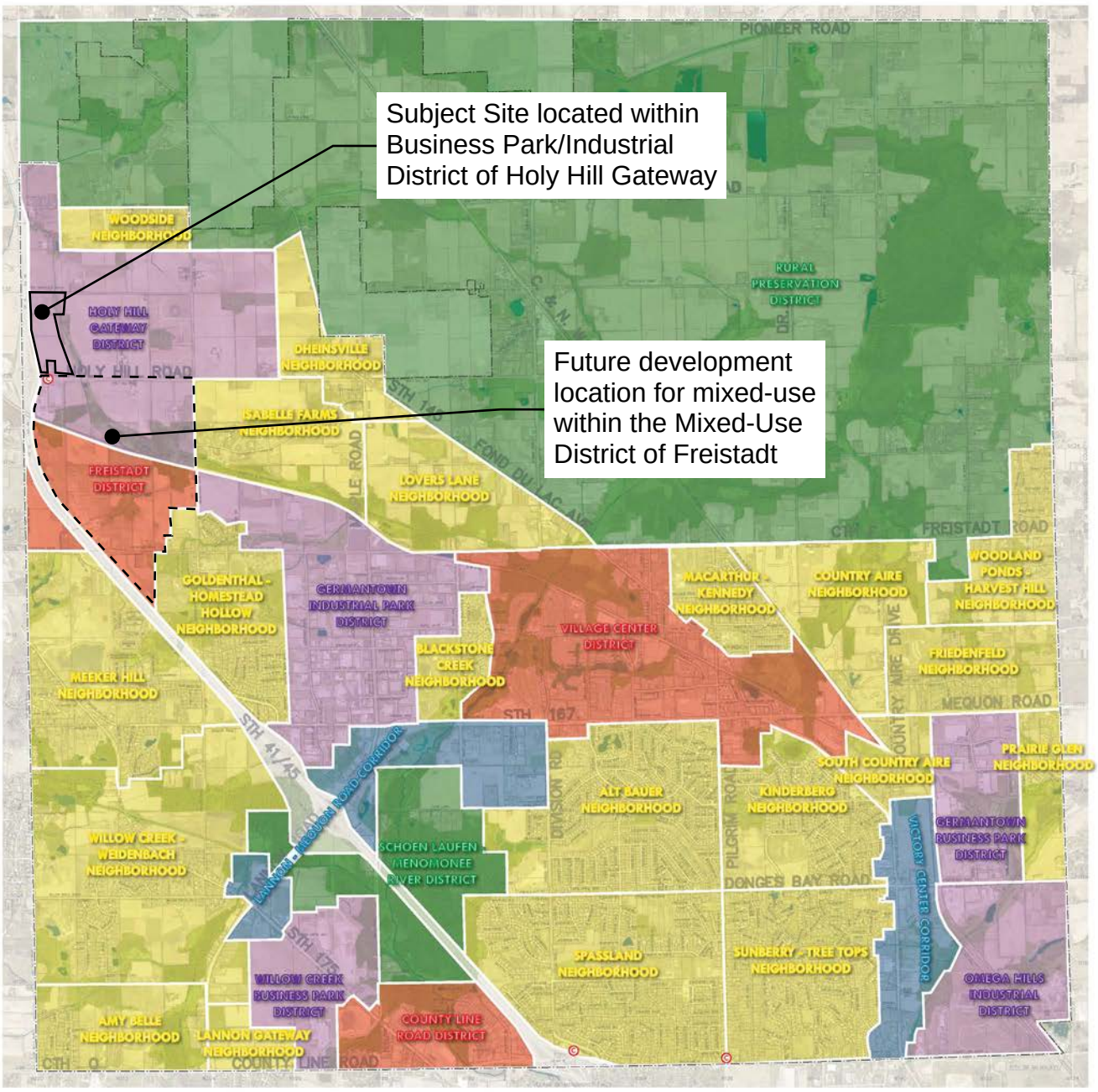
Like Forbes, Newsweek named GBP one of America's Greatest Workplaces for 2023. As a standout company and one of only 18 companies named in Wisconsin, Newsweek awarded GBP a 5-star ranking for substantial benefits and increased employee satisfaction.

Plan of Operations

The Development is approximately 233,450 SF consisting of a 20,000 square foot main office area which was thoughtfully planned to screen the loading docks. The balance of the building will provide space for light manufacturing of corrugated containers. The building is carefully designed for a potential addition, creating an attractive site with ample green space, generous landscaping, and amenity-like stormwater ponds. Anticipated trucking activity will be moderate with an estimated maximum of 45 total trucks entering/leaving the Development per day. Parking will be provided onsite. Additionally, a public road with a recreation trail may be installed to connect Holy Hill Road to Rockfield Road, improving access to the existing gas station and neighborhood to the north.

The facility's daily operations and finished product is consistent with the current GBP Germantown operation. This new facility provides GBP an opportunity to operate more efficiently with a streamlined receiving, manufacturing, and shipping process.

Map 5.3 – 2050 Future Land Use Map



*Note: This map is intended for use in combination with the Future Land Use Table

LEGEND:

NEIGHBORHOODS

ALT BAUER
AMY BELLE
BLACKSTONE CREEK
COUNTRY AIRE
DHEINSVILLE
FRIEDENFELD
GOLDENTHAL - HOMESTEAD HOLLOW
ISABELLE FARMS
KINDERBERG
LANNON GATEWAY
LOVERS LANE
MACARTHUR - KENNEDY
MEEKER HILL
PRAIRIE GLEN
SOUTH COUNTRY AIRE
SPASSLAND
SUNBERRY - TREE TOPS
WILLOW CREEK - WEIDENBACH
WOODLAND PONDS - HARVEST HILL
WOODSIDE

DISTRICTS

MIXED-USE DISTRICTS
COUNTY LINE ROAD
FREISTADT
VILLAGE CENTER

BUSINESS PARK/INDUSTRIAL DISTRICTS
GERMANTOWN BUSINESS PARK
GERMANTOWN INDUSTRIAL PARK
HOLY HILL GATEWAY
OMEGA HILLS INDUSTRIAL DISTRICT
WILLOW CREEK BUSINESS PARK

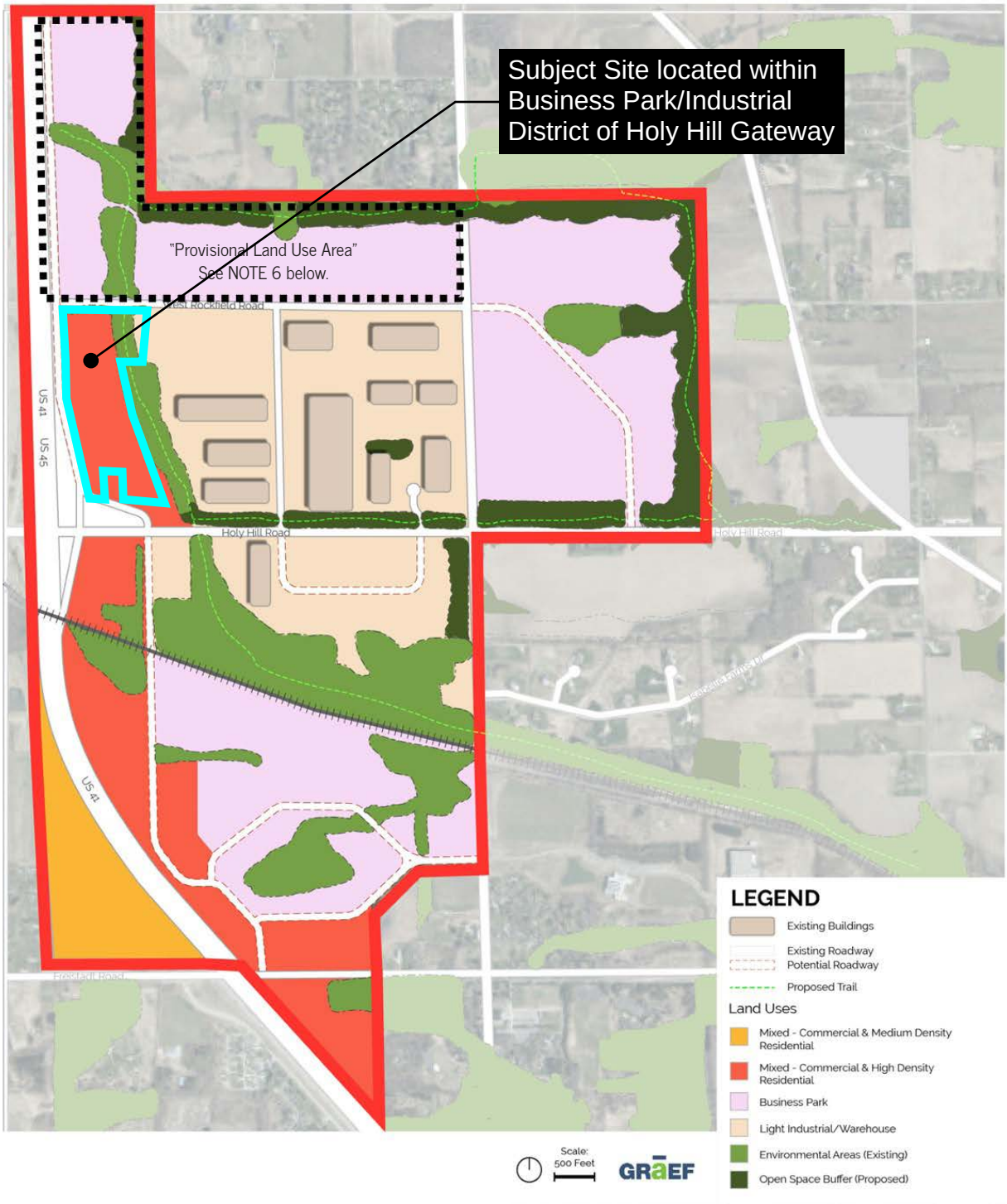
RURAL/OPEN SPACE DISTRICTS
RURAL PRESERVATION
SCHOEN LAUFEN - MENOMONEE RIVER

CORRIDORS

CORRIDORS
LANNON-MEQUON ROAD
VICTORY CENTER

MUNICIPAL BOUNDARY

Figure 6.6 – Holy Hill Gateway & Freistadt District - Future Land Use Vision



NOTE 6:	Land use within the "Provisional Land Use Area" shall be consistent with the former 2020 Land Use Plan "Agricultural/Conservation Residential" designation that allows agricultural use and single-family residential use with a maximum density and minimum lot size of 1 dwelling per 5 acres. See Holy Hill Gateway District Profile in Chapter 5 for details on Master Planning.

Holy Hill Gateway District

The 2050 Comprehensive Plan, adopted on September 26, 2022, offers a guideline for the Village to use when evaluating proposed developments. **The Development is consistent with the overall intent of the Comprehensive Plan.** It was designed using "place based" methodology; this offers staff, Plan Commission and Village Board the flexibility to evaluate development proposals individually considering a possible range of uses and design criteria.

Although the master planning process of the Neighborhoods, Districts and Corridors is underway, it is important to note that the Holy Hill Gateway District is categorized within the Industrial district type, further outlined on page 100 of the 2050 Comprehensive Plan.

> *"The Holy Hill Gateway District is predominately undeveloped but intended to be an industrial and mixed-use commercial district comprised predominantly of light industrial uses, warehouse, corporate office uses, and service-commercial uses." (2050 Comprehensive Plan, page 100)*

During public planning sessions, neighboring residents suggested industrial development should not extend north of Rockfield Road, or east of Goldendale Road; this Development complies with this request as it is south of Rockfield Road and west of Goldendale Road. Additionally, it will not have a negative impact on property values. The adjacent current property uses are newly constructed industrial buildings further assuring that the Development will not impact the use or enjoyment of the neighboring properties. The Development is consistent with surrounding properties and will cause no significant noise, light, activity, or other operations which are non-compliant with the anticipated uses of the Holy Hill Gateway District.

As noted in 2050 Comprehensive Plan – Section 6: Economic Development/Opportunity Areas, the next step is engaging with the local development community. GBP has been incorporated for over 90 years and within the Germantown community for 50 years. The company is eager to make a significant investment in the Village and continue to provide over 80 jobs locally with expectations to increase this number over the upcoming years.

Similarly, Briohn has been designing and building quality facilities in Germantown and the surrounding communities for over 40 years, including recent developments on Goldendale Road for several prominent industrial companies.

Developing the Site as industrial is consistent with the Preferred Future Land Use Table, derived from the 2050 Comprehensive Plan. Industrial is a desirable use as it is consistent with, supports, and enhances the desired characteristics of the area.

PREFERRED FUTURE LAND USE

Holy Hill Gateway District

Preferred Future Land Uses												Enviro Corr.	SSA	Preferred Site Design			Maximum Density (residential uses)
Existing Uses (+ existing non-conforming zoning) See NOTE 5 for details	Residential: Single Family	Residential: Two to Four Family	Residential: Multi-family / Senior	Mixed-Use: Commercial / Residential	Mixed-Use: Commercial / Industrial	Commercial (includes "Activity Centers")	Institutional	Open Space & Recreational	Mineral Extraction	Industrial	Agricultural / Hobby Farming / Agribusiness	Contains an Environmental Corridor?	Sewered? (Y/N/Partial)	Traditional Neighborhood	Suburban Subdivision	Conservation Subdivision**	Dwelling Units / Acre See NOTE 4 for details
A	u	u	D	D	D	A	A	A	u	D	u	Yes	Yes	-	-	-	25 units/acre

Figure 1: Future Land Use Table identifying "Industrial" as a desirable use within Holy Hill Gateway District

See Exhibit C for the Holy Hill Gateway District future land use characteristics per the 2050 Comprehensive Plan.

Throughout the many meaningful conversations Briohn, GBP and the Village have had, staff has referenced this area being developed similarly to White Stone Station in Menomonee Falls or 84South in Greenfield.

White Stone Station was developed on 65 acres and 84South was developed on 48 acres. Within the Holy Hill Gateway & Freistadt Districts, there is approximately 146 acres available for consideration of Mixed – Commercial & High Density Residential development. Reducing this area by 52 acres to accommodate Green Bay Packaging, a reputable manufacturing company with longevity in Germantown, leaves 94 acres of land that is guided for a mixed-use development.

There is ample room to accommodate a potential development in the future, such as White Stone Station or 84South, in addition to the present-day proposed GBP development.

Connectivity & Environmental Features

2050 Comprehensive Plan – Map 7.3: Village-wide Bicycle & Pedestrian Connectivity Map (Exhibit D) identifies the proposed Menomonee River Trail and Goldendale Creek Loop Trail. The Goldendale Creek Loop Trail is adjacent to the Freistadt District, providing the safest connectivity for pedestrians and cyclists. This trail also provides safer connectivity to the Village Center. It is important to recognize the existing truck traffic while considering potential pedestrian routes on the newly proposed pathways. By approving the proposed rezone and comprehensive plan amendment, GBP's truck traffic will be immediately diverted off Holy Hill Road, away from the Village and the proposed trail.

The proposed Development site is clear of significant wetlands and woodlands, rendering it ideal for the proposed corporate industrial use. By contrast, the southern portion of the Holy Hill Gateway District and Freistadt District contain pockets of wetland and woodlands (Exhibit E). These environmental features are challenging for industrial-scale buildings to plan around without potential mitigation. However, these areas can be better protected with smaller-scale mixed-use retail, commercial, and multifamily developments. Additionally, the wetlands and woodlands become a sought after amenity that enhances the surrounding uses when combined with a mixed use development. Thus, industrial development should be positioned north of Holy Hill Road and mixed-use developed south of Holy Hill Road.

Utilities

As of 2022, the Site falls within the existing sanitary sewer area. GBP will work diligently to ensure adequate capacity for the proposed Development which is a light user of water, sewer, and other utilities. Furthermore, the area from Holy Hill Road south to Freistadt Road is anticipated to be annexed into the sanitary sewer area. This future annexation provides a more marketable location for a mixed-use development to consider creating a retail corridor when engaging with retail developers.

Materials and Image

GBP has reviewed and understands the architectural design elements required by the Village. It is committed to create a quality development, which reflects its existing relationship with the Village. **In collaboration with the Village, GBP has revised the elevations to enhance the design and aesthetic appeal by creating architectural interest via glazing, steel beams, and material accents.** The layout of the building has been optimized to highlight the visually attractive areas and screen the truck courts and other related views. The proposed design incorporates a complimentary color palette, as requested by local neighbors. GBP is excited to continue collaboration with the Village to refine architectural elements to create a design that is highly desirable in the Gateway District. Please reference Exhibit B attached hereto for proposed renderings.

The proposed renderings deeply reflect the Village's vision for unique industrial building design.

Holy Hill & Freistadt Inspiration



The Village envisions unique industrial building design that stands apart from traditional, warehouse look and feel

Rendering of Proposed Elevations



Figure 2: Rendering of proposed elevations.

Economic Development

Economic development is crucial to any municipality's livelihood as it increases the capacity and supply of public goods. This is an important vehicle to capitalize on to increase local revenue while relieving the burden on individuals. The 2050 Comprehensive Plan encourages industrial business to expand with the Village boundaries. Further, the Site is truly unique, in that it fulfills GBP's relocation objectives. Those objectives are specific to manufacturing end users, and after extensive relocation due diligence efforts, GBP has concluded there is a scarcity of land which could accommodate the industrial development which is the subject of the pending applications.

"In 2022, the WI Department of Revenue reported that the Village's $3.5 billion tax base of equalized value was primarily residential (67.17%), but has a sizable commercial (22.91%) and manufacturing (7.89%) presence. This indicated there is significant room for growth to diversify the tax base and relieve pressure from residential sector by encouraging commercial and industrial business operations to locate or expand in Germantown." (2050 Comprehensive Plan, page 119)

"Manufacturing is a key economic sector in Germantown."

Manufacturing is Germantown's second largest sector of employment for residents, coming in at 18.7%, creating a significant job and economic base.

"Of note, in 2019 only 25.6% of Germantown residents worked in Washington County, while 74.4% worked outside of the County. This signals an important opportunity for economic development if the Village can keep more residents working within the Village's borders." (2050 Comprehensive Plan, page 121). **This is an excellent opportunity to retain and expand an important employer in Germantown.**

Tax Base

The Development will not propose that a new tax incremental district be created. Therefore, the Village will immediately begin collecting tax dollars from the time of occupancy. Occupancy is expected in the summer of 2025 and will generate approximately $500,000 in property tax revenue. This money can be used to directly fund services in dire need, such as the police force, fire department, emergency medical response team members, and road improvements.

The Village police department continues to grow and will outgrow the already-expanded facility. It is vital to community safety, as addressed in July 2022 by the Public Safety Committee, that the police department has access to adequate resources as call numbers increase, as well as crime. The receipt of tax revenue generated by GBP will directly influence the Village's ability to provide the necessary tools, technology, and sworn officers to ensure the community remains a safe place to reside.

The Public Safety Committee also voiced concern over the Germantown Fire Department at the July 2022 meeting. Nationally, citizens are less likely to volunteer personal time forcing the Village to recruit

more full-time employees. Similar to the police department, there is an increase in calls due to residential and commercial growth throughout the Village.

Notably, the corporate and industrial uses place a much lower demand on police and fire resources than retail, commercial, and residential uses. GBP will have a positive economic impact without increasing the burden on public safety resources.

Appendix A of the 2050 Comprehensive Plan states the three most important factors on quality of life for those in Germantown are public safety (police/fire), low crime, and good neighbors. **Approving the Development will immediately benefit the community by creating additional tax revenue not currently generated on the agricultural land, allowing the Village to consider applying funds towards increasing staff.**

Development Benefits to the Village and Surrounding Community

The Development will provide an attractive, efficient facility for GBP to remain in the Village, continuing its 50-year legacy as an exemplary corporate citizen. The new facility will provide additional employment opportunities in the local community for skilled laborers and office professionals. It will be constructed using high-quality materials to raise the area's quality and the appearance of its industrial developments. This prominent building design and construction will aid Germantown in increasing architectural standards throughout the Village.

Conclusion

Thank you for reviewing the application in consideration of approving a rezone and comprehensive plan amendment.

With four manufacturing sites in Southeast Wisconsin, GBP has a strong interest in continued business success in the area. The GBP location has been a part of the Germantown community for over 50 years. The new state-of-the-art facility will continue GBP's technology innovation and expansion in the corrugated manufacturing industry while proposing significant property tax revenue upon occupancy.

Based on several factors, including enhanced architectural elements, proximity of complementary business, distance from residential neighborhoods, wetland and woodland areas, and timing of the proposed development, we suggest the Village approve the industrial use for GBP to build a corporate facility north of Holy Hill Road.

This provides the Village an opportunity to focus efforts south of Holy Hill Road on the desired mixed-use development which organically offers excellent pedestrian connectivity to adjacent residential neighborhoods and the Village center.

Thre are approximately a combined 145 acres of land between the Holy Hill Gateway and Freistadt Districts. Permitting GBP to develop 50 acres of land leaves an excellent opportunity to develop 95 acres suitable for a mixed-use development.

We look forward to continuing the approval process with the Village. Should you have any further questions, please do not hesitate to contact me.

Sincerely,

Caitlin LaJoie, Director of Land Development
Briohn Building Corporation
clajoie@briohn.com
262-307-8792

Exhibit A – Aerial and Street View



Figure 3: 1 mile radius from Subject Site





Exhibit B – Preliminary Site Plan and Renderings

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ROCKFIELD ROAD
WETLAND LIMITS
TOTAL PROPOSED PROPERTY AREA
2,303,738 SF / 52.887 ACRES
POTENTIAL STORMWATER MANAGEMENT AREA
PRODUCTION
PRODUCTION
FUTURE ADDITION
OFFICE
100' ROW (FUTURE DEDICATED PUBLIC ROAD)
SIDEWALK/BIKEPATH CONTINUATION
LANDSCAPED SCREENING BERM
LANDSCAPED SCREENING BERM
LANDSCAPED SCREENING BERM
LANDSCAPED SCREENING BERM
POTENTIAL STORMWATER MANAGEMENT AREA
WETLAND LIMITS
FLOOD PLAIN
GATEWAY CROSSING
HOLY HILL ROAD
SITE PLAN
Scale: 1" = 100.0"
N






GB





F





Exhibit C – Holy Hill Gateway & Freistadt Road Districts

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Holy Hill Gateway District/ Freistadt District

The land surrounding Holy Hill Road to the north and south has been in demand for new industrial development and growth in the Village. New businesses in this area include the Gateway Corporate Park, Capstone 41 Business Park, Dielectric Manufacturing, and Illing Packaging, which are located north of Holy Hill Road and west of Goldendale Road. It is anticipated that this demand will continue, and that more development and land conversion from agricultural to industrial land use will take place as a result. However, the exact areas that should be developed as part of the emerging industrial park is in question, as well as the design of those industrial buildings themselves.

As the Village plans future land use in this area, important considerations include the existing residential development to the southeast of the industrial development, the fact that much of the area already falls within the Village's sewer service area, and the desired character of the Holy Hill and Goldendale Road corridors, both for vehicles and for cyclist and pedestrians.

Through the comprehensive planning process, the Village has determined that the land in this area should be developed as a combination of Light Industrial, Commercial Warehousing, and High Density Multi-family Residential, primarily. Commercial development, potentially including multifamily housing if it is developed alongside community amenities and with a walkable format, is also a potential use along I-41. Medium Density Residential areas are envisioned as conservation subdivisions, which allow clustering of residential lots around areas of environmental areas. These districts are also deemed suitable for potential "next generation" housing opportunities provided that the Village qualifies under the Washington County's regional affordable housing ownership initiative. These subdivisions will allow a transition in development intensity between the industrial uses and the more rural and agricultural residential areas in this part of the Village.

Additionally, the area includes a vision for a regional trail network along existing environmental corridors and newly created regional stormwater corridors. This trail network will serve as an amenity to existing and future uses and serve as a physical connection for residents and businesses to the Village Center.

Community Voices

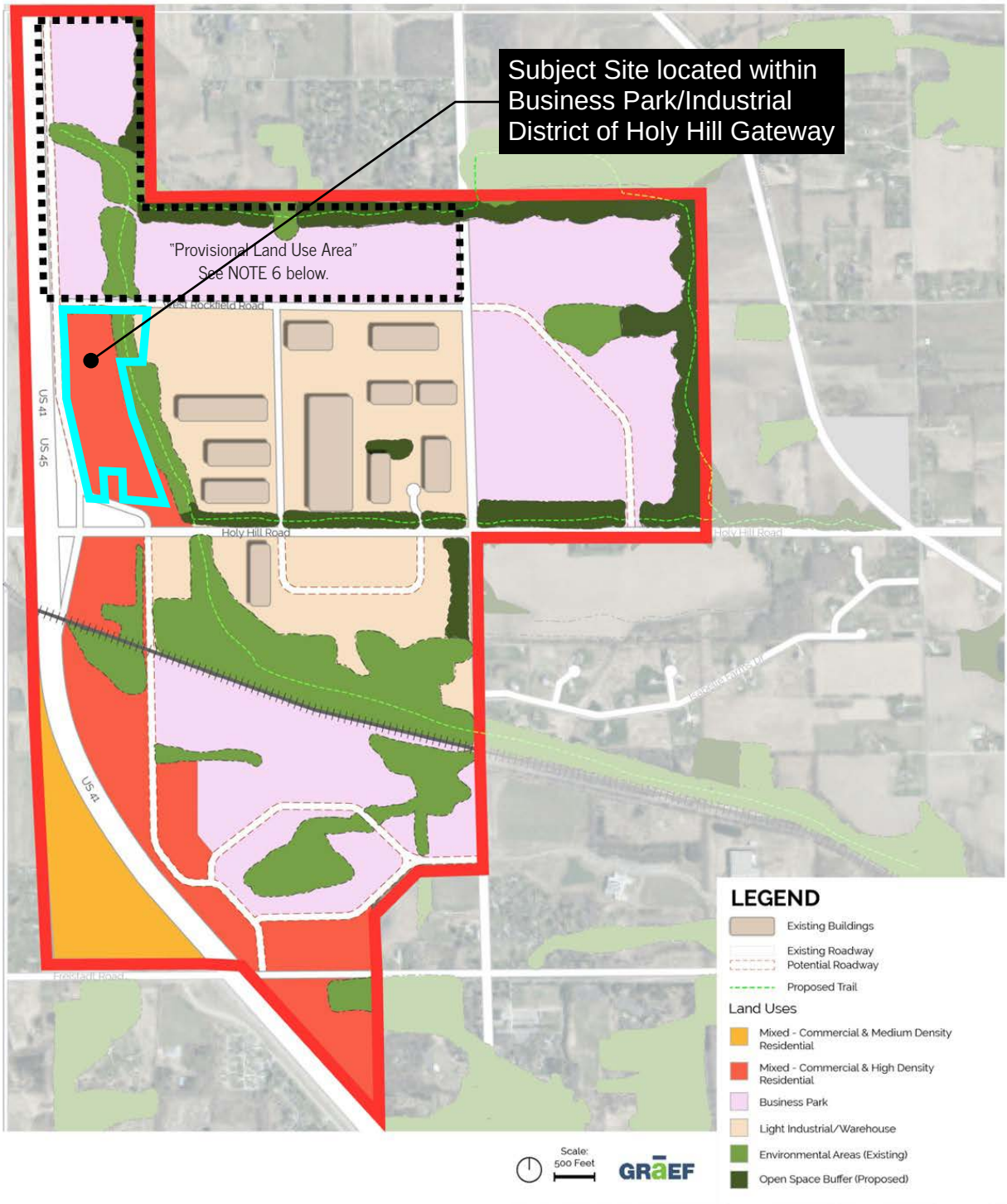
I understand the Holy Hill area is designated industrial...which is fine. I think it can be more thoughtful when looking at architectural styles, green space setbacks and parking in the rear of the buildings off the road. Include water features and walking paths in the front of the buildings in the green space. It would make a much more desirable area for all.

Next Steps

In order to realize the vision for this area of Germantown, the Village should undertake the following:

1. Develop a master plan for the Holy Hill/Freistadt Road area that includes the following elements:
   - Street and Block framework
   - Preferred Future Land Use
   - Regional stormwater concept plan
   - Trail and Open Space plan
   - Regulations and Design Guidelines
   - Funding & Incentives
2. Adopt the master plan as an amendment to the Comprehensive Plan.
3. Re-zone. Develop a new zoning district, or develop an overlay zoning district with design guidelines that will provide specific regulations and expectations for future development in this area, based on the master plan.
4. Engage with the development community to determine interest in the area and further refine proposed development patterns in response to specific needs of tenants.

Figure 6.6 – Holy Hill Gateway & Freistadt District - Future Land Use Vision



NOTE 6:	Land use within the "Provisional Land Use Area" shall be consistent with the former 2020 Land Use Plan "Agricultural/Conservation Residential" designation that allows agricultural use and single-family residential use with a maximum density and minimum lot size of 1 dwelling per 5 acres. See Holy Hill Gateway District Profile in Chapter 5 for details on Master Planning.

Holy Hill & Freistadt Inspiration



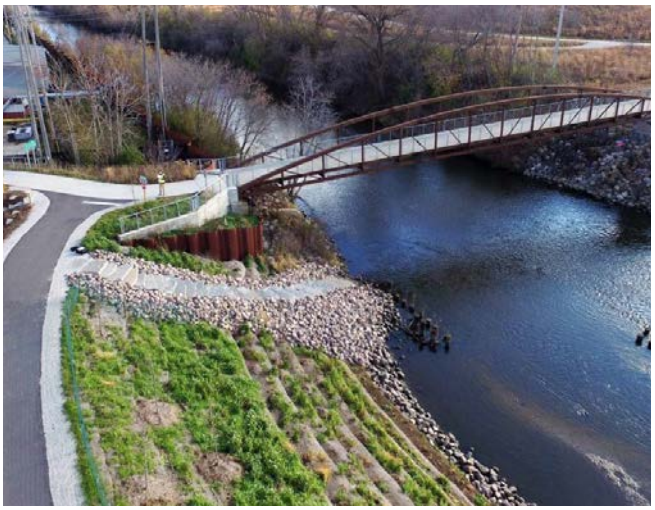


▲ The Village envisions unique industrial building design that stands apart from traditional, warehouse look and feel



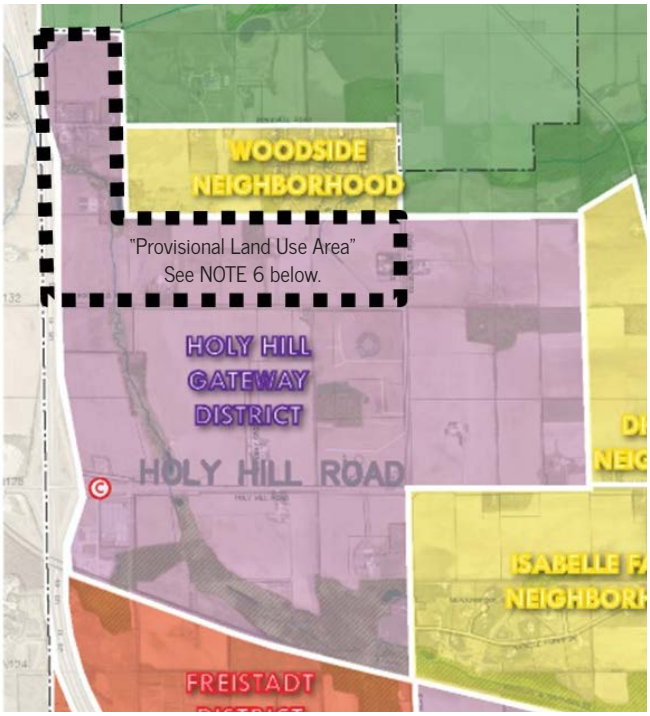
▲ The high visibility of lands adjacent to I-41 could accommodate mixed-use commercial destinations similar to Whitestone Station in Menomonee Falls.





▲ Stormwater and Open Space: Industrial areas should be required to set aside public easements for regional trails and stormwater features should be designed as a natural amenity along with the functional purpose.

Holy Hill Gateway DISTRICT



GENERAL CHARACTER

The Holy Hill Gateway District is predominantly undeveloped but intended to be an industrial and mixed-use commercial district comprised predominantly of light industrial uses, warehouse, corporate office uses, and service-commercial uses. A portion of the district lies within Tax Incremental District (TID) No. 8. Existing development includes personal storage and highway-oriented commercial uses at the Holy Hill road interchange, a trucking and warehouse operation at the Holy Hill @ Goldendale Road intersection, and light industrial and warehousing uses in the Gateway Corporate Park north of Holy Hill Road and west of Goldendale Road. The existing zoning of the currently undeveloped parcels in the district is predominantly A-1: Agricultural.

SPECIAL FEATURES

Transportation The Holy Hill Gateway District is located at the Holy Hill Road interchange with I-41. The district is generally bounded by I-41 to the west, the Woodside neighborhood to the north, the Dheinsville Neighborhood to the east, and the WSOR railroad to the south.

Environmental, Natural & Agricultural Goldendale Creek, a tributary to the Menomonee River, and associated environmental corridor runs along the north side of the WSOR railroad in the southern part of the district. Rockfield Creek, a separate tributary to Little Cedar Creek, runs north-south through the district parallel to I-41.

Public Park, Education, Safety & Utility Village sewer and water currently serves a portion of the Holy Hill Gateway District. The system has capacity to serve the entire district upon further extension.

PREFERRED LAND USE

The Holy Hill Gateway District is intended to develop as an industrial, warehousing and mixed-use commercial district with light industrial, warehouse, hospitality, corporate office uses. Community-scale retail and service-related commercial uses are intended to locate at the Holy Hill Road interchange (except for "big box" retail) and neighborhood-type commercial uses at the Holy Hill Road/Frontage Road intersection. The potential for mixed-use commercial with high-density is desirable for land adjacent to and along the I-41 corridor. See the Economic Development Section of this Plan for more information on future land uses within the Holy Hill Gateway District.

Industrial and Warehousing Development in the Holy Hill Gateway District created potentially negative impacts on the surrounding rural areas. Residents and property owners demand that future industrial, warehousing, and commercial development not expand beyond Rockfield Road to the North and Goldendale Road to the East. In addition, residents have requested that regardless of where the ultimate district boundary is established, the Village needs to develop specific and substantial setback and buffering requirements for future development of the land within the district that is

PREFERRED FUTURE LAND USE

Holy Hill Gateway District

Preferred Future Land Uses												Enviro Corr.	SSA	Preferred Site Design			Maximum Density (residential uses)
Existing Uses (+ existing non-conforming zoning) See NOTE 5 for details	Residential: Single Family	Residential: Two to Four Family	Residential: Multi-family / Senior	Mixed-Use: Commercial / Residential	Mixed-Use: Commercial / Industrial	Commercial (includes "Activity Centers")	Institutional	Open Space & Recreational	Mineral Extraction	Industrial	Agricultural / Hobby Farming / Agribusiness	Contains an Environmental Corridor?	Sewered? (Y/N/Partial)	Traditional Neighborhood	Suburban Subdivision	Conservation Subdivision**	Dwelling Units / Acre See NOTE 4 for details
A	u	u	D	D	D	A	A	A	u	D	u	Yes	Yes	-	-	-	25 units/acre

adjacent to the Rural Preservation District, Woodside Neighborhood, Dheinsville Neighborhood, and Isabelle Neighborhood. The Village intends to develop and adopt specific setback, buffering, lighting, noise, and other development requirements in the Zoning Code to mitigate potential negative impacts associated with future development in this and other districts.

D =	**Desirable** – These uses should be encouraged because they are consistent with, support, and enhance the desired character of the area.
A =	**Allowable** – These uses are generally considered appropriate for the area, but may require additional consideration and/or specific modification or developed features to be compatible with other uses in the area.
u =	**Undesirable** – These uses should not be encouraged but may still be acceptable for the area under special circumstances.

Master Planning A detailed master plan will be developed for the Holy Hill Gateway District (see Implementation Plan: Economic Development Objective #1). Until the master plan is prepared and incorporated into the Future Land Use component of the 2050 Comprehensive Plan, the preferred land uses allowed in and future development of the area bounded by Rockfield Road, Goldendale Road, the Woodside Neighborhood, the Town of Germantown, and I-41 shall be limited to only the land uses and development allowed under the "Agricultural/Conservation Residential" land use designation in the former 2020 Comprehensive Plan (see "Provisional Land Use Area" as shown on the Future Land Use Map). The "Agricultural/Conservation Residential" designation allows agricultural uses and single-family residential uses with a maximum density and minimum lot size of 1 dwelling per 5 acres.

NOTE 6:	Land use within the "Provisional Land Use Area" shall be consistent with the former 2020 Land Use Plan "Agricultural/Conservation Residential" designation that allows agricultural use and single-family residential use with a maximum density and minimum lot size of 1 dwelling per 5 acres.

See all notes on page 42.

Exhibit D – Village-wide Bicycle & Pedestrian Connections Map

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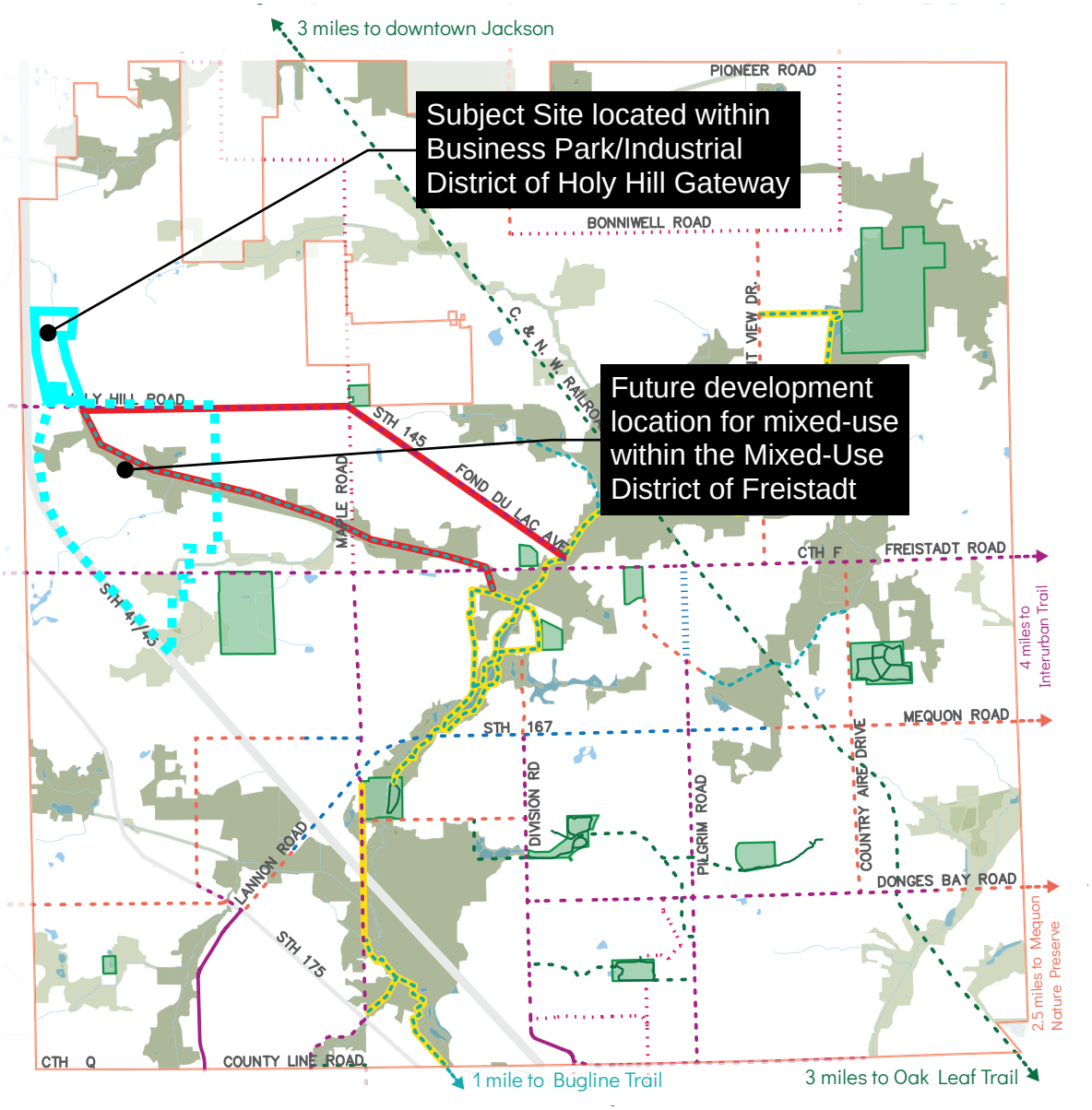
Map 7.3 – Village-wide Bicycle & Pedestrian Connections Map



PROPOSED BIKEWAY + TRAIL NETWORK

- Municipal Boundary
- Park
- Primary Environmental Corridor
- Secondary Environmental Corridor
- Water
- Existing Shared Use Path
- Existing Sidepath
- Potential River Trail
- Potential Shared Use Path
- Potential Sidepath
- Potential Paved Shoulder
- Potential Bike Lane
- Potential Minor Enhancements
- Potential Traffic Calming
- Proposed Menomonee River Trail
- Proposed Goldendale Creek Loop Trail

Exhibit E – Wetlands and Woodlands

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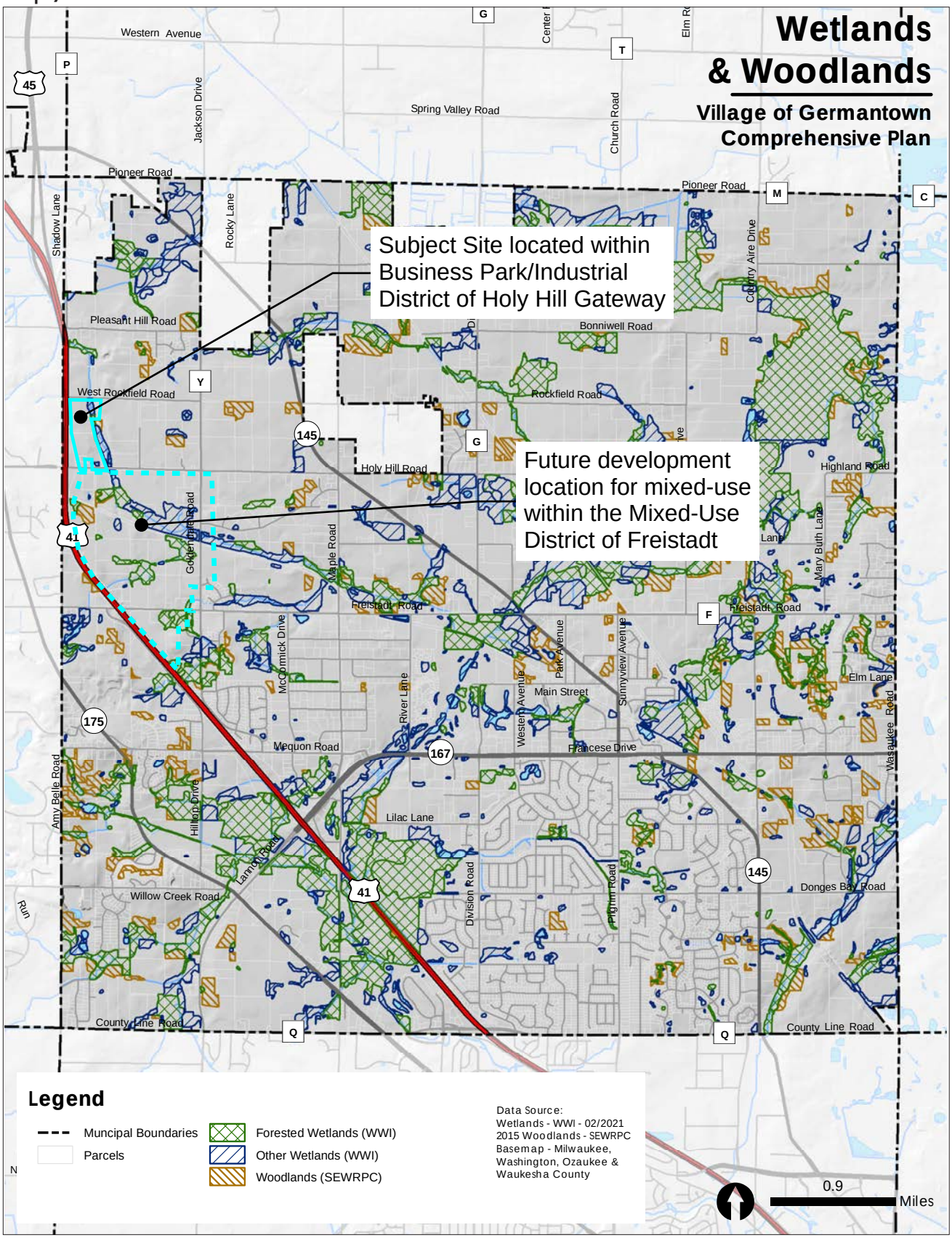
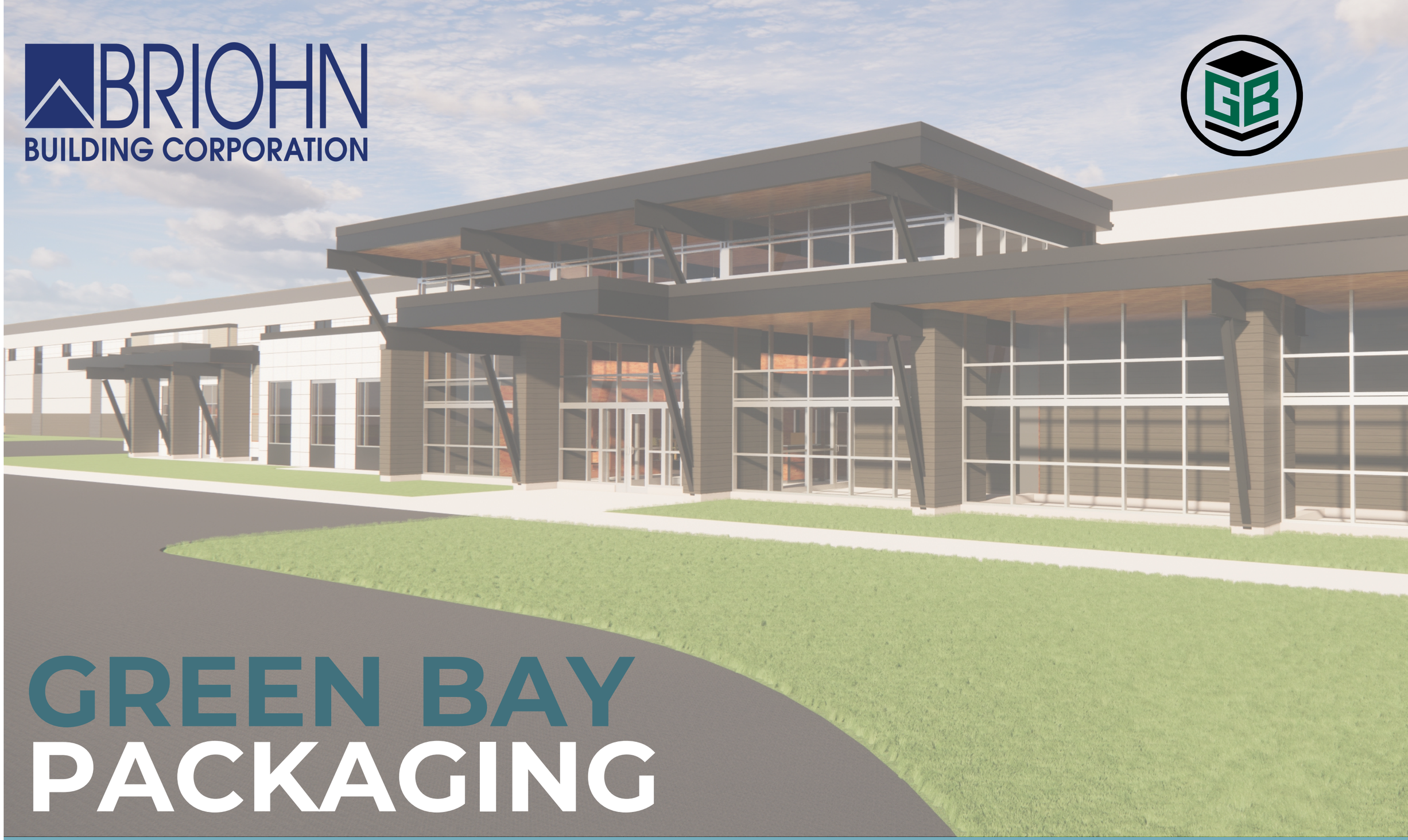
Map 7.6 – Wetlands & Woodlands



BRIOHN
BUILDING CORPORATION



GREEN BAY PACKAGING

REZONING + COMPREHENSIVE PLAN AMENDMENT

PLAN COMMISSION NOVEMBER 13, 2023



Green Bay Packaging's newly proposed facility at the intersection of Highway 41 / Holy Hill Road

GREEN BAY PACKAGING

Who Are We?

- Family-owned business with 90 years of manufacturing history in Wisconsin
- Employs 4,700 people nationally across 38 locations with 1,600 active employees in Wisconsin
- Industry leader in recycling
- Proud to focus on sustainable products, reducing waste, and using renewable resources

Retention

- Proud Germantown business partner since 1970
- Currently employs over 80 people in Germantown, with growth expected in the new building
- Newsweek named Green Bay Packaging one of America's Greatest Workplaces for 2023

COMMUNITY IMPACT

Community Support

- Philanthropic values focused on serving young people, education, health, and cultural activities
- As a backbone of Wisconsin's economy, manufacturing sustains high-wage, family-supporting careers and provides the tools and technology that ensure Wisconsin is a leader in innovation
- Reconstructed original mill into a state-of-art-facility to ensure that current employees could remain working at the existing location

Recent Accomplishments

- Designed two new corrugated box "Super Plants" in Tulsa, OK and Forth Worth, TX
- Recipient of the Grand Award in the Mega Category at the 2022 Wisconsin Manufacturer of the Year Awards
- Recognized in Deloitte's 2023 Wisconsin 75 for sustainability
- Recognized by Forbes as one of America's Best Midsized Employers of 2023

PROJECT IMPACT

Holy Hill Gateway District

- Attractive new building to enhance the visual appeal, welcoming visitors and residents to the Village of Germantown
- Appropriately locates corporate and industrial uses north of Holy Hill Road and south of Rockfield Road
- Opportunity for future mixed use development south of Holy Hill Road

Enhanced Tax Base

- $60 million project investment with $35 million in real estate value
- Generates over $500,000 in annual property taxes
- Additional tax dollars can be used for police force, firefighters and other community resources

COMMUNITY AWARENESS

Surrounding Neighborhood

- Unlike other developments, this development poses no detrimental impact on traffic
- Development will not have a negative impact on property values
- Development is consistent with surrounding properties and will cause no significant noise, light or other operational nuances

Community Impact

- Significant room to grow and diversify the tax base relieving pressure from the residential sector
    - $3.5 Billion Current Tax Base
        - Residential 67.17%
        - Commercial 22.91%
        - Industrial 7.89%
- Provides more jobs in the Village
    - In 2019 25.6% of Germantown residents worked in Washington County, 74.4% worked outside the county



Current Facilities Inefficient Operations

LOCATION

Total Site Area

52.9 Acres

Building Footprint

233,450 SF

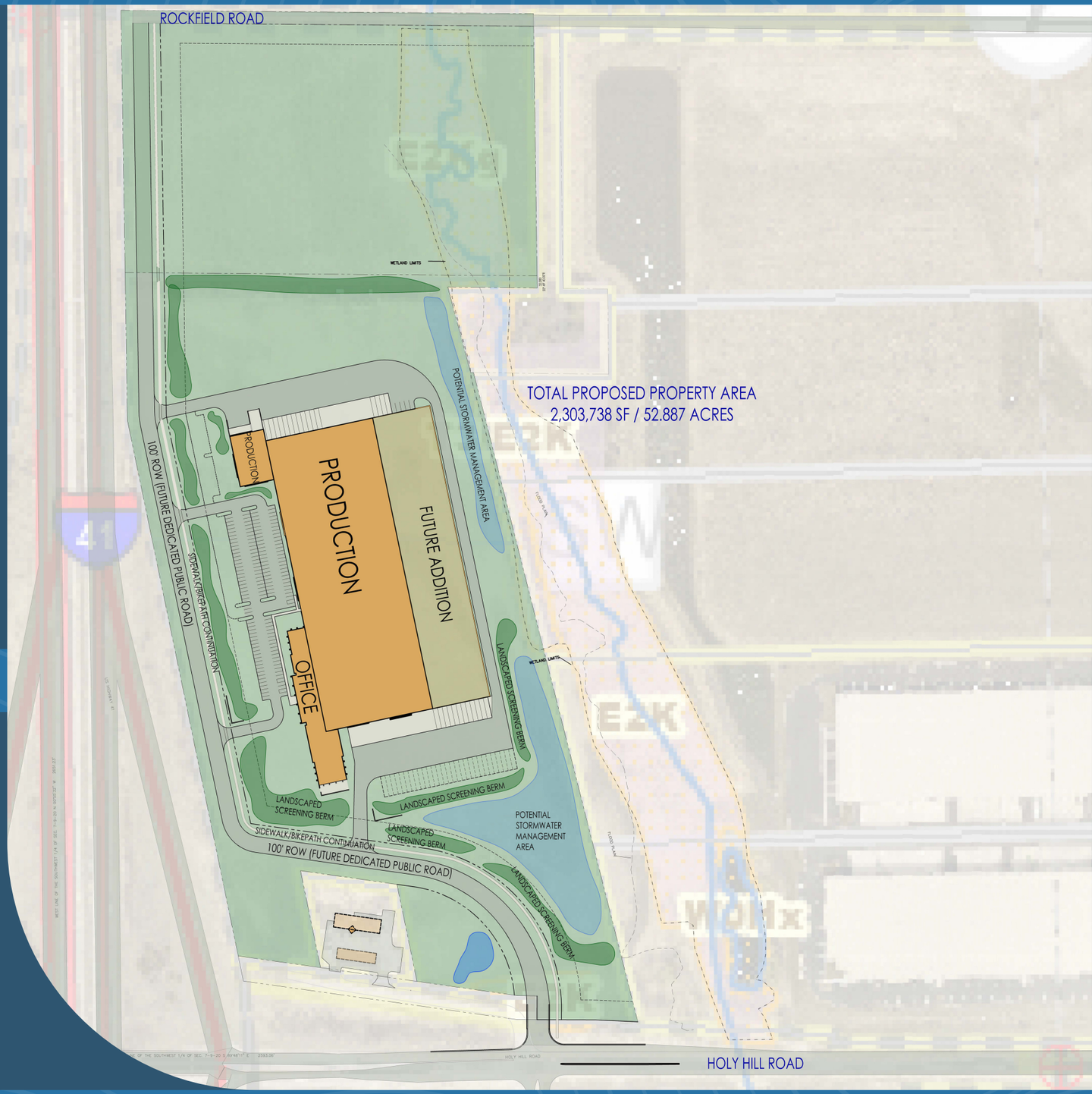


Northeast Quadrant of Holy Hill Road and Highway 41

SITE MAP

- Gateway to Germantown
- Raising the bar for new architectural standards
- New public road connecting Holy Hill Road to Rockfield Road
- Creates significant tax increment

- Building Footprint
  - 233,450 SF
- Office Area
  - 20,000 SF
- Potential Future Addition
  - 112,500 SF





Employee and customer welcome center facing west / visible from Highway 41



Aerial perspective looking Northeast

ROCKFIELD ROAD

TOTAL PROPOSED PROPERTY AREA
2,303,738 SF / 52.887 ACRES

WETLAND LIMITS

POTENTIAL STORMWATER MANAGEMENT AREA

PRODUCTION

PRODUCTION

FUTURE ADDITION

OFFICE

100' ROW (FUTURE DEDICATED PUBLIC ROAD)

SIDEWALK/BIKEPATH CONTINUATION

LANDSCAPED SCREENING BERM

LANDSCAPED SCREENING BERM

LANDSCAPED SCREENING BERM

LANDSCAPED SCREENING BERM

WETLAND LIMITS

POTENTIAL STORMWATER MANAGEMENT AREA

SIDEWALK/BIKEPATH CONTINUATION

100' ROW (FUTURE DEDICATED PUBLIC ROAD)

FLOOD PLAIN

FLOOD PLAIN

US HIGHWAY 41

WEST LINE OF THE SOUTHWEST 1/4 OF SEC. 7-9-20 N 00°05'52" W 2613.23'

SOUTH LINE OF THE SOUTHWEST 1/4 OF SEC. 7-9-20 S 89°48'11" E 2593.08'

HOLY HILL ROAD

GATEWAY CROSSING

HOLY HILL ROAD

SITE PLAN
Scale: 1" = 100.0"

N

BRIOHN
www.briohn.com PHONE: 262.790.0500

GREEN BAY PACKAGING - GREAT LAKES DIVISION
HOLY HILL ROAD GERMANTOWN, WISCONSIN
SEPTEMBER 20, 2023

VILLAGE CODE TEXT AMENDMENTS

11/13/23 Plan Commission Meeting

Germantown Community Development Department

Village Planner Report **Germantown, Wisconsin**

Summary

The Community Development Department is proposing a series of minor text amendments to Section 9 (Public Peace & Good Order) and Section 17 (Zoning Code) pertaining to raising chickens in residential zoning districts and accessory buildings on “historic” designated property in residential zoning districts.

Staff is proposing several text amendments to various sections in the Village Code as detailed in the attached draft ordinance and summarized below:

Amendment #1 *(see Section 1)*
The amendment to Section 9.11 is necessary to clarify which residential zoning districts and what type of chickens and other livestock can be kept and raised. The most recent permit application that was process and approved highlighted the apparent ambiguity and “disconnect” between the language in Section 9 (Public Peace) and in Section 17 (Zoning Code) regarding raising chickens on property in residential districts.

Amendment #2 & Amendment #3 *(see Section 2 & Section 3)*
The amendments to Section 17.14(2)(a) and 17.15(2)(b) are necessary to connect and clarify the minimum setback and fencing requirements that apply to raising chickens in the Rs-1 and Rs-2 residential zoning districts.

NOTE:
The topic of raising chickens on small lots (1 acre or less) in residential zoning districts is a hot one in many urban and suburban communities in Wisconsin. Some communities allow chickens on small residential lots and some do not. Those that do typically restrict the number (10 or less), the type (no roosters), and location on the property. A brief summary of what other Milwaukee metro communities allow/don’t allow can be found here:

https://www.jsonline.com/story/news/local/2023/06/12/are-chicken-coops-allowed-in-milwaukee-and-the-surrounding-suburbs/70292367007/

In fact, there is an effort currently underway by a Wisconsin legislator to get co-sponsorship of a bill that would supersede local regulation and require all local municipalities to allow keeping up to four (4) poultry on any property (chicken, geese, ducks, quail, or guinea fowl). A summary of that effort can be found here:

https://www.jsonline.com/story/news/politics/2023/11/07/its-a-bill-that-says-you-have-the-basic-human-right-to-raise-your-own-food-bill-author-shae-sortwell/71393444007/

The current allowance for raising chickens on non-agricultural zoned property in Germantown, specifically and only in the Rs-1 & Rs-2 Single-Family Districts with a conditional use permit, was created in 2003. Some residents would argue that the current regulations are too restrictive and cost prohibitive (given permitting time and cost). These amendments are NOT intended to re-open the topic of raising chickens and potentially revising the Village's allowances and/or regulations. If the Plan Commission and Village Board want to re-open this topic, direction to staff will be required to do so.

Amendment #4 *(see Section 4)*
The amendment to Section 17.41(1)(c) is proposed by staff to address the "gap" or inequity (albeit small) that currently affects property owners of residential lots in the Rs-3 to Rs-7 zoning districts that have a "historic" designation on their property with respect to the allowance for detached accessory buildings.

You will recall, back in September a Germantown property owner, Joseph Schuster, revealed the problem that he encountered when trying to get approval to re-build a detached garage on his .95-ac residential lot that was destroyed by a windstorm. Schuster argued that the Village's current accessory building regulations: (1) unfairly allows more and bigger accessory buildings on larger residential parcels compared to smaller parcels; and (2) encourages attached garages with no size limit regardless of parcel size over detached garages that are limited in size. Schuster also argued that the regulations unfairly impact small residential lots that are designated "historic" (under Section 26 of the Village Code) because, in some cases, an attached garage is NOT possible if the owner is required to maintain the property's historic character and status under Section 26 (Historic Preservation) of the Village Code.

This amendment is intended to specifically address those situations where a property owner with a small residential lot in any of the residential zoning districts that only allow one (1) detached building and one (1) attached garage cannot construct an attached garage because the property is designated as "historic". In so doing, such owners will be able to meet their obligation to maintain the historic character and status of their property while also being able to construct up to two (2) detached accessory buildings (and in lieu of one of those being an attached garage).

A recommendation from the Plan Commission is necessary to move the proposed code amendments to the Village Board for consideration and action.

ORDINANCE NO. xx-2023

AN ORDINANCE AMENDING
CHAPTER 9 (PUBLIC PEACE AND GOOD ORDER) AND CHAPTER 17 (ZONING CODE)
OF THE VILLAGE OF GERMANTOWN MUNICIPAL CODE

THE VILLAGE BOARD OF THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN, ORDAINS AS FOLLOWS:

SECTION 1. That Section 9.11 pertaining to the regulation of keeping poultry on property in the Village is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

1) LIVESTOCK. No person shall keep or maintain any livestock such as horses, cattle, sheep, goats or pigs in any zoning district unless zoned "agricultural," except in the Rs-1 and Rs-2 Zoning Districts and upon conforming to the following standards:
   a) Not more than one horse more than 6 months of age, or 2 miniature horses, per 2 acres. [See sections 17.14(1)(c)1. and 17.15(2)(a)1. of this Code.] To determine permissible numbers of horses in combination with miniature horses, acreage counted for either class shall be exclusive of acreage counted for the other. No livestock may be raised for profit in any residential district.
   b) One Philippine pot-bellied pig (sus scrofa) per single-family household may be kept as a pet, but not for breeding purposes. Bred pot-bellied pigs shall be deemed livestock and are subject to the provisions of subsection (1) above. In addition, any person having a pot-bellied pig in his possession or under his control shall be subject to the running at large prohibitions provided in section 9.10(1) and (2) of this chapter and the animal excreta regulations provided in section 10.065(7)(i) of this Code.

2) POULTRY. No person shall keep or maintain poultry or fowl in any zoning district unless zoned "agricultural" except in the Rs-1 and Rs-2 Zoning Districts and upon conforming to the following standards:
   a) Ten head of poultry or fowl may be kept on 2 contiguous acres.
   b) Fifteen head of poultry or fowl may be kept for each contiguous acre of 3 or more.
   c) Keeping roosters is prohibited.

SECTION 2. That Section 17.14(2)(a) pertaining to conditional uses allowed in the Rs-1: Single-Family Zoning District is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

1) CONDITIONAL USES.
   a) Raising of poultry, fowl, animals or fish for meat or by-products for family consumption only subject to the fencing and building setback requirements under Section 9.11(3.1) and 9.11(4).

ORDINANCE NO. xx-2023

AN ORDINANCE AMENDING
CHAPTER 9 (PUBLIC PEACE AND GOOD ORDER) AND CHAPTER 17 (ZONING CODE)
OF THE VILLAGE OF GERMANTOWN MUNICIPAL CODE

SECTION 3. That Section 17.15(2)(b) pertaining to conditional uses allowed in the Rs-2: Single-Family Zoning District is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

2) CONDITIONAL USES.
   b) Raising of poultry, fowl, animals or fish for meat or by-products for family consumption only subject to the fencing and building setback requirements under Section 9.11(3.1) and 9.11(4).

SECTION 4. That Section 17.41(1)(c) pertaining to accessory buildings on property designated as historic under Section 26 of the Village Code is created as follows:

c) HISTORIC DESIGNATION EXCEPTION. Residential dwellings and properties that have been designated ”historic” pursuant to Chapter 26 (Historic Preservation) of the Village Code may be prohibited from constructing an attached garage in order to comply with and/or maintain the “historic” designation as defined therein. Therefore, residential properties located in the Rs-3 through Rs-7 single-family residential zoning districts that have been designated “historic” and do not have a dwelling with an attached garage shall be allowed to construct one (1) additional detached accessory building up to a maximum area of 864 sqft subject to the historic designation “Certificate of Appropriateness” requirements under Section 26.05 of Village Code.

SECTION 5. This ordinance shall take effect and be in full force the day after its passage and publication, as provided by law.

Introduced by Trustee: _____
Adopted: _____, 2023

Vote: Ayes: _____
Nays: _____

_____
Dean Wolter, Village President

ATTEST:

_____
Donna S. Cox, Village Clerk

APPROVED AS TO FORM:

_____
Brian Sajdak, Attorney

Published:

DRAFT

CERTIFIED SURVEY MAP (CSM) APPLICATION & REVISED LANDSCAPE PLAN

11/13/23 Plan Commission Meeting

Virtus Development LLC / District One LLC

Village Staff Report & Recommendation ***Germantown, Wisconsin***

Summary

Greg Nagel, President of Virtus Development and agent for District One LLC, property owner, and the Hacker Trust, property owner, is requesting approval of a Certified Survey Map (CSM) application to combine parcels within the "Kuhburg Planned Development District" and revised landscape plans for the 33-stall commercial parking lot and 4-unit multi-family townhouse located in the southwest corner of the Donges Bay Road @ Fond du Lac Ave/STH145 intersection.

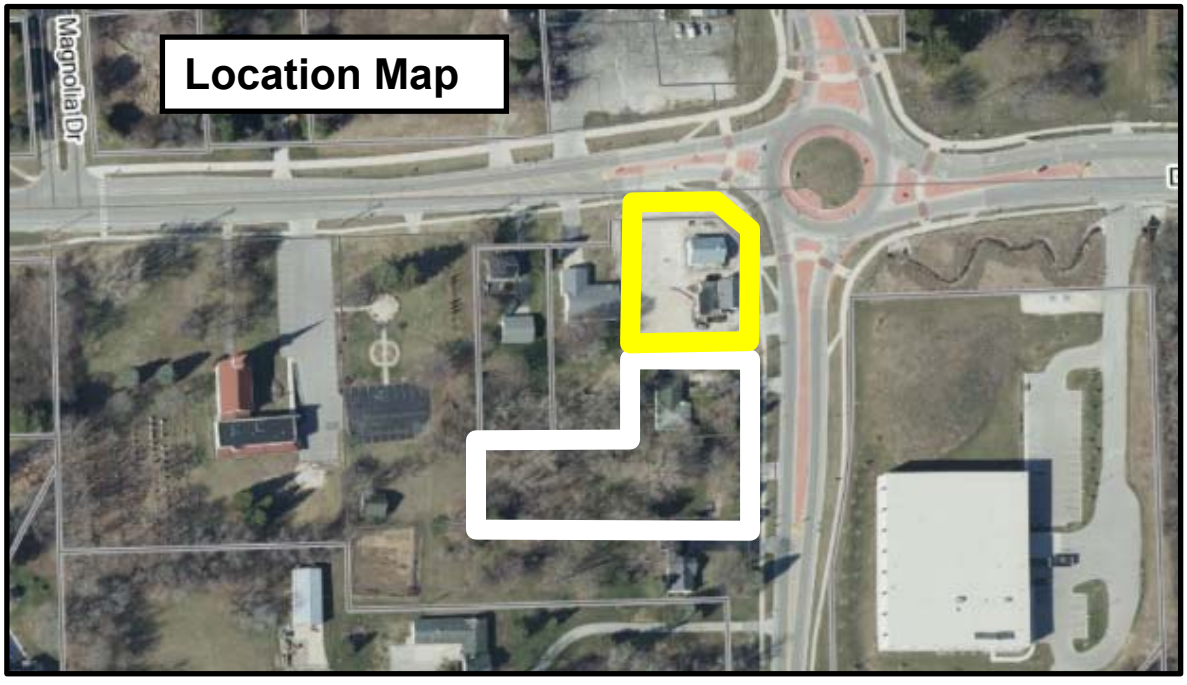
Property Location: W140 N10363 Fond du Lac Ave
W140 N10349 Fond du Lac Ave

Applicant/
Property Owner:

Greg Nagel	District One LLC	Hacker Trust
Virtus Development	13100 Watertown	W140 N10363 Fond du Lac
13890 Bishops Dr	Elm Grove, WI	Germantown, WI
Brookfield, WI		

Current Zoning: B-3/Rm-2/PDD: Kuhburg Planned Development District

Adjacent Land Uses		Zoning
North	Business	B-3
South	Residential	Rs-6
East	Industrial	M-1
West	Residential	Rs-6



Background

The Kuhburg Planned Development District was created in February, 2018 to stimulate the renovation of two parcels with dilapidated buildings located in the southwest corner of the intersection, including a vacant, single-story schoolhouse and a 2-story tavern. To date, renovation of the schoolhouse into the Stone Creek "Kaffeehaus" is complete, along with the reconstruction of the parking lot west of the building. Remaining improvements include construction of a covered portico providing seasonal, outdoor seating for both the Kaffeehaus and the planned renovation of the existing Gamroth's Kuhburg Junction tavern into a restaurant.

In August 2023, the Village approved a rezoning application to amend & expand the Kuhburg District to the south with the addition and re-development of two abutting parcels to the south totaling approximately 1.1 acres for the following:

1. 33-stall parking lot (to serve the two commercial retail buildings)
2. 4-unit multi-family residential townhouse-style building (reduced from the original 6-unit proposal)
3. storm water management basin serving the parking lot and townhouse development

As a condition of approving the Kuhburg District expansion, the property owner/developer was required to prepare and submit for Village approval a certified survey map (CSM) to combine the parcel containing the two retail buildings with the parcel containing the proposed parking lot prior to issuance of any construction permit(s) required for the parking lot (with any right-of-way dedication for Fond du Lac Avenue).

Further, as a condition of approving the site development & building plans for the commercial parking lot and 4-unit multi-family townhouse development, thew owner/developer was required to prepare and submit a complete landscape plan for both the commercial parking lot and townhouse development for review and approval by the Village Forester and Plan Commission prior to final site grading or issuance of an occupancy permit for the townhouse building.

Proposal

At this time, the owner/developer is requesting approval of a Certified Survey Map (CSM) application to combine parcels within the "Kuhburg Planned Development District" and approval of a revised landscape plan for the commercial parking lot and 4-unit multi-family townhouse site.

Certified Survey Map (CSM)

As shown in the preliminary CSM, the CSM creates the following two parcels and proposed uses:

1. Lot 1 (.765 acres) Coffee house, restaurant & new parking lot
2. Lot 2 (.66 ac) 4-unit townhouse development

Landscape Plan
The landscape plan ("Planting Plan" on Sheet AS1.02) proposes a significant number of plantings throughout both the parking lot and townhouse sites, including street trees along Fond du Lac Avenue.

Staff Comments
Community Development Department: Planning & Zoning
There are no details, specifications, or renderings for the "decorative fence" that is required *"…along the entire length of the paved driveway and parking stall area"* abutting the south property line. The "Planting Plan" or landscape plan refers to a "proposed fence" where other site plan sheets including C1.02 indicate a "New 6' High Wood Fence". The requirement for a "decorative fence" is part of the PDD conditions & restrictions resolution and adopted as a condition in the August 14 Plan Commission approval of the site plan set. It was Staff's intent that a decorative privacy fence and a landscaping buffer along the entire south property line (vs. a basic dog-eared wood picket fence like the one installed along the commercial parking lot) would provide a more appealing visual screen for the residents. I do not consider a basic 6' high, dog-eared wood pickets mounted on steel poles to be the least bit decorative.

With respect to the same south property line fence, neither the Planting Plan nor the site plan sheets clearly show this new fence along the entire length of the driveway. The Planting Plan calls out a solid black line that appears to be one and the same as the property line. So, if that is the case and the fence is proposed along the entire length of the property line, then the requirement has been met. If not, the plan needs to be revised to clearly show a decorative privacy fence along at least the length of the driveway from the property line to the west end of the parking stalls as required.

Also, with respect to the same south property line, the Plan Commission approval and PDD conditions require a "landscape screen/buffer" in addition to the privacy fence. The Planting Plan shows three small 4' x 6' wide planting areas with daylilies in each on the north side of the privacy fence. As indicated above, Staff's intent is that the landscaping buffer be located on the south side and along the entire length of the fence to provide a visual buffer for the residential property owner to the south.

The Village's Highway Department Superintendent has expressed concern regarding future maintenance of the street trees proposed to be planted in the Fond du Lac Ave right-of-way. If these four (4) street trees cannot be added to the agreement the developer has with WisDOT to permit these trees in the ROW, the trees will need to be relocated onto the townhouse & parking lot properties.

Public Works/Engineering/Utilities
The Village Surveyor has identified a series of minor corrections in a November 8, 2023 memo (attached) that will need to be corrected prior to recording the CSM.

Village Forester
The Village Forester has reviewed the landscape plan and recommends approval.

VILLAGE STAFF RECOMMENDATION

APPROVE the proposed Certified Survey Map (CSM) for the District One LLC property located in the Kuhburg District near the Donges Bay Road @ STH145/Fond du Lac Avenue intersection subject to the following conditions:

1. All technical issues and corrections identified by the Village Surveyor (see November 8, 2023 memo from Burt Naumann, GRAEF) shall be addressed and reflected in a revised CSM reviewed and approved by Village staff prior to recording.
2. District One LLC does not currently own all the parcels subject of the CSM. The CSM shall be revised to include all current property owners as required under Chapter 236 Wis. Stats.

APPROVE the proposed landscape plan for the District One LLC property located in the Kuhburg District near the Donges Bay Road @ STH145/Fond du Lac Avenue intersection subject to the following conditions. Unless specially stated, the conditions of this approval of the landscape plan are in addition to and not intended to supersede those previously adopted by the Plan Commission in the August 14, 2023 approval of the overall site plan:

1. This approval is subject to all conditions and requirements set forth herein and adopted by the Plan Commission. Approval is granted for the following plans unless revised pursuant to revisions required under the specific conditions of approval included by the Plan Commission:
    a. Planting Plan dated November 3, 2023
2. As required under Condition #3 of the August 14, 2023 Plan Commission Site Plan approval , a decorative privacy fence and landscape screen/buffer shall be installed along the entire length of the paved driveway and parking stall area abutting the south property line. The decorative privacy fence shall be a minimum of 6 feet height and not be a simple board-on-board wood picket fence. The landscaping shall also be installed along the south side of the fence.
3. The four (4) street trees proposed to be planted in the Fond du Lac Ave right-of-way shall be included in a right-of-way permit issued by WisDOT to allow installation in the right-of-way. If the street trees cannot be added to the existing or new agreement the developer has with WisDOT to permit these trees in the ROW, the trees shall be relocated onto the townhouse & parking lot properties.

