MEETING:	**REGULAR MEETING OF THE VILLAGE BOARD**
DATE & TIME:	**Monday, January 19, 2026 at 7:00 PM**
LOCATION:	**Germantown Village Hall Board Room** **N112 W17001 Mequon Road**

Any member of the body and/or citizen may attend the meeting virtually through the WebEx platform, **Meeting #:2551 746 8900 Password: RGfHMePh684** which can be accessed by phone at **408-418-9388** or by clicking the link below: **https://villageofgermantown.my.webex.com/villageofgermantown.my/j.php?MTID=mbac09c1bf900c82b3d4fd86d044402dc**

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 Village Board 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. **PLEDGE OF ALLEGIANCE / MOMENT OF SILENCE:**

IV. **PRESIDENT'S REPORT:**

V. **ANNOUNCEMENTS OF FORTHCOMING EVENTS OF PUBLIC INTEREST / COMMITTEE AND DEPARTMENT REPORTS:**

VI. **CITIZEN INPUT:** *(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 four (4) 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.) Comments that may be injurious to village personnel or other individuals will not be allowed.*

VII. **CONSENT AGENDA:**

A. Meeting Minutes: January 5, 2026 (ACTION)

B. Open Purchase Order to Visu-Sewer for miscellaneous manhole grouting and Strong Seal application not to exceed $40,000.00. (ACTION)

C. Open Purchase Order to Enercon for material processing for the Residential Yard Waste Facility not to exceed $30,400.00. (ACTION)

D. Proposed 5-Year Sealcoat Program. (ACTION)

E. A professional services agreement with TADI for the design of the County Line Road and Appleton Ave traffic signal and lighting improvements for an amount not to exceed $118,800. (ACTION)

F. Purchase of the 2026 patrol truck up to the budgeted amount of $341,000. (ACTION)

G. Purchase of the 2026 Parks pickup truck. (ACTION)

H. Purchase of 1 year of GIS system hosting, management and software access from Ruekert-Mielke for an amount not to exceed $30,409.00. (ACTION)

I. GFD Staff Command Vehicle Purchase (ACTION)

VIII. UNFINISHED BUSINESS:

IX. PUBLIC HEARINGS:

X. NEW BUSINESS:

A. Rescheduling of April 6th Village Board Meeting to Accommodate April 7th Election Preparations (ACTION)

B. Jorden Rauch, Daniel Llanas, and Olivia Tatlock, Agents for Hack House Performance, LLC and Techplex, LLC, Property Owner. Conditional Use Permit (CUP) for an approximate 6,000 sqft indoor baseball training and athletic development facility located at N115W19150 Edison Drive in the Germantown Industrial Park. (ACTION)

C. Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner. Rezoning application to create the "Carillon at Germantown" Planned Development District (PDD) and Rezone 5.4 acres from the Institutional (I) Zoning District into the Carillon at Germantown PDD; and a Certified Survey Map (CSM) for a 5.4-acre residential development comprised of 36 multi-family dwelling units located at W172N11187 Division Road in the Lannon-Mequon Road Corridor. (ACTION)

D. Community Development Department - Holy Hill Gateway District Master Plan: Consultant Proposal Review and Recommendation. (ACTION)

E. Purchase of Rifle Suppressors for 25 rifles (ACTION)

F. Police Department Building Feasibility Assessment and Next Steps (ACTION)

G. Report on Planning of 4th of July Activities (DISCUSSION)

XI. 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 hereby given that a possible quorum of other boards, committees, and/or commissions may attend this meeting to gather information about an item over which they have decision-making responsibility. This may constitute a meeting of these bodies per State ex rel. Badke v Greendale Village Board, even though these bodies will not take formal action at this meeting.

MEETING:	**REGULAR MEETING OF THE VILLAGE BOARD**
DATE AND TIME:	**Monday, January 5, 2026 7:00 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.*

Village President Soderberg called the Village Board meeting to order at 7:00 PM.

II. ROLL CALL:

Present: Trustee Robert Warren, Trustee Meg Cutts, Trustee David Baum, Trustee Jan Miller, Trustee Kristen Borst, Trustee Jolene Pieper, Trustee Rick Miller, Trustee Terri Kaminski, Village President Bob Soderberg
Also Present: Village Administrator Steve Kreklow, Village Clerk Donna Ott, Village Attorney Brian Sajdak, Fire Chief John Delain, Battalion Chief Ryker Holms

III. PLEDGE OF ALLEGIANCE / MOMENT OF SILENCE:

IV. PRESIDENT'S REPORT:

Village President Soderberg wished everyone a Happy New Year, congratulated Trustees Rick Miller and Borst for their time served on the Board and stated they would be missed, and spoke regarding candidacy and election deadlines, attending the Chief Elected Officials quarterly meeting in West Bend and the discussion of a countywide Fire and EMS strategy, Economic Development Commission initiatives, and items on tonight's Village Board agenda.

V. ANNOUNCEMENTS OF FORTHCOMING EVENTS OF PUBLIC INTEREST / COMMITTEE AND DEPARTMENT REPORTS:

Trustee Kaminski announced the upcoming Public Works & Highways Committee meeting on January 7, 2026, at 5:30 PM.

Trustee Rick Miller announced the upcoming General Government & Finance Committee meeting on January 19, 2026, at 5:30 PM.

Trustee Cutts announced the upcoming Public Safety Committee meeting on February 2, 2026, at 6:00 PM.

DRAFT

Trustee Jan Miller announced the upcoming Economic Development Commission meeting on January 13, 2026, at 6:00 PM.

VI. **CITIZEN INPUT:** *(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 four (4) 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.) Comments that may be injurious to village personnel or other individuals will not be allowed.*

Doug Loman (W180N9881 Riversbend Cir W) spoke regarding reading citizen comments into the public record at meetings and qualified immunity.

Melanie Smythe (N140W17938 Cedar Ln) spoke regarding the Village budget and taxes.

Village Administrator Kreklow read the following emailed comments into the record:

- Sarah Larson submitted comments regarding reading citizen comments into the record at meetings.
- Tamara Schneider submitted comments regarding reading citizen comments into the public record at meetings.
- Bill and Carol Schneider submitted comments regarding reading citizen comments into the public record at meetings.

VII. **CONSENT AGENDA:**

Motion: Approve as presented
Motioned By: Rick Miller
Seconded By: Jolene Pieper

Yes: Robert Warren, Meg Cutts, David Baum, Jan Miller, Kristen Borst, Jolene Pieper, Rick Miller, Terri Kaminski, Bob Soderberg
No: None
Abstain: None

Motion Carried by Voice Vote (Yes 9, No 0, Abstained 0)

A. Meeting Minutes: December 15, 2025 (ACTION)

B. An Ordinance to Amend Section 9.01 of the Germantown Municipal Code Related to Offenses Against State Laws Subject to Forfeiture (ACTION)

VIII. **UNFINISHED BUSINESS:**

IX. **PUBLIC HEARINGS:**

DRAFT

X. NEW BUSINESS:

A. A contract with Short Elliot Hendrickson (SEH) for design and construction inspection services related to the Fire Station #2 remodel and expansion. (ACTION)

Motion: Approve as presented
Motioned By: Jolene Pieper
Seconded By: Meg Cutts

Yes: Robert Warren, Meg Cutts, David Baum, Jan Miller, Kristen Borst, Jolene Pieper, Rick Miller, Terri Kaminski, Bob Soderberg
No: None
Abstain: None

Motion Carried by Roll Call Vote (Yes 9, No 0, Abstained 0)

B. A Resolution Disallowing the Claim of Melissa Recore (ACTION)

Motion: Disallow the claim
Motioned By: David Baum
Seconded By: Robert Warren

Trustee Pieper was not present for this vote.

Yes: Robert Warren, Meg Cutts, David Baum, Jan Miller, Kristen Borst, Rick Miller, Terri Kaminski, Bob Soderberg
No: None
Abstain: None

Motion Carried by Voice Vote (Yes 8, No 0, Abstained 0)

C. An Ordinance to Amend Chapter 2 of the Muncipal Code Related to Rules and Regulations for the Governing Body (ACTION)

Motion: Divide the Question to Separate the Discussion Regarding Email Comments
Motioned By: Jolene Pieper
Seconded By: Rick Miller

Yes: Robert Warren, Meg Cutts, David Baum, Jan Miller, Kristen Borst, Jolene Pieper, Rick Miller, Terri Kaminski, Bob Soderberg
No: None
Abstain: None

Motion Carried by Voice Vote (Yes 9, No 0, Abstained 0)

DRAFT

Motion: Include Emailed Citizen Comments in Meeting Minutes Instead of Reading Them Aloud
Motioned By: Jolene Pieper
Seconded By: David Baum

Yes: Robert Warren, David Baum, Jolene Pieper, Rick Miller, Terri Kaminski
No: Meg Cutts, Jan Miller, Kristen Borst, Bob Soderberg
Abstain: None

Motion Carried by Voice Vote (Yes 5, No 4, Abstained 0)

Motion: Divide the Question to Separate the Discussion Regarding Virtual Meeting Attendance
Motioned By: Jan Miller
Seconded By: David Baum

Yes: Meg Cutts, David Baum, Jan Miller, Kristen Borst, Bob Soderberg
No: Robert Warren, Jolene Pieper, Rick Miller, Terri Kaminski
Abstain: None

Motion Carried by Voice Vote (Yes 5, No 4, Abstained 0)

Motion: Approve Virtual Attendance Verbiage as Presented
Motioned By: Jan Miller
Seconded By: David Baum

Yes: Robert Warren, Meg Cutts, David Baum, Jan Miller, Rick Miller, Terri Kaminski, Bob Soderberg
No: Kristen Borst, Jolene Pieper
Abstain: None

Motion Carried by Voice Vote (Yes 7, No 2, Abstained 0)

Motion: Approve Remaining Verbiage As Presented
Motioned By: Jan Miller
Seconded By: David Baum

Yes: Robert Warren, Meg Cutts, David Baum, Jan Miller, Kristen Borst, Jolene Pieper, Rick Miller, Terri Kaminski, Bob Soderberg
No: None
Abstain: None

Motion Carried by Voice Vote (Yes 9, No 0, Abstained 0)

XI. ADJOURNMENT:

Village President Soderberg adjourned the Village Board meeting at 8:56 PM.

DRAFT

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Open Purchase Order to Visu-Sewer for miscellaneous manhole grouting and Strong Seal application not to exceed $40,000.00. (ACTION)

SUBMITTED BY: Timothy Zimmerman, Superintendent

SUMMARY EXPLANATION:

I am seeking authorization to execute a blanket purchase order to Visu-Sewer for miscellaneous manhole grouting and Strong Seal application to control inflow and infiltration in the amount not to exceed $40,000. Payment will be on a time and material basis.

ATTACHMENT:

STAFF RECOMMENDATION:

It is staff's recommendation to approve the Blanket PO to Visu-Sewer Clean and Seal for the amount not to exceed $40,000.00 for miscellaneous manhole grouting and other inflow and infiltration efforts and forward this request onto the Village Board with a positive recommendation. Funds to be allocated from 6000000-182070 Collection System Capital.

ACTION BY COMMITTEE:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Open Purchase Order to Enercon for material processing for the Residential Yard Waste Facility not to exceed $30,400.00. (ACTION)

SUBMITTED BY: Timothy Zimmerman, Superintendent

SUMMARY EXPLANATION:

I am seeking authorization to execute a blanket purchase order to Enercon for material processing for the Residential Yard Waste Facility for 2026, in the amount not to exceed $30,400. This amount will cover 8 days of wood and yard waste material processing at the facility.

ATTACHMENT:

STAFF RECOMMENDATION:

It is staff's recommendation to approve the Blanket PO to Enercon for the amount not to exceed $30,400.00 for material processing at the Residential Yard Waste Facility and forward this request onto the Village Board with a positive recommendation. Funds to be allocated from Recycling Budget line item - 10565000-532700.

ACTION BY COMMITTEE:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Proposed 5-Year Sealcoat Program. (ACTION)

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

Staff has updated the 5-Year Sealcoat Program to include 2030. Attached to this item are the planned roads and treatments, in addition to a map. As with the road program, the coming year will be set firm following approval. All future years in the plan will be subject to re-evaluation annually in preparing this plan and through the PASER evaluation process that takes place in odd-numbered years. Following approval, the revised 5-Year Sealcoat Program will be posted with the recently updated and approved road program on the Public Works Engineering website.

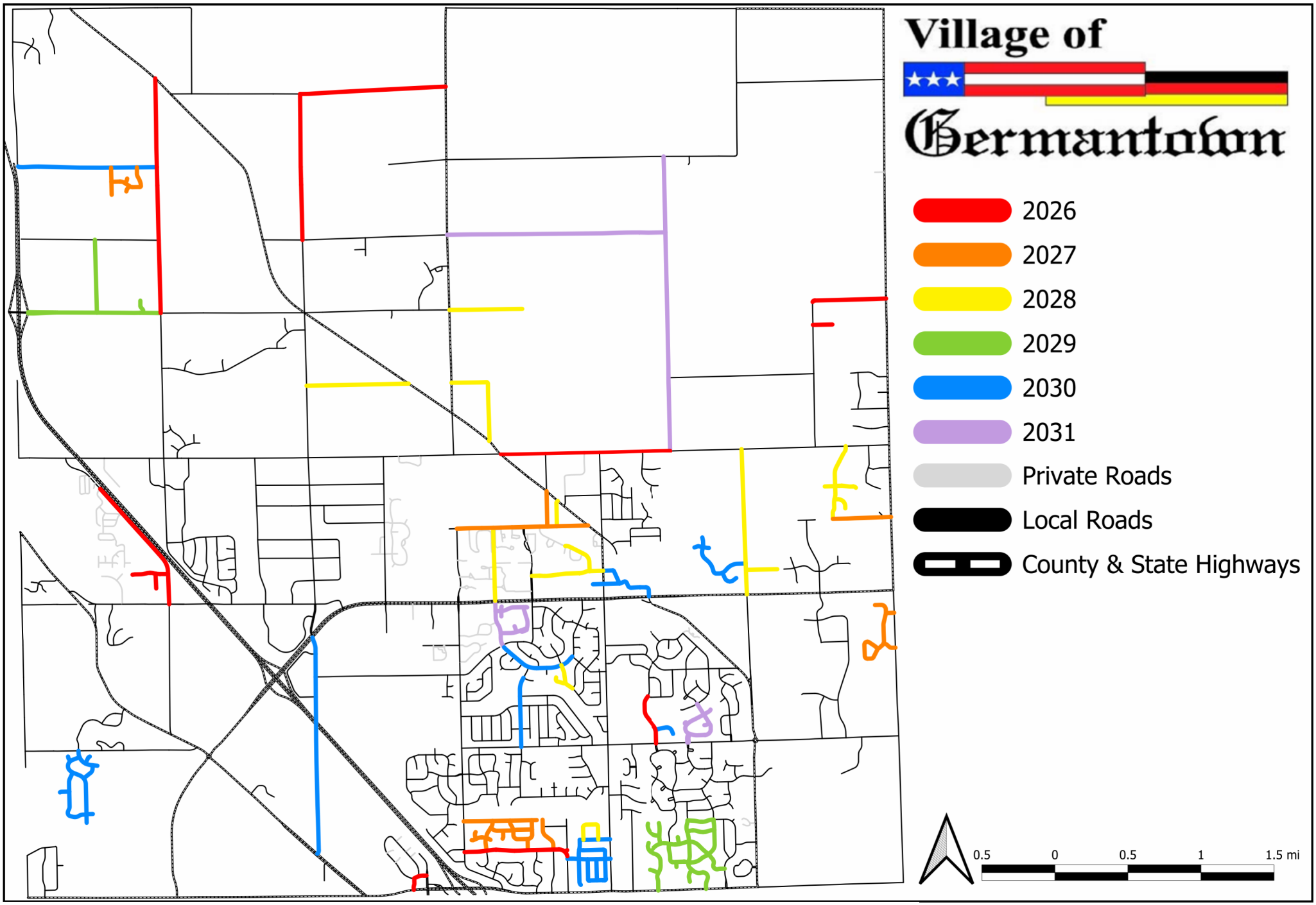
ATTACHMENT:

1. 5 Year Sealcoat Map
2. 5 Year Sealcoat 17DEC2025

STAFF RECOMMENDATION:

Staff requests a positive recommendation on the proposed 5-Year Sealcoat Program to the Village Board.

ACTION BY COMMITTEE:


Village of
Germantown
2026
2027
2028
2029
2030
2031
Private Roads
Local Roads
County & State Highways
0.5
0
0.5
1
1.5 mi

2026							
Road	**Begin Termini**	**End Termini**	**Road Area (SY)**	**AVG PASER**	**Treatment**	**Estimated Cost**	**Comments**
Hilltop Road	Mequon Rd	Hilltop Circle	13600	5	Chip	$37,400.00	
Edgewood/Fox	Hilltop Dr	Termini	5000	7	GSB-88	$7,500.00	
Friestadt Rd	STH 145	Pleasant View Dr	4000	5	Flex	$28,000.00	
Maple Rd	Rockfield Rd	Cedar Ln	12100	6	Chip	$33,275.00	
Cedar Ln	Maple Rd	CTH G	12200	6	Chip	$33,550.00	
RiversBend/Crest	CTH Q	Termini	8100	8	GSB-88	$12,150.00	
Preserve Parkway	Donges Bay Rd	Buckthorn Dr	7300	6	Micro	$23,725.00	
			1500	6	Flex	$10,500.00	
Goldendale Road	Holy Hill Rd	Fond du Lac Ave	19700	5	Chip	$54,175.00	
			2000	5	Flex	$14,000.00	
Concord Rd	Colonial Dr	Division Rd	9700	8	GSB-88	$14,550.00	
Highland Road	Wasaukee Rd	Mary Buth Ln	5500	6	Chip	$15,125.00	
Oakwood Court	Mary Buth Ln	Termini	2300	6	Chip	$6,325.00	
					Total Base Est:	$252,875	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2027							
Road	**Begin Termini**	**End Termini**	**Road Area (SY)**	**AVG PASER**	**Treatment**	**Estimated Cost**	**Comments**
Woodside Acres Subd.			11000	9	GSB-88	$16,500.00	
Main St	Division Rd	STH 145	12000	8	Micro	$39,000.00	
Park Ave	Main St	STH 145	3550	8	Micro	$11,537.50	
			1500	8	Flex	$10,500.00	
Elm Lane	Wasaukee Rd	Harvest Ridge	6500	8	GSB-88	$9,750.00	
Prairie Glen Subdivision			11375	7	GSB-88	$36,968.75	
			1000	7	Flex	$7,000.00	
Revere Lane	Division Rd	Termini	6350	5	Micro	$20,637.50	
Woodcock Drive	Nigbor Dr	Robins Way	5250	5	Micro	$17,062.50	
Rustic Lane	Revere Ln	Robins Way	4450	5	Micro	$14,462.50	
Robins Way	Revere Ln	Rustic Ln	2200	4	Micro	$7,150.00	
Mary Kay Lane	Concord Rd	Rustic Ln	1400	5	Micro	$4,550.00	
Cardinal Court	Rustuc Ln	Termini	1050	5	Micro	$3,412.50	
Nigbor Drive	Revere Ln	Concord Rd	3925	6	Micro	$12,756.25	
Oriole Court	Chick-a-Dee Ct	Termini	875	5	Micro	$2,843.75	
Chick-a-Dee Court	Termini	Termini	2525	6	Micro	$8,206.25	
Mayflower Drive	Concord Rd	Termini	4300	5	Micro	$13,975.00	
			2000	5	Flex	$14,000.00	
				Total Base Est:		$250,313	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2028							
Road	**Begin Termini**	**End Termini**	**Road Area (SY)**	**AVG PASER**	**Treatment**	**Estimated Cost**	**Comments**
Creek Terrace	Captains Ct	Termini	4050	8	GSB-88	$6,075.00	
Holy Hill Road	CTH G	Termini	6350	8	GSB-88	$9,525.00	
Pheasant Lane	County Aire Drive	Termini	2800	8	GSB-88	$4,200.00	
Country Aire Drive	Mequon Road	Friestadt Road	14675	9	Micro	$47,693.75	Drive Lanes Only
Willow Creek Heights Subdivision			23650	10	GSB-88	$35,475.00	
Lovers & Century Lanes	Division Rd	Fond du Lac Rd	8200	9	Chip	$22,550.00	
Lovers Lane	Maple Rd	Fond du Lac Rd	8800	8	Chip	$24,200.00	
Harvest Hills Subdivision			11725	8	GSB-88	$17,587.50	
Church Street	Main St	Fond du Lac Rd	2300	10	GSB-88	$3,450.00	
Sylvan Circle	Squire Dr	Pilgrim Rd	11000	10	GSB-88	$16,500.00	
Hilbert Dr	Sylvan Circle	Termini	4900	10 (2024)	GSB-88	$7,350.00	
Bayberry Circle	School Rd	School Rd	5225	5	Micro	$16,981.25	
			1000	5	Flex	$7,000.00	
Western Avenue	Mequon Rd	Main St	7250	7	Micro	$23,562.50	
			1000	7	Flex	$7,000.00	
					Total Base Est:	$249,150	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2029							
Road	**Begin Termini**	**End Termini**	**Road Area (SY)**	**AVG PASER**	**Treatment**	**Estimated Cost**	**Comments**
Holy Hill Road	I41	Goldendale Rd	28500	9	Micro	$92,625.00	
Gateway Crossing	Holy Hill Rd	Rockfield Rd	3325	8	Micro	$10,806.25	
Gateway Court	Holy Hill Rd	Termini	825	8	Micro	$2,681.25	
Tree Tops, Add. 1, Add. 2			24000	6	Micro	$78,000.00	
			1500	6	Flex	$10,500.00	
Tree Tops Add. 3, Add. 4			18100	6	Micro	$58,825.00	
			1750	6	Flex	$12,250.00	
				Total Base Est:		$265,688	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2030							
Road	**Begin Termini**	**End Termini**	**Road Area (SY)**	**PASER**	**Treatment**	**Estimated Cost**	**Comments**
Glenwood Park Subdivision	Incl. School, Shagbark, Butternut		24100	10	GSB-88	$36,150.00	
Wrenwood Subdivision			13200	8	GSB-88	$19,800.00	
Willow Creek Heights Subdivision			22000	10	GSB-88	$33,000.00	
Wagon Trail	Donges Bay Rd	Jefferson Creek	10400	10	GSB-88	$15,600.00	
Catie Vista Subdivision	Incl. Montgomery, Francese		6900	10	GSB-88	$10,350.00	
Maple Road (Exc. Bridge)	Lannon Rd	STH 175	18400	9	Chip	$50,600.00	
Bonniwell Road	Goldendale Rd	Shadow Ln	11000	9	Chip	$30,250.00	
Blackbird Point	Preserve Pkwy	Termini	2725	9	GSB-88	4087.5	
Carriage Avenue	Hawthorne Dr	Hudson Dr	13800	6	Micro	44850	
			2000		Flex	14000	
				Total Base Est:		$258,688	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2031							
Road	**Begin Termini**	**End Termini**	**Road Area (SY)**	**PASER**	**Treatment**	**Estimated Cost**	**Comments**
Division Road	Mequon Rd	Jefferson Creek	15675	10(2026)	Chip	$43,106.25	
Esquire Estates Subdivision			25350	10(2026)	GSB-88	$38,025.00	
Heritage Hills Subdivision			13250	10(2026)	GSB-88	$19,875.00	
Rockfield Road	CTH G	Pleasant View Dr	21125	10	Chip	$58,093.75	
Pleasant View Road	Bonniwell Rd	Friestadt Rd	28175	10	Chip	$77,481.25	
				Total Base Est:		$236,581	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: A professional services agreement with TADI for the design of the County Line Road and Appleton Ave traffic signal and lighting improvements for an amount not to exceed $118,800. (ACTION)

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

The Village entered into an agreement with WisDOT for a 90/10 cost share to complete intersection improvements at Appleton Avenue (STH 175) and County Line Road (CTH Q). The total budget is $ 695,000 for this project, where 90% State obligation amounts to $625,000, and the 10% Local contribution is $70,000. Any amount incurred over the total budget is 100% municipal obligation.

The cost estimate associated was updated in 2025 and included $80,063 for consultant design and $80,063 for consultant construction inspection. The total consultant design and construction engineering costs were estimated at $160,126. TADI is in a unique position with their familiarity of this project, dating back to the early 2020's and their work on a SISP application with the former Director. Due to their history and familiarity, Village Staff sought a proposal from TADI to complete the design and inspection services. The anticipated schedule is to complete the design in Spring 2026 and begin construction in summer 2026. The anticipated completion is summer 2027. The consultant (TADI) fees are summarized below:

TADI / Sigma	Design Amount	Construction Inspection Amount	Total Amount
Signals Design only	$49,500	$28,270	$78,220
Signal Design and 2 Cross Walk Improvements	$71,500	$31,800	$103,300
Signal Design and 4 Cross Walk Improvements	$83,500	$35,300	$118,800

During the scoping review meeting with Village staff and TADI, pedestrian crossing lights were discussed, and it was identified that no crosswalks exist. Design services for improved pedestrian safety by adding crosswalks was discussed. Quotes, per the table above, were provided. An updated construction cost estimate will be generated for the pedestrian signals and crosswalks during design, and staff will review that amount against the budget prior to bid.

ATTACHMENT:

1. Germantown 175-Q Spring 2022 SISP App March 2025
2. STH 175 at CTH Q Proposal - Traffic Signals and 4 Pedestrian Crossings 2025-12-31

STAFF RECOMMENDATION:

Staff requests the Public Works and Highway Committee provide a positive recommendation to the Village Board.

ACTION BY COMMITTEE:

Wisconsin Department of Transportation (WisDOT)

Signals and ITS Standalone Program Project Application Form

GENERAL INSTRUCTIONS

MUNICIPAL APPLICATIONS DUE TO REGIONAL LIAISON: **April 4, 2025**

****Municipalities may submit a maximum of two applications per calendar year.****

REGIONAL APPLICATIONS DUE: **April 25, 2025**

The following application will be used to evaluate and determine award of Signals and ITS Standalone Program projects to be funded as budget permits. Each applicant requesting funds from the Signals and ITS Standalone Program must submit the following information:

- ☐ Completed Signals and ITS Standalone Program Project Application Form (one for each project request).
- ☐ Any supporting materials deemed necessary by the Region or municipalities.

Project Application Form:

1. Project Identification – Fill in the areas applicable to the proposed project.
2. Project Type – Identify the proposed project type.
3. Project Information – Describe the proposed project in as much detail as possible. Detailed descriptions explaining how the project will address the identified need(s) are essential for application review and evaluation.
4. Project Cost and Schedule – Provide the project costs in the requested fiscal year. When developing project estimates account for additional costs associated with accessible pedestrian signals (APS), traffic signal detection, and emergency vehicle preemption (EVP) systems if your project is proposing them. Provide anticipated project schedule and proposed resources to accomplish implementation. Geometric improvements must not exceed 50% of the TOTAL COST funded by this appropriation.
   ****Maximum project award is limited to $1,250,000.****
   ****Municipal projects require 10% funding commitment from the requesting agency. Requesting municipal agency will also be responsible for any project costs more than the approved appropriation funding amount asked for in this application.****
   ****Award of new SISP projects is subject to timely performance on previous awards.****
5. Additional Project Information – Answer the questions as they relate to the proposed project.
6. Contact Information and Signature – Provide contact information. Application must be signed by the WisDOT Regional Operations Chief (WisDOT managed projects only) or the Municipal Sponsor to certify application and commit funds.

Supporting Materials: Each completed application shall include the following, *if applicable*:

- Map of location or general sketch of project proposal or site photo(s). *An adequate sketch is the minimum requirement. Preliminary plan layout sheets or study reports should be provided if available.*
- Completed Project Evaluation Factor (PEF) worksheet and/or Interactive Highway Safety Design Model (IHSDM) benefit-cost analysis.
- TSMO-TIP package (one for each project request as required based on project type).
- New Traffic Signal – Warrant Documentation, required **only** for proposals to install new traffic signals (example worksheet available upon request. Ref: Manual on Uniform Traffic Control Devices [MUTCD], Chapter 4C). Approved Traffic Control Signal Approval Request ***Form DT1199*** (Required with application for all proposals to install new traffic signals on the State Trunk Highway System, including Connecting Highways and ramp terminals).
- New Pedestrian Hybrid Beacon – Warrant Documentation, required **only** for proposals to install new pedestrian hybrid beacons (example worksheet available upon request. Ref: Manual on Uniform Traffic Control Devices [MUTCD], Chapter 4F). Approved Pedestrian Hybrid Beacon Approval Request ***Form DT1196*** (Required with application for all proposals to install new pedestrian hybrid beacons on the State Trunk Highway System, including Connecting Highways).
- Systems Engineering Analysis (SEA) – *An SEA may be needed for certain types of projects funded by this Program.*

Submittal Instructions and General Questions:

Program Contact – Todd Szymkowski, PE, PTOE, PMP | Bureau of Traffic Operations| todd.szymkowski@dot.wi.gov |414-227-3125

Projects requested by a municipality should be coordinated with and submitted to their Regional liaisons (found at link below): (https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/sisp.aspx).

Wisconsin Department of Transportation (WisDOT)

Signals and ITS Standalone Program

Project Application Form

1. Project Identification

PROJECT NAME (consistent with TSMO-TIP documentation if applicable) STH 175/Appleton Avenue with CTH Q/County Line Road Intersection		
FUNDING REQUEST TOTAL $ 624,489 ($693,876 total cost - local match of $69,387 = $624,489)		
COUNTY *Washington/Waukesha*	CITY/TOWN *Village of Germantown (sponsor) / Village of Menomonee Falls*	REGION *Southeast*
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) ELIGIBLE (Is this project eligible to be integrated with an existing STIP project?)		☐ YES ☒ NO
MUNICIPAL* Germantown ☒ YES ☐ NO	MUNICIPAL PRIORITIES (If two (2) applications are submitted, select priority)	☐ 1ST ☐ 2ND
*Municipal projects require a 10% funding commitment from the requesting agency. The requesting municipal agency will also be responsible for any project costs more than the approved appropriation funding amount based on this application.		

2. Project Type

Identify the proposed project type: Check boxes that apply below.	
☐ 1. New Signal Installation*	Install new traffic signal.
☐ 2. Signal Rehabilitation*	Upgrade or replace existing signal infrastructure (poles, wiring, detection, cabinet, controller, etc.); Construct minor geometric improvements.
☒ 3. Signal Retrofit*	Install monotubes, flashing yellow arrows, or other safety improvements at existing traffic signal, Install adaptive signal systems; replacement of TS 1 cabinets, controllers, etc.
☐ 4. Signal and Ramp Meter Retiming	Collect and evaluate data; Develop timing plan; Develop and implement corridor coordination plan. ***Municipal owned signals not eligible for this project type per Form DT1199.***
☐ 5. Intersection Communication	Construct and integrate fiber communication for signals; Install and integrate wireless communication, including cellular modems and radios for signals.
☐ 6. New ITS Device Installation	Install new ITS infrastructure including cameras, backbone fiber, network equipment, etc.
☐ 7. ITS Device Rehabilitation	Upgrade, install or replace existing detection, controllers, battery backup, cameras, ramp meter LED's, etc.
☐ 8. System Software and Data	Develop, upgrade, install or replace software including ongoing licensing fees and data subscriptions.
☐ 9. Life-Cycle Replacement	Replace existing end-of-life signals and/or ITS equipment including cameras, controllers, LED's, etc. ***Municipal owned signals not eligible for this project type per Form DT1199.***
☐ 10. Crosswalk Technology Improvements*	Rectangular rapid flashing beacons (RRFB), accessible pedestrian signals (APS), and pedestrian hybrid beacons.
☐ 11. Other	Examples include: • Performance Measures Applications • Research and Development Projects • CAV Deployments and Applications • Studies, Plans, and Evaluations
*Items not covered by SISP program funds: all lighting infrastructure, decorative signal poles, decorative cabinets, and decorative signal infrastructure. Other items may also not be covered as deemed appropriate by the SISP evaluation committee.	

3. Project Information

3a. Project Description

Project description should include location specific information.
☐ See attached TSMO-TIP Application

The project is located at the intersection of STH 175 with CTH Q in the Village of Germantown, WI. The proposed improvements include replacing select traffic signal infrastructure and adding additional equipment to improve the safety, operations, and efficiency of this intersection. The improvements include:

- New poles and signal heads to provide signal heads over each approach lane
- Reflective backplates
- New street lighting
- Flashing yellow arrows
- Re-installation of video vehicle detection
- Install emergency vehicle preemption
- Replacing conduit/wiring/pull boxes
- Temporary traffic signals during construction
- Updated pavement marking/signing

A project location map and a conceptual drawing of the proposed improvements are shown in the attachments.

3b. Mobility Improvements

In some detail, describe the anticipated mobility improvements of the proposed project and how they will be measured (e.g., detector data will be used to determine before and after peak hour delay).
☐ See attached TSMO-TIP Application, if applicable.

Indicate your expected benefits below and provide documentation to support your analysis.
☐ Annual mobility benefits are expected to be greater than the capital cost of the project.
☐ Annual mobility benefits are expected to be greater than half of the capital cost of the project.
☒ Annual mobility benefits are expected to be greater than $0.
☐ No expected mobility improvements.

The replacement of five-section protected-permitted left-turn indications with four-section indications (with flashing yellow arrow) will enable more flexibility with timing/phasing plans. The signal will operate actuated-coordinated to allow for efficient operations during peak and non-peak periods. The intersection will continue to be coordinated with nearby WisDOT signals using available fiber/radio connectivity.

According to the Institute of Transportation Engineers (ITE), traffic signal improvements reduce travel time by 8 to 25 percent. Cited by SRINIVASA SUNKARI, P.E. in the ITE Journal, April 2004.

3c. Operations and Maintenance Impacts

In some detail, describe how the proposed project is anticipated to impact operations and maintenance funds. For example, is the project replacing infrastructure that has been regularly out-of-service and has required increased maintenance?

☐ See attached TSMO-TIP Application, if applicable.

☒ There is a demonstrated history of maintenance issues that will be corrected with this project.
Include specific number of knockdowns, service calls, outages, etc., below.

☐ Maintenance may be reduced due to this project.

☐ No expected operations and maintenance impacts.

The current signal system has an annual operation and maintenance cost of $2,385. This includes $900 in power costs, $1,110 in material costs, and $375 in labor costs (annual servicing). Maintenance and operational costs of the existing infrastructure are expected to increase as their deterioration continues. For instance, a footing was recently replaced due to the base rusting. The bill, which was $5,550 is included in the attachments and was averaged out over 5 years for the material cost estimate of $1,110 annually.

New signal equipment is expected to have a total annual operation and maintenance cost of $750 ($500 for power, $250 for maintenance), which is a 68.5% reduction.

3d. Existing Conditions

Describe the conditions of the existing infrastructure. For example, condition of current infrastructure could be described as fair, disrepair, or out of commission. List any components NOT meeting current WMUTCD standards. Existing age of the current infrastructure could be described as 5 years past end-of-life, within 5 years past end-of-life, within 3 years of expected end-of-life, or current/new installation. Typical lifecycles of common infrastructure include communications (20 years), signal poles (25 years), controller (16 years), cabinet (20 years), DMS (20 years), CCTV (10 years), and detection (10 years).

The existing traffic signal heads and poles are approximately 35 years old and are 10-years past their end-of-life. The signal poles in the medians, which no longer would be needed with the proposed solution, have been struck at least twice in the past five years adding to maintenance costs.

The controller and vehicle detection infrastructure are approximately 4-5 years old and will be adapted to work with the proposed signal equipment.