The Avenue
275 West Wisconsin Avenue, Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

GRAEF

collaborate / formulate / innovate

November 8, 2023

Jeff Retzlaff, Village Planner
Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022

SUBJECT: District One LLC CSM Review

Certified Survey Map

Applicant or Owner: District One LLC
Land Surveyor/Firm: J. Scott Henkel / PSE

1. The bearing on the East line of the NE ¼ should be labeled North 01 26 11 West.

2. The bearing in the reference bearing note should be North 01 26 11 West.

3. All existing utility and drainage easements with recording information will be shown and dimensioned.

4. Current building setback lines mapped and dimensioned.

5. Professional Land Surveyor's seal and signature in contrasting color for all sheets.

6. A Mortgagee Certificate will need to be included, if applicable.

7. Label the recording information for the documents used to dedicate the right of way for Donges Bay Road and Fond Du Lac Avenue.

8. The last paragraph of the Surveyor's Certificate should reference "Chapter 18 of the Village of Germantown Subdivision Control Ordinance in surveying, dividing and mapping the same".

9. The Village of Germantown Board Approval should read as: This Certified Survey Map, being a division of ¼ ¼ Section ___, Township 9 North, Range 20 East, Village of Germantown, Washington County, Wisconsin, having been approved by the Planning Commission being the same, is hereby approved and the dedication of that part of Fond Du Lac Avenue for public road purposes as shown on sheet 1 of 3 is hereby accepted by the Village Board of Trustees of the Village of Germantown on this ___ day of _____, 2023.

10. The Owner's Certificate should include "As Owners, we hereby dedicate that part of Fond Du Lac Avenue for public road purposes as represented on Sheet 1 of 3 of this Certified Survey Map".

11. In the Plan Commission Approval, Laura A. Johnson is Secretary.

No further review comments.

Document Approval and Recording

For this CSM to be approved by the Village Board and recorded at the Washington County Register of Deeds, the document must be provided to the Village Clerk's office in a completed format including all original signatures of the owner and lending institution, original seals of the professional land surveyor on the recordable media the Wednesday prior to the scheduled Village Board meeting.

Any documents or digital files not submitted by the due date or contain outstanding technical review comments that have not be addressed, will be moved to the next scheduled Village Board meeting agenda.

Document Submittals and Data Conversion
As of October 2005, the Village of Germantown requires a digital copy of all Certified Survey Maps, Condominium Plats and Subdivision Plats in addition to the documents as required by Wisconsin Statute and Village Ordinances as part of the land division approval.

Prior to Recording the Certified Survey Map or Subdivision Plat, The professional land surveyor is responsible for submitting a copy of the AutoCad drawing file (.dwg) of the document in version 2019 on compact disk (CD) or via email to the Village Surveyor for mapping purposes.

All digital professional land surveyor seals and signatures will be purged from the digital copy prior to submittal.

Note: In 2020, the Village will be upgrading its municipal code to recognize the NAD83 Datum, 2011 adjustment for horizontal control and NAVD88 for vertical control for mapping all land division documents and plan submittals for review.

There are new dossier sheets for all the Public Land Survey System monuments that contain the new coordinate positions and elevations available currently on the State Cartographer's website by using the Survey Control Finder application

Prior to Recording the Certified Survey Map or Final Subdivision Plat, the Village Engineering Department will verify that the boundary markers have been installed as described on the submitted map. All boundary corners are to be clearly marked in the field by the professional land surveyor of record.

Sincerely,



Burt J. Naumann, PLS
Senior Vice President

Village of Germantown ...Willkommen

Fee must accompany application
- ☐ $2,900 with public improvements
- ☐ $1,960 no public improvements

Paid_____ Date_____

CERTIFIED SURVEY MAP APPLICATION

Pursuant to Section 18.06 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT

District One LLC
13890 Bishops Drive, Suite 250
Brookfield, WI 53005

Phone (262) 641-0746
Fax ( )
E-Mail

PROPERTY OWNER

District One LLC
13890 Bishops Drive, Suite 250
Brookfield, WI 53005

Phone (262) 641-0746

2

PROPERTY ADDRESS OR GENERAL LOCATION	TAX KEY NUMBER
SW corner of Fond du Lac Avenue and Donges Bay Road	GTNV 351975003, GTNV 351965, and ~~GTVN~~ GTNV 351984

3 PURPOSE OF LAND SPLIT

Joining parcels in the PDD	Will the land split require rezoning?	
	From	To

4 READ AND INITIAL THE FOLLOWING:

GN I understand that the Certified Survey Map is not valid until recorded at the Washington County Register of Deeds. The Village will record the document and charge the applicant all applicable recording fees.

GN I understand that the Map will not be placed on the Village Board agenda until all the technical corrections to the CSM are made, the payment of any outstanding impact fees are paid to the Village Clerk's Department, and the original signed and stamped copy of the Map is submitted on the proper paper.

GN I understand that parcels created outside the Sewer Service Area will require a soil test. I also understand that all properties abutting a State Highway will require DOT approval and I will be responsible for securing such approval prior to recording.

GN I understand all delinquent property taxes on any of the properties involved shall be paid prior to recording.

5 SIGNATURES -- ALL APPLICATIONS MUST BE SIGNED BY OWNER!

Applicant 10/12/2023 Date

Owner 10/12/2023 Date

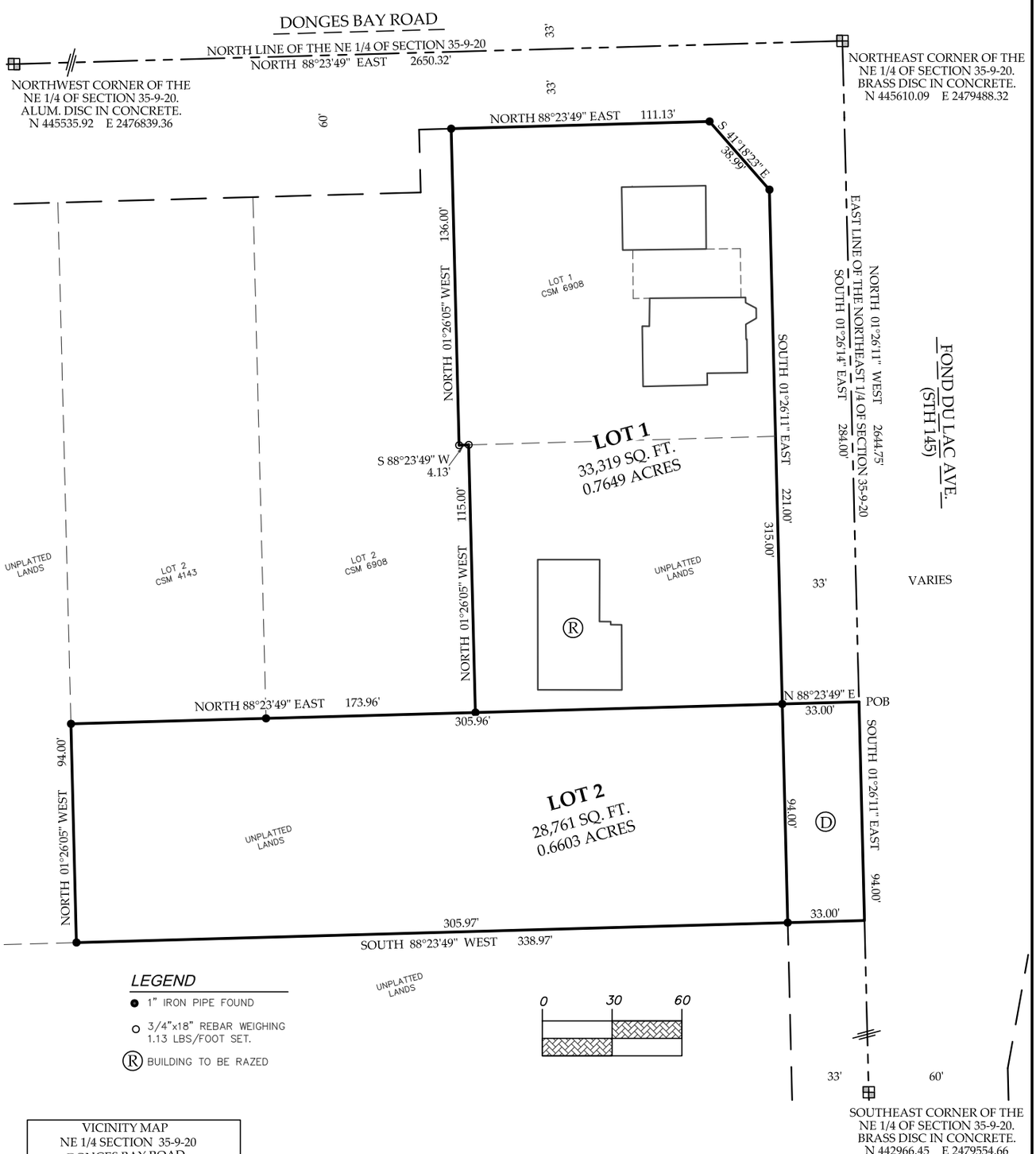
CERTIFIED SURVEY MAP # _____

LOT 1 OF CERTIED SURVEY MAP 6908, RECORDED AS DOCUMENT NO. 1475963, AND UNPLATTED LANDS, ALL BEING PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON, STATE OF WISCONSIN.

PRELIMINARY

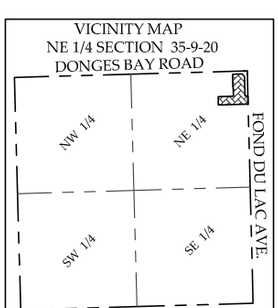
Ⓓ DEDICATED TO THE PUBLIC FOR ROAD PURPOSES. 3,102 SQ. FT // 0.0712 ACRES

OWNER:
DISTRICT ONE LLC
13100 WATERTOWN PLANK ROAD
ELM GROVE, WI 53122



LEGEND

- ● 1" IRON PIPE FOUND
- ○ 3/4"x18" REBAR WEIGHING 1.13 LBS/FOOT SET.
- Ⓡ BUILDING TO BE RAZED



BEARINGS ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, (NAD83). THE EAST LINE OF NE 1/4 OF SECTION 35-9-20 BEARS NORTH 01°26'14" WEST.

SHEET 1 OF X

SURVEYED BY JOSEPH W. DAVID
MAPPED BY J. SCOTT HENKEL, PLS

PSE
122 Wisconsin Street, West Bend, WI 53095
262.346.7800 kparish@parishse.com

FN: NA-01B-17 Date: 9/29/23

CERTIFIED SURVEY MAP # _____

LOT 1 OF CERTIED SURVEY MAP 6908, RECORDED AS DOCUMENT NO. 1475963, AND UNPLATTED LANDS, ALL BEING PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON, STATE OF WISCONSIN.

SURVEYOR'S CERTIFICATE

I, J. SCOTT HENKEL, PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED, DIVIDED, AND MAPPED THE FOLLOWING LAND AS DIRECTED BY THE OWNERS, DISTRICT ONE LLC:

LOT 1 OF CERTIFIED SURVEY MAP 6908, RECORDED AS DOCUMENT NO. 1475963, AND UNPLATTED LANDS BEING PART OF THE NORTHEAST 1/4 THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON. STATE OF WISCONSIN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 35;
THENCE SOUTH 01°26'11" EAST, 284.00 FEET, ALONG THE EAST LINE OF SAID NORTHEAST 1/4 TO THE POINT OF BEGINNING OF THIS DESCRIPTION;
THENCE CONTINUE SOUTH 01°26'11" EAST, 94.00 FEET, ALONG SAID EAST LINE;
THENCE SOUTH 88°23'49" WEST, 338.97 FEET, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID NORTHEAST 1/4;
THENCE NORTH 01°26'05" WEST, 94.00 FEET;
THENCE NORTH 88°23'49" EAST, 173.96 FEET, TO THE SOUTHEAST CORNER OF LOT 2 OF SAID CERTIFIED SURVEY MAP 6908;
THENCE NORTH 01°26'05" WEST, 115.00 FEET, ALONG THE EAST LINE OF SAID LOT 2;
THENCE SOUTH 88°23'49" WEST, 4.13 FEET, ALONG THE EAST LINE OF SAID LOT 2;
THENCE NORTH 01°26'05" WEST, 136.00 FEET, ALONG THE EAST LINE OF SAID LOT 2 TO THE SOUTH LINE OF DONGES BAY ROAD;
THENCE NORTH 88°23'49" EAST, 111.13 FEET, ALONG SAID SOUTH LINE;
THENCE SOUTH 41°18'23" EAST, 38.99 FEET, ALONG THE WEST LINE OF FOND DU LAC AVENUE;
THENCE SOUTH 01°26'11" EAST, 221.00 FEET, ALONG THE WEST LINE OF FOND DU LAC AVENUE;
THENCE NORTH 88°23'49" EAST, 33.00 FEET, TO THE POINT OF BEGINNING.

CONTAINING 65,181 SQUARE FEET // 1.4964 ACRES, MORE OR LESS.

I FURTHER CERTIFY THAT THE MAP PREPARED IS A CORRECT REPRESENTATION OF ALL THE EXTERIOR BOUNDARIES AS SHOWN AND THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF CHAPTER 236.34 OF THE WISCONSIN STATUTES, AND THE VILLAGE OF GERMANTOWN SUBDIVISION ORDINANCE.

_____
J. SCOTT HENKEL, PLS 2495

OWNER'S CERTIFICATE

AS OWNER, DISTRICT ONE LLC, I HEREBY CERTIFY THAT I CAUSED THE LAND DESCRIBED TO BE SURVEYED, DIVIDED, MAPPED, AND DEDICATED AS SHOWN HEREON. I ALSO CERTIFY THAT THIS MAP IS IN ACCORDANCE WITH WISCONSIN STATUTES 236.34 AND THE VILLAGE OF GERMANTOWN REQUIREMENTS FOR CERTIFIED SURVEY MAPS.

_____
GREGORY NAGEL, AGENT

STATE OF WISCONSIN
:SS
WASHINGTON COUNTY

PERSONALLY CAME BEFORE ME THIS _____ DAY OF _____, 202___.

_____, AND _____, TO ME KNOWN AS THE PERSON(S) WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED SAME.

_____ MY COMMISSION EXPIRES:_____
NOTARY PUBLIC, STATE OF WISCONSIN

PSE
122 Wisconsin Street, West Bend, WI 53095
262.346.7800 kparish@parishse.com
FN: NA-01B-17 Date: 9/29/23

CERTIFIED SURVEY MAP # _____

LOT 1 OF CERTIED SURVEY MAP 6908, RECORDED AS DOCUMENT NO. 1475963, AND UNPLATTED LANDS, ALL BEING PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON, STATE OF WISCONSIN.

VILLAGE OF GERMANTOWN PLAN COMMISSION APPROVAL

THIS CERTIFIED SURVEY MAP IS HEREBY APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF GERMANTOWN ON

THIS _____ DAY OF _____, 202___.

_____ _____

DEAN WOLTER, PLAN COMMISSION CHAIRMAN LORI JOHNSON, SECRETARY

VILLAGE OF GERMANTOWN VILLAGE BOARD APPROVAL

THIS CERTIFIED SURVEY MAP IS HEREBY APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF GERMANTOWN ON

THIS _____ DAY OF _____, 202___.

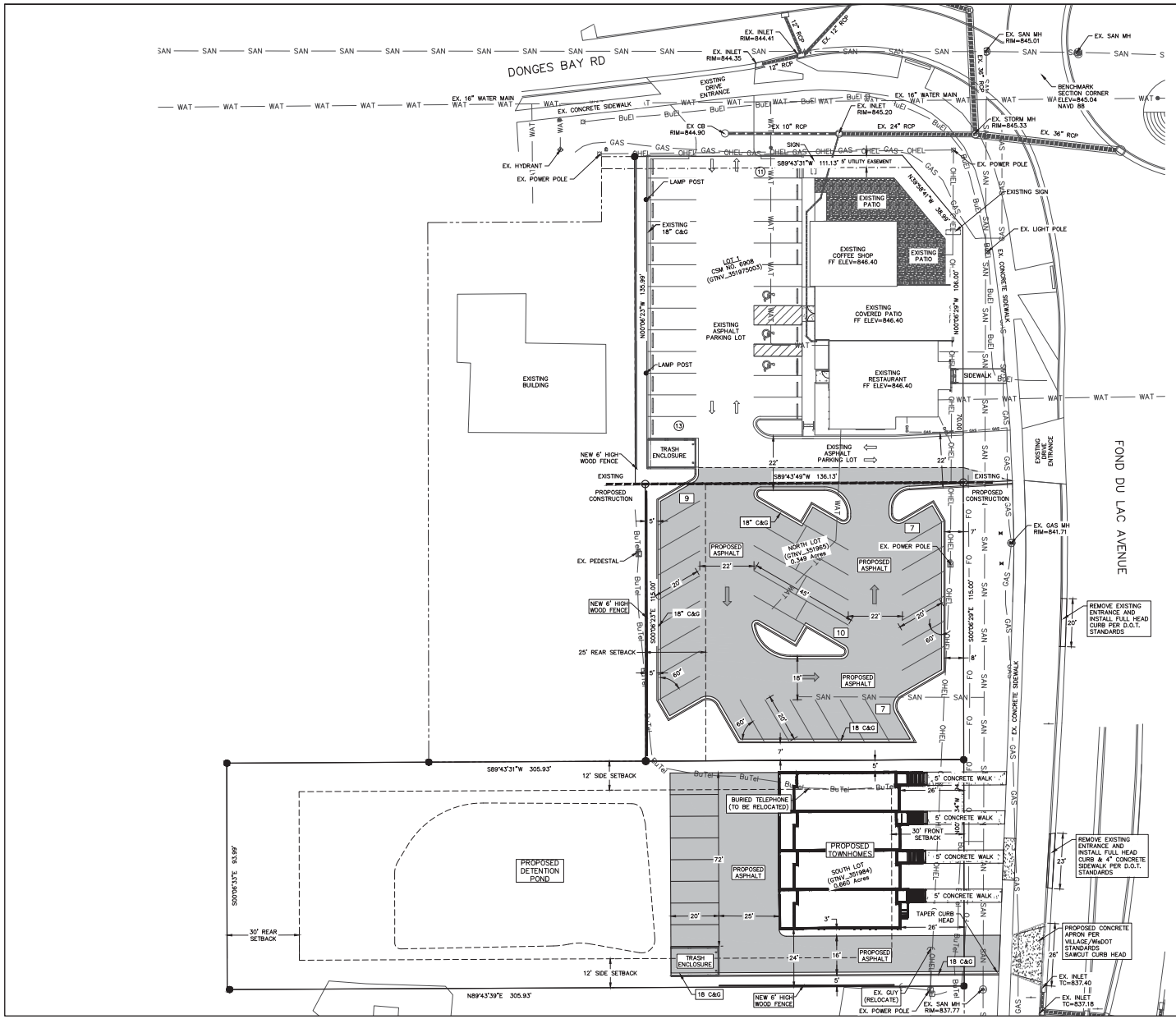
_____ _____

DEAN WOLTER, VILLAGE PRESIDENT DONNA COX, VILLAGE CLERK

PSE
122 Wisconsin Street, West Bend, WI 53095
262.346.7800 kparish@parishse.com

FN: NA-01B-17 Date: 9/29/23

SHEET 3 OF 3



PAVING LEGEND

ASPHALT PAVEMENT
8" CRUSHED AGGREGATE BASE COURSE
2 1/4" ASPHALTIC BINDER 3 LT 58-28 S
1 3/4" ASPHALTIC SURFACE 4 LT 58-28 S

CONCRETE SIDEWALK
4" CRUSHED AGGREGATE BASE COURSE
5" CONCRETE

SITE INFORMATION BLOCK (TWO SOUTH LOTS)

Parcel ID Numbers:	South Lot	351984
	North Lot	351965
Legal Description:		Metes & Bounds
Total Site Acreage		1.009 Acres
Current Zoning:	North Lot	B-3
	South Lot	RS-6

Building Setback Requirements	North Lot	South Lot
Front	None	30 feet
Side	None	12 feet
Rear	25 feet	30 feet
Parking Stalls Provided:	33	7

Existing Site Areas (2 Lots Combined)

Description	Area (sf)	% Impervious
Building	1,937	4.41
Asphalt/Concrete	2,414	5.49
Impervious	4,351	9.90
Lawn	39,589	90.10
Total	43,940	100.00

Proposed Site Areas (2 Lots Combined)

Description	Area (sf)	% Impervious
Building	2,915	6.63
Asphalt/Concrete	17,307	39.39
Impervious	20,222	46.02
Lawn	23,718	53.98
Total	43,940	100.00

SITE PLAN NOTES:

1. DIMENSIONS ARE TO FACE OF CURB AND FACE OF BUILDING UNLESS OTHERWISE NOTED.
2. WHERE CURB ENDS AT CONNECTIONS SMOOTHLY TRANSITION FROM FULL CURB HEIGHT TO ZERO CURB HEIGHT WITHIN A 3' LENGTH.
3. ALL STRIPING AND SIGNAGE SHALL COMPLY WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

NO.	DATE	REVISIONS: DESCRIPTION:
1	10.5.23	Address Village Comments

PSE
PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.345.7800
www.parishsite.com

PROJECT TITLE:
GERMANTOWN TOWNHOUSES
W140 N10385 FOND DU LAC AVE
GERMANTOWN, WI 53022

PLAN TITLE:
PROPOSED SITE PLAN

DRAWN BY: KJP
DESIGNED BY: KJP
CHECKED BY: KJP

PLAN DATE: 10-5-2023

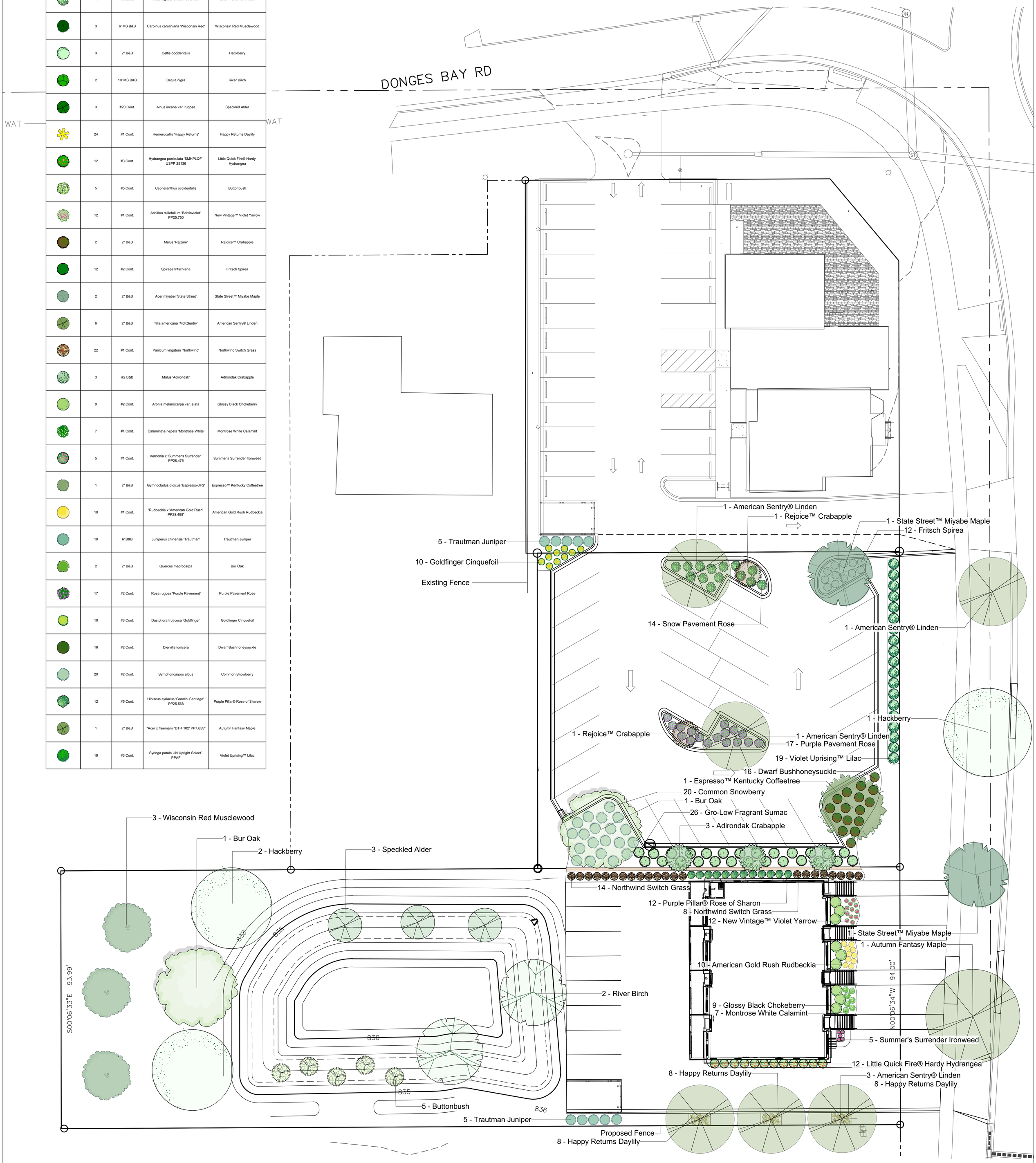
PROJECT NO: \NA-01-17\

VILLAGE SUBMITTAL

SHEET NO:
C1.02

Plant List

Image	Qty		Latin Name	Common Name
	26	#3 Cont.	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac
	14	#2 Cont.	Rosa rugosa 'Snow Pavement'	Snow Pavement Rose
	3	6' MS B&B	Carpinus caroliniana 'Wisconsin Red'	Wisconsin Red Musclewood
	3	2" B&B	Celtis occidentalis	Hackberry
	2	10' MS B&B	Betula nigra	River Birch
	3	#20 Cont.	Alnus incana var. rugosa	Speckled Alder
	24	#1 Cont.	Hemerocallis 'Happy Returns'	Happy Returns Daylily
	12	#3 Cont.	Hydrangea paniculata 'SMHPLQF' USPP 25136	Little Quick Fire® Hardy Hydrangea
	5	#5 Cont.	Cephalanthus occidentalis	Buttonbush
	12	#1 Cont.	Achillea millefolium 'Balvinviolet' PP25,750	New Vintage™ Violet Yarrow
	2	2" B&B	Malus 'Rejzam'	Rejoice™ Crabapple
	12	#2 Cont.	Spiraea fritschiana	Fritsch Spirea
	2	2" B&B	Acer miyabei 'State Street'	State Street™ Miyabe Maple
	6	2" B&B	Tilia americana 'McKSentry'	American Sentry® Linden
	22	#1 Cont.	Panicum virgatum 'Northwind'	Northwind Switch Grass
	3	#2 B&B	Malus 'Adirondak'	Adirondak Crabapple
	9	#2 Cont.	Aronia melanocarpa var. elata	Glossy Black Chokeberry
	7	#1 Cont.	Calamintha nepeta 'Montrose White'	Montrose White Calamint
	5	#1 Cont.	Vernonia x 'Summer's Surrender' PP28,475	Summer's Surrender Ironweed
	1	2" B&B	Gymnocladus dioicus 'Espresso-JFS'	Espresso™ Kentucky Coffeetree
	10	#1 Cont.	"Rudbeckia x 'American Gold Rush' PP28,498"	American Gold Rush Rudbeckia
	10	6' B&B	Juniperus chinensis 'Trautman'	Trautman Juniper
	2	2" B&B	Quercus macrocarpa	Bur Oak
	17	#2 Cont.	Rosa rugosa 'Purple Pavement'	Purple Pavement Rose
	10	#3 Cont.	Dasiphora fruticosa 'Goldfinger'	Goldfinger Cinquefoil
	16	#2 Cont.	Diervilla lonicera	Dwarf Bushhoneysuckle
	20	#2 Cont.	Symphoricarpos albus	Common Snowberry
	12	#5 Cont.	Hibiscus syriacus 'Gandini Santiago' PP25,568	Purple Pillar® Rose of Sharon
	1	2" B&B	"Acer x freemanii 'DTR 102' PP7,655"	Autumn Fantasy Maple
	19	#3 Cont.	Syringa patula 'JN Upright Select' PPAF	Violet Uprising™ Lilac



JOHNSON'S NURSERY INC™
W180 N6275 Marcy Road Menomonee Falls, WI 53051
www.jniplants.com | 262-252-4988

Germantown Townhouses

Drawing scale: 1" = 16' (1/16" = 1')	Client Name:	Designed By: Brian Thomas	
Sheet Title: Planting Plan	Client Address: W140 N10385 Fond Du Lac Ave Germantown, WI 53222	Date Revised: 11/3/2023	
Sheet Number: 1			

SITE PLAN & CERTIFIED SURVEY MAP (CSM) APPLICATIONS

11/13/23 Plan Commission Meeting

The Architects Partnership Ltd. / County Line LLC / Chase Bank / Fleet Farm

Village Staff Report & Recommendation ***Germantown, Wisconsin***

Summary

The Architects Partnership (TAP), agent for County Line LLC, property owner, and both Fleet Farm and Chase Bank, is requesting approval of a Certified Survey Map (CSM) to create a .8-ac outlot from the Fleet Farm parking lot and Site Development and Building Plans for a 3,245 sqft retail banking center located at N96 W18200 County Line Road.

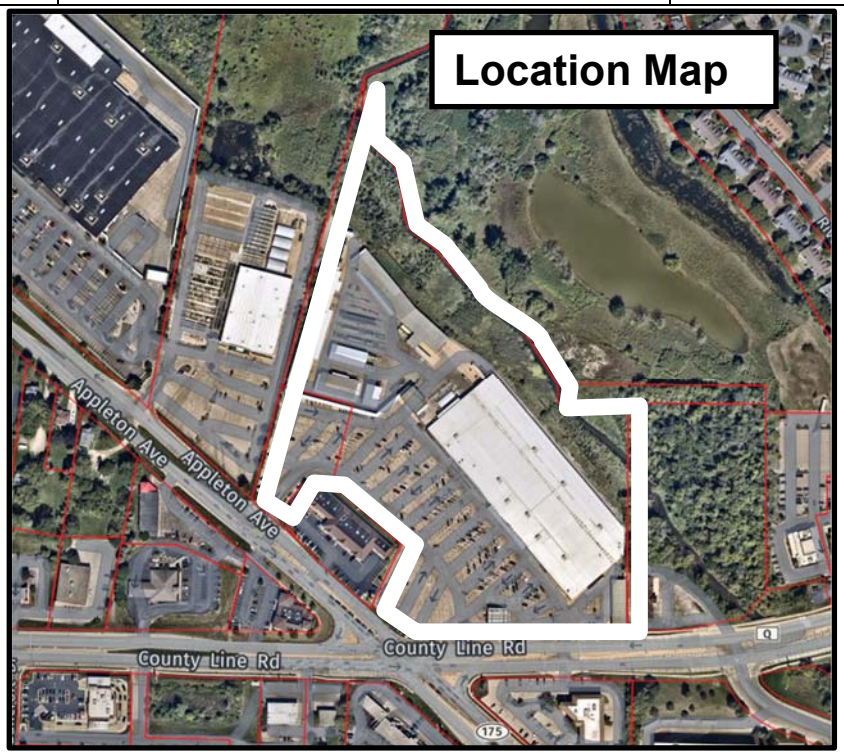
Location: N96 W18200 County Line Road

Applicant/
Property Owner: Terron Wright
TAP
200 S. Michigan Ave
Chicago, IL

County Line LLC
2401 S. Memorial Dr
Appleton, WI

Current Zoning: B-3: General Business

Adjacent Land Uses		Zoning
North	Institutional	I
South	Commercial (Menomonee Falls)	n/a
East	Commercial	B-1
West	Commercial	B-1



Proposal

The Architects Partnership (TAP), agent for County Line LLC, property owner, and both Fleet Farm and Chase Bank, is requesting approval of a Certified Survey Map (CSM) to create a .8-ac outlot from the Fleet Farm parking lot and Site Development and Building Plans for a 3,245 sqft retail banking center located at N96 W18200 County Line Road.

Site Improvements

- Create new .8 acre parcel from existing parking lot area on Fleet Farm property near Appleton @ County Line Road intersection
- Remove existing pavement and replace with curbing to guide traffic flow and create raised/protected landscape areas
- Enhance new bank site with landscaping & LED lighting
- Install additional sidewalk for pedestrian access and circulation to & within the bank site
- Provide on-site directional signage to control traffic flow to & through Fleet Farm property

Building Improvements

- Single-story building 3,245 sqft
- freestanding retail banking center with a drive through ATM lane & walk-up ATM
- Roof top HVAC units (RTU's) will be screened using parapet walls (see elevations)
- Exterior materials include:
  - cultured stone (limestone color)
  - masonry color "Midnight black" and "Platinum"
  - aluminum composite panels in "clear anodized" color
  - black anodized storefront window system w/ clear glazing

As indicated in the design narrative, *"the contemporary design is intended to complement the surrounding architecture… the proposed building is comprised of exterior cladding options with modern finishes and long-lasting materials to compliment development of the area... the proposed floor to ceiling glazing was incorporated to provide connectivity to the retail customers navigating the area and pedestrians traversing the adjacent public thoroughfares."*

Access & Parking

Access to the site will continue to be from three (3) existing driveways serving the Fleet Farm property: two access drives onto County Line Road and one onto Appleton Avenue. Patrons traveling to the bank site will have to navigate through the Fleet Farm parking lot.

The existing Fleet Farm parking lot provides 501 parking stalls (including ADA accessible stalls). To create the new .8-ac bank parcel, 81 Fleet Farm parking stalls will be removed and replaced with a total of 26 parking stalls located south and east of the bank building for exclusive use by the bank. While a 16% reduction in parking stalls is significant, the lost stalls are in an area of the Fleet Farm site that is furthest from the entrance that is typically used for holiday overflow parking, food trucks and seasonal farm produce carts in the summer and snow storage in the winter.

Utilities

Village water and sanitary sewer utilities will serve the bank site from extensions of utilities in the Appleton Avenue right-of-way. Gas and electric utilities will also be extended to the site from Appleton Avenue. Fiber optic will be relocated around the building.

Storm Water Management

The bank site will be connected to the existing storm sewer in the County Line Road right-of-way via on-site storm sewer and roof drains. The .8-ac (34,144 sqft) bank site is 95.5% impervious given existing pavement. Re-development of the bank site with landscaping and other green space will reduce the amount of impervious area by 9,329 sqft (a 27.3% reduction) to 23,283 sqft or 68.2% impervious. The proposed re-development will meet the 90% maximum impervious surface allowance in the B-3 General Business District.

Landscaping & Buffering

As shown on Sheet L1.0 (Landscape Plan), a significant number of plantings and lawn sod will be installed throughout the new bank site. A variety of shade trees, deciduous and evergreen shrubs, perennials, and ornamental grasses will be planted around the perimeter of the site and parking lot. Foundation plantings will also be planted along the north and south elevations of the building.

Lighting

Exterior lighting on the subject property will include:

- (4) freestanding light poles w/ (2) 122W 14,700 lumen LED 4000K color full cut-off fixtures mounted at a height of 25’ in all four quadrants around the building in the parking lot
- (3) additional freestanding poles w/ (1) 122W 14,700 lumen LED 4000K color full cut-off fixtures mounted at a height of 25’ on the east, west and south sides of the building;
- (6) 10W 2800 lumen LED 3000K color wall-mounted uplighting fixtures mounted at a height of 9’ on the west building façade;
- (5) recessed down lighting fixtures 58W 6,000 lumen LED 4000K color wall-mounted cut-off fixtures at a height of 7’ located on the north & south elevations;
- (5) recessed down lighting fixtures 58W 6,000 lumen LED 4000K color wall-mounted fixtures at a height of 7’ located on the north & south elevations at the ATM machines

Signage

Although there are sign “place holders” shown on the building in the color renderings, no specific signage is proposed at this time.

Certified Survey Map (CSM)

A CSM is required to create the .8-acre outlot. The proposed CSM creates a total of two parcels:

1. Lot 1 (14.3 ac) Fleet Farm parcel
2. Lot 2 (.8 ac) Chase Bank parcel

Traffic Impact Study (TIS)
At the request of the Washington County Highway Department, having jurisdiction over County Line Road, a traffic impact study (TIS) was conducted for the proposed bank facility by Kimley-Horn and Associates, a traffic engineering firm retained by the Applicant to assess the potential impact of traffic generated by the new bank on the adjacent road system.

Based on an analysis of existing and future daily and peak-hour traffic conditions as detailed in their report dated July 17, 2023, site-generated traffic is not expected to impact or add to the existing delay or reduce the overall level of service operations at the intersections and along the adjacent road segments.

Nonetheless, the traffic engineering consultant recommends the following measures and improvements be implemented as part of the bank development:

- Install a “Do Not Block Driveway” sign east of the existing RIRO driveway for westbound right turning traffic along County Line Road
- Provide a single inbound lane and a single outbound lane at the two full-access internal driveways
- Install minor-leg stop control for outbound traffic at the internal site access driveways
- Consider onsite wayfinding to direct motorists to the dedicated drive-through ATM lanes

Staff Comments
Community Development Department: Planning & Zoning
The proposed Chase bank building has a minimalistic, contemporary design that is a rather stark difference from the other, surrounding retail buildings that have been constructed at various time periods over the last 30 years. Moreover, there is no “Germanic Theme” requirement for new commercial buildings in this location of the Village. Staff’s only concern with the proposed architecture or materials for the building is that the west elevation (facing the Cornerstone Centre) is comprised of a single wall with no glazing, articulation, or other features, and is one color. A building in this prominent intersection location should have a more consistent “4-sided architecture appearance.

Using the recommended parking stall guidelines in Section 17.45 of the Village Code (1 stall per 250 sqft gross leasable area), the number of parking stalls for the 118,050 sqft Fleet Farm retail center is 472 stalls (vs. the existing 501 stalls). Although the loss of 81 parking stalls to the Chase bank development site is a decrease of 16% of the existing parking stall count for Fleet Farm, the Applicant has indicated (and Staff agrees) that the remaining number of parking stalls (420 stalls) will be sufficient for the Fleet Farm operation based on historical parking demand for this retail store.

The existing non-conforming Fleet Farm pylon sign along Appleton Avenue is (will be) located on the Chase bank parcel once created. The Applicant has indicated that Chase and Fleet Farm are considering a new, code compliant monument sign and electronic message center (EMC) that would replace the pylon sign along the Appleton or County Line Road frontage. A separate sign permit application will be required and processed separately.

There is an existing 6' wire-woven (cyclone) fence installed along the Fleet Farm parking lot around the Cornerstone Centre retail plaza just west of the new bank parcel. The fence was originally installed by Fleet Farm to prevent patrons and employees from the Cornerstone Centre from parking on the Fleet Farm lot. With the creation of the bank parcel and replacement of those parking stalls closest to the Centre by the new bank, the fence will no longer serve any functional purpose and should be removed (at least along the common property line shared by the bank parcel and Cornerstone Centre. Leaving the remaining fence behind the Cornerstone Centre will continue to serve its intended function, but Fleet Farm is strongly encouraged to replace this 6' cyclone fence with a more decorative and less aggressive looking alternative).

Community Development Department: Building Inspection
Inspection Services has indicated that the submission of state-approved plans will be required prior to issuing a building permit along with the required $20,000 occupancy bond.

Public Works/Engineering/Utilities
The Village Public Works and consulting engineering staff for the Village have identified a few minor plan corrections (see attached September 21, 2023 memo) and requirements pertaining to erosion control, water and sanitary utilities that will need to be addressed/corrected prior to issuance of any building permits.

Also, the Village surveyor has identified a series of minor corrections in a September 15, 2023 memo (attached) that will need to be corrected prior to recording the CSM.

Finally, the Highway Department Superintendent has indicated that the Village owned traffic signal cabinet for the Appleton @ County Line intersection has historically been accessed by Village through the Fleet Farm parking lot where the bank parcel is now proposed due to limited space for Village vehicles on the corner of Appleton Avenue and County Line. The ability to gain access to the traffic signal cabinet from the bank parcel should be preserved. Also, snow storage for the bank parking lot and any new plantings or other landscaping features should not be located in front of the traffic signal cabinet door with access maintained throughout the winter.

Village Forester
The Village Forester has reviewed and approved the proposed landscape plan.

Washington County Highway Department
Ted Dumke, Deputy Surveyor/Project Manager, Washington County Highway Department, has reviewed the TIA and agrees with the analysis conclusions and recommended actions. Washington County will not require any further permitting for the proposed bank, but has requested that the Village include the following requirements in any approval:

- Any future changes in the use or configuration of the bank parcel will require further review and permitting by the Washington County Highway Department
- Since the Fleet Farm parcel has controlled access on County Line Road and secondary access on Appleton Avenue that are both further away from the

Appleton @ County Line Road intersection, Washington County has the ability to revoke or require further reconfiguration of the secondary right in/right out access driveway serving the bank parcel if vehicle crashes increase and/or the level of service (LOS) of the intersection is reduced below an acceptable level as a result of traffic generated by the proposed bank.

- All internal traffic circulation wayfinding and stop signs recommended in the TIA shall be installed by and the responsibility of the bank owner/lessee.

VILLAGE STAFF RECOMMENDATION

APPROVE the site development and building plans for the proposed 3,245 sqft Chase banking facility located at N96 W18200 County Line Road subject to the following conditions:

1. This approval is subject to all the conditions and requirements set forth herein and adopted by the Plan Commission. Approval is granted for the following plans unless said plan sheets are revised pursuant to revisions required under the specific conditions of approval included by the Plan Commission:
    a. Architectural plan set dated June 8 (floor plan) and June 14, 2023 (color renderings)
    b. Civil Engineering plan dated July 17, 2023
    c. Landscaping plan dated November 9, 2023
    d. Lighting Plans dated June 26, 2023
    e. ALTA survey dated June 22, 2023
2. All landscaping, screening, grading, and paving improvements shown on the approved site plans shall be installed as proposed prior to issuance of an occupancy permit unless a cash bond or letter of credit in an amount equal to 120 percent of the estimated installation and material costs reviewed and approved by the Village is submitted to the Village as necessary to ensure that installation of the proposed features and improvements will be completed within one (1) year after issuance of the occupancy permit.
3. State agency (DSPS) approved plans and a $20,000 occupancy bond are required by Inspection Services at the time of building permit application. The Village of Germantown is an authorized delegated agent of DSPS to provide all commercial plan review and inspection services through SAFEBuilt of WI and the Village of Germantown.
4. All technical issues and plan corrections identified by the Village Engineer and Public Works Department staff (see September 21, 2023 memo) shall be addressed and reflected in revised plans and/or supplemental information reviewed and approved by Village staff prior to issuance of a building permit.
5. Chase bank shall maintain the site in a manner that will not inhibit/prohibit access to the Village's traffic control electronics cabinet located at the Appleton @ County Line intersection. Snow storage for the bank parking lot and any new plantings or other landscaping features should not be located in front of the traffic signal cabinet door (east side access).
6. The existing 6' wire-woven (cyclone) fence installed between the Cornerstone

Centre and the Chase bank parcels will no longer serve its original intended purpose and shall be removed prior to issuance of an occupancy for the Chase bank.

7. The following traffic circulation measures and level of service improvements recommended in the Kimley-Horn and Associates Traffic Impact Study report dated July 17, 2023 shall be installed as part of the bank site development prior to issuance of an occupancy permit for the bank:
    a. Install a “Do Not Block Driveway” sign east of the existing right-in/right-out (RIRO) driveway for westbound right turning traffic along County Line Road
    b. Install a single inbound lane and a single outbound lane at the two full-access internal driveways serving the bank site
    c. Install minor-leg stop control for outbound traffic at the internal site access driveways serving the bank site
    d. Install on-site wayfinding signage and/or traffic control pavement markings within the Fleet Farm parking lot to direct motorists to the Chase bank site and dedicated drive-through ATM lanes
8. Washington County Highway Department has requested that the Village include the following requirements in any approval:
    a. Any future changes in the use or configuration of the bank parcel will require further review and permitting by the Washington County Highway Department
    b. Since the Fleet Farm parcel has controlled access on County Line Road and secondary access on Appleton Avenue that are both further away from the Appleton @ County Line Road intersection, Washington County has the ability to revoke or require further reconfiguration of the right in/right out access driveway on County Line Road serving the bank parcel if vehicle crashes increase and/or the level of service (LOS) of the intersection is reduced below an acceptable level as a result of traffic generated by the proposed bank.
    c. All internal traffic circulation wayfinding and stop signs recommended in the TIA shall be installed by and the responsibility of the bank owner/lessee or Fleet Farm property owner/lessee.
9. The west building elevation has a plain, monotonous appearance that should be improved/enhanced with additional architectural features, projections, articulation, changes in material or color, and/or additional foundation landscaping.

APPROVE the proposed Certified Survey Map (CSM) for the Fleet Farm property located at N96 W18200 County Line Road subject to the following conditions:

10. All technical issues and corrections identified by the Village Surveyor (see September 15, 2023 memo from Burt Naumann, GRAEF) shall be addressed and reflected in a revised CSM reviewed and approved by Village staff prior to recording.
11. The name of the Village Clerk shown in the Village approval certificate on Sheet 6 of 6 should be changed to the current Village Clerk “Donna S. Cox, Village Clerk”.

Engineering Department Memorandum

To : Jeffrey W. Retzlaff, AICP, Planning Director/Zoning Administrator

From : Brad Seubert, P.E. Harwood Engineering

Date : September 21, 2023

Re : Chase Bank

Items Reviewed:

1. Civil Plan Set Dated: 07-17-23

General Comments:

1. Please respond to each item below. **A written response addressing each item shall be included in your submittal**.
2. The submitted plans have been reviewed for general conformance with State and Village design guidelines. Additional comments could arise as a result of the plan completion and modifications. The items listed below will need to be fully resolved before the Engineering Dept. can recommend a formal approval of the plans and permit for construction.
3. As-builts prepared to Village standards shall be prepared and provided to the Village post-construction (for all applicable items).
4. A professional engineer's original seal is to be affixed, signed and dated on the final set of construction plans.
5. Utility permits and permits for work within the ROW are required. Contact the Village engineering department to obtain permits.
6. Provide an erosion control plan
7. Provide construction details. Pavement profile, curb details, storm structures, concrete sidewalk, ADA signs, curb ramps, etc.

Wastewater Utility Comments

1. A sampling manhole is required.
2. Locate and show the existing 6" forcemain that runs parallel to the gravity sewer.

Water Utility Comments

1. On sheet 4.0 under Utility notes: #1 change 3" and greater shall be C900, class 52
2. Follow Developers manual for utility installations
3. The shut off valve for the water lateral shall be a tapping valve MJ connection not a flange face, and shall be Mueller or Kenndey.
4. Tracer wire run to the building with the wire being terminated on the outside of structure.
5. GPS center line of water main and water shut off valve for Villages GIS.

6. Two day notice for the live tap and no tapping on a Monday or Friday.
7. Put my name on the plans as a point of contact office number 262-253-8254.
8 A final set of construction plans shall be provided to the utility to attach to the Village GIS.

C3.0 Site Plan

1. Provide a detail for the curb ramp at the ADA parking including truncated domes.

The Avenue
275 West Wisconsin Avenue, Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

GRAEF

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September 15, 2023

Jeff Retzlaff, Village Planner
Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022

SUBJECT: County Line LLC CSM Review

Certified Survey Map

Applicant or Owner: County Line LLC
Land Surveyor/Firm: Daniel Bednar, PLS / Chaput Land Surveys

1. Remove shading of the 100 year flood plain notes on sheet 1.
2. Current building setback lines mapped and dimensioned.
3. Note documents used for the previous dedication of CTH Q and STH 175 right of way.
4. The dimension for L5 in the line table on sheet 2 should be 77.70'.
5. In the Surveyor's Certificate the second, third and fourth courses should conclude with "to a point" to be consistent.
6. In the second line of the Surveyor's Certificate the distance of 56.04 should include "feet".

No further review comments.

Document Approval and Recording

For this CSM to be approved by the Village Board and recorded at the Washington County Register of Deeds, the document must be provided to the Village Clerk's office in a completed format including all original signatures of the owner and lending institution, original seals of the professional land surveyor on the recordable media the Wednesday prior to the scheduled Village Board meeting.

Any documents or digital files not submitted by the due date or contain outstanding technical review comments that have not be addressed, will be moved to the next scheduled Village Board meeting agenda.

GRAEF

collaborate / formulate / innovate

Document Submittals and Data Conversion
As of October 2005, the Village of Germantown requires a digital copy of all Certified Survey Maps, Condominium Plats and Subdivision Plats in addition to the documents as required by Wisconsin Statute and Village Ordinances as part of the land division approval.

Prior to Recording the Certified Survey Map or Subdivision Plat, The professional land surveyor is responsible for submitting a copy of the AutoCad drawing file (.dwg) of the document in version 2019 on compact disk (CD) or via email to the Village Surveyor for mapping purposes.

All digital professional land surveyor seals and signatures will be purged from the digital copy prior to submittal.

Note: In 2020, the Village will be upgrading its municipal code to recognize the NAD83 Datum, 2011 adjustment for horizontal control and NAVD88 for vertical control for mapping all land division documents and plan submittals for review.

There are new dossier sheets for all the Public Land Survey System monuments that contain the new coordinate positions and elevations available currently on the State Cartographer's website by using the Survey Control Finder application

Prior to Recording the Certified Survey Map or Final Subdivision Plat, the Village Engineering Department will verify that the boundary markers have been installed as described on the submitted map. All boundary corners are to be clearly marked in the field by the professional land surveyor of record.

Sincerely,

Burt J. Naumann, PLS
Senior Vice President

Village of Germantown ...Willkommen

Fee must accompany application
- $2,900 with public improvements
- $1,960 no public improvements

Paid_____ Date_____

CERTIFIED SURVEY MAP APPLICATION

Pursuant to Section 18.06 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT

Terron Wright
200 S. Michigan Ave.,
Suite 1020
Chicago, IL 60604
Phone (561) 628-9845
Fax ( )
E-Mail wright@tapchicago.com

PROPERTY OWNER

County Line, LLC
2401 S. Memorial Dr.,
Appleton, WI 54914
Phone ( )
aldydamian@yahoo.com

2

PROPERTY ADDRESS OR GENERAL LOCATION	TAX KEY NUMBER
NE corner of County Line Rd. and Appleton Ave.	GTNV_333998

3 PURPOSE OF LAND SPLIT

	Will the land split require rezoning? Site will remain B-3	
Tenant(JPMC) is entering a ground lease with property owner (County Line LLC)	From	To

4 READ AND INITIAL THE FOLLOWING:

TW I understand that the Certified Survey Map is not valid until recorded at the Washington County Register of Deeds. The Village will record the document and charge the applicant all applicable recording fees.

TW I understand that the Map will not be placed on the Village Board agenda until all the technical corrections to the CSM are made, the payment of any outstanding impact fees are paid to the Village Clerk's Department, and the original signed and stamped copy of the Map is submitted on the proper paper.

TW I understand that parcels created outside the Sewer Service Area will require a soil test. I also understand that all properties abutting a State Highway will require DOT approval and I will be responsible for securing such approval prior to recording.

_____ I understand all delinquent property taxes on any of the properties involved shall be paid prior to recording.

5 SIGNATURES -- ALL APPLICATIONS MUST BE SIGNED BY OWNER!

Terron Wright 08/10/2023
Applicant Date

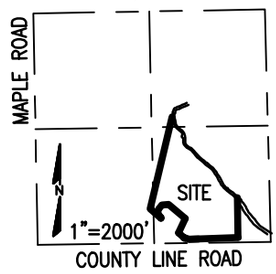
Owner 8/11/2023
Owner Date

CERTIFIED SURVEY MAP NO. _____

Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin.

Owner: County Line LLC
2401 S Memorial Dr
Appleton, WI 54914

VICINITY MAP
SW 1/4 SEC. 33
T9N, R20E.



LINE	BEARING	DIST.
L7	N49°59'22"W	246.22'
	(REC. AS S49°59'12"W)	
L8	S85°00'38"W	77.73'
	(REC. AS S85°00'48"W)	
L9	S40°00'38"W	59.71'
	(REC. AS S40°00'48"W)	
L10	S18°06'57"W	43.58'
	(REC. AS S18°07'07"W)	
L11	S35°17'56"E	74.10'
	(REC. AS S35°17'46"E)	
L12	N49°53'33"W	164.62'
	(REC. AS N49°53'22"W)	

- ● Indicates found 1" iron pipe.
- • Indicates found 5/8" iron rod.
- ○ Indicates set 1.315" O.D. iron pipe 18" in length, weighing 1.68 lbs. per lineal foot.

NOTE: Development within these setback areas is prohibited unless otherwise allowed pursuant to the provisions of Chapter 24 (Shoreland-Wetland Zoning Code) in the Germantown Municipal Code

WISCONSIN
DANIEL BEDNAR
S-2812
GERMANTOWN WI
LAND SURVEYOR
Date: July 27, 2023

Bearings are referenced to the Wisconsin State Plane Coordinate System (South Zone) NAD83, in which the South line of the Southwest 1 /4 of Section 33, Town 9 North, Range 20 East, bears N89°20'38"E.

0 200 400
Graphic Scale 1" = 200'

CHAPUT LAND SURVEYS
234 W. Florida Street
Milwaukee, WI 53204
414-224-8068
www.chaputlandsurveys.com

This instrument was drafted by Daniel E Bednar
Professional Land Surveyor S-2812

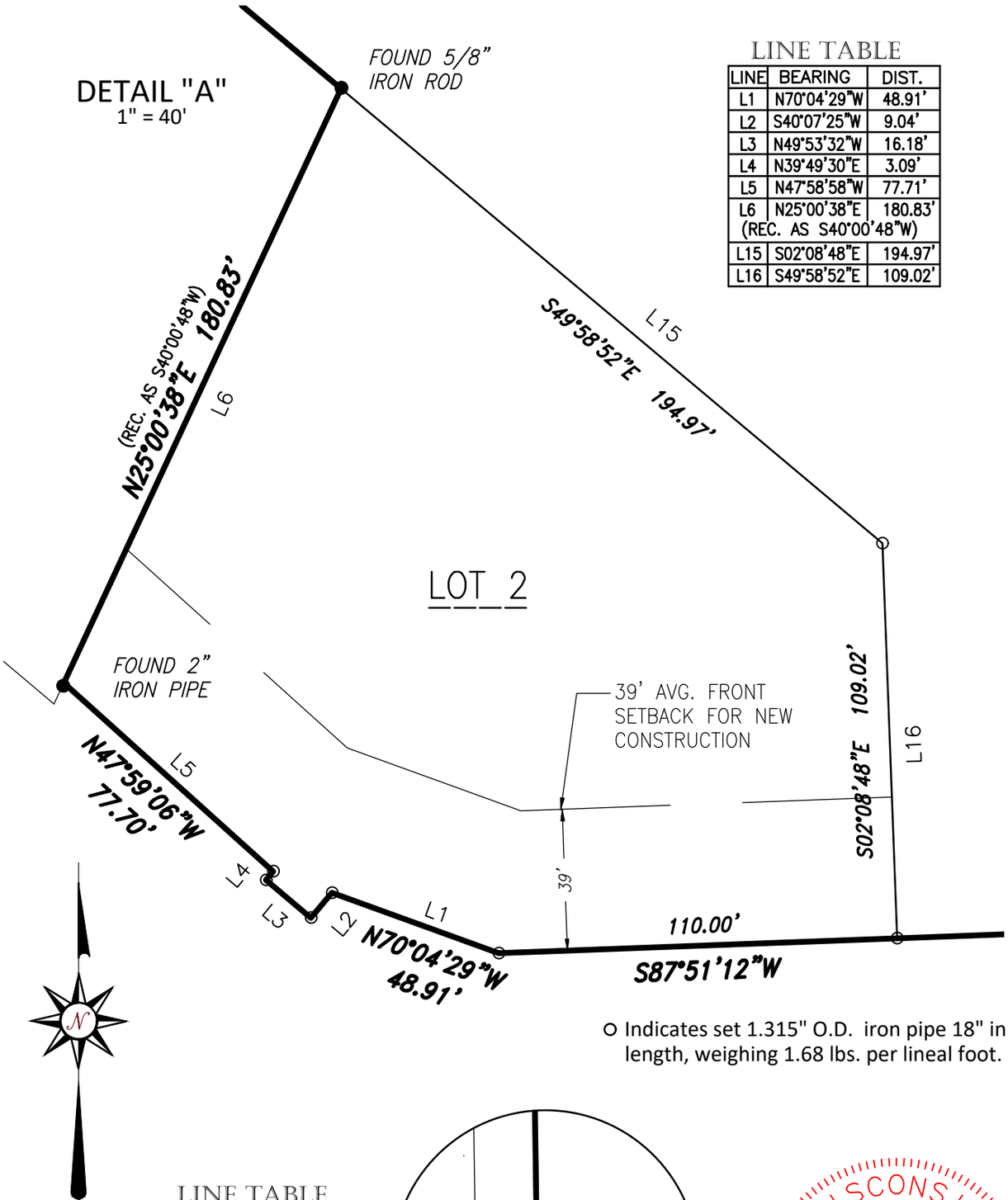
Drawing No. 4490-lpm
SHEET 1 OF 6 SHEETS

CERTIFIED SURVEY MAP NO. _____

Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin.

PROPERTY LINE DETAIL

DETAIL "A"
1" = 40'



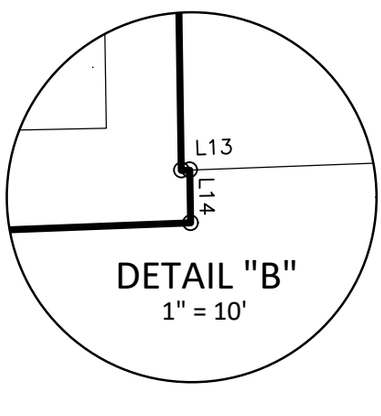
LINE TABLE

LINE	BEARING	DIST.
L1	N70°04'29"W	48.91'
L2	S40°07'25"W	9.04'
L3	N49°53'32"W	16.18'
L4	N39°49'30"E	3.09'
L5	N47°58'58"W	77.71'
L6	N25°00'38"E (REC. AS S40°00'48"W)	180.83'
L15	S02°08'48"E	194.97'
L16	S49°58'52"E	109.02'

O Indicates set 1.315" O.D. iron pipe 18" in length, weighing 1.68 lbs. per lineal foot.

LINE TABLE

LINE	BEARING	DIST.
L13	N87°51'23"E	0.47'
L14	S00°55'18"E	3.01'



DETAIL "B"
1" = 10'

WISCONSIN
DANIEL BEDNAR
S-2812
GERMANTOWN WI
LAND SURVEYOR

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Professional Land Surveyor S-2812

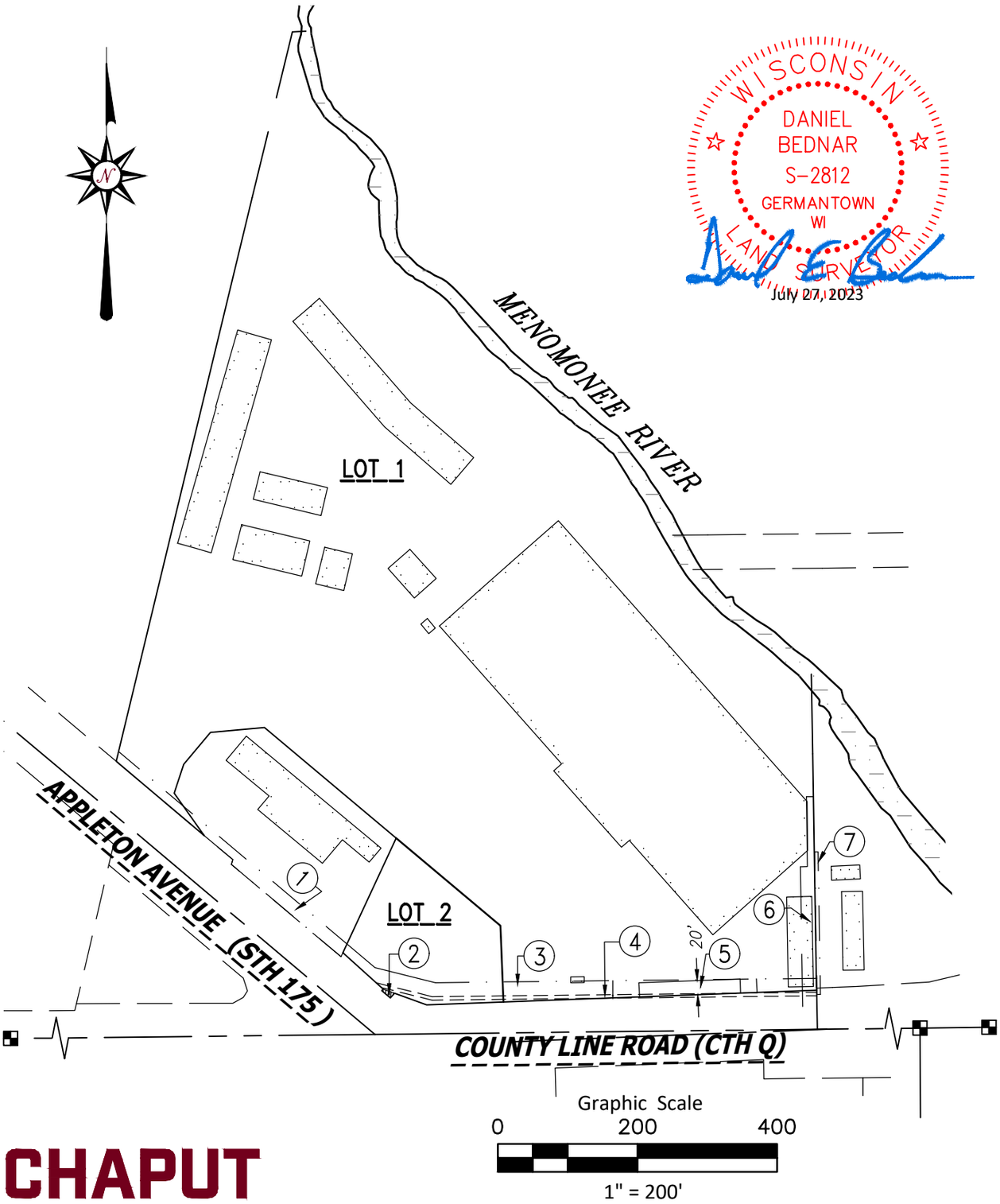
July 27, 2023
Drawing No. 4490-lpm
SHEET 2 OF 6 SHEETS

CERTIFIED SURVEY MAP NO. _____

Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin.

EASEMENT DETAILS FOR REFERENCE ONLY

1. UNDERGROUND UTILITY EASEMENT PER DOC. NO. 443105
2. COVENANTS, CONDITIONS, AND RESTRICTIONS PER DOC. NO. 600140
3. UNDERGROUND UTILITY EASEMENT PER DOC. NO. 443105
4. RIGHT-OF-WAY GRANT FOR CABLES AND CONDUIT PER DOC. NO. 523562
5. 20' PERMANENT LIMITED HIGHWAY EASEMENT PER DOC. NO. 55875210.
6. UTILITY EASEMENT PER DOC. NO. 441019
7. RETAINING WALL EASEMENT PER DOC. NO. 551773



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This instrument was drafted by Daniel E Bednar
Professional Land Surveyor S-2812

Drawing No. 4490-lpm
SHEET 3 OF 6 SHEETS

CERTIFIED SURVEY MAP NO._____

Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin.

SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN}
:SS
WASHINGTON COUNTY}

I, DANIEL E BEDNAR, Professional Land Surveyor, do hereby certify:

THAT I have surveyed, divided and mapped Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin, which is bounded and described as follows:

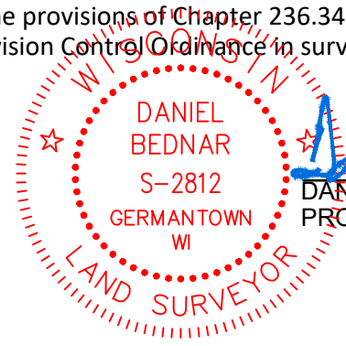
COMMENCING at the Southeast corner of said Southwest 1/4 Section; thence South 87°51'12" West along the South line of said 1/4 Section 369.58 feet to a point; thence North 00°55'18" West 56.04 to a point on the North line of County Line Road (CTH Q) and the point of beginning of the lands hereinafter described; thence South 87°51'12" West along said North line 558.99 feet; thence North 70°04'29" West along said North line line 48.91 feet; thence South 40°07'25" West 9.04 feet to a point; thence North 49°53'32" West 16.18 feet to a point; thence North 39°49'30" East 3.09 feet to a point on the North line of Appleton Avenue (STH 175); thence North 47°59'06" West along said North line 77.70 feet to the Southeast corner of Lot 1 of Certified Survey Map No. 3812; thence North 25°00'38" East along the East line of said Lot 1 a distance of 180.83 feet to a point on the North line of said Lot; thence North 49°59'22" West along said North line 246.22 feet to a point; thence South 85°00'38" West along said North line 77.73 feet to a point on the West line of said Lot; thence South 40°00'38" West 59.71 feet to a point; thence South 18°06'57" West along said West line 43.58 feet to a point; thence South 35°17'56" East along said West line 74.10 feet to the North line of Appleton Avenue (STH 175); thence North 49°53'33" West along said North line 164.62 feet to a point on the West line of Lot 1, Certified Survey Map No 3675; thence North 13°34'38" East along said West line and its extension 830.00 feet to a point at the meander corner; thence continue North 13°34'38" East 244.2± feet to a point; thence Northeasterly 16.5± feet to the thread of the Menomonee River; thence Southeasterly along the thread of the Menomonee River 1214.6± feet to a point; thence South 00°54'57"East 114.1± feet to a point at the meander corner; thence continuing South 00°54'57"East 335.22 feet to a point; thence North 87°51'23" East 0.47 feet to a point; thence South 00°55'18" East 3.01 feet to the North line of County Line Road (CTH Q) and the point of beginning.

Said lands as described contains a Gross Land Area of 729,043± square feet or 16.7365± acres. Net Land Area (minus lands within meander line) of said lands is 623,435 square feet or 14.3121 acres.

THAT I have made the survey, land division and map by the direction of COUNTY LINE LLC.

THAT the map is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

THAT I have fully complied with the provisions of Chapter 236.34 of the Wisconsin Statutes and Chapter 18 of the Village of Germantown Subdivision Control Ordinance in surveying, dividing and mapping the same.



July 27, 2023
DATE

DANIEL E BEDNAR
PROFESSIONAL LAND SURVEYOR S-2812

CHAPUT
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234 W. Florida Street
Milwaukee, WI 53204
414-224-8068
www.chaputlandsurveys.com

This instrument was drafted by Daniel E Bednar
Professional Land Surveyor S-2812

Drawing No. 4490-lpm
SHEET 4 OF 6 SHEETS

CERTIFIED SURVEY MAP NO._____

Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin.

OWNER'S CERTIFICATE

COUNTY LINE LLC, a Wisconsin limited liability company, does hereby certify that they have caused the lands described on this map to be surveyed, divided and mapped as represented on this map in accordance with the requirements of Chapter 236.34 of the Wisconsin State Statutes in surveying, dividing and mapping the same.

In Witness Whereof, the said COUNTY LINE LLC, has caused these presents to be signed by _____ its _____, at _____, _____ County, Wisconsin, and its corporate seal to be herunto affixed on this _____day of _____, 2023.

In the presence of: COUNTY LINE LLC

_____

STATE OF WISCONSIN}
:SS
WASHINGTON COUNTY}

Personally came before me this ___ day of _____, 2023, J_____, _____, of the above named company, to be known as the person who executed the foregoing instrument and acknowledged that they executed the foregoing instrument as such officer as the deed of said company, by its authority.

_____,

Print Name _____
Notary Public - State of Wisconsin
My commission expires._____

CONSENT OF CORPORATE MORTGAGEE

JPMorgan Chase Bank, N.A., mortgagee of the above described land, does hereby consent to the surveying, dividing and mapping the land described on this map and does hereby consent to the above certificate of COUNTY LINE LLC, OWNER.

By_____Its

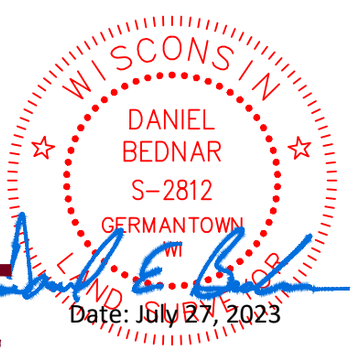
Name:_____

Title:_____

STATE OF WISCONSIN}
:SS
_____ COUNTY}

Personally came before me this ___ day of _____, 2023, _____, _____ of JPMorgan Chase Bank, to me known as the person who executed the foregoing instrument and acknowledged that they executed the foregoing instrument as such officer as the deed of said corporation, by its authority.

_____,
Notary Public
State of Wisconsin
My commission expires._____
My commission is permanent.



Date: July 27, 2023

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414-224-8068
www.chaputlandsurveys.com

This instrument was drafted by Daniel E Bednar
Professional Land Surveyor S-2812

Drawing No. 4490-lpm
SHEET 5 OF 6 SHEETS

CERTIFIED SURVEY MAP NO._____

Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin.

VILLAGE OF GERMANTOWN PLANNING COMMISION APPROVAL

This Certified Survey Map is hereby approved by the Planning Commission of the Village of Germantown on this _____ day of _____, 2023.

_____ _____
Dean Wolter, Chairman Date

_____ _____
Lori Johnson, Secretary Date

VILLAGE OF GERMANTOWN BOARD APPROVAL

This Certified Survey Map, being a division of Lot 1 of Certified Survey Map No. 3675 and lands in the Southeast 1/4, Southwest 1/4 and Northeast 1/4 of the Southwest 1/4 of Section 33, Town 9 North, Range 20 East, in the Village of Germantown, Washington County, Wisconsin, having been approved by the Planning Commission being the same, is hereby approved and accepted by the Village Board of Trustees of the Village of Germantown on this __day of _____, 2023.

_____ _____
Dean Wolter, Village President Date

_____ _____
Erin Hirn, Interim Village Clerk Date



Date: July 27, 2023

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Professional Land Surveyor S-2812

Drawing No. 4490-lpm
SHEET 6 OF 6 SHEETS

PRELIMINARY CERTIFIED SURVEY MAP


NORTHEASTERLY 16.5'±
244.2'±
100 YEAR FLOOD PLAIN
2296 AC
2296' ±
GRASS
GRASS
GRASS

Village of Germantown
Willkommen

Fee must accompany application
- ☐ $700 Minor Addition
- ☐ $1,240 Construction <10,000 SF
- ☐ $2,095 Construction 10,000 SF to 50,000
- ☐ $3,460 Industrial Construction >50,000 SF
- ☐ $3,460 Commercial Construction >50,000
- ☐ $200 Plan Commission Consultation
- ☐ $125 Fire Department Plan Review

PAID _____ DATE _____

SITE PLAN REVIEW APPLICATION

Pursuant to Section 17.43 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT

Terron Wright
200 S. Michigan Ave.,
Suite 1020
Chicago, IL 60604

Phone (561) 628-9845
E-Mail wright@tapchicago.com

PROPERTY OWNER

County Line, LLC
2401 S. Memorial Dr.,
Appleton, WI 54914

Phone ( )
E-Mail aldydamian@yahoo.com

2 PROPERTY ADDRESS

NE corner of County Line Rd. and Appleton Ave.
future outlot of Fleet Farm Parcel GTNV 333998

3 NEIGHBORING USES – Specify name and type of use, e.g. Enviro Tech – Industrial, Smith – Residential, etc.

North	South	East	West
Cornerstone Centre – Commercial/Retail	Mister Carwash/Valvoline – Carswash/Automotive Repair	Fleet Farm – Retail/Gas Station	US Cellular/Aspen Dental – Retail/Medical

4 READ AND INITIAL THE FOLLOWING:

TW I am aware of the Village of Germantown ordinance requiring fire sprinklers in most new construction.

TW I understand that all new development is subject to Impact and/or Connection Fees that must be paid before building permits will be issued.

TW I understand that an incomplete application will be withdrawn from the Plan Commission agenda and that all resubmissions to the Plan Commission are subject to a new application fee.

5 SIGNATURES – ALL APPLICATION MUST BE SIGNED BY OWNER!

Terron Wright 08/10/2023
Applicant Date

Owner 8/11/2023
Owner Date

The Architects Partnership, Ltd. 200 South Michigan Avenue, Suite 1020, Chicago, IL 60604

Jeffrey Retzlaff
Director
Community Development
Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022

August 11, 2023

Re: Project narrative for the property NE corner of County Line Rd. and Appleton Ave.

Dear Mr. Retzlaff

This letter is to detail our application for Site Plan Approval, and Certified Survey Map to build a new single-story +/- 3,245 SF freestanding retail banking center with an attached ATM Drive through lane. The proposed Chase Bank building, drive through lane and associated parking lot will be located at the northeast corner of County Line Road and Appleton Avenue. New parking and landscaping will be implemented to improve the aesthetics of the area.

The design intent of the proposed Chase Bank is to complement the surrounding architecture of the area. The proposed Banking Center is comprised of cultured stone (limestone color), masonry color “Midnight black” and “Platinum”, aluminum composite panels in “clear anodized” color, along with a black anodized storefront system, and clear glassing. All the exterior cladding options are modern finishes and are long lasting cladding materials that will mesh well with the development growth of the area. Additionally, the proposed floor to ceiling glazing was incorporated to provide connectivity to the retail customers navigating the area and pedestrians traversing the adjacent public thoroughfares.

Lighting Design and Locations:

To provide the best and most efficient lighting design and locations, a photometric study has been developed and included in this submittal. A fully new layout of site lighting will be proposed along with complementary architectural lighting within the building which will enrich the architectural design of the site at night and will also add to the security for the users during night hours.

Sustainability Components:

The project will contain the following components which would contribute to sustainability practices the City is encouraging:

- Installation of additional trees/landscaping within development area
- LED lighting

The proposed schedule has construction commencing by the first quarter of 2024 (pending regulatory approvals) and an anticipated occupancy date of Fall 2024.

Parties Involved:

Applicant
Terron Wright
The Architects Partnership, LTD (TAP)

Architect of Record
Timothy Meseck
The Architects Partnership, LTD (TAP)

Property Owner
County Line LLC

Craig Most
Terra Engineering LTD.

Civil Engineer
Alexa Falbo
Kimley-Horn and Associates, INC.

Tenant
Kenneth Colliander
obo JPMorgan Chase Bank, N.A.

Zoning Classification:

The property in question is in a zoning district classified as B-3 General Commercial District with Highway Interchange Area District overlay.

Type of Business:

The type of business is a retail banking center. The hours of operation will be Monday – Friday 9 AM – 6 PM and Saturday 9 AM – 2 PM. The total number of employees and any one time will be sixteen. The sixteen employees will consist of one (1) teller, one (1) lead teller, two (2) bankers, one (1) branch manager, one (1) mortgage loan office, one (1) financial advisor and one (1) business banker.

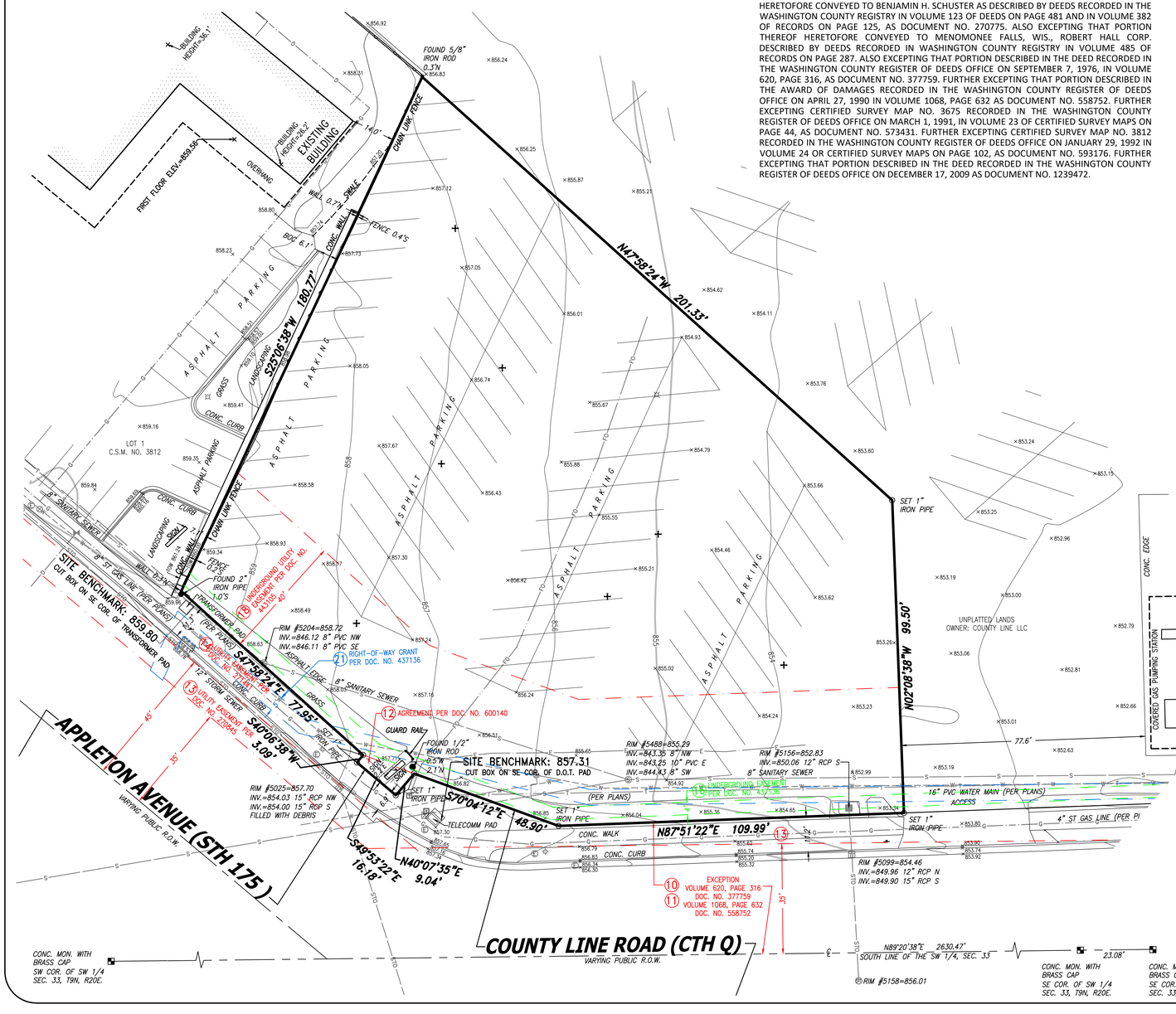


Timothy R. Meseck
The Architects Partnership, LTD.

ALTA/NSPS LAND TITLE SURVEY

LEGEND

- INDICATES FOUND 1" IRON PIPE
- INDICATES SET 1" IRON PIPE
- INDICATES FOUND CHISELED CROSS
- SANITARY MANHOLE
- SANITARY CLEANOUT OR VENT
- SEPTIC TANK ACCESS COVER
- M.I.S. MANHOLE
- UNKNOWN MANHOLE
- STORM MANHOLE
- INLET (ROUND)
- INLET (SQUARE)
- CURB INLET
- STORM SEWER END SECTION
- GAS VALVE
- GAS METER
- WATER VALVE
- HYDRANT
- WATER MANHOLE
- WATER SERVICE CURB STOP
- WELL HEAD
- STAND PIPE
- WALL INDICATOR VALVE
- POST INDICATOR VALVE
- LIGHT POLE
- SPOT/YARD LIGHT
- UTILITY POLE
- GUY POLE
- GUY WIRE
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC METER
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- CABLE PEDESTAL
- CONTROL BOX
- FIBER OPTIC PEDESTAL/SIGN
- TRAFFIC LIGHT
- COMMUNICATION MANHOLE
- BOLLARD
- SOIL BORING/MONITORING WELL
- WATER SURFACE
- WETLANDS FLAG
- MARSH
- FLAGPOLE
- PARKING METER
- SIGN
- MAILBOX
- RAILROAD CROSSING SIGNAL
- HANDICAP SPACE
- CONIFEROUS TREE
- DECIDUOUS TREE
- SANITARY SEWER
- STORM SEWER
- WATERLINE
- MARKED GAS MAIN
- MARKED ELECTRIC
- OVERHEAD WIRES
- MARKED TELEPHONE
- MARKED CABLE TV LINE
- MARKED FIBER OPTIC
- BURIED ELECTRIC SERVICE
- BOARD FENCE
- CHAIN LINK FENCE
- WIRE FENCE



LEGAL DESCRIPTION

THAT PART OF THE FOLLOWING DESCRIBED LAND:
COMMENCING AT A POINT ON THE SECTION LINE (COUNTY LINE) ON THE SOUTH SIDE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, 5.25 CHAINS WEST OF THE SOUTH 1/4 POST OF SAID SECTION (SAID POINT BEING THE SOUTHWEST CORNER OF 5 1/2 ACRES OF LAND SOLD TO GEORGE GESSERT AND PHILLIP GESSERT BY HENRY RUDOLPH IN THE YEAR 1855); THENCE WEST ALONG THE SECTION LINE, 12.95 CHAINS TO THE SOUTHEAST CORNER OF LANDS HERETOFORE OWNED BY FRED RUDOLPH; THENCE NORTH 14° EAST, 22.45 CHAINS; THENCE NORTH AND EAST 25 LINKS TO THE CENTER OF THE MENOMONEE RIVER; THENCE SOUTH AND EAST ALONG THE CENTER OF SAID RIVER TO A POINT ON THE WEST LINE OF LANDS FORMERLY OWNED BY GEORGE GESSERT AND PHILLIP GESSERT (BEING THE SAME PREMISES ABOVE REFERRED TO); THENCE SOUTH ALONG THE WEST LINE OF SAID GESSERT TRACT, 7.07 CHAINS TO THE PLACE OF BEGINNING. ALSO, THAT PART OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON, STATE OF WISCONSIN, DESCRIBED AS FOLLOWS: FROM A POINT IN THE SOUTH LINE OF THE SECTION WHICH IS 979.80 FEET SOUTH 89° 20' 48" WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4, PROCEED NORTH 49° 53' 22" WEST 16.77 FEET ALONG THE ORIGINAL CENTERLINE OF S.T.H. 175; THENCE NORTH 40° 06' 38" EAST 54 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 49° 53' 22" WEST 16.18 FEET; THENCE NORTH 40° 06' 38" EAST 3.09 FEET; THENCE SOUTH 70° 03' 43" EAST 17.24 FEET; THENCE SOUTH 40° 06' 38" WEST 9.03 FEET TO THE POINT OF BEGINNING. EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCELS OF LAND, TO-WIT: THAT PORTION THEREOF HERETOFORE CONVEYED TO STEPHEN SCHLESACK AS DESCRIBED BY DEED RECORDED IN THE WASHINGTON COUNTY REGISTRY IN VOLUME 97 OF DEEDS ON PAGE 80. ALSO EXCEPTING THAT PORTION THEREOF HERETOFORE CONVEYED TO BENJAMIN H. SCHUSTER AS DESCRIBED BY DEEDS RECORDED IN THE WASHINGTON COUNTY REGISTRY IN VOLUME 123 OF DEEDS ON PAGE 481 AND IN VOLUME 382 OF RECORDS ON PAGE 125, AS DOCUMENT NO. 270775. ALSO EXCEPTING THAT PORTION THEREOF HERETOFORE CONVEYED TO MENOMONEE FALLS, WIS., ROBERT HALL CORP. DESCRIBED BY DEEDS RECORDED IN WASHINGTON COUNTY REGISTRY IN VOLUME 485 OF RECORDS ON PAGE 287. ALSO EXCEPTING THAT PORTION DESCRIBED IN THE DEED RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON SEPTEMBER 7, 1976, IN VOLUME 620, PAGE 316, AS DOCUMENT NO. 377759. FURTHER EXCEPTING THAT PORTION DESCRIBED IN THE AWARD OF DAMAGES RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON APRIL 27, 1990 IN VOLUME 1068, PAGE 632 AS DOCUMENT NO. 558752. FURTHER EXCEPTING CERTIFIED SURVEY MAP NO. 3675 RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON MARCH 1, 1991, IN VOLUME 23 OF CERTIFIED SURVEY MAPS ON PAGE 44, AS DOCUMENT NO. 573431. FURTHER EXCEPTING CERTIFIED SURVEY MAP NO. 3812 RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON JANUARY 29, 1992 IN VOLUME 24 OR CERTIFIED SURVEY MAPS ON PAGE 102, AS DOCUMENT NO. 593176. FURTHER EXCEPTING THAT PORTION DESCRIBED IN THE DEED RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON DECEMBER 17, 2009 AS DOCUMENT NO. 1239472.

LEGAL DESCRIPTION (CONT)

ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 33; THENCE SOUTH 89° 20' 48" WEST, ALONG THE SOUTH LINE OF SAID SECTION 979.50 FEET TO A POINT WHERE THE SOUTH LINE OF SECTION 33 INTERSECTS WITH THE CENTERLINE OF S.T.H. 175 (THIS POINT ALSO HAVING BEEN DESCRIBED-IN PREVIOUSLY RECORDED DEEDS AS BEING 1003 FEET MORE OR LESS WEST OF THE SOUTH 1/4 CORNER); THENCE NORTH 49° 59' 12" WEST, ALONG THE CENTERLINE OF S.T.H. 175, A DISTANCE OF 287.29 FEET TO A POINT; THENCE NORTH 13° 34' 48" EAST A DISTANCE OF 474.06 FEET TO A POINT (THIS BEING ALONG THE EASTERLY SEGMENT AS DESCRIBED IN WARRANTY DEED RECORDED NOVEMBER 5, 1963, IN VOLUME 382 OF RECORDS, PAGE 125, AS DOCUMENT NO. 270775 AND IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488 OF RECORDS, PAGE 488, AS DOCUMENT NO. 317799, WASHINGTON COUNTY REGISTRY); THENCE NORTH 76° 25' 12" WEST A DISTANCE OF 120.00 FEET TO A POINT ON THE EASTERLY LINE OF THE LANDS AS DESCRIBED IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488 OF RECORDS, PAGE 489, AS DOCUMENT NO. 317800, THIS BEING THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING NORTH 76° 25' 12" WEST A DISTANCE OF 75.40 FEET TO A POINT ON THE WESTERLY LINE OF THE LANDS DESCRIBED IN WARRANTY DEED REFERRED TO IMMEDIATELY ABOVE; THENCE NORTH 13° 34' 48" EAST (THIS BEING ALONG THE WESTERLY LINE OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE) A DISTANCE OF 203.88 FEET TO A POINT WHICH IS THE NORTHWESTERLY CORNER OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE; THENCE SOUTH 49° 59' 12" EAST, ALONG THE NORTHERLY LINE OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE, A DISTANCE OF 84.20 FEET TO A POINT, THIS POINT BEING THE NORTHEASTERLY CORNER OF THE LANDS DESCRIBED IN SAID DEED; THENCE SOUTH 13° 34' 48" WEST ALONG THE EASTERLY LINE OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE, A DISTANCE OF 166.40 FEET TO THE POINT OF BEGINNING.

ALSO, THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 33; THENCE SOUTH 89° 20' 48" WEST, ALONG THE SOUTH LINE OF SECTION 33, 979.50 FEET TO A POINT WHERE THE SOUTH LINE OF SECTION 33 INTERSECTS WITH THE CENTERLINE OF S.T.H. 175 (THIS POINT ALSO HAVING BEEN DESCRIBED IN PREVIOUS RECORDED DEEDS AS BEING 1003 FEET MORE OR LESS WEST OF THE SOUTH 1/4 CORNER); THENCE NORTH 49° 59' 12" WEST, ALONG THE CENTERLINE OF S.T.H. 175, A DISTANCE OF 287.29 FEET TO A POINT; THENCE NORTH 13° 34' 48" EAST, A DISTANCE OF 474.06 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION (THIS BEING ALONG THE EASTERLY SEGMENT AS DESCRIBED IN WARRANTY DEED RECORDED NOVEMBER 5, 1963, IN VOLUME 382 OF RECORDS, PAGE 125, AS DOCUMENT NO. 270775 AND IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488 OF RECORDS, PAGE 488, AS DOCUMENT NO. 317799, WASHINGTON COUNTY REGISTRY); THENCE CONTINUING NORTH 13° 34' 48" EAST A DISTANCE OF 206.74 FEET TO A POINT (THIS POINT BEING THE NORTHEASTERLY CORNER OF THE LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE); THENCE NORTH 49° 59' 12" WEST A DISTANCE OF 218.21 FEET TO A POINT (THIS BEING ALONG THE NORTHERLY LINE OF LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE, THE POINT ALSO BEING THE NORTHWESTERLY CORNER OF SAID LANDS); THENCE SOUTH 13° 14' 48" WEST A DISTANCE OF 100 FEET TO A POINT (THIS BEING ALONG THE WESTERLY LINE OF THE LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE); THENCE SOUTH 49° 59' 12" EAST ALONG THE CORRESPONDING LINE IN THE DEEDS REFERRED TO ABOVE A DISTANCE OF 84.20 FEET TO A POINT; THENCE SOUTH 13° 34' 48" WEST A DISTANCE OF 166.40 FEET TO A POINT; THIS BEING ALONG THE WESTERLY LINE OF THE LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE; IT ALSO BEING ALONG THE EASTERLY LINE OF THE LANDS DESCRIBED IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488, OF RECORDS, PAGE 489, AS DOCUMENT NO. 317800; THENCE SOUTH 76° 25' 12" EAST A DISTANCE OF 120 FEET TO THE POINT OF BEGINNING.

TO BE KNOWN AS:
DRAFT OF CERTIFIED SURVEY MAP MUST BE PROVIDED.

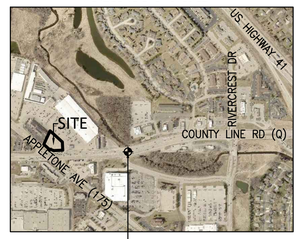
BASIS OF BEARINGS

Bearings are referenced to the Wisconsin State Plane Coordinate System (South Zone) NAD83, in which the South line of the SW 1 /4 bears N89°20'38"E.

VERTICAL DATUM

Vertical Datum is based on National Geodetic Vertical Datum of 1988

VICINITY MAP



CLIENT

The Architect Partnership, Ltd.

SITE ADDRESS

N96W18200 County Line Rd., Village of Germantown, Washington County, Wisconsin.

TITLE COMMITMENT

This survey was prepared based on First American Title Insurance Company Commitment No. NCS-1178966-CHI2, effective date of May 9, 2023 which lists the following easements and/or restrictions from schedule B-II:

1, 2, 3, 5 & 9 visible evidence shown, if any.

4, 6, 7, 8, 24, 25, 26, 27, 28, 29, 30 & 31 not survey related.

10. Restrictions contained in Warranty Deed granted to Waukesha County, recorded September 7, 1976 as Document No. 377759. Does not affect property by location, shown.
11. Easement and Restrictions contained in Award of Damages by the State of Wisconsin, recorded April 27, 1990 as Document No. 558752. Does not affect property by location, shown.
12. Restrictions contained in Quit Claim Deed by and between Mills Properties, Inc., a Wisconsin corporation and Mutual Benefits, recorded April 23, 1992 as Document No. 600140. Affects property by location, shown.
13. Utility Easement granted to Wisconsin Electric Power Company, recorded November 8, 1963 as Document No. 270845.Affects property by location, shown.
14. Utility Easement granted to Wisconsin Electric Power Company, recorded December 16, 1963 as Document No. 271441. Affects property by location, shown.
15. Utility Easement granted to Wisconsin Electric Power Company and Wisconsin Telephone Company, recorded November 7, 1972 as Document No. 337559. Does not affect property by location, not shown.
16. Underground Utility Easement granted to Wisconsin Electric Power Company, recorded January 8, 1981 as Document No. 437136. Affects property by location, shown.
17. Overhead Utility Easement granted to Wisconsin Electric Power Company and Wisconsin Telephone Company, recorded November 18, 1981 as Document No. 441019. Does not affect property by location, not shown.
18. Underground Easement granted to the Village of Germantown for construction and maintenance of sewer and water mains, recorded March 5, 1982 as Document No. 443105. Affects property by location, shown.
19. Right-of-Way Grant to Wisconsin Bell, Inc. as contained in instrument recorded September 24, 1987 as Document No. 518226. Does not affect property by location, not shown.
20. Right-of-Way Grant to Wisconsin Bell, Inc. as contained an instrument recorded September 24, 1987 as Document No. 518228. Does not affect property by location, not shown.
21. Right-of-Way Grant to Wisconsin Bell, Inc., recorded February 9, 1988 as Document No. 523562. Conveyance in Rights in Land made by Wisconsin Bell, Inc. to the State of Wisconsin, recorded February 14, 1990 as Document No. 555518. Affects property by location, shown.
22. Agreement for Variance by and between Mills Properties, Inc., a Wisconsin corporation and Marshall A. Peebles and Diane M. Peebles, doing business as Rivers Edge Car Wash, contained in an instrument recorded November 14, 1989 as Document No. 551773. Permanent Limited Easement by and between Mills Investment Company and the State of Wisconsin, and other matters contained in the Instrument recorded December 4, 1995 as Document No. 705463. Does not affect property by location, not shown.
23. Permanent Limited Easement for the right to construct and maintain a sidewalk, granted to Washington County in Quit Claim Deed, recorded January 13, 1996 as Document No. 720515. Note: This document was re-recorded June 21, 1996 as Document No. 721203 to amend the legal description to eliminate two parcels. Does not affect property by location, not shown.

TABLE "A" ITEMS

3. According to the flood insurance rate map of the County of Washington, Community Panel No. 55131C0359D, effective date of November 20, 2013, this site falls in Zone X (Areas determined to be outside the 0.2% annual chance floodplain).
4. The Land Area of the subject property is 34,144 square feet or 0.7838 acres.
9. There are 82 regular parking spaces and 0 handicap spaces marked on this site.
11(a). No plans or reports provided by client.
11(b). Evidence of underground utilities existing on or serving the surveyed property as determined by markings requested by the surveyor pursuant to a Diggers Hotline One-call center utility locate. Ticket Number 20232319294 and 20232319288. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. Client understands only utility lines with imbedded electric tracer wires or utilities made of materials capable of electric connectivity can be marked at the surface and located. Depth of utilities may prohibit their location even with electric connectivity.
16. There is no visible evidence of earth moving, building construction or building additions within recent months.
17. There are no changes in street right of way lines either completed or proposed, and available from the controlling jurisdiction. Observable evidence of recent street or sidewalk construction or repairs if any, is shown.
20(a). The zoning information noted below is taken from the municipal code ordinance. It does not reflect all zoning restrictions that may apply. It is not intended to be used in lieu of a comprehensive zoning report as stated in ALTA Table A item 6(a) nor to be relied on for site development purposes.

Municipal Code: Sec. 17.30(4).
Site is zoned: B-3 (General Business)
Front setback: Average of front yard of adjoining or neighboring properties; 5 feet of accessory buildings.
Side setback: None except as required in ss. 17.07 and 17.50; 5 feet for accessory buildings.
Rear setback: 25 feet for principal building; 5 feet for accessory building
Maximum building height: 45 feet for principal building with maximum of 2 1/2 stories, 15 feet for accessory building

TO: County Line LLC, a Wisconsin limited liability company
First American Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7(a), 7(b)(1), 7(c), 8, 9, 11(a)(b), 12, 13, 14, 16, 17, 18, 19, 20(a) and 20(b) of Table A thereof. The field work was completed on June 16, 2023.

Date of Map: June 22, 2023

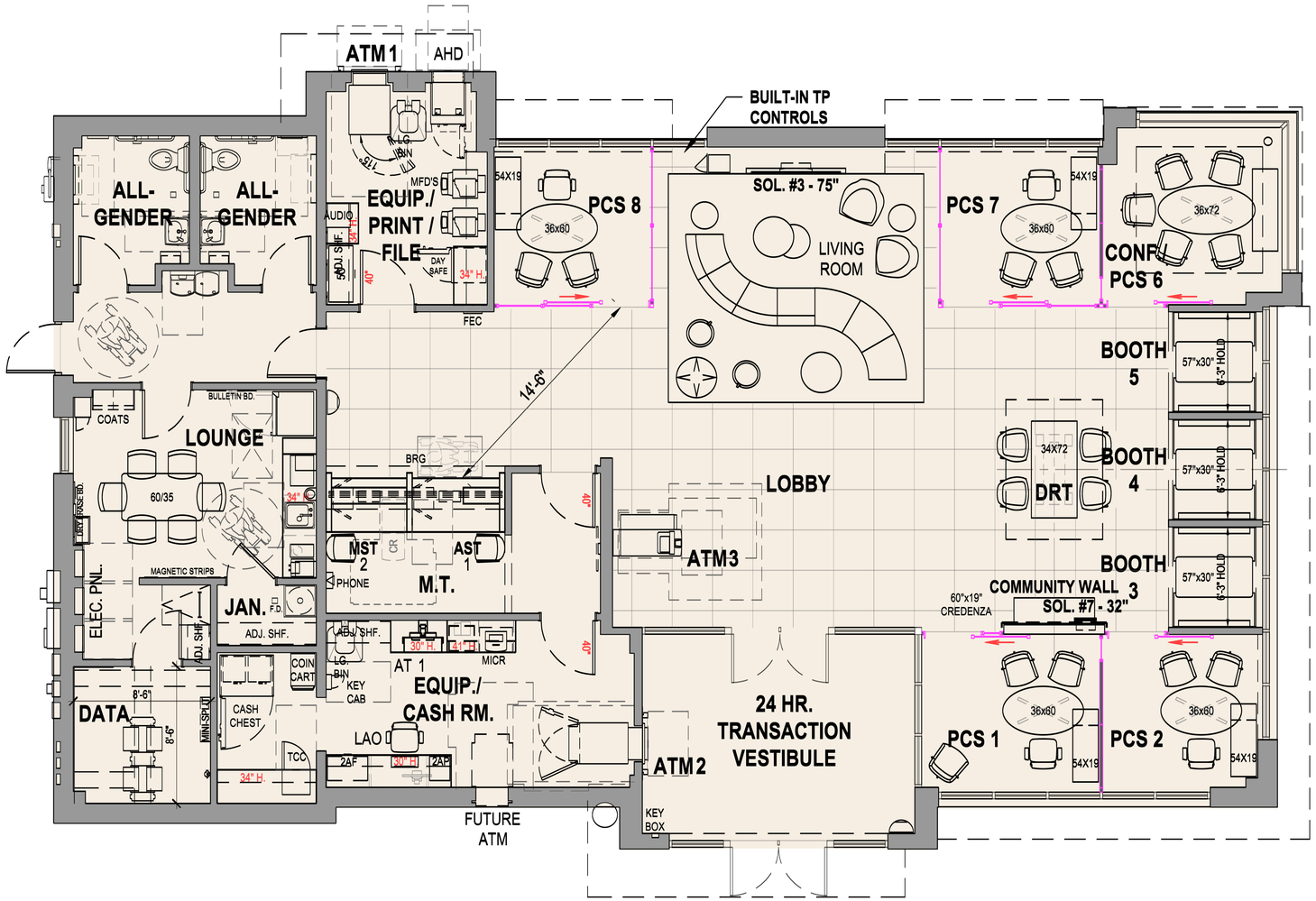
DRAFT
Daniel E. Bednar
Professional Land Surveyor
Registration Number S-2812

CHAPUT LAND SURVEYS
234 W. Florida Street Milwaukee, WI 53204 414-224-8068 www.chaputlandsurveys.com

Date	Revision description

This document is an instrument of professional service, and may be protected by the surveyors work product doctrine or surveyor / client privilege. The information shown hereon is intended solely for the use of the client and client directed third parties.

Drawing No. 4490-lpm



SCALE: ¾" = 1'-0"

0 5' 10' 15'

CHASE

COUNTY LINE & APPLETON
18200 COUNTY LINE RD
GERMANTOWN, WI 53022

FLOOR PLAN

06.08.2023

Architect/Designer
The Architects Partnership, Ltd.
200 South Michigan Avenue
Chicago, IL 60604
t: 312.583.9800
f: 312.583.9890
TAP Project Number: 23067



SOUTH ELEVATION



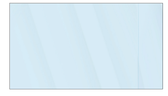
WEST ELEVATION



STORE FRONT & CANOPY
COLOR: BLACK ANODIZED ALUM.



ACM
COLOR: CLEAR



CLEAR GLASS



CAST STONE
CHISELED LIMESTONE – CREAM
CORONADO



BRICK
COLOR: PLATINUM
INTERSTATE BRICK



BRICK
COLOR: MIDNIGHT BLACK
INTERSTATE BRICK

SCALE: 3/4" = 1'-0"

0 5' 10' 15'

CHASE

COUNTY LINE RD & APPLETON
N 96, W18200 COUNTY LINE RD,
GERMANTOWN, WI 53022

ARCHITECTURAL ELEVATIONS

06.14.2023

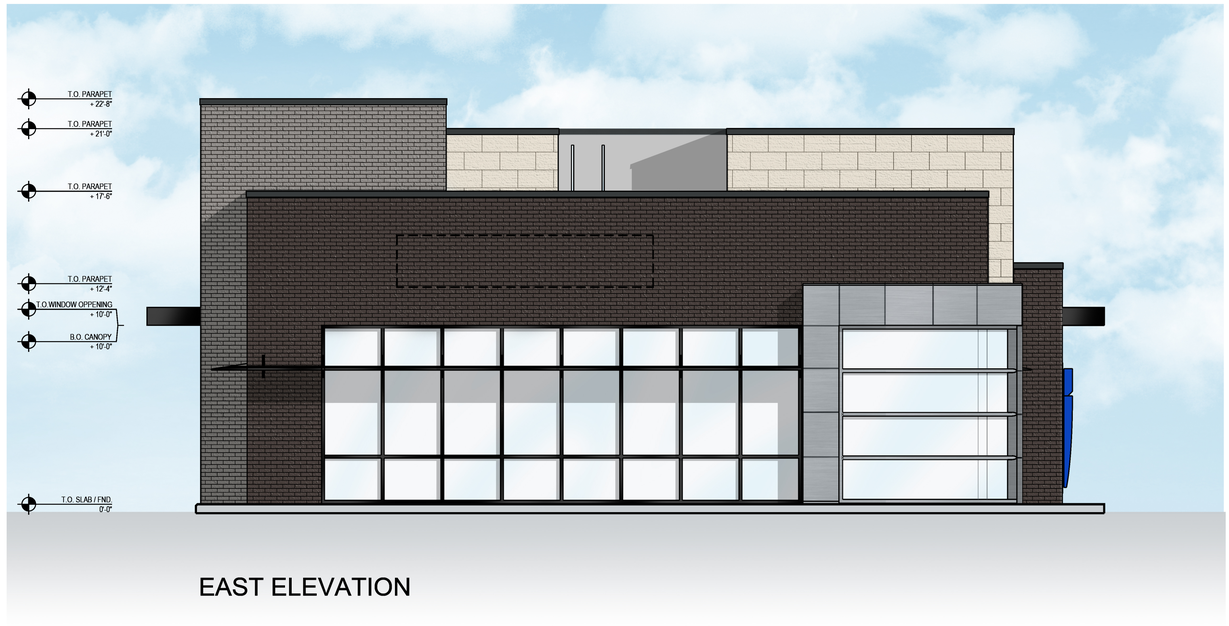
Architect/Designer

The Architects Partnership, Ltd.
200 South Michigan Avenue
Chicago, IL 60604
t: 312.583.9800
f: 312.583.9890
TAP Project Number: 23038

tap



NORTH ELEVATION



EAST ELEVATION



STORE FRONT & CANOPY
COLOR: BLACK ANODIZED ALUM.



ACM
COLOR: CLEAR



CLEAR GLASS



CAST STONE
CHISELED LIMESTONE – CREAM
CORONADO



BRICK
COLOR: PLATINUM
INTERSTATE BRICK



BRICK
COLOR: MIDNIGHT BLACK
INTERSTATE BRICK

SCALE: $\frac{1}{4}$" = 1'-0"

0 5' 10' 15'

CHASE

COUNTY LINE RD & APPLETON
N 96, W18200 COUNTY LINE RD,
GERMANTOWN, WI 53022

ARCHITECTURAL ELEVATIONS

06.14.2023

Architect/Designer
The Architects Partnership, Ltd.
200 South Michigan Avenue
Chicago, IL 60604
t: 312.583.9800
f: 312.583.9890
TAP Project Number: 23038

tap

PRELIMINARY ENGINEERING PLANS

CHASE BANK

N96 W18200 COUNTY LINE RD
GERMANTOWN, WI 53022

DIGGERS HOTLINE®
(800) 242-8511

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF GERMANTOWN
ENGINEERING DEPARTMENT
N112 W17001 MEQUON ROAD
GERMANTOWN, WI 53022
TEL: (262) 253-8225
CONTACT: BRAD SEUBERT, P.E.

PLANNING & ZONING DEPARTMENT
VILLAGE OF GERMANTOWN
COMMUNITY DEVELOPMENT DEPARTMENT
N112 W17001 MEQUON ROAD
GERMANTOWN, WI 53022
TEL: (262) 250-4735
CONTACT: JEFFREY W. RETZLAFF, AICP

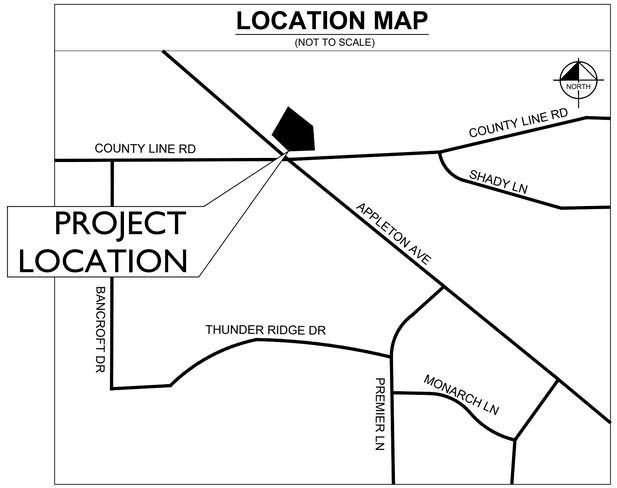
SANITARY SEWER SERVICE
VILLAGE OF GERMANTOWN
WASTEWATER UTILITY DEPARTMENT
N112 W17177 FOND DU LAC AVE
GERMANTOWN, WI 53022
TEL: (262) 253-7765
CONTACT: TIMOTHY K. ZIMMERMAN

STORM SEWER SERVICE
VILLAGE OF GERMANTOWN
ENGINEERING DEPARTMENT
N112 W17001 MEQUON ROAD
GERMANTOWN, WI 53022
TEL: (262) 253-8225
CONTACT: FIRST LAST NAME

WATER SERVICE
VILLAGE OF GERMANTOWN
WATER UTILITY DEPARTMENT
N112 W17177 FOND DU LAC AVE
GERMANTOWN, WI 53022
TEL: (262) 253-8254
CONTACT: PAUL HAUGEN

ROADWAY AUTHORITY
WASHINGTON COUNTY HIGHWAY DEPARTMENT
900 LANG STREET
WEST BEND, WI 53090
TEL: (262) 335-4436
CONTACT: TED DUMKE
CONTACT: SCOTT SCHMIDT P.E. P.L.S.

LOCATION MAP
(NOT TO SCALE)



Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	ALTA SURVEY (BY OTHERS)
C1.0	DEMOLITION PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C3.1	IMPERVIOUS AREA EXHIBIT
C4.0	UTILITY PLAN

PROJECT TEAM

DEVELOPER
JP MORGAN CHASE BANK, N.A.
10 SOUTH DEARBORN, 25TH FL
CHICAGO, IL 60603
TEL: (773) 610-4945
CONTACT: PRIYA KALIDINDI

GEOTECH
ECS MIDWEST, LLC
3695 N. 126TH STREET, UNIT C
BROOKFIELD, WI 53005
TEL: (414) 286-7557
CONTACT: DARIN MACIOLEK, P.E.

TRAFFIC ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: EMMA.ALBERS@KIMLEY-HORN.COM
CONTACT: EMMA ALBERS, P.E.

ARCHITECT
THE ARCHITECTS PARTNERSHIP, LTD.
200 SOUTH MICHIGAN AVE, SUITE 1020
CHICAGO, IL 60604
TEL: (561) 628-9845
CONTACT: TERRON WRIGHT

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: DERIK.LEARY@KIMLEY-HORN.COM
CONTACT: DERIK LEARY, P.E.

LANDSCAPE ARCHITECT
TERRA ENGINEERING
225 W OHIO STREET, 4TH FL
CHICAGO, IL 60654
TEL: (312) 467-0123
CONTACT: CRAIG MOST, ASLA

SURVEYOR
CHAPUT LAND SURVEYS
234 W. FLORIDA ST
MILWAUKEE, WI 53204
TEL: (414) 224-8068

LEGAL DESCRIPTION

PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN

BENCHMARKS

STARTING BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

SBM #1 SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, T9N, R20E.
ELEVATION=844.86

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

SBM #1 CUT BOX ON SE COR. OF TRANSFORMER PAD
ELEVATION=859.80

SBM #2 CUT BUX ON SE COR. OF D.O.T. PAD
ELEVATION=857.31

No.	REVISIONS	DATE	BY

Kimley»Horn

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4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JW
DRAWN BY: JW
CHECKED BY: DL

CHASE

COVER SHEET

CHASE BANK
N96 W18200 COUNTY LINE RD
GERMANTOWN, WI 53022

ORIGINAL ISSUE: 07/17/23
KHA PROJECT NO. 190041021
SHEET NUMBER
C0.0

Drawing name: \\Kimley-horn.com\WW_CHS\CHS_LIDEV\190041021_Chase_TNP_Germantown_WI\2 Design\CAD\PlanSheets\C0.0 - COVER SHEET.dwg C0.0 Aug 07, 2023 1:21pm by: Josh.Williams
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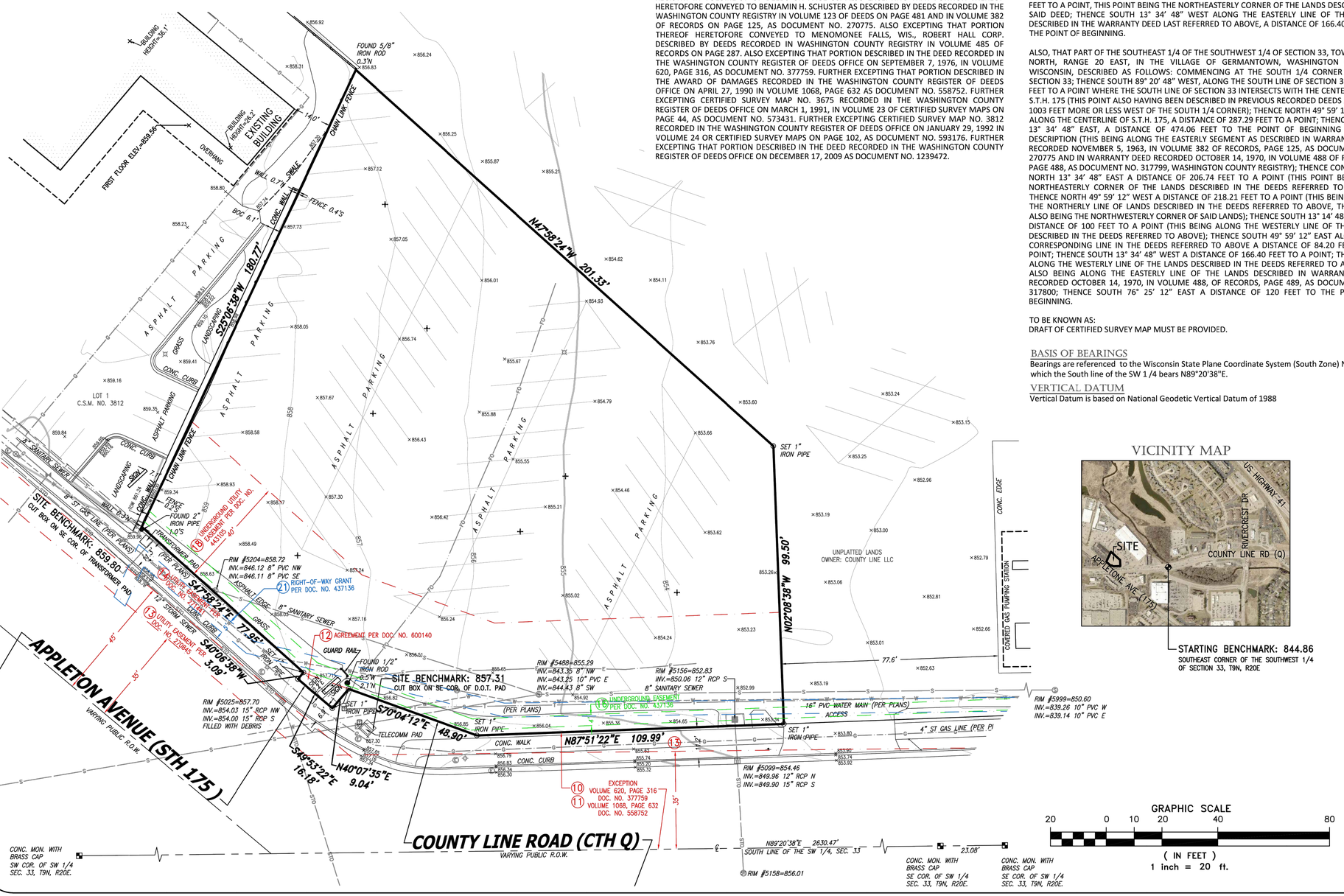
ALTA/NSPS LAND TITLE SURVEY

LEGEND

- INDICATES FOUND 1" IRON PIPE
- INDICATES SET 1" IRON PIPE
- INDICATES FOUND CHISELED CROSS
- SANITARY MANHOLE
- SANITARY CLEANOUT OR VENT
- SEPTIC TANK ACCESS COVER
- M.I.S. MANHOLE
- UNKNOWN MANHOLE
- STORM MANHOLE
- INLET (ROUND)
- INLET (SQUARE)
- CURB INLET
- STORM SEWER END SECTION
- GAS VALVE
- GAS METER
- WATER VALVE
- HYDRANT
- WATER MANHOLE
- WATER SERVICE CURB STOP
- WELL HEAD
- STAND PIPE
- WALL INDICATOR VALVE
- POST INDICATOR VALVE
- LIGHT POLE
- SPOT/YARD LIGHT
- UTILITY POLE
- GUY POLE
- GUY WIRE
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC METER
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- CABLE PEDESTAL
- CONTROL BOX
- FIBER OPTIC PEDESTAL/SIGN
- TRAFFIC LIGHT
- COMMUNICATION MANHOLE
- BOLLARD
- SOIL BORING/MONITORING WELL
- WATER SURFACE
- WETLANDS FLAG
- MARSH
- FLAGPOLE
- PARKING METER
- SIGN
- MAILBOX
- RAILROAD CROSSING SIGNAL
- HANDICAP SPACE
- CONIFEROUS TREE
- DECIDUOUS TREE
- SANITARY SEWER
- STORM SEWER
- WATERLINE
- MARKED GAS MAIN
- MARKED ELECTRIC
- OVERHEAD WIRES
- MARKED TELEPHONE
- MARKED CABLE TV LINE
- MARKED FIBER OPTIC
- BURIED ELECTRIC SERVICE
- BOARD FENCE
- CHAIN LINK FENCE
- WIRE FENCE



LEGAL DESCRIPTION

THAT PART OF THE FOLLOWING DESCRIBED LAND:
COMMENCING AT A POINT ON THE SECTION LINE (COUNTY LINE) ON THE SOUTH SIDE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, 5.25 CHAINS WEST OF THE SOUTH 1/4 POST OF SAID SECTION (SAID POINT BEING THE SOUTHWEST CORNER OF 5 1/2 ACRES OF LAND SOLD TO GEORGE GESSERT AND PHILLIP GESSERT BY HENRY RUDOLPH IN THE YEAR 1855); THENCE WEST ALONG THE SECTION LINE, 12.95 CHAINS TO THE SOUTHEAST CORNER OF LANDS HERETOFORE OWNED BY FRED RUDOLPH; THENCE NORTH 14° EAST, 22.45 CHAINS; THENCE NORTH AND EAST 25 LINKS TO THE CENTER OF THE MENOMONEE RIVER; THENCE SOUTH AND EAST ALONG THE CENTER OF SAID RIVER TO A POINT ON THE WEST LINE OF LANDS FORMERLY OWNED BY GEORGE GESSERT AND PHILLIP GESSERT (BEING THE SAME PREMISES ABOVE REFERRED TO); THENCE SOUTH ALONG THE WEST LINE OF SAID GESSERT TRACT, 7.07 CHAINS TO THE PLACE OF BEGINNING. ALSO, THAT PART OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON, STATE OF WISCONSIN, DESCRIBED AS FOLLOWS: FROM A POINT IN THE SOUTH LINE OF THE SECTION WHICH IS 979.80 FEET SOUTH 89° 20' 48" WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4, PROCEED NORTH 49° 53' 22" WEST 16.77 FEET ALONG THE ORIGINAL CENTERLINE OF S.T.H. 175; THENCE NORTH 40° 06' 38" EAST 54 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 49° 53' 22" WEST 16.18 FEET; THENCE NORTH 40° 06' 38" EAST 3.09 FEET; THENCE SOUTH 70° 03' 43" EAST 17.24 FEET; THENCE SOUTH 40° 06' 38" WEST 9.03 FEET TO THE POINT OF BEGINNING. EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCELS OF LAND, TO-WIT: THAT PORTION THEREOF HERETOFORE CONVEYED TO STEPHEN SCHLESACK AS DESCRIBED BY DEED RECORDED IN THE WASHINGTON COUNTY REGISTRY IN VOLUME 97 OF DEEDS ON PAGE 80. ALSO EXCEPTING THAT PORTION THEREOF HERETOFORE CONVEYED TO BENJAMIN H. SCHUSTER AS DESCRIBED BY DEEDS RECORDED IN THE WASHINGTON COUNTY REGISTRY IN VOLUME 123 OF DEEDS ON PAGE 481 AND IN VOLUME 382 OF RECORDS ON PAGE 125, AS DOCUMENT NO. 270775. ALSO EXCEPTING THAT PORTION THEREOF HERETOFORE CONVEYED TO MENOMONEE FALLS, WIS., ROBERT HALL CORP. DESCRIBED BY DEEDS RECORDED IN WASHINGTON COUNTY REGISTRY IN VOLUME 485 OF RECORDS ON PAGE 287. ALSO EXCEPTING THAT PORTION DESCRIBED IN THE DEED RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON SEPTEMBER 7, 1976, IN VOLUME 620, PAGE 316, AS DOCUMENT NO. 377759. FURTHER EXCEPTING THAT PORTION DESCRIBED IN THE AWARD OF DAMAGES RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON APRIL 27, 1990 IN VOLUME 1068, PAGE 632 AS DOCUMENT NO. 558752. FURTHER EXCEPTING CERTIFIED SURVEY MAP NO. 3675 RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON MARCH 1, 1991, IN VOLUME 23 OF CERTIFIED SURVEY MAPS ON PAGE 44, AS DOCUMENT NO. 573431. FURTHER EXCEPTING CERTIFIED SURVEY MAP NO. 3812 RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON JANUARY 29, 1992 IN VOLUME 24 OR CERTIFIED SURVEY MAPS ON PAGE 102, AS DOCUMENT NO. 593176. FURTHER EXCEPTING THAT PORTION DESCRIBED IN THE DEED RECORDED IN THE WASHINGTON COUNTY REGISTER OF DEEDS OFFICE ON DECEMBER 17, 2009 AS DOCUMENT NO. 1239472.

LEGAL DESCRIPTION (CONT)

ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 33; THENCE SOUTH 89° 20' 48" WEST, ALONG THE SOUTH LINE OF SAID SECTION 979.50 FEET TO A POINT WHERE THE SOUTH LINE OF SECTION 33 INTERSECTS WITH THE CENTERLINE OF S.T.H. 175 (THIS POINT ALSO HAVING BEEN DESCRIBED-IN PREVIOUSLY RECORDED DEEDS AS BEING 1003 FEET MORE OR LESS WEST OF THE SOUTH 1/4 CORNER); THENCE NORTH 49° 59' 12" WEST, ALONG THE CENTERLINE OF S.T.H. 175, A DISTANCE OF 287.29 FEET TO A POINT; THENCE NORTH 13° 34' 48" EAST A DISTANCE OF 474.06 FEET TO A POINT (THIS BEING ALONG THE EASTERLY SEGMENT AS DESCRIBED IN WARRANTY DEED RECORDED NOVEMBER 5, 1963, IN VOLUME 382 OF RECORDS, PAGE 125, AS DOCUMENT NO. 270775 AND IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488 OF RECORDS, PAGE 488, AS DOCUMENT NO. 317799, WASHINGTON COUNTY REGISTRY); THENCE NORTH 76° 25' 12" WEST A DISTANCE OF 120.00 FEET TO A POINT ON THE EASTERLY LINE OF THE LANDS AS DESCRIBED IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488 OF RECORDS, PAGE 489, AS DOCUMENT NO. 317800, THIS BEING THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING NORTH 76° 25' 12" WEST A DISTANCE OF 75.40 FEET TO A POINT ON THE WESTERLY LINE OF THE LANDS DESCRIBED IN WARRANTY DEED REFERRED TO IMMEDIATELY ABOVE; THENCE NORTH 13° 34' 48" EAST (THIS BEING ALONG THE WESTERLY LINE OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE) A DISTANCE OF 203.88 FEET TO A POINT WHICH IS THE NORTHWESTERLY CORNER OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE; THENCE SOUTH 49° 59' 12" EAST, ALONG THE NORTHERLY LINE OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE, A DISTANCE OF 84.20 FEET TO A POINT, THIS POINT BEING THE NORTHEASTERLY CORNER OF THE LANDS DESCRIBED IN SAID DEED; THENCE SOUTH 13° 34' 48" WEST ALONG THE EASTERLY LINE OF THE LANDS DESCRIBED IN THE WARRANTY DEED LAST REFERRED TO ABOVE, A DISTANCE OF 166.40 FEET TO THE POINT OF BEGINNING.

ALSO, THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 33; THENCE SOUTH 89° 20' 48" WEST, ALONG THE SOUTH LINE OF SECTION 33, 979.50 FEET TO A POINT WHERE THE SOUTH LINE OF SECTION 33 INTERSECTS WITH THE CENTERLINE OF S.T.H. 175 (THIS POINT ALSO HAVING BEEN DESCRIBED IN PREVIOUS RECORDED DEEDS AS BEING 1003 FEET MORE OR LESS WEST OF THE SOUTH 1/4 CORNER); THENCE NORTH 49° 59' 12" WEST, ALONG THE CENTERLINE OF S.T.H. 175, A DISTANCE OF 287.29 FEET TO A POINT; THENCE NORTH 13° 34' 48" EAST, A DISTANCE OF 474.06 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION (THIS BEING ALONG THE EASTERLY SEGMENT AS DESCRIBED IN WARRANTY DEED RECORDED NOVEMBER 5, 1963, IN VOLUME 382 OF RECORDS, PAGE 125, AS DOCUMENT NO. 270775 AND IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488 OF RECORDS, PAGE 488, AS DOCUMENT NO. 317799, WASHINGTON COUNTY REGISTRY); THENCE CONTINUING NORTH 13° 34' 48" EAST A DISTANCE OF 206.74 FEET TO A POINT (THIS POINT BEING THE NORTHEASTERLY CORNER OF THE LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE); THENCE NORTH 49° 59' 12" WEST A DISTANCE OF 218.21 FEET TO A POINT (THIS BEING ALONG THE NORTHERLY LINE OF LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE, THE POINT ALSO BEING THE NORTHWESTERLY CORNER OF SAID LANDS); THENCE SOUTH 13° 14' 48" WEST A DISTANCE OF 100 FEET TO A POINT (THIS BEING ALONG THE WESTERLY LINE OF THE LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE); THENCE SOUTH 49° 59' 12" EAST ALONG THE CORRESPONDING LINE IN THE DEEDS REFERRED TO ABOVE A DISTANCE OF 84.20 FEET TO A POINT; THENCE SOUTH 13° 34' 48" WEST A DISTANCE OF 166.40 FEET TO A POINT; THIS BEING ALONG THE WESTERLY LINE OF THE LANDS DESCRIBED IN THE DEEDS REFERRED TO ABOVE; IT ALSO BEING ALONG THE EASTERLY LINE OF THE LANDS DESCRIBED IN WARRANTY DEED RECORDED OCTOBER 14, 1970, IN VOLUME 488, OF RECORDS, PAGE 489, AS DOCUMENT NO. 317800; THENCE SOUTH 76° 25' 12" EAST A DISTANCE OF 120 FEET TO THE POINT OF BEGINNING.

TO BE KNOWN AS:
DRAFT OF CERTIFIED SURVEY MAP MUST BE PROVIDED.

BASIS OF BEARINGS

Bearings are referenced to the Wisconsin State Plane Coordinate System (South Zone) NAD83, in which the South line of the SW 1 /4 bears N89°20'38"E.

VERTICAL DATUM

Vertical Datum is based on National Geodetic Vertical Datum of 1988

VICINITY MAP

STARTING BENCHMARK: 844.86
SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, T9N, R20E

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

CLIENT

The Architect Partnership, Ltd.

SITE ADDRESS

N96W18200 County Line Rd., Village of Germantown, Washington County, Wisconsin.

TITLE COMMITMENT

This survey was prepared based on First American Title Insurance Company Commitment No. NCS-1178966-CHI2, effective date of May 9, 2023 which lists the following easements and/or restrictions from schedule B-II:

1, 2, 3, 5 & 9 visible evidence shown, if any.

4, 6, 7, 8, 24, 25, 26, 27, 28, 29, 30 & 31 not survey related.

10. Restrictions contained in Warranty Deed granted to Waukesha County, recorded September 7, 1976 as Document No. 377759. Does not affect property by location, shown.
11. Easement and Restrictions contained in Award of Damages by the State of Wisconsin, recorded April 27, 1990 as Document No. 558752. Does not affect property by location, shown.
12. Restrictions contained in Quit Claim Deed by and between Mills Properties, Inc., a Wisconsin corporation and Mutual Benefits, recorded April 23, 1992 as Document No. 600140. Affects property by location, shown.
13. Utility Easement granted to Wisconsin Electric Power Company, recorded November 8, 1963 as Document No. 270845.Affects property by location, shown.
14. Utility Easement granted to Wisconsin Electric Power Company, recorded December 16, 1963 as Document No. 271441. Affects property by location, shown.
15. Utility Easement granted to Wisconsin Electric Power Company and Wisconsin Telephone Company, recorded November 7, 1972 as Document No. 337559. Does not affect property by location, not shown.
16. Underground Utility Easement granted to Wisconsin Electric Power Company, recorded January 8, 1981 as Document No. 437136. Affects property by location, shown.
17. Overhead Utility Easement granted to Wisconsin Electric Power Company and Wisconsin Telephone Company, recorded November 18, 1981 as Document No. 441019. Does not affect property by location, not shown.
18. Underground Easement granted to the Village of Germantown for construction and maintenance of sewer and water mains, recorded March 5, 1982 as Document No. 443105. Affects property by location, shown.
19. Right-of-Way Grant to Wisconsin Bell, Inc. as contained in instrument recorded September 24, 1987 as Document No. 518226. Does not affect property by location, not shown.
20. Right-of-Way Grant to Wisconsin Bell, Inc. as contained an instrument recorded September 24, 1987 as Document No. 518228. Does not affect property by location, not shown.
21. Right-of-Way Grant to Wisconsin Bell, Inc., recorded February 9, 1988 as Document No. 523562. Conveyance in Rights in Land made by Wisconsin Bell, Inc. to the State of Wisconsin, recorded February 14, 1990 as Document No. 555518. Affects property by location, shown.
22. Agreement for Variance by and between Mills Properties, Inc., a Wisconsin corporation and Marshall A. Peebles and Diane M. Peebles, doing business as Rivers Edge Car Wash, contained in an instrument recorded November 14, 1989 as Document No. 551773. Permanent Limited Easement by and between Mills Investment Company and the State of Wisconsin, and other matters contained in the Instrument recorded December 4, 1995 as Document No. 705463. Does not affect property by location, not shown.
23. Permanent Limited Easement for the right to construct and maintain a sidewalk, granted to Washington County in Quit Claim Deed, recorded January 13, 1996 as Document No. 720515. Note: This document was re-recorded June 21, 1996 as Document No. 721203 to amend the legal description to eliminate two parcels. Does not affect property by location, not shown.

TABLE "A" ITEMS

3. According to the flood insurance rate map of the County of Washington, Community Panel No. 55131C0359D, effective date of November 20, 2013, this site falls in Zone X (Areas determined to be outside the 0.2% annual chance floodplain).
4. The Land Area of the subject property is 34,144 square feet or 0.7838 acres.
9. There are 82 regular parking spaces and 0 handicap spaces marked on this site.
11(a). No plans or reports provided by client.
11(b). Evidence of underground utilities existing on or serving the surveyed property as determined by markings requested by the surveyor pursuant to a Diggers Hotline One-call center utility locate. Ticket Number 20232319294 and 20232319288. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. Client understands only utility lines with imbedded electric tracer wires or utilities made of materials capable of electric connectivity can be marked at the surface and located. Depth of utilities may prohibit their location even with electric connectivity.
16. There is no visible evidence of earth moving, building construction or building additions within recent months.
17. There are no changes in street right of way lines either completed or proposed, and available from the controlling jurisdiction. Observable evidence of recent street or sidewalk construction or repairs if any, is shown.
20(a). The zoning information noted below is taken from the municipal code ordinance. It does not reflect all zoning restrictions that may apply. It is not intended to be used in lieu of a comprehensive zoning report as stated in ALTA Table A item 6(a) nor to be relied on for site development purposes.

Municipal Code: Sec. 17.30(4).
Site is zoned: B-3 (General Business)
Front setback: Average of front yard of adjoining or neighboring properties; 5 feet of accessory buildings.
Side setback: None except as required in ss. 17.07 and 17.50; 5 feet for accessory buildings.
Rear setback: 25 feet for principal building; 5 feet for accessory building
Maximum building height: 45 feet for principal building with maximum of 2 1/2 stories, 15 feet for accessory building

TO: County Line LLC, a Wisconsin limited liability company
First American Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7(a), 7(b)(1), 7(c), 8, 9, 11(a)(b), 12, 13, 14, 16, 17, 18, 19, 20(a) and 20(b) of Table A thereof. The field work was completed on June 16, 2023.

Date of Map: June 22, 2023

DRAFT
Daniel E. Bednar
Professional Land Surveyor
Registration Number S-2812

Date	Revision description

CHAPUT LAND SURVEYS
234 W. Florida Street
Milwaukee, WI 53204
414-224-8068
www.chaputlandsurveys.com

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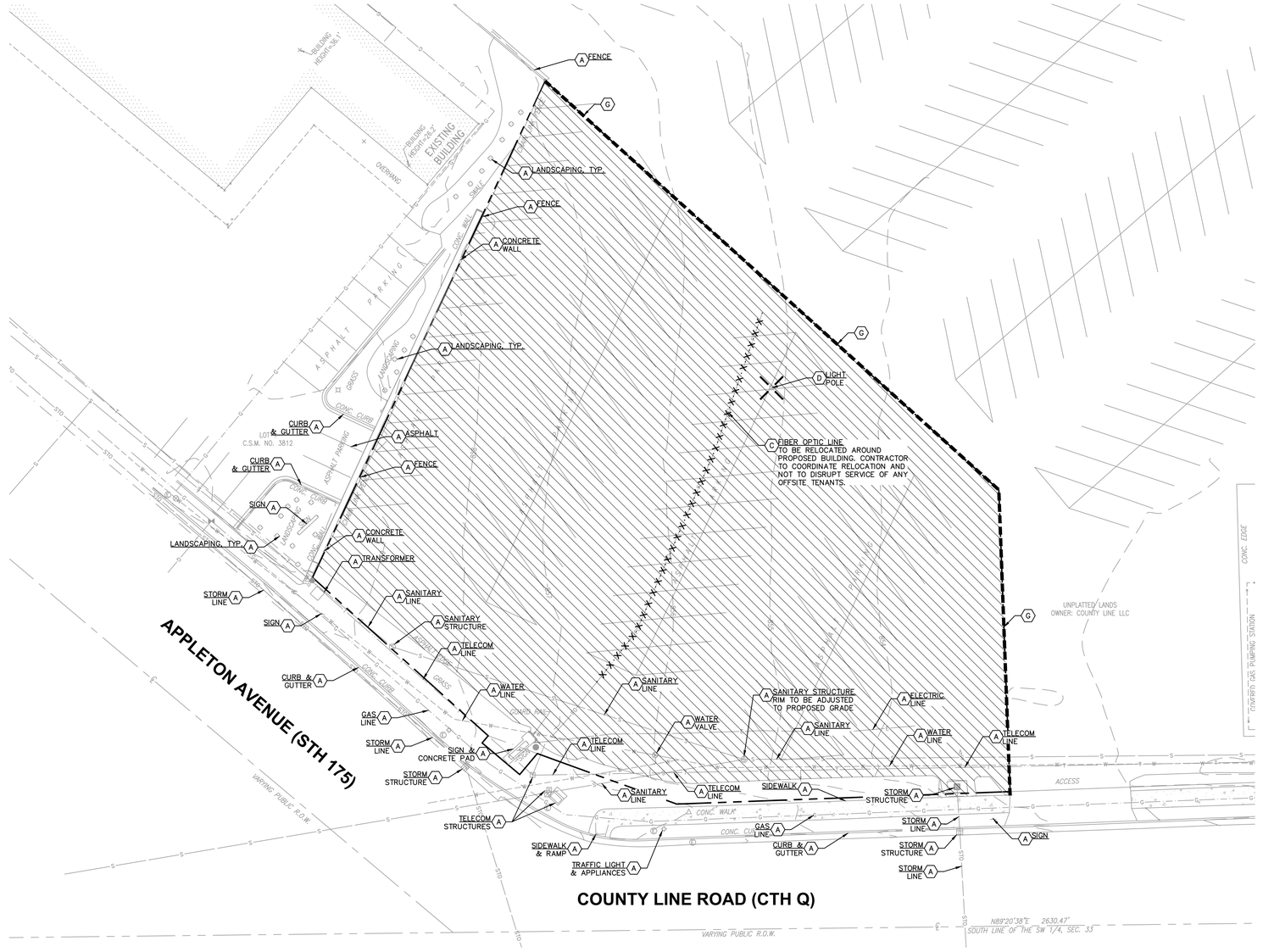
Drawing No. 4490-lpm

CHAPUT LAND SURVEYS

V0.0

Drawing name: \\Kimley-horn.com\WI_CHS\CHS_LDEV\190041021_Chase_TAP_Germantown_MV\2 Design\CAD\PlanSheets\C1.0 - DEMOLITION PLAN.dwg C1.0 Aug 07, 2023 1:21pm by: Josh.Williams
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

DIGGERS HOTLINE®
(800) 242-8511

DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING WSDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.
8. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN.
11. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
12. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
13. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL 'DIGGERS' (1-800-242-8511) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE WISDOT APPROVED CRUSHED LIMESTONE OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.

DEMOLITION LEGEND

- (A) ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
- (B) //// CURB REMOVAL
- (C) X-X UTILITY RELOCATION
- (D) ITEM TO BE REMOVED
- (E) FULL-DEPTH ASPHALT PAVEMENT REMOVAL
- (F) CONCRETE REMOVAL
- (G) SAWCUT LINE
- (H) FENCE REMOVAL

WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-9900
WWW.KIMLEY-HORN.COM

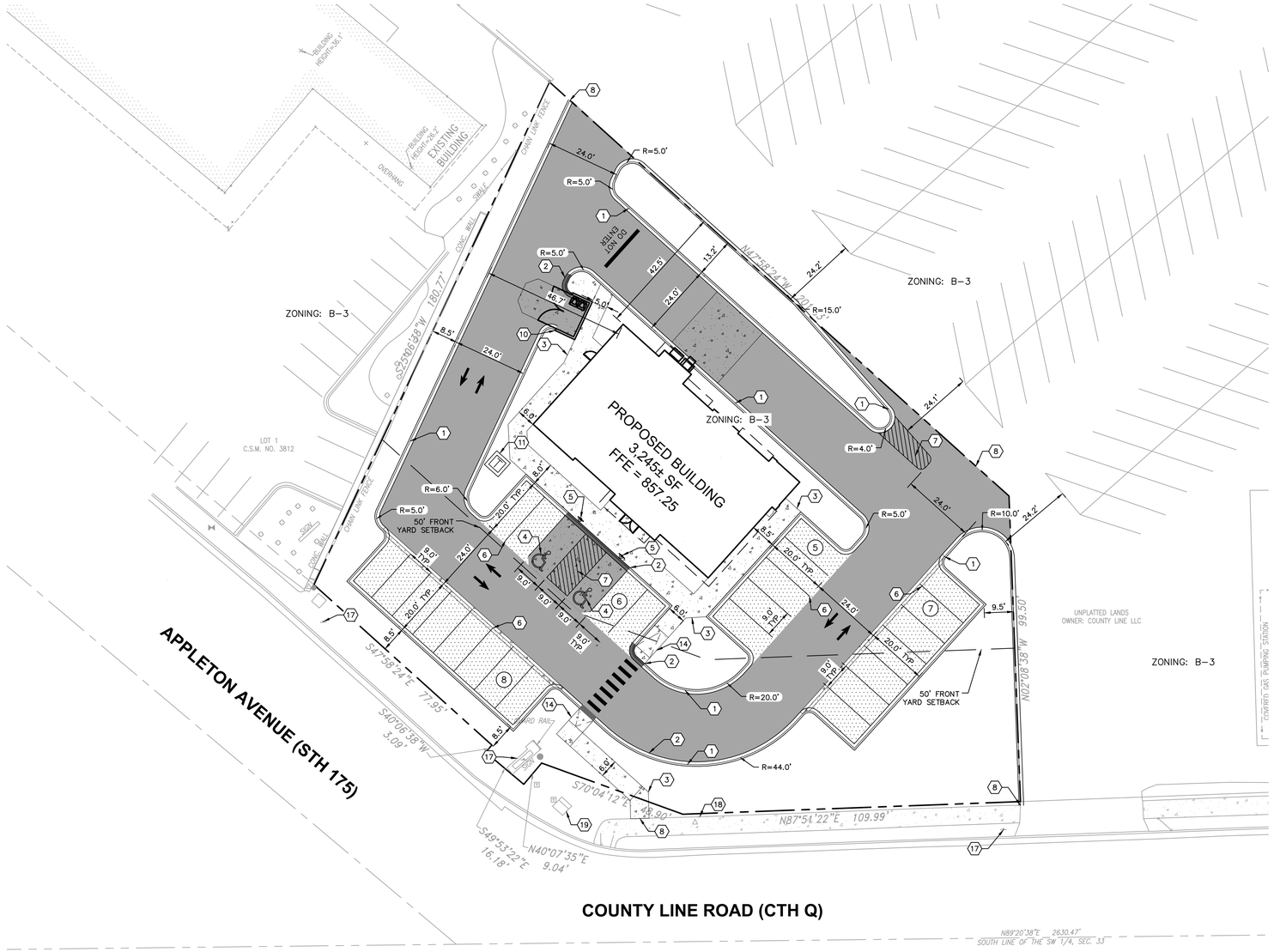
SCALE: AS NOTED
DESIGNED BY: JW
DRAWN BY: JW
CHECKED BY: DL

CHASE

DEMOLITION PLAN

CHASE BANK
N96 W18200 COUNTY LINE RD
GERMANTOWN, WI 53022

ORIGINAL ISSUE: 07/17/23
KHA PROJECT NO. 190041021
SHEET NUMBER C1.0



NORTH

GRAPHIC SCALE IN FEET
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GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES REQUIRED (1 SPACE PER 200 SF + 1 SPACE PER 2 EMPLOYEES)	
3,245 SF / 200 SF	= 16 SPACES
APPROX. 20 EMPLOYEES / 2	= 10 SPACES
TOTAL REQUIRED PARKING SPACES	= 26 SPACES
PARKING SPACES PROVIDED	= 24 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL PARKING SPACES PROVIDED	= 26 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. 6" X 12" CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. 4" WIDE SOLID LINE AT 45-DEGREES, 2' O.C., TYP.
8. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
9. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
10. TRASH COMPACTOR AND ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
11. PROPOSED TRANSFORMER PAD
12. MONUMENT OR PYLON SIGN (SEE ARCHITECTURAL PLANS FOR DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
14. ACCESSIBLE RAMP (SEE DETAILS)
15. 3-FT TRANSITION CURB
16. BOLLARD, TYP. (SEE DETAILS)
17. EXISTING SIGN TO REMAIN AND BE PROTECTED, TYP.
18. EXISTING SIDEWALK TO REMAIN AND BE PROTECTED, TYP.
19. EXISTING TRAFFIC PEDESTAL TO REMAIN AND BE PROTECTED, TYP.