The existing 40 degree skew of the intersection limits the ability to make high-impact, relatively low-cost modifications aside from the proposed signal improvement changes.

3e. Energy and Environmental Impacts

In some detail, describe the anticipated energy and environmental impacts of the proposed project. For example, is the proposed project expected to replace existing infrastructure that may be accessed from a central location rather than driving to the field location for manual access?

☐ See attached TSMO-TIP Application, if applicable.

Indicate your expected benefits below.

☐ Annual energy and environmental benefits are expected to be greater than the capital cost of the project (provide documentation).

☒ Annual energy and environmental benefits are expected to be greater than $0.

☐ Project is not expected to impact the natural environment.

☐ Project is expected to negatively impact the natural environment.

Updating the traffic signal equipment, developing new timings, enhancing actuation capability, adding emergency vehicle preemption and maintaining the ability to coordinate with nearby signals are expected to reduce travel time, fuel consumption, and vehicle emissions. LED signal indications will also reduce energy consumption.

According to the Institute of Transportation Engineers (ITE), traffic signal improvements reduce travel time by 8 to 25 percent. The reduction in travel time also reduces fuel consumption and emissions. Cited by SRINIVASA SUNKARI, P.E. in the ITE Journal, April 2004.

No negative environmental impacts are expected.

3f. Safety Improvements

In some detail, describe current safety concerns and the anticipated safety improvements of the proposed project.

☐ See attached TSMO-TIP Application, if applicable.

☐ No expected safety impacts.

The intersection observed 62 crashes in the past five years (2016-2020) and has a crash rate of 1.07 crashes per million entering vehicles. There are patterns of left-turn angle crashes, right-angle crashes, and rear-end crashes.

The proposed improvements are anticipated to improve the visibility of signal heads and improve the operations of the signal system.

Signal visibility improvements include LED signal heads over each approach lane and installing retroreflective backplates. Flashing yellow arrow indications will be added to improve left-turn operations. Converting a signal to a signal with monotubes with signal head per lane indications can result in a 23.2% reduction in right-angle crashes and a 3.1% reduction in rear-end crashes. The addition of retroreflective backplates can result in a 15% reduction in all crashes. Additional safety improvements proposed include emergency vehicle preemption.

Overall, it is estimated that over a 15% crash reduction could be achieved with the proposed improvements using CMFs for retro-reflective backplates (.85 all crashes) and installing flashing yellow arrow (0.922 all crashes).

4. Project Cost and Schedule

List major construction items and associated estimates such as new traffic signal installation, intersection channelization, etc. When developing project costs account for additional costs for accessible pedestrian signals (APS), traffic signal detection, and emergency vehicle preemption (EVP) systems if your project is proposing them. Project expense is considered during the evaluation of the projects. Therefore, **ALL COSTS** (including design, utilities, and R/E) should be provided regardless of whether awarded project funds will be used for all elements of the project. **Maximum project award is limited to a total of $1,250,000.**

Cost	FY26 (07/25 – 06/26)	FY27 (07/26 – 06/27)	FY28 (07/27 – 06/28)	FY29 (07/28 – 06/29)
Design:				
WisDOT Staff Delivery/Design				
Consultant Work Order	$80,063			
Real Estate: (Note: Real estate acquisition CANNOT be funded by this appropriation.) Identify funding source:				
Construction:				
Procurement: State Furnished Materials				
Procurement: Service and Installation				
LET Construction		$613,813		
Other Costs:				
***TOTAL PROJECT COST PER FY =**	$80,063	$613,813		
MUNICIPAL FUNDING COMMITMENT (10%) =	$8,006	$61,381		

* Awarded project funds must be encumbered during the FY identified unless coordinated with the Regional Program Liaison. Requested funds will not be increased beyond the amount asked for in this application after the award of the project.

Schedule		
Task	Months (MM/YY – MM/YY)	Anticipated Required Resources (Region Project Design Section (PDS), Region Traffic Operations, consultant, procurement contracts, etc.)
1. Design	(7/25-6/26)	Consultant
2. Real Estate		
3. Procurement		
4. Construction	(7/26-6/27)	Construction Contractor
5. Other		

5. Additional Project Information

5a. Performance Improvement Program Goals

Does this project help with achieving WisDOT's performance goals? Refer to http://dotnet/mapss/index.htm	Select all that apply:
– *Mobility*: Delivering transportation choices that result in efficient trips and no unexpected delays.	☒ Mobility
– *Accountability*: The continuous effort to use public dollars in the most efficient and cost-effective way.	☒ Accountability
– *Preservation*: Protecting, maintaining, and operating Wisconsin's transportation system efficiently by making sound investments that preserve and extend the life of our infrastructure, while protecting our natural environment.	☒ Preservation
– *Safety*: Moving toward minimizing the number of deaths, injuries, and crashes on our roadways.	☒ Safety
– *Service*: High quality and accurate products and services delivered in a timely fashion by a professional and proactive workforce.	☒ Service

5b. Additional Justification

Provide additional detail that should be considered during the evaluation of this project. This may include the consequences of what would happen should the project not be implemented.

This intersection services over 31,000 vehicles per day and is an intersection of two major corridors, CTH Q and STH 175. The intersection has a substantial skew angle of nearly 40 degrees which limits the effectiveness of the existing signal infrastructure making it difficult to convey messages to drivers. The proposed signal infrastructure will enable signal heads to be provided for each approach lane and improvements to the timing/operation of the intersection with the incorporation of flashing yellow arrows.

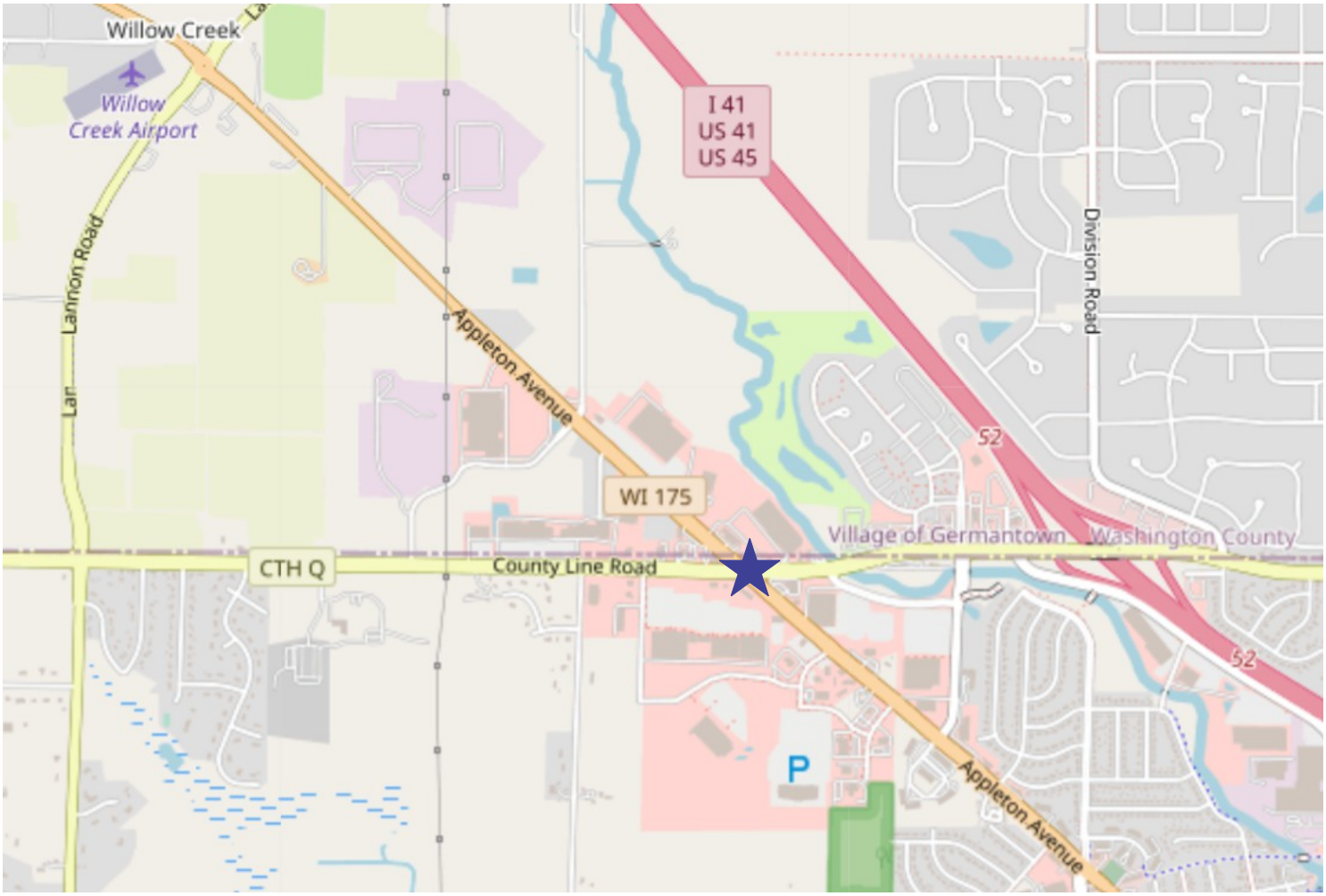
The proposed improvements are expected to reduce crashes by more than 15 percent at the intersection, but because it is a connecting highway intersection a stand-a-lone signal improvement project would not be eligible through the HSIP program. Therefore, given the age of the existing signal poles/heads and the positive impact of the proposed improvements, we think this intersection is a great candidate for the SISP program.

Thank you for your consideration.

6. Contact Information and Signature

PRIMARY CONTACT NAME (Responsible for Project Delivery) *Matthew Mortwedt*	TITLE *Village of Germantown – Director of Public Works*	
EMAIL ADDRESS *mmortwedt@germantownwi.gov*	TELEPHONE *(262) 250-4725*	
WISDOT REGIONAL LIAISON CONTACT NAME (Municipal Only)	MUNICIPAL SPONSOR EMAIL ADDRESS *mmortwedt@germantownwi.gov*	
MUNICIPAL SPONSOR SIGNATURE (Responsible for 10% funding – Municipal Only) *Village of Germantown*		DATE
SIGNATURE OF WisDOT REGIONAL OPERATIONS CHIEF (WisDOT Projects Only)		DATE

REVISED 12/7/2023



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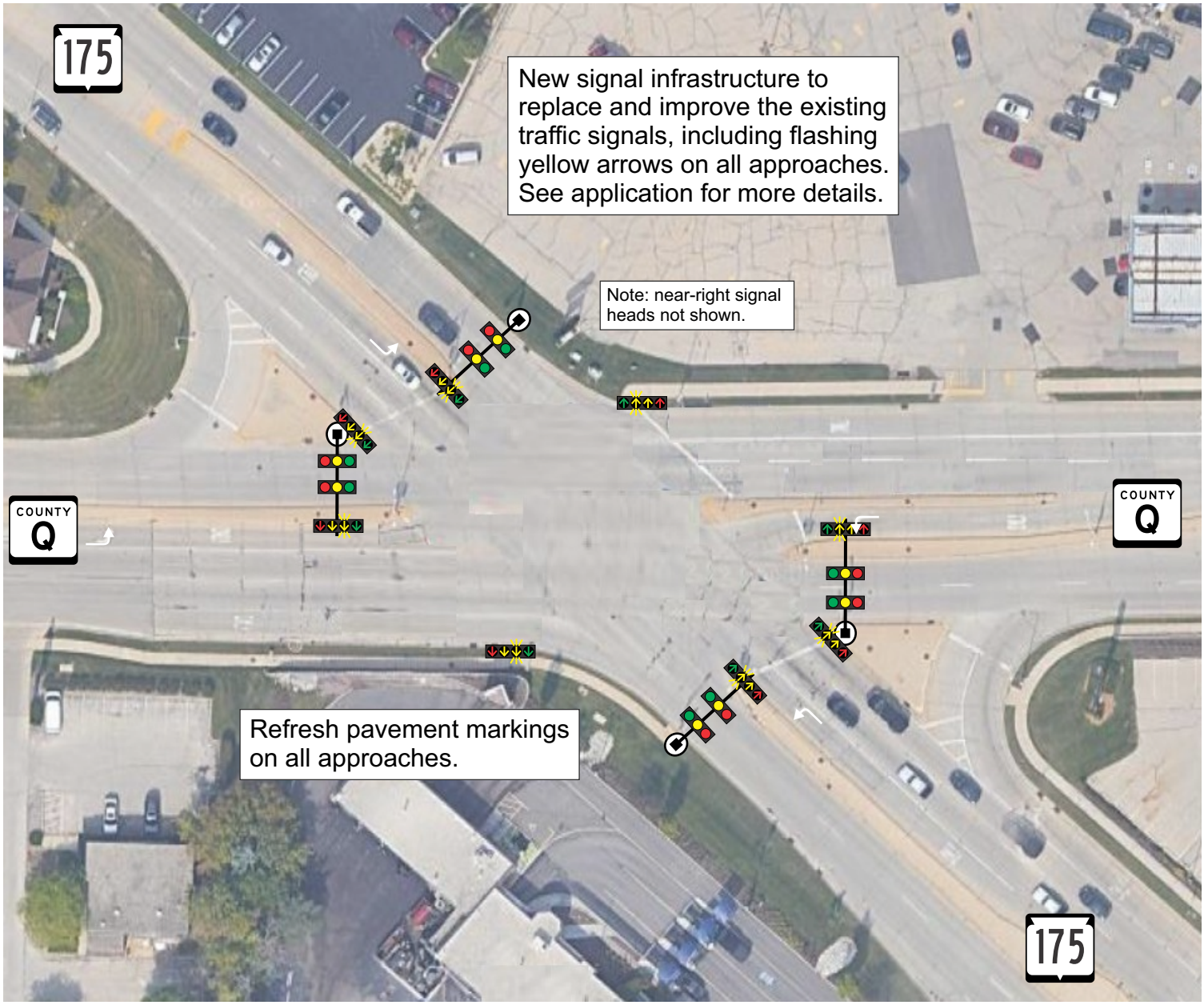
NOT TO SCALE

1. Project Identification
PROJECT LOCATION MAP
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN



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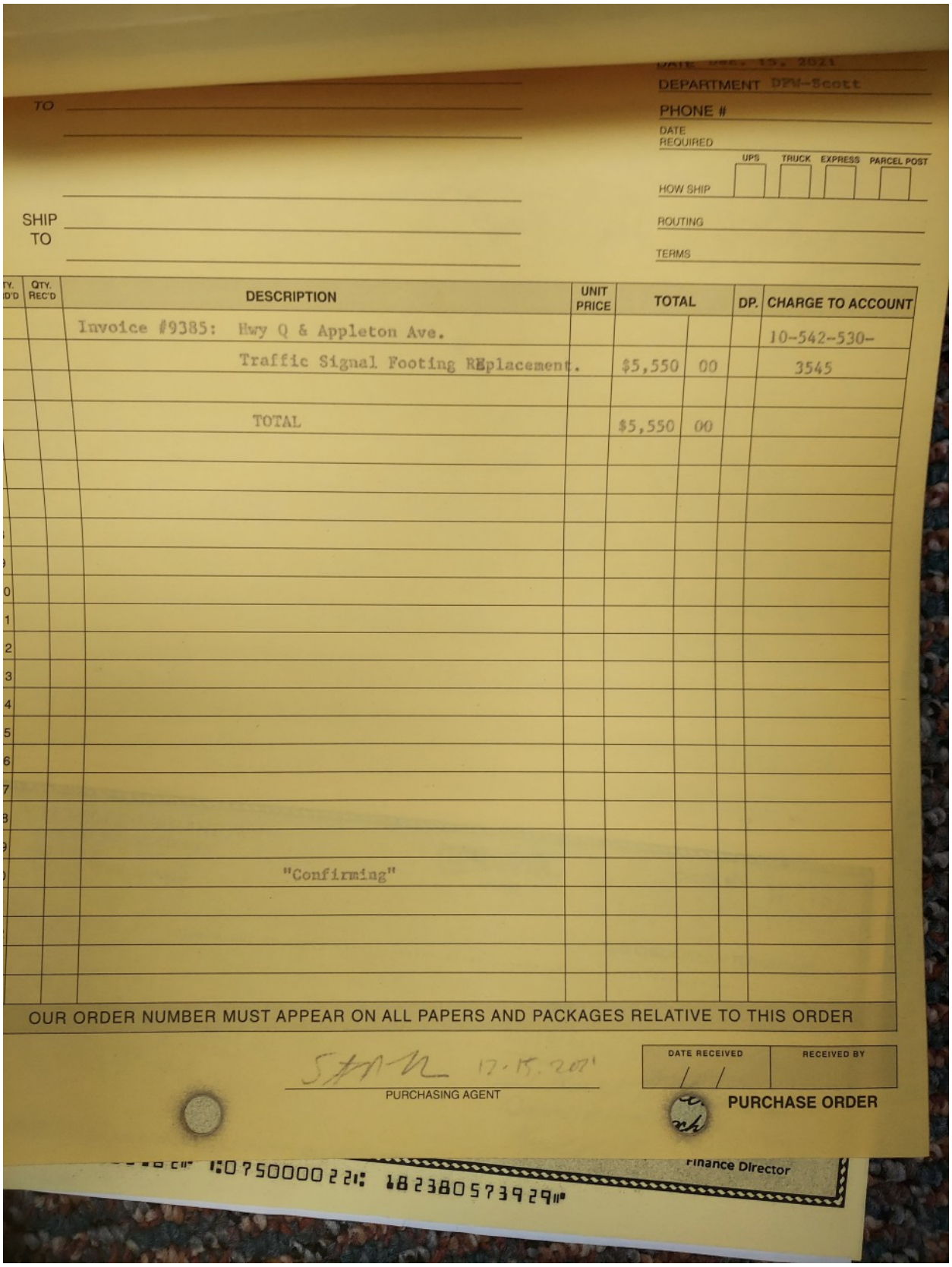
NOT TO SCALE

3a. Project Description
CONCEPTUAL DRAWING
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN



DATE Dec. 15, 2021
DEPARTMENT DPW-Scott
PHONE #
DATE REQUIRED
UPS TRUCK EXPRESS PARCEL POST
HOW SHIP
ROUTING
TERMS
TO
SHIP TO

QTY. O'D	QTY. REC'D	DESCRIPTION	UNIT PRICE	TOTAL	DP.	CHARGE TO ACCOUNT
		Invoice #9385: Hwy Q & Appleton Ave.				10-542-530-
		Traffic Signal Footing REplacement.		$5,550 00		3545
		TOTAL		$5,550 00		
		"Confirming"				

OUR ORDER NUMBER MUST APPEAR ON ALL PAPERS AND PACKAGES RELATIVE TO THIS ORDER

12.15.2021
PURCHASING AGENT

DATE RECEIVED / /
RECEIVED BY

PURCHASE ORDER

Finance Director

:0750000221: 182380573929"

3c. Operations and Maintenance Impacts
EXISTING MAINTENANCE COST EXAMPLE (RUSTED BASE/FOOTING)
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

NW Island Manhole

3d. Existing Conditions
SITE PHOTOS
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

W Manhole

3d. Existing Conditions
SITE PHOTOS
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

3d. Existing Conditions
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GERMANTOWN, WISCONSIN

3d. Existing Conditions
SITE PHOTOS
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

E Manhole

3d. Existing Conditions
SITE PHOTOS
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

NE Island Manhole

3d. Existing Conditions
SITE PHOTOS
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

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STH 175 (APPLETON AVENUE)
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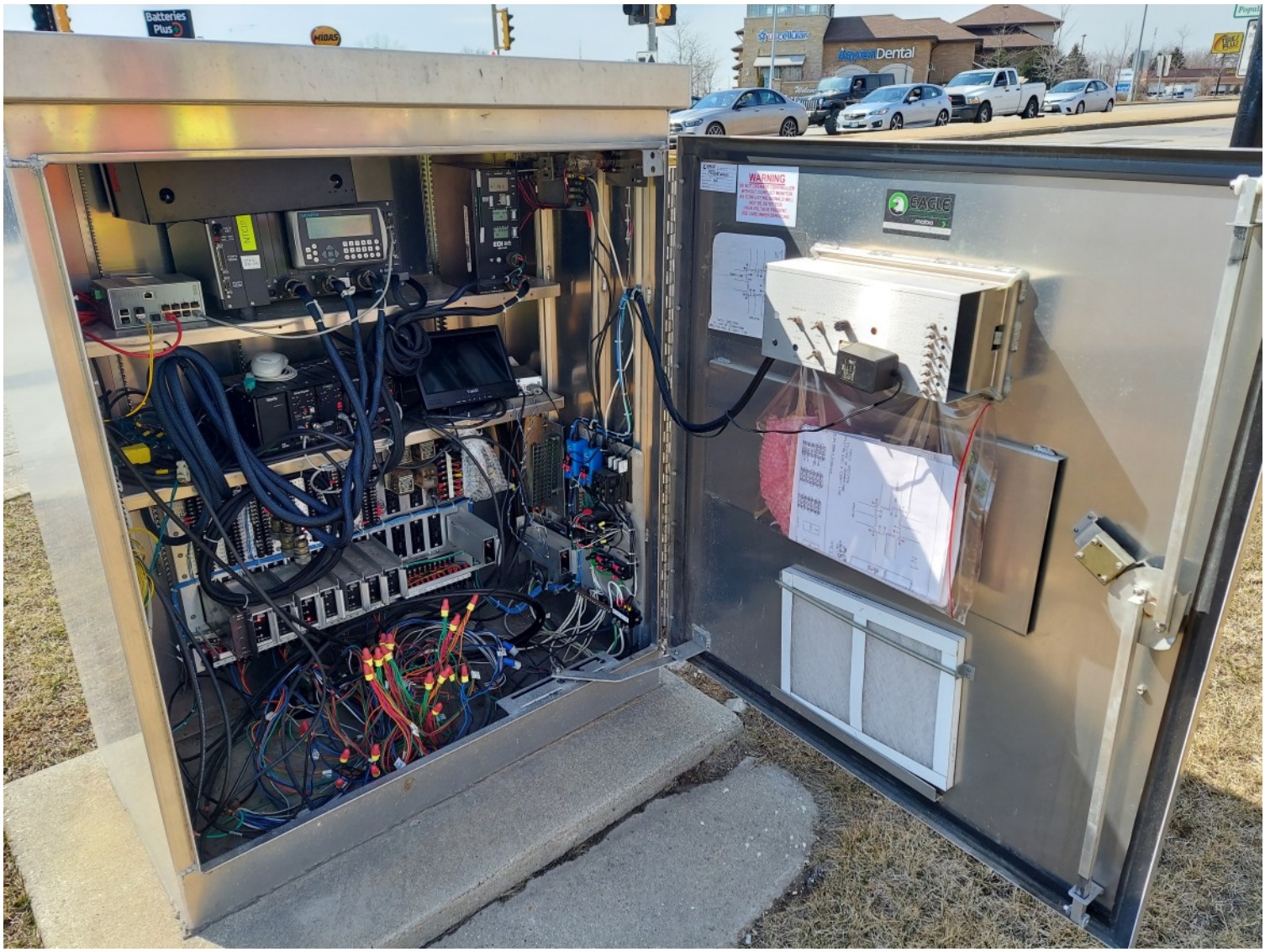
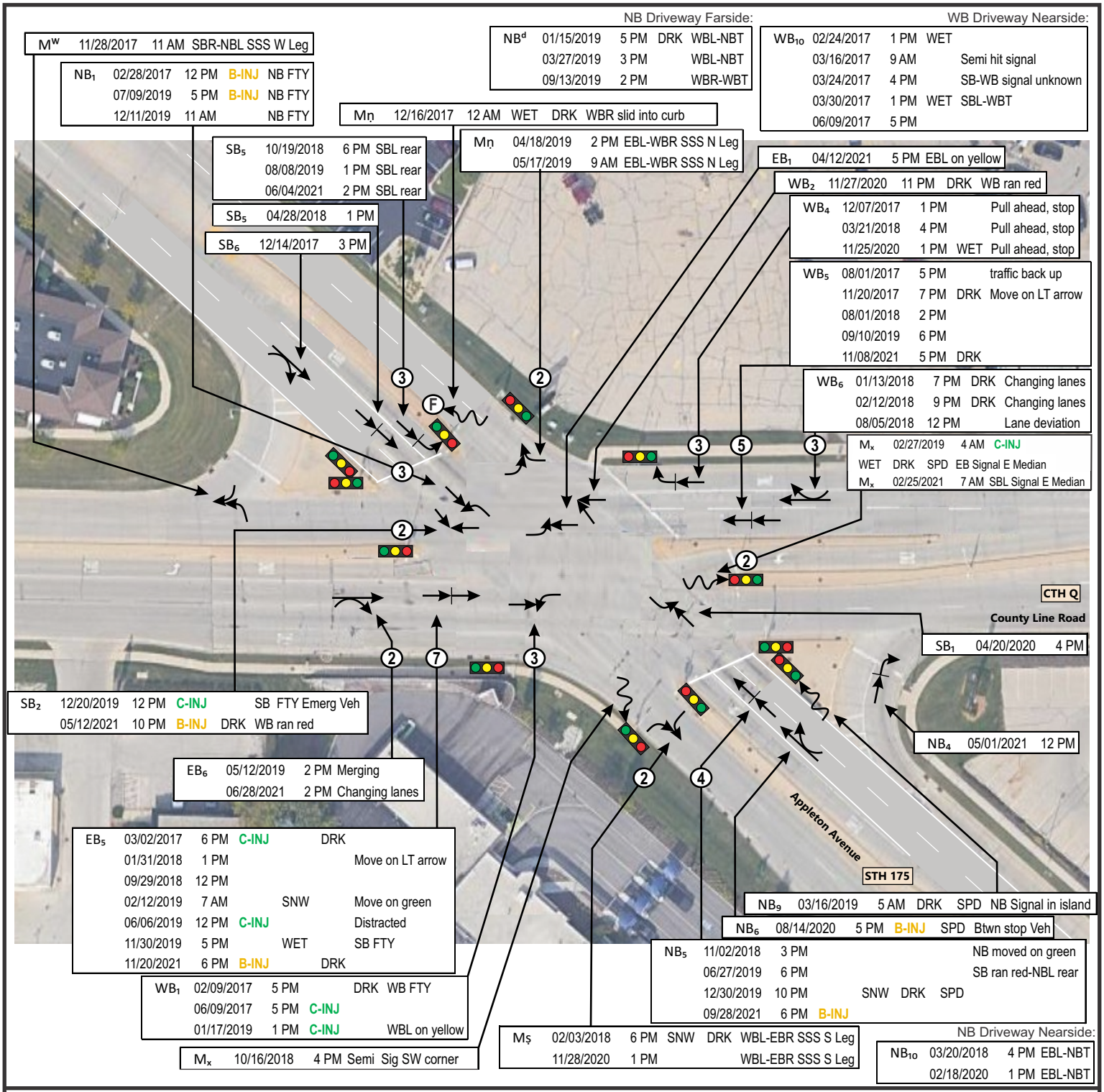
GERMANTOWN, WISCONSIN



3d. Existing Conditions
SITE PHOTOS
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN



LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Traffic Signal
- Stop/Yield Sign
- Tree
- Fixed Object
- Non-Fixed Object
- Angle (Right Angle)
- Angle (Left Turn)
- Angle (Right Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

= CRASH FREQUENCY (if > 1 NON-PED/BIKE)

LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH

Note: Deer Crashes Not Included

CRASH SEVERITY DEFINITIONS

- K-Inj = Fatal Crash
- A-Inj = Suspected Serious Injury Crash
- B-Inj = Suspected Minor Injury Crash
- C-Inj = Possible Injury Crash
- = No Apparent Injury Crash

N

NOT TO SCALE

CRASH STATISTICS

62 Crashes

- 0 Fatal Crash (K)
- 0 Suspected Serious (Type A)
- 6 Suspected Minor (Type B)
- 6 Possible (Type C)
- 50 No Apparent Injury

1.07 Crashes Per Million Entering Vehicles

3f. Safety Improvements
CRASH HISTORY (2016-2020)
STH 175 (APPLETON AVENUE)
INTERSECTION WITH CTH Q (COUNTY LINE ROAD)
GERMANTOWN, WISCONSIN

Cost Estimate Summary

DESIGN	$80,063.00
CONSTRUCTION	$613,813.00
ROW AQUISITION	$0.00
TOTAL PROJECT IMPROVEMENTS COST	**$ 693,876.00**

STH 175_Appleton Avenue & CTH Q_County Line Road

TRAFFIC SIGNAL IMPROVEMENTS					
ITEM	**ITEM DESCRIPTION**	**QUANTITY**	**UNIT**	**UNIT PRICE**	**TOTAL**
1	Controller and cabinet modifications	1	LS	$21,000.00	$21,000.00
2	Overhead vehicular signal indications and monotube poles (all directions)	4	EACH	$27,000.00	$108,000.00
3	Other new poles and indications including street lights	4	EACH	$17,000.00	$68,000.00
4	Reflective backplates	20	EACH	$300.00	$6,000.00
5	Install Emergency Vehicle Pre-emption	1	LS	$6,000.00	$6,000.00
6	Reinstall Vehicle Detection	1	LS	$16,000.00	$16,000.00
7	Wiring, conduit, pull boxes, site restoration	1	LS	$92,000.00	$92,000.00
8	Temporary traffic signals	1	LS	$110,000.00	$110,000.00
9	Misc. Signing & Pavement Marking (% of construction items)	5	%		$21,350.00
10	Mobilization & traffic control (% of construction items)	10	%		$42,700.00
11	Construction contingencies (% of construction items)	10	%		$42,700.00
12	Engineering Design and State Design Review (% of all construction, including mobilization, traffic control, and contingencies)	15	%		$80,063.00
13	Construction Engineering and Oversight (% of all construction, including mobilization, traffic control, and contingencies)	15	%		$80,063.00
	TRAFFIC SIGNAL IMPROVEMENTS COST				**$693,876.00**
	REAL ESTATE				
14	REAL ESTATE (R/W ACQUISITION)	0	AC	$0.00	$0.00
	REAL ESTATE SUBTOTAL COST				**$0.00**
	TOTAL TRAFFIC SIGNAL IMPROVEMENTS COST				**$693,876.00**

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is entered into between **Village of Germantown** (Client) and **Traffic Analysis & Design, Inc.** (Engineer), based upon Client's intention to prepare traffic signal design plans for the proposed traffic signal replacement at STH 175/CTH Q in Germantown, Wisconsin (the Project) and Client's requirement for certain engineering services in connection with the Project (the Services) which Engineer is prepared to provide.

1. Engineer shall provide the Services described in Attachment A, "Scope of Services", according to Attachment A, "Schedule".

2. Client shall pay Engineer in accordance with Attachment A, "Compensation". Invoices for additional work shall be due and payable upon receipt. Invoice amounts not paid within 30 days after receipt shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.

3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.

4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's total compensation actually received under this Agreement.

5. Engineer and Client waive all rights against each other for damages covered by property insurance during and after the completion of the Services.

6. Not withstanding anything to the contrary in any Attachments hereto, Engineer has no responsibility for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; or (b) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to Client or to comply with federal, state, or local laws, regulations, and codes.

7. Engineer does not guarantee that proposals, bids, or actual Project costs will not vary from Engineer's cost estimates or that actual schedules will not vary from Engineer's projected schedules.

8. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.

9. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.

10. The Services provided for in this Agreement are for the sole use and benefit of Client and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.

11. Any notice required by this Agreement shall be made in writing to the address specified below:

Client: Village of Germantown
N112 W17001 Mequon Rd
Germantown, WI 53022
Attn: Matt Mortwedt, Director of Public Works

Engineer: Traffic Analysis & Design, Inc.
PO Box 128
Cedarburg, WI 53012
Attn: Mr. John A. Bieberitz, P.E., PTOE

IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, effective as of December 24, 2025.

Village of Germantown (Client)

By:_____

Title: _____

Date: _____

Traffic Analysis & Design, Inc. (Engineer)

By: _____
John A. Bieberitz, P.E., PTOE

Date: 12/24/25

ATTACHMENT A
SCOPE OF SERVICES

DESIGN SERVICES

Topographic Survey

A topographic survey will be performed of the project area surrounding the following intersection:

- STH 175 at CTH Q

All work will be performed according to Wisconsin Department of Transportation standards.

This work will be sublet to The Sigma Group.

Permanent Traffic Signal Plans

Plans, specifications, and estimates will be developed for reconstruction of permanent traffic signals at the following intersection:

- STH 175 at CTH Q

All work will be performed according to Wisconsin Department of Transportation standards. All materials will be prepared to be inserted into the Village of Germantown bid package prepared by others.

Plans, specifications, quantities, and estimates will be prepared in English units.

A. MEETINGS

It is anticipated that project coordination can be accomplished primarily via telephone and e-mail. Any in-person meetings will be considered extra work and may require a contract amendment to attend.

B. PRELIMINARY ENGINEERING

Preliminary plans will consist of the following:

- Traffic Signal Removal Sheets
- Traffic Signal Layout Sheets
- Sequence of Operation Sheet
- Cable Routing Sheet
- Miscellaneous Quantities Sheets
- Required Standard Detail Drawings

An electronic copy of the preliminary signalization plans (Adobe Acrobat format, 11”x17” pages) will be submitted to the client for review and comments. The engineer will not provide paper copies for this submittal.

Engineer will prepare specifications utilizing the 2025 (or current, if later) WisDOT specifications and special provisions. One set of specifications (Adobe Acrobat format electronic file) will be submitted to the client for review and comments.

C. FINAL PS&E

Upon receiving comments from the client on the preliminary plans and specifications, the Engineer will revise the design and specifications.

Based on the final project quantities, Engineer will provide an engineer's estimate in electronic format (Adobe Acrobat) to the client.

Engineer will create an Adobe Acrobat file of the final plans (in 11"x17" format), and electronic files of the specifications and estimate for submittal to the client for inclusion in the client's bid documents.

Engineer will modify existing traffic signal timing as required to accommodate any changes to the traffic signal operation, including flashing yellow arrows, etc.

Temporary Traffic Signal Plans

Plans, specifications, and estimates will be developed for temporary traffic signals at the following intersection:

- STH 175 at CTH Q

All work will be performed according to Wisconsin Department of Transportation standards. All materials will be prepared to be inserted into the Village of Germantown bid package prepared by others.

Plans, specifications, quantities, and estimates will be prepared in English units.

A. MEETINGS

It is anticipated that project coordination can be accomplished primarily via telephone and e-mail. Any in-person meetings will be considered extra work and may require a contract amendment to attend.

B. PRELIMINARY ENGINEERING

Preliminary plans will consist of the following:

- Temporary Traffic Signal Layout Sheets
- Temporary Sequence of Operation Sheets
- Miscellaneous Quantities
- Required Standard Detail Drawings

An electronic copy of the preliminary signalization plans (Adobe Acrobat format, 11"x17" pages) will be submitted to the client for review and comments. The engineer will not provide paper copies for this submittal.

Engineer will prepare specifications utilizing the 2025 (or current, if later) WisDOT specifications and special provisions. One set of specifications (Adobe Acrobat format electronic file) will be submitted to the client for review and comments.

C. FINAL PS&E

Upon receiving comments from the client on the preliminary plans and specifications, the Engineer will revise the design and specifications.

Based on the final project quantities, Engineer will provide an engineer's estimate in electronic format (Adobe Acrobat) to the client.

Engineer will create an Adobe Acrobat file of the final plans (in 11"x17" format), and electronic files of the specifications and estimate for submittal to the client for inclusion in the client's bid documents.

Engineer will modify existing traffic signal timing as required to accommodate temporary signal operation.

Curb Ramp Design and Additional Pavement Design

Pedestrian curb ramps will be designed to meet ADA requirements for crossing all 4 approaches at the project intersection.