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 55131C0359D, THE SITE IS LOCATED IN ZONE X, AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: JW
DRAWN BY: JW
CHECKED BY: DL

CHASE

SITE PLAN

CHASE BANK
N96 W18200 COUNTY LINE RD
GERMANTOWN, WI 53022

ORIGINAL ISSUE: 07/17/23
KHA PROJECT NO. 190041021
SHEET NUMBER
C3.0

Drawing name: \\Kimley-horn.com\WM_CHS\CHS_LOC\190041021_Chase_TAP_Germantown_WI\2 Design\CAD\PlanSheets\C3.0 - SITE PLAN.dwg C2.0 Aug 07, 2023 1:21pm by: JoshWilliams
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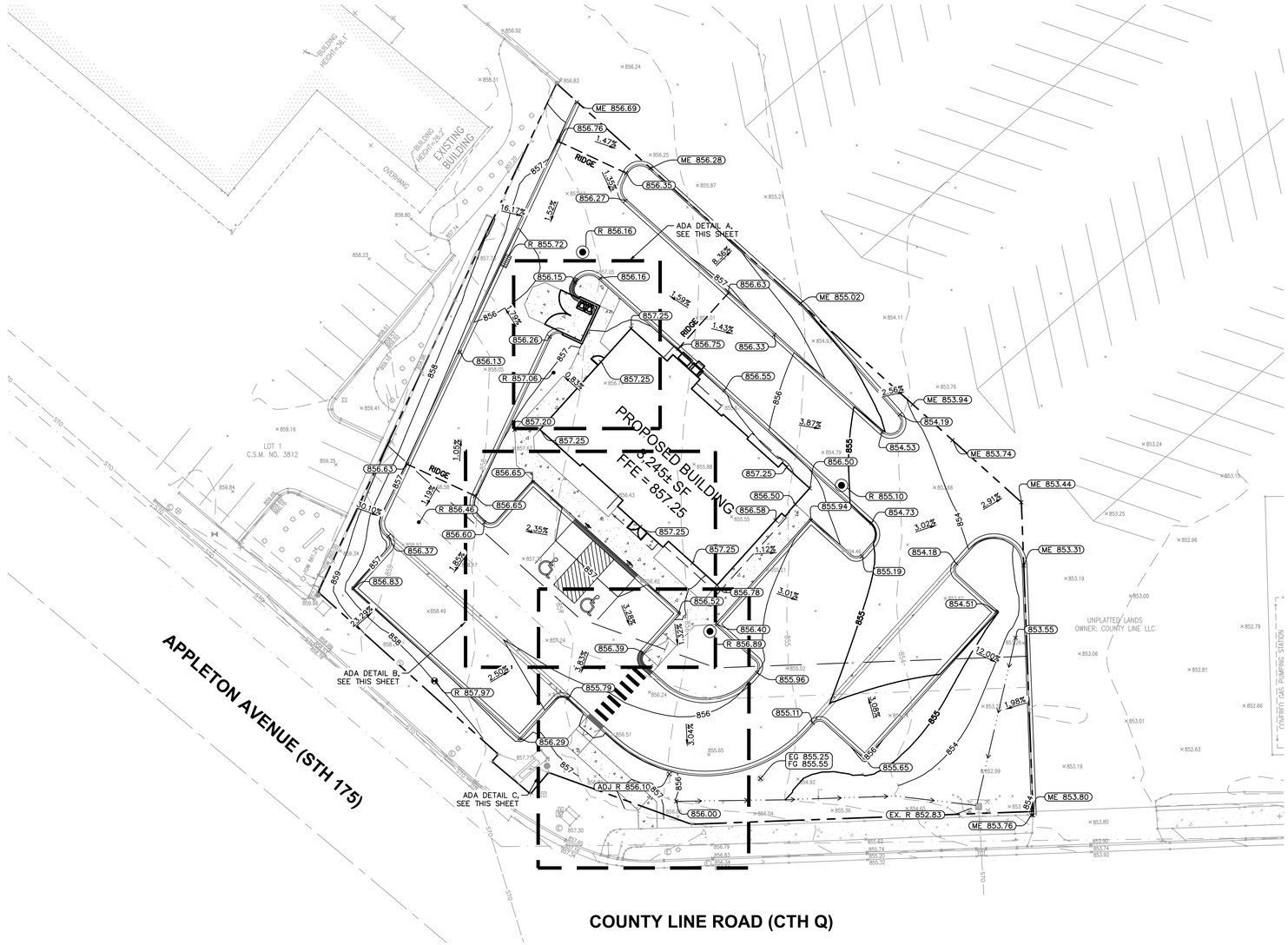
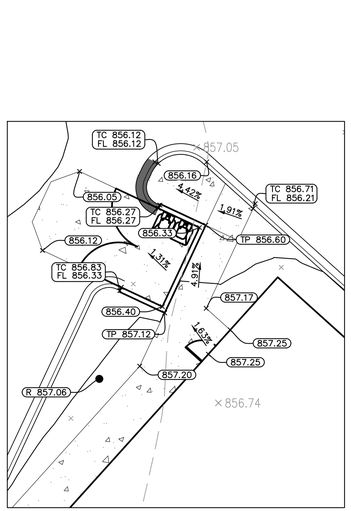
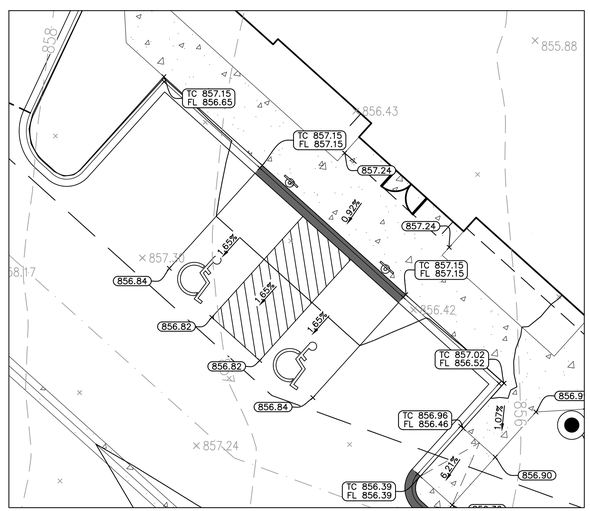
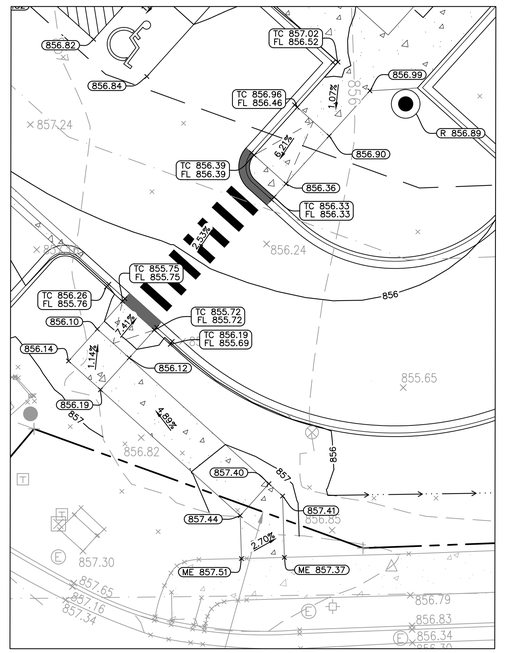




ADA DETAIL A
1" = 10'



ADA DETAIL B
1" = 10'



ADA DETAIL C
1" = 10'

NORTH

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0 10 20 40

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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

TP	TOP OF PAVEMENT
FL	FLOW LINE
TC	TOP OF CURB
ME	MATCH ELEVATION
R	RIM ELEVATION
FG	FINISHED GRADE
856	PROPOSED CONTOUR
856	EXISTING CONTOUR
RIDGE	RIDGE LINE
X.XX%	SLOPE AND FLOW DIRECTION
	100-YEAR OVERLAND OVERFLOW ROUTE
	DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
	PROPOSED SWALE
	REVERSED PITCH CURB AND GUTTER

No.	REVISIONS	DATE	BY

Kimley»Horn
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SCALE: AS NOTED
DESIGNED BY: JW
DRAWN BY: JW
CHECKED BY: DL

CHASE

GRADING PLAN

CHASE BANK
N96 W18200 COUNTY LINE RD
GERMANTOWN, WI 53022

ORIGINAL ISSUE:
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Drawing name: \\Kimley-horn.com\WM_CHS\CHS_L0E\V190041021_Chase_TAP_Germantown_WI\2 Design\CAD\PlanSheets\C3.0 - GRADING PLAN.dwg C3.0 Aug 07, 2023 1:22pm by: Josh Williams
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LAND COVERAGE LEGEND

PERVIOUS COVER

IMPERVIOUS COVER

NORTH

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0 10 20 40

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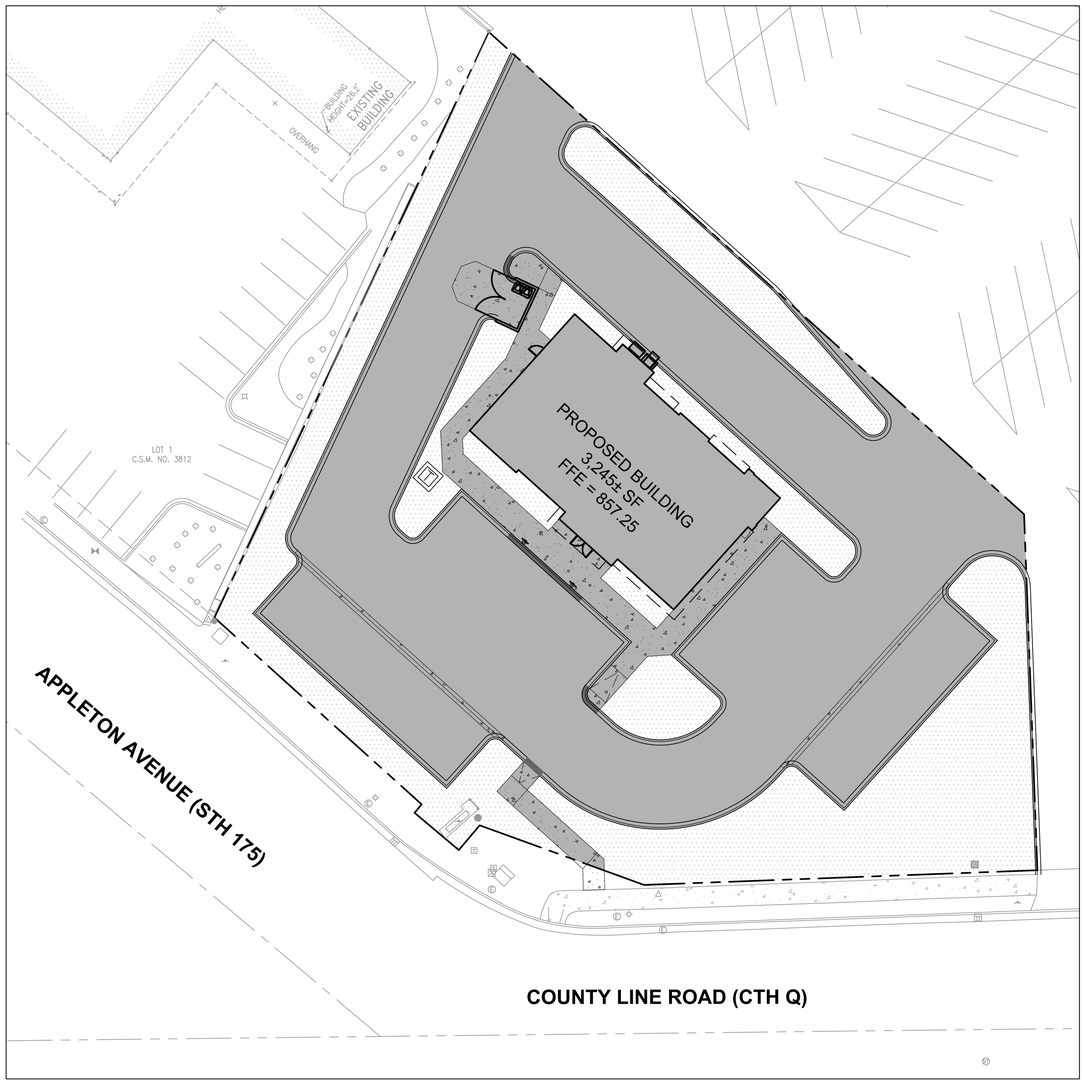
EXISTING IMPERVIOUS AREA
1" = 20'

EXISTING	
TOTAL IMPERVIOUS AREA:	32,612 SF (0.749 AC)
TOTAL PERVIOUS AREA:	1,532 SF (0.035 AC)
TOTAL SITE AREA:	34,144 SF (0.784 AC)
IMPERVIOUS COVER PERCENTAGE:	95.5%



PROPOSED IMPERVIOUS AREA
1" = 20'

PROPOSED	
TOTAL IMPERVIOUS AREA:	23,283 SF (0.535 AC)
TOTAL PERVIOUS AREA:	10,861 SF (0.249 AC)
TOTAL SITE AREA:	34,144 SF (0.784 AC)
EX. IMPERVIOUS COVER PERCENTAGE:	95.5%
PR. IMPERVIOUS COVER PERCENTAGE:	68.2%
TOTAL REDUCTION:	27.3%

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: JW
DRAWN BY: JW
CHECKED BY: DL

CHASE

IMPERVIOUS AREA EXHIBIT

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GERMANTOWN, WI 53022

ORIGINAL ISSUE: 07/17/23
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Drawing name: \\Kimley-horn.com\MW_OHS\OHS_LDEV\190041021_Chase_TAP_Germantown_WI\2 Design\CAD\PlanSheets\C4.0 - UTILITY PLAN.dwg C4.0 Aug 07, 2023 1:22pm by: Josh.Williams
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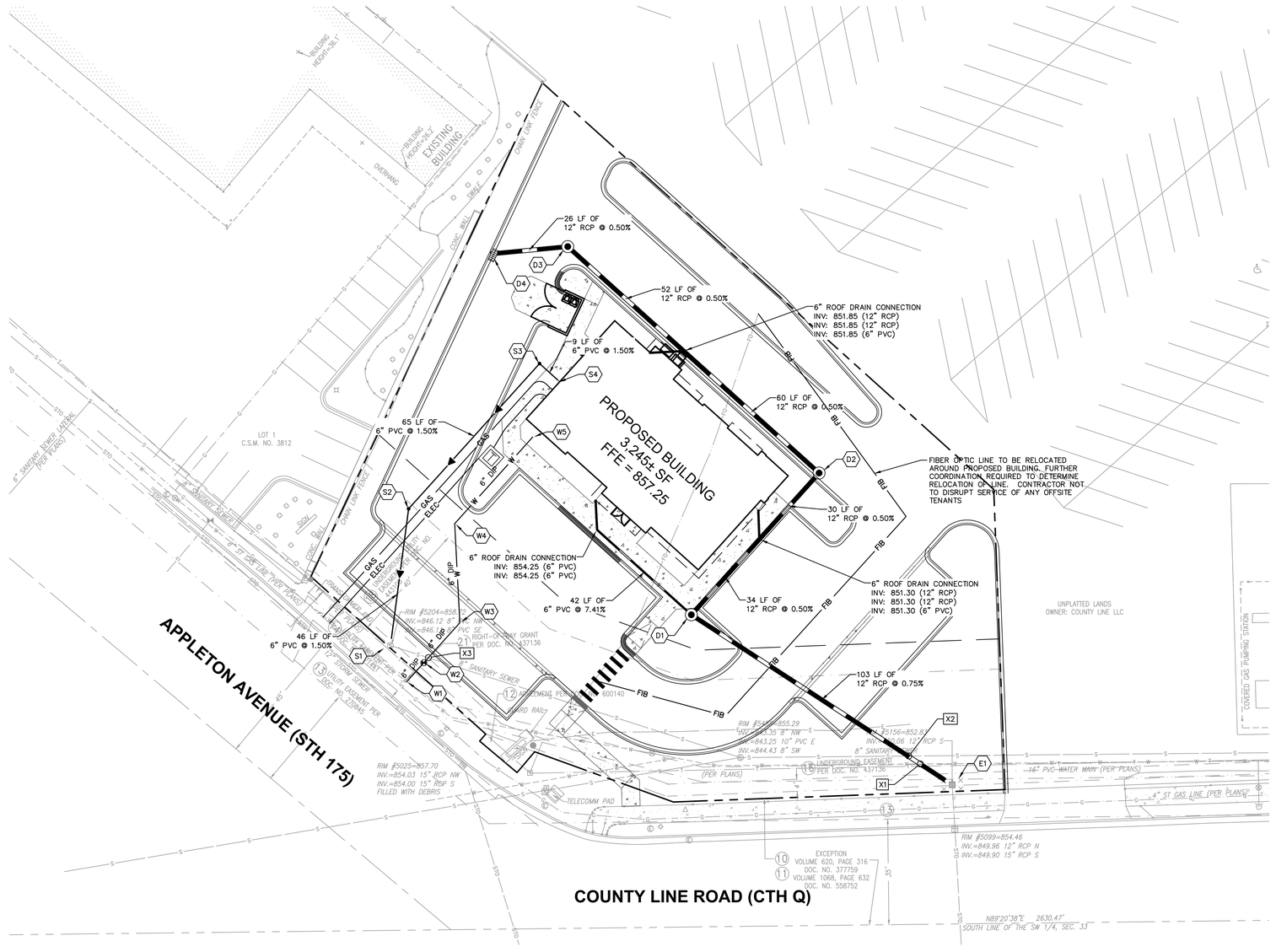

NORTH

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UTILITY LEGEND

W W	EX. WATER LINE
	EX. WATER VALVE
S S	EX. SANITARY SEWER LINE
	EX. SANITARY SEWER MANHOLE
STO STO	EX. STORM DRAIN LINE
	EX. STORM STRUCTURE/INLET
G G	EX. GAS LINE
	EX. GAS VALVE
E E	EX. UNDERGROUND ELECTRIC LINE
FO FO	EX. UNDERGROUND FIBER OPTIC LINE
	EX. ELECTRIC PEDESTAL
	EX. TRAFFIC LIGHT
ELEC	PROPOSED UNDERGROUND ELECTRIC LINE
GAS	GAS LINE (BY GAS COMPANY)
FIB	PROPOSED FIBER OPTIC LINE
	PROPOSED STORM SEWER LINE
	PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
	PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
	PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
	PROPOSED SANITARY SEWER LINE
	PROPOSED SANITARY MANHOLE
	PROPOSED STORM/SANITARY CLEANOUT
W W	PROPOSED WATER LINE
	PROPOSED VALVE VAULT
	PROPOSED VALVE BOX
	PROPOSED FIRE HYDRANT
	PROPOSED LIGHT POLE
T	PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)

UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "DIGGERS" (1-800-242-8511) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/ DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D1	4' DIA. STORM MH WITH CLOSED LID RIM: 856.89 INV IN: 851.13 (NW, 6") INV IN: 851.13 (NE, 12") INV OUT: 851.03 (SE, 12")
D2	4' DIA. STORM MH WITH CLOSED LID RIM: 855.10 INV IN: 851.55 (NW, 12") INV OUT: 851.45 (SW, 12")
D4	4' DIA. STORM MH WITH CURB INLET RIM: 855.72 INV OUT: 852.34 (E, 12")
E1	CONNECT TO EXISTING STORM STRUCTURE RIM: 852.83 INV IN: 850.26 (NW, 12") INV OUT: 850.06 (S, 12")

WATER STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
W2	6" VALVE RIM: 857.97 INV IN: 851.00 (NE, 6") INV OUT: 851.00 (SW, 6")

MISCELLANEOUS WATER STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
W1	CONNEXCT TO EXISTING 16" WATERMAIN. CONTRACTOR TO FIELD VERIFY PIPE SIZE, DEPTH, AND LOCATION PRIOR TO CONSTRUCTION. INV IN: 851.00 (NE, 6")
W3	45° HORIZONTAL BEND INV IN: 851.00 (N, 6") INV OUT: 851.00 (SW, 6")
W4	45° HORIZONTAL BEND INV IN: 851.00 (NE, 6") INV OUT: 851.00 (S, 6")
W5	6" WATER BUILDING CONNECTION INV OUT: 851.00 (SW, 6")

SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S1	CONNECT TO EXISTING SANITARY MANHOLE RIM: 858.54 INV IN: 850.46 (N, 6") INV OUT: 846.12 (E, 8") INV OUT: 846.11 (NW, 8")
S2	6" CLEANOUT RIM: 856.46 INV IN: 851.14 (NE, 6") INV OUT: 851.14 (S, 6")
S3	6" CLEANOUT RIM: 857.06 INV IN: 852.12 (SE, 6") INV OUT: 852.12 (SW, 6")

MISCELLANEOUS SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S4	6" SAN. BUILDING CONNECTION INV OUT: 852.25 (NW, 6")

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CHASE

UTILITY PLAN

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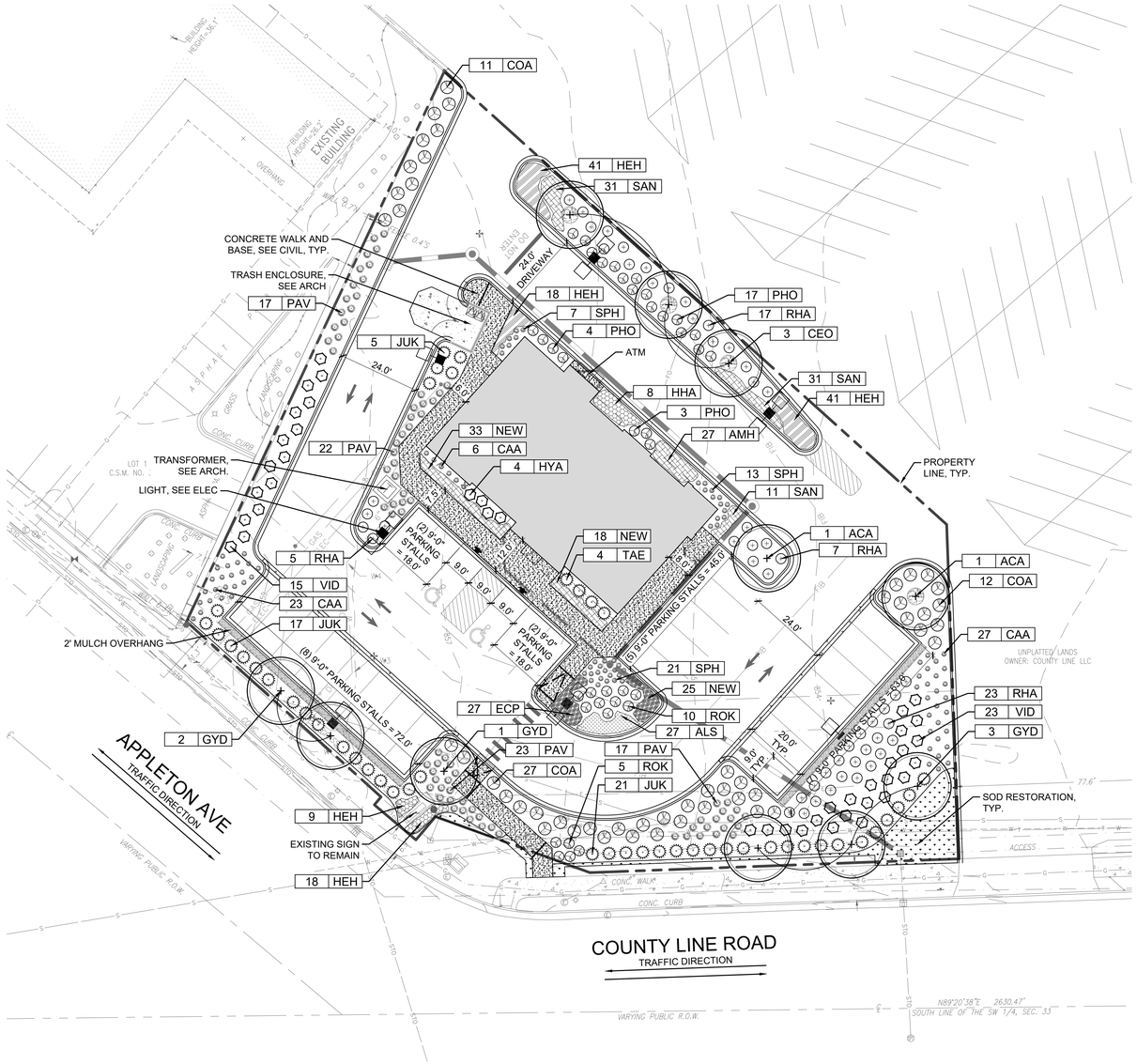

N

20' 0 10' 20' 40

Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- BUILDING
- WALL
- CONCRETE PAVEMENT AND BASE
- CONCRETE WALK AND BASE
- CONCRETE CURB AND GUTTER
- DEPRESSED CURB
- ADA MARKING
- SHADE TREE
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- ORNAMENTAL GRASSES
- LAWN SOD
- PERENNIAL / GROUNDCOVER AREAS
- MULCH, 3" DEPTH
- LIGHT

Landscape Requirements

Chase Bank - Germantown, WI

Zoning	B-3	General Business District
Site Area -	34,144	SF
Impervious Surface Total *	23,632	SF (33,609 SF Existing)
	69%	
* Note that the net reduction of impervious surface is 9,977 SF.		
Interior Greenspace Total	10,512	SF (1,535 SF Existing)
	31%	
Requirement: Accessory landscape area totaling not less than 5% of surface parking area.		
Parking Lot Area	17,829	SF
Parking Lot Islands (7 total)	1,831	SF
% Landscaped	10.3%	SF
Requirement: One 2" Cal. Tree for each 10 parking stalls		
Parking Stalls	26	(Includes 3 ADA and 2 Oversized)
Tree Requirement	2.6	
Trees Provided	5	
Requirement: 8' greenbelt between parking and property line.		
Provided: Minimum of 8' greenbelt provided along all 4 sides of the lot.		
Requirement: One 3" Tree (measured 2' from grade) per 50' of street frontage		
Appleton Ave. Frontage	114	LF
Tree Requirement	2.3	
Trees Provided	3	
County Line Road Frontage	145	LF
Tree Requirement	2.9	
Trees Provided	3	
Requirement: 5' wide landscape hedge along parking lot for screening.		
Provided	5' wide planting bed with hedge planting	

Plant Schedule

Chase Bank - Germantown, WI

Qty.	Key	Botanical name	Common name	Size	Notes
		SHADE TREES			
2	ACA	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	2.5" B&B	Central leader
3	CEO	Celtis occidentalis	Common Hackberry	2.5" B&B	Central leader
6	GYD	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	2.5" B&B	Central leader
		DECIDUOUS SHRUBS			
50	COA	Cotoneaster adpressus 'Little Gem'	Little Gem Creeping Cotoneaster	24" B&B	4' o.c.
4	HYA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	#5 Cont.	4' o.c.
24	PHO	Physocarpus opulifolius 'Donna May'	Little Devil Ninebark	24" B&B	24" ht., 4' o.c.
52	RHA	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	#5 Cont.	5' o.c.
15	ROK	Rosa 'Knock Out'	Knock Out Rose	#5 Cont.	3.5' o.c.
38	VID	Viburnum dentatum 'Blue Muffin'	Blue Muffin Arrowwood Viburnum	30" B&B	5' o.c.
		EVERGREEN SHRUBS			
43	JUK	Juniperus chinensis 'Kallay's Compact'	Kallay's Compact Juniper	24" B&B	5' o.c.
4	TAE	Taxus x media 'Everlow'	Everlow Yew	24" B&B	5' o.c.
		PERENNIALS			
27	ALS	Allium 'Summer Beauty'	Summer Beauty Allium	#1 Cont.	18" o.c.
27	AMH	Amsonia hubrichtii	Narrow Leaf Blue Star	#1 Cont.	18" o.c.
27	ECP	Echinacea purpurea 'Butterfly Kisses'	Butterfly Kisses Purple Coneflower	#1 Cont.	18" o.c.
127	HEH	Hemerocallis 'Happy Returns'	Happy Returns Daylily	#1 Cont.	18" o.c.
8	HHA	Hosta 'Halcyon'	Halcyon Hosta	#1 Cont.	18" o.c.
76	NEW	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint	#1 Cont.	18" o.c.
73	SAN	Salvia Nemorosa 'May Night'	May Night Salvia	#1 Cont.	18" o.c.
		ORNAMENTAL GRASSES			
56	CAA	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1 Cont.	36" o.c.
79	PAV	Panicum virgatum 'Northwind'	Northwind Switch Grass	#1 Cont.	36" o.c.
41	SPH	Sporobolus heterolepis	Prairie Dropseed	#1 Cont.	24" o.c.

CHASE

CHASE BANK

W18200 County Line Rd.
Germantown, WI 53022

Project Team

LANDSCAPE ARCHITECT

TERRA ENGINEERING LTD.
225 W Ohio Street - Suite 400; Chicago, IL 60654
(T) 312-467-0123 | (F) 312-467-0220

ARCHITECT

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CIVIL ENGINEER

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Revisions

	Date	Issue
	7/19/2023	SUBMITTAL
	11/9/2023	SUBMITTAL

Stamp

STATE OF WISCONSIN
KEVIN L. GRAHAM
LA-742-14
Wheaton, IL
LANDSCAPE ARCHITECT

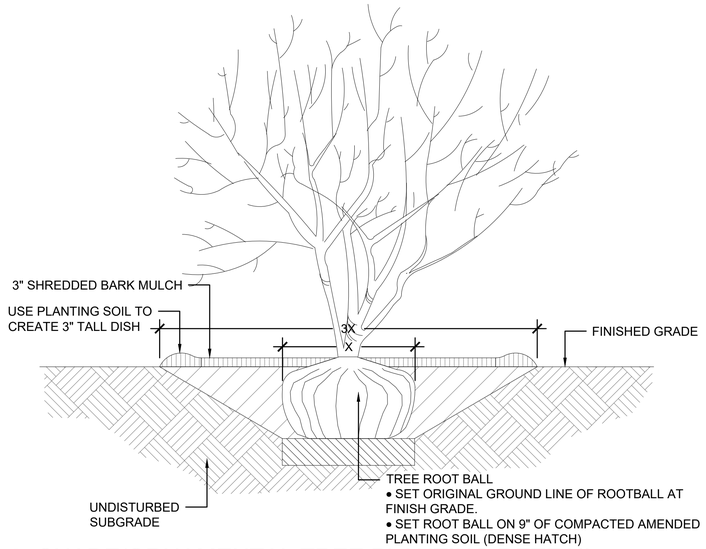
Title

LANDSCAPE PLAN

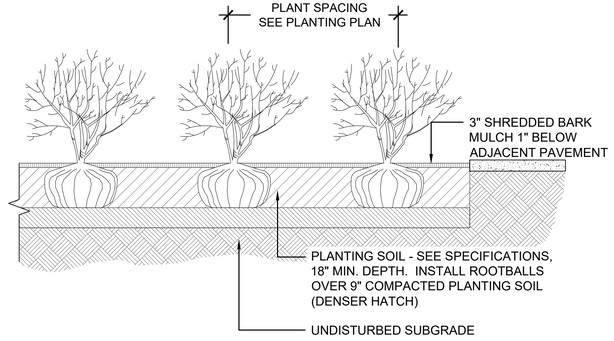
Sheet No.

L1.0

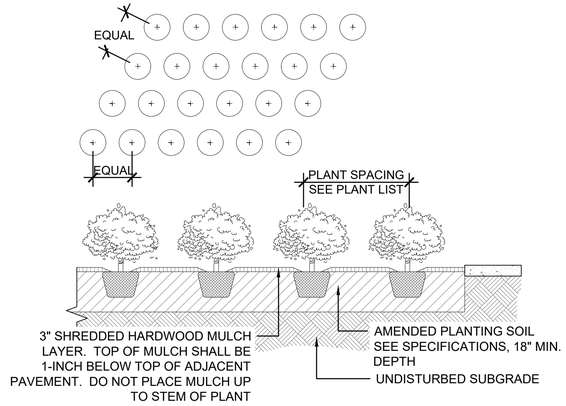
TERRA Project No. 18-162-037



1 SHADE/ORNAMENTAL TREE PLANTING DETEAIL
SCALE: NTS



2 SHRUB DETAILS
SCALE: NTS



3 GROUNDCOVER/PERENNIAL DETAIL
SCALE: NTS

CHASE

CHASE BANK
W18200 County Line Rd.
Germantown, WI 53022

Project Team

LANDSCAPE ARCHITECT

TERRA ENGINEERING LTD.
225 W Ohio Street - Suite 400; Chicago, IL 60654
(T) 312-467-0123 | (F) 312-467-0220

ARCHITECT

THE ARCHITECTS PARTNERSHIP, LTD.
200 S. Michigan Ave.
Chicago, IL. 60604
312-583-9800

CIVIL ENGINEER

KIMLEY HORN
4201 Winfield Road
Suite 600
Warrenville, IL. 60555
630-487-5550

Revisions

	Date	Issue
	7/19/2023	SUBMITTAL
	11/9/2023	SUBMITTAL

Stamp

STATE OF WISCONSIN
KEVIN L. GRAHAM
LA-742-14
Wheaton, IL
LANDSCAPE ARCHITECT

Title

LANDSCAPE DETAILS

Sheet No.

L2.0

TERRA Project No. 18-162-037

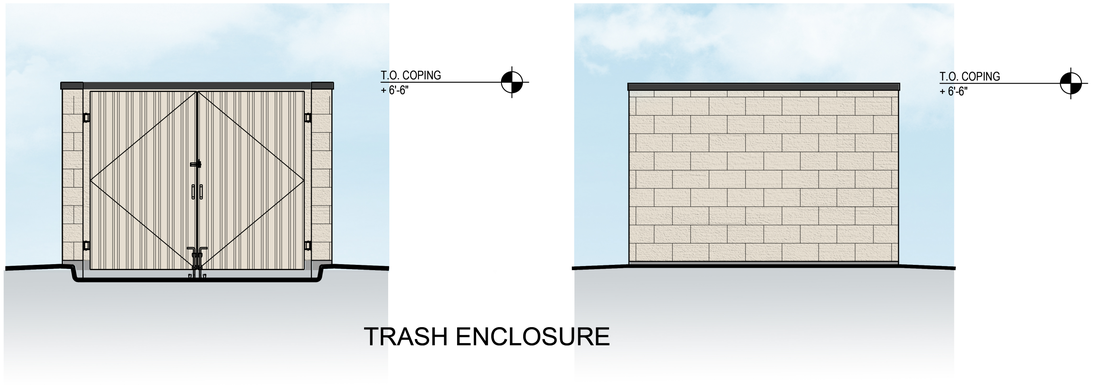
Fleet Farm Parking Exhibit

Existing standard parking spaces = 489
Existing ADA parking spaces = 12
Total Existing parking spaces = 501
Total parking spaces to be removed = 81
Total parking spaces post development = 420

Legend

N96 W18200

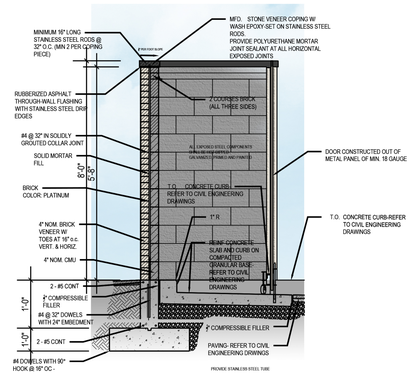




TRASH ENCLOSURE



CAST STONE
COLOR: LIMESTONE
CORONADO



TRASH ENCLOSURE
DETAIL

SCALE: $\frac{1}{4}$" = 1'

0 5' 10' 15'

CHASE

COUNTY LINE RD & APPLETON
N 96, W18200 COUNTY LINE RD,
GERMANTOWN, WI 53022

ARCHITECTURAL ELEVATIONS

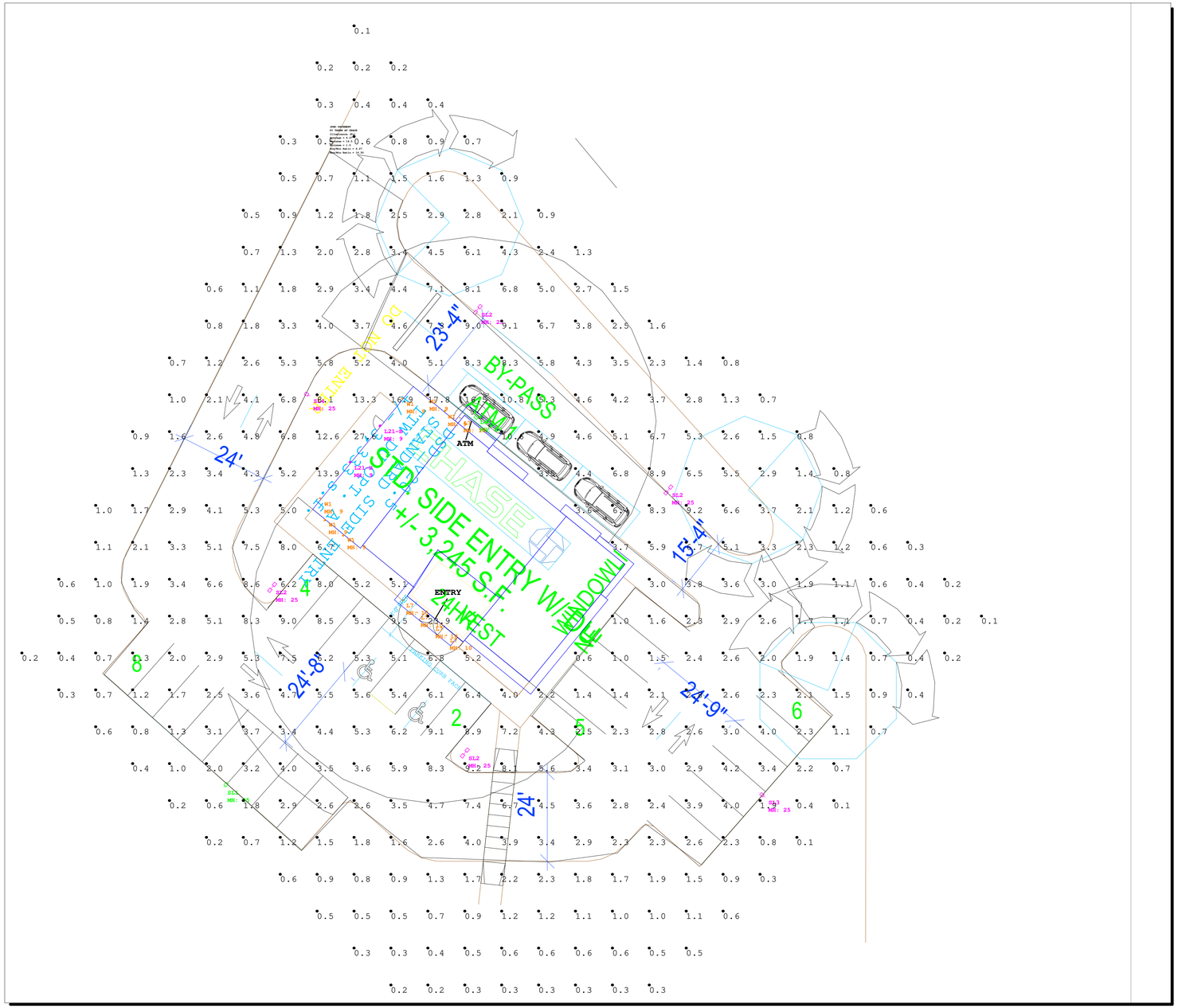
11.09.2023

Architect/Designer
The Architects Partnership, Ltd.
200 South Michigan Avenue
Chicago, IL 60604
t: 312.583.9800
f: 312.583.9890
TAP Project Number: 23019

tap

Calculation Summary							
Label	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**	**Description**
60' PARKING	Fc	3.44	4.5	2.3	1.50	1.96	FC TAKEN 60' FROM ENTRY @ 3'-0" AFG
ATM 5'	Fc	37.92	51.5	22.2	1.71	2.32	FC TAKEN 5' FROM ATM @ 3'-0" AFG
ATM 50'	Fc	6.66	38.3	2.2	3.03	17.41	FC TAKEN 50' FROM ATM @ 3'-0" AFG
ENTRY 10'	Fc	18.05	34.3	4.5	4.01	7.62	FC TAKEN 10' FROM ENTRY @ 3'-0" AFG
ENTRY 50'	Fc	7.29	31.6	2.0	3.65	15.80	FC TAKEN 50' FROM ENTRY @ 3'-0" AFG
SITE	Fc	3.26	27.6	0.1	32.60	276.00	FC TAKEN AT GRADE
JPMC PAVEMENT	Fc	4.27	16.5	1.0	4.27	16.50	FC TAKEN AT GRADE

Luminaire Schedule				
Symbol	**Label**	**Qty**	**Part Number**	**Description**
	L21-B	2	XTOR6B-W	WALL MOUNT FULL CUTOFF HO WALLPACK
	L6-A	1	ECLS010A5SM740-DIMMING-SM-WHTE	SURFACE MOUNT CANOPY
	L7	5	5811-1SAT20L8040W	RECESSED DOWNLIGHT
	SL1	1	EACL010D4AF740-DIMMING- D1-FINISH WSHEILD	FULL CUTOFF AREA LIGHT W/SHEILD
	SL2	4	EACL010E2AN740-DIMMING-D1-FINISH	FULL CUTOOF AREA LIGHT
	W1	6	9004-W2-RW-LED3090-W-BK-L1-UNV	WALL MOUNT UP/ DN LIGHT
	SL3	1	EACL010F4AF740-DIMMING-D1-FINISH WITH ELS EAC-ABL-BLCK	FULL CUTOFF AREA LIGHT W/SHIELD
	SL4	1	EACL010D2AN740-DIMMING-D1-FINISH	FULL CUTOFF AREA LIGHT



- DUE TO CHANGING LIGHTING ORDINANCES IT IS THE CONTRACTORS RESPONSIBILITY TO SUBMIT THE SITE PHOTOMETRICS AND LUMINAIRE SPECS TO THE LOCAL INSPECTOR BEFORE ORDERING TO ENSURE THIS PLAN COMPLIES WITH LOCAL LIGHTING ORDINANCES
- THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS. CHANGES IN ELECTRICAL SUPPLY, AREA GEOMETRY AND OBJECTS WITHIN THE LIGHTED AREA MAY PRODUCE ILLUMINATION VALUES DIFFERENT FROM THE PREDICTED RESULTS SHOWN ON THIS LAYOUT.
- THIS LAYOUT IS BASED ON IES FILES THAT WERE LAB TESTED OR COMPUTER GENERAGED. ACTUAL RESULTS MAY VARY

lighting > electrical > energy technology > signs

FACILITY SOLUTIONS GROUP

#	Date	Comments

Revisions

Drawn By: JJM
Checked By:
Date:6/26/2023

JPMC MENOMONEE FALLS LIGHTING LAYOUT

PHOTOMETRIC CALCULATIONS

Submitting Agency:	Description: EACL010F4AF740-DIMMING- D1-FINISH	Type:
lighting > electrical > energy technology > signs 214-351-6266	Project: JPMC WAUWATOSA Notes:	SL2

EVOLVE



CUSTOMER NAME _____

PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

EACL® Series

LED Area Light/Compact Low Wattage

Current's EAL Series of Area Light Luminaires offer a wide range of optical patterns, color temperatures, lumen packages, and mounting configurations to optimize area light applications, as well as provide versatility in lighting design within the same form factor.

Construction

Housing:	Die-cast aluminum housing with integral heat sink for maximum heat transfer
Paint:	Corrosion resistant polyester powder paint, minimum 2.0 mil thickness Standard = Black, Dark Bronze Gray, White (RAL & custom colors available) Optional coastal finish available.
Weight:	18 lbs (8.16 kg) Max depending on configuration

Optical System

Lumens:	2,900 - 20,400
Distribution:	Asymmetric Forward Type IV Asymmetric Wide Type III Asymmetric Narrow/Auto Type II
Efficacy:	123 - 143 LPW
CCT:	3000K, 4000K, 5000K
CRI:	≥70

Electrical

Input Voltage:	120-277V & 347-480V
Input Frequency:	50/60Hz
Power Factor:	> 90% at rated watts
Total Harmonic Distortion:	< 20% at rated watts

Surge Protection*

TYPCIAL (120 STRIKES)	ENHANCED (40 STRIKES)	
6kV/3kA*	10kV/5kA*	

*Per ANSI C136.2-2015

Warranty

5 Year (Standard)

Lumen Maintenance

Projected Lxx per IES TM-21-11 at 25°C

LUMEN CODES	LXX(10K) @ HOURS		
	25,000 HR	50,000 HR	60,000 HR
A2, A3, A4, B2, B3, B4, C2, C3, C4D2, D3, D4, E2, E3, E4, F2, F3, F4	L94	L90	L88
H2,H3, H4	L97	L96	L96

Note: Projected Lxx based on LM80 (≥ 10,000 hour testing). Accepted Industry tolerances apply to initial luminous flux and lumen maintenance measurements.

Luminaire Ambient Temperature Factor

AMBIENT TEMP (°C)	INITIAL FLUX FACTOR	AMBIENT TEMP (°C)	INITIAL FLUX FACTOR
10	1.02	30	0.99
20	1.01	40	0.98
25	1.00	50	0.97

Ratings

Operating Temperature:	-40°C to 50°C
Vibration:	3G vibration per ANSI C136.31-2018
LM-79:	Testing in accordance with IESNA Standards

Controls

Dimming:	Standard - 0-10V Optional - DALI (Option U)
Sensors:	Photo Electric Sensors (PE) available LightGrid and Daintree Compatible

DLC LISTED · UL LISTED · UL CERTIFIED · UL1598 · IP66 Optical Only · IK08

Not all product variations listed on this page are DLC qualified.
Visit www.designlights.org/search to confirm qualifications.

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Submitting Agency:	Description: EACL010F4AF740-DIMMING- D1-FINISH	Type:
lighting > electrical > energy technology > signs 214-351-6266	Project: JPMC WAUWATOSA Notes:	SL2

EVOLVE

EACL® Series
LED Area Light/Compact Low Wattage

CUSTOMER NAME _____

PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

Ordering Information

EACL 01 7

**- - - -

EVOLVE

EACL® Series

LED Area Light/Compact Low Wattage

CUSTOMER NAME _____

PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

OPTICAL CODE	DIST CODE	CLASSIFICATION	TYPICAL LUMENS		TYPICAL SYSTEM WATTAGE		BUG RATING	
			3000K	4000K &5000K	120-277V	347-480V	3000K	4000K &5000K
A4	AF	TYPE IV	2900	2900	21	23	B1-UO-G1	B1-UO-G1
B4			4900	4900	36	38	B1-UO-G1	B1-UO-G1
C4			7300	7300	55		B1-UO-G2	B1-UO-G2
D4			9800	9800	73		B2-UO-G2	B2-UO-G2
E4			12200	12200	95		B2-UO-G2	B2-UO-G2
F4			14700	14700	122		B2-UO-G2	B2-UO-G2
H4			19000	19000	153		B3-UO-G3	B3-UO-G3
A3	AW	TYPE III	2900	3000	21	23	B1-UO-G1	B1-UO-G1
B3			4900	5100	36	38	B1-UO-G1	B1-UO-G1
C3			7400	7600	55		B1-UO-G2	B1-UO-G2
D3			9900	10200	73		B2-UO-G2	B2-UO-G2
E3			12400	12700	95		B2-UO-G2	B2-UO-G2
F3			14900	15300	122		B2-UO-G2	B2-UO-G2
H3			19300	20400	153		B3-UO-G2	B3-UO-G2
A2	AN	TYPE II	2900	3000	21	23	B1-UO-G1	B1-UO-G1
B2			4900	5000	36	38	B1-UO-G1	B1-UO-G1
C2			7300	7500	55		B2-UO-G1	B2-UO-G2
D2			9800	10100	73		B2-UO-G2	B2-UO-G2
E2			12300	12600	95		B2-UO-G2	B2-UO-G2
F2			14700	15100	122		B3-UO-G2	B3-UO-G3
H2			19100	20200	153		B3-UO-G3	B3-UO-G3

For additional information on Non-Shielded and Shielded EACL IES files, please refer to LED.com

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EVOLVE

EACL® Series
LED Area Light/Compact Low Wattage

CUSTOMER NAME _____

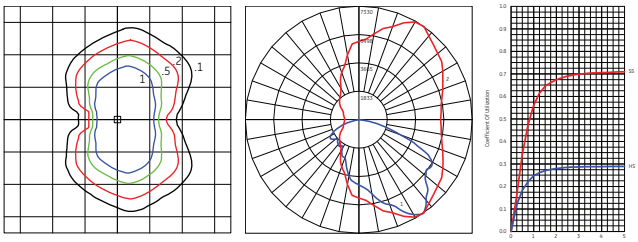
PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

EACL - Type II - Very Short

15,100 lumens
EACL01_F2AN750___.IES



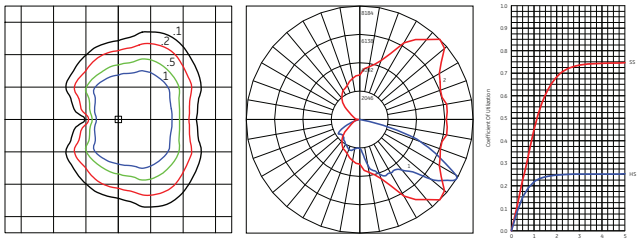
Grid Distance in Units of Mounting Height at 20' Initial Footcandle Values at Grade

Vertical plane through horizontal angle of maximum candlepower at XX°

Vertical plane through horizontal angle of XX°

EACL - Type III - Short

15,300 lumens
EACL01_F3AW750___.IES



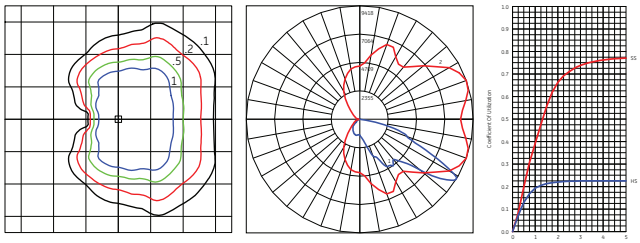
Grid Distance in Units of Mounting Height at 20' Initial Footcandle Values at Grade

Vertical plane through horizontal angle of maximum candlepower at XX°

Vertical plane through horizontal angle of XX°

EACL - Type III - Very Short

15,000 lumens
EACL01_F4AF750___.IES



Grid Distance in Units of Mounting Height at 20' Initial Footcandle Values at Grade

Vertical plane through horizontal angle of maximum candlepower at XX°

Vertical plane through horizontal angle of XX°

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EVOLVE

EACL® Series
LED Area Light/Compact Low Wattage

CUSTOMER NAME _____

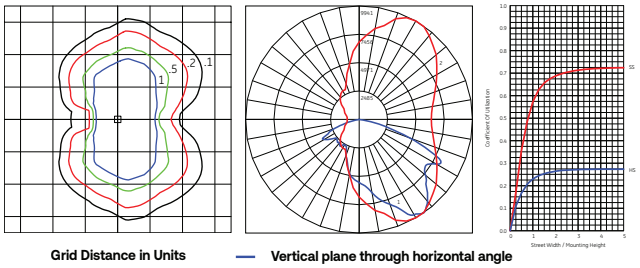
PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

EACL - Type II- Very Short

20,200 lumens
EACL01_H2AN750___.IES



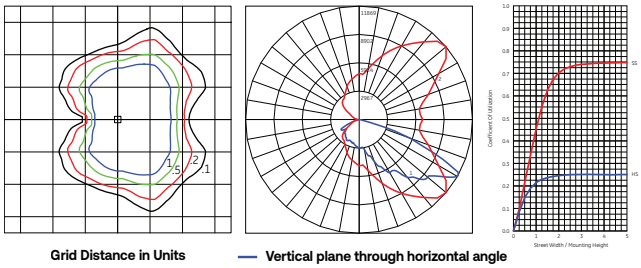
Grid Distance in Units of Mounting Height at 20' Initial Footcandle Values at Grade

Vertical plane through horizontal angle of maximum candlepower at XX°

Vertical plane through horizontal angle of XX°

EACL - Type III - Short

20,400 lumens
EACL01_H3AW750___.IES



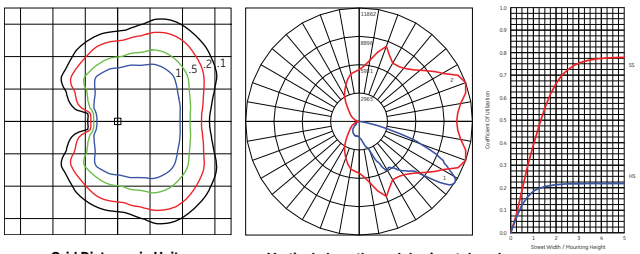
Grid Distance in Units of Mounting Height at 20' Initial Footcandle Values at Grade

Vertical plane through horizontal angle of maximum candlepower at XX°

Vertical plane through horizontal angle of XX°

EACL - Type IV - Very Short

20,000 lumens
EACL01_H4AF750___.IES



Grid Distance in Units of Mounting Height at 20' Initial Footcandle Values at Grade

Vertical plane through horizontal angle of maximum candlepower at XX°

Vertical plane through horizontal angle of XX°

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EVOLVE

EACL® Series

LED Area Light/Compact Low Wattage

CUSTOMER NAME _____

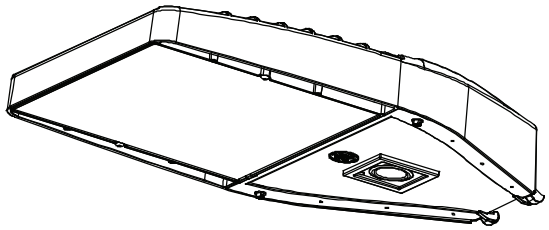
PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

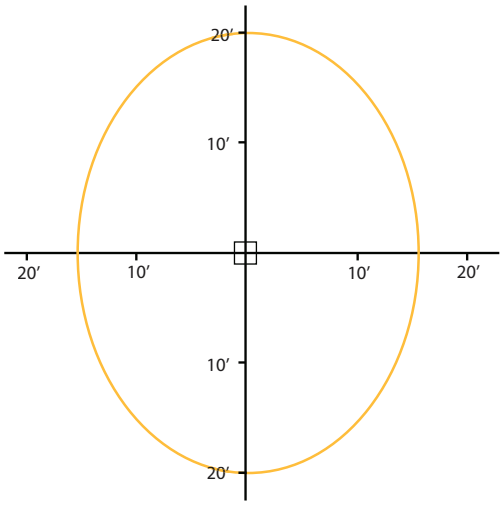
H-Motion Sensing Option

- Recommended Mounting Height: 15-30' (4.6-9.1m
- For mounting heights exceeding 30 ft., pole mounted sensors are recommended
- Coverage Radius: 15-20' (4.6-6.1 m).
- Provides 270 degree of coverage (approx 90 is blocked by the pole)
- Default Settings:
  - Output: Occupied - 100%/Unoccupied - 50%
  - Integral PE Sensor.
  - 5 minute post-occupancy time delay, 5 minute dimming ramp-down.
- Fixture power increase of 1W expected with sensor use.



H1/4 - Motion Sensing Option (WattStopper)

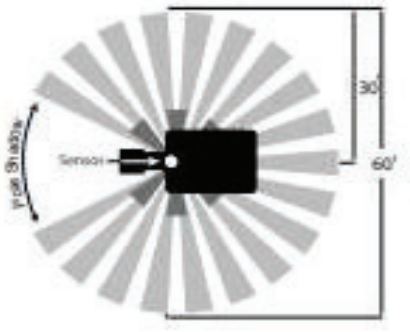
- Recommended Mounting Height: 15-30' (4.6-9.1m
- For mounting heights exceeding 30 ft., pole mounted sensors are recommended
- Coverage Radius: 15-20' (4.6-6.1 m).
- Provides 270 degree of coverage (approx 90 is blocked by the pole)
- Default Settings:
  - Output: Occupied - 100%/Unoccupied - 50%
  - PE Sensor: Enabled
  - Ramp/Fade: 5 Minutes/5 Minutes
- Adds < 1W to fixture power rating
- Field programmable using FSIR-100 hand held programmer



Sensing Pattern Area Fixture
Up to 30 ft. Mounting Height

H2 - Daintree Enabled Motion Sensing Option

- Recommended Mounting Height: 15-30' (4.6-9.1m
- For mounting heights exceeding 30 ft., pole mounted sensors are recommended
- Provides a coverage area radius for walking motion of 15-20 ft. (4.57-6.10m)
- Provides 270 degree of coverage (approx 90 is blocked by the pole)
- Default Settings:
  - Output: Occupied - 100%/Unoccupied - 50%
  - PE Sensor: Enabled
  - Ramp/Fade: 5 Minutes/5 Minutes
- Adds < 1W to fixture power rating
- Requires wide area control (WAC)



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EVOLVE

EACL® Series

LED Area Light/Compact Low Wattage

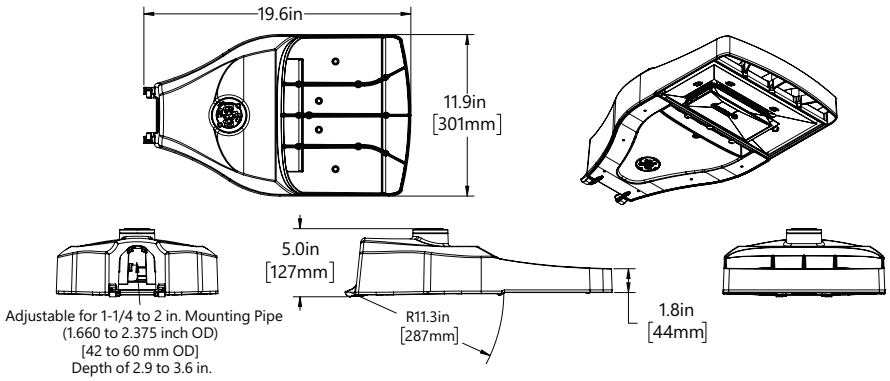
CUSTOMER NAME _____

PROJECT NAME _____

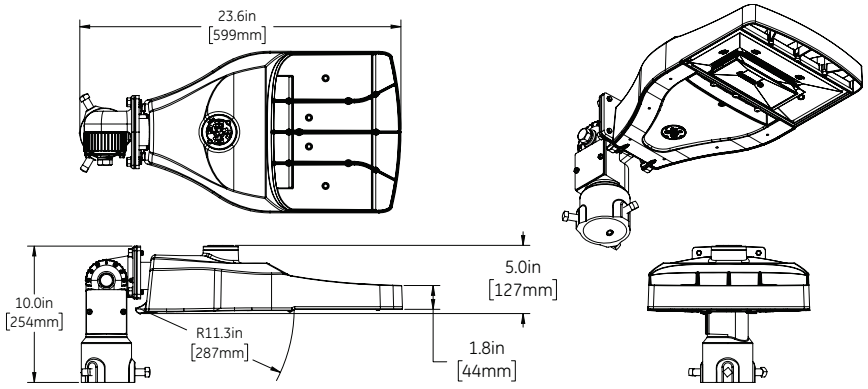
DATE _____ TYPE _____

CATALOG NUMBER _____

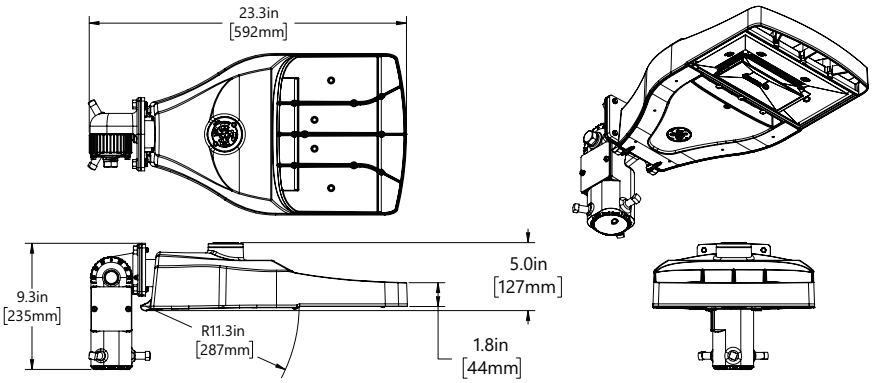
Integral Slipfitter: C1



Knuckle Slipfitter: S1



Knuckle Slipfitter: K1



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EVOLVE

EACL® Series

LED Area Light/Compact Low Wattage

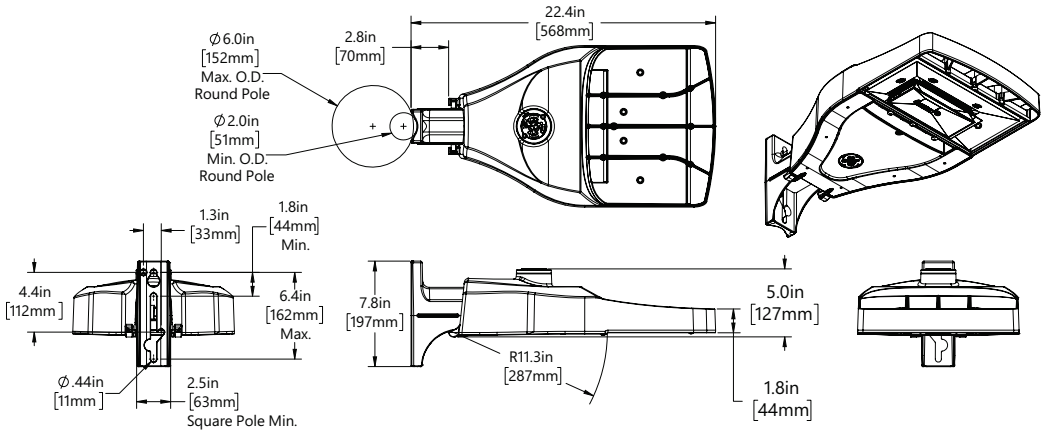
CUSTOMER NAME _____

PROJECT NAME _____

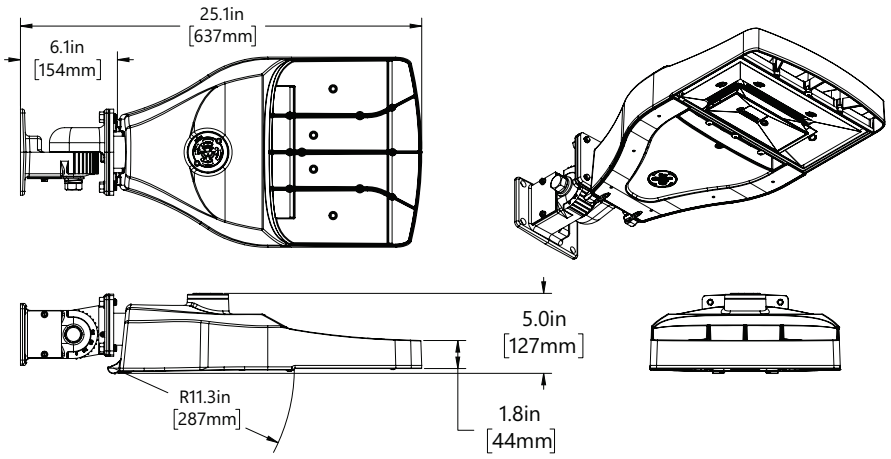
DATE _____ TYPE _____

CATALOG NUMBER _____

Universal Mounting Arm: D1



Knuckle Wall Mount: V1



Weight

- 18 lbs (8.16 kg) Max depending on configuration

Effective Projected Area

- Integral Slipfitter C1, EPA = 0.31 Min/0.37 Max
- Universal Arm Mount D1, EPA = 0.31 Min / 0.52 Max
- Knuckle Slipfitter S1, K1 downward aim, EPA = 0.46 Min / 0.56 Ma
- Knuckle Slipfitter S1, K1 45° aim, EPA = 0.56 Min / 1.03 Max

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Submitting Agency:	Description: EACL010F4AF740-DIMMING- D1-FINISH Project: JPMC WAUWATOSA Notes:	Type: SL2

FSG lighting > electrical > energy technology > signs
FACILITY SOLUTIONS GROUP
214-351-6266

EVOLVE

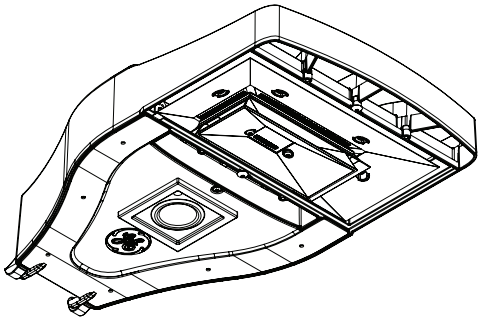
EACL® Series
LED Area Light/Compact Low Wattage

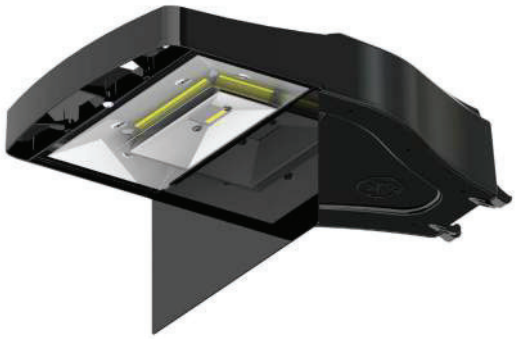
CUSTOMER NAME _____

PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____





PE Accessories (To Be Order Separately)

SAP NUMBER	PART NUMBER	DESCRIPTION
93123552	WANSI - 277	ANSI 136.41 Dimming PE Danitree Enable, 105-305V
93123553	WANSI - 480	ANSI 136.41 Dimming PE Danitree Enable, 312-530V
93029237	PED-MV-LED-7	ANSI C136.41 Dimming PE, 120-277V
93029238	PED-347-LED-7	ANSI C136.41 Dimming PE, 347V
93029239	PED-480-LED-7	ANSI C136.41 Dimming PE, 480V

SAP NUMBER	PART NUMBER	DESCRIPTION
28299	PEC0TL	STANDARD 120-277V
28294	PEC5TL	STANDARD 480V
80436	PECDTL	STANDARD 347V
73251	SCCL-PECTL	Shorting cap

Back Light Shied

SHIELD ORIENTATIONS	CUTOFF DISTANCE	SHIELD ORDER LOGIC
Back	Long	ELS-EACL-RBL-BLCK

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EVOLVE

EACL® Series

LED Area Light/Compact Low Wattage

CUSTOMER NAME _____

PROJECT NAME _____

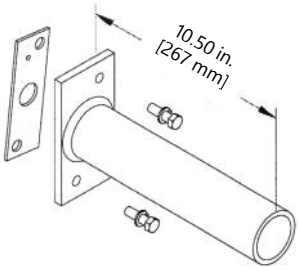
DATE _____ TYPE _____

CATALOG NUMBER _____

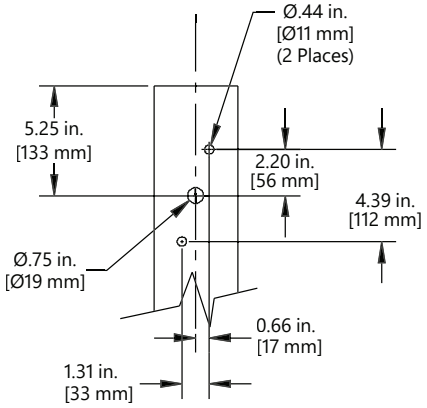
Mounting Arms for Slipfitter Order separately with Mounting Option C1 (Slipfitter)

Square pole mounting arm

• 3.5 to 4.5-inch (89 to 114mm) square (will allow 4 fixtures per pole @ 90 degrees.)

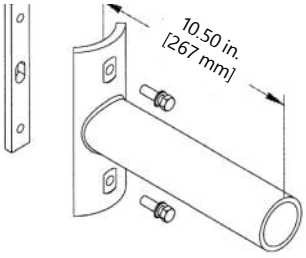


Square pole mounting drilling template



Round Pole Mounting Arm

• 3.5 to 4.5-inch (89 to 114mm) od (will allow 4 fixtures per pole @ 90 degrees.)



Order separately from fixture as catalog number

- RPA-EAMT10BLCK “Black”
- RPA-EAMT10DKBZ “Dark Bronze”
- RPA-EAMT10WHTE “White”
- RPA-EAMT10GRAY “Gray”

Wall Mounting Bracket Adapter Plate

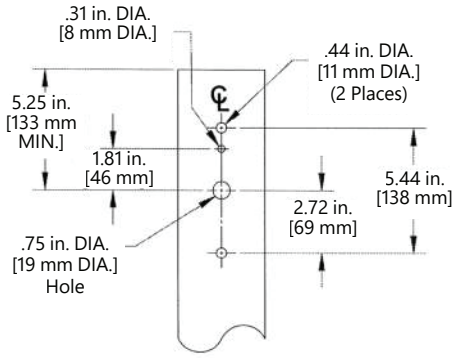
Order seperately from fixture as catalog number WMB-EAMT06

***NOTE: For Wall Mounting, order luminaire with mounting arm: C1 = Slipfitter 2” Pipe (2.378 in. OD) supplied with leads.**

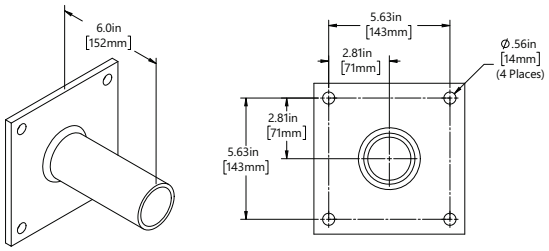
Other mounting patterns are available for retrofit installations. Contact manufacturing for other available mounting patterns.

Round Pole Mounting Drilling Template

• 3.5 TO 4.5-inch (89 to 114mm) OD round pole mounting arm



Wall MOUNTING Bracket Hole Pattern



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Submitting Agency:	Description: XTOR6B-W Project: JPMC WAUWATOSA Notes:	Type: L21-B

FSG lighting > electrical > energy technology > signs
FACILITY SOLUTIONS GROUP
214-351-6266

Lumark

DESCRIPTION

The patented Lumark Crosstour™ MAXX LED wall pack series of luminaries provides low-profile architectural style with super bright, energy-efficient LEDs. The rugged die-cast aluminum construction, back box with secure lock hinges, stainless steel hardware along with a sealed and gasketed optical compartment make Crosstour impervious to contaminants. The Crosstour MAXX wall luminaire is ideal for wall/surface, inverted mount for facade/canopy illumination, perimeter and site lighting. Typical applications include pedestrian walkways, building entrances, multi-use facilities, industrial facilities, perimeter parking areas, storage facilities, institutions, schools and loading docks.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction
Low-profile LED design with rugged one-piece, die-cast aluminum back box and hinged removable door. Matching housing styles incorporate both a full cutoff and refractive lens design. Full cutoff and refractive lens models are available in 58W, 81W and 102W. Patent pending secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes four 1/2" NPT threaded conduit entry points. The back box is secured by four lag bolts (supplied by others). External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Not recommended for car wash applications.

Optical
Silicone sealed optical LED chamber incorporates a custom engineered reflector providing high-efficiency illumination. Full cutoff models integrate an impact-resistant molded refractive prism optical lens assembly meeting requirements for Dark Sky compliance. Refractive lens models incorporate a molded lens assembly designed for maximum forward throw. Solid state LED Crosstour MAXX luminaries are thermally optimized with eight lumen packages in cool 5000K, neutral 4000K, or warm 3000K LED color temperature (CCT).

Electrical
LED driver is mounted to the die-cast aluminum housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 58W, 81W and 102W models operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C [122°F] models available in 58W and 81W models only. Crosstour MAXX luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Four half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz, 480V 60Hz, or 347V 60Hz electrical operation. 480V is compatible for use with 480V Wye systems only.

Emergency Egress
Optional integral cold weather battery emergency egress includes emergency operation test switch (available in 58W and 81W models only), an AC-ON indicator light and a premium extended rated sealed maintenance-free nickel-metal hydride battery pack. The separate emergency lighting LEDs are wired to provide redundant emergency lighting. Listed to UL Standard 924, Emergency Lighting.

Area and Site Pole Mounting
Optional extruded aluminum 6-1/2" arm features internal bolt guides for supplied twin support rods, allowing for easy positioning of the fixture during installation to pole. Supplied with round plate adapter plate. Optional tenon adapter fits 2-3/8" or 3-1/2" O.D. Tenon.

Finish
Crosstour MAXX is protected with a super TGIC carbon bronze or summit white polyester powder coat paint. Super TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty
Five-year warranty.

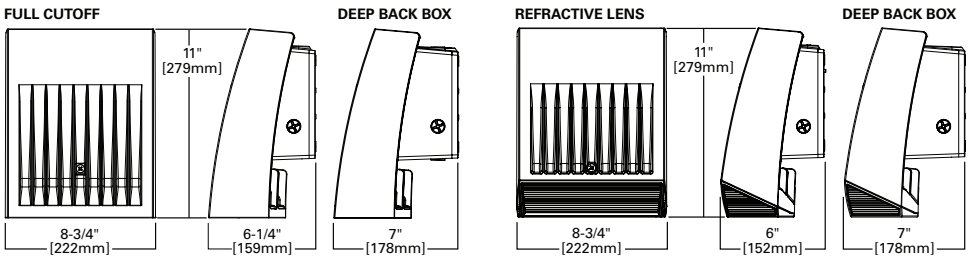




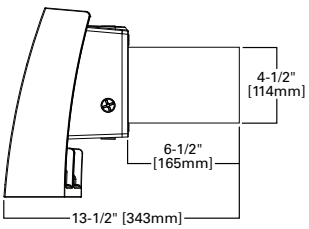
XTOR
CROSSTOUR
MAXX LED

APPLICATIONS:
WALL / SURFACE
INVERTED
SITE LIGHTING

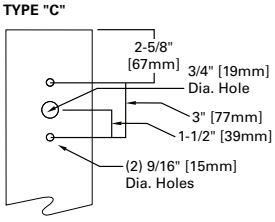
DIMENSIONS



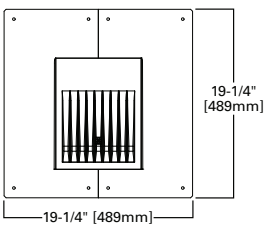
OPTIONAL POLE MOUNT ARM



ARM DRILLING



ESCUTCHEON PLATES



CERTIFICATION DATA

UL/cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
NOM Compliant Models
3G Vibration Tested
UL924 Listed (CBP Models)
IP66 Rated
DesignLights Consortium® Qualified*

TECHNICAL DATA

40°C Ambient Temperature
External Supply Wiring 90°C Minimum

EPA

Effective Projected Area (Sq. Ft.):
XTOR6B, XTOR8B, XTOR12B=0.54
With Pole Mount Arm=0.98

SHIPPING DATA:

Approximate Net Weight:
12-15 lbs. [5.4-6.8 kgs.]

*www.designlights.org

EATON
Powering Business Worldwide

TD514005EN
April 18, 2018 8:58 AM

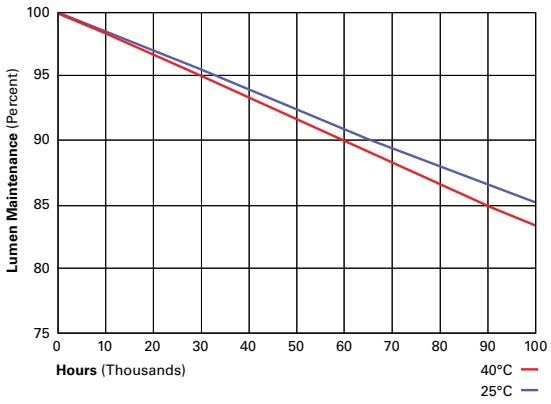
POWER AND LUMENS BY FIXTURE MODEL

58W Series						
LED Information	**XTOR6B**	**XTOR6BRL**	**XTOR6B-W**	**XTOR6BRL-W**	**XTOR6B-Y**	**XTOR6BRL-Y**
Delivered Lumens	6,129	6,225	6,038	6,133	5,611	5,826
B.U.G. Rating	B1-U0-G1	B2-U4-G3	B1-U0-G1	B2-U4-G3	B1-U0-G1	B2-U4-G3
CCT (Kelvin)	5000K	5000K	4000K	4000K	3000K	3000K
CRI (Color Rendering Index)	70	70	70	70	70	70
Power Consumption (Watts)	58W	58W	58W	58W	58W	58W
81W Series						
LED Information	**XTOR8B**	**XTOR8BRL**	**XTOR8B-W**	**XTOR8BRL-W**	**XTOR8B-Y**	**XTOR8BRL-Y**
Delivered Lumens	8,502	8,635	8,373	8,504	7,748	8,079
B.U.G. Rating	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3
CCT (Kelvin)	5000K	5000K	4000K	4000K	3000K	3000K
CRI (Color Rendering Index)	70	70	70	70	70	70
Power Consumption (Watts)	81W	81W	81W	81W	81W	81W
102W Series						
LED Information	**XTOR12B**	**XTOR12BRL**	**XTOR12B-W**	**XTOR12BRL-W**	**XTOR12B-Y**	**XTOR12BRL-Y**
Delivered Lumens	12,728	13,458	12,539	13,258	11,861	12,595
B.U.G. Rating	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3
CCT (Kelvin)	5000K	5000K	4000K	4000K	3000K	3000K
CRI (Color Rendering Index)	70	70	70	70	70	70
Power Consumption (Watts)	102W	102W	102W	102W	102W	102W

EGRESS Information	**XTOR6B, XTOR8B and XTOR12B Full Cutoff CBP Egress LED**	**XTOR6B, XTOR8B and XTOR12B Refractive Lens CBP Egress LED**
Delivered Lumens	509	468
B.U.G. Rating	N.A.	N.A.
CCT (Kelvin)	4000K	4000K
CRI (Color Rendering Index)	65	65
Power Consumption (Watts)	1.8W	1.8W

LUMEN MAINTENANCE

Ambient Temperature	**TM-21 Lumen Maintenance** (72,000 Hours)	**Theoretical L70** (Hours)
XTOR6B Model		
25°C	> 90%	246,000
40°C	> 88%	217,000
50°C	> 88%	201,000
XTOR8B Model		
25°C	> 89%	219,000
40°C	> 87%	195,000
50°C	> 86%	181,000
XTOR12B Model		
25°C	> 89%	222,000
40°C	> 87%	198,000



CURRENT DRAW

Voltage	**Model Series**				
	XTOR6B	**XTOR8B**	**XTOR12B**	**XTOR6B-CBP (Fixture/Battery)**	**XTOR8B-CBP (Fixture/Battery)**
120V	0.51	0.71	0.94	0.60/0.25	0.92/0.25
208V	0.25	0.39	0.52	- -	- -
240V	0.25	0.35	0.45	- -	- -
277V	0.22	0.31	0.39	0.36/0.21	0.50/0.21
347V	0.19	0.25	0.33		- -
480V	0.14	0.19	0.24		- -

ORDERING INFORMATION

Sample Number: XTOR6B-W-WT-PC1

Series [1]	**LED Kelvin Color**	**Housing Color**	**Options** (Add as Suffix)
Full Cutoff **XTOR6B**=58W **XTOR8B**=81W **XTOR12B**=102W **Refractive Lens** **XTOR6BRL**=58W **XTOR8BRL**=81W **XTOR12BRL**=102W	**[Blank]**=Bright White (Standard) 5000K **W**=Neutral, 4000K **Y**=Warm, 3000K	**[Blank]**=Carbon Bronze (Standard) **WT**=Summit White **BK**=Black **BZ**=Bronze **AP**=Grey **GM**=Graphite Metallic **DP**=Dark Platinum	**347V**=347V [2, 3, 4, 5] **480V**=480V [2, 3, 4, 5, 6] **PC1**=Photocontrol 120V [7] **PC2**=Photocontrol 208-277V [7, 8] **PMA**=Pole Mount Arm (C Drilling) with Round Adapter [3, 9] **MS-L20**=Motion Sensor for ON/OFF Operation [2, 3, 10, 11] **MS/DIM-L20**=Motion Sensor for Dimming Operation [2, 3, 10, 11, 12, 13, 14] **CBP**=Cold Weather Battery Pack [2, 3, 15, 16, 17] **HA**=50°C High Ambient [17]

Accessories (Order Separately)	
WG-XTORMX=Crosstour MAXX Wire Guard **PB120V**=Field Installed 120V Photocontrol **PB277V BUTTON PC**=Field Installed 208-277V Photocontrol [8] **VA1040-XX**=Single Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1041-XX**=2@180° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1042-XX**=3@120° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1043-XX**=4@90° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1044-XX**=2@90° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1045-XX**=3@90° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1046-XX**=2@120° Tenon Adapter for 3-1/2" O.D. Tenon [18]	**VA1033-XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1034-XX**=2@180° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1035-XX**=3@120° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1036-XX**=4@90° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1037-XX**=2@90° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1038-XX**=3@90° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1039-XX**=2@120° Tenon Adapter for 2-3/8" O.D. Tenon [18] **EWP/XTORMX**=Escutcheon Wall Plate, Carbon Bronze **EWP/XTORMX-WT**=Escutcheon Wall Plate, Summit White **FSIR-100**=Wireless Configuration Tool for Occupancy Sensor [14]

NOTES:

1. DesignLights Consortium® Qualified and classified for both DLC Standard and DLC Premium, refer to www.designlights.org for details.
2. Not available with HA option.
3. Deep back box is standard for 347V, 480V, CBP, PMA, MS-L20 and MS/DIM-L20.
4. Not available with CBP option.
5. Thru-branch wiring not available with HA option or with 347V.
6. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
7. Not available with MS-L20 and MS/DIM-L20 options.
8. Use PC2 with 347V or 480V option for photocontrol. Factory wired to 208-277V lead.
9. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information.
10. For use in downlight orientation only. Optimal coverage at mounting heights of 9'-20'.
11. 120V thru 277V only.
12. Factory set to 50% power reduction after 15-minutes of inactivity. Dimming driver included.
13. Includes integral photo sensor.
14. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff, and more. Consult your lighting representative at Eaton for more information.
15. 120V or 277V operation only.
16. Operating temperatures -20°C to 25°C.
17. Not available in XTOR12B or XTOR12BRL models.
18. Replace XX with housing color.