Additional pavement design to accommodate repair of curbs or other impacted pavement features will be performed as needed.

Pavement marking and signing will be designed as necessary.

All work will be performed according to Wisconsin Department of Transportation standards.

This work will be sublet to Benesch.

CONSTRUCTION SERVICES

Construction Oversight

Construction observation and inspection:

- Inspect monotube installation and observe bolt/connection testing
- DOES NOT include monotube physical verification
- Perform on-site testing of plastic concrete
- Other inspections as needed

Construction Staking

Construction staking will be performed at the following intersection:

- STH 175 at CTH Q

All work will be performed according to Wisconsin Department of Transportation standards.

This work will be sublet to The Sigma Group.

SCHEDULE

Engineer will provide the deliverables listed above according to the following schedule:

Deliverable	Date
Preliminary Engineering	April 1, 2026
Final PS&E	May 1, 2026
Construction Services	Beginning June 2026
Completion Date	June 30, 2027

COMPENSATION

For **DESIGN SERVICES** described in the above Scope of Services, Client shall pay Engineer on a Time and Materials basis not to exceed $83,500.00

Classification	Hours	Rate	Total
Surveyor II (Sigma)	40	$ 125.00	$ 5,000.00
Surveyor III (Sigma)	11	$ 175.00	$ 1,925.00
Direct Expenses (Sigma)	--	--	$ 75.00
Project Manager (Benesch)	22	$ 235.00	$ 5,170.00
Project Engineer (Benesch)	383	$ 111.00	$ 42,513.00
Direct Expenses (Benesch)	--	--	$ 317.00
Project Manager (TADI)	17	$ 250.00	$ 4,250.00
Signals Engineer (TADI)	120	$ 200.00	$ 24,000.00
Direct Expenses (TADI)	--	--	$ 250.00
TOTAL			**$ 83,500.00**

For **CONSTRUCTION SERVICES** described in the above Scope of Services, Client shall pay Engineer on a Time and Materials basis not to exceed $35,300.00

Classification	Hours	Rate	Total
Surveyor II (Sigma)	15	$ 125.00	$ 1,875.00
Direct Expenses (Sigma)	--	--	$ 125.00
Project Manager (Benesch)	30	$ 235.00	$ 7,050.00
Project Engineer (Benesch)	210	$ 111.00	$ 23,310.00
Direct Expenses (Benesch)	--	--	$ 940.00
Signals Engineer (TADI)	10	$ 200.00	$ 2,000.00
TOTAL			**$ 35,300.00**

All services not cited in Attachment A, Scope of Services, will be conducted as additional services under an Amendment to this Agreement.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Purchase of the 2026 patrol truck up to the budgeted amount of $341,000. (ACTION)

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

The 2026 capital budget includes $341,000.00 for the purchase of a patrol truck. Patrol truck purchases have been difficult to work through over the last 5 years. Truck chassis availability, for now, has become much more stable. The equipment packages added to these chassis are also available for purchase. That said, due to a reduction in the truck building workforce in our region, we are experiencing significant delays in receiving our final product for use in operations. We anticipate that what used to be completed, start-to-finish, in about 12-months, may now take about 24-months. A patrol truck spends 14 years as a lead route vehicle, before spending roughly another 6 years as a spare. Some spare trucks are utilized on a temporary basis, when a lead route truck is down unexpectedly. Others are utilized for winter emergency excavations and hauling of spoils. Our current patrol truck replacement cycle is 20 years. While patrol trucks are well maintained during their life cycle, they operate in a difficult environment and perform under extreme working conditions. Now more than ever, it is crucial for winter operations that the Village maintain our current replacement cycle, if not improve it over time.

Staff has solicited proposals from the two local Western Star Dealers, and the results are listed below. Both truck vendors and the truck equipment outfitter caution about the potential of tariff price increases. Staff is seeking authorization up to the full budgeted amount, so that these potential increases can be covered, should they arise.

Truck Country of Wisconsin / Burke Truck & Equipment Inc.: $325,013.13

I State Truck Center / Burke Truck & Equipment Inc.: $325,175.13

ATTACHMENT:

1. I-State
2. Burke Tandem Quote
3. Village of Germantown 47X Tandem 12.29.25

STAFF RECOMMENDATION:

Staff recommends the purchase of patrol truck from Truck Country of Wisconsin and Burke Truck & Equipment not to exceed the budgeted amount of $341,000.00, and to forward this

request to the Village Board with a positive recommendation. If approved, the funds shall be allocated from capital account: 40562000-592200.

ACTION BY COMMITTEE:

Prepared for:
Germantown

Prepared by:
Prepared by:
John Kotek / Larry Hilgart
I-STATE TRUCK CENTERS
6303 Pepsi Way
Windsor, WI 53598
C:608-712-5773 / O:608-846-0680

SPECIFICATION PROPOSAL

Data Code	Description	Weight Front	Weight Rear
Price Level			
PRL-30X	47X/49X PRL-30X (EFF:MY27 ORDERS)		
Data Version			
DRL-018	SPECPRO21 DATA RELEASE VER 018		
Vehicle Configuration			
001-470	WESTERN STAR 47X	9,050	6,525
004-227	2027 MODEL YEAR SPECIFIED		
002-004	SET BACK AXLE - TRUCK		
019-006	TRAILER TOWING PROVISION AT END OF FRAME WITH SAE J560	10	10
003-001	LH PRIMARY STEERING LOCATION		
General Service			
AA1-003	TRUCK/TRAILER CONFIGURATION		
AA6-002	DOMICILED, USA 50 STATES (EPA CLEAN IDLE LABEL OR NO CLEAN IDLE REQUIRED)		
99D-027	EPA CLEAN IDLE LABEL - (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD OF DRIVER DOOR)		
A85-011	CONSTRUCTION SERVICE		
A84-1GM	GOVERNMENT BUSINESS SEGMENT		
AA4-010	DIRT/SAND/ROCK COMMODITY		
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
AB1-008	MAXIMUM 8% EXPECTED GRADE		
AB5-002	ROUGH, MAINTAINED, CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
995-1A5	WESTERN STAR VOCATIONAL WARRANTY		
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 20000.0 lbs		
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 40000.0 lbs		
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 60000.0 lbs		
A70-99D	EXPECTED GROSS COMBINATION WEIGHT : 80000.0 lbs		
Truck Service			
AA3-018	FRONT PLOW/END DUMP BODY		

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	Data Code	Description	Weight Front	Weight Rear
	AF3-2CP	DEALER STOCK TRUCK - UPFIT UNDETERMINED		
Tractor Service				
	AA2-005	FLATBED TRAILER		
	AH6-001	SINGLE (1) TRAILER		
Engine				
	101-3CY	DETROIT DD13 GEN 5 12.8L 450 HP @ 1625 RPM, 1900 GOV RPM, 1550 LB/FT @ 975 RPM		
Electronic Parameters				
N	79A-065	65 MPH ROAD SPEED LIMIT		
	79B-000	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT		
	79F-013	FLEET MANAGEMENT - DAILY ENGINE USAGE ENABLED		
	79G-012	15 MINUTES IDLE SHUTDOWN WITH CLUTCH AND SERVICE BRAKE OVERRIDE		
	79K-014	PTO MODE ENGINE RPM LIMIT - 1800 RPM		
	79P-032	PTO RPM CONTROL WITH STEERING WHEEL SWITCHES		
	79T-001	PTO MODE RPM INCREMENT - 25 RPM		
	79U-002	PTO GOVERNOR RAMP RATE - 50 RPM PER SECOND		
	79W-023	THREE CLUSTER MENU PTO SPEEDS AND THREE REMOTE PTO SPEEDS		
	79X-005	PTO SPEED 1 SETTING - 900 RPM		
	79Y-002	PTO SPEED 2 SETTING - 1000 RPM		
	79Z-016	PTO SPEED 3 SETTING - 1100 RPM		
	80C-102	ENGINE BRAKES ON WITH VEHICLE SPEED ABOVE RSL/CSL - 2 MPH		
N	80G-010	PTO MINIMUM RPM - 625		
	80L-003	ENABLE DPF REGEN ZONE 1 WITH AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE		
	80W-001	MAINTENANCE SYSTEM WITH NO POP-UPS AND NO MENU IN CLUSTER		
N	80S-004	PTO 1, DASH SWITCH, ENGAGE WHILE DRIVING		
Engine Equipment				
	99C-024	EPA 2010/GHG 2024 CONFIGURATION		
	13E-001	STANDARD OIL PAN		
	105-001	ENGINE MOUNTED OIL CHECK AND FILL		
	014-111	SIDE OF HOOD AIR INTAKE WITH ENGINE MOUNTED AIR CLEANER, WITH INSIDE/OUTSIDE AIR AND SNOW DOOR		

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Data Code	Description	Weight Front	Weight Rear
124-1D7	DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE	-10	
292-222	(3) DTNA GENUINE, HIGH TEMP AGM STARTING AND CYCLING, MIN 2775CCA, 570RC, THREADED STUD BATTERIES		
290-1AC	PASSENGER SEAT BATTERY BOX VENTED TO OUTSIDE OF CAB		
282-013	BATTERY BOX MOUNTED UNDER PASSENGER SEAT		
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN		
289-006	PLASTIC BATTERY BOX COVER		
33M-001	AUXILIARY POWER NET DISTRIBUTION BLOCK FOR BODY BUILDER USE	10	
293-058	NON-ESSENTIAL POSITIVE LOAD DISCONNECT, IN CAB CONTROL SWITCH MOUNTED OUTBOARD OF DRIVER SEAT	2	
295-029	POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON FRAME NEXT TO STARTER	2	
306-015	PROGRESSIVE LOW VOLTAGE DISCONNECT AT 12.3 VOLTS FOR DESIGNATED CIRCUITS	2	
107-046	BW MODEL FE-921 19.0 CFM SINGLE CYLINDER AIR COMPRESSOR WITH SAFETY VALVE		
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM		
128-002	JACOBS COMPRESSION BRAKE		
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE		
28F-015	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH		
239-038	11 FOOT 06 INCH (138 INCH+0/-5.9 INCH) EXHAUST SYSTEM HEIGHT		
233-020	30 DEGREE CURVE BRIGHT UPPER STACK(S) AND ELBOW(S)		
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP		
23U-027	8 GALLON DIESEL EXHAUST FLUID TANK		
23Z-005	UNPOLISHED ALUMINUM WST DIESEL EXHAUST FLUID TANK COVER		

Data Code	Description	Weight Front	Weight Rear
43X-001	LH HEAVY DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION		
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP		
242-001	STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD		
273-058	AIR POWERED ON/OFF ENGINE FAN CLUTCH		
276-002	AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR LIGHT, NON ENGINE MOUNTED		
110-068	DDC SUPPLIED ENGINE MOUNTED FUEL FILTER/FUEL WATER SEPARATOR WITH WATER-IN-FUEL INDICATOR		
118-001	FULL FLOW OIL FILTER		
266-107	1400 SQUARE INCH VOCATIONAL RADIATOR		
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT		
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
261-001	STANDARD CHARGE AIR COOLER PLUMBING		
270-023	HDEP FIXED RATIO COOLANT PUMP AND RADIATOR DRAIN VALVE		
168-002	LOWER RADIATOR GUARD		
138-005	PHILLIPS-TEMRO 1500 WATT/115 VOLT BLOCK HEATER	4	
166-005	PHILLIPS-TEMRO 300 WATT/115 VOLT OIL PREHEATER	4	
140-022	CHROME ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR		
132-998	NO AIR INTAKE WARMER	-10	
155-076	DELCO 12V MOD 3.175-39MT+ STARTER WITH ENGINE ECU SOFTWARE PROTECTION AND INTEGRATED MAGNETIC SWITCH	-45	
Transmission			
342-1M1	ALLISON 4000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION		
Transmission Equipment			
343-314	ALLISON VOCATIONAL PACKAGE 146 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODEL RDS		
84B-012	ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES		
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		

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Data Code	Description	Weight Front	Weight Rear
84D-023	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84E-013	S1 PERFORMANCE PRIMARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84F-012	S1 PERFORMANCE SECONDARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84G-009	1800 RPM PRIMARY MODE SHIFT SPEED		
84H-005	1500 RPM SECONDARY MODE SHIFT SPEED		
85E-007	MAXIMUM ENGINE SPEED FOR PTO ENGAGEMENT 800 RPM		
353-073	QUICKFIT BODY LIGHTING CONNECTOR UNDER CAB, WITH CAP		
34C-011	ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR		
362-2JT	CUSTOMER INSTALLED CHELSEA 281 SERIES PTO		
363-001	PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION ALLISON		
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
345-078	HEAVY DUTY ELECTRONIC TRANSMISSION SHIFT CONTROL, COLUMN MOUNTED		
370-006	WATER TO OIL TRANSMISSION COOLER		
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
35T-001	ATF-SYNTHETIC AUTOMATIC TRANSMISSION FLUID		
Front Axle and Equipment			
400-1BB	DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE	190	
418-060	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS	20	
402-030	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES	10	
403-002	NON-ASBESTOS FRONT BRAKE LINING		
419-023	CONMET CAST IRON FRONT BRAKE DRUMS		
427-001	FRONT BRAKE DUST SHIELDS	5	
409-006	FRONT OIL SEALS		
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL		

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Data Code	Description	Weight Front	Weight Rear
405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS		
536-104	DUAL POWER STEERING GEARS, BENDIX 16-20K	80	
534-003	4 QUART POWER STEERING RESERVOIR	5	
533-001	OIL/AIR POWER STEERING COOLER	5	
40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		
Front Suspension			
620-025	20,000# TAPERLEAF FRONT SUSPENSION	145	
619-005	MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION		
410-001	FRONT SHOCK ABSORBERS		
Rear Axle and Equipment			
420-1K3	MERITOR MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE		10
450-060	CONMET PRESET PLUS PREMIUM IRON REAR HUBS		60
421-529	5.29 REAR AXLE RATIO		
424-003	IRON REAR AXLE CARRIER WITH OPTIONAL HEAVY DUTY AXLE HOUSING		40
386-073	MXL 17T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES	-60	-60
388-073	MXL 17T MERITOR EXTENDED LUBE INTERAXLE DRIVELINE WITH HALF ROUND YOKES		
452-006	DRIVER CONTROLLED TRACTION DIFFERENTIAL - BOTH TANDEM REAR AXLES		30
878-022	(1) INTERAXLE LOCK VALVE, (1) DRIVER CONTROLLED DIFFERENTIAL LOCK FORWARD-REAR AXLE VALVE AND (1) REAR-REAR AXLE VALVE		
87A-005	INDICATOR LIGHT FOR EACH INTERAXLE LOCKOUT SWITCH		
87B-008	INDICATOR LIGHT FOR EACH DIFFERENTIAL LOCKOUT SWITCH		
423-019	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		
433-002	NON-ASBESTOS REAR BRAKE LINING		
434-005	BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S) WITH AUXILIARY SUPPORT BRACKETS		
451-023	CONMET CAST IRON REAR BRAKE DRUMS		
425-002	REAR BRAKE DUST SHIELDS		10

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	Data Code	Description	Weight Front	Weight Rear
	440-006	REAR OIL SEALS		
	426-101	WABCO TRISTOP D LONGSTROKE 2-DRIVE AXLE SPRING PARKING CHAMBERS		
	428-002	MERITOR AUTOMATIC REAR SLACK ADJUSTERS		
	41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		
	42T-001	STANDARD REAR AXLE BREATHER(S)		
Rear Suspension				
N	622-005	AIRLINER 40,000# REAR SUSPENSION		
	621-118	7.9 INCH NOMINAL RIDE HEIGHT (415MM GLOBAL REFERENCE HEIGHT)		
	431-001	STANDARD AXLE SEATS IN AXLE CLAMP GROUP		
	624-016	51 INCH AXLE SPACING		
	888-078	IGNITION CONTROLLED ELECTRIC DUMP SWITCH FOR AIR SUSPENSION WITH STATE RETENTION AND GAUGE		
	87D-012	REAR AIR SUSPENSION DUMP VALVE AUTOFILL >5 MPH WITH INDICATOR LIGHT		
	910-011	SINGLE AIR REAR SUSPENSION LEVELING VALVE WITH INLINE FILTER		
	623-002	TRANSVERSE CONTROL RODS		
	439-005	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM) (AIR RIDE SUSPENSION)		20
Pusher / Tag Equipment				
	429-998	NO PUSHER/TAG BRAKE DUST SHIELDS		
Brake System				
	490-1AU	WABCO 4S/4M ABS WITH TRACTION CONTROL WITH ATC SHUT OFF SWITCH		
	871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES		
	46E-001	STANDARD AIR MANAGEMENT UNIT		
	432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE		
	480-088	WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER		
	483-004	WABCO OIL COALESCING FILTER FOR AIR DRYER		
	479-003	AIR DRYER MOUNTED INBOARD ON LH RAIL		
	460-007	ALUMINUM AIR BRAKE RESERVOIRS	-15	-15
	477-001	PULL CABLE ON WET TANK, PETCOCK DRAIN VALVES ON ALL OTHER AIR TANKS		

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	Data Code	Description	Weight Front	Weight Rear
Trailer Connections				
	914-001	AIR CONNECTIONS TO END OF FRAME WITH GLAD HANDS FOR TRUCK AND NO DUST COVERS	5	5
	919-063	(1) QUICKFIT PROGRAMMABLE SOLENOID W/STATE RETENTION PLUMBED TO BACK OF CAB		
	296-010	PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION		
	303-025	SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE MOUNTED END OF FRAME		
	310-998	NO TRAILER ELECTRICAL CABLE	-10	
Wheelbase & Frame				
	545-422	4225MM (166 INCH) WHEELBASE		
N	546-107	15.0MM X 89.0MM X 315.0MM STEEL FRAME (0.59X3.5X12.4 INCH) 120 KSI	-10	580
	552-034	1700MM (67 INCH) REAR FRAME OVERHANG		
	55W-006	FRAME OVERHANG RANGE: 61 INCH TO 70 INCH	-40	110
	549-002	24 INCH INTEGRAL FRONT FRAME EXTENSION	140	
	AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 101.18 in		
	AE4-99D	CALC'D FRAME LENGTH - OVERALL : 302.18 in		
	ZF1-99D	FRAME HEIGHT TOP FRONT UNLADEN : 44.87 in		
	ZF2-99D	FRAME HEIGHT TOP FRONT LADEN : 41.26 in		
	ZF3-99D	FRAME HEIGHT TOP REAR UNLADEN : 40.82 in		
	ZF4-99D	FRAME HEIGHT TOP REAR LADEN : 39.25 in		
	553-001	SQUARE END OF FRAME		
	559-001	STANDARD WEIGHT ENGINE CROSSMEMBER		
	561-015	STANDARD CAST ALUMINUM CROSSMEMBER BACK OF TRANSMISSION	-15	
	562-063	STANDARD CAST ALUMINUM MIDSHIP		
	572-082	STANDARD CAST ALUMINUM REARMOST CROSSMEMBER		
	565-020	STANDARD CAST ALUMINUM FORWARD CROSSMEMBER		
	568-012	CAST ALUMINUM REAR SUSPENSION CROSSMEMBER		
Chassis Equipment				
	025-001	UNPOLISHED ALUMINUM WST EQUIPMENT COVERS		
	556-800	TEMPORARY STEEL BUMPER	-40	

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Data Code	Description	Weight Front	Weight Rear
586-015	FRONT ANTI-SPRAY CAB MOUNTED MUDFLAPS		
558-998	NO FRONT TOW HOOKS	-15	
574-998	NO LICENSE PLATE MOUNTING		
551-034	CLASS 10.9 THREADED METRIC FASTENERS		
44Z-005	EXTERIOR HARNESSES WRAPPED IN ABRASION TAPE, SECONDARY COVERING, & CONNECTOR PROTECTION		
924-007	UPFIT ROUTING AND CLIPPING BRACKET, LH, BOC TO SUSPENSION, UPPER & LOWER SUPPORTS		
928-007	UPFIT ROUTING AND CLIPPING BRACKET, RH, BOC TO SUSPENSION, UPPER & LOWER SUPPORTS		
Fuel Tanks			
204-151	60 GALLON/227 LITER ALUMINUM FUEL TANK - LH	-5	
218-006	25 INCH DIAMETER FUEL TANK(S)		
215-007	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH POLISHED STAINLESS STEEL BANDS		
212-007	FUEL TANK(S) FORWARD		
664-001	PLAIN STEP FINISH		
205-002	CHROME FUEL TANK CAP(S)		
216-020	EQUIFLO INBOARD FUEL SYSTEM		
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE		
221-001	FUEL COOLER		
Tires			
093-1YU	CONTINENTAL HAU 3 WT 315/80R22.5 20 PLY RADIAL FRONT TIRES	100	
094-12V	CONTINENTAL HDR2+ 11R22.5 16 PLY RADIAL REAR TIRES		184
Wheels			
502-356	ALCOA ULTRA ONE 89U64X 22.5X9.00 10-HUB PILOT 5.99 INSET ALUMINUM FRONT WHEELS	-28	
505-1M9	ALCOA LVL ONE 88565X 22.5X8.25 10-HUB PILOT HD 10-HAND ALUMINUM DISC REAR WHEELS		-160
496-011	FRONT WHEEL MOUNTING NUTS		
497-011	REAR WHEEL MOUNTING NUTS		
Cab Exterior			
829-053	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB		

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Data Code	Description	Weight Front	Weight Rear
82A-028	STAINLESS STEEL CAB ACCENT MOLDING		
667-001	FRONT FENDERS		
754-017	BOLT-ON MOLDED FLEXIBLE FENDER EXTENSIONS	10	
678-066	INTERIOR GRAB HANDLES WITH ADDED LOWER LH AND RH A PILLAR GRAB HANDLES AND LH AND RH EXTERIOR NON-SLIP GRAB HANDLES		
65X-010	BRIGHT HOOD MOUNTED AIR INTAKE GRILLE, BLACK SCREEN, WITH LED ACCENT LIGHTS		
640-016	X-SERIES STEEL REINFORCED ALUMINUM CAB		
644-048	X-SERIES VOCATIONAL HOOD		
67U-001	HOOD OPENING ASSIST WITH LOCKING STRUT		
652-016	WESTERN STAR NAMEPLATES		
727-012	DUAL HADLEY SD-978 26 INCH RECTANGULAR AIR HORNS		
726-001	SINGLE ELECTRIC HORN		
575-001	REAR LICENSE PLATE MOUNT END OF FRAME		
650-008	AIR CAB MOUNTING		
312-095	DUAL STAGE INTELLIGENT LED HEADLIGHTS WITH HEATED LENS SYSTEM		
302-073	VISOR MOUNTED LED MARKER LIGHTS		
314-824	WIRING AND SWITCH FOR CUSTOMER FURNISHED SNOW PLOW LAMPS WITH DUAL CONNECTIONS AT BUMPER		
311-001	DAYTIME RUNNING LIGHTS		
294-1AY	INTEGRAL LED STOP/TAIL/BACKUP LIGHTS		
300-043	LED SIDE TURN SIGNAL		
744-105	C-BAR MIRROR SYSTEM WITH DUAL HEATED MIRRORS WITH INTEGRAL HEATED CONVEX, DUAL REMOTE, STAINLESS STEEL BACK COVER, AND BRIGHT C-BAR	20	
796-001	102 INCH EQUIPMENT WIDTH		
743-209	LH AND RH CONVEX MIRRORS INTEGRAL WITH PRIMARY MIRRORS		
74A-001	RH DOWN VIEW MIRROR		
729-001	STANDARD SIDE/REAR REFLECTORS		
677-098	UNPOLISHED ALUMINUM WST AFTERTREATMENT SYSTEM COVER		
776-998	NO SLEEPER VENT	-10	
764-020	STAINLESS STEEL EXTERIOR SUN VISOR WITH INTEGRAL MARKER LIGHTS	16	
768-064	SINGLE SOLAR TINTED REAR WINDOW, (1) 31 INCH X 20 INCH	-10	

Data Code	Description	Weight Front	Weight Rear
663-019	1-PIECE ROPED-IN SOLAR GREEN GLASS WINDSHIELD		
659-006	8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR		
Cab Interior			
055-016	X-SERIES PREMIUM INTERIOR TRIM LEVEL PACKAGE		
707-1C4	CHARCOAL BLACK VINYL UP LEVEL INTERIOR		
70K-017	CARBON WITH PREMIUM TEAK ACCENT		
772-035	BLACK MATS WITH ADDED FLOOR HEAT AND NOISE INSULATION		
785-014	(2) DASH MOUNTED POWER OUTLETS AND COIN TRAY		
691-001	FORWARD ROOF MOUNTED CONSOLE		
693-019	LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS		
741-015	(2) COAT HOOKS ON BACKWALL OF CAB		
745-998	NO UPPER BUNK	-50	-50
738-021	DIGITAL ALARM CLOCK IN DRIVER DISPLAY		
742-028	THERMOS HOLDER INBOARD OF DRIVER SEAT		
720-072	2-1/2 LB. FIRE EXTINGUISHER SHIPPED LOOSE IN CAB	5	
170-015	STANDARD HEATER PLUMBING		
698-001	RADIATOR MOUNTED AIR CONDITIONER CONDENSER		
739-034	PREMIUM INSULATION		
324-1B2	PREMIUM LED CAB LIGHTING		
787-004	REMOTE KEYLESS ENTRY AND 2 TRANSMITTERS	2	
657-001	DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME		
78G-004	KEY QUANTITY OF 4		
655-028	LH AND RH ELECTRIC DOOR LOCKS WITH AUTO UNLOCK FEATURE WHEN DOOR IS SET FROM OPEN TO CLOSED POSITION		
64C-003	BLACK DOOR HANDLES		
740-998	NO MATTRESS	-20	-15
722-028	TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10	
756-1J6	PREMIUM 2.0 HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 2 AIR LUMBAR, INTEGRATED CUSHION EXTENSION, TILT AND ADJUSTABLE SHOCK	20	

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Data Code	Description	Weight Front	Weight Rear
760-294	BATTERY BOX MID BACK NON SUSPENSION PASSENGER SEAT		
757-001	BLACK SUSPENSION COVER FOR AIR DRIVER SEAT	2	
759-007	DUAL DRIVER SEAT ARMRESTS, NO PASSENGER SEAT ARMRESTS		
758-135	BLACK MORDURA CLOTH DRIVER SEAT COVER WITH EMBROIDERED LOGO		
761-138	BLACK MORDURA CLOTH PASSENGER SEAT COVER WITH NO LOGO		
763-1AA	3 POINT ADJUSTABLE D-RING RETRACTOR DRIVER AND FIXED D-RING RETRACTOR PASSENGER SEAT BELTS		
532-002	ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN		
540-070	4-SPOKE 18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL WITH CHROME SWITCH BEZELS		
765-021	DRIVER AND PASSENGER INTERIOR SUN VISORS WITH ILLUMINATED VANITY MIRRORS		
Instruments & Controls			
185-004	STANDARD FOOT PEDAL SYSTEM		
106-002	ELECTRONIC ACCELERATOR CONTROL		
870-002	BRIGHT ARGENT FINISH GAUGE BEZELS		
734-018	STANDARD CENTER INSTRUMENT PANEL		
838-001	(1) PNEUMATIC SINGLE BRAKE APPLICATION AIR GAUGE		
840-001	DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE		
198-035	ELECTRONIC AIR RESTRICTION INDICATOR DISPLAYED IN DRIVER DISPLAY		
149-015	ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES		
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY		
811-044	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY		
81B-003	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY		
160-045	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR WITH DUST CAP LOCATED BELOW LH DASH		
844-001	2 INCH ELECTRIC FUEL GAUGE		
845-011	FUEL FILTER RESTRICTION INDICATOR		

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Data Code	Description	Weight Front	Weight Rear
148-074	ENGINE REMOTE INTERFACE NOT CONFIGURED		
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE		
854-001	ENGINE OIL TEMPERATURE GAUGE		
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE		
864-001	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE		
867-004	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER		
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
372-123	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE		
736-998	NO OBSTACLE DETECTION SYSTEM		
73K-998	NO SIDE OBJECT DETECTION SYSTEM		
72J-998	NO DR ASSIST SYSTEM		
49B-998	NO VEHICLE STABILITY ADVISOR OR CONTROL		
73B-998	NO LANE DEPARTURE WARNING SYSTEM		
73H-014	(1) BACKUP CAMERA-END OF FRAME MOUNTED WITH 15 FOOT EXTRA LONG CABLE COILED AT END OF FRAME		
35M-010	1 QUICKFIT PROGRAMABLE MODULE (QPM/XMC)	10	
6TS-005	TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL		
1U1-002	TOP OF DASH RAM MOUNT WITHOUT POWER OR GROUND, FOR CUSTOMER FURNISHED DEVICE		
746-143	7" B-PANEL INTERACTIVE TOUCHSCREEN DISPLAY RADIO W/ USB-C, APPLE CARPLAY, ANDROID AUTO, BLUETOOTH/AM/FM/SXM/WB, WITH MICROPHONE		
747-001	DASH MOUNTED RADIO		
750-041	STANDARD SPEAKER SYSTEM		
753-998	NO AM/FM RADIO ANTENNA		
748-006	POWER AND GROUND WIRING PROVISION OVERHEAD		
749-001	ROOF/OVERHEAD CONSOLE CB RADIO PROVISION		
751-001	SINGLE REMOTE SPEAKER WITH LEAD FOR 2-WAY RADIO		
752-004	SINGLE FIBERGLASS LH MIRROR MOUNTED CB ANTENNA WITH BRACKET AND LEAD		

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Data Code	Description	Weight Front	Weight Rear
75W-001	HEADLINER MULTI-BAND ANTENNA: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, GNSS/GPS		
78C-003	INTEROPERABLE SDAR ANTENNA		
810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER		
812-032	ELECTRONIC 2500 RPM TACHOMETER		
813-1C8	DETROIT CONNECT PLATFORM HARDWARE		
8D1-215	5 YEARS DETROIT CONNECT BASE PACKAGE(FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM		
8D4-998	NO FUEL SYSTEMS DATA SERVICE(SCO)		
162-002	IGNITION SWITCH CONTROLLED ENGINE STOP		
329-117	FOUR EXTRA HARDWIRED SWITCHES IN DASH, ROUTE TO BETWEEN SEATS, CAPPED		
4C1-025	HARDWIRE SWITCH #1, ON/OFF LATCHING, 20 AMPS IGNITION POWER		
4C2-026	HARDWIRE SWITCH #2, ON/OFF LATCHING, 10 AMPS BATTERY POWER		
4C3-017	HARDWIRE SWITCH #3,ON/OFF LATCHING, 10 AMPS BATTERY POWER		
4C4-005	HARDWIRE SWITCH #4,ON/OFF MOMENTARY, 20 AMPS IGNITION POWER		
81Y-005	PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS ONLY		
482-001	STANDARD TRACTOR PROTECTION VALVE		
883-001	TRAILER HAND CONTROL BRAKE VALVE	2	
842-006	DIGITAL TURBO AIR PRESSURE IN DRIVER DISPLAY		
836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		
304-030	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS		
882-004	TWO VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR		
299-020	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT		
48H-001	QUICKFIT POWERTRAIN INTERFACE CONNECTOR LOCATED BETWEEN SEATS WITH CAPS		
4CH-008	8 EXTRA PROGRAMMABLE SWITCHES/INDICATORS		

Data Code	Description	Weight Front	Weight Rear
48C-001	QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) BETWEEN SEATS WITH CAP		
Design			
065-000	PAINT: ONE SOLID COLOR		
Color			
980-6KK	CAB COLOR A: L6389EY OMAHA ORANGE ELITE EY		
986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT		
Certification / Compliance			
996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS		
Sales Programs			
RD4-998	NO DETROIT CONNECT FUEL ANALYTICS		

TOTAL VEHICLE SUMMARY

Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight+	9493 lbs	7284 lbs	16777 lbs
Total Weight+	9493 lbs	7284 lbs	16777 lbs

Extended Warranty

WAI-8X8	EXT ULTIMATE DETROIT ENGINE: DD13/DD15 7 YEARS/100,000 MILES/161,000 KM. FEX APPLIES
WA2-097	EXT WIRING HD STANDARD-MODERATE 7 YEARS/100000 Miles/161000 KM

(+) Weights shown are estimates only.

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If weight is critical, contact Customer Application Engineering.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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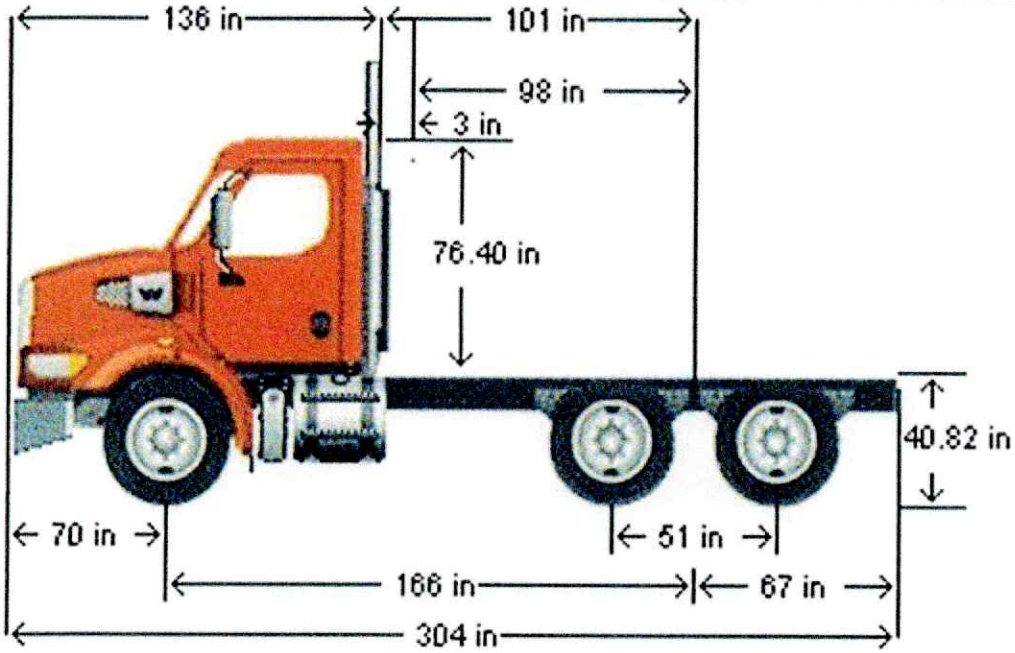
DIMENSIONS



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model	47X
Wheelbase (545)	4225MM (166 INCH) WHEELBASE
Rear Frame Overhang (552)	1700MM (67 INCH) REAR FRAME OVERHANG
Fifth Wheel (578)	NO FIFTH WHEEL
Mounting Location (577)	NO FIFTH WHEEL LOCATION
Maximum Forward Position (in)	0
Maximum Rearward Position (in)	0
Amount of Slide Travel (in)	0
Slide Increment (in)	0

Desired Slide Position (in) 0.0

Cab Size (829) ..... 111.6 INCH BBC CONVENTIONAL ALUMINUM CAB

Sleeper (682) ..... NO SLEEPER BOX/SLEEPERCAB

Exhaust System (016) ..... RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE

Cab to Body Clearance (in) 3.0

TABLE SUMMARY - DIMENSIONS

Dimensions	Inches
Bumper to Back of Cab (BBC)	135.6
Bumper to Centerline of Front Axle (BA)	70.5
Front Axle to Back of Cab (AC)	65.2
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	101.2
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	98.2
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	168.1
Cab Height (CH)	76.4
Wheelbase (WB)	166.3
Frame Overhang (OH)	66.9
Overall Frame Length	302.2
Overall Length (OAL)	303.7
Rear Axle Spacing	51.0
Unladen Frame Height at Centerline of Rear Axle	40.8

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.