STOCK ORDERING INFORMATION

58W Series	**81W Series**	**102W Series**
Full Cutoff		
XTOR6B=58W, 5000K, Carbon Bronze	**XTOR8B**=81W, 5000K, Carbon Bronze	**XTOR12B**=102W, 5000K, Carbon Bronze
XTOR6B-PC1=58W, 5000K, 120V PC, Carbon Bronze	**XTOR8B-PC1**=81W, 5000K, 120V PC, Carbon Bronze	**XTOR12B-PC1**=102W, 5000K, 120V PC, Carbon Bronze
XTOR6B-WT= 58W, 5000K, Summit White	**XTOR8B-WT**=81W, 5000K, Summit White	**XTOR12B-WT**=102W, 5000K, Summit White
XTOR6B-W=58W, 4000K, Carbon Bronze	**XTOR8B-PC2**=81W, 5000K, 208-277V PC, Carbon Bronze	**XTOR12B-PC2**=102W, 5000K, 208-277V PC, Carbon Bronze
XTOR6B-PMA= 58W, 5000K, Pole Mount Arm, Carbon Bronze	**XTOR8B-PMA**=81W, 5000K, Pole Mount Arm, Carbon Bronze	**XTOR12B-PMA**=102W, 5000K, Pole Mount Arm, Carbon Bronze
XTOR6B-W-PMA=58W, 4000K, Pole Mount Arm, Carbon Bronze	**XTOR8B-W**=81W, 4000K, Carbon Bronze	**XTOR12B-W**=102W, 4000K, Carbon Bronze
XTOR6B-PC2= 58W, 5000K, 208-277V PC, Carbon Bronze	**XTOR8B-W-PC1**=81W, 4000K, 120V PC, Carbon Bronze	**XTOR12B-W-PC1**=102W, 4000K, 120V PC, Carbon Bronze
XTOR6B-W-PC2=58W, 4000K, 208-277V PC, Carbon Bronze	**XTOR8B-W-PC2**=81W, 4000K, 208-277V PC, Carbon Bronze	**XTOR12B-W-PC2**=102W, 4000K, 208-277V PC, Carbon Bronze
XTOR6B-W-PC1=58W, 4000K, 120V PC, Carbon Bronze	**XTOR8B-W-PMA**=81W,4000K, Pole Mount Arm, Carbon Bronze	**XTOR12B-W-PMA**=102W,4000K, Pole Mount Arm, Carbon Bronze
Refractive Lens		
XTOR6BRL=58W, 5000K, Refractive Lens, Carbon Bronze	**XTOR8BRL**=81W, 5000K, Refractive Lens, Carbon Bronze	**XTOR12BRL**=102W, 5000K, Refractive Lens, Carbon Bronze
XTOR6BRL-PC1=58W, 5000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR8BRL-PC1**=81W, 5000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR12BRL-PC1**=102W, 5000K, Refractive Lens, 120V PC, Carbon Bronze
XTOR6BRL-WT=58W, 5000K, Refractive Lens, Summit White	**XTOR8BRL-WT**=81W, 5000K, Refractive Lens, Summit White	**XTOR2BRL-WT**=102W, 5000K, Refractive Lens, Summit White
XTOR6BRL-W=58W, 4000K, Refractive Lens, Carbon Bronze	**XTOR8BRL-PC2**=81W, 5000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR12BRL-PC2**=102W, 5000K, Refractive Lens, 208-277V PC, Carbon Bronze
XTOR6BRL-PMA=58W, 5000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR8BRL-PMA**=81W, 5000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR12BRL-PMA**=102W, 5000K, Refractive Lens, Pole Mount Arm, Carbon Bronze
XTOR6BRL-W-PMA=58W,4000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR8BRL-W**=81W, 4000K, Refractive Lens, Carbon Bronze	**XTOR12BRL-W**=102W, 4000K, Refractive Lens, Carbon Bronze
XTOR6BRL-PC2=58W, 5000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR8BRL-W-PC1**=81W, 4000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR12BRL-W-PC1**=102W, 4000K, Refractive Lens, 120V PC, Carbon Bronze
XTOR6BRL-W-PC2=58W, 4000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR8BRL-W-PC2**=81W, 4000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR12BRL-W-PC2**=102W, 4000K, Refractive Lens, 208-277V PC, Carbon Bronze
XTOR6BRL-W-PC1=58W, 4000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR8BRL-W-PMA**=81W,4000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR12BRL-W-PMA**=102W,4000K, Refractive Lens, Pole Mount Arm, Carbon Bronze

Submitting Agency:	Description: ECLS01_T5SM740-SM-WH-TE Project: JPMC WAUWATOSA Notes:	Type: NL6-A

FSG lighting > electrical > energy technology > signs
FACILITY SOLUTIONS GROUP
214-351-6266

EVOLVE



CUSTOMER NAME _____

PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

ECLS Soffit

LED Canopy Light

The Evolve® Canopy LED Soffit (ECLS) offers energy efficiency and quality of light in a sleek low-profile look and style. The ECLS features a diffused aperture which spreads the source lumens for even light distribution and low glare. To be used for sealed deck applications only (enclosed canopy or soffit).

Construction

Housing:	Aluminum die cast enclosure. Integral heat sink for maximum heat transfer
Lens:	Impact resistant tempered glass
Paint:	Corrosion resistant polyester powder paint, minimum 2.0 mil thickness Standard = Black, Dark Bronze Gray, White (RAL & custom colors available)
Weight:	10 lbs (4.5 kg) - 12.5 lbs (5.7 kg)

Optical System

Lumens:	3,600 - 7,100
Distribution:	Symmetric Medium
Efficacy:	119 - 138 LPW
CCT:	3000K, 4000K, 5000K
CRI:	≥70

Electrical

Input Voltage:	120-277V & 347V
Input Frequency:	50/60Hz
Power Factor:	>90% at rated watts
Total Harmonic Distortion:	<20% at rated watts
Surge Protection:	Standard Surge 6kV/3kA

*Per ANSI C136.2-

Warranty

5 Year (Standard)

Lumen Maintenance

Projected Lxx per IES TM-21-11 at

LUMEN CODES	LXX(10K) @ HOURS		
	25,000 HR	50,000 HR	60,000 HR
T5	L96	L92	L91
A5	L95	L93	L92
B5	L95	L93	L92

Note: Projected Lxx based on LM80 (≥ 10,000 hour testing). Accepted Industry tolerances apply to initial luminous flux and lumen maintenance measurements.

Luminaire Ambient Temperature Factor

AMBIENT TEMP (°C)	INITIAL FLUX FACTOR	AMBIENT TEMP (°C)	INITIAL FLUX FACTOR
10	1.02	30	0.99
20	1.01	40	0.98
25	1.00	50	0.97

Ratings

Operating Temperature:	-40°C to 50°C
Vibration:	1.5G per Per ANSI C136.31-2010:
LM-79:	Testing in accordance with IESNA Standards

Controls

Dimming:	Standard - 0-10V
Sensors:	Motion with Integrated Photoelectric control, Daintree Compatible

IP65 IK08

Not all product variations listed on this page are DLC qualified. Visit www.designlights.org/search to confirm qualifications.

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Submitting Agency:	Description: ECLS01_T5SM740-SM-WH-TE Project: JPMC WAUWATOSA Notes:	Type: NL6-A

lighting > electrical > energy
technology > signs
214-351-6266

EVOLVE

ECLS Soffit
LED Canopy Light

CUSTOMER NAME _____
PROJECT NAME _____
DATE _____ TYPE _____
CATALOG NUMBER _____

Ordering Information

ECLS 01 SM 7

_ _ _ _

Submitting Agency:	Description: ECLS01_T5SM740-SM-WH-TE Project: JPMC WAUWATOSA Notes:	Type: NL6-A

FSG lighting > electrical > energy technology > signs
FACILITY SOLUTIONS GROUP
214-351-6266

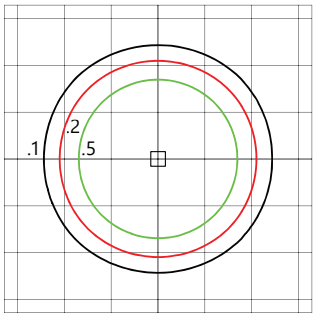
EVOLVE

ECLS Soffit
LED Canopy Light

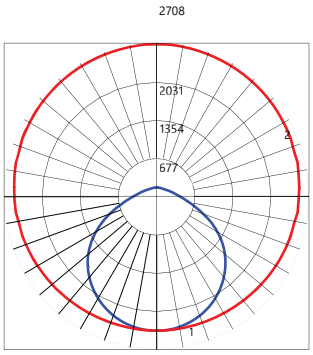
CUSTOMER NAME _____
PROJECT NAME _____
DATE _____ TYPE _____
CATALOG NUMBER _____

ECLS - Symmetric Medium

7,100 lumens, 5000K
ECLS01_B5SM750_.IES



- Mounting Height at 15'
- Initial Footcandle at Grade



— Vertical plane through horizontal angle of Max. Cd at 90°
— Horizontal cone through vertical angle of Max. Cd at 1°

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EVOLVE

ECLS Soffit
LED Canopy Light

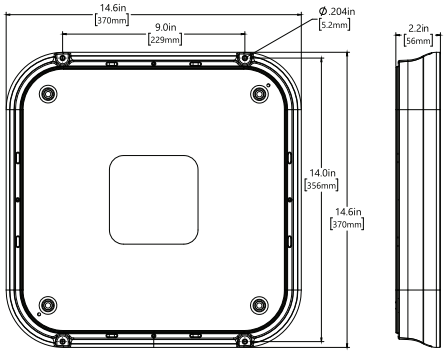
CUSTOMER NAME _____

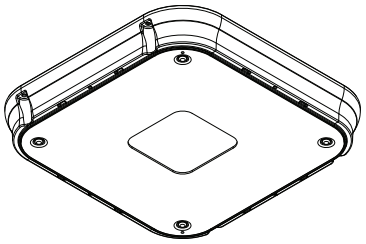
PROJECT NAME _____

DATE _____ TYPE _____

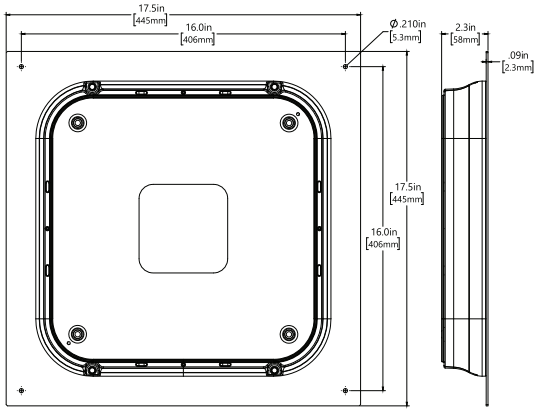
CATALOG NUMBER _____

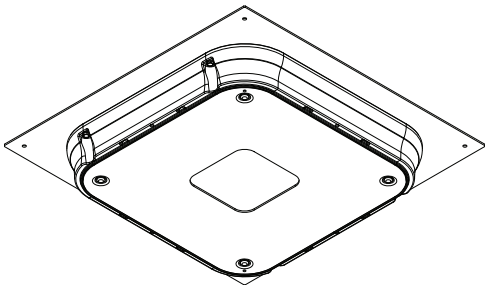
Surface Mount: SM
TOTAL WEIGHT (LBS.): 10.1



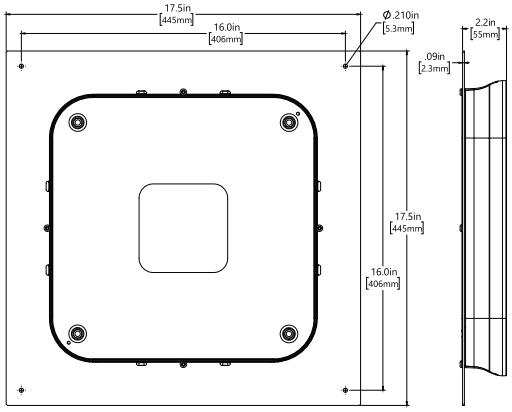


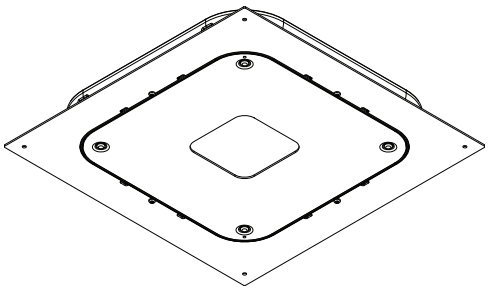
Surface Mount with Beauty Plate: SB
TOTAL WEIGHT (LBS.): 10.7





Recessed Mount: RM
TOTAL WEIGHT (LBS.): 12.4





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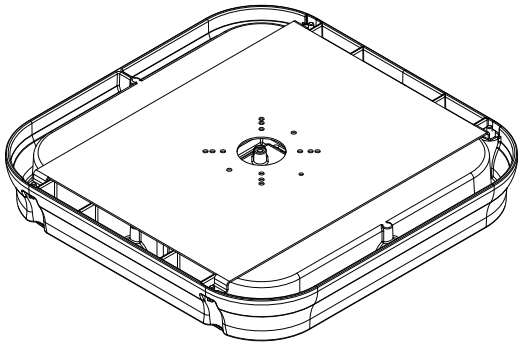
EVOLVE

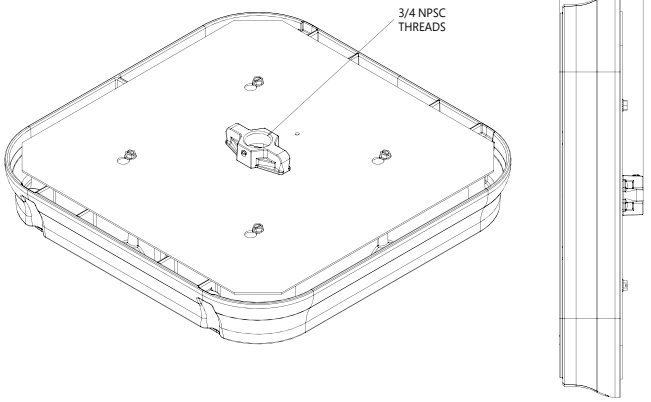
ECLS Soffit
LED Canopy Light

CUSTOMER NAME _____
PROJECT NAME _____
DATE _____ TYPE _____
CATALOG NUMBER _____

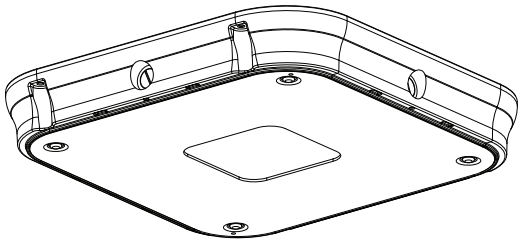
J-Box Mount (JM) for 3" or 4" J-box
Total Weight (lbs.): 11.1

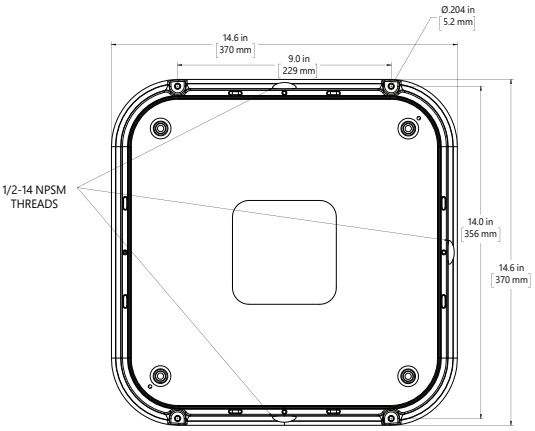


Pendant Mount (PM) *for rigid conduit only
Total Weight (lbs.): 11.5



Side Conduit Holes: SC
Total Weight (lbs.): XX





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EVOLVE

ECLS Soffit
LED Canopy Light

CUSTOMER NAME _____

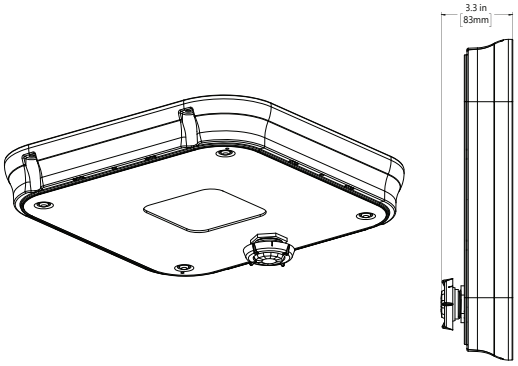
PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____

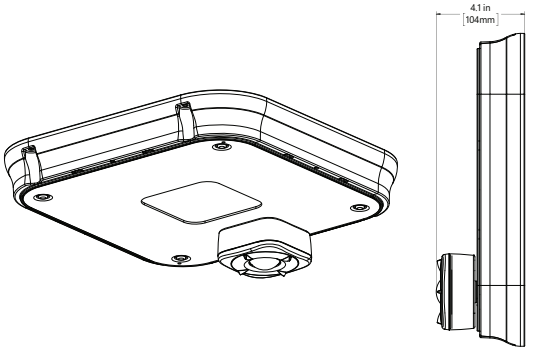
A Motion Sensing Option - Wattstopper: Sensor FSP-211, Lens FSP-L2

Recommended Mounting Height:	8-25’
Coverage Radius:	15-20’ (4.6-6.1 m)
Lateral Coverage	360°
Default Settings:	
Output:	Occupied - 100% / Unoccupied - 50%
PE Sensor:	Enabled
Ramp/Fade:	5 Minutes/5 Minutes
	Adds < 1W to fixture power rating
	Field programmable using FSIR-100 hand held programmer



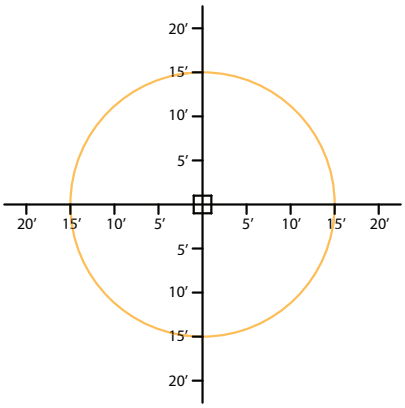
B Motion Sensing Option - Daintree: WHS100-BM

Recommended Mounting Height:	8-25’
Coverage Radius:	15-20’ (4.6-6.1 m)
Lateral Coverage	360°
Default Settings:	
Output:	Occupied - 100%/Unoccupied - 50%
PE Sensor:	Enabled
Ramp/Fade:	5 Minutes/5 Minutes
	Adds < 1W to fixture power rating
	Requires Daintree Enterprise and wide area control (WAC)



Approximate Sensor Pattern for A & B Option

• Canopy Fixture 15 ft. Mounting Height



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Submitting Agency:	Description: ECLS01_T5SM740-SM-WH-TE Project: JPMC WAUWATOSA Notes:	Type: NL6-A

lighting > electrical > energy
technology > signs
214-351-6266

EVOLVE

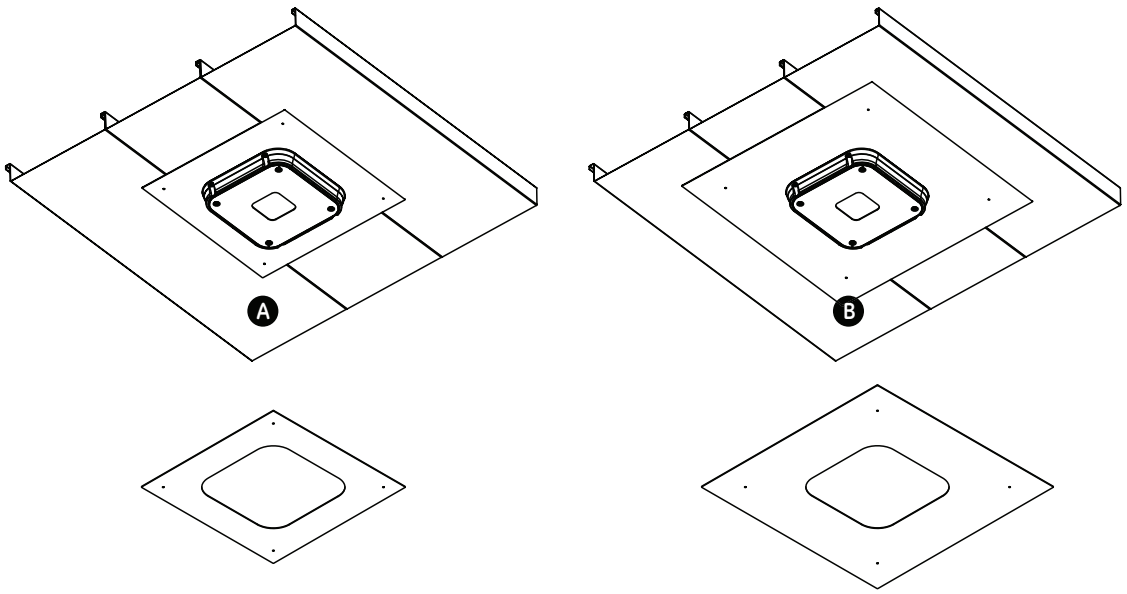
ECLS Soffit
LED Canopy Light

CUSTOMER NAME _____

PROJECT NAME _____

DATE _____ TYPE _____

CATALOG NUMBER _____



mounting

- J-Box
- Pendant Mount
- Surface Mount
- Surface Mount with 17.5" x 17.5 Beauty Plate
- Reccessed Mount with 17.5" x 17.5 Mounting Plate

Beauty Plates

- 24" & 32" Escutcheon plates designed to cover unsighltly canopy ceilings

PRODUCT	SERIES	DESCRIPTION	COLOR
ECL	E = Escutcheon Plate	1 = 24" x 24" ECLS	BLCK = Black
		2 = 32" x 32" ECLS	DKBZ = Dark Bronze
		3 = 24" x 24" ECLP	WHTE = White
		4 = 32" x 32" ECLP	

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Submitting Agency:	Description: 9004-W2-RW-LED3090-W-BK-L1-UNV	Type:
lighting > electrical > energy technology > signs 214-351-6266	Project: JPMC WAUWATOSA Notes:	W1

DESCRIPTION

Lanterra 9004-W1 (Up or Down) and 9004-W2 (Up and Down) are 4.25" O.D., line voltage cylinder fixtures with dimmable LED. The luminiare comes in various mountings, surface mount with integral driver in the housing, remote driver mount with round and square wall plates and square wall integral driver, all of which can be mounted over standard 4 inch j-box. The luminaire also comes with various field replaceable optics. It also comes with various lens, louvers and colors or dichroic filters, which can combine up to two at once to create multiple lighting effects. The fixture may be used indoors or outdoors and carries IP66 rating.

Lumiere

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Material
Housing, hood and mounting stem are precision-machined from corrosion resistant billet stock 6061-T6 aluminum.

Finish
Fixtures constructed from 6061-T6 aluminum are double protected by an ROHS complaint chemical film undercoating and polyester powder coat paint finish, surpassing the rigorous demands of the outdoor environment. A variety of standard colors are available.

Hood
Hood is removable and accepts up to two internal accessories at once (lenses, louvers and filters) to achieve multiple lighting effects. Weep holes prevents water and mineral stains from collecting on the lens, even in the straight up position. The flush lens design reduces fixture length, minimizes debris collection and prevents water and mineral stains from collecting on the lens.

Gasket
Housing and hood are sealed with a high temperature silicone O-ring gasket to prevent water intrusion.

Lens
Tempered glass lens, factory sealed with high temperature silicone O-ring to prevent water intrusion and breakage due to thermal stock.

Hardware
Stainless steel hardware is standard to provide maximum corrosion resistance.

Electrical
Long life LED system coupled with electronic driver (120-277V/50-60Hz) is compatible with TRIAC (Trailing Edge), ELV (Forward phase) and 0-10V dimming to deliver optical performance. Light can be dimmed from 100-1% while maintaining constant CCT. It will operate in -30°C to 50°C unless noted otherwise. The driver incorporates surge protection. LED's are available in 2700K, 3000K, 3500K at 90CRI and 97CRI, 4000K at 80CRI and 97CRI, 5000K at 80CRI and are industry leading high output with 87% lumen maintenance at 60,000hrs.

Compliance
Components are UL recognized and luminaires are cULus listed for 50˚C ambient environments unless noted otherwise, wet location listed, and ROHS compliant. IP66 Rated. DesignLights Consortium® Qualified and classified for both DLC Standard and DLC Premium, refer to www.designlights.org for details.

Warranty
Lumiere warrants the Lanterra series of fixtures against defects in material and workmanship for five (5) years. Auxiliary equipment such as LED drivers carries the original manufacturer's warranty.



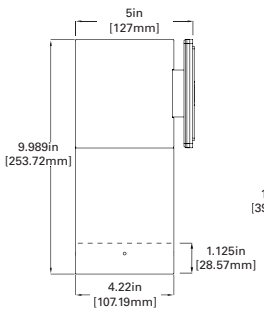


Lanterra 9004

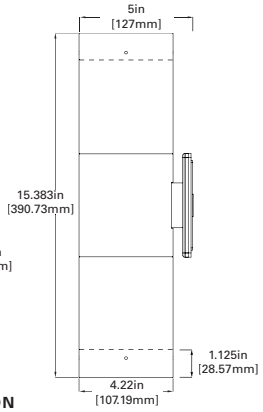
LED
INTERIOR / EXTERIOR
CYLINDER FLOOD LIGHT
CERTIFICATION DATA
cULus - 1598
Wet Location Listed - IP66
LM79/LM80 Compliant
ROHS Compliant
10W LED, L70/102,000@25° Celcius
20W LED, L70/102,000@25° Celcius
30W LED, L70/102,000@25° Celcius

DIMENSIONS

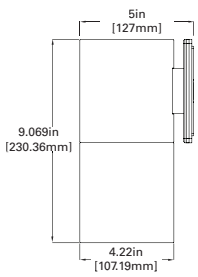
9004-W1-RW



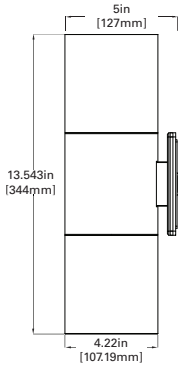
9004-W2-RW



9004-W1-FL



9004-W2-FL



ORDERING INFORMATION

SERIES	DIRECTION	HOOD	LED CCT & CRI	FIELD REPLACEABLE OPTIC 1	FIELD REPLACEABLE OPTIC 2 [1]	FINISH	LIGHT LEVEL	VOLTAGE	MOUNTING	OPTIONS
9004	W1 Up or Down W2 [5] Up and Down	RW Standard-Recessed Lens with weep holes - Outdoor RI Recessed Lens with no weep holes - Indoor FL Flush lens hood	**Standard CRI** LED2790 - 2700K, 90 CRI LED 3090 - 3000K, 90 CRI LED 3590 - 3500K, 90 CRI LED 4080 - 4000K, 80 CRI LED 5080 - 5000K, 80 CRI **Premium CRI** LED 2797 - 2700K, 97 CRI LED 3097 - 3000K, 97 CRI LED 3597 - 3500K, 97 CRI LED 4097 - 4000K, 97 CRI	S Spot M Medium F Flood W Wide Flood	S Spot M Medium F Flood W Wide Flood	**Standard Paint Finish** BK Black BZ Bronze CS City Silver WT White	L1 Light Level 1 (10W) L2 Light Level 2 (20W) L3 Light Level 3 (30W)	UNV 120-277V	Surface Mount - Wall, Ceiling, Ground RSM Round Surface Mount- mounts directly to junction box Thermal Limitations (unless otherwise noted 50C) 9004-W1-xxx-L3-xxx-RSM (45C) 9004-W2-xxx-L3-xxx-RSM (35C) 9004-W2-xxx-LC2-xxx-RSM (40C) Remote Driver Housing WRR [6] Remote Driver Housing - Round Wall Plate WRS [6] Remote Driver Housing - Square Wall Plate Thermal Limitations (unless otherwise noted 50C) 9004-W1-xxx-L3-xxx-WRx (45C) 9004-W2-xxx-L3-xxx-WRx (35C) 9004-W2-xxx-LC2-xxx-WRx (40C) Integral Driver Mount WIS [2,3] Wall Integral Driver Plate Thermal Limitations (unless otherwise noted 45C) 9004-(W1,W2)-xx-L1-xx-WIS (50C)	SVPD2 [4] Standalone integral sensor

Notes: 1. Only available for double head option (W2)
2. 9004-W1 not available in L3
3. 9004-W2 not available in L2, L3
4. Only available for Single head, Up or down (W1) with RSM only
5. W2 doubles input wattage listed
6. Remote Driver distance up to 60', For L3 (30W) remote distance up to 15'

Powering Business Worldwide

Specifications and dimensions subject to change without notice.

TD506025EN
11-28-18

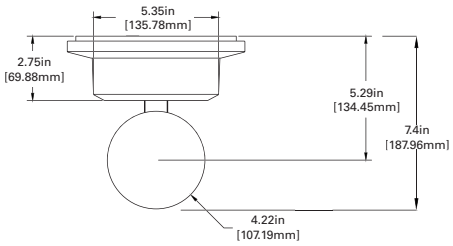
ACCESSORIES - ORDER SEPARATELY

ACCESSORIES								OPTICS	
ISHH01LUM	Programming Remote for sensor	**Filters**		**Lens**		**Louver**		LLR-S-3-4	15° Spot
ISHH02LUM	Personal Control Remote for sensor	F71-4	Peach Dichroic	LSL-4	Linear Spread Lens	LVR-4	45° Hex Cell Louver	LLR-M-3-4	25° Medium
		F72-4	Amber Dichroic	DIF-4	Diffused Lens			LLR-F-3-4	36° Flood
		F73-4	Green Dichroic	OSL-4	Overall Spread Lens			LLR-W-3-4	60° Wide Flood
		F74-4	Medium Blue					LLR-K-3-4	Spot, Medium, Flood, Wide Flood Optic Kit
		F75-4	Yellow Dichroic						
		F76-4	Red Dichroic						
		F77-4	Dark Blue Dichroic						
		F78-4	Light Blue Dichroic						
		F79-4	Neutral Density Dichroic						
		F80-4	Magenta Dichroic						
		F22-4	Red Color						
		F33-4	Blue Color						
		F44-4	Green Color						
		F55-4	Yellow Color						
		F66-4	Mercury Color						

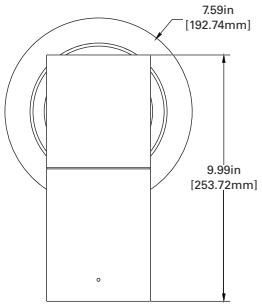
MOUNTINGS

ROUND SURFACE MOUNT (RSM)

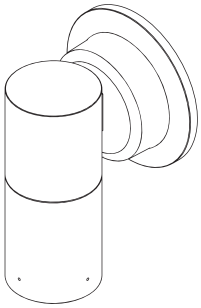
RSM-W1 (Up or down)



TOP VIEW



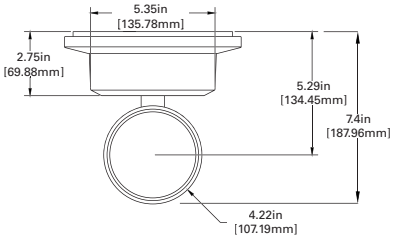
FRONT VIEW



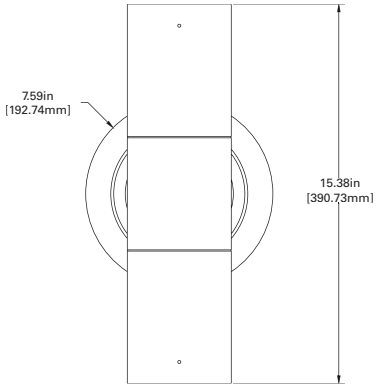
ISO VIEW

ROUND SURFACE MOUNT (RSM)

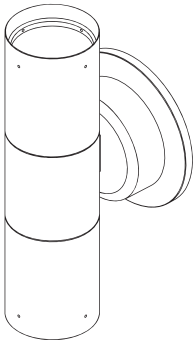
RSM-W2 (Up and down)



TOP VIEW



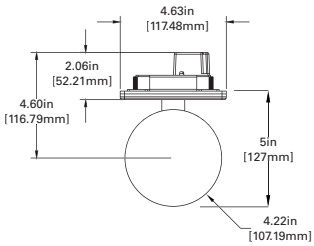
FRONT VIEW



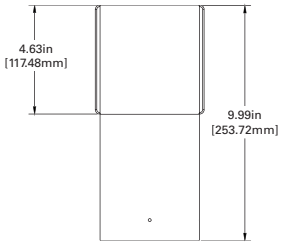
ISO VIEW

WALL INTEGRAL DRIVER PLATE (WIS)

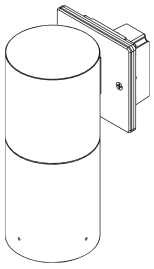
WIS-W1 (Up or down)



TOP VIEW



FRONT VIEW

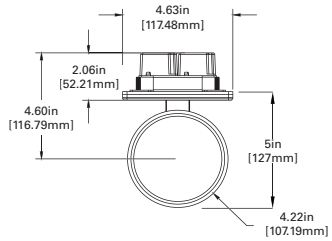


ISO VIEW

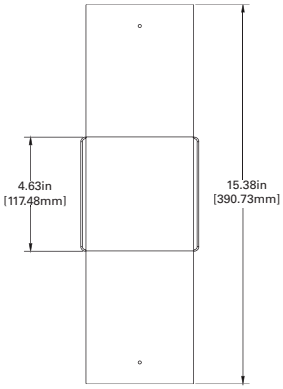
LANTERRA 9004

WALL INTEGRAL DRIVER PLATE (WIS)

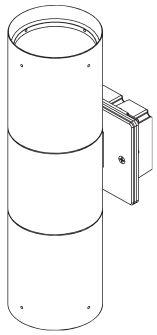
WIS-W2 (Up and down)



TOP VIEW



FRONT VIEW

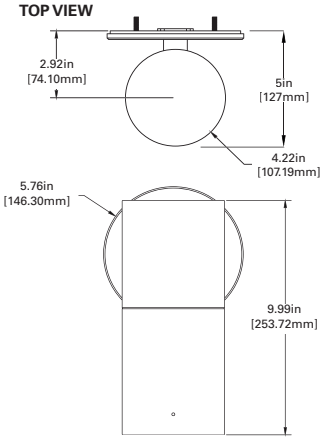


ISO VIEW

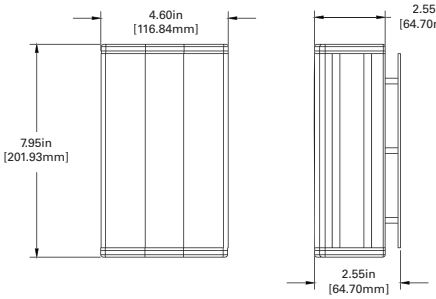
REMOTE DRIVER HOUSING ROUND WALL (WRR)

WRR-W1 (Up or down), as shown
WRS-W1 (Square option also available)

TOP VIEW

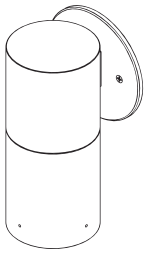


FRONT VIEW



Remote Driver distance up to 60',
For L3 remote distance up to 15'

REMOTE BOX

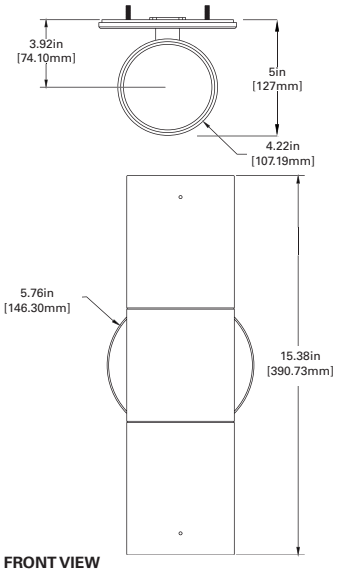


ISO VIEW

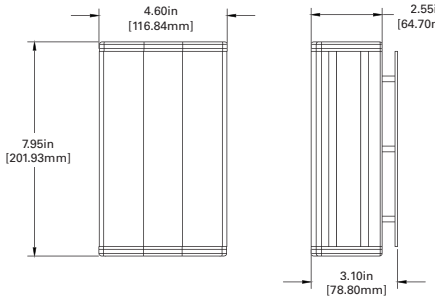
REMOTE DRIVER HOUSING ROUND WALL (WRR)

WRR-W2 (Up and down)
WRS-W2 (Square option also available)

TOP VIEW

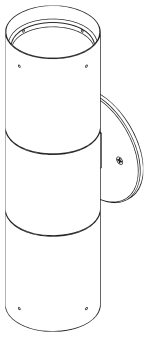


FRONT VIEW



Remote Driver distance up to 60',
For L3 remote distance up to 15'

REMOTE BOX



ISO VIEW

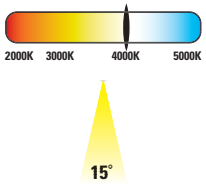
Submitting Agency:	Description: 9004-W2-RW-LED3090-W-BK-L1-UNV	Type:
lighting > electrical > energy technology > signs 214-351-6266	Project: JPMC WAUWATOSA Notes:	W1

PHOTOMETRICS

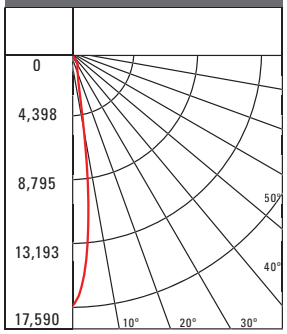
Test Number	P29496
Lumcat	9004-[W1]-X-FL-LED4080-S-BK-L3-UNV
Lumens	2801 Lm
Watts	28.6 W
LPW	97.9 Lm/W
CCT	4000K
SC (0/90/45)	0.27 / 0.27 / 0.27
Beam Angle	15.9°

COLOR METRIC SUMMARY

TM-30-15	Rf = 82.5 Rg = 94.3
CRI/CIE	Ra = 83.1 R9 = 11.4



CANDLE POWER DISTRIBUTION



CONE OF LIGHT

Horizontal Illuminance on Floor			
MH	FC	L	W
2'	4397.5	0.4	0.4
4'	1099.4	1	1
6'	488.6	1.6	1.6
8'	274.8	2	2
10'	175.9	2.6	2.6
15'	78.2	4	4
20'	44	5.4	5.4
30'	19.5	8.2	8.2
40'	11	10.8	10.8

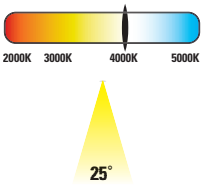
CANDELA TABLE

Angle	0-deg
0	17590
5	13640
10	5616
15	2329
20	1555
30	1057
40	161
50	11
60	4
70	1
80	0
90	0

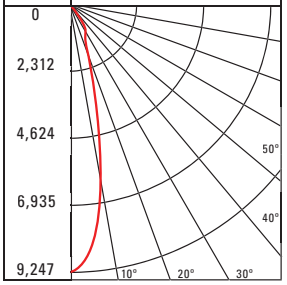
Test Number	P29497
Lumcat	9004-[W1]-X-FL-LED4080-M-BK-L3-UNV
Lumens	2826 Lm
Watts	28.6 W
LPW	98.8 Lm/W
CCT	4000K
SC (0/90/45)	0.43 / 0.43 / 0.44
Beam Angle	25.5°

COLOR METRIC SUMMARY

TM-30-15	Rf = 82.5 Rg = 94.3
CRI/CIE	Ra = 83.1 R9 = 11.4



CANDLE POWER DISTRIBUTION



CONE OF LIGHT

Horizontal Illuminance on Floor			
MH	FC	L	W
2'	2311.8	0.8	0.8
4'	577.9	1.6	1.6
6'	256.9	2.4	2.4
8'	144.5	3.4	3.4
10'	92.5	4.2	4.2
15'	41.1	6.4	6.4
20'	23.1	8.6	8.6
30'	10.3	12.8	12.8
40'	5.8	17.2	17.2

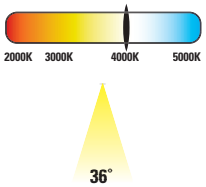
CANDELA TABLE

Angle	0-deg
0	9247
5	8453
10	6140
15	3506
20	1860
30	1098
40	170
50	13
60	4
70	1
80	0
90	0

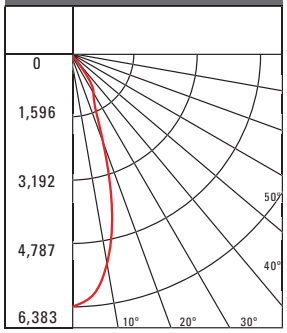
Test Number	P29498
Lumcat	9004-[W1]-X-FL-LED4080-F-BK-L3-UNV
Lumens	2871 Lm
Watts	28.5 W
LPW	100.7 Lm/W
CCT	4000K
SC (0/90/45)	0.58 / 0.58 / 0.56
Beam Angle	35.1°

COLOR METRIC SUMMARY

TM-30-15	Rf = 82.5 Rg = 94.3
CRI/CIE	Ra = 83.1 R9 = 11.4



CANDLE POWER DISTRIBUTION



CONE OF LIGHT

Horizontal Illuminance on Floor			
MH	FC	L	W
2'	1595.8	1	1
4'	398.9	2.2	2.2
6'	177.3	3.4	3.4
8'	99.7	4.6	4.6
10'	63.8	5.8	5.8
15'	28.4	8.6	8.6
20'	16	11.6	11.6
30'	7.1	17.4	17.4
40'	4	23.2	23.2

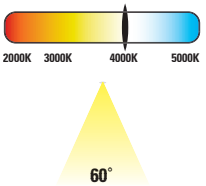
CANDELA TABLE

Angle	0-deg
0	6383
5	6141
10	5345
15	4027
20	2423
30	1153
40	178
50	6
60	4
70	1
80	0
90	0

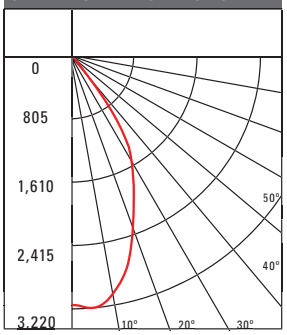
Test Number	P29499
Lumcat	9004-[W1]-X-FL-LED4080-W-BK-L3-UNV
Lumens	2790 Lm
Watts	28.5 W
LPW	97.9 Lm/W
CCT	4000K
SC (0/90/45)	0.86 / 0.86 / 0.91
Beam Angle	58.5°

COLOR METRIC SUMMARY

TM-30-15	Rf = 82.5 Rg = 94.3
CRI/CIE	Ra = 83.1 R9 = 11.4



CANDLEPOWER DISTRIBUTION



CONE OF LIGHT

Horizontal Illuminance on Floor			
MH	FC	L	W
2'	796.9	1.6	1.6
4'	199.2	3.4	3.4
6'	88.5	5	5
8'	49.8	6.8	6.8
10'	31.9	8.4	8.4
15'	14.2	12.8	12.8
20'	8	17	17
30'	3.5	25.6	25.6
40'	2	34.2	34.2

CANDELA TABLE

Angle	0-deg
0	3173
5	3220
10	3082
15	2784
20	2321
30	1560
40	366
50	95
60	25
70	3
80	0
90	0

CCT/CRI	LED2790	LED3090	LED3590	LED4080	LED5080	LED2797	LED3097	LED3597	LED4097
FC Multiplier	0.754	0.798	0.808	1.000	1.039	0.699	0.706	0.801	0.793

Light Level	L1	L2	L3
FC Multiplier	0.418	0.772	1.000

Note: Photometric tables show lumen output for W1 only. For W2 (Up and Down) option, uplight and downlight both match lumen output as W1.

Submitting Agency:	Description: 9004-W2-RW-LED3090-W-BK-L1-UNV	Type:
lighting > electrical > energy technology > signs 214-351-6266	Project: JPMC WAUWATOSA	W1
	Notes:	

LUMEN TABLE

		9004-[W1] Regressed Hood - Black								
		L1 - 10 W			L2 - 20 W			L3 - 30W		
		CBCP	Lumens	LPW	CBCP	Lumens	LPW	CBCP	Lumens	LPW
Spot 15°	LED2790	5584	783	79.5	10310	1445	71.9	13357	1872	65.7
	LED3090	5907	828	84.1	10906	1529	76.1	14130	1981	69.5
	LED3590	5983	839	85.1	11047	1549	77.0	14311	2006	70.4
	LED4080	7401	1038	105.3	13666	1916	95.3	17705	2482	87.1
	LED5080	7689	1078	109.4	14197	1990	99.0	18393	2578	90.5
	LED2797	5175	726	73.7	9556	1340	66.6	12380	1736	60.9
	LED3097	5224	732	74.4	9646	1352	67.3	12497	1752	61.5
	LED3597	5926	831	84.3	10941	1534	76.3	14175	1987	69.7
	LED4097	5869	823	83.5	10836	1519	75.6	14038	1968	69.1
Medium Flood 25°	LED2790	2907	781	79.2	5368	1441	71.7	6954	1867	65.5
	LED3090	3075	826	83.8	5678	1525	75.8	7357	1975	69.3
	LED3590	3115	836	84.9	5751	1544	76.8	7451	2001	70.2
	LED4080	3853	1035	105.0	7115	1910	95.0	9218	2475	86.8
	LED5080	4003	1075	109.1	7391	1984	98.7	9576	2571	90.2
	LED2797	2695	723	73.4	4975	1336	66.5	6446	1731	60.7
	LED3097	2720	730	74.1	5022	1348	67.1	6505	1747	61.3
	LED3597	3085	828	84.1	5696	1529	76.1	7380	1981	69.5
	LED4097	3055	820	83.3	5642	1515	75.4	7309	1962	68.9
Flood 36°	LED2790	2006	792	80.4	3704	1463	72.8	4799	1895	66.3
	LED3090	2122	838	85.1	3918	1547	77.0	5076	2004	70.1
	LED3590	2149	849	86.2	3969	1567	78.0	5142	2030	71.0
	LED4080	2659	1050	106.6	4910	1939	96.4	6361	2512	87.8
	LED5080	2762	1091	110.7	5101	2014	100.2	6608	2609	91.2
	LED2797	1859	734	74.5	3233	1356	67.4	4448	1756	61.4
	LED3097	1877	741	75.2	3466	1368	68.1	4490	1773	62.0
	LED3597	2129	841	85.3	3931	1552	77.2	5093	2011	70.3
	LED4097	2108	832	84.5	3893	1537	76.5	5044	1991	69.6
Wide Flood 60°	LED2790	1012	753	76.4	1869	1390	69.2	2422	1801	63.0
	LED3090	1071	796	80.8	1977	1470	73.2	2562	1905	66.6
	LED3590	1085	807	81.9	2003	1489	74.1	2595	1929	67.5
	LED4080	1342	998	101.3	2478	1842	91.7	3210	2387	83.5
	LED5080	1394	1037	105.2	2574	1914	95.2	3335	2480	86.7
	LED2797	938	698	70.8	1733	1288	64.1	2245	1669	58.4
	LED3097	947	704	71.5	1749	1300	64.7	2266	1685	58.9
	LED3597	1074	799	81.1	1984	1475	73.4	2570	1911	66.8
	LED4097	1064	791	80.3	1965	1461	72.7	2545	1893	66.2

TM30 DATA

	CCT/CRI	Rf	Rg	Ra	R9
9004	2790	90.9	98.9	91.7	58.3
	3090	90.8	99.1	92.5	62.6
	3590	90.6	100.4	92.7	67.5
	4080	82.5	94.3	83.1	11.4
	5080	81.6	94.1	82	6
	2797	94.9	100	98.1	86.9
	3097	94	100.3	97.8	88.9
	3597	92.9	99.3	97.2	89.1
	4097	91.5	98.7	95.4	84

LUMEN MAINTENANCE

Ambient Tempurature	TM-21 Lumen Maintenance (60,000 Hours)	Theoretical L70 (Hours)
25°C, 40°C, 50°C	> 87%	> 102,000

POWER TABLE

Number of Heads	Light Level	Input Current (A) at 120 VAC	Input Current (A) at 277 VAC	Input Power (W)
W1	L1	0.08	0.03	10
	L2	0.177	0.088	20.93
	L3	0.252	0.118	30.02
	LC1	0.1	0.085	11.4
	LC2	0.183	0.088	21.44
W2	L1	0.16	0.06	20
	L2	0.354	0.176	41.86
	L3	0.504	0.236	60.04
	LC1	0.2	0.17	22.8
	LC2	0.366	0.176	42.88

INTEGRATED SENSOR - SVPD2



The Lanterra Cylinder 9004 with Integrated Sensor technology provides automatic energy savings without sacrificing performance. Traditionally, these types of energy savings required coordination between the luminaire and a lighting control system. The Lanterra Cylinder 9004 delivers superior lighting with integrated PIR occupancy sensing and daylighting controls.

Capture the benefits of traditional lighting controls, without complicated circuit planning or special wiring. The Lanterra Cylinder 9004 delivers automatic ON to an energy saving light level, while ensuring lighting is turned OFF when the space is unoccupied.

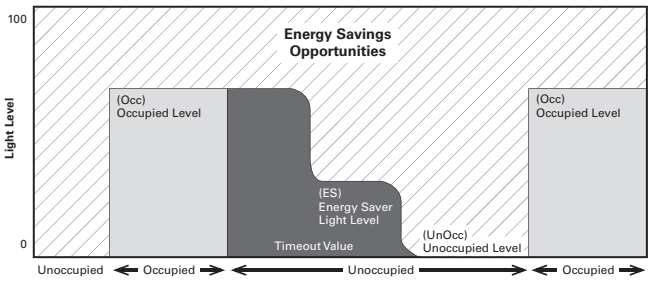
The SVPD2 sensor is configured for outdoor use, so the integral daylight sensor will enable the luminaire to automatically adjust to daylight conditions by turning off when sufficient sunlight is present. Consult factory for indoor configuration.

Occupied light levels and unoccupied light levels can be adjusted using the integrated sensor programming remote (Catalog Number: ISHH01LUM). While the default unoccupied level is OFF, a lower light level can be saved instead using the programming remote. The integrated sensor personal remote (Catalog Number: ISHH02LUM) provides code compliant manual raise, lower, ON, OFF control.

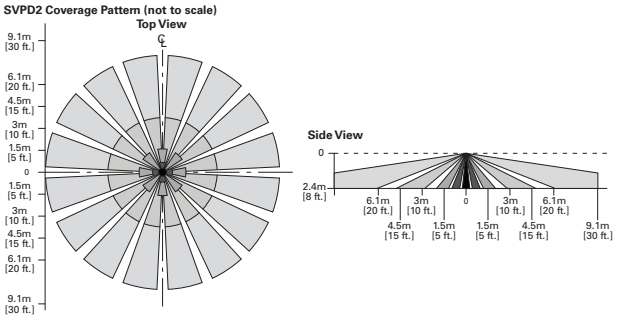
The Lanterra Cylinder 9004 with Integrated Sensor is easy to install with no special wiring and ensures energy savings out-of-the-box with default control settings.

HOW IT WORKS

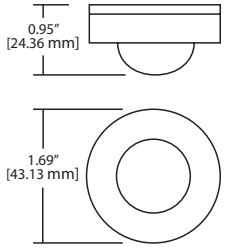
- As the user enters the space controlled by the integral sensor, the lighting turns ON to the occupied light level.
- Lighting will remain at the occupied level until the space is unoccupied. This will start the occupancy timeout period (default 20 minutes).
- If the space remains unoccupied for half of the timeout period, the lighting will automatically reduce to the Energy Saver light level (default matches occupied level). This adjustable light level is often set to half of the occupied daylight level using the programming remote.
- At the end of the timeout period the lighting will go to the unoccupied light level. This adjustable light level uses the OFF default setting.
- If sufficient sunlight is present, the luminaire will remain OFF, regardless of occupancy.



Coverage



Sensor Dimensions



Optional Remote Controls



ISHH01LUM Programming Remote



ISHH02LUM Personal Control Remote

Submitting Agency:	Description: 5811-1SAT20L8040W	Type:
lighting > electrical > energy technology > signs 214-351-6266	Project: JPMC WAUWATOSA Notes:	L7

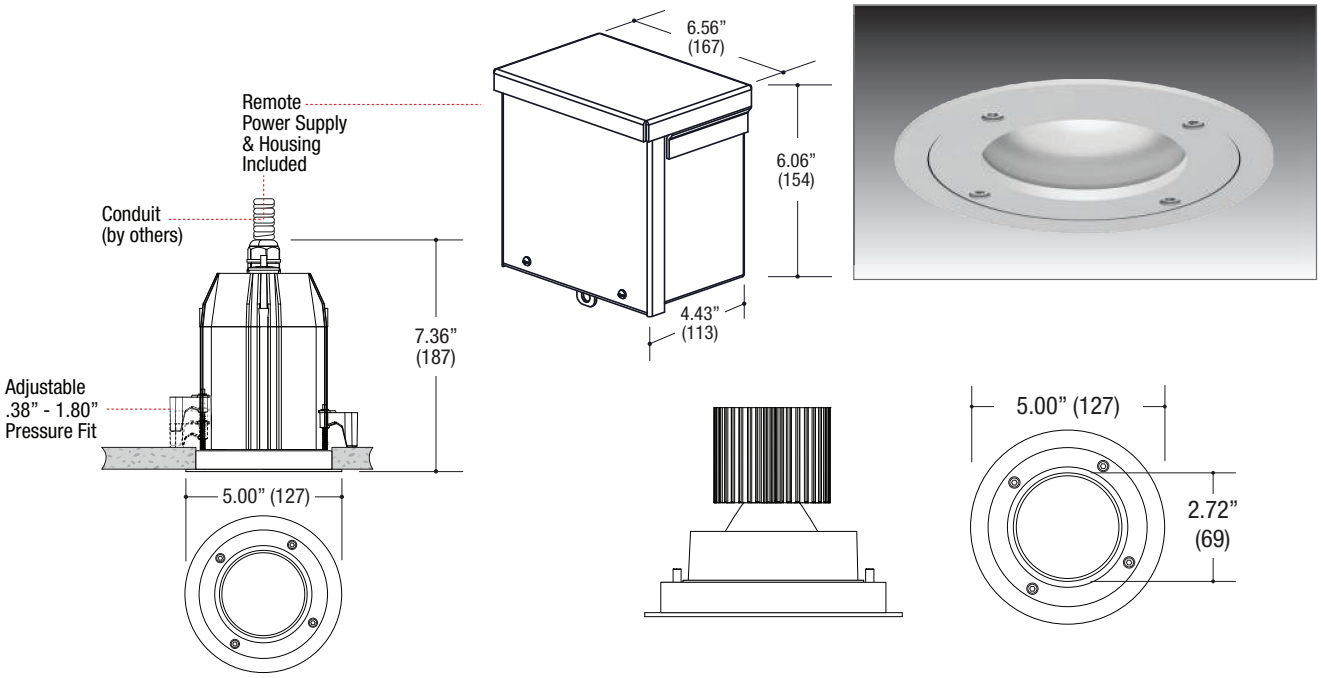
LF ILLUMINATION

BULLET

OUTDOOR RECESSED FIXED DOWNLIGHT

WET LOCATION - IP66 **LED**

PROJECT	TYPE	CATALOG NUMBER



DOWNLIGHT
- Recessed fixed downlight
- Die-cast aluminum trim
- Powder coat finish

HOUSING
- Extruded aluminum central housing
- Powder coat finish
- Dust and water jet tight sealed
- **Ceiling Cut-Out - Ø4.65"**

LED SOURCE
- Field-changeable optic
- 20W / 1670lm, 80CRI / 3000K

ELECTRICAL
- Remotely installed LED driver included
- Separated primary wiring compartment with power supply
- Double cable entry for through wiring
- Superpure aluminum reflector
- Dimmable

MOUNTING
- Swing out pressure fit mounting clips
- Adjustable up to 1.80" max. ceiling thickness

LABELS
- Suitable for wet location
- IP66 rated

5 YEAR WARRANTY Limited

ORDERING INFO

SERIES	WATTAGE	CRI / COLOR	BEAM	DRIVER	VOLTAGE	FINISH	OPTIONS
5811-1SA-T **BULLET Recessed** Die-Cast Aluminum Trim Fixed Downlight Trimmed Fixture	**20L** 20W LED 1670 lm nom.	**8027** 80CRI / 2700K **8030** 80CRI / 3000K **8035** 80CRI / 3500K **8040** 80CRI / 4000K **9027** 90CRI / 2700K **9030** 90CRI / 3000K **9727** 97CRI / 2700K **9730** 97CRI / 3000K	**N** Narrow 25° **M** Medium 45° **W** Wide 55°	**DM** Dimming Multiple Forward/Reverse (@ 120V only) 0-10V Wires Present (@ 120-277V only **D3** Lutron Hi-lume™* Forward Phase 2 wire 1% (120V only) **DE** Lutron Hi-lume™ EcoSystem™* 1% w/Soft-On, Fade-to-Black™ 1% (120-277V only)	**1** 120V **U** 120-277V	**SS** Silver	**EM** Remotely Mounted Emergency LED Inverter (Field wiring required)

Ordering Example: **5811-1SA-T-20L-8030-M-DM-U-SS**

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We reserve the right to change or withdraw specifications without prior notice.

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Chatsworth CA 91311

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Toll Free: 855-885-1335
Fax: 818-576-1335

www.lfillumination.com
rev: 120419

LF ILLUMINATION

EMERGENCY INVERTERS

LED **ELV** **MLV**

PROJECT	TYPE	CATALOG NUMBER

The emergency inverter provides full power up to its load rating for no less than 90 minutes as prescribed by UL 924 Listed for US and Canada & CSA C22 No. 141 Unit Equipment for Emergency Lighting.

The inverter is installed remotely, behind an access panel or with above ceiling access required (behind grid ceilings are also acceptable). The inverter is not accessible through the fixture opening in the ceiling. The inverters are rated for 120-277V and will work for LED, ELV, MLV, incandescent & fluorescent loads.

The inverter is paired for the connected load wattage of the light source(s).

25W



*If the load rating requirement is 25W (or less) then we recommend **LF #EMREM25***

IOTA #IIS-25-I: http://www.iotaengineering.com/iis25.htm
Instructions: http://iotaengineering.com/Inverter/iis25_manual.pdf
Wiring Diagram: http://iotaengineering.com/diagrams/ad10.pdf

35W



*If the load rating requirement is 25-35W then we recommend **LF #EMREM35***

IOTA #IIS-35-I: http://iotaengineering.com/Inverter/iis35_spec.pdf
Instructions: http://iotaengineering.com/Inverter/iis35_manual.pdf
Wiring Diagram: http://iotaengineering.com/diagrams/ad10.pdf

50W



*If the load rating requirement is 35-50W then we recommend **LF #EMREM50***

IOTA #IIS-50-I: http://iotaengineering.com/Inverter/iis50_spec.pdf
Instructions: http://iotaengineering.com/Inverter/iis50_manual.pdf
Wiring Diagram: http://iotaengineering.com/diagrams/ad10.pdf

Consult LF Illumination for higher wattage inverter offerings.

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CHASE

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06.08.2023

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tap

CHASE BANK

Traffic Impact Study

Germantown, WI

July 2023







Prepared for:

The Architects Partnership, Ltd.

Kimley»Horn

PREPARED BY:

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I hereby certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

Brandon J. Bourdon

Date: 7/17/2023

Brandon J. Bourdon, P.E., PTOE
Wisconsin License No. 38510

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by The Architects Partnership, Ltd to perform a traffic impact study for a proposed bank on the northeast quadrant of the intersection of Appleton Avenue/County Line Road in Germantown, Wisconsin. The proposed bank would occupy a portion of the existing Mills Fleet Farm parking lot. Access to the bank would be provided via the existing driveways along Appleton Avenue (Cornerstone Centre Driveway), and County Line Road (Cornerstone Centre RIRO Driveway and Fleet Farm Driveway). Internal to the parking lot, two full-access driveways would be provided for the proposed bank.

As part of this traffic impact study, existing and future traffic conditions were evaluated for the signalized intersections of Appleton Avenue/County Line Road, and County Line Road/Fleet Farm Driveway. In addition, the unsignalized intersections of Appleton Avenue/Cornerstone Centre Driveway and County Line Road/Cornerstone Centre RIRO Driveway were evaluated.

Based on a review of future traffic conditions, the study intersections are expected to operate with similar levels of delay and queuing as existing conditions. Therefore, site-generated traffic is not expected to materially impact existing traffic conditions. The curb and median proposed along the northeast side of the site are expected to help better delineate proper circulation through the existing Fleet Farm parking lot. The existing RIRO driveway onto County Line Road should be maintained to limit additional traffic circulation near the Fleet Farm fuel pumps. The existing access driveways are projected to operate with acceptable delay and limited queues. A “Do Not Block Driveway” sign should be posted east of the existing RIRO driveway for westbound right-turning traffic along County Line Road.

At the internal site access driveways proposed for the Chase Bank, a single inbound lane and single outbound lane is recommended for the two full-access driveways. Stop control should be posted for outbound traffic at each bank driveway. In addition, onsite wayfinding should be provided to direct motorists to the drive-through ATM. Additional details related to the improvements identified above are provided in the *Recommendations & Conclusions* section of this report.

INTRODUCTION

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by The Architects Partnership, Ltd to perform a traffic impact study for a proposed Chase Bank site, located on the northeast quadrant of the intersection of Appleton Avenue/County Line Road in Germantown, Wisconsin. The proposed development would provide an approximately 3,245 square-foot bank with one drive-through ATM lane.

Existing site access for the Cornerstone Centre and Mills Fleet Farm would be maintained with the development; internal cross-access from the bank parking lot would continue to be provided. Access to the proposed bank would be provided via two full-access driveways to the internal roadway. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1.**

As a part of this study, the existing network was analyzed to determine the current operations at the study intersections. In order to assess the site's impact on the area roadway network, site-generated trips were established and added to background traffic volumes. This report presents and documents Kimley-Horn's data collection, summarizes the evaluation of existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.



Kimley»Horn

EXHIBIT 1
SITE LOCATION MAP

EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic conditions at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions obtained through aerial imagery and publicly available map information.

Area Land Uses & Connectivity

Located on the northeast quadrant of the intersection of County Line Road/Appleton Avenue, the site is currently developed as a portion of the parking lot for the existing Mills Fleet Farm. Commercial development surrounds the site in all directions. Local connectivity is provided by County Line Road to the east and west, and Appleton Avenue to the northwest and southeast. Regional connectivity is provided by Interstate 41 (I-41) to the east of the site. A full interchange with County Line Road is provided approximately one-half mile east of the site.

Existing Roadway Characteristics

A field investigation was conducted within the study area. As a result of this visit, the following information was obtained about the existing roadway network.

Appleton Avenue travels in a northwest-southeast direction along the western boundary of the site. The Wisconsin Department of Transportation (WisDOT) classifies Appleton Avenue as a Principal Arterial roadway. Throughout the study area, Appleton Avenue is a 4-lane divided roadway with channelized turn lanes provided at key intersections. At its signalized intersection with County Line Road, Appleton Avenue provides a dedicated left-turn lane, two dedicated through lanes, and a channelized right-turn lane on the north leg. On the south leg, Appleton Avenue provides a dedicated left-turn lane, two dedicated through lanes, and a dedicated, channelized right-turn lane. The posted speed limit is 35 miles per hour (MPH) through the study area. Appleton Avenue is under WisDOT jurisdiction.

County Line Road travels in an east-west direction along the southern boundary of the site. WisDOT classifies County Line Road as a Principal Arterial roadway. Through the study area, County Line Road is a 4-lane divided roadway with channelized turn lanes provided at key intersections. At its signalized intersection with Appleton Avenue, County Line Road provides a dedicated left-turn lane, two dedicated through lanes, and a dedicated right-turn line on both the east and west legs. The posted speed limit is 35 MPH through the study area. County Line Road is under WisDOT jurisdiction.

Cornerstone Centre Driveway is an access drive to the commercial development wherein the study bank is proposed to be located. It is located on the western frontage of the site and is under private control. At its unsignalized intersection with Appleton Avenue, Cornerstone Centre Driveway provides separate outbound lanes. For the purposes of analysis, a speed limit of 25 MPH was assumed.

Cornerstone Centre RIRO Driveway is an access drive to the commercial development wherein the study bank is proposed to be located. It is located on the southern frontage of the site and is under private control. At its unsignalized intersection with County Line Road, Cornerstone Centre RIRO

Driveway provides right-in/right-out access to the site. For the purposes of analysis, a speed limit of 25 MPH was assumed.

Fleet Farm Driveway is an access drive to the commercial development wherein the study bank is proposed to be located. It is located on the southern frontage of the site and is under private control. At its signalized intersection with County Line Road, Fleet Farm Driveway provides two outbound lanes to the site, assumed to operate as a dedicated left-turn lane and shared through/right lane. For the purposes of analysis, a speed limit of 25 MPH was assumed.

Data Collection

Turning movement count data was collected in June 2023 at the intersections listed below. Counts were conducted on a typical weekday from 7:00 to 9:00AM and 4:00 to 6:00PM in order to capture peak traffic conditions. In addition, counts were conducted from 11:00AM to 1:00PM on a typical Saturday.

- Appleton Avenue / Cornerstone Centre Driveway
- Appleton Avenue / County Line Road
- County Line Road / Cornerstone Centre RIRO Driveway
- County Line Road / Fleet Farm Driveway

The traffic count data indicates that peak traffic volumes occur within the study area on weekdays from 7:45 to 8:45AM and 4:45 to 5:45PM. During the Saturday midday period, the peak hour occurs from 11:00AM to 12:00PM. For purposes of the analysis, the peak hour traffic volumes were rounded to the nearest multiple of five and balanced between intersections. Existing peak hour vehicle traffic volumes are presented in **Exhibit 2**. A summary of the traffic count data is provided in the appendix.

Crash Data Summary

Kimley-Horn obtained crash data from Wisconsin Traffic Operations and Safety Laboratory for the most recent available five years (2018-2022) for Washington County and Waukesha County. All crash data was analyzed within 200-feet of the following intersections: Appleton Avenue/County Line Road, Appleton Avenue/Cornerstone Centre Driveway, and County Line Road/Fleet Farm Driveway. Any crashes at County Line Road/Cornerstone Centre RIRO Driveway were assumed at Appleton Avenue/County Line Road due to the short distance between the access point and the signalized intersection. There were a total of 61 crashes within the project network, with the majority (47 crashes, or 77%) resulting in property damage only, 6 crashes (10%) resulting in minor injuries, and 8 crashes (13%) resulting in possible injuries. There were no fatalities or serious injuries at any of the intersections during the five-year time-period. A summary of crash types and severities by intersection is provided in **Table 1**. A map of the crash locations is included in the appendix.

Table 1. Crash Data Analysis - 2018-2022

Location	No. of Crashes	Severity [B]					Crash Type [D]					Percent During Wet/Icy Conditions
		PD	PI [C]			F	FTR	FTS	NO	SSS	SSO	
			A	B	C							
Intersections - Crashes within 200' of intersection												
Appleton Avenue / Cornerstone Centre Driveway	2	2	-	-	-	-	-	1	-	-	1	50%
Appleton Avenue / County Line Road	43	35	-	3	5	-	21	11	4	7	-	16%
County Line Road / Fleet Farm Driveway	16	10	-	3	3	-	5	10	-	1	-	31%
Total (2018-22)	**61**	**47**	**-**	**6**	**8**	**-**	**26**	**22**	**4**	**8**	**1**	**21%**

[A]Source: Wisconsin Traffic Operations and Safety Laboratory

[B]PD = property damage only; PI = personal injury; F = fatality.

[C]Type A (suspected serious injury); Type B (suspected minor injury); Type C (possible injury).

[D]FTS = front to side; FTR = front to rear; NO = no collision with vehicle in transport; SSS = sideswipe same direction; SSO = sideswipe opposite direction.

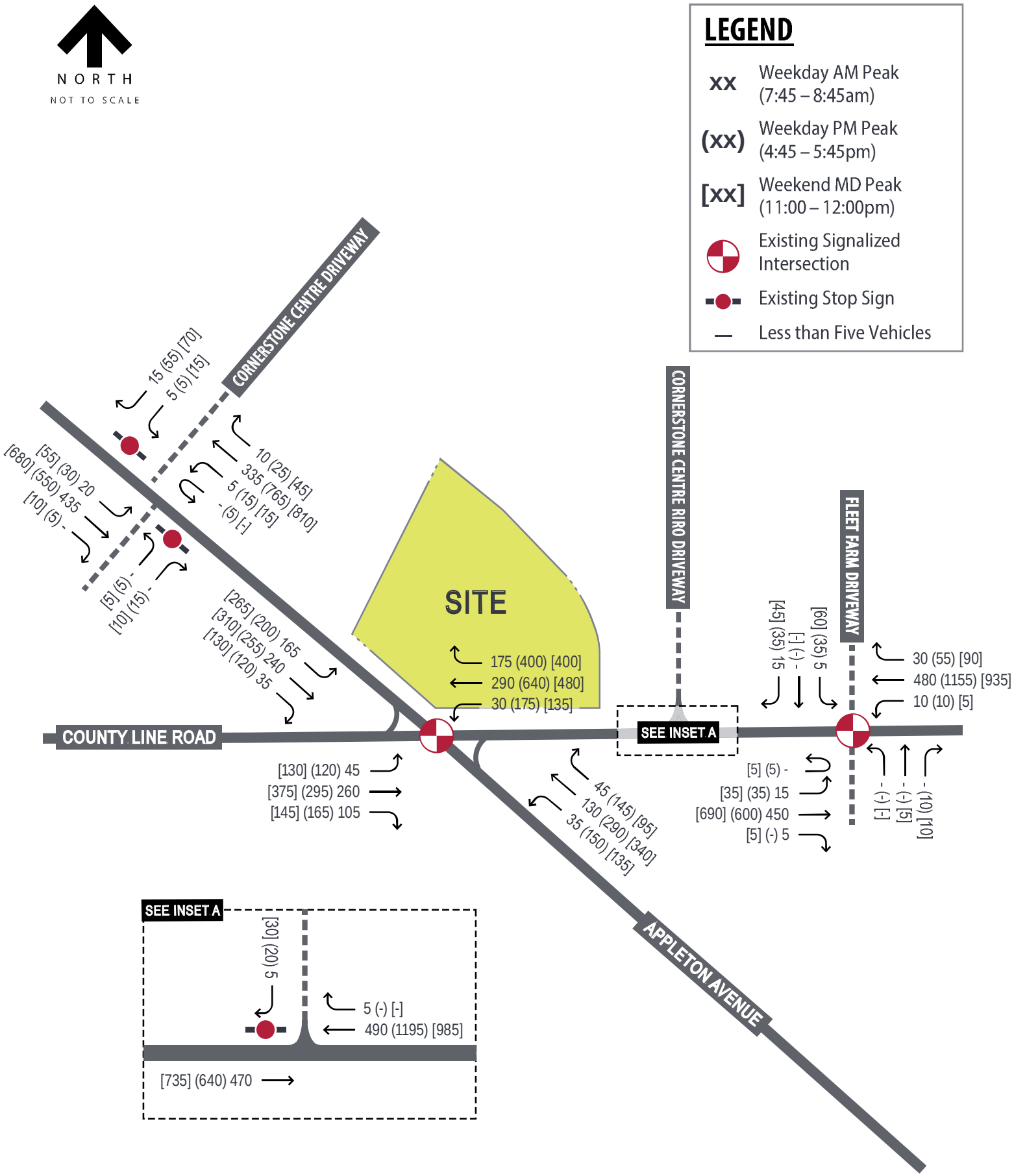

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EXHIBIT 2

EXISTING (2023) TRAFFIC VOLUMES

Existing Capacity Analyses

Per WisDOT standards, Synchro capacity software was used to evaluate existing operational conditions at the study intersections during the weekday and Saturday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2**.

Table 2. Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1] Highway Capacity Manual 6th Edition

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 3**. Because signalized intersections are expected to carry a higher volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 3. Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1] Highway Capacity Manual 6th Edition

[2] All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. In order to evaluate existing traffic operation, signal timings were obtained from the Village of Germantown. It should be noted that the signalized intersections are within an adaptive signal system maintained by WisDOT. The signal timings included in the Synchro analysis represent the baseline timing plans at the intersections; however, timings may vary throughout the day to respond to traffic demands. The results of capacity analysis for existing conditions are summarized in **Table 4**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding LOS. The results presented in Table 4 are based on Synchro's HCM 6th Edition reports.

Table 4. Existing (Year 2023) Levels of Service

Intersection	Weekday				Saturday	
	AM Peak Hour		PM Peak Hour		Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Appleton Avenue / Cornerstone Centre Driveway △						
Eastbound	18	C	17	C	25+	D
Westbound	12	B	14	B	19	C
Northbound (Left)	9	A	9	A	9	A
Southbound (Left)	9	A	10-	A	10+	B
Appleton Avenue / County Line Road ✱						
Eastbound	13	B	17	B	15	B
Westbound	25	C	19	B	18	B
Northbound	38	D	36	D	38	D
Southbound	41	D	43	D	73	E[1]
Intersection	*27*	*C*	*25*	*C*	*32*	*C*
County Line Road / Cornerstone Centre RIRO Driveway △						
Southbound	10-	A	14	B	13	B
County Line Road / Fleet Farm Driveway ✱						
Eastbound	<1	A	2	A	5	A
Westbound	2	A	2	A	4	A
Northbound	46	D	53	D	21	C
Southbound	47	D	55+	E	22	C
Intersection	*2*	*A*	*5*	*A*	*6*	*A*

✱ Signalized Intersection △ Minor-Leg Stop-Controlled Intersection

[1] Left-turn operates at LOS F.