Prepared for:
Germantown

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Prepared by:
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G V W R

VEHICLE SPECIFICATIONS SUMMARY - GVWR

Model	47X
Cab Size (829)	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
Expected Front Axle(s) Load (lbs)	20000.0
Expected Pusher Axle(s) Load (lbs)	0.0
Expected Rear Axle(s) Load (lbs)	40000.0
Expected Tag Axle(s) Load (lbs)	0.0
Expected GVW (lbs)	60000
Expected GCW (lbs)	80000.0
Front Axle (400)	DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
Front Suspension (620)	20,000# TAPERLEAF FRONT SUSPENSION
Front Hubs (418)	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
Front Disc Wheels (502)	ALCOA ULTRA ONE 89U64X 22.5X9.00 10-HUB PILOT 5.99 INSET ALUMINUM FRONT WHEELS
Front Tires (093)	CONTINENTAL HAU 3 WT 315/80R22.5 20 PLY RADIAL FRONT TIRES
Front Brakes (402)	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Steering Gear (536)	DUAL POWER STEERING GEARS, BENDIX 16-20K
Rear Axle (420)	MERITOR MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE
Rear Suspension (622)	AIRLINER 40,000# REAR SUSPENSION
Rear Hubs (450)	CONMET PRESET PLUS PREMIUM IRON REAR HUBS
Rear Disc Wheels (505)	ALCOA LVL ONE 88565X 22.5X8.25 10-HUB PILOT HD 10-HAND ALUMINUM DISC REAR WHEELS
Rear Tires (094)	CONTINENTAL HDR2+ 11R22.5 16 PLY RADIAL REAR TIRES
Rear Brakes (423)	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Pusher / Tag Axle (443)	NO PUSHER OR TAG AXLE
Pusher / Tag Suspension (626)	NO PUSHER OR TAG SUSPENSION
Pusher / Tag Hubs (449)	NO PUSHER OR TAG HUBS
Dead/Pusher/Tag Disc Wheels (509)	NO PUSHER/TAG DISC WHEELS
Pusher / Tag Tires (095)	NO PUSHER/TAG TIRES
Pusher / Tag Brakes (456)	NO PUSHER/TAG BRAKES

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TABLE SUMMARY - GVWR

	Front	Rear 1	Rear 2
Axle Component Weight Ratings			
Axles	20000	20000	20000
Suspension	20000	20000	20000
Hubs	23000	26000	26000
Brakes	20000	20000	20000
Wheels	20000	32200	32200
Tires	20000	24020	24020
Power Steering	20000	N/A	N/A
GAWR (per axle)	20000	20000	20000
GAWR (per axle system)	20000		40000
Expected Load (per axle system)	20000		40000
GVWR due to Frame	90000		
GVWR due to Transmission	300000		
Vehicle GVWR Summary			
Calculated GVWR	60000		
Expected GVWR	60000		
All weights displayed in pounds			

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.

BURKE TRUCK & EQUIPMENT, INC.

5337 REINER RD., MADISON, WISCONSIN 53718

888-249-9788 / 608-249-9788 / FAX: 608-837-7530

Email: sales@burketruck.com/ Web: www.burketruck.com

12/30/25

Prepared for the Village of Germantown

2008 International pictured

2027 Patrol Truck Package

Accessory Equipment Summary

- J-Craft 13.1/16.3-yd dump body
- Burke Road Tamer 12-ft moldboard plow with trip moldboard
- Burke Snow Patrol 9-ft wing
- Force America Hydraulics
- Burke Sealed electrical system

ACCESSORY EQUIPMENT SPECS

J-Craft Dump Body

Capacity	13.1/16.3-yd
Length/size	14-ft—44” sides, 58” head sheet, 52” tailgate
Structural	Cross memberless design; 10 gauge one-piece sides with horizontal center side support; Boxed top rail, center support & bottm rub rail are sloped outward; One-piece head sheet 13” x 13.5” formed dog house;10-gauge front & 7-gauge rear corner post with 2” side board pockets;8” x 13# structural steel I-Beam longitudinal; 3/16” 1 piece AR400 steel floor” 5” Radius transition between floor & side walls (full welded); 10-gauge tailgate with boxed perimeter & sloped horizontal braces; Air tailgate latch with dual brake chambers & over-center linkage; Frame mount cradle of 4” x 6” x1/2” structural steel angle; rear hinge constructed of 6”x 8” x ½” structural angle 2 “ diameter hinge pins with grease fittings; 2 light holes per side in rear bolsters;

Hydraulic	Single-acting, trunnion mount telescopic hoist (2 year warranty)
Coating	Body chemically cleaned with a phosphate solution before underside of body and subframe is primed and painted black.
Rear Hitch	Rear hitch plate only
Side boards	2x12 plastic

Transmission selector mounted on left side of Consol. Contact village for location.

Burke Road Tamer 2000 Plow

Burke Road Tamer 12-ft moldboardPlow with Trip moldboard

Plow	12-ft X 42”, 7-gauge broke (not rolled), with 8 vertical ribs, 5 hinge points,.
Table	1 adjustable parking stand, two 4 x 13 D.A. cylinders with 2” nitrided rods. All connecting points from table to moldboard have poly bushings
Hitch	**Wausau 225c drop pin**
Hydraulic cylinder	The 4” x 10” cylinder is custom-made to Burke specifications and exceeds cylinder size and capacity needed for snowplowing equipment.
Hydraulic hook-up	series 72 couplers.
Blades	**JOMA with** grade 9 plow bolts on a standard highway punch.
Flap	12” flap mounted to top of plow moldboard.
Parking stand	**weld on round mount on wing side plate for storage**
Accumulator	**To be installed on plow hitch to cushion plow when in carry position** **Provided by Village**

Burke WING

Burke Snow Patrol 10-ft Wing

Wing	10-ft right moldboard overall with 9-ft trip cutting edge with 4 torsion springs of at least 7?8” (not double panel); wing moldboard is broke (not rolled) 10-ga; face 28” high at the toe end and 35” high at the heel.
Blades	**JOMA with** 9 plow bolts on a standard highway punch.
Front post	**Patented A-ARM LIFT SYSTEM** and at least 18” free travel and a minimum of 15” ground clearance; toe cylinder 3 ½ ” X 10” S.A. cylinder with 2” nitrided rod; heel cylinder 4” X 20” with 2” nitrided rod and De-Cell.
Rear brace tube	**Burke power Teletube**
Hydraulic cylinders	All plow cylinders are custom-made to Burke specifications and exceed cylinder size and capacity needed for snowplowing equipment. All rods are nitrided. **½” hose to toe cylinder**
Rope light	**outlining wing**
Air Bag	**Right front**

Burke hydraulic system pictured

Hydraulic System

Pump	Force America FASD34l.
Valve bank	Force America VT35 tank and valve enclosure Add-A-Stack valve bank with cab-mounted control. Force 6100
Reservoir	Thirty-gallon hydraulic oil reservoir with sight glass and temperature gauge; ten-micron in-tank filter system with full flow by-pass; plugged system gauge and low oil warning beeper; system is capable of using either all-temp standard oil or Dexron III oil.

Hoses Two (2) wire hydraulic hose used throughout entire system. Stainless steel tubing bracketed to the rear and front of truck.

Pre-wet tubes **run two 1 inch pipes to rear and one ½”**

Electrical System

Wiring: All wiring is double jacketed with ethylene-propylene rubber to seal out moisture and to protect against damage. In addition to the double jacket, all wires that are in an abrasion area are covered with vinyl tubing for additional protection. All electrical connections are sealed against moisture. All electrical junction boxes are waterproof. All lights are grounded through the wiring system, not to mounting bolts. All junction boxes are grounded to the chassis in addition to the wiring system. All bulbs and electrical plugs are coated with dielectric grease to seal out moisture. Wiring harnesses are securely fastened to prevent damage.

Controls: **Force America Patrol Commander Ultra with 6100 spreader control Floor mounted with temp sensor. (Mount screen on top of dash)**

Plow Lights: The plow lights are ABL with stainless steel hardware for corrosion resistance. They include bright, sealed, halogen headlight beams with built-in parking and turn signal lights.

Tail/Stop Lights: These 6-inch LED oval lights are mounted in cutouts on the rear of the dump box. These lights on the box are in addition to the standard tail/stop/turn lights that are mounted to the truck chassis.

Side Marker Lights: The side/marker lights are 2 ½"LED round lights that are sealed and installed in cutouts in the dump box sides.

Identification Lights: These are the three LED red lights below the dump box on the rear of the truck. The identification lights are 2 ½" round lights that are sealed and installed in a bracket welded to the truck chassis.

Hot Lights: These are the flashing Amber/Green LED warning box cab guard. The hot lights are 6" oval alternating flashing lights that are mounted in a swinging bracket on the dump box cab guard.

Emergency Warning Light: Dual Amber/Green LED strobes mounted on cab shield not on light bar

Dash switches Use marked as follows wing, salter, beacon, strobs

Village of Germantown
N112W17001 Mequon Rd.
Germantown, WI 53022

Attn: Village Board

Subject: Tandem Axle equipment Package

Dear Village Board, thank you for the opportunity to quote you on equipment package listed in this specification. If there are any questions or changes that need to be addressed please feel free to contact me.

Total equipment package…….$169,925.00

All prices are subject to any tariff charges that may be passed on from the equipment manufacturers.

Burke Truck is pleased to offer the Village of German Town a 1 ½% discount if they pay one half of the total equipment package at the time of order, with the remaining balance due after delivery of the completed unit.

Total package price without option…..…….$169,925.00
First half payment……..…….$84,962.50
1 ½% discount……..……$2,548.87
Second half payment……....$82,413.63
Total after discount…….$167,376.13

Sincerely

Jeff Smith
Burke Truck & Equipment Inc.

Prepared for:
Matt Kolbow
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N112 W17001 Mequon Road
Germantown, WI 53022
Phone: 262-384-0497

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Phone:

A proposal for
GERMANTOWN VILLAGE OF

Prepared by
TRUCK COUNTRY OF WISCONSIN
Ryan Danbrea

Dec 29, 2025

Western Star 47X

Components shown may not reflect all spec'd options and are not to scale

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S P E C I F I C A T I O N P R O P O S A L

Data Code	Description	Weight Front	Weight Rear
Price Level			
PRL-30X	47X/49X PRL-30X (EFF:MY27 ORDERS)		
Data Version			
DRL-018	SPECPRO21 DATA RELEASE VER 018		
Vehicle Configuration			
001-470	WESTERN STAR 47X	9,050	6,525
004-227	2027 MODEL YEAR SPECIFIED		
002-004	SET BACK AXLE - TRUCK		
019-004	STRAIGHT TRUCK PROVISION, NON-TOWING		
003-001	LH PRIMARY STEERING LOCATION		
General Service			
AA1-002	TRUCK CONFIGURATION		
AA6-001	DOMICILED, USA 50 STATES (EPA AND CARB CLEAN IDLE LABELS)		
99D-027	EPA CLEAN IDLE LABEL - (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD OF DRIVER DOOR)		
A85-011	CONSTRUCTION SERVICE		
A84-1GM	GOVERNMENT BUSINESS SEGMENT		
AA4-010	DIRT/SAND/ROCK COMMODITY		
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
AB1-008	MAXIMUM 8% EXPECTED GRADE		
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
995-1A5	WESTERN STAR VOCATIONAL WARRANTY		
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 20000.0 lbs		
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 40000.0 lbs		
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 60000.0 lbs		

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Phone: 262-384-0497

Prepared by:
Ryan Danbrea
TRUCK COUNTRY OF
WISCONSIN
9202 N. 107TH STREET
MILWAUKEE, WI 53224
Phone:

Data Code	Description	Weight Front	Weight Rear
Truck Service			
AA3-018	FRONT PLOW/END DUMP BODY		
AF3-1H9	AMICK EQUIPMENT		
Engine			
101-3CY	DETROIT DD13 GEN 5 12.8L 450 HP @ 1625 RPM, 1900 GOV RPM, 1550 LB/FT @ 975 RPM		
Electronic Parameters			
79A-065	65 MPH ROAD SPEED LIMIT		
79B-000	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT		
79G-012	15 MINUTES IDLE SHUTDOWN WITH CLUTCH AND SERVICE BRAKE OVERRIDE		
79K-014	PTO MODE ENGINE RPM LIMIT - 1800 RPM		
79P-032	PTO RPM CONTROL WITH STEERING WHEEL SWITCHES		
79T-001	PTO MODE RPM INCREMENT - 25 RPM		
79U-002	PTO GOVERNOR RAMP RATE - 50 RPM PER SECOND		
79W-008	ONE PTO SPEED VIA DASH SWITCH		
79X-005	PTO SPEED 1 SETTING - 900 RPM		
80C-102	ENGINE BRAKES ON WITH VEHICLE SPEED ABOVE RSL/CSL - 2 MPH		
80G-010	PTO MINIMUM RPM - 625		
80L-003	ENABLE DPF REGEN ZONE 1 WITH AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE		
80W-001	MAINTENANCE SYSTEM WITH NO POP-UPS AND NO MENU IN CLUSTER		
80S-004	PTO 1, DASH SWITCH, ENGAGE WHILE DRIVING		
Engine Equipment			
99C-024	EPA 2010/GHG 2024 CONFIGURATION		
13E-001	STANDARD OIL PAN		
105-001	ENGINE MOUNTED OIL CHECK AND FILL		
014-111	SIDE OF HOOD AIR INTAKE WITH ENGINE MOUNTED AIR CLEANER, WITH INSIDE/OUTSIDE AIR AND SNOW DOOR		
124-1D7	DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE	-10	
292-222	(3) DTNA GENUINE, HIGH TEMP AGM STARTING AND CYCLING, MIN 2775CCA, 570RC, THREADED STUD BATTERIES		

Data Code	Description	Weight Front	Weight Rear
290-1AC	PASSENGER SEAT BATTERY BOX VENTED TO OUTSIDE OF CAB		
282-013	BATTERY BOX MOUNTED UNDER PASSENGER SEAT		
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN		
289-006	PLASTIC BATTERY BOX COVER		
293-058	NON-ESSENTIAL POSITIVE LOAD DISCONNECT, IN CAB CONTROL SWITCH MOUNTED OUTBOARD OF DRIVER SEAT	2	
295-029	POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON FRAME NEXT TO STARTER	2	
306-015	PROGRESSIVE LOW VOLTAGE DISCONNECT AT 12.3 VOLTS FOR DESIGNATED CIRCUITS	2	
107-046	BW MODEL FE-921 19.0 CFM SINGLE CYLINDER AIR COMPRESSOR WITH SAFETY VALVE		
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM		
128-002	JACOBS COMPRESSION BRAKE		
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE		
28F-015	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH		
239-038	11 FOOT 06 INCH (138 INCH+0/-5.9 INCH) EXHAUST SYSTEM HEIGHT		
233-020	30 DEGREE CURVE BRIGHT UPPER STACK(S) AND ELBOW(S)		
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP		
23U-027	8 GALLON DIESEL EXHAUST FLUID TANK		
23Z-005	UNPOLISHED ALUMINUM WST DIESEL EXHAUST FLUID TANK COVER		
43X-001	LH HEAVY DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION		
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP		
242-001	STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD		
273-058	AIR POWERED ON/OFF ENGINE FAN CLUTCH		

Data Code	Description	Weight Front	Weight Rear
276-002	AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR LIGHT, NON ENGINE MOUNTED		
110-068	DDC SUPPLIED ENGINE MOUNTED FUEL FILTER/FUEL WATER SEPARATOR WITH WATER-IN-FUEL INDICATOR		
118-001	FULL FLOW OIL FILTER		
266-107	1400 SQUARE INCH VOCATIONAL RADIATOR		
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT		
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
261-001	STANDARD CHARGE AIR COOLER PLUMBING		
270-023	HDEP FIXED RATIO COOLANT PUMP AND RADIATOR DRAIN VALVE		
168-002	LOWER RADIATOR GUARD		
138-005	PHILLIPS-TEMRO 1500 WATT/115 VOLT BLOCK HEATER	4	
166-005	PHILLIPS-TEMRO 300 WATT/115 VOLT OIL PREHEATER	4	
140-022	CHROME ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR		
132-998	NO AIR INTAKE WARMER	-10	
155-075	MITSUBISHI 12V MOD 3.175-DP60 STARTER WITH INTEGRATED MAGNETIC SWITCH	-45	
Transmission			
342-1M1	ALLISON 4000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION		
Transmission Equipment			
343-314	ALLISON VOCATIONAL PACKAGE 146 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODEL RDS		
84B-012	ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES		
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84D-023	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84E-013	S1 PERFORMANCE PRIMARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		

Data Code	Description	Weight Front	Weight Rear
84F-012	S1 PERFORMANCE SECONDARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84G-009	1800 RPM PRIMARY MODE SHIFT SPEED		
84H-009	1800 RPM SECONDARY MODE SHIFT SPEED		
84N-011	NEUTRAL AT STOP ENABLED		
353-073	QUICKFIT BODY LIGHTING CONNECTOR UNDER CAB, WITH CAP		
34C-011	ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR		
362-2JT	CUSTOMER INSTALLED CHELSEA 281 SERIES PTO		
363-001	PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION ALLISON		
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
345-078	HEAVY DUTY ELECTRONIC TRANSMISSION SHIFT CONTROL, COLUMN MOUNTED		
370-006	WATER TO OIL TRANSMISSION COOLER		
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
35T-001	ATF-SYNTHETIC AUTOMATIC TRANSMISSION FLUID		
Front Axle and Equipment			
400-1BB	DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE	190	
418-060	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS	20	
402-030	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES	10	
403-002	NON-ASBESTOS FRONT BRAKE LINING		
419-023	CONMET CAST IRON FRONT BRAKE DRUMS		
427-001	FRONT BRAKE DUST SHIELDS	5	
409-006	FRONT OIL SEALS		
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL		
405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS		
536-104	DUAL POWER STEERING GEARS, BENDIX 16-20K	80	
534-003	4 QUART POWER STEERING RESERVOIR	5	

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533-001	OIL/AIR POWER STEERING COOLER	5	
40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		
Front Suspension			
620-025	20,000# TAPERLEAF FRONT SUSPENSION	145	
619-005	MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION		
410-001	FRONT SHOCK ABSORBERS		
Rear Axle and Equipment			
420-1K3	MERITOR MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE		10
450-060	CONMET PRESET PLUS PREMIUM IRON REAR HUBS		60
421-488	4.88 REAR AXLE RATIO		
424-003	IRON REAR AXLE CARRIER WITH OPTIONAL HEAVY DUTY AXLE HOUSING		40
386-073	MXL 17T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES	-60	-60
388-073	MXL 17T MERITOR EXTENDED LUBE INTERAXLE DRIVELINE WITH HALF ROUND YOKES		
452-006	DRIVER CONTROLLED TRACTION DIFFERENTIAL - BOTH TANDEM REAR AXLES		30
878-023	(1) INTERAXLE LOCK VALVE, (1) DRIVER CONTROLLED DIFFERENTIAL LOCK FORWARD-REAR AND REAR-REAR AXLE VALVE		
87A-005	INDICATOR LIGHT FOR EACH INTERAXLE LOCKOUT SWITCH		
87B-008	INDICATOR LIGHT FOR EACH DIFFERENTIAL LOCKOUT SWITCH		
423-019	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		
433-002	NON-ASBESTOS REAR BRAKE LINING		
434-005	BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S) WITH AUXILIARY SUPPORT BRACKETS		
451-023	CONMET CAST IRON REAR BRAKE DRUMS		
425-002	REAR BRAKE DUST SHIELDS		10
440-006	REAR OIL SEALS		
426-101	WABCO TRISTOP D LONGSTROKE 2-DRIVE AXLE SPRING PARKING CHAMBERS		
428-002	MERITOR AUTOMATIC REAR SLACK ADJUSTERS		

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Data Code	Description	Weight Front	Weight Rear
41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		
42T-001	STANDARD REAR AXLE BREATHER(S)		
Rear Suspension			
622-199	AIRLINER 46,000# REAR SUSPENSION		330
621-108	9.5 INCH NOMINAL RIDE HEIGHT (460MM GLOBAL REFERENCE HEIGHT)		
431-005	RESTRAINED AXLE SEATS IN AXLE CLAMP GROUP		
624-016	51 INCH AXLE SPACING		
888-078	IGNITION CONTROLLED ELECTRIC DUMP SWITCH FOR AIR SUSPENSION WITH STATE RETENTION AND GAUGE		
87D-012	REAR AIR SUSPENSION DUMP VALVE AUTOFILL >5 MPH WITH INDICATOR LIGHT		
910-001	SINGLE AIR REAR SUSPENSION LEVELING VALVE		
623-002	TRANSVERSE CONTROL RODS		
439-005	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM) (AIR RIDE SUSPENSION)		20
Pusher / Tag Equipment			
429-998	NO PUSHER/TAG BRAKE DUST SHIELDS		
Brake System			
490-1AU	WABCO 4S/4M ABS WITH TRACTION CONTROL WITH ATC SHUT OFF SWITCH		
871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES		
46E-001	STANDARD AIR MANAGEMENT UNIT		
432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE		
480-088	WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER		
483-004	WABCO OIL COALESCING FILTER FOR AIR DRYER		
479-003	AIR DRYER MOUNTED INBOARD ON LH RAIL		
460-007	ALUMINUM AIR BRAKE RESERVOIRS	-15	-15
477-001	PULL CABLE ON WET TANK, PETCOCK DRAIN VALVES ON ALL OTHER AIR TANKS		
Trailer Connections			
310-998	NO TRAILER ELECTRICAL CABLE	-10	
Wheelbase & Frame			

Data Code	Description	Weight Front	Weight Rear
545-422	4225MM (166 INCH) WHEELBASE		
546-107	15.0MM X 89.0MM X 315.0MM STEEL FRAME (0.59X3.5X12.4 INCH) 120 KSI	-10	580
552-034	1700MM (67 INCH) REAR FRAME OVERHANG		
55W-006	FRAME OVERHANG RANGE: 61 INCH TO 70 INCH	-40	110
549-002	24 INCH INTEGRAL FRONT FRAME EXTENSION	140	
AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 101.18 in		
AE4-99D	CALC'D FRAME LENGTH - OVERALL : 302.18 in		
ZF1-99D	FRAME HEIGHT TOP FRONT UNLADEN : 44.88 in		
ZF2-99D	FRAME HEIGHT TOP FRONT LADEN : 41.26 in		
ZF3-99D	FRAME HEIGHT TOP REAR UNLADEN : 42.39 in		
ZF4-99D	FRAME HEIGHT TOP REAR LADEN : 40.82 in		
553-001	SQUARE END OF FRAME		
559-001	STANDARD WEIGHT ENGINE CROSSMEMBER		
561-015	STANDARD CAST ALUMINUM CROSSMEMBER BACK OF TRANSMISSION	-15	
562-063	STANDARD CAST ALUMINUM MIDSHIP		
572-082	STANDARD CAST ALUMINUM REARMOST CROSSMEMBER		
565-002	HEAVY DUTY SUSPENSION CROSSMEMBER		30
568-012	CAST ALUMINUM REAR SUSPENSION CROSSMEMBER		
Chassis Equipment			
025-001	UNPOLISHED ALUMINUM WST EQUIPMENT COVERS		
556-800	TEMPORARY STEEL BUMPER	-40	
586-015	FRONT ANTI-SPRAY CAB MOUNTED MUDFLAPS		
558-998	NO FRONT TOW HOOKS	-15	
574-998	NO LICENSE PLATE MOUNTING		
551-034	CLASS 10.9 THREADED METRIC FASTENERS		
44Z-005	EXTERIOR HARNESSES WRAPPED IN ABRASION TAPE, SECONDARY COVERING, & CONNECTOR PROTECTION		
924-007	UPFIT ROUTING AND CLIPPING BRACKET, LH, BOC TO SUSPENSION, UPPER & LOWER SUPPORTS		
928-007	UPFIT ROUTING AND CLIPPING BRACKET, RH, BOC TO SUSPENSION, UPPER & LOWER SUPPORTS		

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Fuel Tanks			
204-151	60 GALLON/227 LITER ALUMINUM FUEL TANK - LH	-5	
218-006	25 INCH DIAMETER FUEL TANK(S)		
215-007	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH POLISHED STAINLESS STEEL BANDS		
212-007	FUEL TANK(S) FORWARD		
664-001	PLAIN STEP FINISH		
205-002	CHROME FUEL TANK CAP(S)		
216-020	EQUIFLO INBOARD FUEL SYSTEM		
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE		
221-001	FUEL COOLER		
Tires			
093-1YU	CONTINENTAL HAU 3 WT 315/80R22.5 20 PLY RADIAL FRONT TIRES	100	
094-12V	CONTINENTAL HDR2+ 11R22.5 16 PLY RADIAL REAR TIRES		184
Wheels			
502-356	ALCOA ULTRA ONE 89U64X 22.5X9.00 10-HUB PILOT 5.99 INSET ALUMINUM FRONT WHEELS	-28	
505-1M9	ALCOA LVL ONE 88565X 22.5X8.25 10-HUB PILOT HD 10-HAND ALUMINUM DISC REAR WHEELS		-160
496-011	FRONT WHEEL MOUNTING NUTS		
497-011	REAR WHEEL MOUNTING NUTS		
Cab Exterior			
829-053	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB		
82A-028	STAINLESS STEEL CAB ACCENT MOLDING		
667-001	FRONT FENDERS		
754-017	BOLT-ON MOLDED FLEXIBLE FENDER EXTENSIONS	10	
678-066	INTERIOR GRAB HANDLES WITH ADDED LOWER LH AND RH A PILLAR GRAB HANDLES AND LH AND RH EXTERIOR NON-SLIP GRAB HANDLES		
65X-010	BRIGHT HOOD MOUNTED AIR INTAKE GRILLE, BLACK SCREEN, WITH LED ACCENT LIGHTS		
640-016	X-SERIES STEEL REINFORCED ALUMINUM CAB		

Data Code	Description	Weight Front	Weight Rear
644-048	X-SERIES VOCATIONAL HOOD		
67U-001	HOOD OPENING ASSIST WITH LOCKING STRUT		
652-016	WESTERN STAR NAMEPLATES		
727-012	DUAL HADLEY SD-978 26 INCH RECTANGULAR AIR HORNS		
726-001	SINGLE ELECTRIC HORN		
575-001	REAR LICENSE PLATE MOUNT END OF FRAME		
650-008	AIR CAB MOUNTING		
312-095	DUAL STAGE INTELLIGENT LED HEADLIGHTS WITH HEATED LENS SYSTEM		
302-073	VISOR MOUNTED LED MARKER LIGHTS		
314-824	WIRING AND SWITCH FOR CUSTOMER FURNISHED SNOW PLOW LAMPS WITH DUAL CONNECTIONS AT BUMPER		
311-001	DAYTIME RUNNING LIGHTS		
294-1AY	INTEGRAL LED STOP/TAIL/BACKUP LIGHTS		
300-043	LED SIDE TURN SIGNAL		
744-105	C-BAR MIRROR SYSTEM WITH DUAL HEATED MIRRORS WITH INTEGRAL HEATED CONVEX, DUAL REMOTE, STAINLESS STEEL BACK COVER, AND BRIGHT C-BAR	20	
796-001	102 INCH EQUIPMENT WIDTH		
743-209	LH AND RH CONVEX MIRRORS INTEGRAL WITH PRIMARY MIRRORS		
74A-001	RH DOWN VIEW MIRROR		
729-001	STANDARD SIDE/REAR REFLECTORS		
677-098	UNPOLISHED ALUMINUM WST AFTERTREATMENT SYSTEM COVER		
776-998	NO SLEEPER VENT	-10	
764-020	STAINLESS STEEL EXTERIOR SUN VISOR WITH INTEGRAL MARKER LIGHTS	16	
768-064	SINGLE SOLAR TINTED REAR WINDOW, (1) 31 INCH X 20 INCH	-10	
663-032	1-PIECE ROPED-IN HEATED WINDSHIELD		
659-006	8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR		
Cab Interior			
055-016	X-SERIES PREMIUM INTERIOR TRIM LEVEL PACKAGE		
707-1C4	CHARCOAL BLACK VINYL UP LEVEL INTERIOR		
70K-017	CARBON WITH PREMIUM TEAK ACCENT		

Data Code	Description	Weight Front	Weight Rear
772-035	BLACK MATS WITH ADDED FLOOR HEAT AND NOISE INSULATION		
785-014	(2) DASH MOUNTED POWER OUTLETS AND COIN TRAY		
691-001	FORWARD ROOF MOUNTED CONSOLE		
693-019	LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS		
741-015	(2) COAT HOOKS ON BACKWALL OF CAB		
745-998	NO UPPER BUNK	-50	-50
738-021	DIGITAL ALARM CLOCK IN DRIVER DISPLAY		
742-028	THERMOS HOLDER INBOARD OF DRIVER SEAT		
720-072	2-1/2 LB. FIRE EXTINGUISHER SHIPPED LOOSE IN CAB	5	
170-015	STANDARD HEATER PLUMBING		
698-001	RADIATOR MOUNTED AIR CONDITIONER CONDENSER		
739-034	PREMIUM INSULATION		
324-1B2	PREMIUM LED CAB LIGHTING		
787-004	REMOTE KEYLESS ENTRY AND 2 TRANSMITTERS	2	
657-001	DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME		
78G-004	KEY QUANTITY OF 4		
655-028	LH AND RH ELECTRIC DOOR LOCKS WITH AUTO UNLOCK FEATURE WHEN DOOR IS SET FROM OPEN TO CLOSED POSITION		
64C-002	BRIGHT DOOR HANDLES		
740-998	NO MATTRESS	-20	-15
722-028	TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10	
756-1J6	PREMIUM 2.0 HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 2 AIR LUMBAR, INTEGRATED CUSHION EXTENSION, TILT AND ADJUSTABLE SHOCK	20	
760-294	BATTERY BOX MID BACK NON SUSPENSION PASSENGER SEAT		
757-001	BLACK SUSPENSION COVER FOR AIR DRIVER SEAT	2	
759-007	DUAL DRIVER SEAT ARMRESTS, NO PASSENGER SEAT ARMRESTS		
758-135	BLACK MORDURA CLOTH DRIVER SEAT COVER WITH EMBROIDERED LOGO		

Data Code	Description	Weight Front	Weight Rear
761-138	BLACK MORDURA CLOTH PASSENGER SEAT COVER WITH NO LOGO		
763-1AA	3 POINT ADJUSTABLE D-RING RETRACTOR DRIVER AND FIXED D-RING RETRACTOR PASSENGER SEAT BELTS		
532-002	ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN		
540-070	4-SPOKE 18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL WITH CHROME SWITCH BEZELS		
765-021	DRIVER AND PASSENGER INTERIOR SUN VISORS WITH ILLUMINATED VANITY MIRRORS		
Instruments & Controls			
185-004	STANDARD FOOT PEDAL SYSTEM		
106-002	ELECTRONIC ACCELERATOR CONTROL		
870-002	BRIGHT ARGENT FINISH GAUGE BEZELS		
734-018	STANDARD CENTER INSTRUMENT PANEL		
838-001	(1) PNEUMATIC SINGLE BRAKE APPLICATION AIR GAUGE		
840-001	DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE		
198-035	ELECTRONIC AIR RESTRICTION INDICATOR DISPLAYED IN DRIVER DISPLAY		
149-015	ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES		
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY		
811-044	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY		
81B-003	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY		
160-045	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR WITH DUST CAP LOCATED BELOW LH DASH		
844-001	2 INCH ELECTRIC FUEL GAUGE		
845-011	FUEL FILTER RESTRICTION INDICATOR		
148-074	ENGINE REMOTE INTERFACE NOT CONFIGURED		
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE		
854-001	ENGINE OIL TEMPERATURE GAUGE		
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE		

Data Code	Description	Weight Front	Weight Rear
864-001	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE		
867-004	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER		
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
372-123	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE		
736-998	NO OBSTACLE DETECTION SYSTEM		
73K-998	NO SIDE OBJECT DETECTION SYSTEM		
72J-998	NO DR ASSIST SYSTEM		
49B-998	NO VEHICLE STABILITY ADVISOR OR CONTROL		
73B-998	NO LANE DEPARTURE WARNING SYSTEM		
73H-014	(1) BACKUP CAMERA-END OF FRAME MOUNTED WITH 15 FOOT EXTRA LONG CABLE COILED AT END OF FRAME		
35M-010	1 QUICKFIT PROGRAMABLE MODULE (QPM/XMC)	10	
6TS-005	TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL		
1U1-002	TOP OF DASH RAM MOUNT WITHOUT POWER OR GROUND, FOR CUSTOMER FURNISHED DEVICE		
746-143	7" B-PANEL INTERACTIVE TOUCHSCREEN DISPLAY RADIO W/ USB-C, APPLE CARPLAY, ANDROID AUTO, BLUETOOTH/AM/FM/SXM/WB, WITH MICROPHONE		
747-001	DASH MOUNTED RADIO		
750-041	STANDARD SPEAKER SYSTEM		
753-998	NO AM/FM RADIO ANTENNA		
748-006	POWER AND GROUND WIRING PROVISION OVERHEAD		
749-001	ROOF/OVERHEAD CONSOLE CB RADIO PROVISION		
751-001	SINGLE REMOTE SPEAKER WITH LEAD FOR 2-WAY RADIO		
752-004	SINGLE FIBERGLASS LH MIRROR MOUNTED CB ANTENNA WITH BRACKET AND LEAD		
75W-001	HEADLINER MULTI-BAND ANTENNA: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, GNSS/GPS		
78C-003	INTEROPERABLE SDAR ANTENNA		

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	Data Code	Description	Weight Front	Weight Rear
	810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER		
	812-032	ELECTRONIC 2500 RPM TACHOMETER		
	813-1C8	DETROIT CONNECT PLATFORM HARDWARE		
	8D1-215	5 YEARS DETROIT CONNECT BASE PACKAGE(FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM		
	8D4-998	NO FUEL SYSTEMS DATA SERVICE(SCO)		
	162-002	IGNITION SWITCH CONTROLLED ENGINE STOP		
	329-117	FOUR EXTRA HARDWIRED SWITCHES IN DASH, ROUTE TO BETWEEN SEATS, CAPPED		
	4C1-025	HARDWIRE SWITCH #1, ON/OFF LATCHING, 20 AMPS IGNITION POWER		
	4C2-026	HARDWIRE SWITCH #2, ON/OFF LATCHING, 10 AMPS BATTERY POWER		
	4C3-017	HARDWIRE SWITCH #3,ON/OFF LATCHING, 10 AMPS BATTERY POWER		
	4C4-005	HARDWIRE SWITCH #4,ON/OFF MOMENTARY, 20 AMPS IGNITION POWER		
	81Y-005	PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS ONLY		
	842-006	DIGITAL TURBO AIR PRESSURE IN DRIVER DISPLAY		
	836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		
	304-030	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS		
	882-009	ONE VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR		
	299-020	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT		
	48H-001	QUICKFIT POWERTRAIN INTERFACE CONNECTOR LOCATED BETWEEN SEATS WITH CAPS		
	48C-001	QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) BETWEEN SEATS WITH CAP		
Design				
	065-000	PAINT: ONE SOLID COLOR		
Color				
	980-6KK	CAB COLOR A: L6389EY OMAHA ORANGE ELITE EY		

Prepared for:
Matt Kolbow
GERMANTOWN VILLAGE OF
N112 W17001 Mequon Road
Germantown, WI 53022
Phone: 262-384-0497

Prepared by:
Ryan Danbrea
TRUCK COUNTRY OF
WISCONSIN
9202 N. 107TH STREET
MILWAUKEE, WI 53224
Phone:

Data Code	Description	Weight Front	Weight Rear
986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT		

Certification / Compliance

996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS		

T O T A L V E H I C L E S U M M A R Y

Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight+	9466 lbs	7629 lbs	17095 lbs
Total Weight+	9466 lbs	7629 lbs	17095 lbs

Extended Warranty

WAI-8X8	EXT ULTIMATE DETROIT ENGINE: DD13/DD15 7 YEARS/100,000 MILES/161,000 KM. FEX APPLIES
WA2-050	EXT WIRING: HD STANDARD-MODERATE 5 YEARS/200,000 MILES/322,000 KM

(+) Weights shown are estimates only.
If weight is critical, contact Customer Application Engineering.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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Q U O T A T I O N

WESTERN STAR 47X

SET BACK AXLE - TRUCK
DETROIT DD13 GEN 5 12.8L 450 HP @ 1625 RPM, 1900 GOV RPM, 1550 LB/FT @ 975 RPM
ALLISON 4000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION
MERITOR MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE
AIRLINER 46,000# REAR SUSPENSION
DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
20,000# TAPERLEAF FRONT SUSPENSION
111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
4225MM (166 INCH) WHEELBASE
15.0MM X 89.0MM X 315.0MM STEEL FRAME (0.59X3.5X12.4 INCH) 120 KSI
1700MM (67 INCH) REAR FRAME OVERHANG

			PER UNIT		TOTAL
VEHICLE PRICE	**TOTAL # OF UNITS (1)**	$	152,165	$	152,165
EXTENDED WARRANTY		$	5,830	$	5,830
DEALER INSTALLED OPTIONS		$	0	$	0
CUSTOMER PRICE BEFORE TAX		**$**	***157,995***	**$**	***157,995***
TAXES AND FEES					
FEDERAL EXCISE TAX (FET)		$	(358)	$	(358)
TAXES AND FEES		$	0	$	0
OTHER CHARGES		$	0	$	0
TRADE-IN					
TRADE-IN ALLOWANCE		$	(0)	$	(0)
BALANCE DUE	**(LOCAL CURRENCY)**	**$**	**157,637**	**$**	**157,637**

COMMENTS:
Projected delivery on ___ / ___ / ___ provided the order is received before ___ / ___ / ___.