All intersections and approaches operate at LOS C or better under existing conditions with the following exceptions:

At the unsignalized intersection of Appleton Avenue/Cornerstone Centre Driveway the eastbound movement operates at LOS D during the midday peak hour on Saturday. A higher level of delay is expected on minor legs under minor-leg stop control as they wait for gaps when approaching major

roadways like Appleton Avenue. All 95th percentile queues are accommodated within the existing storage lanes.

At the intersection of Appleton Avenue/County Line Road the northbound and southbound approaches operate at LOS D across all peak hours with the exception of the southbound approach which operates at LOS E during the midday peak on Saturday. The capacity analysis results show the southbound left-turn 95th percentile queue is approximately thirteen vehicles (325 feet) during the Saturday midday peak. The queues generally observed in the field were approximately six to eight vehicles. The signal timings may be allocating more green time to the southbound left-turn movement during Saturday, as this is the highest volume of all three peak hours. The existing observed queue, however, is not accommodated within the existing storage and does, at times, spill into the southbound through lane. The southbound left-turn vehicles were observed to all clear the intersection during one signal cycle, using the permissive portion of the left-turn phase. The 95th percentile queue for the westbound right-turn movement is ten vehicles (250 feet) during the morning peak hour and twelve vehicles (300 feet) during the evening and Saturday midday peak hour. This queue extends through the Cornerstone Centre RIRO driveway but does not interfere with the signalized County Line Road/Fleet Farm Driveway. All other 95th percentile queues are accommodated with the existing intersection geometry.

At the intersection of County Line Road/Fleet Farm Driveway the northbound and southbound approaches operate at LOS D or better across all peak periods with one exception. The southbound approach is expected to operate at LOS E during the evening peak hour. Higher levels of delay are attributable to signal priority given to east-west traffic on County Line Road. As a result, long periods of green time are allocated to the east-west through movements, and the minor street approach receives relatively short green times. All 95th percentile queues being accommodated with the existing storage. Longer delay on north and south legs is a result of minor legs meeting a major roadway.

FUTURE CONDITIONS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics & Site Access

The proposed redevelopment would include an approximately 3,245 square-foot bank with one drive-through ATM lane. Existing site access for the overall Cornerstone Centre and Mills Fleet Farm would be maintained with the addition of the proposed development. Internal cross-access would be maintained to facilitate access to the proposed bank. Internal to Cornerstone Centre, access to the proposed bank would be provided via two-full-access driveways. A copy of the site plan is provided in the appendix.

Site Circulation

Per field observations and coordination with Village staff, vehicles driving through the existing Fleet Farm parking lot do not comply with striped drive aisles and markings, especially near the area of the fuel pumps, likely due to a lack of any raised medians anywhere within the parking lot. As part of the site plan, the western portion of the site would provide a raised median and distinct driveways, which will provide clear delineation along the internal parking lot roadway. Due to the circulation in and around the fuel pumps, it is desirable to limit bank customers from needing to exit at the signalized Fleet Farm access driveway. The existing RIRO driveway to County Line Road immediately east of the proposed bank would need to be maintained.

Trip Generation

In order to calculate trips generated by the proposed bank, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Trip generation rates for ITE Land Use Code (LUC) 912, Drive-in Bank, are shown in **Table 5**. The data provided for the variable (unit) per 1,000 square feet of gross floor area was selected as it provides the most conservative estimate of site-generated trips. A copy of the ITE data is provided in the appendix.

Table 5. ITE Trip Generation Data

ITE Land Use	Unit	Weekday			Saturday
		Daily	AM Peak Hour	PM Peak Hour	Midday Peak Hour
Drive-in Bank (LUC 912)	Per 1,000 sq. ft.	100.35X 50% in / 50% out	9.95X 58% in / 42% out	21.01X 50% in / 50% out	26.35X 51% in / 49% out

For the purpose of this study, site-generated trips are expected to exhibit multiple routing patterns when traveling to and from the subject site, as described below:

- **Pass-by** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. Data in the ITE Trip Generation Manual, 11th Edition, indicates that pass-by trips for a Drive-In Bank (LUC 912) account for 29 percent of trips in the morning peak hour, 35 percent of trips during the evening peak hour, and 38 percent of trips during the Saturday peak hour.

- **Primary Trips** – Vehicles that travel to the subject redevelopment and then return directly to their place of origin are called "primary trips." Primary trips reflect new traffic volumes generated by the proposed redevelopment that would approach and depart on the same route. Trips to/from the site that are not pass-by trips are expected to be primary trips.

Per these assumptions, site-generated traffic projections are presented in **Table 6**.

Table 6. Site-Generated Traffic Projections

Land Use	Size	Weekday							Saturday		
		Daily	AM Peak			PM Peak			Midday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Drive-in Bank	3,245 sq. ft.	330	20	15	35	35	35	70	45	40	85
Less Pass-by Trips[1]		*-100*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*	*-15*	*-15*	*-30*
Total New Trips to the Study Area		230	15	10	25	25	25	50	30	25	55

[1]Pass-by trips were applied at a rate of 29 percent during the morning peak hour, 35 percent during the evening peak hour, and 38 percent during the Saturday peak hour, based on data provided in the ITE Trip Generation Manual, 11th Edition.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions estimated for primary trips are outlined in **Table 7.**

Table 7. Estimated Trip Distribution

Traveling to/from:	Primary Trips	Pass-by Trips
North on Appleton Avenue	25%	-
South on Appleton Avenue	20%	30%
East on County Line Road	35%	70%
West on County Line Road	20%	-
Total	100%	100%

Pass-by trips are expected to travel to and from the site in a manner that is proportional to existing travel patterns. Pass-by trip distribution estimates account for the expectation that site trips are likely to travel westbound along County Line Road and northbound along Appleton Avenue. Based on the preceding trip distribution assumptions, the site trip assignments for primary trips and pass-by trips are illustrated on **Exhibits 3 and 4,** respectively. Total site trip assignment is depicted in **Exhibit 5**.

Future Build Traffic Projections

The proposed redevelopment is expected to be constructed by Year 2024. Total traffic projections for Year 2024 were calculated by adding site trips (Exhibit 5) to Existing (2023) Traffic Volumes (Exhibit 2). Traffic projections for the Year 2024 future build scenario are illustrated in **Exhibit 6**.

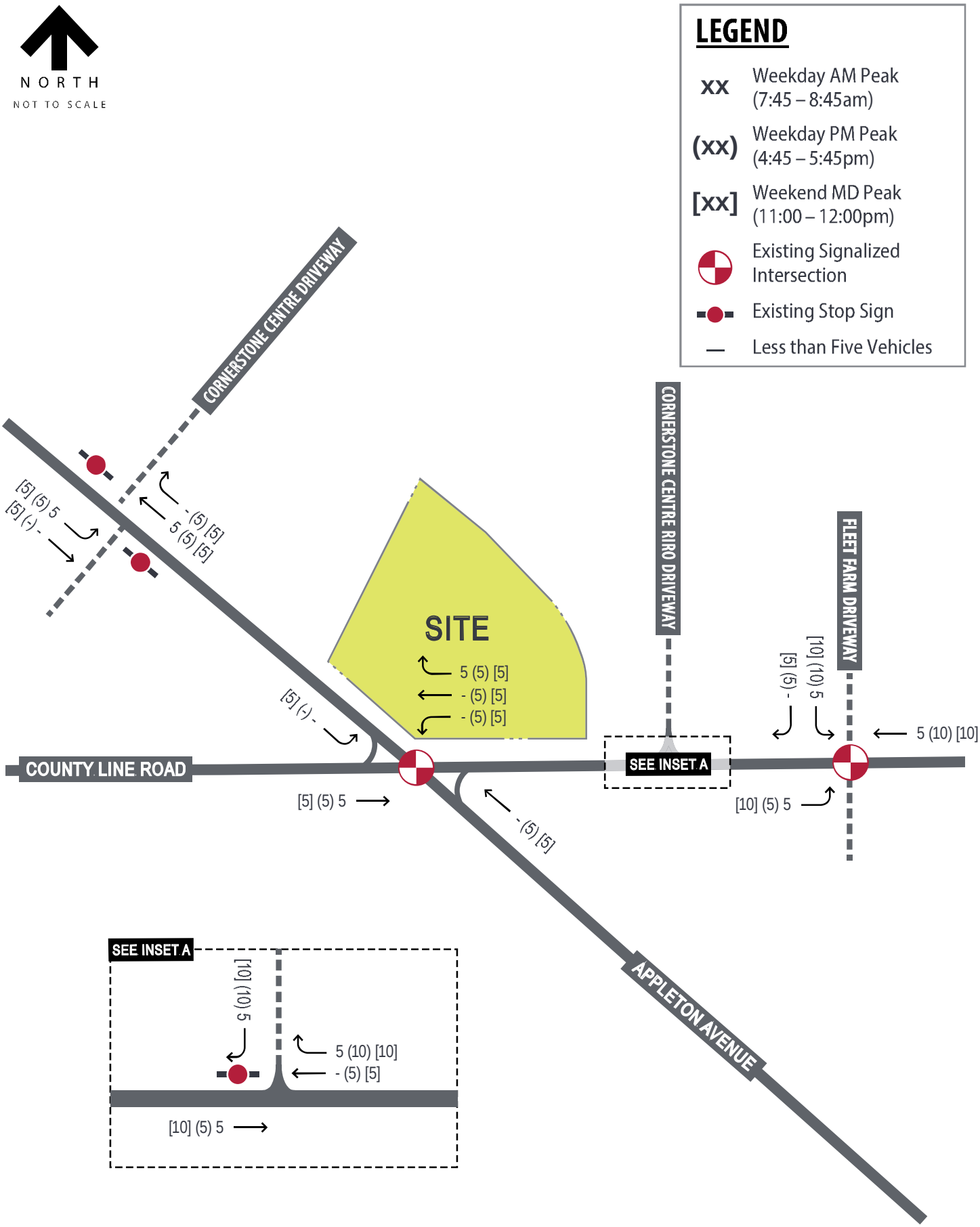

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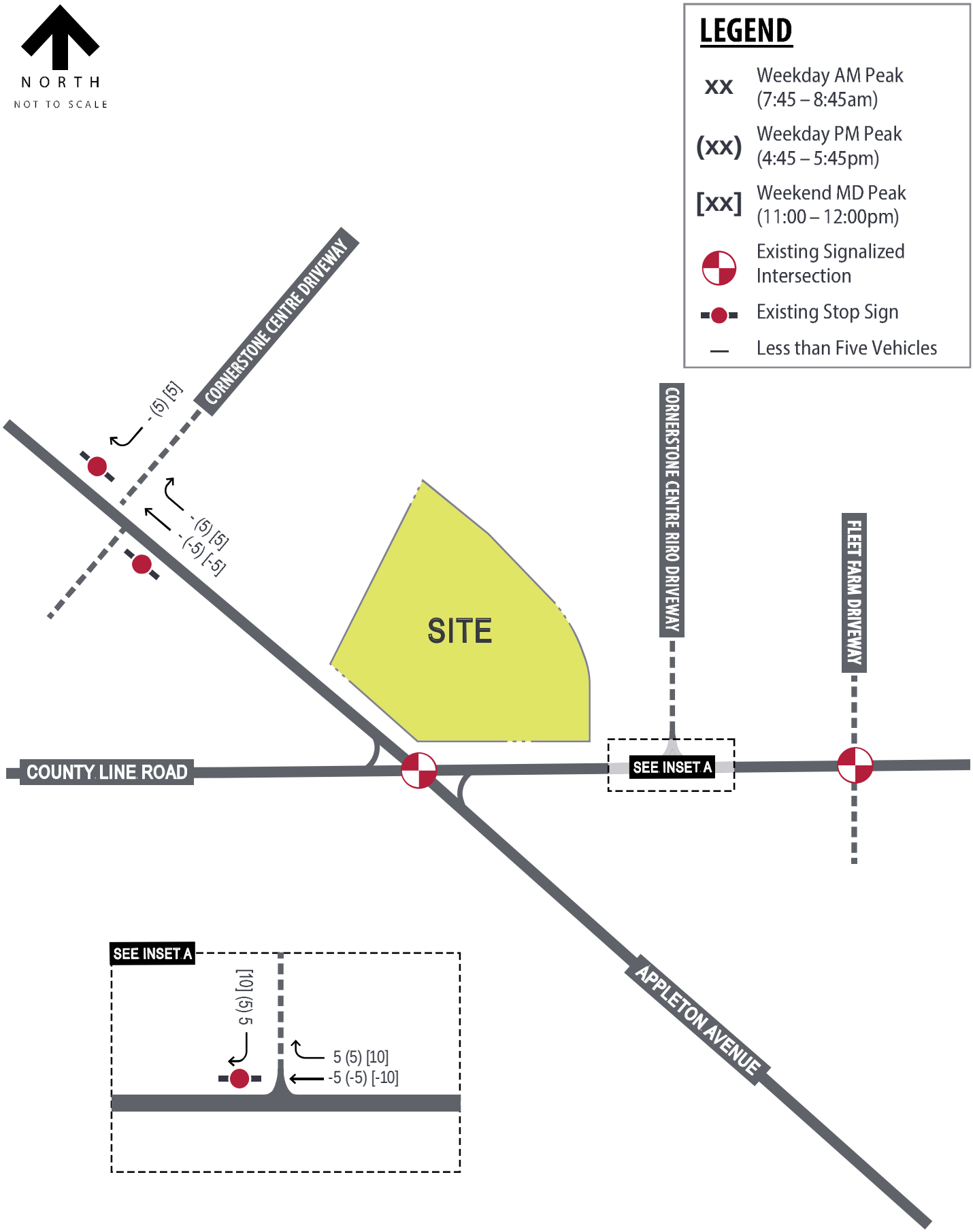
EXHIBIT 3

SITE TRIP ASSIGNMENT - PRIMARY



Kimley»Horn

EXHIBIT 4

SITE TRIP ASSIGNMENT - PASS-BY

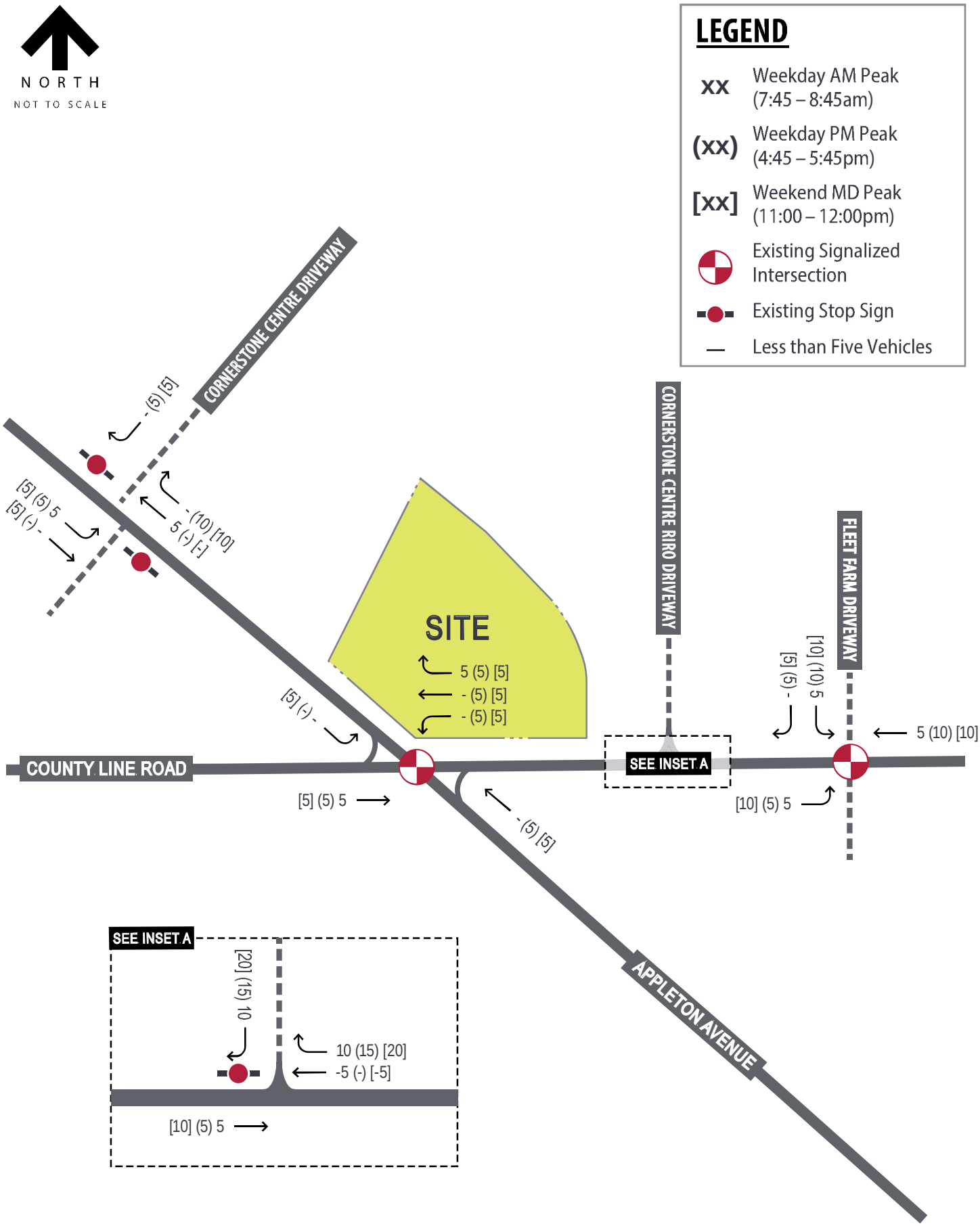


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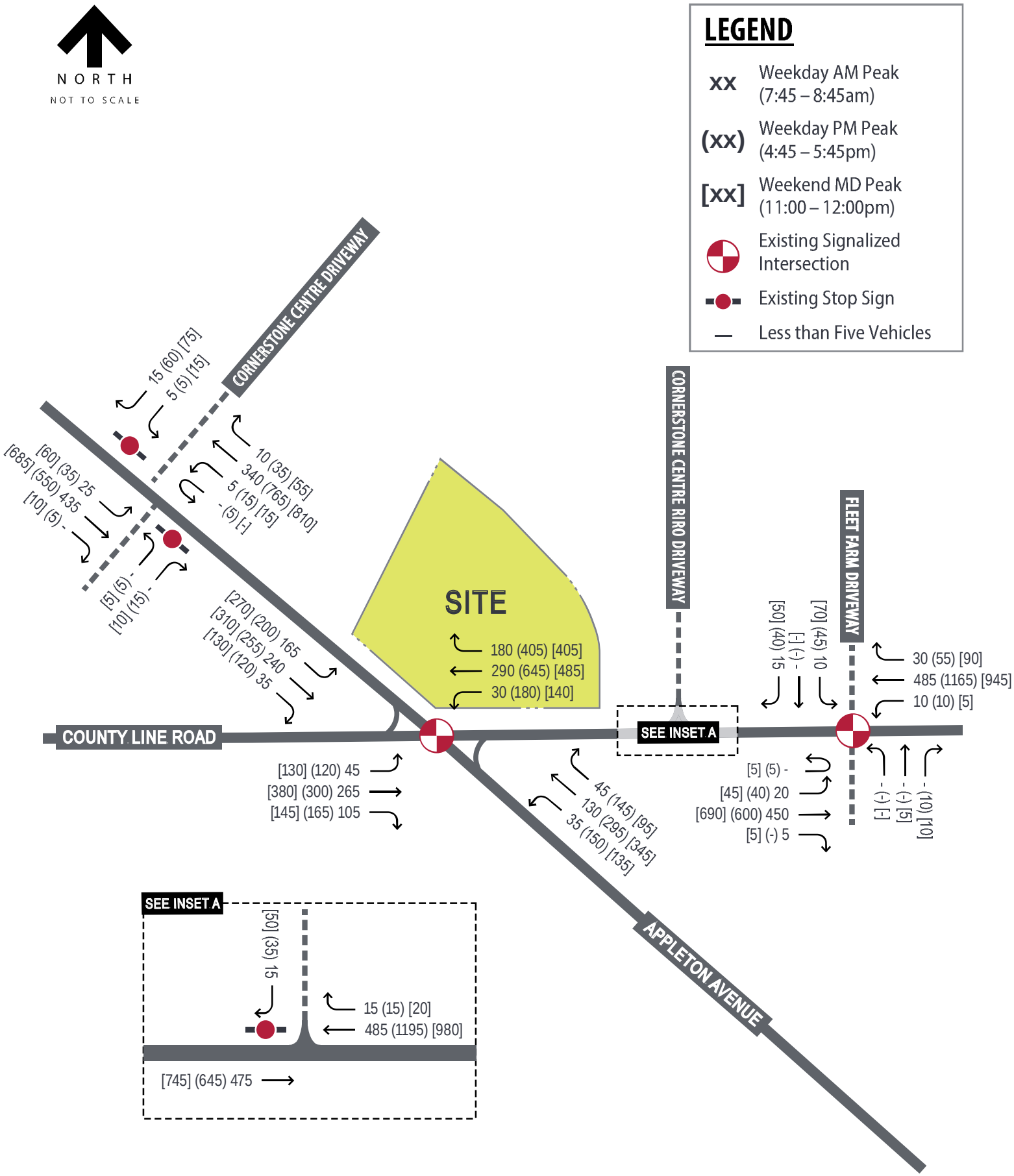
EXHIBIT 5

SITE TRIP ASSIGNMENT - TOTAL



Kimley»Horn

EXHIBIT 6

FUTURE BUILD (2024) TRAFFIC PROJECTIONS

Future Capacity Analysis

Based on the assumptions applied to the traffic projections for the future build scenario, future capacity results are provided in **Table 8**. The results are based on Synchro's HCM 6th Edition reports Additional capacity analysis details are included in the appendix.

Table 8. Future (Year 2024) Build Levels of Service

Intersection	Weekday				Saturday	
	AM Peak Hour		PM Peak Hour		Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Appleton Avenue / Cornerstone Centre Driveway △						
Eastbound	18	C	18	C	26	D
Westbound	12	B	15+	C	21	C
Northbound (Left)	9	A	9	A	9	A
Southbound (Left)	9	A	10-	A	10+	B
Appleton Avenue / County Line Road ★						
Eastbound	13	B	17	B	15	B
Westbound	25	C	19	B	18	B
Northbound	38	D	36	D	39	D
Southbound	41	D	43	D	73	E[1]
Intersection	*27*	*C*	*25*	*C*	*33*	*C*
County Line Road / Cornerstone Centre RIRO Driveway △						
Southbound	10-	A	14	B	13	B
County Line Road / Fleet Farm Driveway ★						
Eastbound	<1	A	2	A	5	A
Westbound	2	A	3	A	5	A
Northbound	45	D	53	D	21	C
Southbound	47	D	55+	E	22	C
Intersection	*2*	*A*	*5*	*A*	*6*	*A*

★ Signalized Intersection △ Minor-Leg Stop-Controlled Intersection

1 Left-turn operates at LOS F.

With the addition of site-generated traffic, the study intersections are expected to operate similar to existing conditions with one exception. At the intersection of Appleton Avenue/Cornerstone Centre Driveway, the westbound movement operates at LOS C during the evening peak hour (compared to LOS B under existing conditions). The addition of site-generated traffic is not expected to materially change queues at the study intersections. At the intersection of Appleton Avenue/County Line Road, the 95th percentile queues for the southbound left-turn movement is expected to be approximately 13 vehicles during the Saturday peak hour, equivalent to existing conditions. The projected 95th percentile queue for the westbound right-turn movement is expected to be approximately 12 vehicles during the evening and Saturday peak hours, also equivalent to existing conditions. A review of potential signal improvements indicates that the implementation of an overlap phase for the westbound right-turn movement would help alleviate a portion of the queuing at this movement.

The southbound right-turn at the County Line Road/Cornerstone Centre RIRO Driveway is expected to operate well at LOS B or better during all three peak hours. The 95th percentile queue at this movement is expected to less than one vehicle during all peak hours.

RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, site-generated traffic is not expected to materially impact operations at the study intersections. The following recommendations should be implemented with the development:

- Install a "Do Not Block Driveway" sign east of the existing RIRO driveway for westbound right-turning traffic along County Line Road
- Provide a single inbound lane and a single outbound lane at the two full-access internal driveways.
- Install minor-leg stop control for outbound traffic at the internal site access driveways.
- Consider onsite wayfinding to direct motorists to the dedicated drive-through ATM lanes.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject redevelopment. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing Traffic Signal Timings

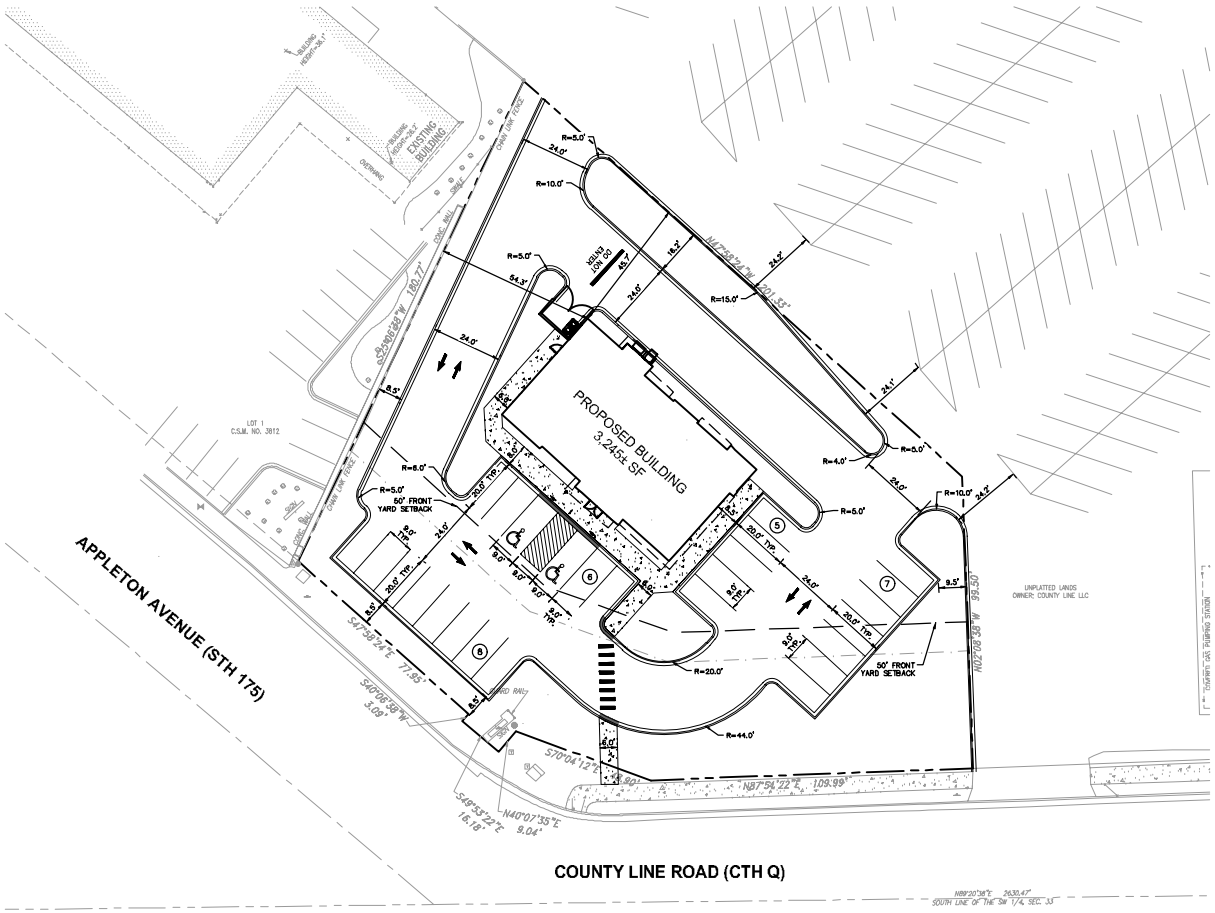
Existing Capacity Reports

Crash Location Map

Data from the ITE Trip Generation Manual, 11th Edition

Future Build Capacity Reports

CONCEPTUAL SITE PLAN



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

DIGGERS HOTLINE

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES REQUIRED (1 SPACE PER 200 SF + 1 SPACE PER 2 EMPLOYEES)	
3,245 SF / 200 SF	= 16 SPACES
APPROX. 20 EMPLOYEES / 2	= 10 SPACES
TOTAL REQUIRED PARKING SPACES	= 26 SPACES
PARKING SPACES PROVIDED	= 24 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL PARKING SPACES PROVIDED	= 28 SPACES

No.	REVISIONS	DATE	BY

Kimley»Horn

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4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: ####
DRAWN BY: ####
CHECKED BY: ####

CHASE

SITE PLAN

CHASE BANK
N96 W18200 COUNTY LINE RD
GERMANTOWN, WI 53022

ORIGINAL ISSUE: 07/07/23
KHA PROJECT NO. 190041021
SHEET NUMBER
C3.0

TRAFFIC COUNT DATA

1_Appleton Avenue / Cornerstone Centre Drive... - TMC

Tue Jun 27, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084141, Location: 43.192921, -88.137817

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Cornerstone Centre Driveway						Westbound Cornerstone Centre Driveway						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 7:45AM	0	0	1	0	**1**	0	0	0	1	0	**1**	0	2	83	1	0	**86**	0	5	187	0	0	**192**	0	**280**
8:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	1	1	91	5	1	**98**	0	4	103	0	0	**107**	0	**206**
8:15AM	0	0	0	0	**0**	0	2	0	6	0	**8**	0	2	79	1	1	**83**	0	8	75	0	0	**83**	0	**174**
8:30AM	1	0	0	0	**1**	0	1	0	7	0	**8**	0	2	98	2	0	**102**	0	5	70	2	0	**77**	0	**188**
Total	1	0	1	0	**2**	0	3	0	15	0	**18**	1	7	351	9	2	**369**	0	22	435	2	0	**459**	0	**848**
% Approach	50.0%	0%	50.0%	0%	**-**	-	16.7%	0%	83.3%	0%	**-**	-	1.9%	95.1%	2.4%	0.5%	**-**	-	4.8%	94.8%	0.4%	0%	**-**	-	-
% Total	0.1%	0%	0.1%	0%	**0.2%**	-	0.4%	0%	1.8%	0%	**2.1%**	-	0.8%	41.4%	1.1%	0.2%	**43.5%**	-	2.6%	51.3%	0.2%	0%	**54.1%**	-	-
PHF	0.250	-	0.250	-	**0.500**	-	0.375	-	0.536	-	**0.563**	-	0.875	0.895	0.450	0.500	**0.904**	-	0.688	0.582	0.250	-	**0.598**	-	0.757
Lights	1	0	1	0	**2**	-	3	0	14	0	**17**	-	7	330	8	2	**347**	-	20	412	2	0	**434**	-	800
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	93.3%	0%	**94.4%**	-	100%	94.0%	88.9%	100%	**94.0%**	-	90.9%	94.7%	100%	0%	**94.6%**	-	94.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	2	7	0	0	**9**	-	14
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.4%**	-	9.1%	1.6%	0%	0%	**2.0%**	-	1.7%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	16	1	0	**17**	-	0	16	0	0	**16**	-	34
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	6.7%	0%	**5.6%**	-	0%	4.6%	11.1%	0%	**4.6%**	-	0%	3.7%	0%	0%	**3.5%**	-	4.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1_Appleton Avenue / Cornerstone Centre Drive... - TMC

Tue Jun 27, 2023
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084141, Location: 43.192921, -88.137817

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Cornerstone Centre Driveway						Westbound Cornerstone Centre Driveway						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 4:45PM	3	0	4	0	**7**	0	1	0	12	0	**13**	1	5	189	4	1	**199**	0	8	164	2	2	**176**	0	**395**
5:00PM	1	0	6	0	**7**	0	0	2	12	0	**14**	0	5	194	12	0	**211**	0	8	114	1	0	**123**	0	**355**
5:15PM	0	0	3	0	**3**	0	3	0	15	0	**18**	0	2	189	5	3	**199**	0	6	148	0	0	**154**	0	**374**
5:30PM	0	0	1	0	**1**	0	3	0	15	0	**18**	0	2	210	2	0	**214**	0	6	123	0	0	**129**	0	**362**
Total	4	0	14	0	**18**	0	7	2	54	0	**63**	1	14	782	23	4	**823**	0	28	549	3	2	**582**	0	**1486**
% Approach	22.2%	0%	77.8%	0%	**-**	-	11.1%	3.2%	85.7%	0%	**-**	-	1.7%	95.0%	2.8%	0.5%	**-**	-	4.8%	94.3%	0.5%	0.3%	**-**	-	**-**
% Total	0.3%	0%	0.9%	0%	**1.2%**	-	0.5%	0.1%	3.6%	0%	**4.2%**	-	0.9%	52.6%	1.5%	0.3%	**55.4%**	-	1.9%	36.9%	0.2%	0.1%	**39.2%**	-	**-**
PHF	0.333	-	0.583	-	**0.643**	-	0.583	0.250	0.900	-	**0.875**	-	0.700	0.931	0.479	0.333	**0.961**	-	0.875	0.840	0.375	0.250	**0.830**	-	0.942
Lights	4	0	14	0	**18**	-	7	2	54	0	**63**	-	14	776	23	4	**817**	-	28	545	3	2	**578**	-	1476
% Lights	100%	0%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.2%	100%	100%	**99.3%**	-	100%	99.3%	100%	100%	**99.3%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1_Appleton Avenue / Cornerstone Centre Drive... - TMC

Sat Jun 24, 2023
Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084145, Location: 43.192921, -88.137817

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Cornerstone Centre Driveway						Westbound Cornerstone Centre Driveway						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	2	0	3	0	**5**	0	5	0	14	0	**19**	0	6	225	9	0	**240**	0	10	163	3	1	**177**	0	**441**
11:15AM	0	0	7	0	**7**	0	6	0	20	0	**26**	0	4	196	7	0	**207**	0	22	198	1	1	**222**	0	**462**
11:30AM	2	0	2	0	**4**	0	4	0	23	0	**27**	0	5	225	12	1	**243**	0	14	150	3	0	**167**	0	**441**
11:45AM	0	0	0	0	**0**	0	2	0	13	0	**15**	0	1	192	18	1	**212**	0	8	171	2	0	**181**	0	**408**
Total	4	0	12	0	**16**	0	17	0	70	0	**87**	0	16	838	46	2	**902**	0	54	682	9	2	**747**	0	**1752**
% Approach	25.0%	0%	75.0%	0%	**-**	-	19.5%	0%	80.5%	0%	**-**	-	1.8%	92.9%	5.1%	0.2%	**-**	-	7.2%	91.3%	1.2%	0.3%	**-**	-	-
% Total	0.2%	0%	0.7%	0%	**0.9%**	-	1.0%	0%	4.0%	0%	**5.0%**	-	0.9%	47.8%	2.6%	0.1%	**51.5%**	-	3.1%	38.9%	0.5%	0.1%	**42.6%**	-	-
PHF	0.500	-	0.429	-	**0.571**	-	0.708	-	0.761	-	**0.806**	-	0.667	0.931	0.639	0.500	**0.928**	-	0.614	0.859	0.750	0.500	**0.839**	-	0.947
Lights	4	0	12	0	**16**	-	17	0	70	0	**87**	-	16	837	46	2	**901**	-	54	679	9	2	**744**	-	1748
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	99.9%	100%	100%	**99.9%**	-	100%	99.6%	100%	100%	**99.6%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1_Appleton Avenue / Cornerstone Centre Drive... - TMC

Tue Jun 27, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084141, Location: 43.192921, -88.137817

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Cornerstone Centre Driveway						Westbound Cornerstone Centre Driveway						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-06-27 7:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	2	47	2	0	**51**	0	4	47	0	0	**51**	0	**102**
7:15AM	0	0	0	0	**0**	0	0	0	7	0	**7**	0	0	69	0	0	**69**	0	3	94	0	0	**97**	0	**173**
7:30AM	0	0	0	0	**0**	0	0	0	3	0	**3**	1	1	81	2	0	**84**	0	2	175	0	0	**177**	0	**264**
7:45AM	0	0	1	0	**1**	0	0	0	1	0	**1**	0	2	83	1	0	**86**	0	5	187	0	0	**192**	0	**280**
Hourly Total	0	0	1	0	**1**	0	0	0	11	0	**11**	1	5	280	5	0	**290**	0	14	503	0	0	**517**	0	**819**
8:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	1	1	91	5	1	**98**	0	4	103	0	0	**107**	0	**206**
8:15AM	0	0	0	0	**0**	0	2	0	6	0	**8**	0	2	79	1	1	**83**	0	8	75	0	0	**83**	0	**174**
8:30AM	1	0	0	0	**1**	0	1	0	7	0	**8**	0	2	98	2	0	**102**	0	5	70	2	0	**77**	0	**188**
8:45AM	1	0	3	0	**4**	0	3	0	3	0	**6**	0	2	81	1	0	**84**	0	4	73	1	0	**78**	0	**172**
Hourly Total	2	0	3	0	**5**	0	6	0	17	0	**23**	1	7	349	9	2	**367**	0	21	321	3	0	**345**	0	**740**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	1	0	1	0	**2**	0	4	1	16	0	**21**	0	2	203	2	0	**207**	0	7	150	0	0	**157**	0	**387**
4:15PM	1	0	5	0	**6**	0	2	0	10	0	**12**	0	4	176	5	1	**186**	0	4	161	3	0	**168**	0	**372**
4:30PM	2	0	7	0	**9**	0	0	0	9	0	**9**	0	2	188	4	1	**195**	0	4	133	2	0	**139**	0	**352**
4:45PM	3	0	4	0	**7**	0	1	0	12	0	**13**	1	5	189	4	1	**199**	0	8	164	2	2	**176**	0	**395**
Hourly Total	7	0	17	0	**24**	0	7	1	47	0	**55**	1	13	756	15	3	**787**	0	23	608	7	2	**640**	0	**1506**
5:00PM	1	0	6	0	**7**	0	0	2	12	0	**14**	0	5	194	12	0	**211**	0	8	114	1	0	**123**	0	**355**
5:15PM	0	0	3	0	**3**	0	3	0	15	0	**18**	0	2	189	5	3	**199**	0	6	148	0	0	**154**	0	**374**
5:30PM	0	0	1	0	**1**	0	3	0	15	0	**18**	0	2	210	2	0	**214**	0	6	123	0	0	**129**	0	**362**
5:45PM	0	0	1	0	**1**	0	1	0	9	0	**10**	0	6	178	6	1	**191**	0	2	126	0	0	**128**	0	**330**
Hourly Total	1	0	11	0	**12**	0	7	2	51	0	**60**	0	15	771	25	4	**815**	0	22	511	1	0	**534**	0	**1421**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	10	0	32	0	**42**	0	20	3	126	0	**149**	3	40	2156	54	9	**2259**	0	80	1943	11	2	**2036**	0	**4486**
% Approach	23.8%	0%	76.2%	0%	**-**	-	13.4%	2.0%	84.6%	0%	**-**	-	1.8%	95.4%	2.4%	0.4%	**-**	-	3.9%	95.4%	0.5%	0.1%	**-**	-	-
% Total	0.2%	0%	0.7%	0%	**0.9%**	-	0.4%	0.1%	2.8%	0%	**3.3%**	-	0.9%	48.1%	1.2%	0.2%	**50.4%**	-	1.8%	43.3%	0.2%	0%	**45.4%**	-	-
Lights	10	0	31	0	**41**	-	18	3	123	0	**144**	-	40	2115	52	9	**2216**	-	77	1899	11	2	**1989**	-	4390
% Lights	100%	0%	96.9%	0%	**97.6%**	-	90.0%	100%	97.6%	0%	**96.6%**	-	100%	98.1%	96.3%	100%	**98.1%**	-	96.3%	97.7%	100%	100%	**97.7%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	16	1	0	**17**	-	2	12	0	0	**14**	-	33
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	10.0%	0%	0%	0%	**1.3%**	-	0%	0.7%	1.9%	0%	**0.8%**	-	2.5%	0.6%	0%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	3	0	**3**	-	0	24	1	0	**25**	-	1	31	0	0	**32**	-	61
% Buses and Single-Unit Trucks	0%	0%	3.1%	0%	**2.4%**	-	0%	0%	2.4%	0%	**2.0%**	-	0%	1.1%	1.9%	0%	**1.1%**	-	1.3%	1.6%	0%	0%	**1.6%**	-	1.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1_Appleton Avenue / Cornerstone Centre Drive... - TMC

Sat Jun 24, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084145, Location: 43.192921, -88.137817

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Cornerstone Centre Driveway						Westbound Cornerstone Centre Driveway						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	2	0	3	0	**5**	0	5	0	14	0	**19**	0	6	225	9	0	**240**	0	10	163	3	1	**177**	0	**441**
11:15AM	0	0	7	0	**7**	0	6	0	20	0	**26**	0	4	196	7	0	**207**	0	22	198	1	1	**222**	0	**462**
11:30AM	2	0	2	0	**4**	0	4	0	23	0	**27**	0	5	225	12	1	**243**	0	14	150	3	0	**167**	0	**441**
11:45AM	0	0	0	0	**0**	0	2	0	13	0	**15**	0	1	192	18	1	**212**	0	8	171	2	0	**181**	0	**408**
Hourly Total	4	0	12	0	**16**	0	17	0	70	0	**87**	0	16	838	46	2	**902**	0	54	682	9	2	**747**	0	**1752**
12:00PM	1	0	5	0	**6**	0	2	0	15	0	**17**	0	4	224	7	0	**235**	0	9	137	1	1	**148**	0	**406**
12:15PM	3	0	2	0	**5**	0	3	0	17	0	**20**	0	1	218	14	1	**234**	0	10	147	0	0	**157**	0	**416**
12:30PM	0	0	1	0	**1**	0	2	1	17	0	**20**	0	1	222	9	1	**233**	0	6	173	1	1	**181**	0	**435**
12:45PM	1	0	4	0	**5**	0	3	1	18	0	**22**	0	3	205	12	1	**221**	0	7	157	1	1	**166**	0	**414**
Hourly Total	5	0	12	0	**17**	0	10	2	67	0	**79**	0	9	869	42	3	**923**	0	32	614	3	3	**652**	0	**1671**
1:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	9	0	24	0	**33**	0	27	2	137	0	**166**	0	25	1707	88	5	**1825**	0	86	1296	12	5	**1399**	0	**3423**
% Approach	27.3%	0%	72.7%	0%	**-**	-	16.3%	1.2%	82.5%	0%	**-**	-	1.4%	93.5%	4.8%	0.3%	**-**	-	6.1%	92.6%	0.9%	0.4%	**-**	-	**-**
% Total	0.3%	0%	0.7%	0%	**1.0%**	-	0.8%	0.1%	4.0%	0%	**4.8%**	-	0.7%	49.9%	2.6%	0.1%	**53.3%**	-	2.5%	37.9%	0.4%	0.1%	**40.9%**	-	**-**
Lights	9	0	24	0	**33**	-	27	2	137	0	**166**	-	25	1704	88	5	**1822**	-	86	1293	12	5	**1396**	-	3417
% Lights	100%	0%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.8%	100%	100%	**99.8%**	-	100%	99.8%	100%	100%	**99.8%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2_Appleton Avenue / County Line Road - TMC

Tue Jun 27, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084142, Location: 43.191955, -88.136358

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound						Westbound County Line Road Westbound						Northbound Appleton Ave Northbound						Southbound Appleton Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 7:45AM	6	83	36	0	**125**	0	8	67	38	0	**113**	0	10	43	13	0	**66**	0	74	122	11	0	**207**	0	**511**
8:00AM	12	58	18	0	**88**	0	6	63	52	0	**121**	0	8	27	3	0	**38**	0	37	59	7	0	**103**	0	**350**
8:15AM	15	55	32	0	**102**	0	2	63	38	0	**103**	0	5	22	15	0	**42**	0	32	34	8	0	**74**	0	**321**
8:30AM	10	66	21	0	**97**	0	15	63	48	0	**126**	0	12	37	10	0	**59**	0	20	37	11	0	**68**	0	**350**
Total	43	262	107	0	**412**	0	31	256	176	0	**463**	0	35	129	41	0	**205**	0	163	252	37	0	**452**	0	**1532**
% Approach	10.4%	63.6%	26.0%	0%	**-**	-	6.7%	55.3%	38.0%	0%	**-**	-	17.1%	62.9%	20.0%	0%	**-**	-	36.1%	55.8%	8.2%	0%	**-**	-	-
% Total	2.8%	17.1%	7.0%	0%	**26.9%**	-	2.0%	16.7%	11.5%	0%	**30.2%**	-	2.3%	8.4%	2.7%	0%	**13.4%**	-	10.6%	16.4%	2.4%	0%	**29.5%**	-	-
PHF	0.717	0.789	0.743	-	**0.824**	-	0.517	0.955	0.846	-	**0.919**	-	0.729	0.750	0.683	-	**0.777**	-	0.551	0.516	0.841	-	**0.546**	-	0.750
Lights	42	237	105	0	**384**	-	30	210	164	0	**404**	-	33	122	38	0	**193**	-	154	242	34	0	**430**	-	1411
% Lights	97.7%	90.5%	98.1%	0%	**93.2%**	-	96.8%	82.0%	93.2%	0%	**87.3%**	-	94.3%	94.6%	92.7%	0%	**94.1%**	-	94.5%	96.0%	91.9%	0%	**95.1%**	-	92.1%
Articulated Trucks	0	7	1	0	**8**	-	0	8	4	0	**12**	-	1	0	2	0	**3**	-	2	7	0	0	**9**	-	32
% Articulated Trucks	0%	2.7%	0.9%	0%	**1.9%**	-	0%	3.1%	2.3%	0%	**2.6%**	-	2.9%	0%	4.9%	0%	**1.5%**	-	1.2%	2.8%	0%	0%	**2.0%**	-	2.1%
Buses and Single-Unit Trucks	1	18	1	0	**20**	-	1	38	8	0	**47**	-	1	7	1	0	**9**	-	7	3	3	0	**13**	-	89
% Buses and Single-Unit Trucks	2.3%	6.9%	0.9%	0%	**4.9%**	-	3.2%	14.8%	4.5%	0%	**10.2%**	-	2.9%	5.4%	2.4%	0%	**4.4%**	-	4.3%	1.2%	8.1%	0%	**2.9%**	-	5.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2_Appleton Avenue / County Line Road - TMC

Tue Jun 27, 2023
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084142, Location: 43.191955, -88.136358

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound						Westbound County Line Road Westbound						Northbound Appleton Ave Northbound						Southbound Appleton Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 4:45PM	31	84	31	0	**146**	1	52	159	100	0	**311**	0	40	72	42	0	**154**	0	47	89	37	0	**173**	0	**784**
5:00PM	38	59	35	0	**132**	0	44	166	91	0	**301**	0	35	82	45	0	**162**	0	46	60	23	0	**129**	0	**724**
5:15PM	24	90	48	0	**162**	0	44	152	97	0	**293**	0	35	66	46	0	**147**	0	56	76	27	0	**159**	0	**761**
5:30PM	28	63	50	0	**141**	0	36	121	111	0	**268**	0	39	68	27	0	**134**	0	49	54	31	0	**134**	0	**677**
Total	121	296	164	0	**581**	1	176	598	399	0	**1173**	0	149	288	160	0	**597**	0	198	279	118	0	**595**	0	**2946**
% Approach	20.8%	50.9%	28.2%	0%	**-**	-	15.0%	51.0%	34.0%	0%	**-**	-	25.0%	48.2%	26.8%	0%	**-**	-	33.3%	46.9%	19.8%	0%	**-**	-	-
% Total	4.1%	10.0%	5.6%	0%	**19.7%**	-	6.0%	20.3%	13.5%	0%	**39.8%**	-	5.1%	9.8%	5.4%	0%	**20.3%**	-	6.7%	9.5%	4.0%	0%	**20.2%**	-	-
PHF	0.796	0.822	0.820	-	**0.897**	-	0.846	0.901	0.899	-	**0.943**	-	0.931	0.878	0.870	-	**0.921**	-	0.884	0.784	0.797	-	**0.860**	-	0.939
Lights	121	291	163	0	**575**	-	176	587	396	0	**1159**	-	149	286	158	0	**593**	-	195	279	117	0	**591**	-	2918
% Lights	100%	98.3%	99.4%	0%	**99.0%**	-	100%	98.2%	99.2%	0%	**98.8%**	-	100%	99.3%	98.8%	0%	**99.3%**	-	98.5%	100%	99.2%	0%	**99.3%**	-	99.0%
Articulated Trucks	0	2	0	0	**2**	-	0	2	1	0	**3**	-	0	1	1	0	**2**	-	1	0	1	0	**2**	-	9
% Articulated Trucks	0%	0.7%	0%	0%	**0.3%**	-	0%	0.3%	0.3%	0%	**0.3%**	-	0%	0.3%	0.6%	0%	**0.3%**	-	0.5%	0%	0.8%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	3	1	0	**4**	-	0	9	2	0	**11**	-	0	1	1	0	**2**	-	2	0	0	0	**2**	-	19
% Buses and Single-Unit Trucks	0%	1.0%	0.6%	0%	**0.7%**	-	0%	1.5%	0.5%	0%	**0.9%**	-	0%	0.3%	0.6%	0%	**0.3%**	-	1.0%	0%	0%	0%	**0.3%**	-	0.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2_Appleton Avenue / County Line Road - TMC

Sat Jun 24, 2023
Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084146, Location: 43.191955, -88.136358

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound						Westbound County Line Road Westbound						Northbound Appleton Ave Northbound						Southbound Appleton Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	34	85	34	0	**153**	0	29	120	97	0	**246**	0	44	102	25	0	**171**	0	59	87	32	0	**178**	0	**748**
11:15AM	37	105	37	0	**179**	0	43	124	90	0	**257**	0	35	77	25	0	**137**	0	71	97	45	0	**213**	0	**786**
11:30AM	32	100	35	0	**167**	0	32	125	109	0	**266**	0	31	83	23	0	**137**	0	60	68	26	0	**154**	0	**724**
11:45AM	26	85	40	0	**151**	0	29	97	103	0	**229**	0	23	77	27	0	**127**	0	73	90	25	0	**188**	0	**695**
Total	129	375	146	0	**650**	0	133	466	399	0	**998**	0	133	339	100	0	**572**	0	263	342	128	0	**733**	0	**2953**
% Approach	19.8%	57.7%	22.5%	0%	**-**	-	13.3%	46.7%	40.0%	0%	**-**	-	23.3%	59.3%	17.5%	0%	**-**	-	35.9%	46.7%	17.5%	0%	**-**	-	-
% Total	4.4%	12.7%	4.9%	0%	**22.0%**	-	4.5%	15.8%	13.5%	0%	**33.8%**	-	4.5%	11.5%	3.4%	0%	**19.4%**	-	8.9%	11.6%	4.3%	0%	**24.8%**	-	-
PHF	0.872	0.893	0.913	-	**0.908**	-	0.773	0.932	0.915	-	**0.938**	-	0.756	0.831	0.926	-	**0.836**	-	0.901	0.881	0.711	-	**0.860**	-	0.939
Lights	128	373	146	0	**647**	-	133	461	398	0	**992**	-	132	339	100	0	**571**	-	263	342	127	0	**732**	-	2942
% Lights	99.2%	99.5%	100%	0%	**99.5%**	-	100%	98.9%	99.7%	0%	**99.4%**	-	99.2%	100%	100%	0%	**99.8%**	-	100%	100%	99.2%	0%	**99.9%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	2	0	0	**3**	-	0	5	1	0	**6**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	11
% Buses and Single-Unit Trucks	0.8%	0.5%	0%	0%	**0.5%**	-	0%	1.1%	0.3%	0%	**0.6%**	-	0.8%	0%	0%	0%	**0.2%**	-	0%	0%	0.8%	0%	**0.1%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2_Appleton Avenue / County Line Road - TMC

Tue Jun 27, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084142, Location: 43.191955, -88.136358

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-06-27 7:00AM	5	86	13	0	**104**	0	9	42	17	0	**68**	0	3	28	4	0	**35**	0	18	17	8	0	**43**	0	**250**
7:15AM	6	69	24	0	**99**	0	20	48	34	0	**102**	0	6	24	6	0	**36**	0	30	48	5	0	**83**	0	**320**
7:30AM	6	70	44	0	**120**	0	19	61	42	0	**122**	0	6	34	6	0	**46**	0	41	115	8	0	**164**	0	**452**
7:45AM	6	83	36	0	**125**	0	8	67	38	0	**113**	0	10	43	13	0	**66**	0	74	122	11	0	**207**	0	**511**
Hourly Total	23	308	117	0	**448**	0	56	218	131	0	**405**	0	25	129	29	0	**183**	0	163	302	32	0	**497**	0	**1533**
8:00AM	12	58	18	0	**88**	0	6	63	52	0	**121**	0	8	27	3	0	**38**	0	37	59	7	0	**103**	0	**350**
8:15AM	15	55	32	0	**102**	0	2	63	38	0	**103**	0	5	22	15	0	**42**	0	32	34	8	0	**74**	0	**321**
8:30AM	10	66	21	0	**97**	0	15	63	48	0	**126**	0	12	37	10	0	**59**	0	20	37	11	0	**68**	0	**350**
8:45AM	10	58	20	1	**89**	0	8	61	37	0	**106**	0	10	33	12	0	**55**	0	20	50	8	0	**78**	0	**328**
Hourly Total	47	237	91	1	**376**	0	31	250	175	0	**456**	0	35	119	40	0	**194**	0	109	180	34	0	**323**	0	**1349**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	32	60	43	0	**135**	0	39	143	101	0	**283**	0	37	80	27	0	**144**	0	58	65	35	0	**158**	0	**720**
4:15PM	29	60	30	0	**119**	0	35	123	79	0	**237**	0	24	72	21	0	**117**	0	58	84	30	0	**172**	0	**645**
4:30PM	20	81	41	0	**142**	0	31	148	105	0	**284**	0	37	65	2	0	**104**	0	52	70	20	0	**142**	0	**672**
4:45PM	31	84	31	0	**146**	1	52	159	100	0	**311**	0	40	72	42	0	**154**	0	47	89	37	0	**173**	0	**784**
Hourly Total	112	285	145	0	**542**	1	157	573	385	0	**1115**	0	138	289	92	0	**519**	0	215	308	122	0	**645**	0	**2821**
5:00PM	38	59	35	0	**132**	0	44	166	91	0	**301**	0	35	82	45	0	**162**	0	46	60	23	0	**129**	0	**724**
5:15PM	24	90	48	0	**162**	0	44	152	97	0	**293**	0	35	66	46	0	**147**	0	56	76	27	0	**159**	0	**761**
5:30PM	28	63	50	0	**141**	0	36	121	111	0	**268**	0	39	68	27	0	**134**	0	49	54	31	0	**134**	0	**677**
5:45PM	32	70	31	0	**133**	0	43	118	95	0	**256**	0	38	65	34	0	**137**	0	43	54	33	0	**130**	0	**656**
Hourly Total	122	282	164	0	**568**	0	167	557	394	0	**1118**	0	147	281	152	0	**580**	0	194	244	114	0	**552**	0	**2818**
6:00PM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	304	1113	517	1	**1935**	1	411	1598	1085	0	**3094**	0	345	818	313	0	**1476**	0	681	1034	302	0	**2017**	0	**8522**
% Approach	15.7%	57.5%	26.7%	0.1%	**-**	-	13.3%	51.6%	35.1%	0%	**-**	-	23.4%	55.4%	21.2%	0%	**-**	-	33.8%	51.3%	15.0%	0%	**-**	-	-
% Total	3.6%	13.1%	6.1%	0%	**22.7%**	-	4.8%	18.8%	12.7%	0%	**36.3%**	-	4.0%	9.6%	3.7%	0%	**17.3%**	-	8.0%	12.1%	3.5%	0%	**23.7%**	-	-
Lights	303	1068	504	1	**1876**	-	403	1515	1059	0	**2977**	-	340	804	308	0	**1452**	-	663	1013	294	0	**1970**	-	8275
% Lights	99.7%	96.0%	97.5%	100%	**97.0%**	-	98.1%	94.8%	97.6%	0%	**96.2%**	-	98.6%	98.3%	98.4%	0%	**98.4%**	-	97.4%	98.0%	97.4%	0%	**97.7%**	-	97.1%
Articulated Trucks	0	15	4	0	**19**	-	6	11	12	0	**29**	-	1	2	3	0	**6**	-	5	10	2	0	**17**	-	71
% Articulated Trucks	0%	1.3%	0.8%	0%	**1.0%**	-	1.5%	0.7%	1.1%	0%	**0.9%**	-	0.3%	0.2%	1.0%	0%	**0.4%**	-	0.7%	1.0%	0.7%	0%	**0.8%**	-	0.8%
Buses and Single-Unit Trucks	1	30	9	0	**40**	-	2	72	14	0	**88**	-	4	11	2	0	**17**	-	13	11	6	0	**30**	-	175
% Buses and Single-Unit Trucks	0.3%	2.7%	1.7%	0%	**2.1%**	-	0.5%	4.5%	1.3%	0%	**2.8%**	-	1.2%	1.3%	0.6%	0%	**1.2%**	-	1.9%	1.1%	2.0%	0%	**1.5%**	-	2.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2_Appleton Avenue / County Line Road - TMC

Sat Jun 24, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084146, Location: 43.191955, -88.136358

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Appleton Ave						Southbound Appleton Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	34	85	34	0	**153**	0	29	120	97	0	**246**	0	44	102	25	0	**171**	0	59	87	32	0	**178**	0	**748**
11:15AM	37	105	37	0	**179**	0	43	124	90	0	**257**	0	35	77	25	0	**137**	0	71	97	45	0	**213**	0	**786**
11:30AM	32	100	35	0	**167**	0	32	125	109	0	**266**	0	31	83	23	0	**137**	0	60	68	26	0	**154**	0	**724**
11:45AM	26	85	40	0	**151**	0	29	97	103	0	**229**	0	23	77	27	0	**127**	0	73	90	25	0	**188**	0	**695**
Hourly Total	129	375	146	0	**650**	0	133	466	399	0	**998**	0	133	339	100	0	**572**	0	263	342	128	0	**733**	0	**2953**
12:00PM	31	99	53	0	**183**	0	39	120	103	0	**262**	0	28	88	19	1	**136**	1	56	70	25	0	**151**	0	**732**
12:15PM	33	87	41	0	**161**	0	27	111	118	0	**256**	0	34	70	38	0	**142**	0	52	75	29	0	**156**	0	**715**
12:30PM	39	90	43	0	**172**	0	34	92	105	0	**231**	0	40	78	29	0	**147**	0	57	86	38	0	**181**	0	**731**
12:45PM	32	97	57	0	**186**	0	31	119	95	0	**245**	0	27	84	32	0	**143**	0	57	74	34	0	**165**	0	**739**
Hourly Total	135	373	194	0	**702**	0	131	442	421	0	**994**	0	129	320	118	1	**568**	1	222	305	126	0	**653**	0	**2917**
Total	264	748	340	0	**1352**	0	264	908	820	0	**1992**	0	262	659	218	1	**1140**	1	485	647	254	0	**1386**	0	**5870**
% Approach	19.5%	55.3%	25.1%	0%	**-**	-	13.3%	45.6%	41.2%	0%	**-**	-	23.0%	57.8%	19.1%	0.1%	**-**	-	35.0%	46.7%	18.3%	0%	**-**	-	**-**
% Total	4.5%	12.7%	5.8%	0%	**23.0%**	-	4.5%	15.5%	14.0%	0%	**33.9%**	-	4.5%	11.2%	3.7%	0%	**19.4%**	-	8.3%	11.0%	4.3%	0%	**23.6%**	-	**-**
Lights	261	745	339	0	**1345**	-	263	901	819	0	**1983**	-	261	659	218	1	**1139**	-	485	647	253	0	**1385**	-	5852
% Lights	98.9%	99.6%	99.7%	0%	**99.5%**	-	99.6%	99.2%	99.9%	0%	**99.5%**	-	99.6%	100%	100%	100%	**99.9%**	-	100%	100%	99.6%	0%	**99.9%**	-	99.7%
Articulated Trucks	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0.4%	0%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	3	1	0	**6**	-	1	6	1	0	**8**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	16
% Buses and Single-Unit Trucks	0.8%	0.4%	0.3%	0%	**0.4%**	-	0.4%	0.7%	0.1%	0%	**0.4%**	-	0.4%	0%	0%	0%	**0.1%**	-	0%	0%	0.4%	0%	**0.1%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3_County Line Road / Cornerstone Centre RIRO... - TMC

Tue Jun 27, 2023
AM Peak, Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084143, Location: 43.191987, -88.135677

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound					Westbound County Line Road Westbound					Southbound Cornerstone Centre RIRO Driveway Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-06-27 7:45AM	0	0	0	**0**	0	132	2	0	**134**	0	0	2	0	**2**	0	**136**
8:00AM	0	0	0	**0**	0	133	1	0	**134**	0	0	1	0	**1**	0	**135**
8:15AM	0	0	0	**0**	0	123	0	0	**123**	0	0	0	0	**0**	1	**123**
8:30AM	0	0	0	**0**	0	139	0	0	**139**	0	0	3	0	**3**	0	**142**
Total	0	0	0	**0**	0	527	3	0	**530**	0	0	6	0	**6**	1	**536**
% Approach	0%	0%	0%	**-**	-	99.4%	0.6%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	0%	0%	0%	**0%**	-	98.3%	0.6%	0%	**98.9%**	-	0%	1.1%	0%	**1.1%**	-	**-**
PHF	-	-	-	**-**	-	0.948	0.375	-	**0.953**	-	-	0.500	-	**0.500**	-	0.944
Lights	0	0	0	**0**	-	466	3	0	**469**	-	0	6	0	**6**	-	475
% Lights	0%	0%	0%	**-**	-	88.4%	100%	0%	**88.5%**	-	0%	100%	0%	**100%**	-	88.6%
Articulated Trucks	0	0	0	**0**	-	11	0	0	**11**	-	0	0	0	**0**	-	11
% Articulated Trucks	0%	0%	0%	**-**	-	2.1%	0%	0%	**2.1%**	-	0%	0%	0%	**0%**	-	2.1%
Buses and Single-Unit Trucks	0	0	0	**0**	-	50	0	0	**50**	-	0	0	0	**0**	-	50
% Buses and Single-Unit Trucks	0%	0%	0%	**-**	-	9.5%	0%	0%	**9.4%**	-	0%	0%	0%	**0%**	-	9.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3_County Line Road / Cornerstone Centre RIRO... - TMC

Tue Jun 27, 2023
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084143, Location: 43.191987, -88.135677

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound					Westbound County Line Road Westbound					Southbound Cornerstone Centre RIRO Driveway Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-06-27 4:45PM	0	0	0	**0**	0	317	1	0	**318**	0	0	3	0	**3**	0	**321**
5:00PM	0	0	0	**0**	0	311	0	0	**311**	0	0	9	0	**9**	0	**320**
5:15PM	0	0	0	**0**	0	318	1	0	**319**	0	0	4	0	**4**	0	**323**
5:30PM	0	0	0	**0**	0	283	0	0	**283**	0	0	4	0	**4**	0	**287**
Total	0	0	0	**0**	0	1229	2	0	**1231**	0	0	20	0	**20**	0	**1251**
% Approach	0%	0%	0%	**-**	-	99.8%	0.2%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	0%	0%	0%	**0%**	-	98.2%	0.2%	0%	**98.4%**	-	0%	1.6%	0%	**1.6%**	-	**-**
PHF	-	-	-	**-**	-	0.966	0.500	-	**0.965**	-	-	0.556	-	**0.556**	-	0.968
Lights	0	0	0	**0**	-	1217	2	0	**1219**	-	0	20	0	**20**	-	1239
% Lights	0%	0%	0%	**-**	-	99.0%	100%	0%	**99.0%**	-	0%	100%	0%	**100%**	-	99.0%
Articulated Trucks	0	0	0	**0**	-	2	0	0	**2**	-	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	**-**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	**0**	-	10	0	0	**10**	-	0	0	0	**0**	-	10
% Buses and Single-Unit Trucks	0%	0%	0%	**-**	-	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.8%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3_County Line Road / Cornerstone Centre RIRO... - TMC

Sat Jun 24, 2023
Forced Peak (11 AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084147, Location: 43.191987, -88.135677

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound		Westbound County Line Road Westbound				Southbound Cornerstone Centre RIRO Driveway Southbound				
Time	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	**0**	0	246	0	**246**	0	5	0	**5**	0	**251**
11:15AM	**0**	0	257	1	**258**	0	7	0	**7**	0	**265**
11:30AM	**0**	0	261	0	**261**	0	10	0	**10**	0	**271**
11:45AM	**0**	0	236	0	**236**	0	8	0	**8**	0	**244**
Total	**0**	0	1000	1	**1001**	0	30	0	**30**	0	**1031**
% Approach	**-**	-	99.9%	0.1%	**-**	-	100%	0%	**-**	-	**-**
% Total	**0%**	-	97.0%	0.1%	**97.1%**	-	2.9%	0%	**2.9%**	-	**-**
PHF	**-**	-	0.958	0.250	**0.959**	-	0.750	-	**0.750**	-	0.951
Lights	**0**	-	994	0	**994**	-	30	0	**30**	-	1024
% Lights	**-**	-	99.4%	0%	**99.3%**	-	100%	0%	**100%**	-	99.3%
Articulated Trucks	**0**	-	1	1	**2**	-	0	0	**0**	-	2
% Articulated Trucks	**-**	-	0.1%	100%	**0.2%**	-	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	**0**	-	5	0	**5**	-	0	0	**0**	-	5
% Buses and Single-Unit Trucks	**-**	-	0.5%	0%	**0.5%**	-	0%	0%	**0%**	-	0.5%
Bicycles on Road	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Bicycles on Road	**-**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Pedestrians	-	0	-	-	-	0	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

3_County Line Road / Cornerstone Centre RIRO... - TMC

Tue Jun 27, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084143, Location: 43.191987, -88.135677

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound					Westbound County Line Road Westbound					Southbound Cornerstone Centre RIRO Driveway Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-06-27 7:00AM	0	0	0	**0**	0	86	0	0	**86**	0	0	0	0	**0**	0	**86**
7:15AM	0	0	0	**0**	0	123	0	0	**123**	0	0	0	0	**0**	0	**123**
7:30AM	0	0	0	**0**	0	133	1	0	**134**	0	0	4	0	**4**	1	**138**
7:45AM	0	0	0	**0**	0	132	2	0	**134**	0	0	2	0	**2**	0	**136**
Hourly Total	0	0	0	**0**	0	474	3	0	**477**	0	0	6	0	**6**	1	**483**
8:00AM	0	0	0	**0**	0	133	1	0	**134**	0	0	1	0	**1**	0	**135**
8:15AM	0	0	0	**0**	0	123	0	0	**123**	0	0	0	0	**0**	1	**123**
8:30AM	0	0	0	**0**	0	139	0	0	**139**	0	0	3	0	**3**	0	**142**
8:45AM	0	0	0	**0**	0	113	1	0	**114**	0	0	7	0	**7**	0	**121**
Hourly Total	0	0	0	**0**	0	508	2	0	**510**	0	0	11	0	**11**	1	**521**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:00PM	0	0	0	**0**	0	302	1	0	**303**	0	0	6	0	**6**	0	**309**
4:15PM	0	0	0	**0**	0	248	0	0	**248**	0	0	5	0	**5**	0	**253**
4:30PM	0	0	0	**0**	0	293	0	0	**293**	0	0	3	0	**3**	0	**296**
4:45PM	0	0	0	**0**	0	317	1	0	**318**	0	0	3	0	**3**	0	**321**
Hourly Total	0	0	0	**0**	0	1160	2	0	**1162**	0	0	17	0	**17**	0	**1179**
5:00PM	0	0	0	**0**	0	311	0	0	**311**	0	0	9	0	**9**	0	**320**
5:15PM	0	0	0	**0**	0	318	1	0	**319**	0	0	4	0	**4**	0	**323**
5:30PM	0	0	0	**0**	0	283	0	0	**283**	0	0	4	0	**4**	0	**287**
5:45PM	0	0	0	**0**	0	259	0	0	**259**	0	0	4	0	**4**	0	**263**
Hourly Total	0	0	0	**0**	0	1171	1	0	**1172**	0	0	21	0	**21**	0	**1193**
6:00PM	0	0	0	**0**	0	3	0	0	**3**	0	0	0	0	**0**	0	**3**
Hourly Total	0	0	0	**0**	0	3	0	0	**3**	0	0	0	0	**0**	0	**3**
Total	0	0	0	**0**	0	3316	8	0	**3324**	0	0	55	0	**55**	2	**3379**
% Approach	0%	0%	0%	**-**	-	99.8%	0.2%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	0%	0%	0%	**0%**	-	98.1%	0.2%	0%	**98.4%**	-	0%	1.6%	0%	**1.6%**	-	-
Lights	0	0	0	**0**	-	3196	8	0	**3204**	-	0	55	0	**55**	-	3259
% Lights	0%	0%	0%	**-**	-	96.4%	100%	0%	**96.4%**	-	0%	100%	0%	**100%**	-	96.4%
Articulated Trucks	0	0	0	**0**	-	29	0	0	**29**	-	0	0	0	**0**	-	29
% Articulated Trucks	0%	0%	0%	**-**	-	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	0	0	0	**0**	-	91	0	0	**91**	-	0	0	0	**0**	-	91
% Buses and Single-Unit Trucks	0%	0%	0%	**-**	-	2.7%	0%	0%	**2.7%**	-	0%	0%	0%	**0%**	-	2.7%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3_County Line Road / Cornerstone Centre RIRO... - TMC

Sat Jun 24, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084147, Location: 43.191987, -88.135677

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound County Line Road Eastbound		Westbound County Line Road Westbound				Southbound Cornerstone Centre RIRO Driveway Southbound				
Time	**App**	Ped*	T	R	**App**	Ped*	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	**0**	0	246	0	**246**	0	5	0	**5**	0	**251**
11:15AM	**0**	0	257	1	**258**	0	7	0	**7**	0	**265**
11:30AM	**0**	0	261	0	**261**	0	10	0	**10**	0	**271**
11:45AM	**0**	0	236	0	**236**	0	8	0	**8**	0	**244**
Hourly Total	**0**	0	1000	1	**1001**	0	30	0	**30**	0	**1031**
12:00PM	**0**	0	268	1	**269**	0	8	0	**8**	0	**277**
12:15PM	**0**	0	255	3	**258**	0	6	0	**6**	0	**264**
12:30PM	**0**	0	247	0	**247**	0	5	0	**5**	0	**252**
12:45PM	**0**	0	255	1	**256**	0	7	0	**7**	0	**263**
Hourly Total	**0**	0	1025	5	**1030**	0	26	0	**26**	0	**1056**
1:00PM	**0**	0	1	0	**1**	0	0	0	**0**	0	**1**
Hourly Total	**0**	0	1	0	**1**	0	0	0	**0**	0	**1**
Total	**0**	0	2026	6	**2032**	0	56	0	**56**	0	**2088**
% Approach	**-**	-	99.7%	0.3%	**-**	-	100%	0%	**-**	-	-
% Total	**0%**	-	97.0%	0.3%	**97.3%**	-	2.7%	0%	**2.7%**	-	-
Lights	**0**	-	2017	4	**2021**	-	56	0	**56**	-	2077
% Lights	**-**	-	99.6%	66.7%	**99.5%**	-	100%	0%	**100%**	-	99.5%
Articulated Trucks	**0**	-	2	2	**4**	-	0	0	**0**	-	4
% Articulated Trucks	**-**	-	0.1%	33.3%	**0.2%**	-	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	**0**	-	7	0	**7**	-	0	0	**0**	-	7
% Buses and Single-Unit Trucks	**-**	-	0.3%	0%	**0.3%**	-	0%	0%	**0%**	-	0.3%
Bicycles on Road	**0**	-	0	0	**0**	-	0	0	**0**	-	0
% Bicycles on Road	**-**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0%
Pedestrians	-	0	-	-	-	0	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. R: Right, T: Thru, U: U-Turn

4_County Line Road / Fleet Farm Driveway - TMC

Tue Jun 27, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084144, Location: 43.191989, -88.134733

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Fleet Farm Driveway						Southbound Fleet Farm Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 7:45AM	3	172	1	0	**176**	0	1	131	7	1	**140**	0	0	0	0	0	**0**	0	0	0	2	0	**2**	0	**318**
8:00AM	0	99	2	0	**101**	0	2	130	6	0	**138**	0	1	0	0	0	**1**	0	1	0	3	0	**4**	0	**244**
8:15AM	6	95	0	0	**101**	0	3	114	6	0	**123**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	1	**227**
8:30AM	7	86	0	1	**94**	0	3	139	11	0	**153**	0	0	0	1	0	**1**	0	3	0	7	0	**10**	0	**258**
Total	16	452	3	1	**472**	0	9	514	30	1	**554**	0	1	0	1	0	**2**	0	6	0	13	0	**19**	1	**1047**
% Approach	3.4%	95.8%	0.6%	0.2%	**-**	-	1.6%	92.8%	5.4%	0.2%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	31.6%	0%	68.4%	0%	**-**	-	-
% Total	1.5%	43.2%	0.3%	0.1%	**45.1%**	-	0.9%	49.1%	2.9%	0.1%	**52.9%**	-	0.1%	0%	0.1%	0%	**0.2%**	-	0.6%	0%	1.2%	0%	**1.8%**	-	-
PHF	0.571	0.657	0.375	0.250	**0.670**	-	0.750	0.924	0.682	0.250	**0.905**	-	0.250	-	0.250	-	**0.500**	-	0.500	-	0.464	-	**0.475**	-	0.823
Lights	16	416	3	0	**435**	-	9	457	30	1	**497**	-	1	0	1	0	**2**	-	6	0	12	0	**18**	-	952
% Lights	100%	92.0%	100%	0%	**92.2%**	-	100%	88.9%	100%	100%	**89.7%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	92.3%	0%	**94.7%**	-	90.9%
Articulated Trucks	0	9	0	0	**9**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	21
% Articulated Trucks	0%	2.0%	0%	0%	**1.9%**	-	0%	2.1%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	7.7%	0%	**5.3%**	-	2.0%
Buses and Single-Unit Trucks	0	27	0	1	**28**	-	0	46	0	0	**46**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	74
% Buses and Single-Unit Trucks	0%	6.0%	0%	100%	**5.9%**	-	0%	8.9%	0%	0%	**8.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	7.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 100%		-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4_County Line Road / Fleet Farm Driveway - TMC

Tue Jun 27, 2023
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084144, Location: 43.191989, -88.134733

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Fleet Farm Driveway						Southbound Fleet Farm Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 4:45PM	12	157	0	2	**171**	0	5	299	13	0	**317**	0	0	0	2	0	**2**	1	12	0	4	0	**16**	0	**506**
5:00PM	5	144	0	0	**149**	0	2	304	14	0	**320**	0	0	0	5	0	**5**	0	9	0	8	0	**17**	0	**491**
5:15PM	14	168	1	0	**183**	0	1	308	12	0	**321**	0	1	0	2	0	**3**	0	9	0	16	0	**25**	0	**532**
5:30PM	6	131	1	1	**139**	0	0	274	16	0	**290**	0	1	0	2	0	**3**	0	5	0	8	0	**13**	0	**445**
Total	37	600	2	3	**642**	0	8	1185	55	0	**1248**	0	2	0	11	0	**13**	1	35	0	36	0	**71**	0	**1974**
% Approach	5.8%	93.5%	0.3%	0.5%	**-**	-	0.6%	95.0%	4.4%	0%	**-**	-	15.4%	0%	84.6%	0%	**-**	-	49.3%	0%	50.7%	0%	**-**	-	**-**
% Total	1.9%	30.4%	0.1%	0.2%	**32.5%**	-	0.4%	60.0%	2.8%	0%	**63.2%**	-	0.1%	0%	0.6%	0%	**0.7%**	-	1.8%	0%	1.8%	0%	**3.6%**	-	**-**
PHF	0.661	0.893	0.500	0.375	**0.877**	-	0.400	0.962	0.859	-	**0.972**	-	0.500	-	0.550	-	**0.650**	-	0.729	-	0.563	-	**0.710**	-	0.928
Lights	37	589	2	3	**631**	-	8	1171	55	0	**1234**	-	2	0	11	0	**13**	-	35	0	36	0	**71**	-	1949
% Lights	100%	98.2%	100%	100%	**98.3%**	-	100%	98.8%	100%	0%	**98.9%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	98.7%
Articulated Trucks	0	7	0	0	**7**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	10
% Articulated Trucks	0%	1.2%	0%	0%	**1.1%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	0	4	0	0	**4**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	15
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4_County Line Road / Fleet Farm Driveway - TMC

Sat Jun 24, 2023
Forced Peak (11 AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084148, Location: 43.191989, -88.134733

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Fleet Farm Driveway						Southbound Fleet Farm Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	4	166	0	0	**170**	0	1	236	30	0	**267**	0	0	1	3	0	**4**	0	15	0	13	0	**28**	1	**469**
11:15AM	11	186	1	1	**199**	0	0	252	22	0	**274**	0	0	1	1	0	**2**	0	8	0	10	0	**18**	0	**493**
11:30AM	12	168	1	1	**182**	0	3	253	14	0	**270**	0	1	0	1	0	**2**	0	20	0	10	0	**30**	0	**484**
11:45AM	8	174	2	3	**187**	0	2	222	26	0	**250**	0	1	1	4	0	**6**	0	18	0	13	0	**31**	0	**474**
Total	35	694	4	5	**738**	0	6	963	92	0	**1061**	0	2	3	9	0	**14**	0	61	0	46	0	**107**	1	**1920**
% Approach	4.7%	94.0%	0.5%	0.7%	**-**	-	0.6%	90.8%	8.7%	0%	**-**	-	14.3%	21.4%	64.3%	0%	**-**	-	57.0%	0%	43.0%	0%	**-**	-	-
% Total	1.8%	36.1%	0.2%	0.3%	**38.4%**	-	0.3%	50.2%	4.8%	0%	**55.3%**	-	0.1%	0.2%	0.5%	0%	**0.7%**	-	3.2%	0%	2.4%	0%	**5.6%**	-	-
PHF	0.729	0.933	0.500	0.417	**0.927**	-	0.500	0.952	0.767	-	**0.968**	-	0.500	0.750	0.563	-	**0.583**	-	0.763	-	0.885	-	**0.863**	-	0.974
Lights	35	692	4	5	**736**	-	6	957	92	0	**1055**	-	2	3	9	0	**14**	-	60	0	46	0	**106**	-	1911
% Lights	100%	99.7%	100%	100%	**99.7%**	-	100%	99.4%	100%	0%	**99.4%**	-	100%	100%	100%	0%	**100%**	-	98.4%	0%	100%	0%	**99.1%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	1.6%	0%	0%	0%	**0.9%**	-	0.2%
Buses and Single-Unit Trucks	0	2	0	0	**2**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Buses and Single-Unit Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4_County Line Road / Fleet Farm Driveway - TMC

Tue Jun 27, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084144, Location: 43.191989, -88.134733

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Fleet Farm Driveway						Southbound Fleet Farm Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-27 7:00AM	5	102	0	0	**107**	0	0	82	3	0	**85**	0	0	0	0	0	**0**	0	2	0	2	0	**4**	0	**196**
7:15AM	1	100	1	0	**102**	0	0	120	1	1	**122**	0	0	0	0	0	**0**	0	2	0	5	0	**7**	0	**231**
7:30AM	2	122	0	0	**124**	0	0	135	3	0	**138**	0	0	0	0	0	**0**	0	3	0	2	0	**5**	0	**267**
7:45AM	3	172	1	0	**176**	0	1	131	7	1	**140**	0	0	0	0	0	**0**	0	0	0	2	0	**2**	0	**318**
Hourly Total	11	496	2	0	**509**	0	1	468	14	2	**485**	0	0	0	0	0	**0**	0	7	0	11	0	**18**	0	**1012**
8:00AM	0	99	2	0	**101**	0	2	130	6	0	**138**	0	1	0	0	0	**1**	0	1	0	3	0	**4**	0	**244**
8:15AM	6	95	0	0	**101**	0	3	114	6	0	**123**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	1	**227**
8:30AM	7	86	0	1	**94**	0	3	139	11	0	**153**	0	0	0	1	0	**1**	0	3	0	7	0	**10**	0	**258**
8:45AM	5	93	1	0	**99**	0	5	116	14	0	**135**	0	0	0	2	0	**2**	1	6	0	1	0	**7**	0	**243**
Hourly Total	18	373	3	1	**395**	0	13	499	37	0	**549**	0	1	0	3	0	**4**	1	12	0	12	0	**24**	1	**972**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	10	148	1	0	**159**	0	3	290	22	1	**316**	0	2	1	2	0	**5**	0	10	0	7	0	**17**	0	**497**
4:15PM	8	149	0	1	**158**	0	2	235	15	0	**252**	0	1	0	1	0	**2**	0	13	0	12	0	**25**	0	**437**
4:30PM	8	148	0	0	**156**	0	1	286	21	0	**308**	0	1	0	2	0	**3**	0	9	0	9	0	**18**	0	**485**
4:45PM	12	157	0	2	**171**	0	5	299	13	0	**317**	0	0	0	2	0	**2**	1	12	0	4	0	**16**	0	**506**
Hourly Total	38	602	1	3	**644**	0	11	1110	71	1	**1193**	0	4	1	7	0	**12**	1	44	0	32	0	**76**	0	**1925**
5:00PM	5	144	0	0	**149**	0	2	304	14	0	**320**	0	0	0	5	0	**5**	0	9	0	8	0	**17**	0	**491**
5:15PM	14	168	1	0	**183**	0	1	308	12	0	**321**	0	1	0	2	0	**3**	0	9	0	16	0	**25**	0	**532**
5:30PM	6	131	1	1	**139**	0	0	274	16	0	**290**	0	1	0	2	0	**3**	0	5	0	8	0	**13**	0	**445**
5:45PM	4	145	0	1	**150**	0	0	263	12	0	**275**	0	0	0	1	0	**1**	0	5	0	9	0	**14**	0	**440**
Hourly Total	29	588	2	2	**621**	0	3	1149	54	0	**1206**	0	2	0	10	0	**12**	0	28	0	41	0	**69**	0	**1908**
6:00PM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
Hourly Total	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
Total	96	2061	8	6	**2171**	0	28	3226	176	3	**3433**	0	7	1	20	0	**28**	2	91	0	96	0	**187**	1	**5819**
% Approach	4.4%	94.9%	0.4%	0.3%	**-**	-	0.8%	94.0%	5.1%	0.1%	**-**	-	25.0%	3.6%	71.4%	0%	**-**	-	48.7%	0%	51.3%	0%	**-**	-	-
% Total	1.6%	35.4%	0.1%	0.1%	**37.3%**	-	0.5%	55.4%	3.0%	0.1%	**59.0%**	-	0.1%	0%	0.3%	0%	**0.5%**	-	1.6%	0%	1.6%	0%	**3.2%**	-	-
Lights	96	1994	8	5	**2103**	-	28	3105	176	3	**3312**	-	7	1	20	0	**28**	-	91	0	95	0	**186**	-	5629
% Lights	100%	96.7%	100%	83.3%	**96.9%**	-	100%	96.2%	100%	100%	**96.5%**	-	100%	100%	100%	0%	**100%**	-	100%	0%	99.0%	0%	**99.5%**	-	96.7%
Articulated Trucks	0	26	0	0	**26**	-	0	31	0	0	**31**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	58
% Articulated Trucks	0%	1.3%	0%	0%	**1.2%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.5%**	-	1.0%
Buses and Single-Unit Trucks	0	41	0	1	**42**	-	0	90	0	0	**90**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	132
% Buses and Single-Unit Trucks	0%	2.0%	0%	16.7%	**1.9%**	-	0%	2.8%	0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 50.0%		-	-	-	-	- 100%		-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 50.0%		-	-	-	-	- 0%		-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4_County Line Road / Fleet Farm Driveway - TMC

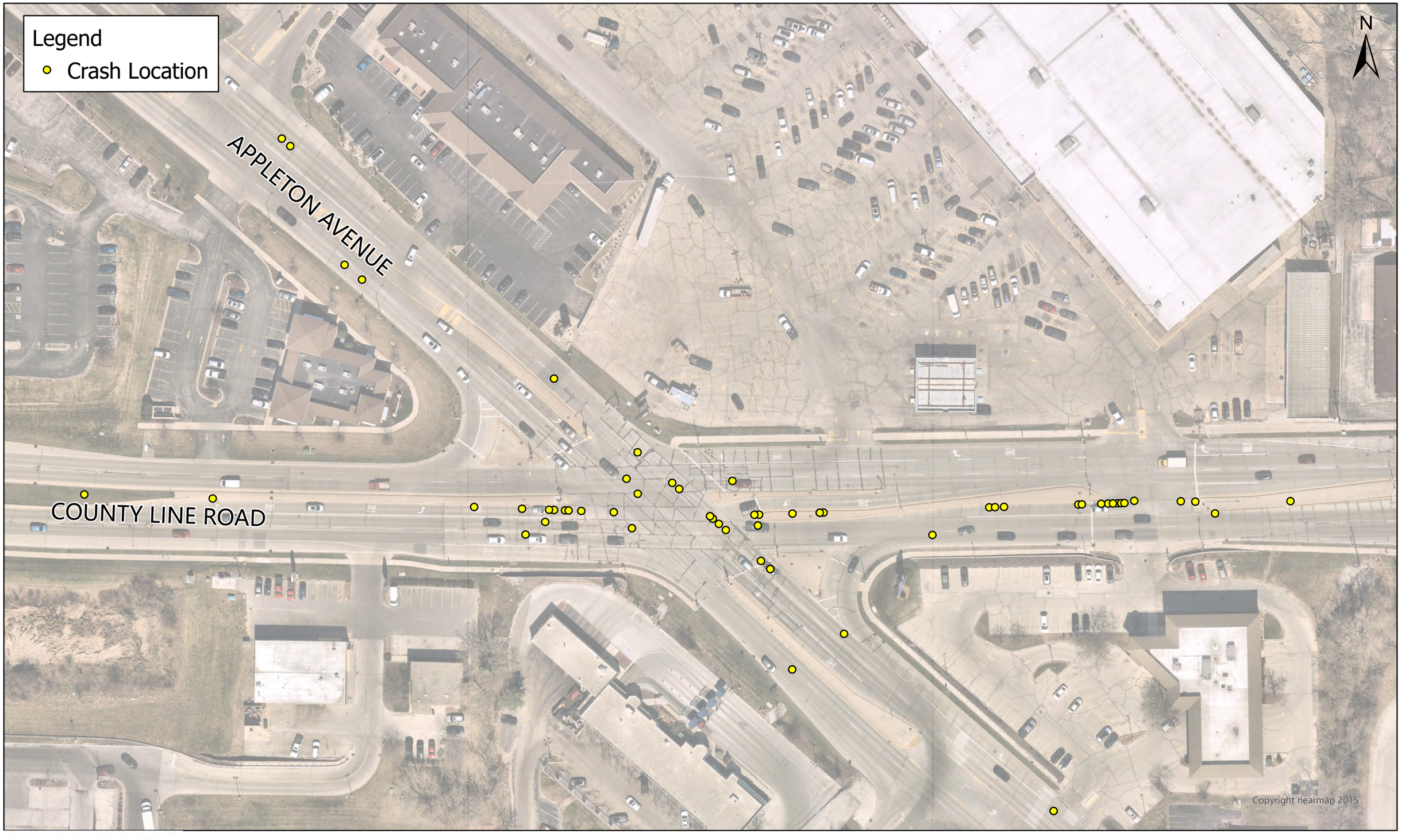
Sat Jun 24, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1084148, Location: 43.191989, -88.134733

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound County Line Road						Westbound County Line Road						Northbound Fleet Farm Driveway						Southbound Fleet Farm Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-24 11:00AM	4	166	0	0	**170**	0	1	236	30	0	**267**	0	0	1	3	0	**4**	0	15	0	13	0	**28**	1	**469**
11:15AM	11	186	1	1	**199**	0	0	252	22	0	**274**	0	0	1	1	0	**2**	0	8	0	10	0	**18**	0	**493**
11:30AM	12	168	1	1	**182**	0	3	253	14	0	**270**	0	1	0	1	0	**2**	0	20	0	10	0	**30**	0	**484**
11:45AM	8	174	2	3	**187**	0	2	222	26	0	**250**	0	1	1	4	0	**6**	0	18	0	13	0	**31**	0	**474**
Hourly Total	35	694	4	5	**738**	0	6	963	92	0	**1061**	0	2	3	9	0	**14**	0	61	0	46	0	**107**	1	**1920**
12:00PM	13	169	0	0	**182**	0	0	260	17	1	**278**	0	0	0	0	0	**0**	1	11	0	15	0	**26**	0	**486**
12:15PM	12	152	2	0	**166**	0	1	246	21	0	**268**	0	0	0	2	0	**2**	0	20	0	13	0	**33**	0	**469**
12:30PM	18	170	1	1	**190**	0	0	241	26	0	**267**	0	0	0	1	0	**1**	0	19	0	15	0	**34**	0	**492**
12:45PM	11	170	0	1	**182**	0	0	234	15	1	**250**	0	0	0	0	0	**0**	0	19	0	12	0	**31**	0	**463**
Hourly Total	54	661	3	2	**720**	0	1	981	79	2	**1063**	0	0	0	3	0	**3**	1	69	0	55	0	**124**	0	**1910**
Total	89	1355	7	7	**1458**	0	7	1944	171	2	**2124**	0	2	3	12	0	**17**	1	130	0	101	0	**231**	1	**3830**
% Approach	6.1%	92.9%	0.5%	0.5%	**-**	-	0.3%	91.5%	8.1%	0.1%	**-**	-	11.8%	17.6%	70.6%	0%	**-**	-	56.3%	0%	43.7%	0%	**-**	-	**-**
% Total	2.3%	35.4%	0.2%	0.2%	**38.1%**	-	0.2%	50.8%	4.5%	0.1%	**55.5%**	-	0.1%	0.1%	0.3%	0%	**0.4%**	-	3.4%	0%	2.6%	0%	**6.0%**	-	**-**
Lights	89	1351	7	7	**1454**	-	7	1933	170	2	**2112**	-	2	3	12	0	**17**	-	128	0	101	0	**229**	-	3812
% Lights	100%	99.7%	100%	100%	**99.7%**	-	100%	99.4%	99.4%	100%	**99.4%**	-	100%	100%	100%	0%	**100%**	-	98.5%	0%	100%	0%	**99.1%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	1.5%	0%	0%	0%	**0.9%**	-	0.2%
Buses and Single-Unit Trucks	0	4	0	0	**4**	-	0	7	1	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	12
% Buses and Single-Unit Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0.4%	0.6%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CRASH LOCATION MAP



Kimley»Horn

0 70 140 280 US Feet

WisDOT Crash Data (2018-2022)

SITE PLAN APPLICATION

11/13/23 Plan Commission Meeting

TR Capital, LLC

Planning & Zoning Report **Germantown, Wisconsin**

Summary

TR Capital, LLC, property owner, is seeking approval of Site Development and Building Plans for two (2) additional commercial self-storage buildings and a revised outside vehicle storage area for the storage facility located on the 3.65-acre property at W219N11588 Appleton Avenue.

Location: W219N11588 Appleton Avenue

Applicant/
Property Owner: Jon Then
TR Capital, LLC
W230 9515 Colgate Road
Sussex, WI 53089

Current Zoning: M-1: Limited Industrial

Adjacent Land Uses		Zoning
North	Agricultural	A-1
South	Quarry	Rs-2/PDD
East	Quarry	Rs-2/PDD
West	Residential	Richfield



Background/Proposal

In August 2021, the Village Board approved a Land Use Plan Map amendment, a Rezoning and Conditional Use Permit No. 04-2021 for the property owned by TR Capital LLC for the purpose of redeveloping the existing single-family home and commercial plant sales into a self-storage facility. In December 2021, the Plan Commission approved site development and building plans for the existing self-storage facility with the following features:

- Three enclosed self-storage buildings (61 units in 22,960 total sqft building area)
- 71 parking spaces for outdoor vehicle storage
- 6' chain link fence along the west, south and east property lines with a rolling gate at the driveway to enclose the property; 8' fence with privacy slats along the north property line (the buildings along the north and south property lines will act as the fence in those locations)
- Asphalt paving on the western portion of the property, near the storage buildings, and recycled asphalt paving in the outdoor parking storage area
- On-site stormwater basin

In January, 2023, the Plan Commission approved Site Development and Building Plans for two (2) additional commercial self-storage buildings on the property. Phase 2 created an additional 18,000 sqft (48 additional spaces of varying sizes) of enclosed building area east of the existing buildings in an area previously designated for outdoor RV/vehicle storage. The buildings were constructed with the same metal wall and roof panels with the same color scheme. One of the buildings will be constructed on/over the existing asphalt "cap" installed over the contaminated soil area.

At this time, the owner is seeking approval of Site Development and Building Plans for two (2) additional commercial self-storage buildings and smaller outside vehicle storage area in the existing facility. Phase 3 will add another 15,375 sqft of enclosed storage area (30 additional spaces of varying sizes). The buildings will be constructed with the same metal wall and roof panels and color scheme as the other buildings in Phase 1 & Phase 2.

Access & Parking

The access to the site will remain in the existing location off of Appleton Avenue. The amount of on-site RV/vehicle parking will be reduced from 42 to 17 stalls (12' x 32').

Utilities

The existing well has been abandoned and the septic tank has been removed from the property. These will not be replaced. This property is not served by Village sewer or water.

Storm Water Management

The subject property is already served by an on-site stormwater detention basin located in the southeast corner of the property. The approved Phase 2 site plan has 79.5% impervious surface. The proposed Phase 3 site plan does not add impervious area leaving the total impervious area at 79.5% of the site and under the 80% maximum requirement for impervious surface on a site in the M-1 Limited Industrial District. The

original stormwater management plan is expected to provide sufficient capacity to handle any additional run-off associated with the additional impervious area.

Landscaping & Buffering
No additional landscaping is proposed.

Lighting
Exterior lighting on the subject property will include:

- (10) additional 44W LED 5000 Lumen cut-off wall building-mounted fixtures at a height of 10' on the internal facing storage building walls (for a total of 38 wall-mounted fixtures).

Signage
No additional signage is proposed.

Staff Comment
Community Development
Although no new or additional landscaping is proposed, the southeast corner of the site was filled as part of the Phase 2 expansion and re-graded in such a manner as to eliminate the rough topography that was shown in the original approved grading plan. This area was filled and graded when the storm basin was originally installed because of the owner of the former gravel pit, Moraine Development LLC, was making similar filling/grading improvements on their side of the common property line. That rough topography was the original reason for not requiring landscaping along the south and east perimeter of the site. As was discussed as part of the Phase 2 proposal, the area filled and re-graded up to the property line provides additional useable area for more impervious area for RV/vehicle parking as shown in the proposed revised site plan. For this reason, as well as the knowledge that the property owner to the south and east (the gravel pit owner) has informed the Village that they intend to restore the gravel pit property for a private residential and conservancy development, staff recommended that a landscaping buffer be installed along the perimeter where it previously did not exist and to continue the landscaped buffer around the entire site. The proposed vehicle parking and fencing may need to be moved accordingly to accommodate a landscaping buffer. This was a condition of approval (Condition #3) of the Phase 2 site plan approval, but the owner has not yet installed that landscaping buffer.

The reasons given by the owner for why the back two-thirds of the 3.65-acre site were going to be surfaced with asphalt millings vs. an actual asphalt surface included: (1) the DNR-required cap over the contaminated soils could not be disturbed; and (2) that the back portion of the site were going to be used for parking large and heavy trucks, trailers, etc. that would likely tear up a standard asphalt surface. However, since almost all the area that was once intended for parking large trucks/trailers will be replaced with indoor storage buildings. Therefore, the drive isles around and between the buildings should be paved with an asphalt or concrete surface (as is the front portion of this site).

Public Works/Village Engineer

The Public Works Director and Village Engineering consultant have provided additional review comments in a memo dated September 22, 2023 regarding the revised grading and erosion control plans. Although relatively minor in scope, because of the additional impervious area and revised grading plan, the Engineer is requiring as-built plans for the existing storm basin and site be submitted for review and approval.

VILLAGE STAFF RECOMMENDATION

APPROVE the site development and building plans submitted by TR Capital LLC for the two (2) additional commercial self-storage buildings and revised outside vehicle storage area for Phase 3 subject to the following conditions:

1. All conditions of approval and requirements adopted by the Plan Commission for Phase 1 and Phase 2 shall remain in effect.

2. This approval is subject to all the conditions and requirements set forth herein and adopted by the Plan Commission. Approval is granted for the following plans unless said plan sheets are revised pursuant to revisions required under the specific conditions of approval included by the Plan Commission:
    a. Architectural plan set dated November 15, 2022
    b. Civil Engineering plan dated November 8, 2022
    c. Landscaping plan dated November 8, 2022
    d. Lighting Plans dated November 8, 2022

3. As required for as part of the Phase 2 approval, landscaping shall be added along the south and east perimeter of the site where it currently is not installed to continue the landscape buffer around the site. If necessary, the proposed vehicle parking and fencing should be relocated accordingly to accommodate tis additional landscaping buffer.

4. All landscaping, screening, grading, and paving improvements shown on the approved site plans shall be installed as proposed prior to issuance of an occupancy permit unless a cash bond or letter of credit in an amount equal to 120 percent of the estimated installation and material costs reviewed and approved by the Village is submitted to the Village as necessary to ensure that installation of the proposed features and improvements will be completed within one (1) year after issuance of the occupancy permit.

5. All requirements and plan corrections identified by the Village Engineer and Public Works Director in the September 22, 2023 review memo shall be addressed and reflected in revised plans and/or supplemental information reviewed and approved by Village staff prior to issuance of an erosion control or building permit.

6. State agency (DSPS) approved plans and a $20,000 occupancy bond are required by Inspection Services at the time of building permit application. The Village of Germantown is an authorized delegated agent of DSPS to provide all commercial plan review and inspection services through SAFEBuilt and the Village of Germantown. Approved plans shall be submitted for review and approval prior to issuance of a building permit. Unless issued an early start permit, no construction activities shall commence until a building permit has been issued by the Village.

7. Except for the southeast corner of the site serving the sixteen (16) outside vehicle storage parking stalls, all drive isles around and between the buildings installed in Phase 1, Phase 2 and Phase 3 shall be paved with an asphalt or concrete surface (and not recycled asphalt). Sheets C1.02 and C1.03 shall be revised to show where recycled asphalt around the outside parking stalls will be allowed and submitted for review and approval by the Village Engineer prior to issuance of a building permit.

Engineering Department Memorandum

To : Jeffrey W. Retzlaff, AICP, Planning Director/Zoning Administrator

From : Brad Seubert, P.E. Village Consulting Engineer

Date : September 22, 2023

Re : TR Capitol Phase 3

Items Reviewed:

1. Civil Plan Set Dated: 09-08-23

General Comments:

1. Please respond to each item below. **A written response addressing each item shall be included in your submittal**.
2. The submitted plans have been reviewed for general conformance with State and Village design guidelines. Additional comments could arise as a result of the plan completion and modifications. The items listed below will need to be fully resolved before the Engineering Dept. can recommend a formal approval of the plans and permit for construction.
3. This project will require a WRAPP/NOI from the DNR. Please submit a copy of the approved permit prior to final approval.
4. As-builts prepared to Village standards shall be prepared and provided to the Village post-construction (for all applicable items).
5. A professional engineer's original seal is to be affixed, signed and dated on the final set of construction plans.
6. Utility permits and permits for work within the ROW are required. Contact the Village engineering department to obtain permits.
7. Provide a current existing site survey to document what has been constructed and to clearly show what is now proposed.

C1.02 Grading Plan

1. Label finished floor elevations of buildings.
2. Elevations between buildings #4 and #6 appear flat. Adjust grading to provide positive drainage.
3. Provide an overflow route for the storm sewer system with at least 6" of freeboard between the overflow elevation and building FFE.
4. It appears portions of the roof from buildings #4 and #6 will now drain to the 15" storm sewer. Provide updated storm sewer calcs.

C1.03 Erosion Control Plan

1. Provide information on how basin will be protected from plugging with sediment during construction.
2. Time schedule includes bio-filter construction. Is bio-filter existing or is work planned as a part of this project?
3. Add a requirement to immediately stabilize all disturbed areas that will remain inactive for 14 days or longer.
4. Add a requirement to stabilize areas of final grading within 7 days of reaching final grade.

Village of Germantown ...Willkommen

Fee must accompany application

- ☐ $700 Minor Addition
- ☐ $1,240 Construction <10,000 SF
- ☑ $2,095 Construction 10,000 SF to 50,000
- ☐ $3,460 Industrial Construction >50,000 SF
- ☐ $3,460 Commercial Construction >50,000
- ☐ $200 Plan Commission Consultation
- ☐ $125 Fire Department Plan Review

PAID_____ DATE_____

SITE PLAN REVIEW APPLICATION

Pursuant to Section 17.43 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT

TR Capital, LLC
Jon Then
N91 W27428 Red Fox Run
Hartland, WI 53029

Phone (262) 719-3368
E-Mail rosie.a.roberts@gmail.com

PROPERTY OWNER

TR Capital, LLC
Jon Then
N91 W27428 Red Fox Run
Hartland, WI 53029

Phone (262) 719-3368
E-Mail rosie.a.roberts@gmail.com

2 PROPERTY ADDRESS

W219N11588 Appleton Ave
Germantown, WI 53022

3 NEIGHBORING USES – Specify name and type of use, e.g. Enviro Tech – Industrial, Smith – Residential, etc.

North	South	East	West
Residential/Agricultural/Undeveloped	Commercial (undeveloped)	Commercial (undeveloped) (same property as South)	Agricultural/Undeveloped/ Commercial

4 READ AND INITIAL THE FOLLOWING:

X I am aware of the Village of Germantown ordinance requiring fire sprinklers in most new construction.

X I understand that all new development is subject to Impact and/or Connection Fees that must be paid before building permits will be issued.

X I understand that an incomplete application will be withdrawn from the Plan Commission agenda and that all resubmissions to the Plan Commission are subject to a new application fee.

5 SIGNATURES – ALL APPLICATION MUST BE SIGNED BY OWNER!

(TR capital) 9/8/2023
Applicant Date

9/8/2023
Owner Date

SITE PLAN REVIEW CHECKLIST

Pursuant to Section 17.43 of the Municipal Code

This checklist provides a summary of requirements found in the Municipal Code. It is intended purely as a guide for developers and should not substitute for a full review of the Code and applicable regulations. (Revised 1/02)

GENERAL INFORMATION

- [x] Provide Completed Checklist with submittal
- [x] Names and addresses of owner/developer/designer
- [x] Graphic scale, north arrow
- [ ] Location sketch
- [x] Size of site (gross and net acreage)
- [x] Existing zoning
- [x] Adjacent zoning and uses
- [ ] Number of residents (subdivisions)
- [ ] Number of employees

EXISTING SITE INFORMATION

- [x] Dimensions of site and lot lines (pipes found, pipes set, monuments)
- [x] Existing grades (2' contours minimum)
- [x] Adjacent property grades (within 10' minimum of property lines)
- [x] Adjacent structures (within 20' minimum of property lines)
- [x] Drainage systems and structures
- [ ] Natural features (woods, streams, lakes, ponds, outcroppings)
- [ ] Wetland boundaries (provide date of staking)
- [ ] Floodplain elevation and boundaries
- [ ] Environmental concerns (underground tanks, etc)
- [x] Roads, curbs, parking lots, pavement areas
- [x] Structures (location, size)
- [x] Rights-of-Way (existing/ultimate)
- [ ] Easements (drainage, utility)
- [ ] Existing utilities (sanitary, water, electric, gas, telephone)
- [x] Benchmark locations and elevations
- [x] Location of fences, wells, borings, etc.

ARCHITECTURAL PLANS

- [x] Existing building location
- [x] Existing building elevations/materials
- [x] Proposed use (use list from Section 17.45)
- [ ] Statement of design intent (narrative)
- [x] Proposed floor plans (dimension)
- [x] Square footage (total and individual rooms/stores)
- [x] Proposed elevations (dimension)
- [x] Proposed building height
- [x] Proposed materials and colors (material sample board required for new construction)
- [ ] Proposed signage (elevations, color, square footage, height, construction material, lighting)
- [ ] Details of any special features

PROPOSED SITE PLAN

- [x] Grading and spot elevations
- [x] Erosion control measures (silt fencing, hay bales, rip-rap, tracking mat, stockpile locations)
- [x] Stormwater management
  - stormwater management design report
  - general drainage pattern
  - swales w/ arrows for direction of flow
  - pond design with outfalls
  - culverts (location/size)
- [x] Utilities (size, invert elevations, length, slope, etc.)
  - sanitary
  - water
  - stormsewer
- [x] Building location (dimension)
- [x] Building elevation (finished grade)
- [ ] Location of proposed signage
- [x] Details of outside storage (including trash receptacles)
- [x] Setbacks (clearly marked and dimensioned)
- [x] Vehicular entrances (dimension to centerline of nearest intersection)
- [x] Streets (dimension and direction for one-ways)
- [x] Curve radii
- [ ] Sidewalks (dimension)
- [x] Parking areas (show striping/spot elevations)
- [x] Parking setback from property line
- [ ] Loading areas (dimension)
- [x] Lot coverage
  - Square footage total
  - Impervious surfaces total (%)
  - Green space total (%)
  - Percent permitted (over/under %)
- [ ] Municipal utility connections
  - Sanitary sewer (pipe size/elevations)
  - Water (size, valve location, elevations)
  - Location of hydrants
- [ ] Easement for public water mains

LIGHTING PLAN

- [x] Major improvements for context
- [x] Location/nature of existing fixtures
- [x] Location of proposed fixtures
- [x] Photometric report (to scale on plan)
- [x] Manufacturers cut-sheets of all fixtures
- [x] Lighting schedule
  - key to plan
  - number/type of fixtures
  - output (wattage)
- [ ] Installation details as appropriate

LANDSCAPING PLAN

- [x] Major improvements for context (building, drives, walks)
- [x] Proposed outdoor amenities (benches, paths, etc.)
- [x] Existing vegetation
  - Species
  - Size
  - Approximate canopy in plan
- [ ] Vegetation to be destroyed
  - List and show location
- [ ] Proposed method of saving existing vegetation during construction

- [x] Proposed landscape features (berms, fountains)
- [x] Existing/proposed lighting
- [ ] Irrigation/watering systems (locate outlets)
- [x] Plant lists or schedules
  - Keyed to plan
  - Number of each species
  - Size when planted (caliper)
- [ ] Installation details/staking

MODEL SUBMITTAL INCLUDES THE FOLLOWING PLANS:

1. Cover / Title Page
2. Existing Conditions Survey
3. General Site Plan
4. Grading, Paving & Erosion Control Plan
5. Utility Plan
6. Site Details (curbing, catch basins, detention ponds, pavement, erosion control and sign details)
7. Landscape Plan
8. Landscape details (planting schedule, berming cross-sections, method of installation)
9. Lighting Plan
10. Floor Plan
11. Exterior Building Elevations
12. Building Material Sample Board

In addition to the items on this list, Village Staff and/or the Plan Commission may require additional drawings and data to be submitted for approval.

If any public improvements or work is to be done in the Public Right-of-Way, the Village will require that a Developer's Agreement be submitted and approved by the Village Board.

Eric Roberts
TR Capital LLC.
Eric.trcapital@gmail.com

9/11/23

Jeffery Retzlaff
Community Development Director
Village of Germantown

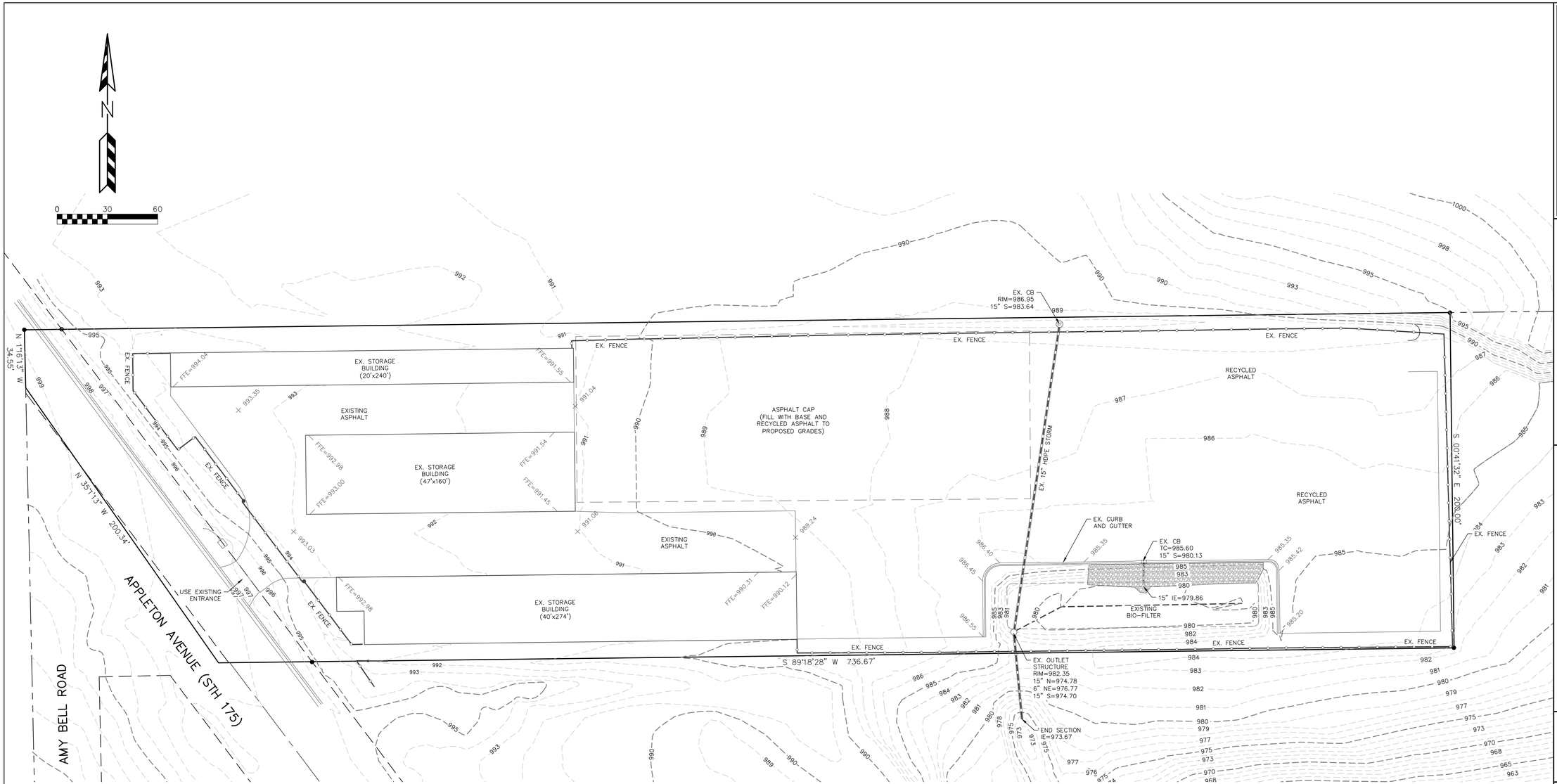
Dear Jeff,

TR Capital LLC. Is looking to expand Appleton Avenue Storage located at W219 N11588 Appleton Ave. by adding on 2 additional buildings to the current property. This Phase 3 expansion would bring our total buildings to 7 and eliminate most of the parking at the facility. The only parking at the facility would be on the south edge of the property to the east and west of the Pond. This would finalize all development plans for the property.

No additional landscaping has been planned at this time for the current expansion.
Currently the quarry owner to the east has an 8' berm behind our fence and on our southern portion there is still activity on that hillside. We are open to working with the quarry owner on landscaping, if necessary, when the time comes as his development starts to take shape.

Thanks

Eric Roberts
TR Capital LLC



REVISIONS:

NO.	DATE	DESCRIPTION
1	XX-XX-XX	XXXXXXXXXXXXXXXXXX

PSE
PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
EXISTING CONDITIONS PLAN

DRAWN BY:
JIW

DESIGNED BY:
JIW

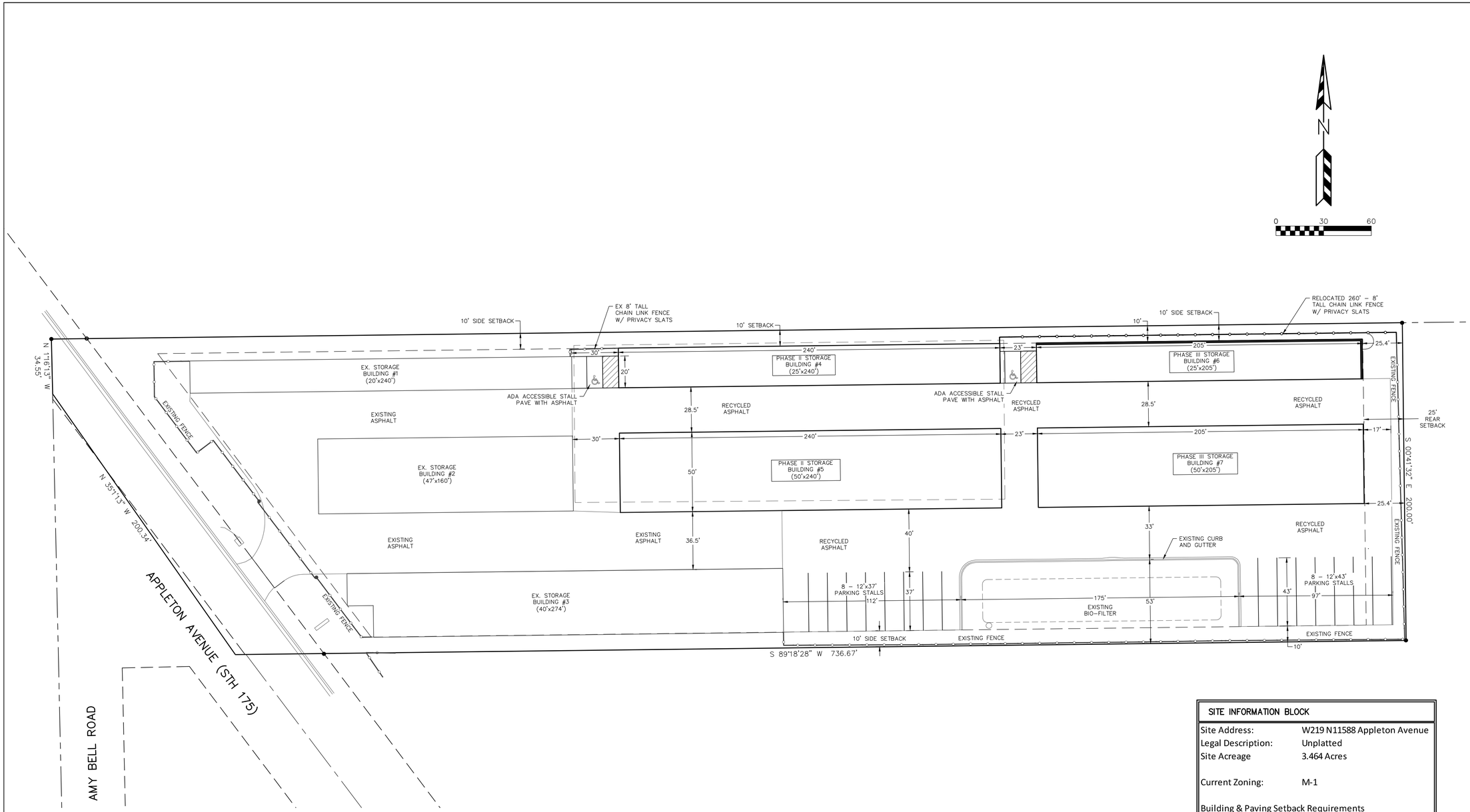
CHECKED BY:
KJP

PLAN DATE:
9-08-2023

PROJECT NO:
\JT-04-21\

AS-BUILT

SHEET NO:
C1.00



SITE INFORMATION BLOCK	
Site Address:	W219 N11588 Appleton Avenue
Legal Description:	Unplatted
Site Acreage	3.464 Acres
Current Zoning:	M-1

Building & Paving Setback Requirements

	Building	Pavement
Front	30 feet	10 feet
Side	10 feet	8 feet
Rear	25 feet	8 feet

Proposed Site Areas

Description	Area (sf)	% Impervious
Building	56,510	37.56
Asphalt	62,594	41.61
Impervious	119,104	79.17
Lawn	31,329	20.83
Total	150,433	100.00

REVISIONS:

NO.	DATE	DESCRIPTION
1	XX-XX-XX	XXXXXXXXXXXXXXXXXX

PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
SITE PLAN

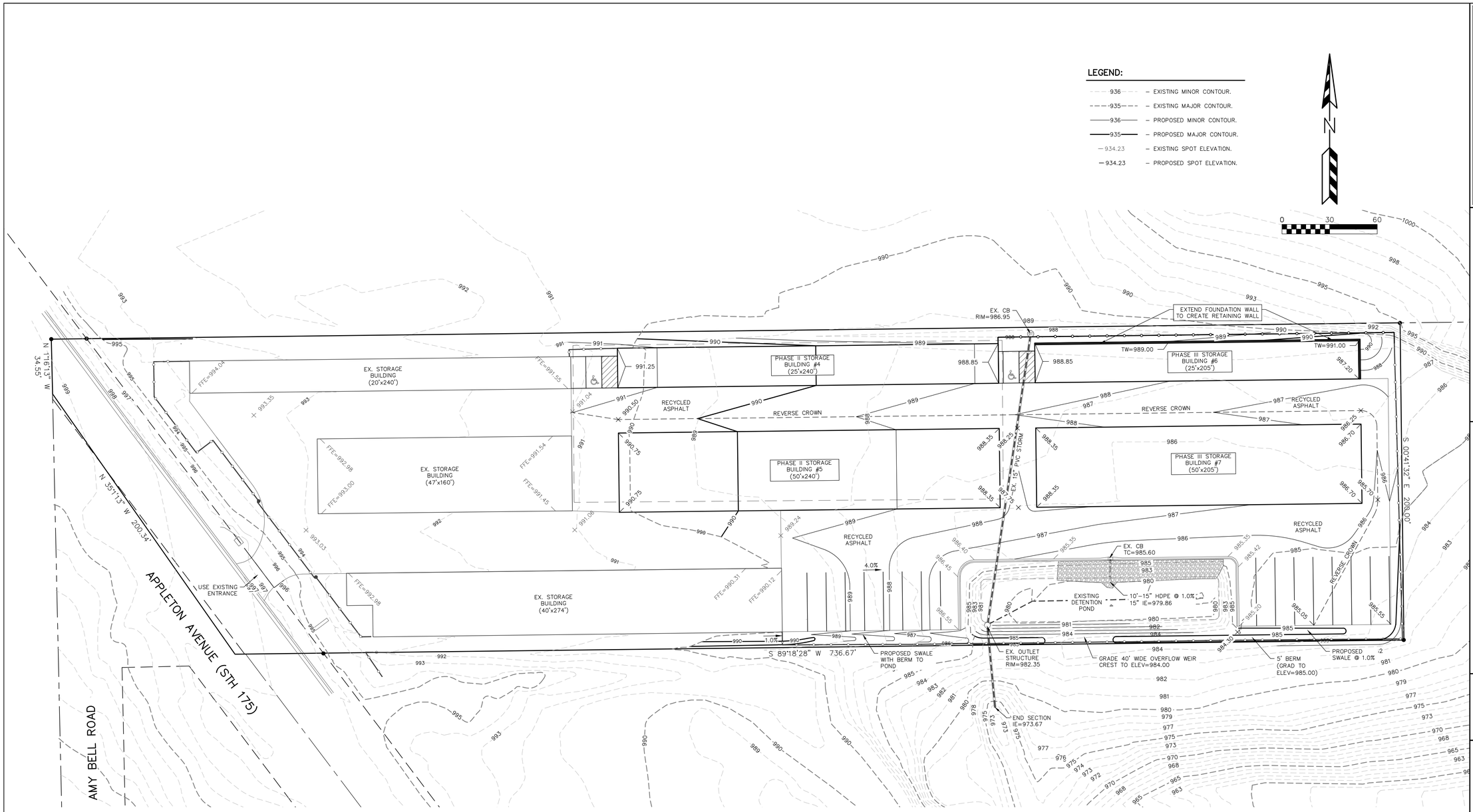
DRAWN BY: **KJP**
DESIGNED BY: **KJP**
CHECKED BY: **KJP**

PLAN DATE: **9-08-2023**

PROJECT NO: \JT-04-21\

VILLAGE SUBMITTAL

SHEET NO:
C1.01



REVISIONS:

NO	DATE	DESCRIPTION
1	XX-XX-XX	XXXXXXXXXXXXXXXXX

PSE
PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
GRADING PLAN

DRAWN BY:
JIW

DESIGNED BY:
KJP

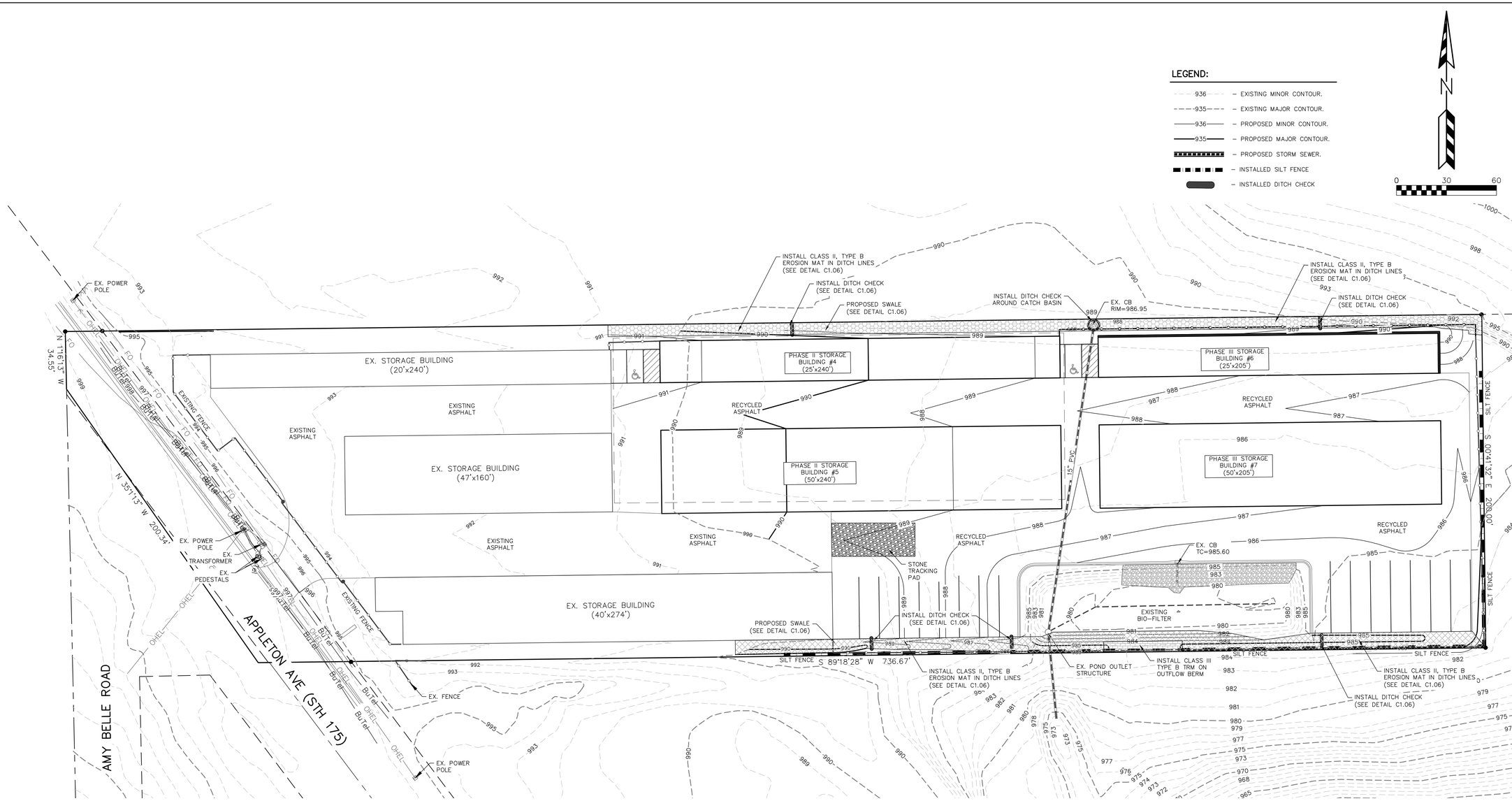
CHECKED BY:
KJP

PLAN DATE:
9-08-2023

PROJECT NO:
\JT-04-21\

VILLAGE SUBMITTAL

SHEET NO:
C1.02



TIME SCHEDULE:

NOVEMBER 15, 2023

INSTALL SILT FENCE AND TEMPORARY CONSTRUCTION ENTRANCE AS SHOWN ON PLANS.

NOVEMBER 15, 2023 – APRIL 15, 2024

BEGIN PROPOSED SITE GRADING INCLUDING BUILDING PAD PREPARATION.

INSTALL BASE COURSE, PAVEMENT, AND RECYCLED ASPHALT.

APRIL 16 – MAY 1, 2024

COMPLETE FINAL LANDSCAPING.

ALL PERMANENT SEEDING SHALL BE COMPLETED BY SEPTEMBER 15. ALL TEMPORARY SEEDING SHALL BE COMPLETED BY OCTOBER 15 (REFER TO DNR STANDARD 1059.)

INSTALL ENGINEERED SOIL, CLAY LINER, STONE STORAGE LAYER AND 6" UNDERDRAIN IN BIO-FILTER. INSTALL COCONUT MATTING AND NATIVE SEED MIX.

STABILIZATION FOR ALL EXPOSED SOIL AFTER OCTOBER 15 SHALL CONSIST OF ANIONIC POLYARCRYLAMIDE (PAM) IN ADDITION TO TEMPORARY SEEDING IN AREAS WITHOUT EROSION CONTROL MAT. PLACE PAM IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1050. AFTER OCTOBER 15 ALL SLOPES 4:1 OR STEEPER THAT ARE NOT PERMANENTLY VEGETATED SHALL HAVE EROSION MAT INSTALLED IN PREPARATION OF WINTER CONDITIONS. SLOPES SHALL NOT EXCEED 2:1.

SPREAD SALVAGED OR IMPORTED TOPSOIL IN PROPOSED LANDSCAPE AREAS AND RESTORE.

CONTRACTOR MAY MODIFY SEQUENCING AS NEEDED TO COMPLETE CONSTRUCTION IF EROSION CONTROLS ARE MAINTAINED IN ACCORDANCE WITH THE CONSTRUCTION SITE EROSION CONTROL REQUIREMENTS SET FORTH IN FEDERAL, STATE & LOCAL PERMITS. NOTIFY VILLAGE OF GERMANTOWN PRIOR TO CHANGE.

AS CONDITIONS WARRANT DURING CONSTRUCTION ADDITIONAL BMPS SHALL BE INSTALLED TO REDUCE THE MIGRATION OF SEDIMENT THE THE MAXIMUM EXTENT PRACTICABLE

REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AFTER SITE IS STABILIZED AND STABILIZE AND AREAS DISTURBED BY REMOVAL OF BMPS.

EROSION CONTROL NOTES:

1. POST WDNR CERTIFICATE OF PERMIT COVERAGE ON SITE AND MAINTAIN UNTIL CONSTRUCTION ACTIVITIES HAVE CEASED, THE SITE IS STABILIZED, AND A NOTICE OF TERMINATION IS FILED WITH WDNR.
2. KEEP A COPY OF THE CURRENT EROSION CONTROL PLAN ON SITE THROUGHOUT THE DURATION OF THE PROJECT.
3. SUBMIT PLAN REVISIONS OR AMENDMENTS TO THE WDNR AT LEAST 5 DAYS PRIOR TO FIELD IMPLEMENTATION.
4. OWNER IS RESPONSIBLE FOR ROUTINE SITE INSPECTIONS AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. KEEP INSPECTION REPORTS ON-SITE AND MAKE THEM AVAILABLE UPON REQUEST.
5. INSPECT AND MAINTAIN ALL INSTALLED EROSION CONTROL PRACTICES UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
6. WHEN POSSIBLE: PRESERVE EXISTING VEGETATION (ESPECIALLY ADJACENT TO SURFACE WATERS), MINIMIZE LAND-DISTURBING CONSTRUCTION ACTIVITY ON SLOPES OF 20% OR MORE, MINIMIZE SOIL COMPACTION, AND PRESERVE TOPSOIL.
7. REFER TO THE WDNR STORMWATER CONSTRUCTION TECHNICAL STANDARDS AT http://dnr.wi.gov/topic/stormwater/standards/const_standards.html.
8. INSTALL PERIMETER EROSION CONTROLS AND ROCK TRACKING PAD CONSTRUCTION ENTRANCE(S) PRIOR TO ANY LAND-DISTURBING ACTIVITIES, INCLUDING CLEARING AND GRUBBING. USE WDNR TECHNICAL STANDARD STONE TRACKING PAD AND TIRE WASHING #1057 FOR ROCK CONSTRUCTION ENTRANCE(S).
9. INSTALL INLET PROTECTION PRIOR TO LAND-DISTURBING ACTIVITIES IN THE CONTRIBUTING DRAINAGE AREA AND/OR IMMEDIATELY UPON INLET INSTALLATION. COMPLY WITH WDNR TECHNICAL STANDARD STORM DRAIN INLET PROTECTION FOR CONSTRUCTION SITES #1060.
10. STAGE CONSTRUCTION GRADING ACTIVITIES TO MINIMIZE THE CUMMULATIVE EXPOSED AREA. CONDUCT TEMPORARY GRADING FOR EROSION CONTROL PER WDNR TECHNICAL STANDARD TEMPORARY GRADING PRACTICES FOR EROSION CONTROL #1067.
11. PERMITTING OF GROUNDWATER DEWATERING IS THE RESPONSIBILITY OF OWNER. GROUNDWATER DEWATERING IS SUBJECT TO A DNR WASTEWATER DISCHARGE PERMIT AND A DNR HIGH CAPACITY WELL APPROVAL IF CUMULATIVE PUMP CAPACITY IS 70 GPM OR MORE. (Rev. February 2017)
12. PROVIDE ANTI-SCOUR PROTECTION AND MAINTAIN NON-EROSIVE FLOW DURING DEWATERING. PERFORM DEWATERING OF ACCUMULATED SURFACE RUNOFF IN ACCORDANCE WITH WDNR TECHNICAL STANDARD DE-WATERING #1061. (Rev. February 2017)
13. CONSTRUCT AND PROTECT THE BIO-FILTER AND VEGETATION FROM RUNOFF AND SEDIMENT DURING CONSTRUCTION. REFERENCE THE WDNR TECHNICAL STANDARD BIORETENTION FOR INFILTRATION # 1004.
14. INSTALL AND MAINTAIN SILT FENCING PER WDNR TECHNICAL STANDARD SILT FENCE #1056. REMOVE SEDIMENT FROM BEHIND SILT FENCES AND SEDIMENT BARRIERS BEFORE SEDIMENT REACHES A DEPTH THAT IS EQUAL TO ONE-HALF OF THE FENCE AND/OR BARRIER HEIGHT.
15. REPAIR BREAKS AND GAPS IN SILT FENCES AND BARRIERS IMMEDIATELY. REPLACE DECOMPOSING STRAW BALES (TYPICAL BALE LIFE IS 3 MONTHS). LOCATE, INSTALL, AND MAINTAIN STRAW BALES PER WDNR TECHNICAL STANDARD DITCH CHECKS #1062.
16. INSTALL AND MAINTAIN FILTER SOCKS IN ACCORDANCE WITH WDNR TECHNICAL STANDARD INTERIM MANUFACTURED PERIMETER CONTROL AND SLOPE INTERRUPTION PRODUCTS # 1071.
17. IMMEDIATELY STABILIZE STOCKPILES AND SURROUND STOCKPILES AS NEEDED WITH SILT FENCE OR OTHER PERIMETER CONTROL IF STOCKPILES WILL REMAIN INACTIVE FOR 7 DAYS OR LONGER.
18. STABILIZE ALL DISTURBED AREAS THAT REMAIN INACTIVE FOR 14 DAYS OR LONGER.
19. STABILIZE AREAS OF FINAL GRADING WITHIN 7 DAYS OF REACHING FINAL GRADE.

NO	DATE	DESCRIPTION
1	XX-XX-XX	XXXXXXXXXXXXXXXXXX

REVISIONS:

PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
EROSION CONTROL PLAN

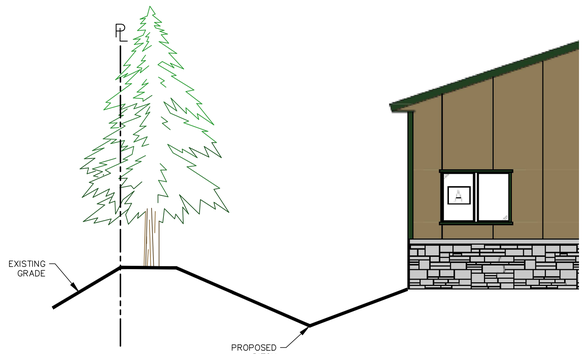
DRAWN BY: **KJP**
DESIGNED BY: **KJP**
CHECKED BY: **KJP**

PLAN DATE: **9-08-2023**

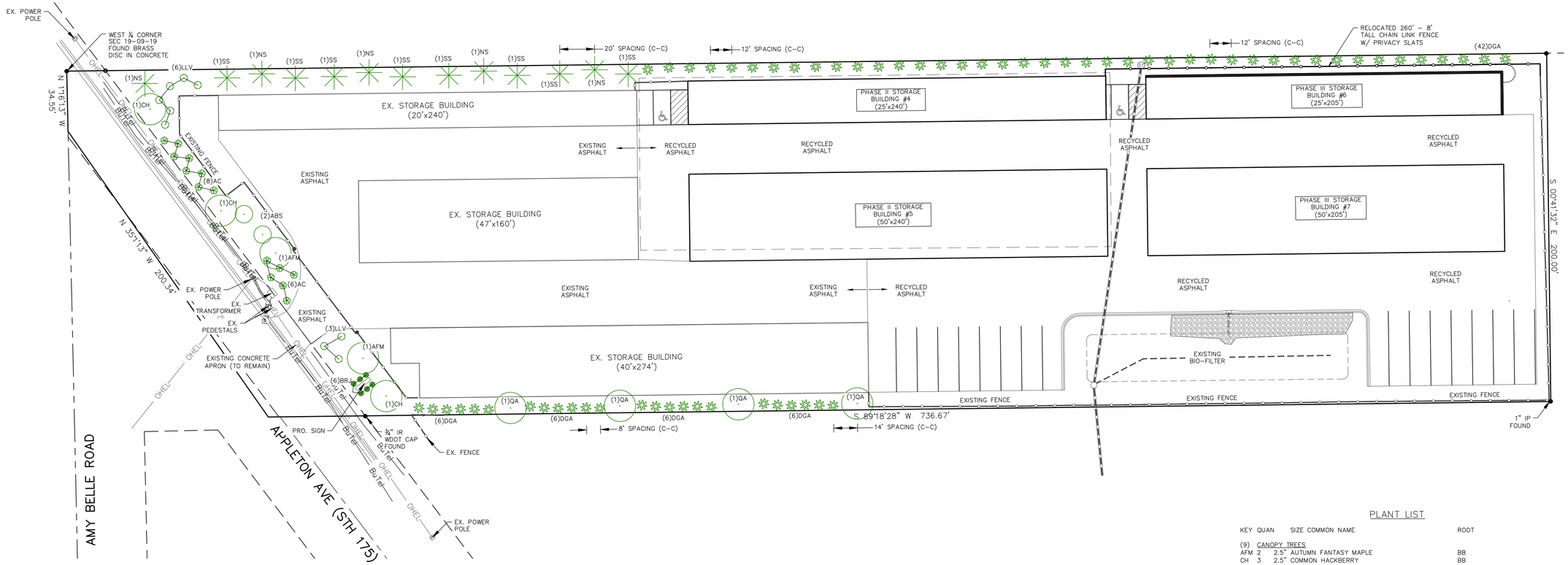
PROJECT NO: \JT-04-21\

VILLAGE SUBMITTAL

SHEET NO:
C1.03



LANDSCAPE DETAIL NORTH PROPERTY LINE
AT NORTH BUILDING



PLANT LIST

KEY	QUAN	SIZE	COMMON NAME	ROOT
	(9)		CANOPY TREES	
AFM	2	2.5"	AUTUMN FANTASY MAPLE	BB
CH	3	2.5"	COMMON HACKBERRY	BB
QA	4	2.5"	QUAKING ASPEN	BB
	(2)		LOW ORNAMENTAL TREES	
ABS	2	2.5"	AUTUMN BRILLIANCE SERVICEBERRY	BB
	(79)		EVERGREEN TREES	
SS	8	7'	SERBIAN SPRUCE	BB
NS	5	7'	NORWAY SPRUCE	BB
DGA	66	7'	DARK GREEN ARBORVITAE	BB
	(23)		DECIDUOUS SHRUBS	
AC	14	18"	ALPINE CURRANT	POT
LLV	9	36"	LEATHER LEAF VIBURNUM	POT
	(6)		EVERGREEN SHRUBS	
BRJ	6	1 G	BLUE RUG JUNIPER	CON

NOTES:

1) DESIGNATED LAWN AREAS TO RECEIVE A MINIMUM OF 6" OF TOPSOIL, STARTER FERTILIZER, AND LOCALLY GROWN BLUEGRASS SOD.
2) FOUNDATION PLANTING BEDS AND DESIGNATED PLANTING BEDS TO BE MULCHED WITH SHREDDED HARDWOOD BARK MULCH SPREAD TO A DEPTH OF 3".
3) INDIVIDUAL TREES AND SHRUB GROUPINGS IN LAWN AREAS TO RECEIVE SHREDDED HARDWOOD BARK MULCH PLANT RINGS (4' DIAMETER) SPREAD TO A DEPTH OF 3"
4) DESIGNATED PLANTING BEDS TO BE SEPARATED FROM LAWN AREAS WITH 5" BLACK VINYL EDGING.
5) OWNER WILL BE RESPONSIBLE FOR LANDSCAPE MAINTENANCE AFTER COMPLETION AND ACCEPTANCE OF THE PROJECT.

REVISIONS:			
NO.	DATE	DESCRIPTION	
1	XX-XX-XX	XXXXXXXXXXXXXXXXXX	

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PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
LANDSCAPE PLAN

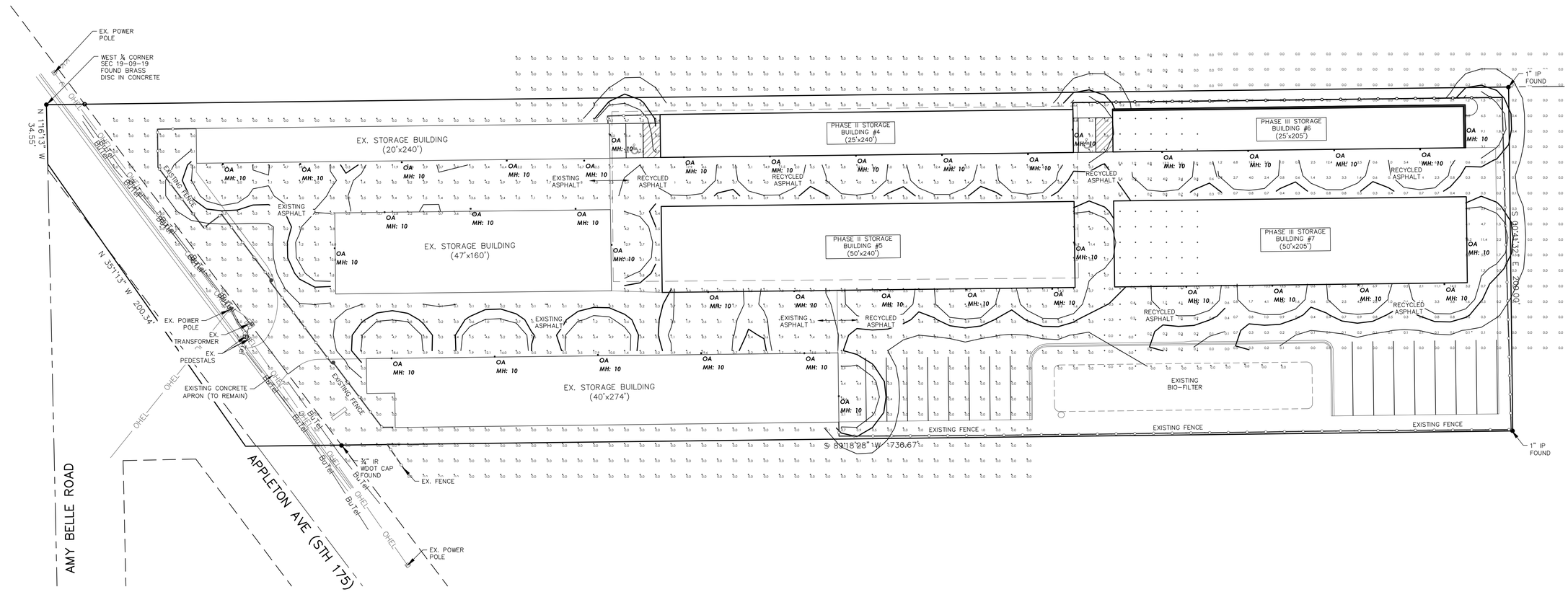
DRAWN BY: **KJP**
DESIGNED BY: **KJP**
CHECKED BY: **KJP**

PLAN DATE: **9-08-2023**

PROJECT NO: \JT-04-21\

VILLAGE SUBMITTAL

SHEET NO:
C1.04



LUMINAIRE SCHEDULE								
Symbol	Qty	Label	Manufacturer	Description	Arrangement	Lum. Lumens	Lum. Watts	LLF
⊡ ·	38	OA	LUMARK	AXCS4A	SINGLE	5520	43.7	0.900

CALCULATION SUMMARY							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CALCPTS_1	Illuminance	Fc	1.30	19.6	0.0	N.A.	N.A.

NOTES:

1) STANDARD REFLECTANCE OF 80/50/20 UNLESS NOTED OTHERWISE
2) NOT A CONSTRUCTION DOCUMENT, FOR DESIGN PURPOSES ONLY
3) STANDARD INDOOR CALC POINTS @ 30 A.F.F. UNLESS NOTED OTHERWISE
4) STANDARD OUTDOOR CALC POINTS @ GRADE UNLESS NOTED OTHERWISE
5) EGRESS CALC POINTS @ 0" A.F.F.
6) MLAZGAR ASSOCIATES ASSUMES NO RESPONSIBILITY FOR INSTALLED LIGHT LEVELS DUE TO FIELD CONDITIONS, ETC.

REVISIONS:

NO.	DATE	DESCRIPTION
1	XX-XX-XX	XXXXXXXXXXXXXXXXXX

PSE
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122 Wisconsin Street, West Bend, WI 53095
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www.parishse.com

PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
LIGHTING PLAN

DRAWN BY: **KJP**
DESIGNED BY: **KJP**
CHECKED BY: **KJP**

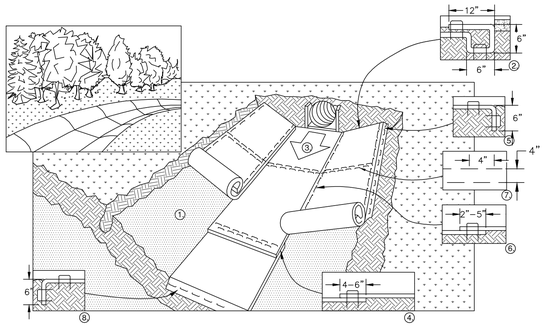
PLAN DATE: **9-08-2023**

PROJECT NO: \JT-04-21\

VILLAGE SUBMITTAL

SHEET NO:
C1.05

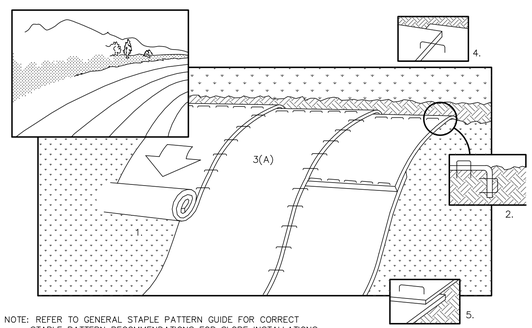
MAXIMUM PERIOD OF BARE SOIL FOR SLOPES > 20%		
SLOPE AREA DRAINS TO SEDIMENT BASIN OR SEDIMENT TRAP?	MAXIMUM PERIOD OF BARE SOIL EXPOSURE (CALENDAR DAYS)	
	LAND DISTURBANCE BETWEEN SEPTEMBER 16TH AND MAY 1ST	LAND DISTURBANCE BETWEEN MAY 2ND AND SEPTEMBER 15TH
YES	90	90
NO	60	30



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF FERTILIZER AND SEED.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO THE SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS RECOMMENDED BY THE MANUFACTURER.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4-6" OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" APART AND 4" ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPE MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 4" AND STAPLED.
7. A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" APART AND 4" ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE: ALL STAPLES MUST BE 6" OR GREATER IN LENGTH

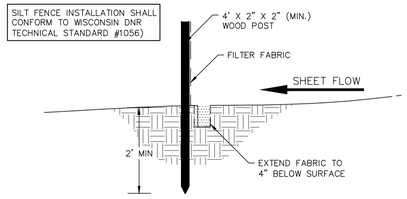
EROSION CONTROL MAT – CHANNEL INSTALLATION



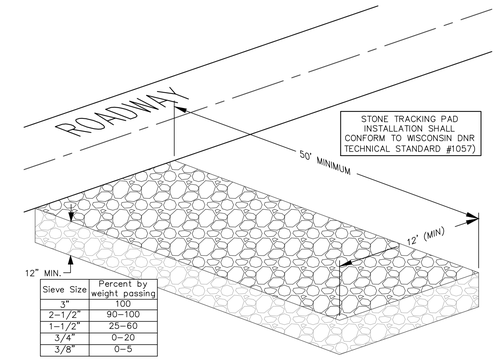
NOTE: REFER TO GENERAL STAPLE PATTERN GUIDE FOR CORRECT STAPLE PATTERN RECOMMENDATIONS FOR SLOPE INSTALLATIONS.

1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF FERTILIZER AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2" OVERLAP.
5. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY 4" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY
6. ALL BLANKETS MUST BE SECURELY FASTENED TO THE SLOPE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS RECOMMENDED BY THE MANUFACTURER.