APPROVAL:
Please indicate your acceptance of this quotation by signing below:

Customer: X_____ Date: ___ / ___ / ___.

Daimler Truck Financial
Financing that works for you.

See your local dealer for a competitive quote from Daimler Truck Financial, or contact us at Information@dtfoffers.com.
Daimler Truck Financial offers a variety of finance, lease and insurance solutions to fit your business needs. For more information about our products and services, visit our website at www.daimler-truckfinancial.com.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Purchase of the 2026 Parks pickup truck. (ACTION)

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

Funds were allocated as part of the 2026 capital budget in the amount of $72,000.00 for the replacement of a pick-up truck. In recent years, due to limited availability and high demand, General Motors has opened very small commercial purchasing windows. In the past, these commercial purchasing windows opened and sold out within a single day. When this happened, the practice made our competitive pricing and parliamentary procedure almost impossible to achieve. Fortunately, things have returned closer to the historical normal, and last year we were able to get competitive pricing and report it to the committee after receiving authorization. This year we are able to present competitive pricing at our initial request. Attached are quotes from Ewald and Napelton, for the truck portion of the purchase. Additional quotes are attached for the installation of the lift gate and the plow package.

Truck Purchase
Ewald - $48,084.50
Napelton - $48,387.50

Lift Gate Purchase
Brake & Equipment - 4,583.50

Plow Package Purchase
Schoessow Equipment Services — $12,115.90

The anticipated package total is $64,783.90. Staff is requesting authorization to proceed with these three purchases.

ATTACHMENT:

1. Napelton Quote
2. SES plow quote
3. Brake Equip. Maxon lift gate
4. Ewald quote

STAFF RECOMMENDATION:

Authorization to purchase the parks truck, lift gate and plow package as detailed in the description.

ACTION BY COMMITTEE:

Napleton 151 Auto Group
Erin Damico | 920-623-5831 | edamico@napleton.autos

Village of Germantown

Prepared For: Matt Kolbow

262-253-8257

MKolbow@germantownwi.gov

Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck

Erin Damico
Napleton Chevrolet Columbus
800 Maple Ave
Columbus, WI 53925
920-623-5831
edamico@napleton.autos

State Contract 505ENT-M25-VEHICLES-01

Napleton 151 Auto Group
Erin Damico | 920-623-5831 | edamico@napleton.autos

Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (✔ Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

Quote Worksheet

	MSRP
Base Price	$50,100.00
Dest Charge	$2,595.00
Total Options	$3,561.00
Subtotal	**$56,256.00**
Title & Registration (New Municipal Plates) Effective 10/1/25 Title Fee $214.50	$219.50
Delivery to Germantown	$72.00
Subtotal Pre-Tax Adjustments	**$291.50**
Less Customer Discount	($8,160.00)
Subtotal Discount	**($8,160.00)**
Trade-In	$0.00
Excluded from Sales Tax **Subtotal Trade-In**	**$0.00**
Taxable Price	**$48,387.50**
Sales Tax	$0.00
Subtotal Taxes	**$0.00**
Subtotal Post-Tax Adjustments	**$0.00**
Total Sales Price	**$48,387.50**

Dealer Signature / Date

Customer Signature / Date

Selected Model and Options

MODEL

CODE	MODEL	MSRP
CK20753	2026 Chevrolet Silverado 2500HD 4WD Double Cab 149" Work Truck	$50,100.00

COLORS

CODE	DESCRIPTION
G7C	Red Hot

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

NOTE

CODE	DESCRIPTION	MSRP
**	** FEATURE AVAILABILITY WILL CHANGE THROUGHOUT THE MODEL YEAR. SEE THE WINDOW LABEL OF A SPECIFIC VEHICLE TO DETERMINE ITS CONTENT **	$0.00

EMISSIONS

CODE	DESCRIPTION	MSRP
FE9	Emissions, Federal requirements	$0.00

ENGINE

CODE	DESCRIPTION	MSRP
L8T	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline, (401 hp [299 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)	$0.00

TRANSMISSION

CODE	DESCRIPTION	MSRP
MKM	Transmission, 10-Speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)	$0.00

GVWR

CODE	DESCRIPTION	MSRP
JGG	GVWR, 10,750 lbs. (4876 kg) (Included and only available with CK20753 model and (L8T) 6.6L V8 gas engine with 18" or 20" wheels or CC20903 model and (L5P) Duramax 6.6L Turbo-Diesel V8 engine with 18" or 20" wheels. Not available with (NHT) Max Trailering Package on CC20903.)	Inc.

AXLE

CODE	DESCRIPTION	MSRP
GT4	Rear axle, 3.73 ratio (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)	$0.00

PREFERRED EQUIPMENT GROUP

CODE	DESCRIPTION	MSRP
1WT	Work Truck Preferred Equipment Group includes standard equipment	$0.00

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

WHEELS

CODE	DESCRIPTION	MSRP
PYT	Wheels, 18" (45.7 cm) painted steel	$300.00

TIRES

CODE	DESCRIPTION	MSRP
QF6	Tires, LT275/70R18E all-terrain, blackwall (Not available with (ZW9) pickup bed delete. Included with (ANQ) Alaskan Snow Plow Special Edition.)	$200.00

SPARE TIRE

CODE	DESCRIPTION	MSRP
ZYG	Tire, spare LT275/70R18 all-terrain, blackwall (Included with (ANQ) Alaskan Snow Plow Special Edition. Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E63) Durabed, pickup bed.)	Inc.

PAINT

CODE	DESCRIPTION	MSRP
G7C	Red Hot	$0.00

SEAT TYPE

CODE	DESCRIPTION	MSRP
AZ3	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)	$0.00

SEAT TRIM

CODE	DESCRIPTION	MSRP
H1T	Jet Black, Cloth seat trim	$0.00

RADIO

CODE	DESCRIPTION	MSRP
IOR	Audio system, Chevrolet Infotainment 3 system 7" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)	$0.00

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

ADDITIONAL EQUIPMENT - PACKAGE

CODE	DESCRIPTION	MSRP
PCV	WT Convenience Package includes (QT5) EZ Lift power lock and release tailgate, (AKO) tinted windows, (C49) rear-window defogger, (DBG) power trailer mirrors with heated upper glass and manual extending/folding (Required on Regular Cab models with (L5P) Duramax 6.6L Turbo-Diesel V8 engine. (DBG) trailer mirrors may be upgraded to (DWI) trailer mirrors or (DLN) mirrors. Regular Cab models require (DWI) trailer mirrors or (DLN) mirrors.)	$785.00
VYU	Snow Plow Prep/Camper Package includes (KW5) 220-amp alternator, includes increased front GAWR on Heavy Duty models, (NZZ) skid plates (transfer case and oil pan), pass through dash grommet hole and roof emergency light provisions. Contact GM Upfitter Integration at www.gmupfitter.com for plow installation details and assistance. Note: if ordered for Camper usage, recommend ordering (UY2) Trailering wiring provisions (Requires 4WD model. Upgradeable to (KHF) Dual alternators (220-amp primary, 170-amp auxiliary). Included with (ANQ) Alaskan Snow Plow Special Edition. Not available with (F60) Heavy Duty Front Spring/Camper Package.)	$300.00

ADDITIONAL EQUIPMENT - MECHANICAL

CODE	DESCRIPTION	MSRP
KW5	Alternator, 220 amps (Included with (L5P) Duramax 6.6L Turbo-Diesel V8 engine or (VYU) Snow Plow Prep/Camper Package. Free flow on (L8T) 6.6L V8 gas engine.)	Inc.
NZZ	Skid Plates protect the oil pan, front axle and transfer case (Included with (Z71) Z71 Off-Road Package or (VYU) Snow Plow Prep/Camper Package.)	Inc.

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

ADDITIONAL EQUIPMENT - EXTERIOR

CODE	DESCRIPTION	MSRP
AKO	Glass, deep-tinted (Included with (PCV) WT Convenience Package.)	Inc.
CGN	Chevytec spray-on bedliner Black (does not include spray-on liner on tailgate due to Black composite inner panel) (Included with (Z6A) Gooseneck/5th Wheel Prep Package or (ANQ) Alaskan Snow Plow Special Edition. Not available with (ZW9) pickup bed delete. Available with Ship Thru code (SQE), (TCE) or (TCH), not available with any other Ship Thru code.)	$545.00
DBG	Mirrors, outside power-adjustable vertical trailering with heated upper glass, lower convex mirrors, integrated turn signals, manual folding/extending (extends 3.31" [84.25mm]) (Standard on Regular Cab models. Not available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package on Regular Cab. Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package on Double and Crew Cab models.)	Inc.
KC9	Power outlet, bed mounted, 120-volt (400 watts shared with (KI4) interior power outlet) (Included and only available with (KI4) Power outlet. Not available with (ZW9) pickup bed delete.)	Inc.
QT5	Tailgate, gate function manual with EZ Lift includes power lock and release (Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.	Inc.
U01	Lamps, Smoked Amber roof marker, (LED) (Included with (ANQ) Alaskan Snow Plow Special Edition. Not available with (YF5) California state emissions requirements.)	$55.00
VK3	License plate kit, front (will be shipped to orders with ship-to states that require front license plate)	$0.00

ADDITIONAL EQUIPMENT - INTERIOR

CODE	DESCRIPTION	MSRP
9L7	Upfitter switch kit, (5) Provides 3-30 amp and 2-20 amp configurable circuits to facilitate installation of aftermarket electrical accessories. Kit with all required parts will be shipped loose with the truck for installation by the dealer or upfitter at customer expense. Installation instructions and technical assistance available at www.gmupfitter.com.	$150.00
C49	Defogger, rear-window electric (Included with (PCV) WT Convenience Package.)	Inc.
KI4	Power outlet, interior, 120-volt (400 watts shared with (KC9) bed mounted power outlet) (Requires (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.)	$225.00

ADDITIONAL EQUIPMENT - LPO

CODE	DESCRIPTION	MSRP
VQK	LPO, Molded splash guards, Black (dealer-installed) (Not available with (ZW9) pickup bed delete.)	$275.00
VQO	LPO, Black work step (dealer-installed) (Not available with any other assist steps.)	$575.00

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

ADDITIONAL EQUIPMENT - OTHER		
CODE	**DESCRIPTION**	**MSRP**
VQ2	Fleet Processing Option	$0.00

CUSTOM EQUIPMENT		
CODE	**DESCRIPTION**	**MSRP**
Liner	Part No. 84333606 - First-Row Interlocking Premium All-Weather Floor Liner	$151.00
	Options Total	**$3,561.00**

Standard Equipment

Package	
	Trailering Package includes trailer hitch, 7-pin connector and (CTT) Hitch Guidance (Deleted when (ZW9) pickup bed delete is ordered.)
Mechanical	
	Durabed, pickup bed
	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline, (401 hp [299 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)
	Transmission, 10-Speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)
	Rear axle, 3.73 ratio (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)
	GVWR, 10,350 lbs. (4695 kg) (STD) (Included and only available with CK20753 and (L8T) 6.6L V8 gas engine with 17" wheels or with CC20903 with (L8T) 6.6L V8 gas engine with 18", 20" or 22" wheels.)
	Push Button Start
	Air filter, heavy-duty
	Air filtration monitoring
	Transfer case, two-speed electronic shift with push button controls (Requires 4WD models.)
	Auto-locking rear differential
	Four wheel drive
	Cooling, external engine oil cooler
	Cooling, auxiliary external transmission oil cooler

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Quote: Village of Germantown C59 Silverado 2500 Dbl

Mechanical	
	Battery, heavy-duty 720 cold-cranking amps/80 Amp-hr maintenance-free with rundown protection and retained accessory power (Included and only available with (L8T) 6.6L V8 gas engine.)
	Alternator, 170 amps (Requires (L8T) 6.6L V8 gas engine.)
	Trailer brake controller, integrated
	Frame, fully-boxed, hydroformed front section and a fully-boxed stamped rear section
	Recovery hooks, front, frame-mounted, Black
	Suspension Package
	Steering, Recirculating Ball with smart flow power steering system
	Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors
	Brake lining wear indicator
	Capless Fuel Fill (Requires (L8T) 6.6L V8 gas engine. Not available with (ZW9) pickup bed delete.)
	Exhaust, single, side
Exterior	
	Wheels, 17" (43.2 cm) painted steel, Silver (STD) (Not currently available to order.)
	Tires, LT245/75R17E all-season, blackwall (STD)
	Tire, spare LT245/75R17E all-season, blackwall (STD) (Included and only available with (QHQ) LT245/75R17E all-season, blackwall tires with (E63) Durabed, pickup bed. Available to order when (ZW9) pickup bed delete and (QHQ) LT245/75R17E all-season, blackwall tires are ordered.)
	Tire carrier lock keyed cylinder lock that utilizes same key as ignition and door (Deleted with (ZW9) pickup bed delete.)
	Bumpers, front, Black
	Bumpers, rear, Black
	CornerStep, rear bumper
	BedStep, Black integrated on forward portion of bed on driver and passenger side (Deleted when (ZW9) pickup bed delete is ordered.)
	Moldings, beltline, Black
	Cargo tie downs (12), fixed rated at 500 lbs per corner (Deleted with (ZW9) pickup bed delete.)
	Headlamps, halogen reflector with halogen Daytime Running Lamps
	IntelliBeam, automatic high beam on/off
	Taillamps with incandescent tail, stop and reverse lights

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Quote: Village of Germantown C59 Silverado 2500 Dbl

Exterior	
	Lamps, cargo area, cab mounted integrated with center high mount stop lamp, with switch in bank on left side of steering wheel
	Mirrors, outside high-visibility vertical trailering lower convex mirrors, manual-folding/extending (extends 3.31" [84.25mm]), molded in Black (Not included on Regular Cab models.)
	Mirror caps, Black
	Glass, solar absorbing, tinted
	Tailgate, standard (Deleted with (ZW9) pickup bed delete.)
	Tailgate and bed rail protection cap, top
	Tailgate, locking, utilizes same key as ignition and door (Upgraded to (QT5) EZ Lift power lock and release tailgate when (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package is ordered. Not available with (ZW9) pickup bed delete.)
	Tailgate, gate function manual, no EZ Lift (Deleted with (ZW9) pickup bed delete.)
	Door handles, Black grained
Entertainment	
	Audio system, Chevrolet Infotainment 3 system 7" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)
	Audio system feature, 6-speaker system (Requires Crew Cab or Double Cab model.)
	Wireless phone projection for Apple CarPlay and Android Auto
	Bluetooth for phone connectivity to vehicle infotainment system
	Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)
Interior	
	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)
	Vinyl seat trim
	Seat adjuster, driver 4-way manual
	Seat adjuster, passenger 4-way manual
	Seat, rear 60/40 folding bench (folds up), 3-passenger (includes child seat top tether anchor) (Requires Crew Cab or Double Cab model.)
	Floor covering, rubberized-vinyl (Not available with LPO floor liners.)
	Steering wheel, urethane

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Data Version: 27199. Data Updated: Dec 9, 2025 6:49:00 PM PST.

Napleton 151 Auto Group

Erin Damico | 920-623-5831 | edamico@napleton.autos

Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

Interior	
	Steering column, Tilt-Wheel, manual with wheel locking security feature
	Instrument cluster 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure
	Driver Information Center, 3.5" diagonal monochromatic display
	Exterior Temperature Display located in radio display
	Compass located in instrument cluster
	Rear Seat Reminder (Requires Crew Cab or Double Cab model.)
	Window, power front, drivers express up/down
	Window, power front, passenger express down
	Windows, power rear, express down (Not available with Regular Cab models.)
	Door locks, power
	Remote Keyless Entry with 2 transmitters
	Cruise control, electronic with set and resume speed, steering wheel-mounted
	USB Ports, 2, Charge/Data ports located on instrument panel
	Power outlet, front auxiliary, 12-volt
	Air conditioning, single-zone
	Air vents, rear, heating/cooling (Not available on Regular Cab models.)
	Mirror, inside rearview, manual tilt
	Assist handles front A-pillar mounted for driver and passenger, rear B-pillar mounted
	Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)
Safety-Mechanical	
	Automatic Emergency Braking
	Front Pedestrian Braking
	StabiliTrak stability control system with Proactive Roll Avoidance and traction control, includes electronic trailer sway control and hill start assist
Safety-Exterior	
	Daytime Running Lamps with automatic exterior lamp control

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

Safety-Interior	
	Airbags, Dual-stage frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	OnStar Services capable (See onstar.com for details and limitations. Services vary by model. Service plan required.)
	HD Rear Vision Camera (Deleted when (ZW9) pickup bed delete is ordered.)
	Hitch Guidance dynamic single line to aid in trailer alignment for hitching (Deleted with (ZW9) pickup bed delete.)
	Lane Departure Warning
	Following Distance Indicator
	Forward Collision Alert
	Seat Belt Adjustable Guide Loops, front row only (Included and only available on Crew Cab and Double Cab models.)
	Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu
	Rear Seat Belt Indicator (Requires Crew Cab or Double Cab model.)
	Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
	Tire Pressure Monitoring System
	OnStar Basics (OnStar Fleet Basics for Fleet) Drive confidently with core OnStar services including remote commands, built-in voice assistance, real-time traffic and navigation, and Automatic Crash Response to help if you're in need. (Requires (UE1) OnStar. OnStar Basics includes remote commands, Navigation, Voice Assistance, and Automatic Crash Response, for eligible vehicles with compatible software. OnStar Basics is standard for 8 years; OnStar plan, working electrical system, cell reception and GPS signal required. OnStar links to emergency services. Service coverage varies with conditions and location. Service availability, features and functionality vary by device and software version. See onstar.com for details and limitations.)
Processing-Other	
	Trailering Information Label provides max trailer ratings for tongue weight, conventional, gooseneck and 5th wheel trailering (Not available with (ZW9) pickup bed delete.)

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Village of Germantown C59 [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Quote: Village of Germantown C59 Silverado 2500 Dbl

WARRANTY

Warranty Note: <<< Preliminary 2026 Warranty >>>
Basic Years: 3
Basic Miles/km: 36,000
Drivetrain Years: 5
Drivetrain Miles/km: 60,000
Drivetrain Note: 3.0L & 6.0L Duramax® Turbo-Diesel engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles
Corrosion Years (Rust-Through): 6
Corrosion Years: 3
Corrosion Miles/km (Rust-Through): 100,000
Corrosion Miles/km: 36,000
Roadside Assistance Years: 5
Roadside Assistance Miles/km: 60,000
Roadside Assistance Note: 3.0L & 6.0L Duramax® Turbo-Diesel engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles
Maintenance Note: First Visit: 12 Months/12,000 Miles

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Schoessow Equipment Services, LLC

10016 W. Freistadt Rd, Mequon, US
Phone: 414-807-4237

Quote

Customer
Village of Germantown
US
Phone: 262-384-4237

Quote Dates
Quote Date: 12/10/2025
Expiration Date: 1/9/2026

Qty	Part	Description	Price	Total
1	STB19200	BLADE CRATE (SNOWPLOW),8'-10' EXT STB	$0.00	$0.00
1	STB19100	PLOW BOX, RT3-STR, EXT,SL3	$0.00	$0.00
1	LTA15350	UC/RT3,GM 2500/3500,20+	$0.00	$0.00
1	STB19143	CONTROL-HANDHELD,EXT,12V	$0.00	$0.00
1	MSC25000	KIT-WIRING,RT3 SH2,12V	$0.00	$0.00
1		Complete EXT Plow and Control kit and Mount Listed Above	$10127.00	$10127.00
1	MSC28250	ADAPTER-LIGHT,GM,1500 22.5MY+ / HD 24MY+	$236.90	$236.90
1	MSC17611B	SNOW DEFLECTOR, 10', EXT	$412.00	$412.00
1		Install Truckside, assemble Plow, Install Snow Deflector	$1340.00	$1340.00

Subtotal	$12115.90
Discount	$0.00
Sales Tax	$0.00
Labor / Install	$0.00
Labor Tax	$0.00
Freight	$0.00
Deposit	$0.00
Total	$12115.90

BRAKE & EQUIPMENT CO.

2320 SYLVAN WAY

(corner of Progress Dr.)

WEST BEND, WI 53095

PHONE: 262-335-2326 www.becomilwaukee.com SALES: bobm@abcgparts.com

Customer:	**VILLAGE OF GERMANTOWN**	Date:	**10/07/25**
Address:	**N122 W17177 FOND DU LAC AVE.**	Delivery:	**~2 weeks**
City:	**GERMANTOWN, WI 53022-0337**	Dealer:	
Attn:	**MATT KOLBOW**	**P.O.#:**	
Phone:	**262-384-0497**	Reference:	**2023 Chevy 2500 Pickup/Dbl cab**
Cell:		BECO P.O.#:	
E-mail:	mkolbow@village.germantown.wi.us	**TERMS:**	**CHARGE**

Quantity	QUOTE GOOD FOR 30 DAYS		PRICE EACH
1	**MAXON Model C2-60-1342-EA38 Liftgate:** 1,300 lbs lift capacity 55”W x 38”D two-piece extruded aluminum platform +6” ramp Galvanized steel framework G-181 galvanized mount bracket (will accommodate a hitch) Electric/hydraulic operation with fixed & timed toggle control 2-light taillight kit. 150 amp circuit breaker Not mounted (cash & carry price) **F.O.B. - West Bend, WI**		**$3,190.00**
YES	**Liftgate installed at our facility**	**Add...**	**$1,260.00**
*	The quoted price includes ***only*** what is described above.		
*	If the truck frame needs to be extended to accommodate proper mounting of a body/hitch/liftgate, a ***minimum of $500.00*** will be added to the price.		
*	Any items Beco provides, modifies, or installs, that are not listed on quote ***must be approved by the customer in writing.***		
*	Any relocation of air tanks, air dryer, exhaust components, fuel tank, battery box, chassis crossmembers, etc. will add to labor costs.		
NOTE:	***If paying by Credit Card, a 3% fee will be added.***	***3%=***	**$133.50**

CHASSIS INFO / NOTES		**SUBTOTAL**	**$4,450.00**
YEAR/MAKE:		**SALES TAX**	**n/a**
MODEL:		**TOTAL SALE**	**$4,450.00**
CAB TO AXLE/TRUNNION:	**Bob Muhlberger**	***TOTAL w/3% FEE***	**$4,583.50**

Ewald Automotive Group
Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

Village of Germantown

Prepared For: Matt Kolbow

(262) 253-8257

mkolbow@germantownwi.gov

Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck

Ewald Automotive Group
Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (✓ Complete)

Quote Worksheet

	MSRP
Base Price	$50,100.00
Dest Charge	$2,595.00
Total Options	$3,800.50
Subtotal	**$56,495.50**
Subtotal Pre-Tax Adjustments	**$0.00**
Less Customer Discount	($8,411.00)
Subtotal Discount	**($8,411.00)**
Trade-In	$0.00
Subtotal Trade-In	**$0.00**
Taxable Price	**$48,084.50**
Sales Tax	$0.00
Subtotal Taxes	**$0.00**
Subtotal Post-Tax Adjustments	**$0.00**
Total Sales Price	**$48,084.50**

Comments:

2026 Chevrolet Silverado 2500 Double Cab 4wd revised to your specs as detailed. Registration fees are included. Delivery can not be anticipated due to current market conditions.

.

Dealer Signature / Date

Customer Signature / Date

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Data Version: 27188. Data Updated: Dec 8, 2025 6:46:00 PM PST.

Ewald Automotive Group
Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (✔ Complete)

Standard Equipment

Package	
	Trailering Package includes trailer hitch, 7-pin connector and (CTT) Hitch Guidance (Deleted when (ZW9) pickup bed delete is ordered.)
Mechanical	
	Durabed, pickup bed
	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline, (401 hp [299 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)
	Transmission, 10-Speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)
	Rear axle, 3.73 ratio (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)
	GVWR, 10,350 lbs. (4695 kg) (STD) (Included and only available with CK20753 and (L8T) 6.6L V8 gas engine with 17" wheels or with CC20903 with (L8T) 6.6L V8 gas engine with 18", 20" or 22" wheels.)
	Push Button Start
	Air filter, heavy-duty
	Air filtration monitoring
	Transfer case, two-speed electronic shift with push button controls (Requires 4WD models.)
	Auto-locking rear differential
	Four wheel drive
	Cooling, external engine oil cooler
	Cooling, auxiliary external transmission oil cooler
	Battery, heavy-duty 720 cold-cranking amps/80 Amp-hr maintenance-free with rundown protection and retained accessory power (Included and only available with (L8T) 6.6L V8 gas engine.)
	Alternator, 170 amps (Requires (L8T) 6.6L V8 gas engine.)
	Trailer brake controller, integrated
	Frame, fully-boxed, hydroformed front section and a fully-boxed stamped rear section
	Recovery hooks, front, frame-mounted, Black
	Suspension Package
	Steering, Recirculating Ball with smart flow power steering system
	Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors
	Brake lining wear indicator
	Capless Fuel Fill (Requires (L8T) 6.6L V8 gas engine. Not available with (ZW9) pickup bed delete.)
	Exhaust, single, side

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Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Exterior	
	Wheels, 17" (43.2 cm) painted steel, Silver (STD) (Not currently available to order.)
	Tires, LT245/75R17E all-season, blackwall (STD)
	Tire, spare LT245/75R17E all-season, blackwall (STD) (Included and only available with (QHQ) LT245/75R17E all-season, blackwall tires with (E63) Durabed, pickup bed. Available to order when (ZW9) pickup bed delete and (QHQ) LT245/75R17E all-season, blackwall tires are ordered.)
	Tire carrier lock keyed cylinder lock that utilizes same key as ignition and door (Deleted with (ZW9) pickup bed delete.)
	Bumpers, front, Black
	Bumpers, rear, Black
	CornerStep, rear bumper
	BedStep, Black integrated on forward portion of bed on driver and passenger side (Deleted when (ZW9) pickup bed delete is ordered.)
	Moldings, beltline, Black
	Cargo tie downs (12), fixed rated at 500 lbs per corner (Deleted with (ZW9) pickup bed delete.)
	Headlamps, halogen reflector with halogen Daytime Running Lamps
	IntelliBeam, automatic high beam on/off
	Taillamps with incandescent tail, stop and reverse lights
	Lamps, cargo area, cab mounted integrated with center high mount stop lamp, with switch in bank on left side of steering wheel
	Mirrors, outside high-visibility vertical trailering lower convex mirrors, manual-folding/extending (extends 3.31" [84.25mm]), molded in Black (Not included on Regular Cab models.)
	Mirror caps, Black
	Glass, solar absorbing, tinted
	Tailgate, standard (Deleted with (ZW9) pickup bed delete.)
	Tailgate and bed rail protection cap, top
	Tailgate, locking, utilizes same key as ignition and door (Upgraded to (QT5) EZ Lift power lock and release tailgate when (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package is ordered. Not available with (ZW9) pickup bed delete.)
	Tailgate, gate function manual, no EZ Lift (Deleted with (ZW9) pickup bed delete.)
	Door handles, Black grained
Entertainment	
	Audio system, Chevrolet Infotainment 3 system 7" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)

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Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Entertainment	
	Audio system feature, 6-speaker system (Requires Crew Cab or Double Cab model.)
	Wireless phone projection for Apple CarPlay and Android Auto
	Bluetooth for phone connectivity to vehicle infotainment system
	Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)
Interior	
	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)
	Vinyl seat trim
	Seat adjuster, driver 4-way manual
	Seat adjuster, passenger 4-way manual
	Seat, rear 60/40 folding bench (folds up), 3-passenger (includes child seat top tether anchor) (Requires Crew Cab or Double Cab model.)
	Floor covering, rubberized-vinyl (Not available with LPO floor liners.)
	Steering wheel, urethane
	Steering column, Tilt-Wheel, manual with wheel locking security feature
	Instrument cluster 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure
	Driver Information Center, 3.5" diagonal monochromatic display
	Exterior Temperature Display located in radio display
	Compass located in instrument cluster
	Rear Seat Reminder (Requires Crew Cab or Double Cab model.)
	Window, power front, drivers express up/down
	Window, power front, passenger express down
	Windows, power rear, express down (Not available with Regular Cab models.)
	Door locks, power
	Remote Keyless Entry with 2 transmitters
	Cruise control, electronic with set and resume speed, steering wheel-mounted
	USB Ports, 2, Charge/Data ports located on instrument panel
	Power outlet, front auxiliary, 12-volt
	Air conditioning, single-zone
	Air vents, rear, heating/cooling (Not available on Regular Cab models.)
	Mirror, inside rearview, manual tilt

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Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Interior	
	Assist handles front A-pillar mounted for driver and passenger, rear B-pillar mounted
	Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)
Safety-Mechanical	
	Automatic Emergency Braking
	Front Pedestrian Braking
	StabiliTrak stability control system with Proactive Roll Avoidance and traction control, includes electronic trailer sway control and hill start assist
Safety-Exterior	
	Daytime Running Lamps with automatic exterior lamp control
Safety-Interior	
	Airbags, Dual-stage frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	OnStar Services capable (See onstar.com for details and limitations. Services vary by model. Service plan required.)
	HD Rear Vision Camera (Deleted when (ZW9) pickup bed delete is ordered.)
	Hitch Guidance dynamic single line to aid in trailer alignment for hitching (Deleted with (ZW9) pickup bed delete.)
	Lane Departure Warning
	Following Distance Indicator
	Forward Collision Alert
	Seat Belt Adjustable Guide Loops, front row only (Included and only available on Crew Cab and Double Cab models.)
	Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu
	Rear Seat Belt Indicator (Requires Crew Cab or Double Cab model.)
	Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
	Tire Pressure Monitoring System

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Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

Safety-Interior

OnStar Basics (OnStar Fleet Basics for Fleet) Drive confidently with core OnStar services including remote commands, built-in voice assistance, real-time traffic and navigation, and Automatic Crash Response to help if you're in need. (Requires (UE1) OnStar. OnStar Basics includes remote commands, Navigation, Voice Assistance, and Automatic Crash Response, for eligible vehicles with compatible software. OnStar Basics is standard for 8 years; OnStar plan, working electrical system, cell reception and GPS signal required. OnStar links to emergency services. Service coverage varies with conditions and location. Service availability, features and functionality vary by device and software version. See onstar.com for details and limitations.)

Processing-Other

Trailering Information Label provides max trailer ratings for tongue weight, conventional, gooseneck and 5th wheel trailering (Not available with (ZW9) pickup bed delete.)

WARRANTY

Warranty Note: <<< Preliminary 2026 Warranty >>>
Basic Years: 3
Basic Miles/km: 36,000
Drivetrain Years: 5
Drivetrain Miles/km: 60,000
Drivetrain Note: 3.0L & 6.0L Duramax® Turbo-Diesel engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles
Corrosion Years (Rust-Through): 6
Corrosion Years: 3
Corrosion Miles/km (Rust-Through): 100,000
Corrosion Miles/km: 36,000
Roadside Assistance Years: 5
Roadside Assistance Miles/km: 60,000
Roadside Assistance Note: 3.0L & 6.0L Duramax® Turbo-Diesel engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles
Maintenance Note: First Visit: 12 Months/12,000 Miles

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Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (✓ Complete)

Selected Model and Options

MODEL

CODE	MODEL	MSRP
CK20753	2026 Chevrolet Silverado 2500HD 4WD Double Cab 149" Work Truck	$50,100.00

COLORS

CODE	DESCRIPTION
G7C	Red Hot

EMISSIONS

CODE	DESCRIPTION	MSRP
FE9	Emissions, Federal requirements	$0.00

ENGINE

CODE	DESCRIPTION	MSRP
L8T	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline, (401 hp [299 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)	$0.00

TRANSMISSION

CODE	DESCRIPTION	MSRP
MKM	Transmission, 10-Speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)	$0.00

GVWR

CODE	DESCRIPTION	MSRP
JGG	GVWR, 10,750 lbs. (4876 kg) (Included and only available with CK20753 model and (L8T) 6.6L V8 gas engine with 18" or 20" wheels or CC20903 model and (L5P) Duramax 6.6L Turbo-Diesel V8 engine with 18" or 20" wheels. Not available with (NHT) Max Trailering Package on CC20903.)	Inc.

AXLE

CODE	DESCRIPTION	MSRP
GT4	Rear axle, 3.73 ratio (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)	$0.00

PREFERRED EQUIPMENT GROUP

CODE	DESCRIPTION	MSRP
1WT	Work Truck Preferred Equipment Group includes standard equipment	$0.00

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Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

WHEELS

CODE	DESCRIPTION	MSRP
PYT	Wheels, 18" (45.7 cm) painted steel	$300.00

TIRES

CODE	DESCRIPTION	MSRP
QF6	Tires, LT275/70R18E all-terrain, blackwall (Not available with (ZW9) pickup bed delete. Included with (ANQ) Alaskan Snow Plow Special Edition.)	$200.00

SPARE TIRE

CODE	DESCRIPTION	MSRP
ZYG	Tire, spare LT275/70R18 all-terrain, blackwall (Included with (ANQ) Alaskan Snow Plow Special Edition. Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E63) Durabed, pickup bed.)	Inc.

PAINT

CODE	DESCRIPTION	MSRP
G7C	Red Hot	$0.00

SEAT TYPE

CODE	DESCRIPTION	MSRP
AZ3	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)	$0.00

SEAT TRIM

CODE	DESCRIPTION	MSRP
H1T	Jet Black, Cloth seat trim	$0.00

RADIO

CODE	DESCRIPTION	MSRP
IOR	Audio system, Chevrolet Infotainment 3 system 7" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)	$0.00

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Data Version: 27188. Data Updated: Dec 8, 2025 6:46:00 PM PST.

Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (Complete)

ADDITIONAL EQUIPMENT - PACKAGE

CODE	DESCRIPTION	MSRP
PCV	WT Convenience Package includes (QT5) EZ Lift power lock and release tailgate, (AKO) tinted windows, (C49) rear-window defogger, (DBG) power trailer mirrors with heated upper glass and manual extending/folding (Required on Regular Cab models with (L5P) Duramax 6.6L Turbo-Diesel V8 engine. (DBG) trailer mirrors may be upgraded to (DWI) trailer mirrors or (DLN) mirrors. Regular Cab models require (DWI) trailer mirrors or (DLN) mirrors.)	$785.00
VYU	Snow Plow Prep/Camper Package includes (KW5) 220-amp alternator, includes increased front GAWR on Heavy Duty models, (NZZ) skid plates (transfer case and oil pan), pass through dash grommet hole and roof emergency light provisions. Contact GM Upfitter Integration at www.gmupfitter.com for plow installation details and assistance. Note: if ordered for Camper usage, recommend ordering (UY2) Trailering wiring provisions (Requires 4WD model. Upgradeable to (KHF) Dual alternators (220-amp primary, 170-amp auxiliary). Included with (ANQ) Alaskan Snow Plow Special Edition. Not available with (F60) Heavy Duty Front Spring/Camper Package.)	$300.00

ADDITIONAL EQUIPMENT - MECHANICAL

CODE	DESCRIPTION	MSRP
KW5	Alternator, 220 amps (Included with (L5P) Duramax 6.6L Turbo-Diesel V8 engine or (VYU) Snow Plow Prep/Camper Package. Free flow on (L8T) 6.6L V8 gas engine.)	Inc.
NZZ	Skid Plates protect the oil pan, front axle and transfer case (Included with (Z71) Z71 Off-Road Package or (VYU) Snow Plow Prep/Camper Package.)	Inc.

ADDITIONAL EQUIPMENT - EXTERIOR

CODE	DESCRIPTION	MSRP
AKO	Glass, deep-tinted (Included with (PCV) WT Convenience Package.)	Inc.
CGN	Chevytec spray-on bedliner Black (does not include spray-on liner on tailgate due to Black composite inner panel) (Included with (Z6A) Gooseneck/5th Wheel Prep Package or (ANQ) Alaskan Snow Plow Special Edition. Not available with (ZW9) pickup bed delete. Available with Ship Thru code (SQE), (TCE) or (TCH), not available with any other Ship Thru code.)	$545.00
DBG	Mirrors, outside power-adjustable vertical trailering with heated upper glass, lower convex mirrors, integrated turn signals, manual folding/extending (extends 3.31" [84.25mm]) (Standard on Regular Cab models. Not available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package on Regular Cab. Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package on Double and Crew Cab models.)	Inc.
KC9	Power outlet, bed mounted, 120-volt (400 watts shared with (KI4) interior power outlet) (Included and only available with (KI4) Power outlet. Not available with (ZW9) pickup bed delete.)	Inc.
QT5	Tailgate, gate function manual with EZ Lift includes power lock and release (Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.	Inc.
U01	Lamps, Smoked Amber roof marker, (LED) (Included with (ANQ) Alaskan Snow Plow Special Edition. Not available with (YF5) California state emissions requirements.)	$55.00

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Data Version: 27188. Data Updated: Dec 8, 2025 6:46:00 PM PST.

Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (✓ Complete)

ADDITIONAL EQUIPMENT - INTERIOR

CODE	DESCRIPTION	MSRP
9L7	Upfitter switch kit, (5) Provides 3-30 amp and 2-20 amp configurable circuits to facilitate installation of aftermarket electrical accessories. Kit with all required parts will be shipped loose with the truck for installation by the dealer or upfitter at customer expense. Installation instructions and technical assistance available at www.gmupfitter.com.	$150.00
C49	Defogger, rear-window electric (Included with (PCV) WT Convenience Package.)	Inc.
KI4	Power outlet, interior, 120-volt (400 watts shared with (KC9) bed mounted power outlet) (Requires (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.)	$225.00

ADDITIONAL EQUIPMENT - LPO

CODE	DESCRIPTION	MSRP
VQK	LPO, Molded splash guards, Black (dealer-installed) (Not available with (ZW9) pickup bed delete.)	$275.00
VQO	LPO, Black work step (dealer-installed) (Not available with any other assist steps.)	$575.00

CUSTOM EQUIPMENT

CODE	DESCRIPTION	MSRP
Delivery	Delivery from Oconomowoc to Germantown	$36.00
Liner	Front All-Weather Floor Liners	$135.00
Reg	Registration Fees (New Municipal Plates)	$219.50
	Options Total	**$3,800.50**

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Data Version: 27188. Data Updated: Dec 8, 2025 6:46:00 PM PST.

Ewald Automotive Group
Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

Vehicle: [Fleet] 2026 Chevrolet Silverado 2500HD (CK20753) 4WD Double Cab 149" Work Truck (✓ Complete)

Price Summary

PRICE SUMMARY

		MSRP
	Base Price	$50,100.00
	Total Options	$3,800.50
	Vehicle Subtotal	$53,900.50
	Destination Charge	$2,595.00
	Grand Total	**$56,495.50**

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Data Version: 27188. Data Updated: Dec 8, 2025 6:46:00 PM PST.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Purchase of 1 year of GIS system hosting, management and software access from Ruekert-Mielke for an amount not to exceed $30,409.00. (ACTION)

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

Staff will be starting the process of migrating away from Rueker-Mielke GIS services in 2026. With that said, it is important to renew this service for at least one additional year, and potentially another. When we transition to the new system and discontinue the Ruekert-Mielke system, we must ensure that all required functionality exists in the new system. Our current consultant supported GIS contains a tremendous amount of information that is needed for the department to function on a regular basis. It is worth noting that the requested amount is lower than in years past because we are now able to perform the modifications to the system that were previously conducted as a service.

ATTACHMENT:

1. 3563_001

STAFF RECOMMENDATION:

Staff requests the Public Works and Highway Committee provide a positive recommendation to the Village Board.

ACTION BY COMMITTEE:

Ruekert·Mielke

INVOICE

RECEIVED
By Accounts Payable at 9:36 am, Dec 10, 2025

Ruekert & Mielke, Inc.
W233 N2080 Ridgeview Parkway - Ste 300
Waukesha, WI 53188

Germantown, WI, Village of
Matthew Mortwedt
N122 W17177 Fond Du Lac Avenue
P.O. Box 337
Germantown, WI 53022-0337

Invoice number 160800
Date 12/10/2025

Project **07-10007/2026 GermantownV - 2026 GIS Annual Services**

For Professional Services From January 01, 2026 through December 31, 2026

Description	Contract Amount	Percent Complete	Total Billed	Prior Billed	Current Billed
600A 2026 GIS Core Services (Engineering)	3,071.00	100.00	3,071.00	0.00	3,071.00
600B 2026 GIS Core Services (Water Dept.)	3,071.00	100.00	3,071.00	0.00	3,071.00
600C 2026 GIS Core Services (Sanitary Dept.)	3,071.00	100.00	3,071.00	0.00	3,071.00
600D 2026 GIS Core Services (Streets & Highway Dept.)	3,071.00	100.00	3,071.00	0.00	3,071.00
601 Sanitary Tool Suite	4,000.00	100.00	4,000.00	0.00	4,000.00
602 Water Tool Suite + Water Meter Tool	6,125.00	100.00	6,125.00	0.00	6,125.00
603 Storm Tool Suite	4,000.00	100.00	4,000.00	0.00	4,000.00
604 Streets & Forestry Tool Suite	4,000.00	100.00	4,000.00	0.00	4,000.00
Total	30,409.00	100.00	30,409.00	0.00	30,409.00

Invoice total **30,409.00**

Please remit the invoice amount contained in the "bolded box" to Ruekert & Mielke, Inc.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: GFD Staff Command Vehicle Purchase (ACTION)

SUBMITTED BY: John Delain, Fire Chief

SUMMARY EXPLANATION:

ATTACHMENT:

1. Germantown FSD Command Proposal r4 12-17-25
2. Public Safety Command Vehicle
3. Q00541_1 Germantown FSD Command r4

STAFF RECOMMENDATION:

ACTION BY COMMITTEE:

37241 E Richardson Ln
Purcellville, VA 20132
(877) 327-8526
sales@flev.com
www.flev.com

FORMAL PROPOSAL

Proposal Date: December 17, 2025

Prepared for: Ryker Holms
Germantown Fire Department
N115 W18752 Edison Drive
Germantown, WI 53022

For your consideration, the listed herein is valid for a period of no more than 60 days from the above date (unless listed otherwise). FastLane is not responsible for price changes of goods or products not directly manufactured by FastLane Emergency Vehicles. Only items below shall be considered "part of this proposal". As is all information you share with us, we ask that you and/or your organization please retain this information as confidential. Please review the following information. If all items are acceptable, please forward over a Purchase Order with your preferred payment terms option, as listed above. We look forward to doing business with you. Should you require any clarification or have any questions, please do not hesitate to reach out.

Description: Conversion of FL-supplied Ford F250 for command purposes.

DETAILS	TOTAL PROJECT COST
Conversion upfit on vehicle of type: F250 *As outlined in accompanying Build Specifications document (includes vehicle if FastLane is supplying)*	$140,116
Purchasing Contract Option: HGAC	$1,000
TOTAL CONTRACT AMOUNT	**$141,116**

Vehicle/Chassis Details

FastLane Supplied? **YES**	Type: **F250**

Reflected in the total project cost above for your review:

Vehicle MSRP.....$65835
Less Chassis Concession.....$
Vehicle Net.....$65,835

Pricing Terms: Pricing here-in reflects FastLane standard terms of **Deposit & Cash on Delivery** of completed unit. Other terms and discounts apply and can be provided upon request.

Current Lead Time: 90-120 Days after receipt of order.

Respectfully Submitted: Drew Crisp

Thank you for this opportunity. I am confident that once you have had a chance to review the contents within, you will share our opinion that FastLane is the best choice for your department's needs.

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Purcellville, VA 20132
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sales@flev.com
www.flev.com

FORMAL PROPOSAL

**Terms Details: If FastLane is to supply the vehicle as part of this project, we can neither guarantee the model year nor pricing of the vehicle proposed. Recent events have caused both Ford and GM to cancel and reject chassis orders all together. FastLane will confirm model year and pricing once the order is submitted to the vehicle manufacturer and remain in continuous contact with the customer with any changes or updates. If this proposal includes an in-stock chassis provided by FastLane, full payment of the chassis is due within 15 days after receipt of order to ensure accuracy of the price quoted and to secure the vehicle for upfit. Title and ownership of the vehicle will be transferred to the customer once payment has cleared and paperwork received from manufacturer. If terms include deposit/COD the deposit amount of 25% of the Total Project Cost (not to include the Vehicle Net price) is due within 15 days after receipt of order.*

BUSINESS OF THE PUBLIC SAFETY COMMITTEE

MEETING DATE: January 5, 2026

PLACEMENT: Action Item

ITEM TITLE: Staff Command Vehicle Purchase

SUBMITTED BY: John Delain, Fire Chief

SUMMARY EXPLANATION:

Staff are recommending the Public Safety Committee approve the purchase of an upfitted command operations staff vehicle from Fastlane Emergency Vehicles in the amount of $141,116. Staff were able to obtain approximately $10,000 (already factored) in cost savings through a government group purchasing contract. This amount includes the vehicle and emergency upfitting equipment excluding radios and equipment that require local programing prior to installation (HAAS System, Knoxbox, Cell-Boost, etc). **Customer supplied equipment estimated cost is $25,000.**

If this vehicle receives proper approvals by the Public Safety Committee and subsequently the Village Board by February 2026, FastLane has agreed to honor their 2025 quoted price. FastLane has given a delivery timeline of 90-120 days from time of order.

The Public Safety Committee and Village Board approved $275,000 in the 2026 budget process to be used for 2 vehicles and upfit equipment. Staff will bring forward the 2nd vehicle in a future meeting, we are waiting for updated quotes. The 2nd vehicle will not have as much upfitting cost due to being a less specialized use.

The vehicle will replace the current staff vehicle. That vehicle is a Ford Explorer and will be repurposed and used as an inspection and staff vehicle. One of our 2 daytime inspectors currently drives our 2012 brush truck, which is not ideal for on-road use. It is also putting undue wear and tear on our brush truck as it is outfitted for off-road driving.

This vehicle will be staffed 24/7 Chief and responds to high-acuity EMS calls, motor vehicle accidents, fire alarms, carbon monoxide alarms, hazardous materials, natural disasters, fires (house, business, vehicle), tactical situations, search and rescue, technical rescue (high-angle/confined space), and mutual aid for a total around 1,200 emergency responses annually. In addition to the emergency uses the vehicle also is used daily for staff functions such as meetings, training, school, investigations, and public education.

Why is specialized equipment needed? *Note: This is not a comprehensive list but covers most of the major items.*

- **Mobile / Portable Radios**
  - This vehicle will be outfitted with multiple mobile and portable radios. On every call GFD crews operate on a minimum of 2 radio channels. On most non-EMS calls GFD crews must operate at least 3 radio channels. Having multiple radios allows for the incident commander to simultaneously listen and talk to the different channels. Having this ability is critical for the safety of the responders.
- **Cardiac Monitor & minimal EMS equipment**
  - Due to being a smaller vehicle and occasionally being at other locations this vehicle can often arrive first on scene to most calls. Keeping this equipment on the vehicle allows the Battalion Chief to immediately begin rendering aid to EMS patients. This could be CPR or administering Epi to someone experiencing an allergic reaction.
- **Fire Extinguishers**
  - Fire doubles in size every 60 seconds, rapid and skilled application of an extinguishing agent on a fire can be the difference between containing a fire to 1 room or losing an entire floor.
- **White Boards / Command Boards**
  - The white boards are used for the incident commander to keep track of times, people's locations, strategies, tactics, hazards, pre-plans etc. These boards incorporate our accountability system. The accountability system is a manual system of Velcro name plates that is used to track each crew's assignment and location. This way if an emergency occurs the incident commander can direct resources to the correct location.
- **Rapid Intervention Team (RIT) Pack**
  - This pack contains most of the necessary equipment if a firefighter experiences an emergency while fighting fire. Some of the equipment is an extra air-bottle, cutting equipment, extra facemask, buddy-breathing (share an air bottle), rescue rope, and more. Not all apparatus carry a RIT pack, and most incidents requiring a RIT crew occur within the first 10 minutes of arriving on scene. Having this available during that time ensures we have the required equipment to get our members out if needed.
- **Tablet / iPad**
  - The iPad is used for apparatus tracking, computer aided dispatch, mapping, aerial views, accountability, document storage, and more. Each vehicle is outfitted with an iPad as it is required for the county dispatch to track times and for crews to receive pertinent information. The iPad in this vehicle is detachable and usable for other important tasks as well.
- **Lights / Siren**
  - Emergency vehicles must meet a minimum standard for emergency lights and sirens. A large portion of our incidents occur during dusk/night or in areas that are poorly lit. The lighting on this vehicle, once on scene, can operate as additional white scene lighting (flood light). This technology

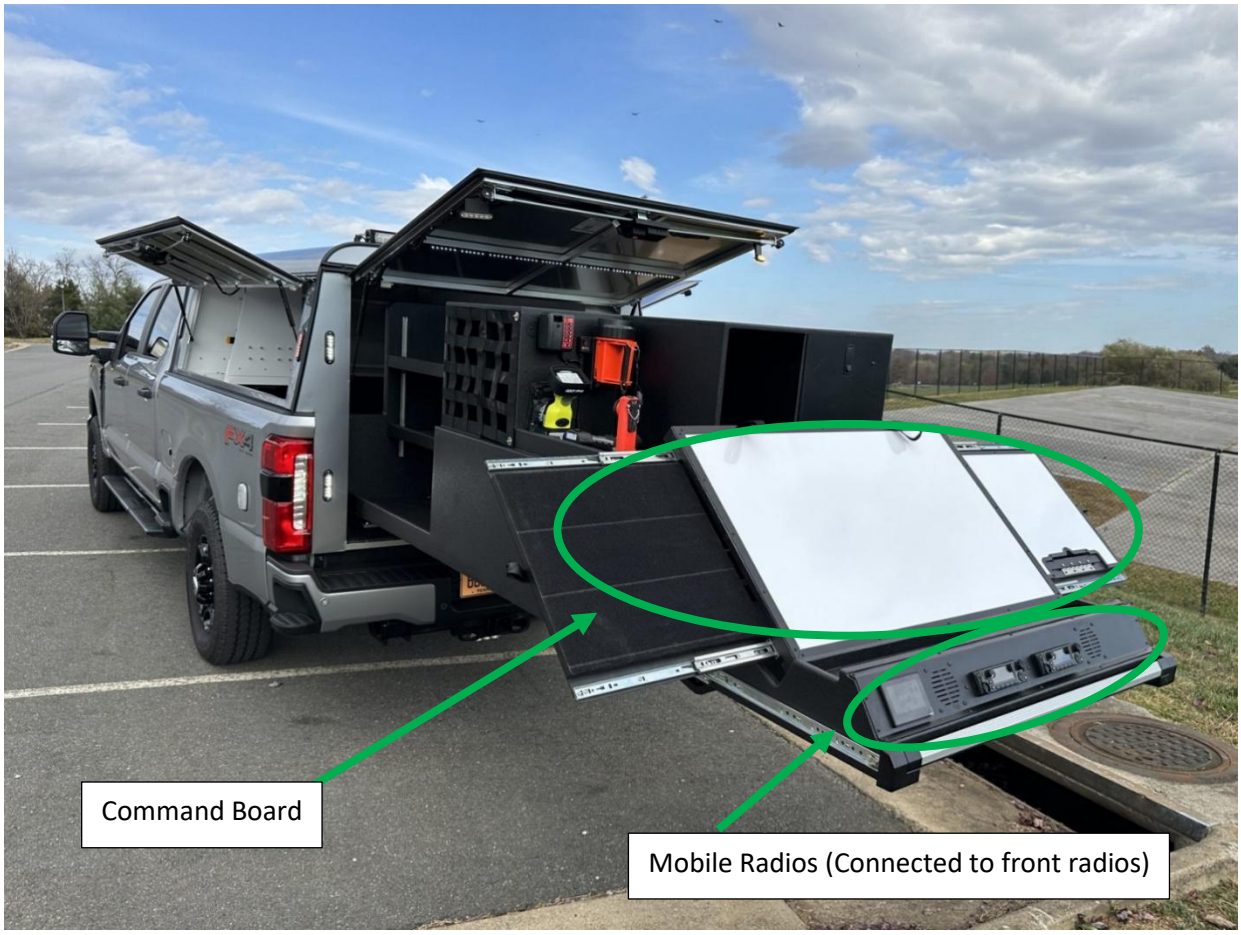
has been incorporated onto our fire apparatus for at least the last decade and has proven to be important during low-light operations.
    - This vehicle will be equipped with a HAAS system, which goes above the minimum requirements. This system notifies drivers emergency vehicles approaching or of an emergency scene ahead. This greatly improves responder safety as vehicles are being made to block out the external noises. Germantown was one of the first departments in the area to adopt this technology, and since then multiple other departments have implemented it as well.
- **Personal Protective Equipment / Self Contained Breathing Apparatus (PPE / SCBA)**
    - Our PPE ensemble consists of boots, pants, belt / suspenders, coat, hood, structural gloves, extrication gloves, helmet, facepiece, SCBA (air tank). All this equipment must be well cared for as it is our only defense between the smoke and fire. It must also have space to be carried in the vehicle generally away from other cloth materials to prevent spreading cancer-causing carcinogens. This truck is designed with space in the covered bed portion for PPE storage to keep the cab portion “clean”.
- **Organizer / Cabinets**
    - Efficient and organized access to our equipment ensures that we will be able to quickly utilize the equipment needed on the emergency scene. FastLane vehicles tailors each storage cabinet to the equipment that the respective departments carry. The 3 storage cabinets for this vehicle have been modified to ensure that the equipment being carried will fit and be readily accessible.
    - The other major benefit to these cabinets is they provide protection to our equipment. Our EMS monitor for example costs $60,000, ensuring that the monitor has a well-fitted and secure area helps to guarantee that the monitor will be in good working order for many years.
- **Graphics**
    - This vehicle will be marked in a similar fashion to our other apparatus which is generally a gray stripe down each side, gold colored number / vehicle name or identifier, the department patch, and reflective chevron on the rear. For the multitude of functions that this vehicle will serve a marked vehicle is best. Marked vehicles increase public recognition, and in certain instances can increase responder safety from higher visibility.
- **Miscellaneous Equipment**
    - In addition to the larger items outlined above, there are several smaller pieces of equipment that can add up when outfitting an emergency vehicle. Some of those are KnoxBox, Sensit Quad-Gas, Auto-Eject Shoreline, Antenna Boosters, Cradlepoint, and others. These items are standard in our apparatus, they each play an important role in our daily operations. As an example, our KnoxBox system allows the department to enter participating buildings without damaging the property in the event of an emergency. This system alone has saved businesses in the Village tens of thousands of dollars.

Staff attempted to receive additional bids for this project; contacting 3 other vendors directly, however none of the other vendors submitted a bid meeting the requirements. This is likely due to the specialization of the vehicle that other upfitters are unable to complete to the same standard. For reference of complexity, there is an estimated 3-4 miles of wiring in one of these vehicles.

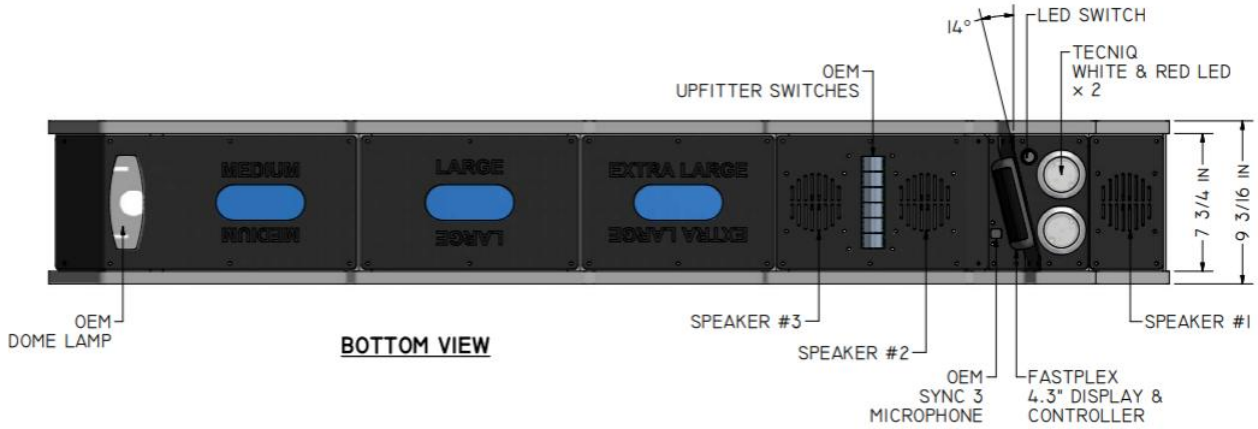
Photos of similar vehicles that FastLane has completed are included below to show complexity of build. https://flev.com/deliveries/ for additional examples.

Examples of similar vehicles / equipment

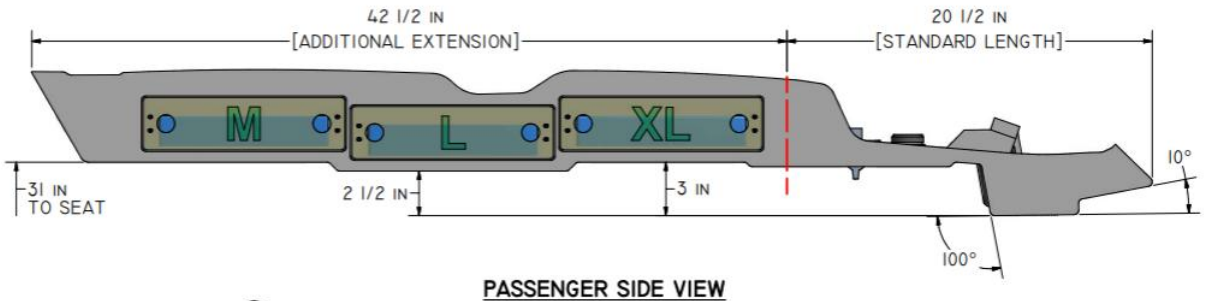
Examples of similar vehicles / equipment



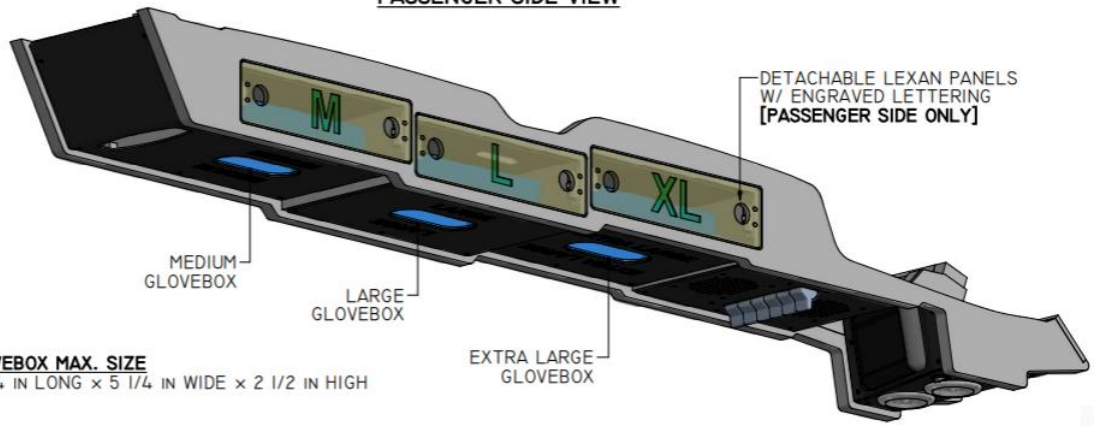
Examples of similar vehicles / equipment



BOTTOM VIEW



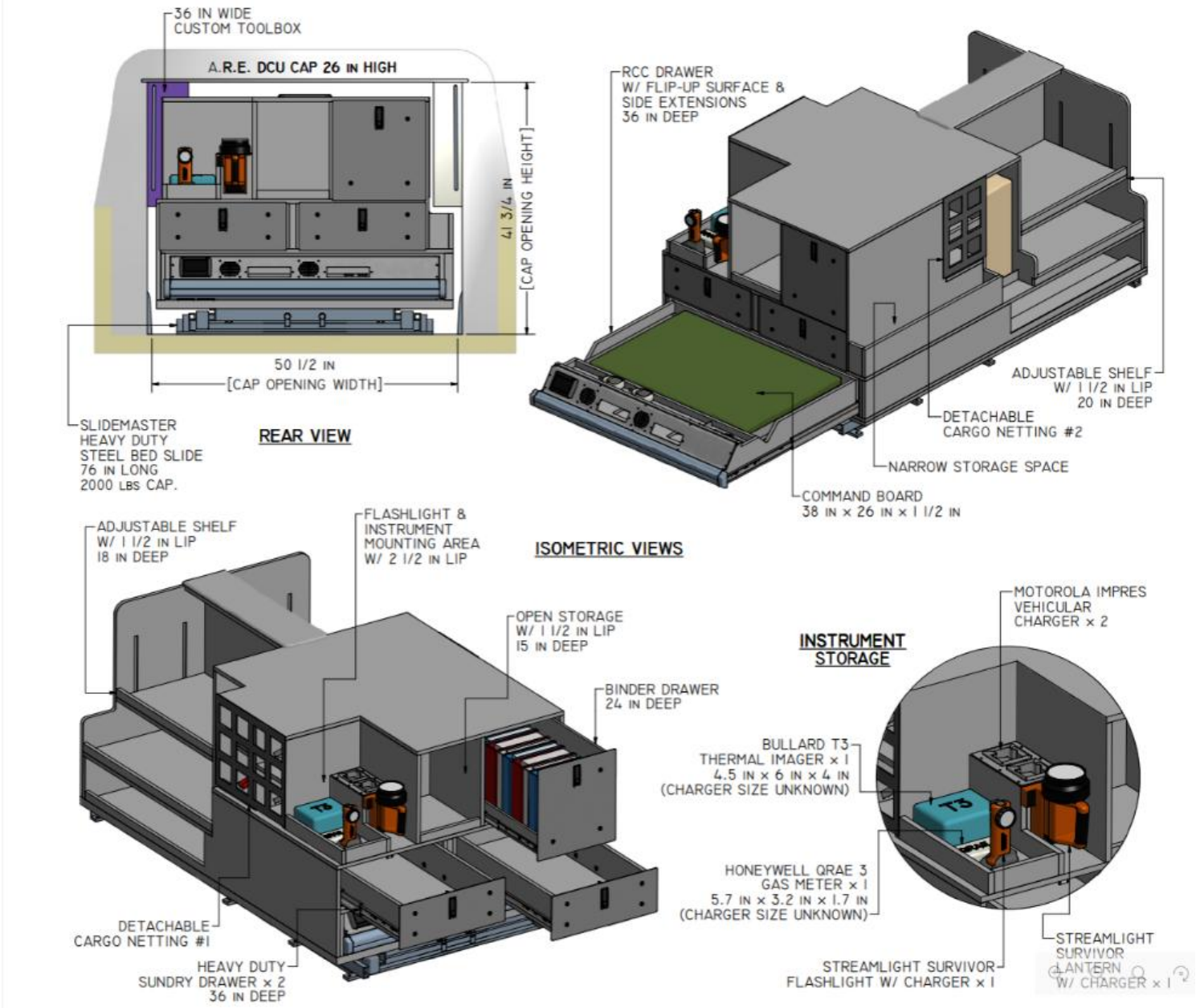
PASSENGER SIDE VIEW



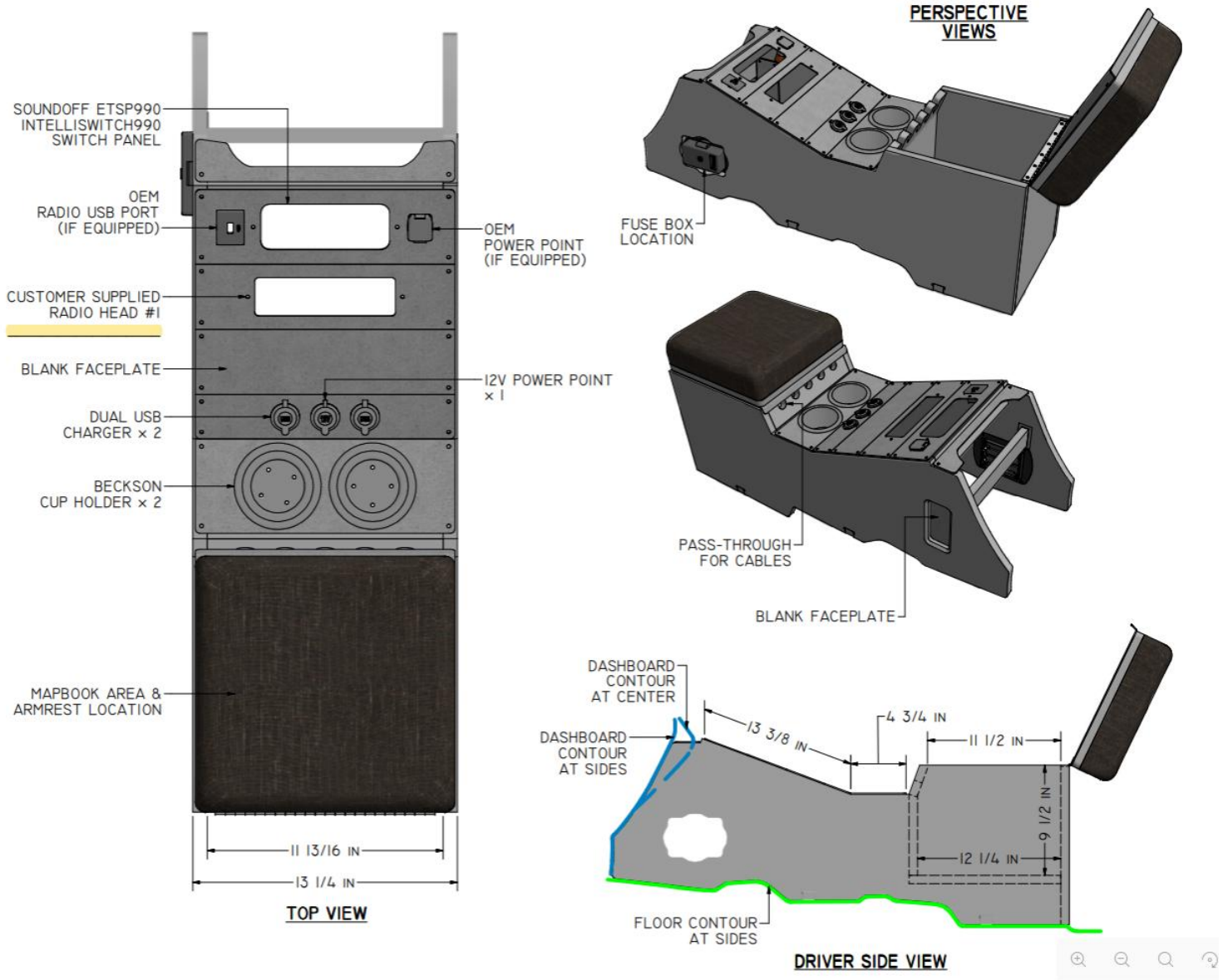
GLOVEBOX MAX. SIZE
9 3/4 IN LONG × 5 1/4 IN WIDE × 2 1/2 IN HIGH

ISOMETRIC VIEW

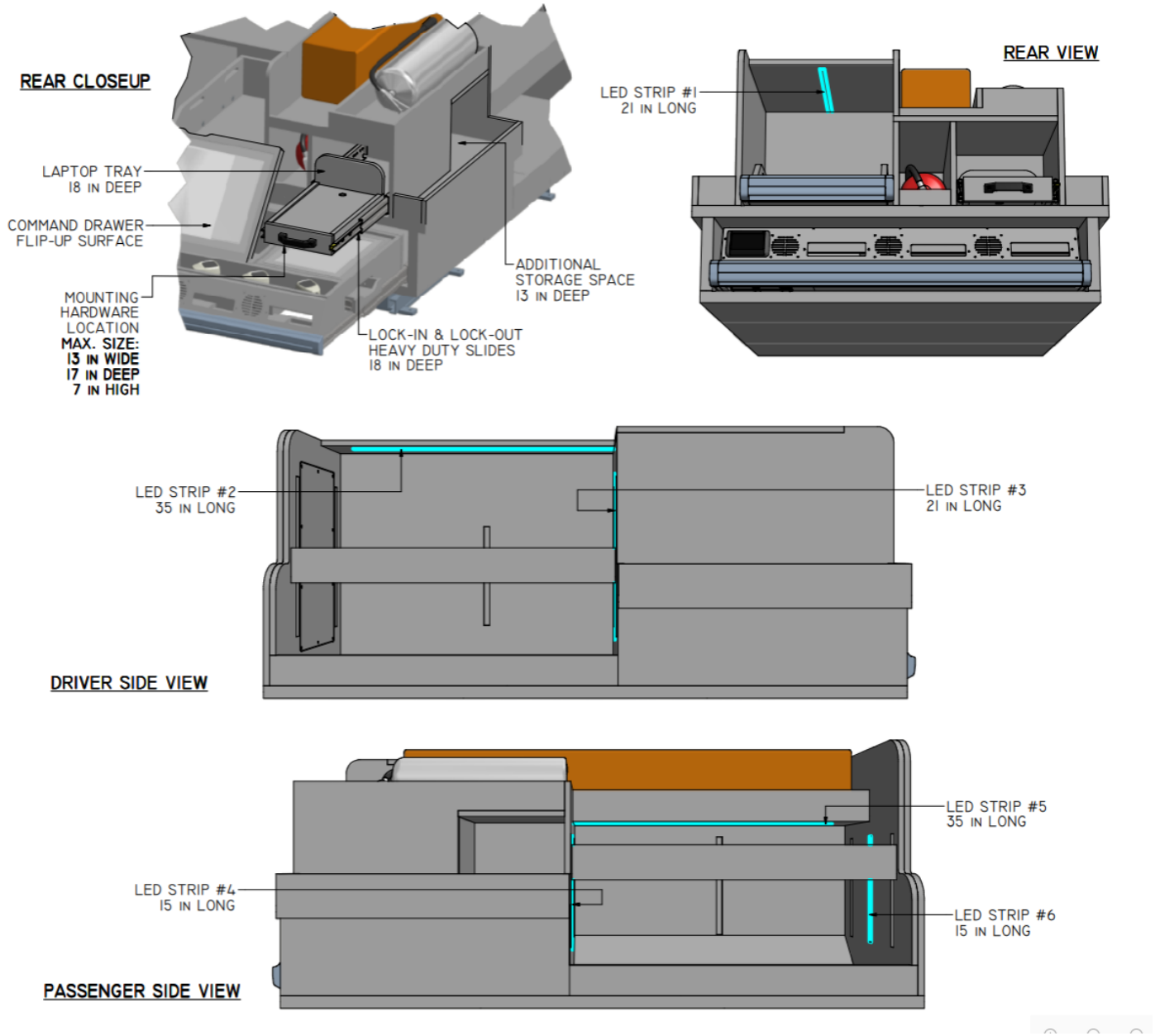
Examples of similar vehicles / equipment



Examples of similar vehicles / equipment



Examples of similar vehicles / equipment



ATTACHMENT:

1. Fastlane Emergency Vehicles Quote
2. Vehicle Build Specification Book

RECOMMENDATION:

Staff are recommending the Public Safety Committee approve the purchase of the Command Vehicle from Fastlane Emergency Vehicles for $141,116.

The purchase of customer supplied equipment is awaiting updated quotes, estimated at $25,000 including 2026 price increases.

ACTION BY Committee:

FastLane Emergency Vehicles | 37241 E Richardson Lane | Purcellville, VA 20132 | (877) 327-8526

Fastlane Emergency Vehicles

Vehicle Build Specification

37241 E Richardson Lane | Purcellville, VA 20132 | (877) 327-8526

Job/Quote ID: **Q00541.1**

Client/Department Name: **Germantown Fire Department**

Rep: **Drew Crisp**

Conversion Up-fit of a(n) Ford F250

FastLane to supply vehicle? **YES**

FastLane Emergency Vehicles | 37241 E Richardson Lane | Purcellville, VA 20132 | (877) 327-8526

Chassis Specifications

If indicated above and vehicle is supplied by FastLane, the following specifications shall be considered "included in contract" Only specifications listed herein shall be considered inclusive. FastLane shall not be responsible for chassis specifications outside this document.

The vehicle, a(n) **Ford F250** shall be supplied by FastLane.

Please see the chassis specification document attached to the quote.

GENERAL BUILD SPECIFICATIONS

This section describes the minimum standards for how your new FastLane vehicle shall be converted/upfitted; specifically for the wiring, connections & terminations, mounting of equipment and power distribution.

WIRING

Wiring to be automotive type meeting or exceeding SAE J1128-GXL rated for minimum of +125 degrees centigrade. All wiring to be stamped with permanent, indelible marking describing both circuit identification and plain word function not less than 6 inches apart for the entire length of the wire. Each run to be rated for 125% the specified ampacity of the connected load. All wires to be run in split corrugated, nylon loom with minimum temperature rating of +115 degrees Centigrade. Loomed harnesses to be wire tied to frame and chassis not greater than 16 inches apart. All communication and data lines to be shielded and in independent harness from all other wires. All pass-through holes cut in body of vehicle where wire harnesses travel to have standard Heyco style bushings to protect from chaffing. All holes that pass to exterior of body to have approved, expanding sealing compound to seal wires from weather.

CONNECTIONS & TERMINATIONS

All connections made within the body, away from possible weather to be standard crimp style terminals with nylon insulation. Terminals must be crimped with approved tool specific to connector being used. All exterior or engine compartment connections (made on outside vehicle cabin) to be either heat shrink crimp style or Deutsch style, sealed connector and must protect against moisture, dirt and dust, minimum rating of -40 to 120 degrees Centigrade. All ground connections made on chassis frame or body on remote appliances to utilize star (toothed) ring terminal and be coated from weather and corrosion with silicon or approved sealant. Interface to OEM wiring shall be done in accordance with body builder and up-fitter specifications. Where possible any connection to OEM wiring shall use a tee style no-cut harness or shall be soldered into place using standard no-clean flux solder. This soldered connection shall then be covered in a dual wall, polyolefin, sealant lined heat-shrink tubing and heated into place with heat gun or portable torch. Under no circumstances shall fuse taps or crimp tee-taps be used to interface with OEM wiring.

MOUNTING OF EQUIPMENT

All FastLane added equipment to be mounted in accordance with manufacturers specifications. All interior cab items to be mounted with airbag safety standards followed. Modifications to the OEM frame assembly or suspension systems are prohibited. Any modification to bumper systems must be done such that not more than 10% of the entire surface area of the bumper assembly is breeched or modified. All cuts made to any chassis or body panel must be sealed with self-galvanizing, anti-rust sealer prior to equipment being mounted. All exterior hardware including screws and fasteners to be minimum of 18-8 stainless steel. All exterior lighting and thru-body equipment shall be fastened to the sheet metal of the vehicle using approved rivet nut fasteners, allowing the use of machine thread screws. The use of sheet metal screws directly into the body skin is prohibited.

POWER DISTRIBUTION (noise free power)

The main FastLane power feed is rated for 200% of total expected ampacity of the carried load. One large gauge cable run from vehicle's battery bank must be circuit protected within a minimum distance of 16 inches from power source (battery) and can be disconnected by user quickly in the event of emergency or maintenance. This protected power feed will power all FastLane added appliances and warning systems. Specified, lug style power studs will be in vehicle console and rear cabinet (if specified)

to provided clean, capable power. Additionally main ground studs shall be placed in the front console and rear cabinet (if specified) for clean, noise free central grounding of all equipment. These ground cables shall be of matching size to main power feed and be bolted to frame rails using stainless steel fasteners and coated with approved sealing compound.

LIGHTBARS

As it is necessary to make an opening in the vehicle roof for lightbar cable(s) to be routed, proper and effective sealing of these hole(s) is of paramount importance. All wire holes through the vehicle roof will be protected with self-sealing, waterproof, hole-grommets when clearance is available (otherwise FastLane shall seal the hole using standard pliable "duct" seal agent).

FASTLANE SHALL SUPPLY/INSTALL THE FOLLOWING ITEMS:

The following lightbar shall be installed on the vehicle:

Manufacturer:
Model: **ENNLB011EE-26H**
Description: **54" nFORCE NXT Lightbar with LED Preemption, R/G/W Corners, R/W Front, Outermost Rear Module R/A**

Special Instructions:

TRAFFIC STICKS

The following rear traffic stick shall be installed on the roof of the vehicle:

Manufacturer:
Model: **EMPTC012H6**
Description: **mPower 8 Module Traffic System Tri-Color RAW**

Special Instructions:

BODY & WARNING LIGHTS

All exterior lighting shall be installed using approved rivnut fasteners and stainless-steel machine screws. Any holes or cuts in the vehicle's body shall be back primed with a self-etching primer to prevent corrosion. All connections between fixtures and cabling will be made with either heat shrink sealed or Delphi Deutsch style weatherproof connectors, wherever the likelihood of extensive exposure to the elements exists.

FASTLANE SHALL SUPPLY/INSTALL THE FOLLOWING ITEMS:

Item	Mounting Location	Quantity	Special Instructions
FPHLFlash: Fastplex Headlight Flashing Option	Headlights (both) - Within	1	Halo flash.
EMPS2001P-4: 4 Inch mpower Fascia with Stud Mount, Black Housing, RED/AMB/GRN (Specify Color and Function)	Liftgate, Rear - Interior Surface	2	
EMPS2STS4D: 4" mPower Stud Mount, Black Housing, RED/WHITE	Grill - Built-In	4	

EMPS2QMS4D: 4" mPower Quick Mount Black Housing, 12 LED, Dual Color Red/White	Fenders (Both) - Front	2	
EMPS2QMS4D: 4" mPower Quick Mount Black Housing, 12 LED, Dual Color Red/White	*SEE NOTES THIS ITEM	4	Sides of Cap
fore and aft of door.			
EMPS2QMS4D: 4" mPower Quick Mount Black Housing, 12 LED, Dual Color Red/White	Body, Rear	2	Cap rear, vertical.
EMPS2QMS4D: 4" mPower Quick Mount Black Housing, 12 LED, Dual Color Red/White	Mirrors Side (Both) - Back	2	
FHLP-TAIL: Flasher, Taillight, Universal	Taillight's (Both) - Rear	1	
ESLRL6115D: SL Running Light, 61" - 5 Module, Dual Color Red/White	Running Boards, Kick Space Area	2	
PSLVBK05: Universal Mounting Kit for SL Running Light includes: Bracket & Hardware Kit	Running Boards, Kick Space Area	2	

SIRENS & AUDIBLE DEVICES

The following represents any audible warning devices being provided and/or installed as part of this upfit/conversion.

FASTLANE SHALL SUPPLY/INSTALL THE FOLLOWING ITEMS:

Primary Siren**: ENGSA5200CSR: bluePRINT® 500 Series Console Control System with Knob Control, 10-16v - 200 watt dual-tone.**

Speaker **(Qty: 2): C3100U, 100W Speaker with Universal Mount Bracket,**

Additional items for this section:

Item	Quantity	Special Instructions
CV2V: Vehicle To Vehicle Module, Includes Internal Antenna	1	
ETSKLF201: SoundOff LF Aftershock Siren System, includes: (2) 100 Watt Speakers, 200 Watt	1	

WORK LIGHTING

FastLane shall supply and/or install the following work lighting in your vehicle:

Install **2** red/white dome lights from **Techniq Lighting**, part **E13-LS0R-1**: **Silho-X 2.75 Round Neutral White/Red LED Map Light** in front headliner (or overhead console if so specified).

Additional items for this section:

Item	Mounting Location	Quantity	Special Instructions
E45-0B03-1: Black Parallel Mount Screw Clip Qty 2	*STD	10	
E45-WBP10-1: 60 LED Premium 47.5" Aluminum Extrusion Lamp White	Liftgate, Rear - Interior Surface	1	
E45-WBP12-1: 72 LED Premium 56.5" Aluminum Extrusion Lamp White	*SEE NOTES THIS ITEM	3	
ARGFMKT: ARGES1 W/ ARGCH1 & ARGFM	Fender Driver's - Center Over Wheel	1	
ARG47DD: Ford F-250/F-350, 2023-2024, Ford F-450/F-550/F600 Super-Duty, 2023-2024, Driver Side Fender Mount		1	

FRONT CONSOLE

FastLane shall provide and install a custom **Full Floor Console** with the following details:

The custom front console to house all necessary switching, signaling and communications controls, as well as cup holders, map books and 12-volt power-points, as specified below. The primary console construction, if fabricated by FastLane (sides, front, rear), shall be of cabinet grade " lumber core or veneer core ply material, covered a durable polyurea coating, black. Where map book or other slots are provided, these spaces shall also feature the same coating. Whenever functions of the OEM installation are interrupted by the console such as rear radio, HVAC controls and ducting, these features shall be reintegrated into the new console (where possible). Installation of console includes mounting of all equipment listed herein for control and use by driver and passenger. FastLane reserves the right for production changes that require adjusting console appliance locations to fit according to size and use. Any mic clips will be shipped loose for installation at time of delivery. Consoles are fastened to vehicle chassis using threaded fasteners to floor. Dashboard support may be added for stability if needed. The face surface (top) of all front consoles shall be constructed of .090 aluminum sheet. These faceplates will be cut to size using CNC machining (not hand cut). All holes necessary in the faceplate (radios, switching, etc.) will be die-cut to a maximum allowable tolerance of +/- 0.05" through the aluminum. Gaps around mounted appliances will not be tolerated and shall be deemed unacceptable. The finished product will feature rounded edges and corners to prevent injury to people or equipment. These faceplates shall be finished with a black polyester powder-coat finish, producing a textured/wrinkle, scratch resistant coating.

Additional Standard Options

Install **1** standard **12V Power Points** in front console (see drawing for exact placement).

Install **2** marine style oversize **cup holders** in front console (see drawing for exact placement).

Install **2** fully height adjustable, padded **arm rests** on front console.

Additional items for this section:

Item	Quantity	Special Instructions
OHCCWGLOVE: Overhead Control Console with Glove Storage Compartments	1	Glove storage + BluePrint controller.
USB/USBC-PP: 12V USB and USB Type C Faceplate Mounted Outlet	2	Switch to dual USB-C.

RADIOS

All listed radio equipment to be tested and operate within manufacturer's specifications prior to delivery of the vehicle described herein. The radios must be noise free (less than 10dB of spurious noise per unit) and be functional upon delivery (please note that it may not be possible to test all aspects of transmission and reception on Client's system. FastLane shall not be responsible for defects or damage to customer supplied radio equipment prior to possession by FastLane. All equipment shall be provided to FastLane, free from defects, programmed and in good working order. FastLane does not have the capability to program all makes and models of radios, therefore it shall not be the responsibility of FastLane to ensure proper function of the radio systems if any radios are supplied in an un-programmed state. Further, some systems require a home signal to function and therefore cannot be 100% tested at the FastLane facility.

Fastlane shall install **2** **customer supplied two-way radio(s)** in the **front console** area (final location to be determined by console design).

Special Instructions, Models or Details:

Note: Customer supplied radios must be provided prior to your scheduled start date. In addition, all radio equipment must be new or in working order when provided to FastLane for installation. FastLane is not responsible for any equipment that is damaged, not working or missing vital accessories to function.

Fastlane shall install **2** **customer supplied two-way radio(s)** in the **rear cabinet RCC area** (final location to be determined by console design).

Special Instructions, Models or Details:

Note: Customer supplied radios must be provided prior to your scheduled start date. In addition, all radio equipment must be new or in working order when provided to FastLane for installation. FastLane is not responsible for any equipment that is damaged, not working or missing vital accessories to function.

FastLane shall provide and install **2, MB8U25 antenna coax run assemblies** that can operate from 0-1000 Mhz. Runs shall terminate to the vehicle roof using the standard Motorola NMO mount and include a rain cap upon delivery (if no antenna is provided by customer for installation).

Special Instructions, Models or Details:

Fastlane shall install **4** **customer supplied portable radio charger(s).** The final location(s) to be determined by console design.

Special Instructions, Models or Details: **2x console, 2x rear.**

Note: Customer supplied radios must be provided prior to your scheduled start date. In addition, all radio equipment must be new or in working order when provided to FastLane for installation. FastLane is not responsible for any equipment that is damaged, not working or missing vital accessories to function.

Additional items for this section:

Item	Mounting Location	Quantity	Special Instructions
OHSPKRLG2: Overhead Speaker in Rear Liftgate (2-5W Speakers)	Cabinet, Rear RCC Area	1	
CSANT: Installation of Customer Supplied Antenna		2	Cradlepoint, WeBoost.
CSKNOX: Install Customer Supplied Knox Box Tied to Radio		1	In half toolbox.

COMPUTERS

FastLane shall incorporate the following mobile computers in the vehicle:

Additional items for this section:

Item	Quantity	Special Instructions
E131375: Elo 1594L 15.6-Inch Wide LCD - LED backlight	1	In command board.
F2RTSEXT-SET: Front to Rear Touchscreen Extension Cable Set (includes HDMI & USB for TS)	1	

REAR CABINET

A **CUSTOM** rear cabinet system, specifically built for the third (3rd) row of a(n) **F250** shall be provided and installed per the following specifications:

Installation of cabinet includes sizing and fitting to vehicle interior. FastLane shall utilize a minimum of four 3/8" diameter grade 5 carriage bolts to fasten the cabinet system to vehicle substructure or frame. Where possible cabinets shall be mounted through structural floor members such as frames or reinforcing plates; however, where mounting to body floor skin only FastLane shall utilize a minimum 4" diameter reinforced 3/16" thick steel plate for connection strength. All hardware utilized shall be

rated at 150% of anticipated use and shall be coated to avoid rust and corrosion. All wood used in construction shall be lumber or veneer core ply. The cabinet shall be constructed using " LC/VC ply and be nailed, glued and screwed together at all fixed joints. All exposed edges shall be covered in a coordinating laminate or rubber edging. FastLane reserves the right for minor (cosmetic) modifications to the cabinet's design during final mounting.
Please refer to any FastLane supplied construction drawings for better illustration. However, the specifications within this document shall always supersede any illustrations, depictions or references made by any drawing, design or sketch. Equipment or installation of equipment not listed herein shall be considered for illustrative purposes only and not part of contract.

The cabinet shall include the following (add-on) options:

Item	Quantity	Special Instructions
SD24: Sundry Drawer, 24" Deep	1	
DEV: Dry Erase Vinyl (Per Square Foot)	10	Printed, to match South Oldham.
RCL: 12V Accessory Plug Adapter Socket	2	1x RCC, 1x midrow
RCCROLLOUT: Command Module Roll-Out to Include Rolling RCC	1	
CBLATSO: Lateral Slide Out Command Board Extensions (each)	2	
SM3-SP-74-41: Standard Slide 1000lbs Capacity, 100% Travel, 3 7/8” High, 74" Long x 41" Wide **painted silver**	1	
IDRS: Integrated Drawer Release System (front bar drawer release)	1	
USB/USBC-PP: 12V USB and USB Type C Faceplate Mounted Outlet	2	1x RCC, 1x midrow. Dual USB-C.
MIDROW60: Midrow Cabinet, Remove 60% Seat	1	Adjustable shelf and mapbook storage between the seats.
CMS: Wire Cable Management System (Cablechain-Igus) for roll out cabinet.	1	
LEDCOMPT-FM: LED Compartment Lighting, Flush Mounted (per compartment)	3	
NOTE: GENERAL NOTE	1	Match 90914 Osage Beach, but with ability to access gear storage from side.
110VGFI: 110V GFI 20A Receptacle	2	1x in cabinet, 1x in midrow.

EXTERIOR ACCESSORIES

All exterior accessories shall be matched to vehicle make and model and installed following manufacturer recommendations and instructions. By no means shall the original vehicle be modified (structurally) to install the equipment listed on this page.

FastLane shall provide/install the following exterior accessories:

Item	Mounting Location	Quantity	Special Instructions
ARE100-HB: Full Rear Hatchback Door for ARE Commercial Cap (in lieu of hatch)		1	
ARE100-P2: Paint Match, P2 Series Color (Must Provide Color Code)		1	
ARE100-RC: Reverse Camera with Truck Harness for ARE DCU Cap		1	
AREDCU: DCU Series Commercial Truck Cap, Standard "Cab Height"		1	
CUSTCAPSHELF: Custom Fabricated Aluminum Shelf Between Bed Rail and Cabinet, entire length (Per Side)		2	

GRAPHICS

FastLane shall utilize only premium cast vinyl with a minimum life rating of 3 years outdoor durability on printed and gradient materials and a minimum of 5-years outdoor durability on all other lettering and striping materials. All efforts shall be made to avoid any bubbles or contaminants in the vinyl field, however small visual imperfections in vinyl are common. While a blemish free application is desired, any blemishes that cannot be seen with the naked eye by a reasonable witness from not less than three (3) feet shall be deemed acceptable and deliverable. To conform stiff materials such as reflective vinyl around complex curves, it may be necessary to perform "slack folds" inside door jambs and behind lighting fixtures, this practice shall be performed as little as possible, however some wrinkling in the vinyl may exist in these areas.

Lettering

FastLane shall produce and install the following lettering and markings on your vehicle:

Lettering	Location	Size [in]	Quantity	Material	Outline / Shadow	Special Instructions
GERMANTOWN FIRE DEPARTMENT	*SEE NOTES THIS ITEM	7	2	Graphics Material, Reflective Vinyl, Custom Printed Color	Printed Outline	Cap side doors.
XXXX	Fenders (Both) - Front	4	2	Graphics Material, Reflective Vinyl, Custom Printed Color	Printed Outline and Shadow	Unit designator, TBD.

Striping

FastLane shall produce and install the following striping and markings on your vehicle:

Size [in]	Material	Add to Rear?	Special Instructions
5	Graphics Material, Reflective Vinyl, Premium	No	5" grey main stripe.
2	Graphics Material, FX Imitation Gold Vinyl	No	Dual 1" goldleaf pins.

Additional Emblems & Decals

FastLane shall produce and/or install the following decals/emblems on your vehicle:

Emblem	Size [in]	Quantity	Special Instructions
Custom Printed Decal/Seal, 8-12" (customer supplies artwork)	12	3	

Chevron

FastLane shall produce and install the following chevron marking on your vehicle:

Chevron Std Red/Lime NFPA, Perimeter Rear Hatch, Truck Cap or Body

ELECTRICAL ANALYSIS & UPGRADES

Analysis

The system has analyzed the added electrical loads based on the specifications herein, below are the results:

Vehicle OEM Alternator	410
Total Amperage Added	165.2
Reserve %	60

*Note: For any reserve percentage **below 25%** FastLane **HIGHLY** recommends to either reduce the overall added loads or upgrade the electrical generating capacity of the vehicle by either adding an alternator upgrade and/or high-idle system.*

Add Shoreline Inlet Power: **091-55-20-120: Super Auto Eject 20-AMP, 120V, Cover Color: Gray**

Add Vehicle Battery Charger: **PD9245C: 45-AMP CHARGER, WITH BUILT-IN CHARGE WIZARD**

Add Inverter for 110V Power: **PD1610: INVERTER 1000 Watt PD1600 SERIES INVERTER**

Additional Electrical Upgrade Items:

Item	Quantity	Special Instructions
FP3860: FastPlex 4.3-Inch, TouchScreen for Multiplex Control System	1	Second BluePrint controller in RCC Area.
FPLX-LVD: Fastplex Low Voltage Disconnect and Fuse Block for Non System Builds	1	

END OF BUILD SPECIFICATIONS

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Rescheduling of April 6th Village Board Meeting to Accommodate April 7th Election Preparations (ACTION)

SUBMITTED BY:

SUMMARY EXPLANATION:

ATTACHMENT:

STAFF RECOMMENDATION:

ACTION BY COMMITTEE:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Jorden Rauch, Daniel Llanas, and Olivia Tatlock, Agents for Hack House Performance, LLC and Techplex, LLC, Property Owner. Conditional Use Permit (CUP) for an approximate 6,000 sqft indoor baseball training and athletic development facility located at N115W19150 Edison Drive in the Germantown Industrial Park. (ACTION)

SUBMITTED BY:

SUMMARY EXPLANATION:

Jorden Rauch, Daniel Llanas, and Olivia Tatlock, Agents for Hack House Performance, LLC and Techplex, LLC, Property Owner. Conditional Use Permit (CUP) for an approximate 6,000 sqft indoor baseball training and athletic development facility located at N115 W19150 Edison Drive in the Germantown Industrial Park.

ATTACHMENT:

1. STAFF REPORT_HACK HOUSE PERFORMANCE, LLC_CUP
2. CUP# XX-2026 ORDINANCE_HACK HOUSE PERFORMANCE_01.19.26
3. APPLICATION
4. STATEMENT OF OPERATIONS
5. PLAT OF SURVEY
6. SITE PLAN
7. FLOOR PLAN
8. PUBLIC HEARING NOTICE

STAFF RECOMMENDATION:

APPROVE a Conditional Use Permit for a 6,000 square foot indoor baseball training and athletic development facility located at N115 W19150 Edison Drive, subject to (7) conditions as listed in the draft CUP ordinance.

ACTION BY COMMITTEE:

Plan Commission recommended to **APPROVE** a Conditional Use Permit for a 6,000 square foot indoor baseball training and athletic development facility located at N115 W19150 Edison Drive, subject to (7) conditions as listed in the draft CUP ordinance.

CONDITIONAL USE PERMIT (CUP)

01/19/26 Village Board Meeting

Hack House Performance, LLC / Techplex, LLC

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

SUMMARY

Jorden Rauch, Daniel Llanas, and Olivia Tatlock, Agents for Hack House Performance, LLC and Techplex, LLC, Property Owner. Conditional Use Permit (CUP) for an approximate 6,000 sqft indoor baseball training and athletic development facility located at N115 W19150 Edison Drive in the Germantown Industrial Park.

Property Location: N115 W19150 Edison Drive

Applicant/
Owner:

Hack House Performance, LLC	Techplex, LLC
N115 W19150 Edison Drive	N115 W19150 Edison Drive
Germantown, WI 53022	Germantown, WI 53022

Zoning: M-1: Limited Industrial District

Adjacent Land Uses		Zoning
North	Industrial	M-1
South	Industrial	M-1
East	Industrial	M-1
West	Industrial	M-1

Background/Proposal

Jorden Rauch, Daniel Llanas, and Olivia Tatlock, Agents for Hack House Performance, LLC and Techplex, LLC, Property Owner. Conditional Use Permit (CUP) for an approximate 6,000 sqft indoor baseball training and athletic development facility located at N115 W19150 Edison Drive in the Germantown Industrial Park.

As shown in the application materials, Hack House Performance will provide indoor baseball training and athletic development including strength and conditioning. The proposed use will occupy approximately 6,000 square feet of an existing warehouse building for the training facility/gym. Note the following list of details associated with the proposal:

- Hours of Operation
  - M-F (9:00am – 9:00pm)
  - Saturday and Sunday (7:00am – 9:00pm)
- Appointment-based and small group lessons, and scheduled team sessions
- Number of Employees
  - 3 owners
- (3) batting cages
- Turf training surface area
- Office space
- Front desk for check-in
- Storage room
- Restrooms

Additionally, the application states no significant exterior site/building alterations will be made. There is no signage proposed outside of a 1 sqft adhesive door sign on the entry door for identification purposes. Existing driveway access to the site will remain as is, with two (2) driveway entrances off Edison Drive. The eastern driveway will mostly serve the training facility, as parking (12-15 spaces) for the use will be provided mainly on the east side of the building by the facility's primary building entrance. Additional parking will be available in front of and on the west side of the building when needed. Please see the attached plat of survey and site plan for reference.

Staff Comments

Community Development: Planning and Zoning

Although an "indoor baseball training and athletic development facility" is not specifically listed as a permitted use in any of the Village zoning districts, the proposed use could be allowed in the property's M-1: Limited Industrial District with a conditional use permit. As set forth in the Zoning Code, the list of CUP uses that may be allowed in the M-1 District includes **"Commercial activities allowed in the B-2 Community Business District when the Plan Commission finds that the activity directly supports the businesses in the Industrial Park and can be integrated into an overall plan…"** [see Code Sec. 17.33(3)(g)]. Based on previous discussion and action by the Village to approve other "unclassified" uses such as martial arts and health training/recreation operations, including a soccer training facility (Elite Soccer) in this same tenant space a few years prior, as well as other dog-related daycare-type establishments, this "unclassified" use is likely suited in this multi-tenant business setting in the Industrial Park. As a matter of procedure, the PC needs to consider and determine if the proposed use is the type of business or activity that

is similar to and compatible with other uses in the Industrial Park. Staff is of the opinion that it is.

Community Development: Building Inspection Services & Fire Department

The Fire Department and Building Inspection Services (SAFEBuilt) will perform a health/safety inspection with the owner/operator prior to granting occupancy for the new use. This has been reflected in the conditions of approval, and if required by the Fire Department or Building Inspection Services, the owner/operator shall install and/or update necessary fire safety measures, emergency management, and/or other improvements to ensure fire and building code compliance for the type of occupancy/use proposed.

VILLAGE STAFF RECOMMENDATION

APPROVE a Conditional Use Permit for a 6,000 square foot indoor baseball training and athletic development facility located at N115 W19150 Edison Drive, subject to the following conditions:

1. The uses and activities allowed on the property shall be limited to those uses and activities specified in the Conditional Use Permit (CUP) application and supporting documents received November 17, 2025. Days and hours of operation shall be limited to those specified in the CUP supporting documents submitted to the Village.
2. The owner/operator is responsible for reporting any significant changes in the type, intensity, amount, or location of the land uses and activities, days and hours of operation, size or location or other operational characteristics of said uses and activities authorized under this CUP to the Village Zoning Administrator.
3. If the use, activities and/or operation subject of this permit falls out of conformity with the conditions herein, or, where there is a change in the nature, character, intensity or extent of the activities or uses which causes problems or harmful effects that were not anticipated at the time of approval of this CUP, the Conditional Use Permit (CUP) may be modified or terminated by the Village Board by the amendment to or addition of conditions after public hearing thereon.
4. Prior to occupancy and commencement of any uses, a health/safety inspection is required and shall be conducted in coordination with Building Inspection Services (SAFEBuilt) and the Fire Department. If required by Building Inspection Services or the Fire Department, the owner/operator shall install and/or update necessary fire safety measures, emergency management, and/or other improvements to ensure fire and building code compliance for the type of occupancy/use proposed.
5. All temporary and permanent exterior signs require a permit and shall comply with all current sign regulations. Off-premises advertising and directional signage is regulated by the Village and requires a permit if/when allowed.
6. All future site improvements, including all building, parking area, landscaping, storm water management facilities, signage, exterior lighting, and any other improvements made to or on the property that are necessary for the land uses and activities authorized under this CUP shall be submitted for review and approval by the Village through the Zoning Permit or Site Plan application process

as determined by the Village Zoning Administrator. If required, Site Plan review and approval will include Plan Commission review and approval.

7. This Conditional Use Permit (CUP) shall be non-transferable. In the event there is a change in the owner/operator of the indoor baseball training and athletic development facility for which this CUP was issued, this CUP shall become null and void. If a new business owner/operator wants to operate a business that provides indoor baseball training and athletic development, a new CUP would have to be obtained pursuant to Sections 17.33 and 17.42 of the Zoning Code in order for the new owner/operator to operate said business from this property.

CUP # __-2026	CONDITIONAL USE PERMIT
Document No.	Document Title

VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN
CONDITIONAL USE ZONING PERMIT

Whereas:
Jorden Rauch, Agent for Hack House Performance, LLC, Applicant and Techplex, LLC, Property Owner

agree to comply with applicable Codes and Ordinances of the Village of Germantown, Wisconsin, and further agrees that all work done pursuant to the permission granted herewith will conform with the applications and drawings filed with and approvals granted by officials of the Village for the purpose of obtaining this permit.

Now, therefore, this permit is issued to allow for the operation of an indoor baseball training and athletic development facility from the property located at N115 W19150 Edison Drive pursuant to Section 17.33(3)(g) and Section 17.29(1)(kk) of the Village Zoning Code.

Name & Return Address:
Village of Germantown
P.O. Box 337
Germantown, WI 53022

Parcel Identification No:
GTNV_204-959

On the following described property located in the Village of Germantown, Washington County, Wisconsin:
LOT 3 OF CERTIFIED SURVEY MAP (CSM) 1825, A 1.579 ACRE PARCEL IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN.

Tax Key No: 204-959
Address: N115 W19150 Edison Drive

Pursuant to the following condition(s):

1. The uses and activities allowed on the property shall be limited to those uses and activities specified in the Conditional Use Permit (CUP) application and supporting documents received November 17, 2025. Days and hours of operation shall be limited to those specified in the CUP supporting documents and in Exhibit A attached.
2. The owner/operator is responsible for reporting any significant changes in the type, intensity, amount, or location of the land uses and activities, days and hours of operation, size or location or other operational characteristics of said uses and activities authorized under this CUP to the Village Zoning Administrator.
3. If the use, activities and/or operation subject of this permit falls out of conformity with the conditions herein, or, where there is a change in the nature, character, intensity or extent of the activities or uses which causes problems or harmful effects that were not anticipated at the time of approval of this CUP, the Conditional Use Permit (CUP) may be modified or terminated by the Village Board by the amendment to or addition of conditions after public hearing thereon.

DRAFT

4. Prior to occupancy and commencement of any uses, a health/safety inspection is required and shall be conducted in coordination with Building Inspection Services (SAFEBuilt) and the Fire Department. If required by Building Inspection Services or the Fire Department, the owner/operator shall install and/or update necessary fire safety measures, emergency management, and/or other improvements to ensure fire and building code compliance for the type of occupancy/use proposed.
5. All temporary and permanent exterior signs require a permit and shall comply with all current sign regulations. Off-premises advertising and directional signage is regulated by the Village and requires a permit if/when allowed.
6. All future site improvements, including all building, parking area, landscaping, storm water management facilities, signage, exterior lighting, and any other improvements made to or on the property that are necessary for the land uses and activities authorized under this CUP shall be submitted for review and approval by the Village through the Zoning Permit or Site Plan application process as determined by the Village Zoning Administrator. If required, Site Plan review and approval will include Plan Commission review and approval.
7. This Conditional Use Permit (CUP) shall be non-transferable. In the event there is a change in the owner/operator of the indoor baseball training and athletic development facility for which this CUP was issued, this CUP shall become null and void. If a new business owner/operator wants to operate a business that provides indoor baseball training and athletic development, a new CUP would have to be obtained pursuant to Sections 17.33 and 17.42 of the Zoning Code in order for the new owner/operator to operate said business from this property.

DRAFT

Granted by the Village Board of the Village of Germantown, Washington County, Wisconsin on the _____ day of _____, 2026.

_____
Robert A. Soderberg, Village President

ATTEST:

_____
Donna Ott, Village Clerk

STATE OF WISCONSIN) SS
WASHINGTON COUNTY)
Personally came before me this _____ day of _____, 2026, the above-named Robert A. Soderberg, Village President, and Donna Ott, Village Clerk, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

_____
{type or print name of Notary on this line}

_____
{signature of Notary on this line}

Notary Public, State of Wisconsin
My Commission Expires: _____

DRAFT

ACCEPTANCE OF TERMS AND CONDITIONS BY APPLICANT

I hereby accept the terms and conditions set forth in this Permit and realize that non-adherence to the terms and conditions as stated hereon may result in the revocation of this Permit by the Village of Germantown.

Dated this ___ day of _____, 2026

_____
Jorden Rauch, Agent for Hack House Performance, LLC, Applicant

STATE OF WISCONSIN) SS
_____ COUNTY)

Personally came before me this _____ day of _____, 2026, being the above named _____, to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____
{type or print name of Notary on this line}

_____
{signature of Notary on this line}

Notary Public, State of Wisconsin
My Commission Expires: _____

DRAFT

ACCEPTANCE OF TERMS AND CONDITIONS BY PROPERTY OWNER

I hereby accept the terms and conditions set forth in this Permit and realize that non-adherence to the terms and conditions as stated hereon may result in the revocation of this Permit by the Village of Germantown.