EROSION CONTROL MAT – SLOPE INSTALLATION

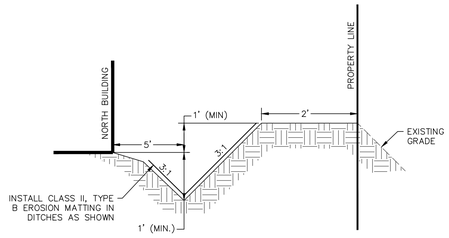


SILT FENCE CONSTRUCTION (SHEET FLOW)

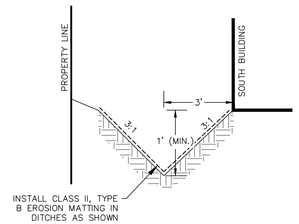


Sieve Size	Percent by weight passing
3"	100
2-1/2"	90-100
1-1/2"	25-60
3/4"	0-20
3/8"	0-5

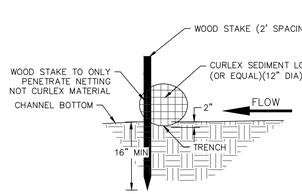
STONE TRACKING PAD DETAIL

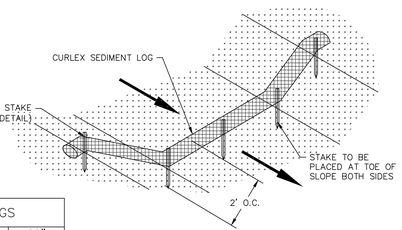


NORTH BERM/SWALE DETAIL



SOUTH SWALE CROSS SECTION





SPACING BETWEEN CURLEX SEDIMENT LOGS				
CHANNEL GRADIENT %	6"	9"	12"	20"
0.5	91.7	136.7	183.3	250.0
1.0	45.8	68.3	91.7	125.0
1.5	30.6	45.6	61.1	83.3
2	22.9	34.2	45.8	62.5

SEDIMENT LOG DETAIL

REVISIONS:

NO.	DATE	DESCRIPTION
1	XX-XX-XX	XXXXXXXXXXXXXXXXXX

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122 Wisconsin Street, West Bend, WI 53095
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PROJECT TITLE:
APPLETON AVENUE STORAGE
W219N11588 APPLETON AVENUE
GERMANTOWN, WI 53022

PLAN TITLE:
EROSION CONTROL DETAILS

DRAWN BY: **KJP**
DESIGNED BY: **KJP**
CHECKED BY: **KJP**

PLAN DATE: **9-08-2023**

PROJECT NO: \JT-04-21\

VILLAGE SUBMITTAL

SHEET NO:
C1.06

I HAVE REVIEWED THE PRELIMINARY DRAWINGS.

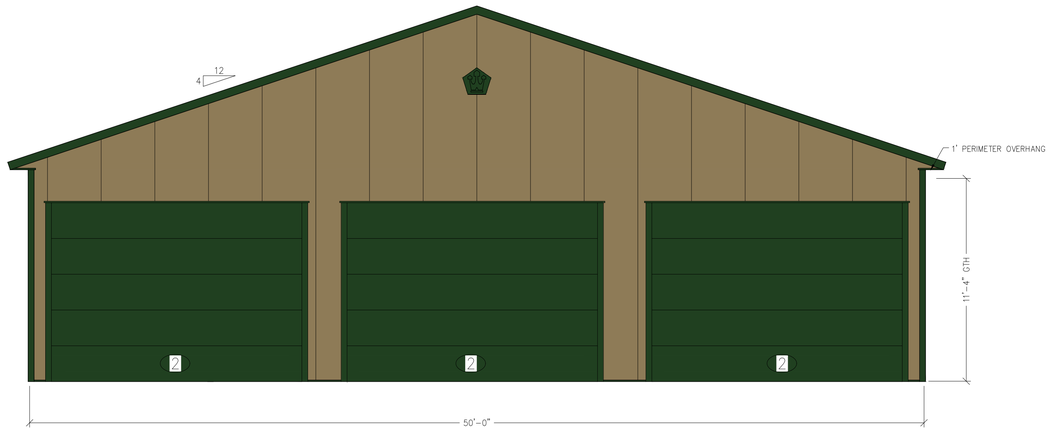
CUSTOMER SIGNATURE: DATE:

I UNDERSTAND THAT CHANGES MAY BE NECESSARY PER CODE OR STRUCTURAL REQUIREMENTS

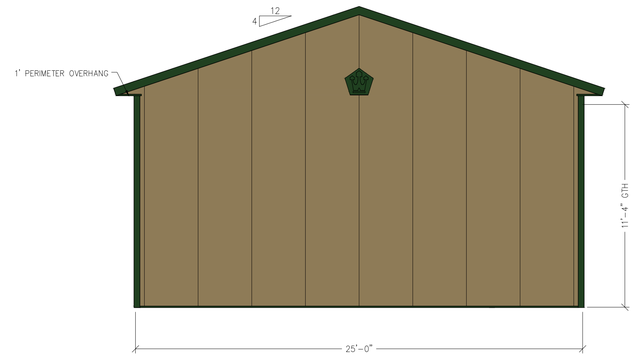
ALL DRAWINGS ARE INTELLECTUAL PROPERTY OF WALTERS BUILDINGS UNTIL SOLD

DOOR & WINDOW SCHEDULE

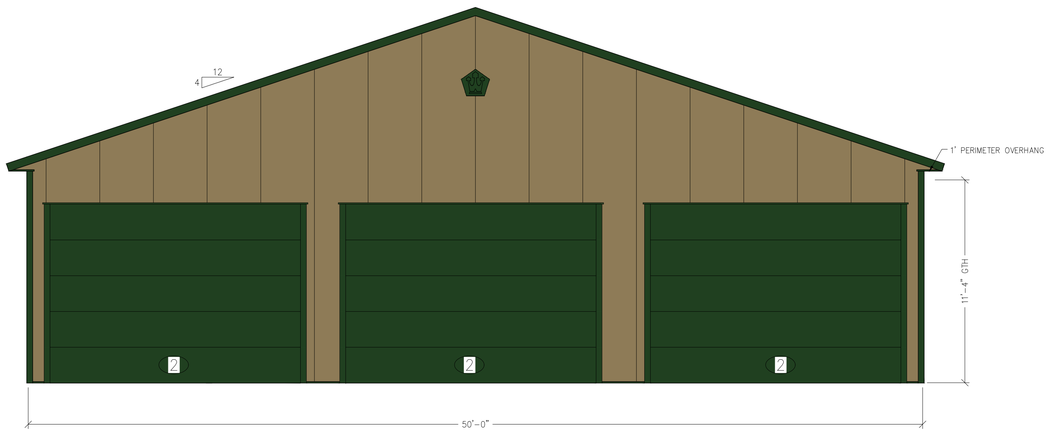
TAG	TYPE	ROUGH OPENING W x H	QUANTITY
1	18'X10' OVERHEAD DOOR		11
2	14'X10' OVERHEAD DOOR		12



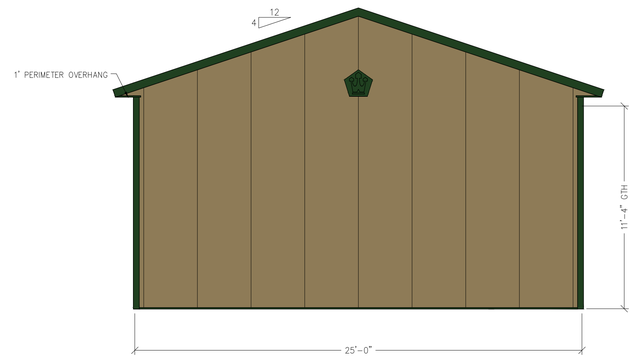
1 A1 LEFT END ELEVATION
SCALE: 1/4" = 1'-0"



2 A1 LEFT END ELEVATION
SCALE: 1/4" = 1'-0"



3 A1 RIGHT END ELEVATION
SCALE: 1/4" = 1'-0"



4 A1 RIGHT END ELEVATION
SCALE: 1/4" = 1'-0"

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Jack Walters & Sons, Corp.
P.O. Box 388
6600 Midland Ct.
Allenton, WI 53002
1-800-558-7800
www.waltersbuildings.com

DRAWINGS IN PROGRESS

OWNER NAME:
JOHN THEN

OWNER ADDRESS:
N91W27428
RED FOX RUN
HARTLAND, WI
53029

PROJECT NAME:
TR CAPITAL LLC

PROJECT ADDRESS:
W219N11588
APPLETON AVE
GERMANTOWN, WI
53022

SALES REP / DEALER:
MARSHALL WISTH

DRAFTER:
KIERSTEN D

ESTIMATOR:

LAST SAVED BY:
KDAHM ON: 9/6/2023

PAPER SIZE:
ARCH FULL BLEED D (24.00 X 36.00 INCHES)

SCALE:
AS NOTED

ENGINEER:

JOB NUMBER:
P95-1630

SHEET NUMBER:
A1

I HAVE REVIEWED THE PRELIMINARY DRAWINGS.

CUSTOMER SIGNATURE: DATE:

I UNDERSTAND THAT CHANGES MAY BE NECESSARY PER CODE OR STRUCTURAL REQUIREMENTS

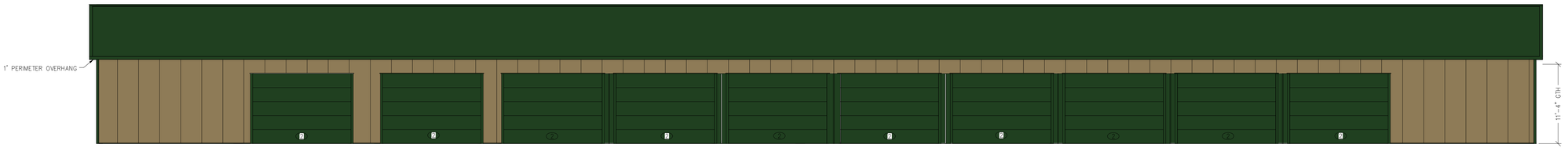
ALL DRAWINGS ARE INTELLECTUAL PROPERTY OF WALTERS BUILDINGS UNTIL SOLD

DOOR & WINDOW SCHEDULE

TAG	TYPE	ROUGH OPENING W x H	QUANTITY
1	18'X10' OVERHEAD DOOR		11
2	14'X10' OVERHEAD DOOR		12



1 FRONT SIDE ELEVATION
A1.1 SCALE: 1/8" = 1'-0"



2 FRONT SIDE ELEVATION
A1.1 SCALE: 1/8" = 1'-0"



3 BACK SIDE ELEVATION
A1.1 SCALE: 1/8" = 1'-0"



4 BACK SIDE ELEVATION
A1.1 SCALE: 1/8" = 1'-0"

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OWNER NAME:
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OWNER ADDRESS:
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W219N11588
APPLETON AVE
GERMANTOWN, WI
53022

SALES REP / DEALER:
MARSHALL WISTH

DRAFTER:
KIERSTEN D

ESTIMATOR:

LAST SAVED BY:
KDAHM ON: 9/6/2023

PAPER SIZE:
ARCH FULL BLEED D (24.00 X 36.00 INCHES)

SCALE:
AS NOTED

ENGINEER:

JOB NUMBER:
P95-1630

SHEET NUMBER:
A1.1

I HAVE REVIEWED THE PRELIMINARY DRAWINGS.

CUSTOMER SIGNATURE: DATE:

I UNDERSTAND THAT CHANGES MAY BE NECESSARY PER CODE OR STRUCTURAL REQUIREMENTS

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DOOR & WINDOW SCHEDULE

TAG	TYPE	ROUGH OPENING W x H	QUANTITY
1	18'X10' OVERHEAD DOOR		11
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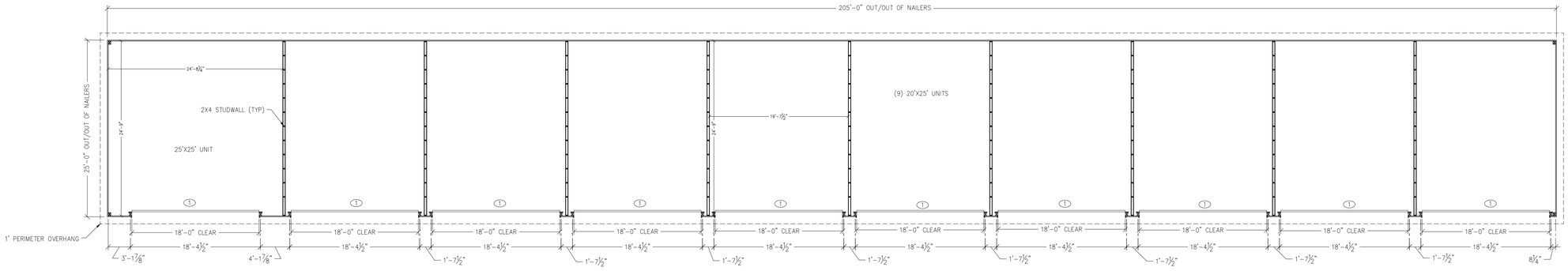
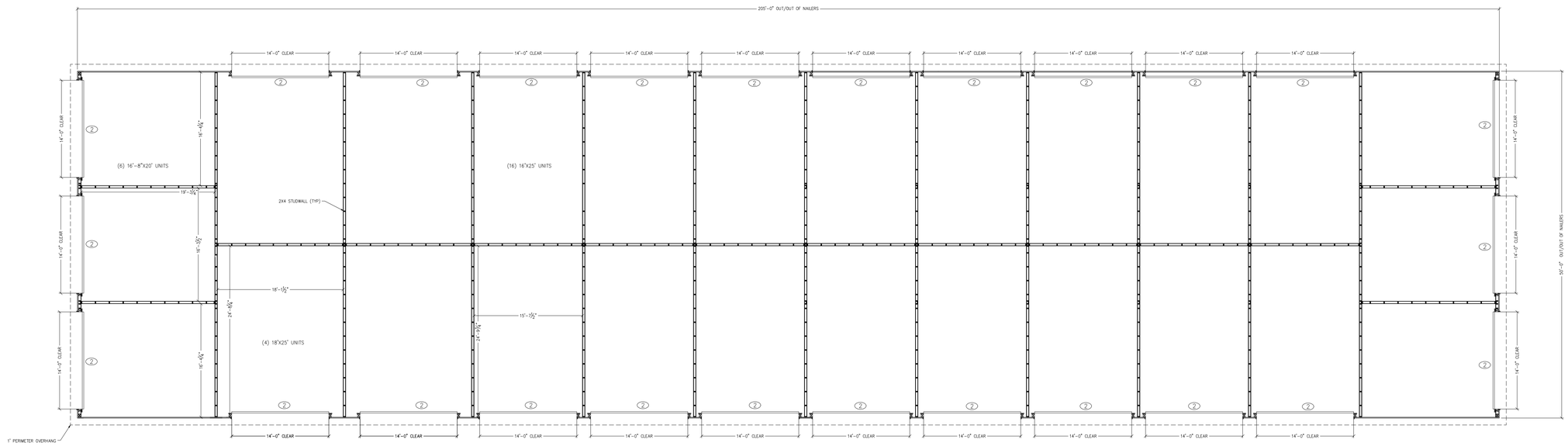


1 / S2 FRAMING PLAN
SCALE: 1/8" = 1'-0"



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DRAWINGS IN PROGRESS

OWNER NAME: JOHN THEN

OWNER ADDRESS: N91W27428 RED FOX RUN HARTLAND, WI 53029

PROJECT NAME: TR CAPITAL LLC

PROJECT ADDRESS: W219N11588 APPLETON AVE GERMANTOWN, WI 53022

SALES REP / DEALER: MARSHALL WISTH

DRAFTER: KIERSTEN D

ESTIMATOR:

LAST SAVED BY: KDAHM ON: 9/6/2023

PAPER SIZE: ARCH FULL BLEED D (24.00 X 36.00 INCHES)

SCALE: AS NOTED

ENGINEER:

JOB NUMBER: P95-1630

SHEET NUMBER: S2

DESCRIPTION

The Lumark Axcent LED wall mount luminaire provides a flush-mounted, architectural design with high performing, energy-efficient illumination resulting in up to 95% energy and maintenance savings over traditional sources. The die-cast aluminum construction along with stainless steel hardware, gasketed housing, and sealed optical compartment make the Axcent impervious to contaminants. The Axcent replaces 70W to 450W metal halide equivalents making it ideal for pathway illumination, building entrances, vehicle ramps, schools, tunnels, stairways, loading docks and floodlighting applications.

Catalog #		**Type**
Project		
Comments		**Date**
Prepared by		

SPECIFICATION FEATURES

Construction
Low-profile LED design with rugged die-cast aluminum housing. Matching housing styles incorporate both a full cutoff and refractive lens design. External fin design on the back of the fixture extracts heat from the surface resulting in a thermally optimize design for longer luminaire life. One-piece silicone gasket seals the fixture, keeping out moisture and dusts in compliance with IP66 rating. The fixture is 3G vibration rated (ANSI C136.31) and UL/cUL listed ensuring reliability and durability in wall mount applications.

Optical
Silicone-sealed optical LED chamber incorporates a custom engineered reflector providing high-efficiency illumination. Refractive lens models incorporate a molded lens assembly designed for maximum forward throw. Optional glare free lens is available for visual comfort at reduced lumen values. Available in Type IV distribution with lumen packages ranging from 1,800 to 17,300 nominal lumens. Light engine configurations consist of high-efficiency, discrete LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life. Offered in standard 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 5000K CCT / 70CRI min and 3000K / 80CRI min are available.

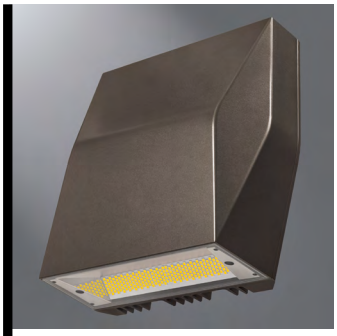
Electrical
LED driver is mounted to the die-cast aluminum housing for optimal heat sinking. Integral LED electronic driver incorporates 6kV surge protection. Class 1 electronic drivers have a power factor >90% and THD<20%. 120-277V 50/60Hz standard operation with optional 347V 60Hz or 480V 60Hz options available. 480V is compatible for use with 480V Wye systems only. 0-10V dimming driver is standard with leads external to the fixture to accommodate controls capability such a dimming and occupancy. 10kV/10kA surge protection option is available.

Mounting
Steel wedge mounting plate fits directly to 4" standard j-box or directly to wall with the "Hook-N-Lock" mechanism for quick installation. Secure with two captive, corrosion resistant, stainless steel set screws, which are concealed but accessible from bottom of fixture. Optional floodlight kits available in slipfitter, knuckle and trunnion mount configurations. Optional pole mount configuration provides a quick-mount solution to round and square poles. The easy installation arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8".

Emergency Egress
Optional integral cold weather battery emergency egress includes emergency operation test switch, an AC-ON indicator light and a premium, maintenance-free battery pack. The separate emergency lighting LEDs are wired to provided redundant emergency lighting. Listed to UL Standard 924, Emergency Lighting.

Finish
The Axcent is protected with five state super TGIC polyester powder coat paint in carbon bronze and five other color finishes. Super TGIC power coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty
Five-year warranty.





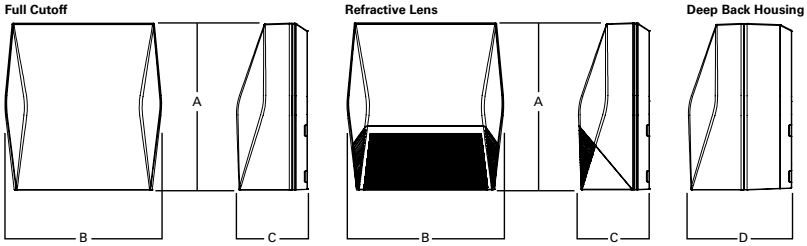
AXCS / AXCL
AXCENT

14-123W

LED

APPLICATIONS:
WALL / SURFACE / INVERTED FLOODLIGHTING / PATHWAY / SITE LIGHTING

DIMENSIONS



Dimensional Data

	AXCS Small	AXCL Large
A	8" [202mm]	11-1/2" [292mm]
B	7-1/2" [190mm]	10-3/4" [273mm]
C	3-5/8" [94mm]	4-7/8" [124mm]
D	6-1/8" [155mm]	7-1/8" [181mm]

CERTIFICATION DATA
3G Vibration Rated
Dark Sky Approved (Fixed mount, Full cutoff, and 3000K CCT only)
DesignLights Consortium® Qualified*
FCC Class A
IP66 Rated
ISO9001, UL/cUL Wet Location Listed
ROHS Compliant
Title 24 Compliant
UL924 Listed (CBP Models)

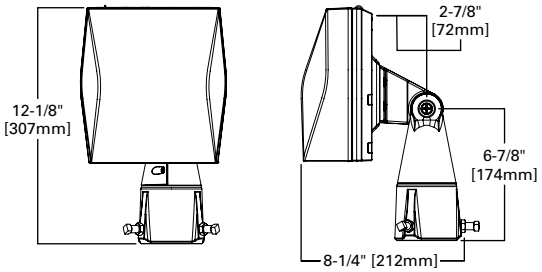
TECHNICAL DATA
-40°C Minimum Ambient Temperature
+40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

SHIPPING DATA:
Approximate Net Weight:
Small fixture=5 lbs. [2.36 kgs.]
Small with sensor or CBP=10 lbs. [4.40 kgs.]
Large fixture=12 lbs. [5.45 kgs.]
Large with sensor or CBP=17 lbs. [7.73 kgs.]
Large with sensor & CBP=21 lbs. [9.54 kgs.]

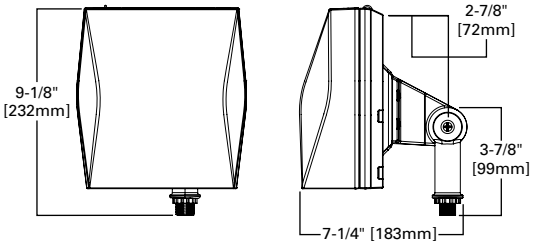
*www.designlights.org

MOUNTING OPTIONS

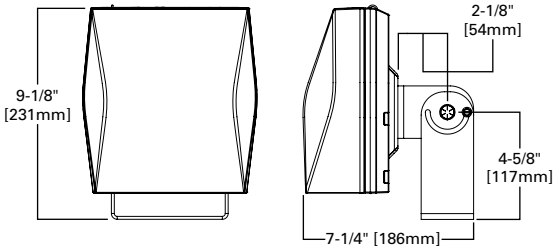
Slipfitter Mount (Small)
Tenon OD: 2-3/8" | EPA: 0.60



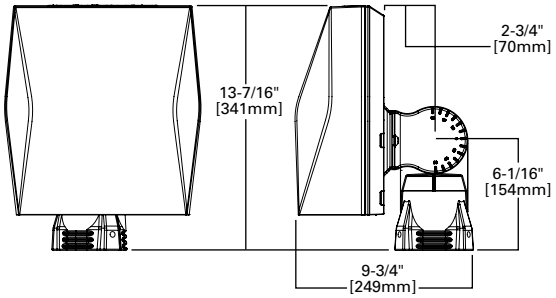
Knuckle Mount (Small)



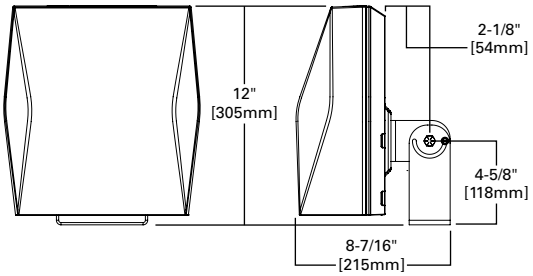
Trunnion Mount (Small)



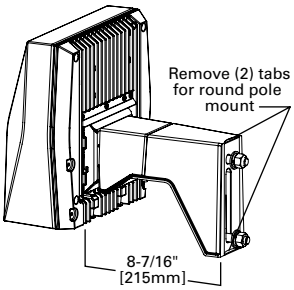
Slipfitter Mount (Large)
Tenon OD: 2-3/8" to 2-7/8" | EPA: 1.10



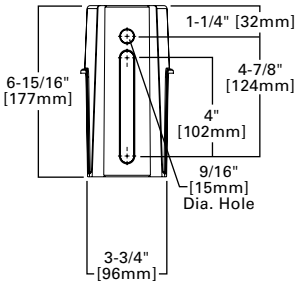
Trunnion Mount (Large)



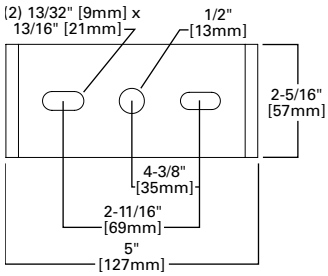
Pole Mount Arm (Shown with Large fixture)
EPA: 1.1



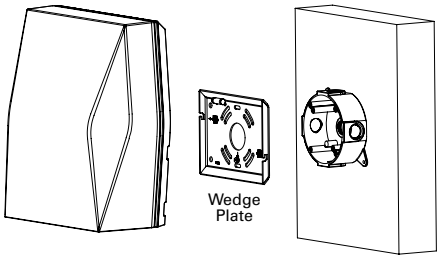
Drill Pattern



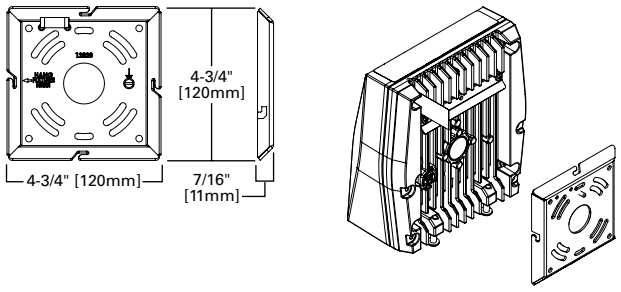
Trunnion Mount Detail



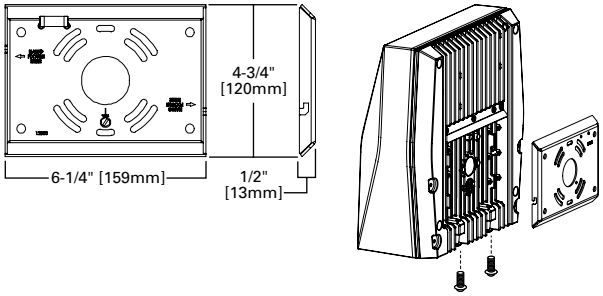
Through-branch Wiring (Available through rated junction box - supplied by others)



Wall Mount Plate Detail (Small)

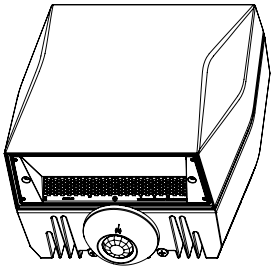


Wall Mount Plate Detail (Large)

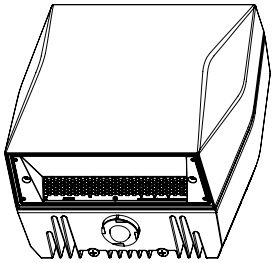


CONTROL OPTIONS

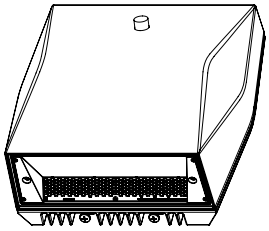
LumaWatt Pro Sensor



Occupancy Sensor

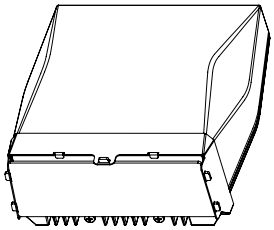


Button Photocontrol

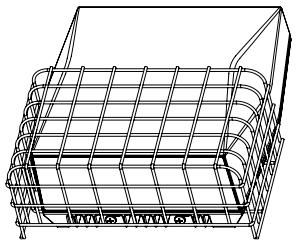


VANDAL SHIELD AND WIRE GUARD OPTIONS

Vandal Shield



Wire Guard



CONTROL OPTIONS

0-10V
This fixture is offered standard with 0-10V dimming driver(s) for use with a lighting control panel or other control method.

Photocontrol (PC1, PC2, and PC)
Optional button-type photocontrol provides a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels.

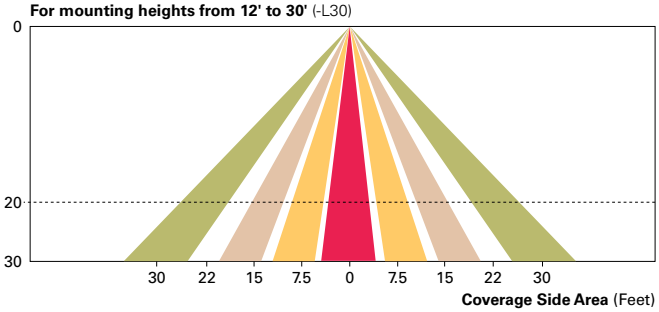
After Hours Dim (AHD)
This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a “dusk-to-dawn” period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (MSP/DIM-LXX and MSP-LXX)
These sensors are factory installed in the luminaire housing. When the MSP/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MSP/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of ten minutes. The MSP-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity.

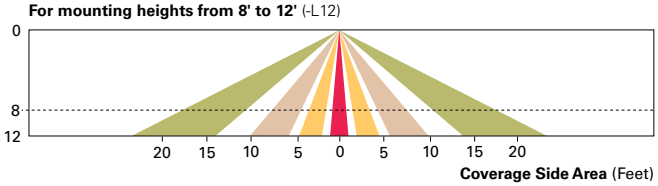
These occupancy sensors includes an integrated photocell that can be activated with the ISHH-01 accessory for “dusk-to-dawn” control or daylight harvesting - the factory preset is ON. The ISHH-01 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters.

A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8’-30’.

For mounting heights from 12' to 30' (-L30)



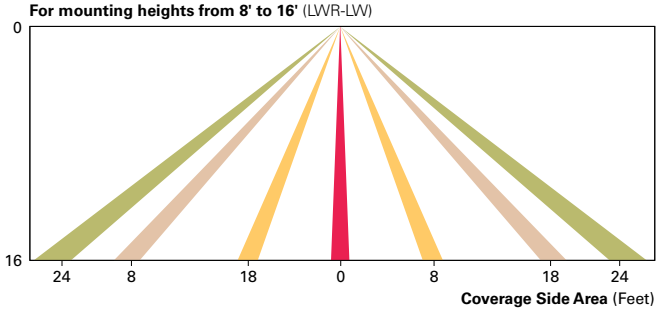
For mounting heights from 8' to 12' (-L12)



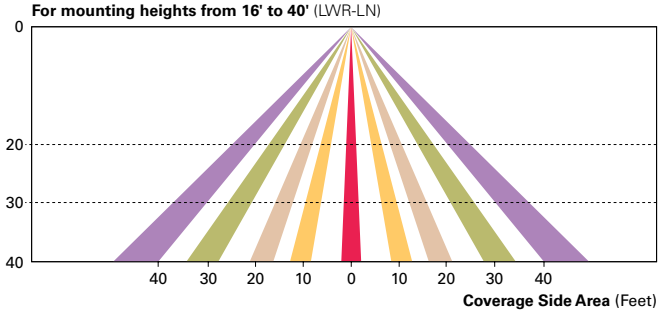
LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)
The LumaWatt Pro system is a peer-to-peer wireless network of luminaire-integral sensors for any sized project. Each sensor is capable of motion and photo sensing, metering power consumption and wireless communication. The end-user can securely create and manage sensor profiles with browser-based management software. The software will automatically broadcast to the sensors via wireless gateways for zone-based and individual luminaire control. The LumaWatt Pro software provides smart building solutions by utilizing the sensor to provide easy-to-use dashboard and analytic capabilities such as improved energy savings, traffic flow analysis, building management software integration and more.

For additional details, refer to the LumaWatt Pro product guides.

For mounting heights from 8' to 16' (LWR-LW)



For mounting heights from 16' to 40' (LWR-LN)



POWER AND LUMENS (AXCENT SMALL)

Light Engine		AXCS1A	AXCS2A	AXCS3A	AXCS4A	AXCS5A
Power (Watts)		14	21	27	44	52
Input Current @ 120V (A)		0.12	0.18	0.23	0.37	0.43
Input Current @ 240V (A)		0.06	0.09	0.11	0.18	0.22
Input Current @ 277V (A)		0.05	0.08	0.10	0.16	0.19
Input Current @ 347V (A)		0.04	0.06	0.08	0.13	0.15
Input Current @ 480V (A)		0.03	0.04	0.06	0.09	0.11
Configuration						
Full Cutoff	4000K/5000K Lumens	1,806	2,561	3,537	5,520	6,300
	3000K Lumens	1,526	2,164	2,989	4,665	5,324
	BUG Rating	B1-U0-G0	B1-U0-G0	B1-U0-G0	B2-U0-G1	B2-U0-G1
Refractive Lens	4000K/5000K Lumens	1,915	2,716	3,704	5,858	6,699
	3000K Lumens	1,618	2,295	3,130	4,950	5,661
	BUG Rating	B1-U3-G2	B1-U3-G2	B1-U3-G2	B1-U4-G3	B1-U4-G3

POWER AND LUMENS (AXCENT LARGE)

Light Engine		AXCL6A	AXCL8A	AXCL10A	AXCL12A
Power (Watts)		56	72	102	123
Input Current @ 120V (A)		0.44	0.60	0.83	1.01
Input Current @ 240V (A)		0.22	0.31	0.41	0.51
Input Current @ 277V (A)		0.20	0.27	0.36	0.45
Input Current @ 347V (A)		0.17	0.22	0.30	0.37
Input Current @ 480V (A)		0.13	0.16	0.22	0.27
Configuration					
Full Cutoff	4000K Lumens	7,594	9,696	13,283	16,823
	5000K Rating	7,465	9,531	13,058	16,538
	3000K Lumens	6,619	8,450	11,577	14,662
	BUG Rating	B1-U0-G1	B1-U0-G1	B3-U0-G2	B3-U0-G2
Refractive Lens	4000K Lumens	7,809	9,970	13,641	17,346
	5000K Rating	7,689	9,817	13,450	17,034
	3000K Lumens	6,817	8,704	11,924	15,102
	BUG Rating	B1-U4-G4	B2-U5-G5	B2-U5-G5	B2-U5-G5

POWER AND LUMENS (SMALL + CBP)

Light Engine		AXCS1A	AXCS2A	AXCS3A	AXCS4A
Power (Watts)		18	25	31	48
Input Current @ 120V (A)		0.15	0.21	0.26	0.40
Input Current @ 240V (A)		0.08	0.11	0.13	0.20
Input Current @ 277V (A)		0.07	0.09	0.11	0.18
Configuration					
Full Cutoff	4000K/5000K Lumens	629	587	647	570
	3000K Lumens	531	496	547	482
Refractive Lens	4000K/5000K Lumens	667	623	686	605
	3000K Lumens	563	526	580	511

Note: Power and current based on full power consumption while CBP is charging. Lumen outputs are while operating in emergency mode only.

POWER AND LUMENS (LARGE + CBP)

Light Engine		AXCL6A	AXCL8A	AXCL10A
Power (Watts)		60	76	106
Input Current @ 120V (A)		0.50	0.63	0.88
Input Current @ 240V (A)		0.25	0.32	0.44
Input Current @ 277V (A)		0.22	0.27	0.38
Configuration				
Full Cutoff	4000K/5000K Lumens	1,070		
	3000K Lumens	945		
Refractive Lens	4000K/5000K Lumens	1,098		
	3000K Lumens	973		

Note: Power and current based on full power consumption while CBP is charging. Lumen outputs are while operating in emergency mode only.

LUMEN MAINTENANCE (AXCENT SMALL)

Ambient Temperature	TM-21 Lumen Maintenance (72,000 Hours)	Theoretical L70 (72,000 Hours)
Up to 3A		
25°C	90%	246,000
40°C	90%	225,000
50°C	89%	195,000
Up to 5A		
25°C	89%	240,000
40°C	88%	223,000
50°C	87%	186,000

LUMEN MAINTENANCE (AXCENT LARGE)

Ambient Temperature	TM-21 Lumen Maintenance (72,000 Hours)	Theoretical L70 (72,000 Hours)
Up to 8A		
25°C	94%	556,000
40°C	94%	556,000
50°C	92%	340,000
Up to 10A		
25°C	94%	556,000
40°C	94%	478,000
50°C	87%	207,000
Up to 12A		
25°C	94%	151,000
40°C	81%	125,000

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.97

ORDERING INFORMATION

Sample Number: AXCS1A-AP-347V

Model Series [1]	**LED Color Temperature**	**Color**	**Options** (Add as Suffix)
Full Cutoff **AXCS1A**=14W **AXCS2A**=21W **AXCS3A**=27W **AXCS4A**=44W **AXCS5A**=52W **AXCL6A**=56W **AXCL8A**=72W **AXCL10A**=102W **AXCL12A**=123W **Refractive Lens** **AXCS1ARL**=14W **AXCS2ARL**=21W **AXCS3ARL**=27W **AXCS4ARL**=44W **AXCS5ARL**=52W **AXCL6ARL**=56W **AXCL8ARL**=72W **AXCL10ARL**=102W **AXCL12ARL**=123W	**[Blank]**=4000K, Neutral **C**=5000K, Cool **W**=3000K, Warm	**[Blank]**=Carbon Bronze (Standard) **WT**=Summit White **BK**=Black **AP**=Grey **GM**=Graphite Metallic **DP**=Dark Platinum	**347V**=347V [2] **480V**=480V [2] **PC1**=Photocontrol 120V [3, 4, 5] **PC2**=Photocontrol 208-277V, 347V, 480V [4, 5, 6] **PC**=Photocontrol 120-277V, 347V, 480V [4, 7, 8] **KKIT**=Knuckle Floodlight Mount [7] **TRNKIT**=Trunnion Floodlight Mount **SFKIT**=Slipfitter Floodlight Mount **PMAKIT**=Pole Mount Arm **LWR-LW**=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height [4, 9] **LWR-LN**=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height [4, 9] **MSP/DIM-L12**=Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height [4, 9, 10] **MSP/DIM-L30**=Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height [4, 9, 10] **MSP-L12**=Integrated Sensor for ON/OFF Operation, 8' - 12' Mounting Height [4, 9, 10] **MSP-L30**=Integrated Sensor for ON/OFF Operation, 12' - 30' Mounting Height [4, 9, 10] **CBP**=Cold Weather Battery Pack [3, 11, 12, 13, 14, 15] **CBP-CEC**=Cold Weather Battery Pack, CEC compliant [3, 11, 12, 13, 14, 15] **10K**=10kV/10kA Surge Protection **HA**=50°C High Ambient [12, 16] **GRF**=Glare Reducing Lens [17] **AHD145**=After Hours Dim, 5 Hours [5, 18] **AHD245**=After Hours Dim, 6 Hours [5, 18] **AHD255**=After Hours Dim, 7 Hours [5, 18] **AHD355**=After Hours Dim, 8 Hours [5, 18]

Accessories (Order Separately) [19]

VS/AXCS=Vandal Shield Axcent Small [7, 20]
VS/AXCS-MS=Vandal Shield Axcent Small (With Motion Sensor) [7, 20]
WG/AXCS=Wire Guard Axcent Small [7]
WG/AXCS-MS=Wire Guard Axcent Small (With Motion Sensor) [7]
VS/AXCL=Vandal Shield Axcent Large [5, 20]
VS/AXCL-MS=Vandal Shield Axcent (With Motion Sensor) [5, 20]
WG/AXCL=Wire Guard Axcent Large [5]
WG/AXCL-MS=Wire Guard Axcent (With Motion Sensor) [5]
KKIT/AXCS-XX=Knuckle and Visor Floodlight Kit (For Axcent Small) [7]
SFKIT/AXCS-XX=Slipfitter Floodlight Kit (For Axcent Small) [7]
TRNKIT/AXCS-XX=Trunnion and Visor Floodlight Kit (For Axcent Small) [7]
TRNKIT-XX=Trunnion Floodlight Kit (For Axcent Large) [5]
SFKIT-XX=Slipfitter Floodlight Kit (For Axcent Large) [5]
PMAKIT-XX=Pole Mount Kit
ISHH-01=Integrated Sensor Programming Remote [21]
MA1010-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon
MA1011-XX=2@180° Tenon Adapter for 3-1/2" O.D. Tenon
MA1017-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon
MA1018-XX=2@180° Tenon Adapter for 2-3/8" O.D. Tenon

NOTES:
1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Transformer used only when ordered with motion sensor or AXCS1 through AXCS5 or AXCL6 fixture wattages.
3. Not available in 347 or 480 VAC.
4. Button photocontrol and any motion sensor not offered together.
5. Only available on AXCL6-AXCL12 models.
6. Used with 277, 347, and 480 VAC options.
7. Only available on AXCS1-AXCS5 models.
8. This configuration may contain materials that are not RoHS compliant. Contact your lighting representative for more information.
9. Uses deep back housing.
10. The ISHH-01 accessory is required to adjust parameters.
11. Ambient operating temperature -20°C to 25°C for AXCL6 through AXCL10. Ambient operating temperature -20°C to 30°C on AXCS4 models. Ambient operating temperature -20°C to 40°C on AXCS1 through AXCS3 models.
12. Not available with AXCS5 or AXCL12 models.
13. Uses deep back housing for AXCS1, AXCLS2, AXCS3, and AXCS4 models.
14. Not to be mounted in upwards / inverted orientation. Downlight wall mount only for AXCS1 through AXCS4.
15. In AXCS1, AXCS2, AXCS3, and AXCS4 models, CBP cannot be used with any sensor option (PC, MSP, LWR).
16. Can not be ordered with CBP or PC options.
17. Use dedicated IES files on product website for lumen values and distributions.
18. Requires the use of PC1 or PC2 button photocontrol. See After Hours Dim supplemental guide for additional information.
19. Replace XX with color designation.
20. For use with full cutoff lens configurations only.
21. This tool enables adjustment to parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult you lighting representative for more information.

STOCK ORDERING INFORMATION

Model Series [1]			
Full Cutoff		**Refractive Lens**	
AXCS1A=14W	**AXCL10A**=102W	**AXCS1ARL**=14W	**AXCL10ARL**=102W
AXCS2A=21W	**AXCL12A**=123W	**AXCS2ARL**=21W	**AXCL12ARL**=123W
AXCS3A=27W	**AXCL6A-347V**=56W	**AXCS3ARL**=27W	**AXCL6ARL-347V**=56W
AXCS4A=44W	**AXCL8A-347V**=72W	**AXCS4ARL**=44W	**AXCL8ARL-347V**=72W
AXCS5A=52W	**AXCL10A-347V**=102W	**AXCS5ARL**=52W	**AXCL10ARL-347V**=102W
AXCL6A=56W	**AXCL12A-347V**=123W	**AXCL6ARL**=56W	**AXCL12ARL-347V**=123W
AXCL8A=72W		**AXCL8ARL**=72W	

NOTES:
1. All stock configuations are 4000K color temperatures, standard Carbon Bronze finish, and wall mount configuration.

Village of Germantown ...Willkommen

N112 W17001 Mequon Rd.
P.O. Box 337
Germantown, Wisconsin 53022-0337
Phone: (262) 250-4720 (Engineering)
FAX: (262) 253-8255

Permit #: _____

STORMWATER MANAGEMENT PERMIT APPLICATION

Applicant/Agent		Property Owner	
Name:	TR Capital, LLC	Name:	TR Capital, LLC
Address:	N91 W27428 Red Fox Run Hartland, WI 53029	Address:	N91 W27428 Red Fox Run Hartland, WI 53029
Phone:	(262) 719-3368	Phone:	(262) 719-3368
E-mail:	rosie.a.roberts@gmail.com	E-mail:	rosie.a.roberts@gmail.com

Property Address:

Base SWM Permit Application Fee (Non-Refundable):

- ☑ $300.00.
- ☐ Waived, if application associated with Planning Department's Site Plan Review Application.

First-Time SWM Plan Report Review Fee (Non-Refundable):

- ☑ $200.00 for First Detention/Infiltration/Retention Pond or Water Quality Device.
- ☐ $25.00 for each Additional Detention/Infiltration/Retention Pond or Water Quality Device. Quantity: (_____)
- ☐ $10.00 for each Channel/Culvert/Storm Sewer Branch. Quantity: (_____)
- ☐ $500.00 Additional Fee for Optional Expedited Review (3 business days).
- ☐ **Waived, if application associated with Planning Department's Site Plan Review Application.**

Additional SWM Plan Report Review Fee (Non-Refundable):

- ☐ $250.00 for 2nd SWM Plan Review (i.e., review of 1st SWM Plan revision).
- ☐ $500.00 for each Additional SWM Plan Review (i.e., review of 2nd, 3rd, 4th, etc. SWM Plan revision).
- ☐ $500.00 Additional Fee for Optional Expedited Review for each Additional SWM Plan Review (3 business days).

Certification:

I hereby certify that the information contained herein, including all attachments, is true, accurate, and complete to the best of my knowledge. **Further, I grant the Village of Germantown's employees and agents to enter the property to review information included** with this application, and to make inspections during and after construction. Application and report review times, approval/denial, and final action shall be as set in Chapter 27, Mun. Ord. Applicant/Agent and Property Owner understand other fee mechanisms (i.e., Site Plan Review Fee) are in place for Village review and approval of the Stormwater Management Plan Report. I am aware that this permit expires the date the Village Engineer or designee notifies me that all stormwater management practices have passed final inspection required under subsection (4)(d) and an approved Maintenance Declaration is recorded with the Register of Deeds as required under section 27.11, or after two years of issuance, whichever occurs first.

Applicant/Agent Signature & Date:	Property Owner Signature & Date:
TR Capital Group / owner / [signature]	[signature] 9/8/2023

REPORT CHECKLIST

The storm water management plan for a site shall include:

- ☒ Detailed report containing a narrative description of the storm water facility design, assumptions, and computations
- ☒ Detailed maps showing pre-development and post-development conditions, 24" x 36" sheets
- ☒ Signature and seal by a Wisconsin Registered Professional Engineer
- ☒ Detailed tabular estimate of construction costs for proposed facilities
- ☒ Two complete copies of the entire plan

The report describing the site conditions and detention design shall include the following:

- ☒ Full watershed of site with contours
- ☒ Sub area boundaries
- ☒ Time of concentration determination with lengths and slopes
- ☒ Hydrologic soil groups
- ☒ Curve numbers
- ☒ Existing flood plain and wetlands shown, including setback lines
- ☒ Comparison of different agency analysis, if appropriate, in tabular format
- ☒ Cross section/details of vegetation proposed on berm, safety shelf, water line areas, etc.
- ☒ Detention basin volumes
- ☒ Existing and proposed contours in pond area at one foot contour interval
- ☒ Stage-discharge curve or table for proposed outfall structure
- ☒ Site hydrograph for 100-year and 2-year storm predeveloped condition without detention
- ☒ Site hydrograph for 100-year and 2-year storm post-developed condition without detention
- ☒ Pond output hydrograph for 100-year and 2-year storm post-developed condition with detention
- ☒ Clearly indicate pre-development and post-development site discharge for the 2-year and 100-year storm events.
- ☒ Draft copy of long term maintenance plan in recordable format
- ☒ Completed copy of this checklist

Project Name: _____

Village staff only:

Permit #: _____

Initial submittal date: _____

Response date: _____

Subsequent response date(s): _____

Approval date: _____

Date sent to MMSD (If applicable) _____

*MMSD approval date:*_____

*Date financial guarantee provided and amount:*_____

Facility Certification-date approved: _____

*Final maintenance declaration recorded:*_____

Financial guarantee released: _____

SIGN REVIEW

11/13/23 Plan Commission Meeting

Village of Germantown / Town 9 Industrial Park

Planning & Zoning Report **Germantown, Wisconsin**

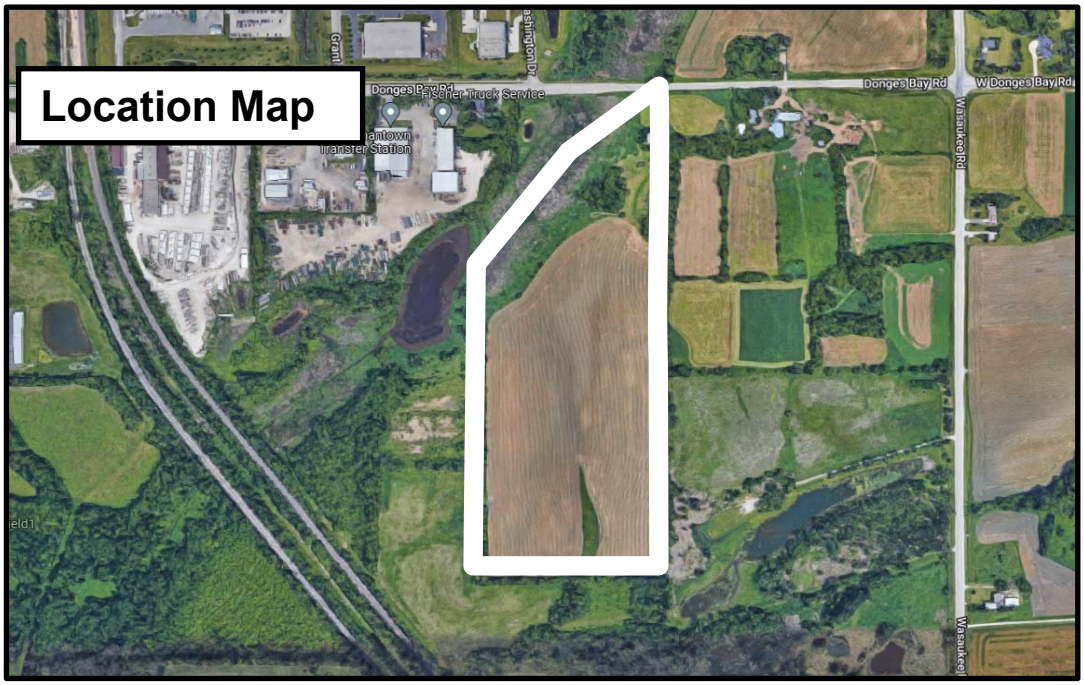
Summary

GRAEF, agent for the Village of Germantown, property owner, is requesting approval for a monument ground sign for the new Department of Public Works facility located at W130 N10200 Town 9 Parkway (TID 9).

Location: W130 N10200 Town 9 Parkway
Agent/
Property Owners: Village of Germantown
N112 W17001 Mequon Road
Germantown, WI

Zoning: M-1: Limited Industrial Zoning District (TID 9)

Adjacent Land Uses		Zoning
North	Agricultural	A-1
South	Industrial	M-1
East	Industrial	M-1
West	Industrial	M-1



Background/Proposal

Site development and building plans for construction of a new Department of Public Works facility were approved in February, 2023, including a 127,000 sqft building, fueling station, salt shed, yard waste recycling area, material storage yard, parking, regional storm water basin, and a new public road (Town 9 Parkway).

At this time, the Village is requesting approval for a new monument ground sign for the facility located south of Donges Bay Road just west of Wasaukee Road in the Town 9 Industrial Park. The new sign will be located near the Town 9 @ Donges Bay Road intersection in the northeast corner of the site.

Monument Sign

- 7’ x 14’ curved sign with 80 sqft sign area per side and a maximum height of 10 feet
- Internally illuminated, double-sided aluminum cabinet with a 3’ x 9’ electronic message center EMC (27 sqft; 34% of total sign area)
- Masonry base to match DPW building color w/ stud-mounted address coordinates

Staff Comments

The proposed monument sign is similar in design, materials and functionality as the Village Hall campus sign. All requirements of the Village’s sign regulations have been met.

Village Staff Recommendation

APPROVE the ground sign for the Department of Public Works facility located at W130 N10200 Town 9 Parkway as proposed subject to the following conditions:

1. Building and electrical permits are required. Contact Safebuilt staff in Inspection Services for information.

Village of Germantown ...Willkommen

Fee must accompany application

$275 Sign Review Fee

$ 75 Sign Face Replacement

Paid _____ Date 11-2-23

SIGN REVIEW APPLICATION

Pursuant to Section 17.46 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT

Village of Germantown
N112 W17001 Mequon Rd.
Germantown, WI 53022

Phone ( )

Fax ( )

E-Mail

PROPERTY OWNER

Phone ( )

2 PROPERTY ADDRESS OR GENERAL LOCATION

W130 N10200 Town 9 Parkway

3 SIGN INFORMATION

Sign Dimensions _____height x _____ width Single/Multi Tenant (circle one)
Number of Sides _____ Building Frontage SF _____
Total Square Footage of Sign (include all sides)_____
Total height of the Sign_____
Is the Sign to be illuminated _____yes _____ no
Type of Sign Construction Materials_____
Distance to Closest Property Line_____

Are there any existing signs on the property_____
If yes, what is the total Square Footage of existing signs_____

What are the intentions for the existing signs: Take down _____ Remain _____

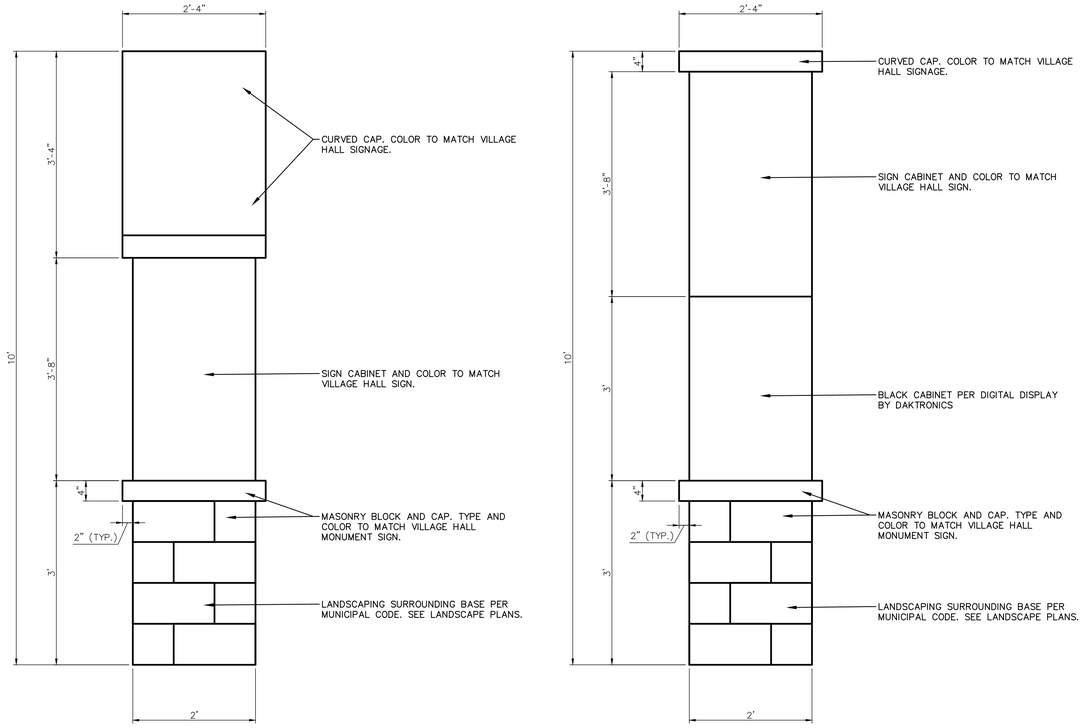
4 SIGNATURES -- ALL APPLICATIONS MUST BE SIGNED BY OWNER!

Applicant Date

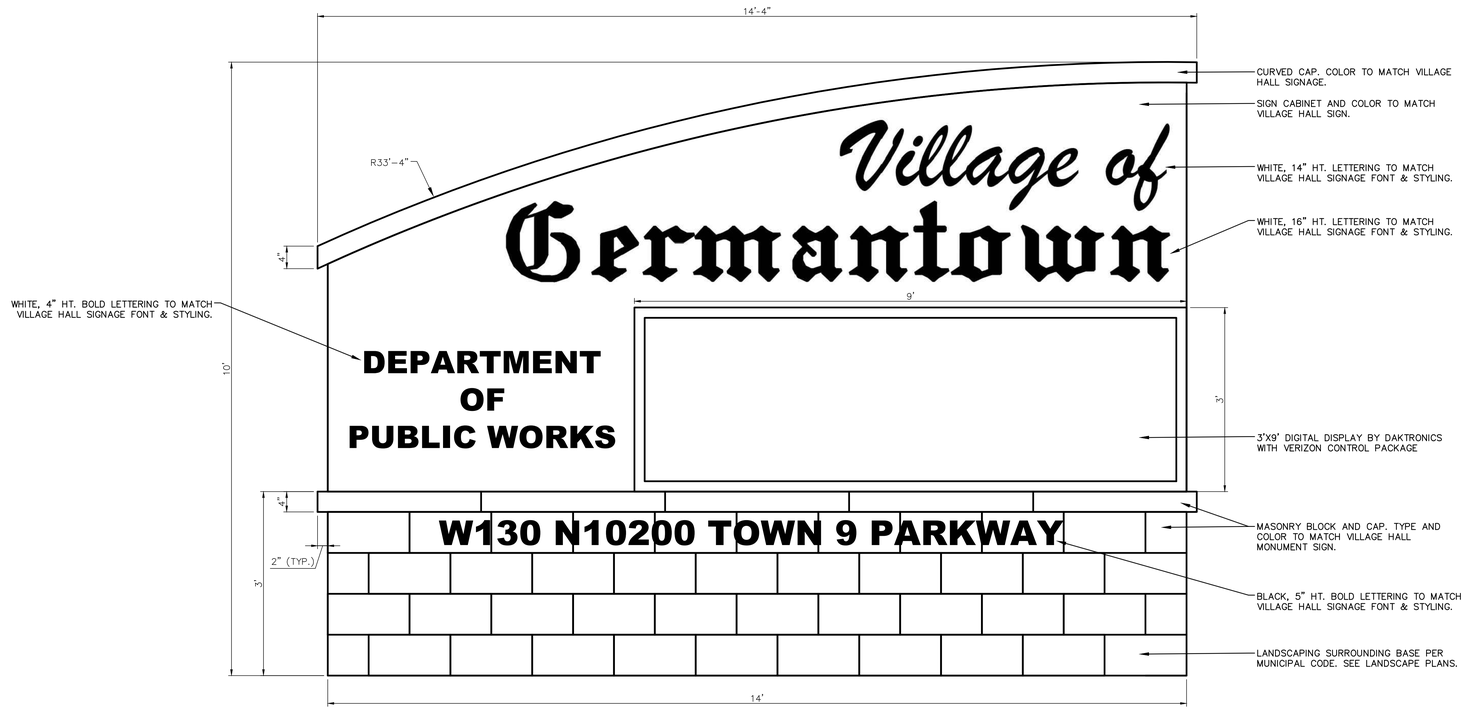
SHM 11.2.2023
Owner Date



3 CONCEPTUAL RENDERING



1 DPW ENTRY SIGN ELEVATIONS



NOTES:
1. SIGNAGE AREA = 80 SQ FT PER SIDE
2. DIGITAL DISPLAY AREA = 27 SQ FT PER SIDE OR 34% OF SIGNAGE AREA PER SIDE.
3. SIGN TO BE INTERNALLY ILLUMINATED.
4. OTHER SIDE OF SIGN WILL BE MIRROR IMAGE OF THIS ELEVATION. LETTERING, DIMENSIONS, MATERIALS TO BE THE SAME.

2 DPW ENTRY SIGN ELEVATIONS

NOTICE:
In accordance with Wisconsin statute 182.0175, damage to transmission facilities, excavator shall be solely responsible to provide advance notice to the designated "ONE CALL SYSTEM" not less than three working days prior to commencement of any excavation required to perform work contained on this drawing, and further, excavator shall comply with all other requirements of this statute relative to excavator's work.

DISCLAIMER:
The underground utilities shown have been located from field survey information and existing drawings. GRAEF makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. GRAEF further does not warrant that the underground utilities shown are in the exact location indicated. GRAEF has not physically located the underground utilities.

GRAEF
275 West Wisconsin Avenue
Suite 300
Milwaukee, WI 53203-3318
414 / 259 1500

CLIENT:
VILLAGE OF GERMANTOWN
(PROJECT NO. 2204)

PROJECT TITLE:
TID NO.9

W130 N10200 TOWN 9 PARKWAY
VILLAGE OF GERMANTOWN, WI 53022

ISSUE:
NO. DATE REVISIONS

PROJECT INFORMATION:

PROJECT NUMBER:	2022-0820.04
DATE:	2022-10-12
DRAWN BY:	JA
CHECKED BY:	JLH
APPROVED BY:	JLH
SCALE:	AS NOTED

SHEET TITLE:
MONUMENT SIGN DETAILS

SHEET NUMBER:
TL-901

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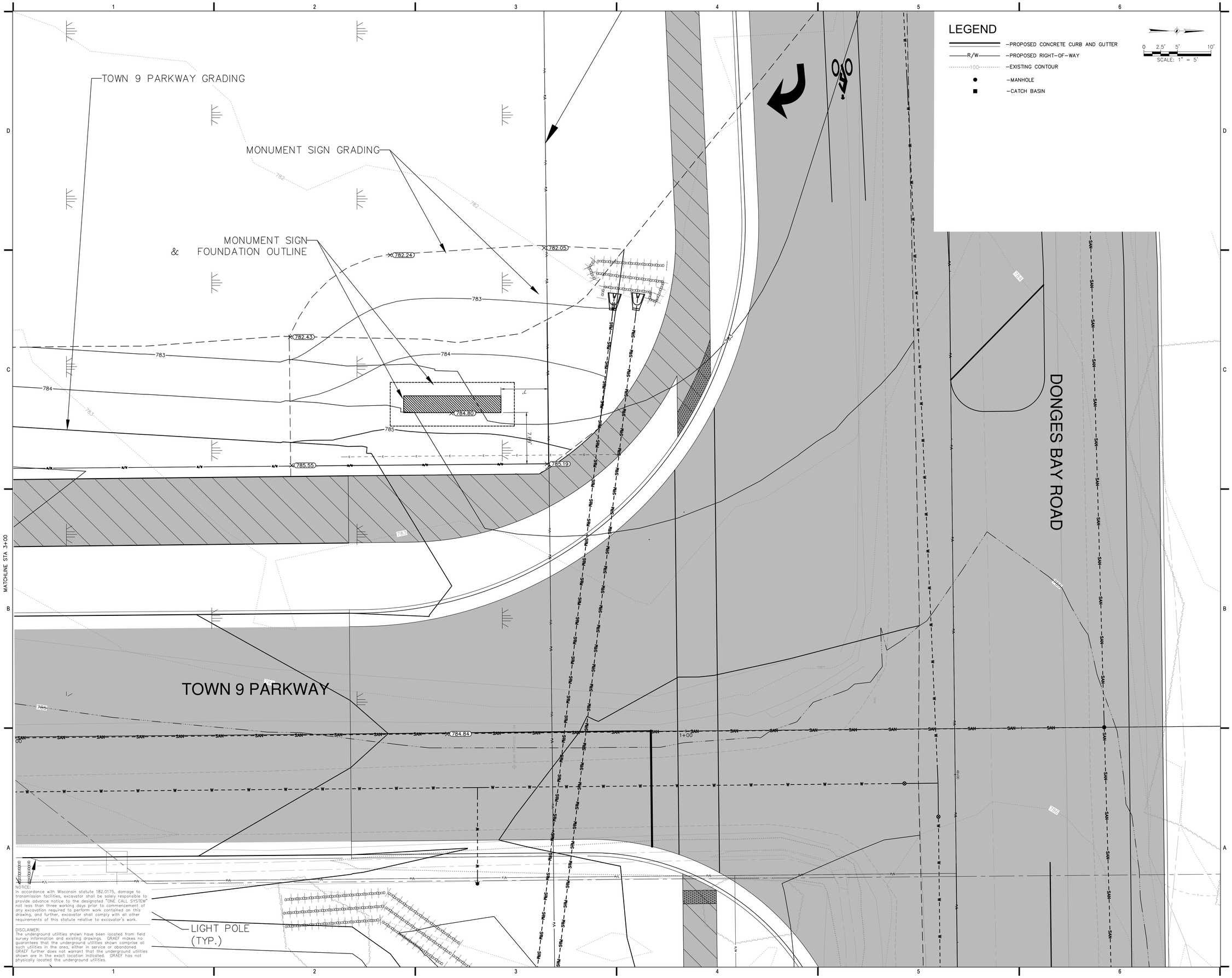

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GRAEF
275 West Wisconsin Avenue
Suite 300
Milwaukee, WI 53203-3318
414 / 259 1500

CLIENT:
VILLAGE OF GERMANTOWN
(PROJECT NO. 2204)

PROJECT TITLE:
TID NO.9

W130 N10200 TOWN 9 PARKWAY
VILLAGE OF GERMANTOWN, WI 53022

ISSUE:

NO.	DATE	REVISIONS
A	2023-11-01	OWNER REVIEW

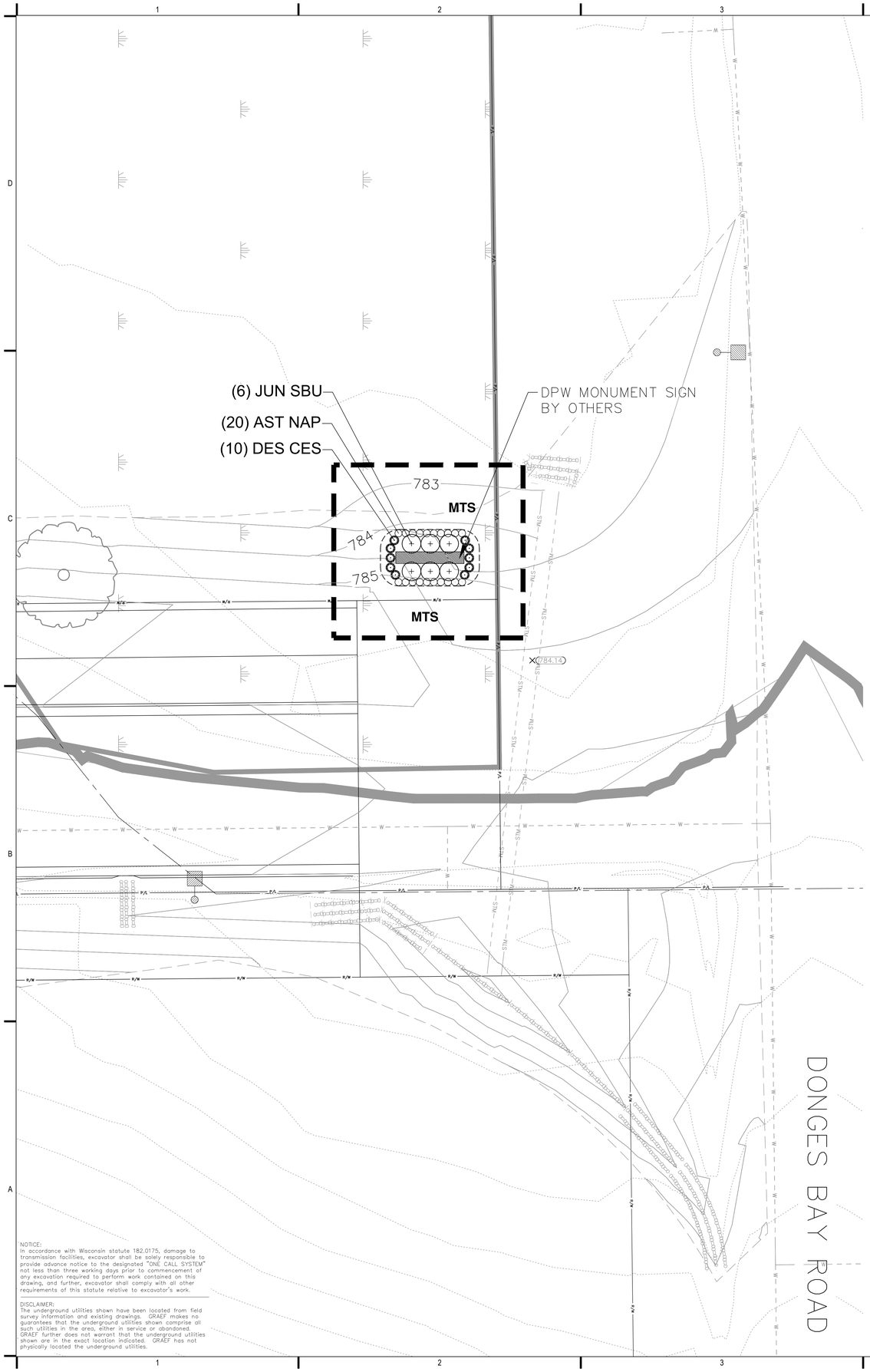
PROJECT INFORMATION:

PROJECT NUMBER:	2022-0820.04
DATE:	2023-06-07
DRAWN BY:	JLH
CHECKED BY:	DSR
APPROVED BY:	JLH
SCALE:	AS NOTED

SHEET TITLE:
ROADWAY GRADING PLAN

SHEET NUMBER:

MON EXH



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0 5' 10' 20'
SCALE: 1" = 10'

LANDSCAPE LEGEND

- LIMIT OF LANDSCAPE CONSTRUCTION
- PERMELOC PROLINE ALUMINUM EDGING COLOR: BLACK DURAFLEX OR APPROVED EQUAL (4 / L900)
- EXISTING TREES TO REMAIN
- MTS — REINDERS GENERAL 30 LAWN SEED MIX OR APPROVED EQUAL (2 / L900)

PLANT SCHEDULE

EVERGREEN SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	QTY
JUN SBU	Juniperus sabina `Buffalo`	Buffalo Juniper	24" spread	6
ORNAMENTAL GRASSES & SEDGES	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**QTY**
DES CES	Deschampsia cespitosa	Tufted Hair Grass	1 gal.	10
PERENNIALS	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**QTY**
AST NAP	Aster novae-angliae `Purple Dome`	Purple Dome New England Aster	1 gal.	20

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Milwaukee, WI 53203-3318
414 / 259 1500

CLIENT:
VILLAGE OF GERMANTOWN
(PROJECT NO. 2204)

PROJECT TITLE:
TID NO.9

W130 N10200 TOWN 9 PARKWAY
VILLAGE OF GERMANTOWN, WI 53022

ISSUE:

NO.	DATE	REVISIONS
A	2022-08-24	BID PACKAGE NO.1
B	2022-10-12	BID PACKAGE NO.2
1	2022-12-05	IFC 01
2	2023-02-15	CB 01

PROJECT INFORMATION:

PROJECT NUMBER:	2022-0820.04
DATE:	2022-08-24
DRAWN BY:	JA
CHECKED BY:	JLH
APPROVED BY:	JLH
SCALE:	AS NOTED

SHEET TITLE:
MONUMENT SIGN LANDSCAPE PLAN

SHEET NUMBER:
TL-102

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GRĀEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

HEADING EAST ON DONGES BAY ROAD

NOVEMBER 8, 2023

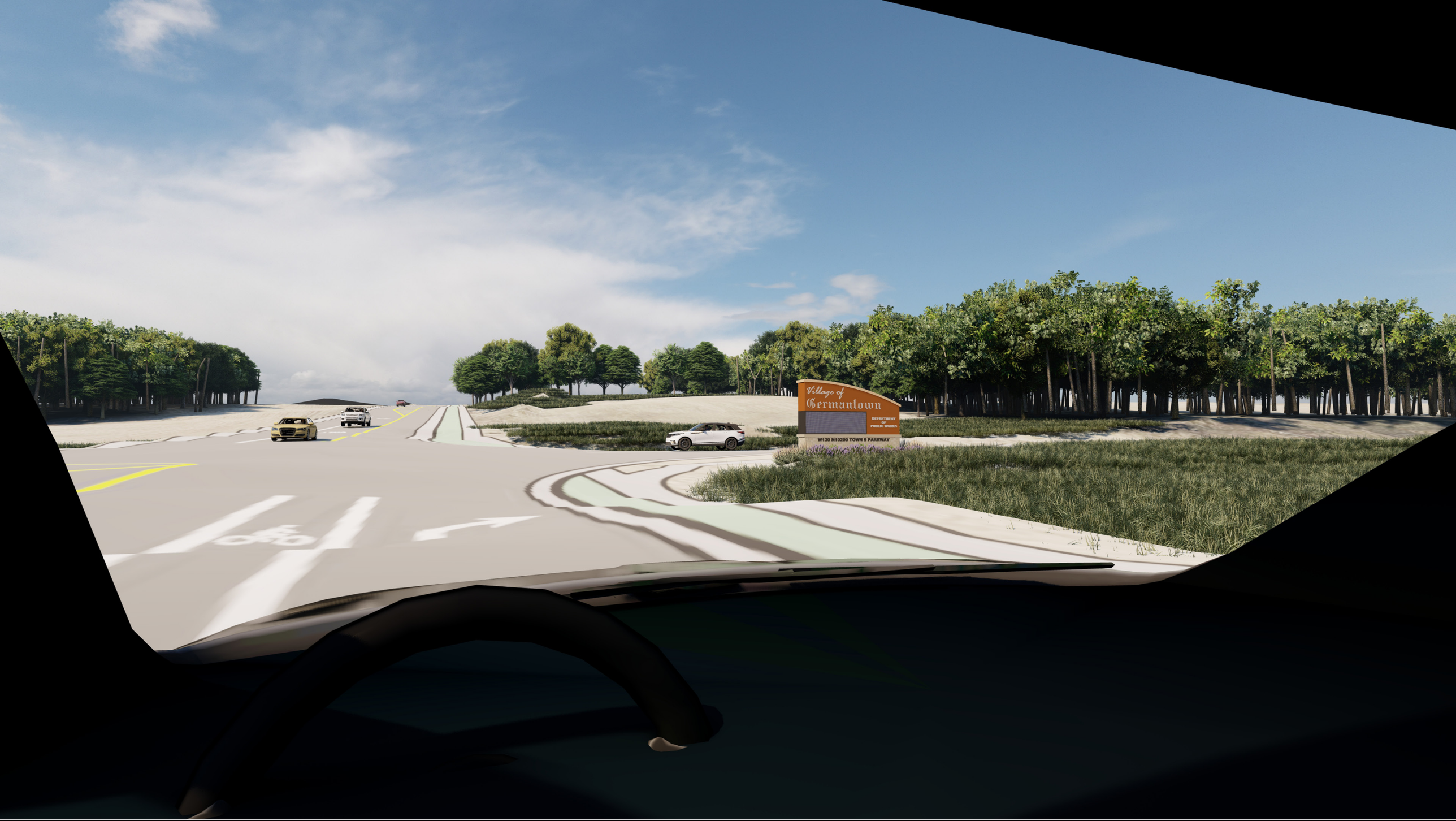


GRAEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

HEADING EAST ON DONGES BAY ROAD

NOVEMBER 8, 2023



GRAEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

TURNING SOUTH FROM DONGES BAY ROAD ONTO TOWN 9 PARKWAY

NOVEMBER 8, 2023



GRĀEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

HEADING WEST ON DONGES BAY ROAD

NOVEMBER 8, 2023



GRAEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

HEADING WEST ON DONGES BAY ROAD

NOVEMBER 8, 2023



GRAEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

TURNING SOUTH ONTO TOWN 9 PARKWAY FROM DONGES BAY ROAD

NOVEMBER 8, 2023



GRAEF

VILLAGE OF GERMANTOWN DPW MONUMENT SIGN

TURNING WEST ONTO DONGES BAY ROAD FROM TOWN 9 PARKWAY

NOVEMBER 8, 2023