Dated this ___ day of _____, 2026

_____
Techplex, LLC, Property Owner

STATE OF WISCONSIN) SS
_____ COUNTY)

Personally came before me this _____ day of _____, 2026, being the above named _____, to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____
{type or print name of Notary on this line}

_____
{signature of Notary on this line}

Notary Public, State of Wisconsin
My Commission Expires: _____

This instrument was drafted by:

Jordan Yanke
Associate Planner
Village of Germantown, Wisconsin

DRAFT

EXHIBIT A

Uses/Activities – Conditional Use Permit in M-1: Limited Industrial District

- Indoor baseball training and athletic development facility
- 6,000 sqft facility
- Hours of Operation
  - M-F (9:00am – 9:00pm)
  - Saturday and Sunday (7:00am – 9:00pm)
- Appointment-based and small group lessons, and scheduled team sessions
- Number of Employees
  - 3 owners
- (3) batting cages
- Turf training surface area
- Office space
- Front desk for check-in
- Storage room
- Restrooms

DRAFT

Village of Germantown ...Willkommen

Fee must accompany application

X $1460 Paid QR Date 11/17/25
pd w/CC

CONDITIONAL USE PERMIT APPLICATION

Pursuant to Section 17.42 of the Municipal Code

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

1 APPLICANT OR AGENT

Jorden Rauch
Daniel Llanas
Olivia Tatlock

Phone (414)458-8221
Fax ( )
E-Mail Rauch.Jorden21@gmail.com

PROPERTY OWNER

John, Keefe
Techplex LLC
N115 W19150 Edison Dr.
Germantown, WI, 53022

Phone (262)893-9518
email: KJohn@ethoplex.com

2 TO WHOM SHOULD THE PERMIT BE ISSUED?

Hack House Performance, LLC

3 PROPERTY ADDRESS | **TAX KEY NUMBER**

N115 W19150 Edison Dr. Germantown, WI 53022-

4 DESCRIPTION OF EXISTING OPERATION

Briefly describe the use as it exists today, including use, size, number of employees, hours of operation, etc. If this permit involves new construction, describe the current status of the property, e.g. "vacant." Use additional pages as necessary.

The Building is currently vacant, but was most recently used by The Elite Soccer Academy. (See attached pages.)

5 DESCRIPTION OF PROPOSED OPERATION

Write the name of the proposed conditional use exactly as it appears in the Municipal Code.

Describe the proposed use, including size, number of employees, hours of operation and extent of any new construction/alterations.

Indoor Athletic Performance facility focused on baseball and Strength + Conditioning. (See attached pages.)

RECEIVED
NOV 17 2025
OFFICE OF THE VILLAGE PLANNER
VILLAGE OF GERMANTOWN

6 METES AND BOUNDS LEGAL DESCRIPTION OF PROPERTY – REQUIRED

Attach pages as necessary

↓
attached photos + info pages

7 SUPPORTING DOCUMENTATION:

- ☐ Site Plan and elevations for new construction (can be conceptual)
- ☐ Photos of existing use and/or proposed use operating elsewhere
- ☐ _____
- ☐ _____

8 READ AND INITIAL THE FOLLOWING:

JR I understand that the Village is under no obligation to issue a Conditional Use Permit and will do so only if the applicant successfully demonstrates that the proposed use is harmonious with the neighborhood and the long range goals of the Village.

JR I will notify the Village if <u>any</u> aspects of the conditional use changes. I understand that failure to do so may result in the revocation of the CUP.

JR I understand that a Conditional Use Permit is valid only if the conditions and restrictions of the permit are met. I understand that failure to comply with any aspect of the permit may result in revocation.

JR 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 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.

9 SIGNATURES – ALL APPLICATIONS MUST BE SIGNED BY OWNER!

Applicant 11-17-25 Date

Owner 11-17-25 Date

Hack House Performance LLC – CUP Supporting Document

1. Business Overview

Business Name: Hack House Performance

Business Type: Athletic Training Facility

Business Description:

Hack House Performance is a private baseball and athletic development facility offering high-quality training, instruction, and rentable cage space for athletes of all ages. The facility provides baseball and softball lessons, memberships, cage rentals, classes, day passes, strength training, speed and agility sessions, and team development programs. All training is structured, supervised, and designed to support long-term athletic improvement.

---

2. Operations Plan

Hours of Operation

- Monday–Friday: 9:00 AM – 9:00 PM
- Saturday–Sunday: 7:00 AM – 9:00 PM

Daily Customer Volume

Estimated 15–40 athletes per day, depending on season and scheduled sessions.

- Max Occupancy: 40 people (athletes + parents + staff)

Staffing

The facility is operated by the three owners

Services Offered

- Baseball & softball hitting, pitching, and fielding lessons
- Indoor batting cage rentals
- Strength & conditioning area
- Speed/agility training
- Team rentals & team development
- Memberships, classes, and day-pass training
- Seasonal camps and clinics

---

3. Property Information

Facility Address: N115W19150 EDISON DR

GERMANTOWN, WI 53022 -3026

Square Footage: Approx. 6000sq ft

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4. Site Plan & Interior Layout

The facility includes:

1. 3 batting cages
2. Turf training surface
3. Strength & conditioning area
4. Office/check-in desk

5. 2 Restrooms
6. Storage space
7. Clearly marked emergency exits

Exterior Improvements:

8. No major exterior changes are proposed for the property. The only planned exterior modification is the installation of a 1ft. x 1ft business identification adhesive door sign on the entry door of the facility. The sign will display the Hack House Performance logo and name for visibility and identification purposes.

9. Parking for Hack House Performance will be provided primarily on the east side of the existing industrial building owned by Techplex LLC.

5. Noise, Traffic & Neighborhood Impact

Noise:

All training activities occur indoors. No outdoor training or amplified noise that would affect neighboring properties.

Traffic:

Traffic is minimal and spread throughout the day due to appointment-based lessons, small groups, and scheduled team sessions.

Community Benefit

Hack House Performance provides:

- Safe, structured athletic environment for the community
- Skill development for baseball, softball, and other athletic programs
- Positive local employment opportunities in the future
- Community engagement through classes ,camps/clinics and team programs

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6. Facility & Safety Plans

- Floor Plan: Layout includes batting cages, weight room, office, and lobby.
- Emergency Exits & Fire Safety: All exits clearly marked; fire extinguishers located at key points. Facility meets all fire safety requirements
- Maximum Estimated Occupancy: 40 people at a time.
- Staffing: All athletes supervised during training hours; no unsupervised minors.
- Security: 4 indoor cameras and 1 outdoor camera for safety monitoring.
- Cleaning & Sanitation: Facility cleaned daily; equipment sanitized regularly.
- Noise Control: All training is indoors; doors remain closed during sessions; no exterior speakers.
- Equipment Safety: Only electric-powered equipment used; no gas machinery.
- Waste Management: Only normal commercial trash generated; no hazardous materials.
- ADA Compliance: Facility is accessible and compliant with ADA entry requirements.
- No hazardous materials stored on-site
- Netting, L-screens, padding, and professional equipment used for injury prevention

- First-aid kits on site; staff trained in safety procedures
- Forms , Waivers , Emergency action plan , and Facility rules

---

7. Ownership / Authorization

Jorden Rauch – Co-Owner

- Associate's Degree in Business
- NASM Certified Personal Trainer (CPT)
- 4 years of college baseball playing experience
- 2 years of baseball training experience
- 1 year of personal training experience

Danny – Co-Owner

- Associate's Degree in Business
- 4 years of college baseball playing experience
- Baseball coach at Bryant & Stratton College

Olivia Tatlock – Co-Owner / Director of Operations

- Associate's Degree in Business
- Currently pursuing Bachelor's Degree in Business administration at Arizona State University (Online)
- 2 years of college softball experience
- 2 years softball coaching experience
- 2 years volleyball coaching experience

8. Insurance & Liability

General liability + everything required from lease for insurance coverage will be active prior to opening day. Proof of coverage can be provided upon request.

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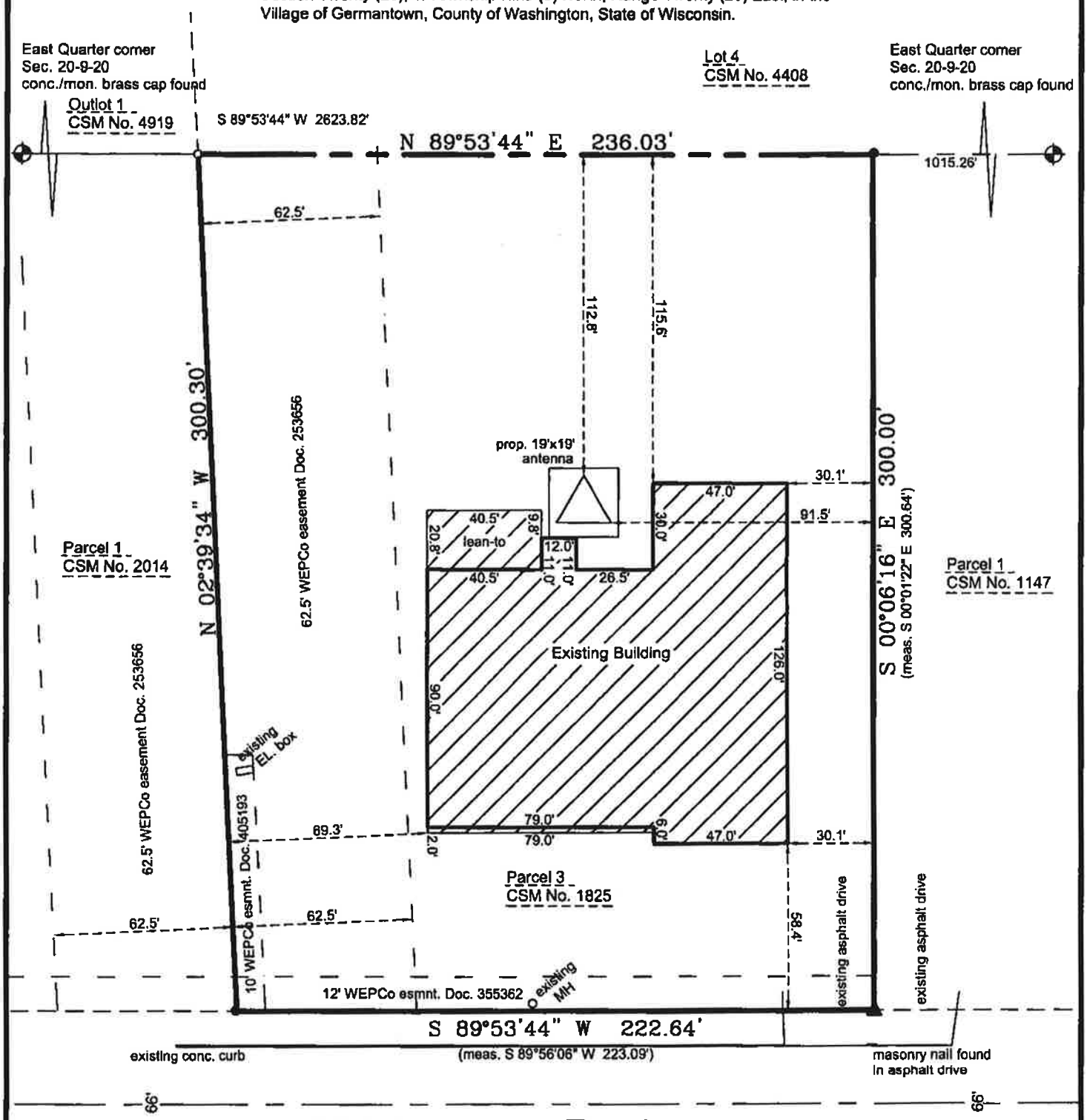
9. Attachments Included

- Floor plan / facility layout
- Exterior site map
- Parking layout

Plat of Survey
for
Techplex, LLC

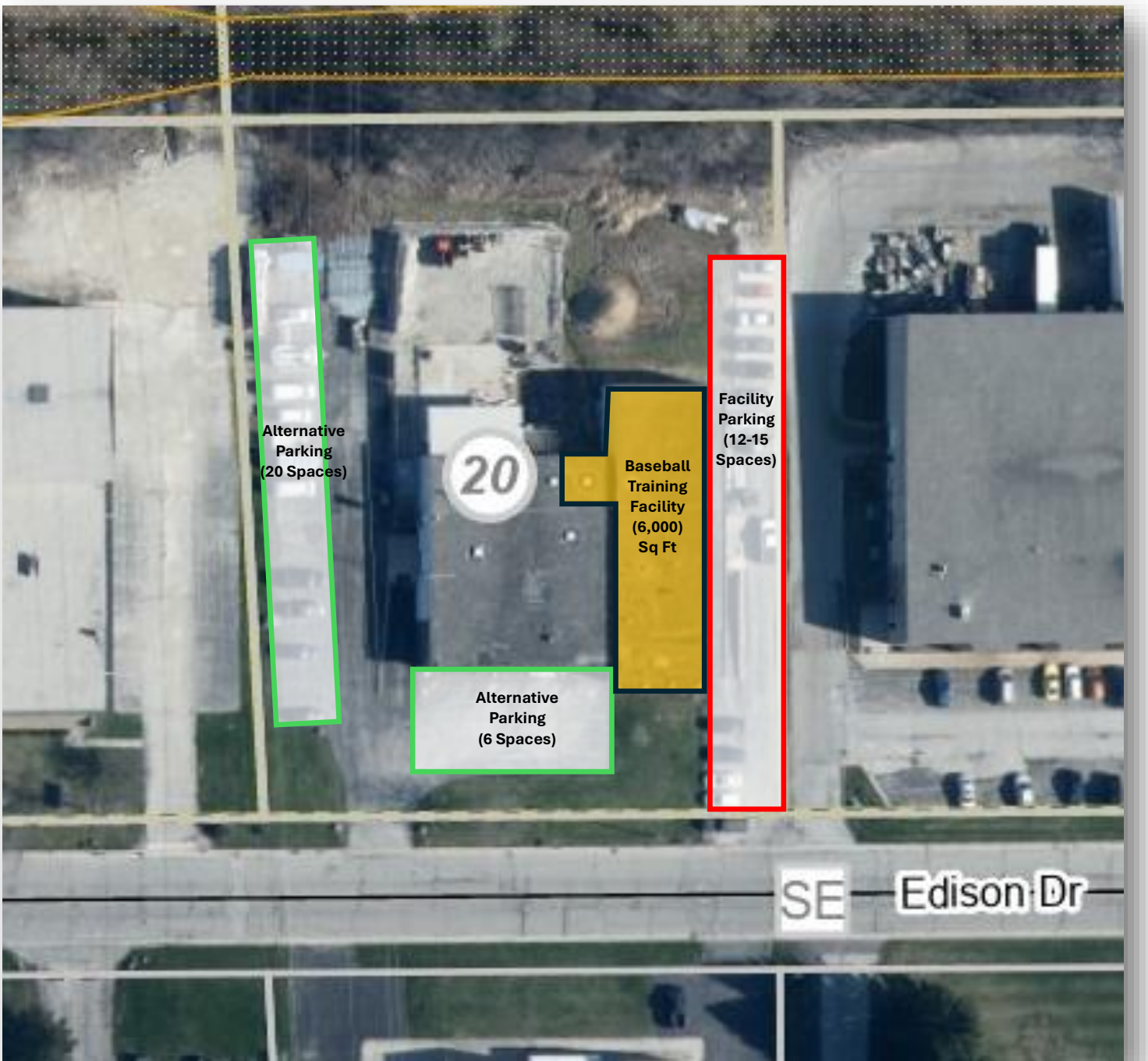
Parcel Three (3) of Certified Survey Map No. 1825, recorded in the office of the Register of Deeds for Washington County on January 17, 1978, in Volume 9 of Certified Survey Maps, on Pages 263 through 266, as Document No. 398687, and being a part of the North One-half (1/2) of the Southeast One-quarter (1/4) of Section Twenty (20), in Township Nine (9) North, Range Twenty (20) East, in the Village of Germantown, County of Washington, State of Wisconsin.



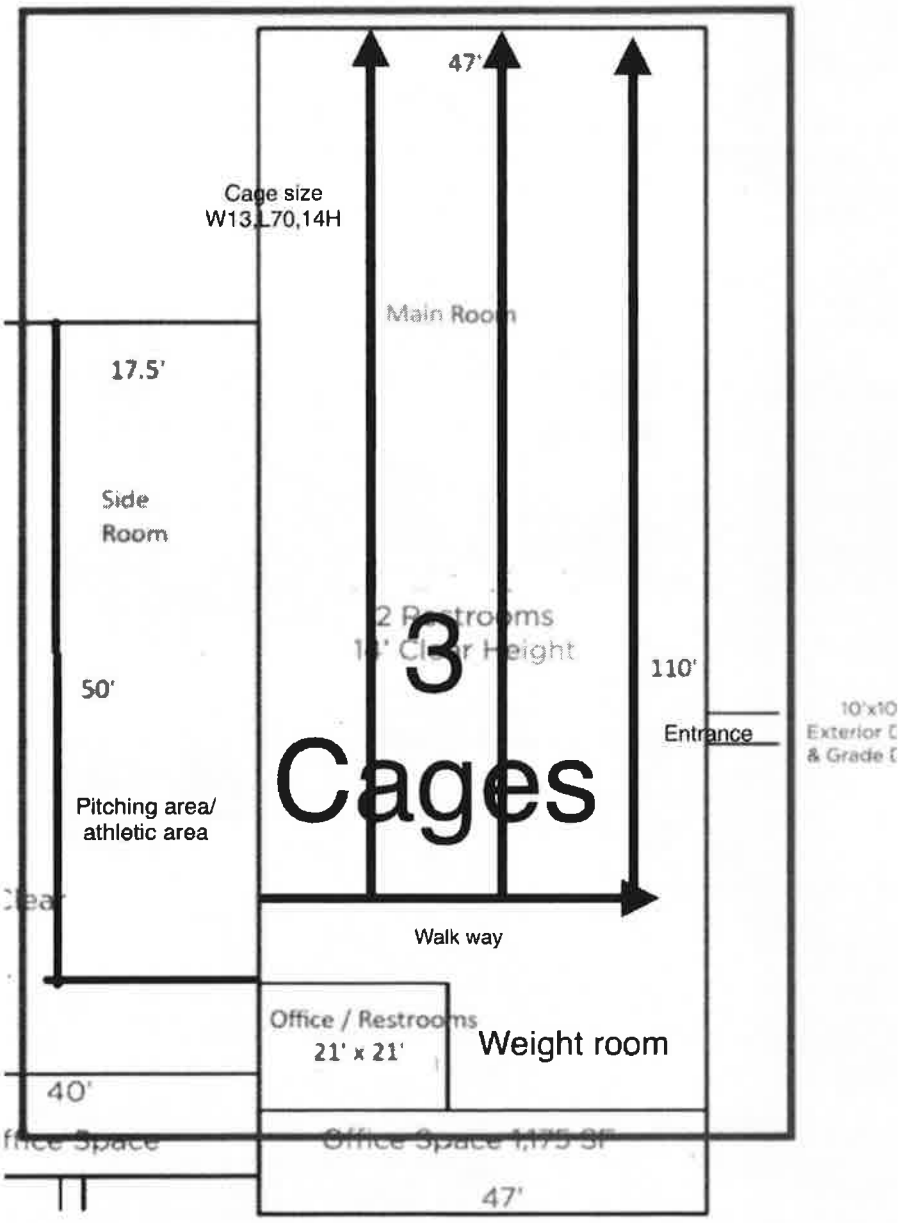
Title Policy or Title Search was provided,

Bearings are referenced to north line of the

HACK HOUSE PERFORMANCE, LLC – SITE PLAN



[redacted]



[redacted]

NOTICE OF PUBLIC HEARING
VILLAGE OF GERMANTOWN

NOTICE is hereby given that a Public Hearing will be held before the Village of Germantown Plan Commission at the Germantown Village Hall located at N112W17001 Mequon Road, Germantown, Wisconsin and virtually through the WebEx platform on the following date and at the time noted below (or soon thereafter):

DATE: Monday, January 12th, 2026
TIME: 6:30 pm or later

The purpose of said hearing will be to hear any and all parties, their attorneys or agents, for or against the following application for a Conditional Use Permit for an "Indoor Health or Recreation Establishment" from the property described below pursuant to Section 17.33(3)(g) and Section 17.29(1)(kk) of the Village Zoning Code.

Applicant: Jorden Rauch, Daniel Llanas, and Olivia Tatlock, Agents for Techplex, LLC, Property Owner
Property Address: N115W19150 Edison Drive (GTNV_204959)

Property Description:
LOT 3 OF CERTIFIED SURVEY MAP (CSM) 1825, A 1.579 ACRE PARCEL IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN.

A copy of the application and a map showing the property described above are on file at the Community Development Department-Planning & Zoning Services office in the Germantown Village Hall and can be viewed on the Village's website by following this link:

Website: https://www.germantownwi.gov/589/Proposed-Development-Projects

Citizens wishing to submit any public comments should do so by sending them by email to: comments@germantownwi.gov no later than 4:00pm on the meeting date listed above.

Donna Ott, Village Clerk
Dated this 3rd day of December 2025

To Be Published On: December 10th and December 17th, 2025

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner. Rezoning application to create the "Carillon at Germantown" Planned Development District (PDD) and Rezone 5.4 acres from the Institutional (I) Zoning District into the Carillon at Germantown PDD; and a Certified Survey Map (CSM) for a 5.4-acre residential development comprised of 36 multi-family dwelling units located at W172N11187 Division Road in the Lannon-Mequon Road Corridor. (ACTION)

SUBMITTED BY: Jordan Yanke, Associate Planner

SUMMARY EXPLANATION:

Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner. Rezoning application to create the "Carillon at Germantown" Planned Development District (PDD) and Rezone 5.4 acres from the Institutional (I) Zoning District into the Carillon at Germantown PDD; and a Certified Survey Map (CSM) for a 5.4-acre residential development comprised of 36 multi-family dwelling units located at W172N11187 Division Road in the Lannon-Mequon Road Corridor.

ATTACHMENT:

1. STAFF REPORT_CIRRUS PROPERTY GROUP (CARILLON)_PDD & CSM
2. RESOLUTION NO. 02-2026_CARILLON AT GERMANTOWN PDD
3. ORDINANCE NO. 03-2026_CARILLON AT GERMANTOWN PDD REZONING
4. APPLICATION
5. PROJECT NARRATIVE
6. GENERAL DEVELOPMENT PLAN (GDP)
7. SITE PLAN
8. GRADING PLAN (PRELIMINARY)
9. FLOOR PLANS & BUILDING ELEVATIONS
10. SIGNAGE & FENCING DETAILS (PRELIMINARY)
11. 3D RENDERINGS
12. CERTIFIED SURVEY MAP (CSM)
13. TRAFFIC IMPACT ANALYSIS (TIA)
14. TRAFFIC IMPACT ANALYSIS (TIA)_SUPPLEMENTAL SITE DISTANCE ANALYSIS
15. MDROFFERS GSD ENROLLMENT PROJECTIONS REPORT
16. LANNON-MEQUON ROAD CORRIDOR_2050 PLAN
17. RESIDENTIAL MARKET ANALYSIS (TRACY CROSS)
18. STAFF REVIEW MEMOS
19. PC MINUTES_12.08.25
20. PUBLIC HEARING NOTICE

STAFF RECOMMENDATION:

APPROVE the proposed 2-lot Certified Survey Map (CSM) for the Faith Lutheran Church property located at W172 N11187 Division Road, subject to (2) conditions.

APPROVE creating a planned Development District (PDD) based on the underlying Rm-2: Multi-Family Zoning District to be known as the “Carillon at Germantown” PDD for the 5.4-acre property and rezoning said 5.4 acres from the I: Institutional District into the “Carillon at Germantown” PDD, subject to (3) conditions.

ACTION BY COMMITTEE:

Plan Commission recommended to **APPROVE** the proposed 2-lot Certified Survey Map (CSM) for the Faith Lutheran Church property located at W172 N11187 Division Road, subject to (2) conditions.

Plan Commission recommended to **APPROVE** creating a planned Development District (PDD) based on the underlying Rm-2: Multi-Family Zoning District to be known as the “Carillon at Germantown” PDD for the 5.4-acre property and rezoning said 5.4 acres from the I: Institutional District into the “Carillon at Germantown” PDD, subject to (3) conditions.

PLANNED DEVELOPMENT DISTRICT (PDD) REZONING & CERTIFIED SURVEY MAP (CSM)

01/19/26 Village Board Meeting

Cirrus Property Group, LLC / Faith Lutheran Church

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

SUMMARY

Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner. Rezoning application to create the "Carillon at Germantown" Planned Development District (PDD) and Rezone 5.4 acres from the Institutional (I) Zoning District into the Carillon at Germantown PDD; and a Certified Survey Map (CSM) for a 5.4-acre residential development comprised of 36 multi-family dwelling units located at W172N11187 Division Road in the *Lannon-Mequon Road Corridor*.

Location: W172N11187 Division Road

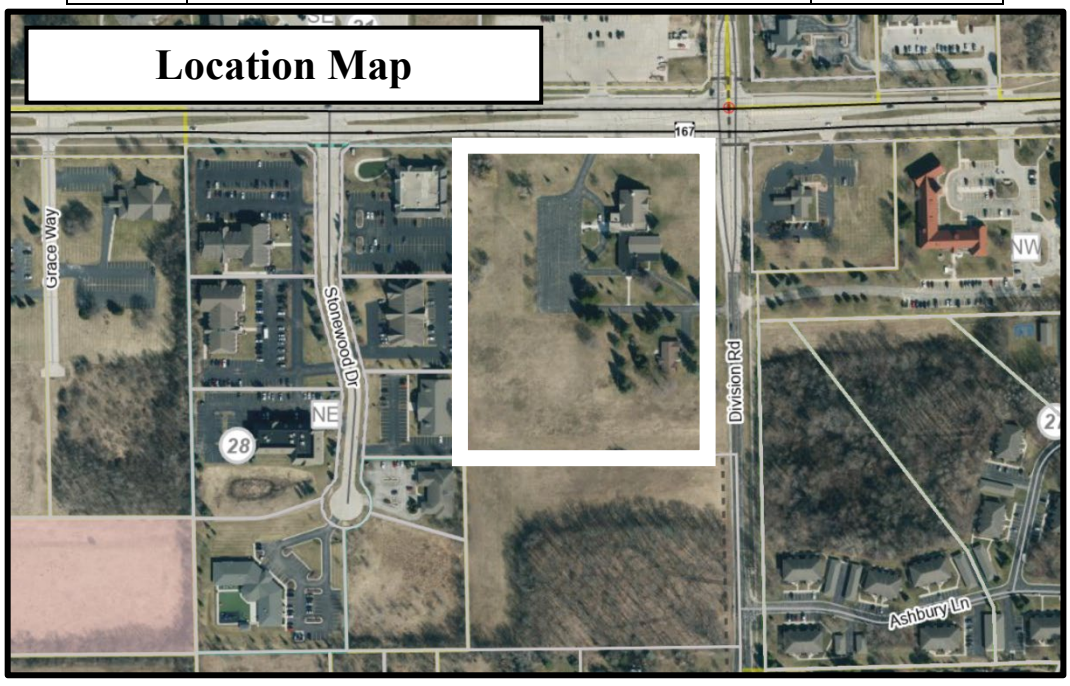
Applicant/ Owner:

Cirrus Property Group, LLC	Faith Lutheran Church
1661 N Water Street, Suite 500	W172N11183 Division Road
Milwaukee, WI 53202	Germantown, WI 53022

Current Zoning: Institutional (I)

Proposed Zoning: Rm-2: Multi-Family Residential District with Planned Development District (PDD) Overlay

Adjacent Land Uses		Zoning
North	Commercial	PDD
South	Residential	Rs-1
East	Commercial/Institutional/Residential	B-1/I/Rm-1
West	Commercial	B-4



Recap/Update* – *12/08/25 Plan Commission Meeting

This case was heard by the Plan Commission at its December 8th meeting. After staff's introduction of the case, the applicant provided a summary presentation on the proposal. During the meeting there was an abundance of discussion/questions from the Plan Commission, mostly pertaining to site landscaping/buffering and pedestrian connectivity (i.e. sidewalk requirement). For a full summary of the discussion, please refer to the meeting minutes from the 12/08 meeting that are attached.

On the topic of site landscaping/buffering, staff recommended a condition of approval that would require the developer to provide additional landscape buffering along the west and north property lines with a minimum 10-foot setback (i.e. width) between the property lines and proposed fencing in the rear yards around buildings in that vicinity (Buildings 3, 4, 6, 7, 9, and 11). The recommended condition also specified that the additional landscaping provide visual screening to a height of 6 feet within 3 years after plant installation. It's important to note that based on conversation between the Plan Commission, staff, and applicant at the meeting, the Plan Commission recommended to modify the condition to allow for a mutually acceptable landscape alternative determined and approved at the Site Plan approval stage. This modification to the condition has been reflected in this report and in the Planned Development District (PDD) resolution to be considered by the Village Board.

Another point of conversation focused on whether the Village should require the developer to install a sidewalk along the west side of Division Road from Mequon Road to the southern end of the subject 5.4-acre development lot during site plan implementation, which staff recommended as a condition of approval. While the Plan Commission's recommendation did not alter the condition written by staff, direction was given to staff to provide a cost estimate associated with the sidewalk so the Village Board can consider if a financial contribution made by the developer to the Village for sidewalk installation at a future time (i.e. during Division Road reconstruction) would be a more appropriate requirement to impose. Given this direction, Community Development staff worked with the Village Engineer to obtain an estimate. Please refer to the attached review memos from the Village Engineer for a breakdown on the sidewalk cost estimate, which is noted at $26,000.

Background/Proposal

Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner. Rezoning application to create the "Carillon at Germantown" Planned Development District (PDD) and Rezone 5.4 acres from the Institutional (I) Zoning District into the Carillon at Germantown PDD; and a Certified Survey Map (CSM) for a 5.4-acre residential development comprised of 36 multi-family dwelling units located at W172N11187 Division Road in the *Lannon-Mequon Road Corridor*.

The project site contains a longstanding religious facility known as Faith Lutheran Church. The property is 10.4 acres in size and includes the existing church, parking lot/driveways, and a parsonage to the south of the church. Most of the southern half of

the existing property is currently undeveloped. The applicant's proposal is to acquire 5.4 acres of the existing property, remove the parsonage, and develop a multi-family residential community with 36 rental units.

Land Use and Development Density

As presented in the Project Narrative and shown on the General Development Plan (GDP), the Carillon at Germantown is a proposed residential development containing 11 buildings with a total of 36 dwelling units that are for-rent. The development is proposed as an individual lot containing the buildings, which will be served by a private U-shaped drive with two (2) access points to Division Road. A total of sixty-five (65) percent of the lot will remain as impervious area. For a more detailed list of project specifications, please refer to the following summary:

- Total number of dwellings (36) on 5.40 acres
- Overall density proposed at 6.7 du/acre
- Housing types:
    - Quadplex – 1-Story (3 Buildings)
    - Triplex 2 Bedroom – 2-Story (5 Buildings)
    - Triplex 3 Bedroom – 2-Story (3 Buildings)
    - Floor plans and building type elevations attached to this report
- Parking counts:
    - 2-bedroom (Type A) units: 1-car attached garage + 1 apron spot
    - 2-bedroom (Type B) and 3-bedroom units: 2-car attached garage + 2 apron spots
- Each unit to have private front entrance and enclosed yard
- Private drive serving development with (1) full access point and one (1) right-turn only point of access for residents/visitors to Division Road
- Two (2) on-site detention areas for stormwater management
- *Note*: The existing parsonage on the property would be demolished as part of the development project

Access and Traffic Circulation

Two (2) access points are proposed to accommodate the new development. As mentioned above, the Carillon at Germantown contains a mix of quadplex and triplex residential buildings with individual driveway access to a U-shaped drive that connects to Division Road at two locations: the "North Site Driveway" connects to Division Road approximately 135 feet south of the Faith Lutheran Church driveway, and the "South Site Driveway" connects to Division Road approximately 200 feet south of the North Site Driveway. Due to driveway spacing, the North Site Driveway is proposed as a restricted right-in/right-out only access point.

A Traffic Impact Analysis (TIA) supplementing the application was submitted and is attached with a supplemental Site Distance Analysis. Note that the TIA includes modifications to address traffic impacts associated with the development and surrounding area. The recommended modifications are listed below:

- Division Road and Mequon Road
    - Restripe the northbound left-turn lane to accommodate Year 2030 Build traffic queues. This modification was recommended in the recent Blackstone Creek TIA to mitigate existing and Year 2030 Build queues,

which extend beyond the available turn lane storage area. The additional northbound left turn traffic from the Carillon at Germantown development is very low (5 AM and 5 PM) and does not significantly contribute to queue increases at the intersection.

- Division Road and Church/Village Driveways
    - No modifications.
- Division Road and North Site Driveway
    - Construct the new intersection as shown on the site plan with single-lane approaches and stop sign control on the eastbound driveway approach. Configure the eastbound approach to allow either full-access movements or with a pork-chop-style median to restrict access to right-in/right-out only movements. The proposed residential development is expected to generate very low trips resulting in very low peak hour volumes, delays, and queues with either alternative.
- Division Road and South Site Driveway
    - Construct the new intersection as shown on the site plan with unrestricted movements, single-lane approaches and stop sign control on the eastbound driveway approach.

Storm Water Management and Utilities

The applicant has proposed two (2) new stormwater ponds to manage storm water runoff on site. Additional details (i.e. Storm Water Management Plan) regarding stormwater discharge, erosion control measures, and overall functionality of the proposed ponds will be required through a full Storm Water Management Plan (SWMP) submittal at the Site Plan review stage, provided the PDD rezoning application is approved. Public sanitary and water utilities are proposed to serve the development.

Landscaping and Buffering

Landscape screening is shown on the General Development Plan (GDP), mostly along the front property/right-of-way line (Division Road) and along the southern boundary of the site. The plantings are shown within a strip of land that is 15 feet wide along each boundary. The landscaping along Division Road incorporates tree and smaller shrub plantings while the plantings along the southern boundary are shown as only trees. A landscape style fence (4 feet) made of vinyl is proposed around each of the dwelling unit's private enclosed yard. A preliminary specification sheet was provided to show fence details.

Signage

While no formal sign review application was submitted, a preliminary specification sheet for a proposed monument sign was included. Prior to installation of any signage, the applicant will be required to submit a formal sign permit application showing complete sign specifications, materials, location, quantities, and required landscaping. The sign permit will be subject to review and approval by the Plan Commission at a later date.

Planned Development District (PDD) Creation & Rezoning

As discussed above, the developer is proposing to create a new Planned Development District (the Carillon at Germantown PDD) and rezone the property into the PDD with appropriate residential zoning district regulations that are consistent with the *Lannon-Mequon Road Corridor*. The applicant is proposing the following zoning district change for the 5.4-acre lot to be created:

- Rezone 5.4 acres of land from the I: Institutional District to the Rm-2: Multi-Family Residential District.
- Create a Planned Development District (PDD) for the new 5.4-acre lot with a General Development Plan (GDP) and set of restrictions that specify a maximum of 36 multi-family residential units not to exceed 6.7 dwelling units/acre.

The proposed densities will be less than the maximum allowed in the underlying Rm-2 District (8.0 DU/acre) and less than the maximum densities prescribed for the *Lannon-Mequon Road Corridor* (up to 10 DU/acre for multi-family).

Further, the PDD District will be created for the applicant to take advantage of the "flexibility" available for the development of the site than is possible under conventional zoning regulations. As indicated in the applicant's Project Narrative, the proposed PDD District is being requested with specific modifications to the underlying Rm-2 District requirements spelled out below:

- Rm-2: Multi-Family Zoning District requirements:
  - Reduce the minimum Front Yard Setback from 35 feet to 15 feet.
  - Reduce the minimum Side Yard Setback from 25 feet to 18 feet.
  - Reduce the minimum Rear Yard Setback from 35 feet to 20 feet.

[NOTE: A separate PDD Conditions & Restrictions resolution containing these development-specific allowances, references to the detailed general development plan, and any other conditions of approval deemed appropriate by the Village, has been prepared by Village staff for consideration by the Village Board].

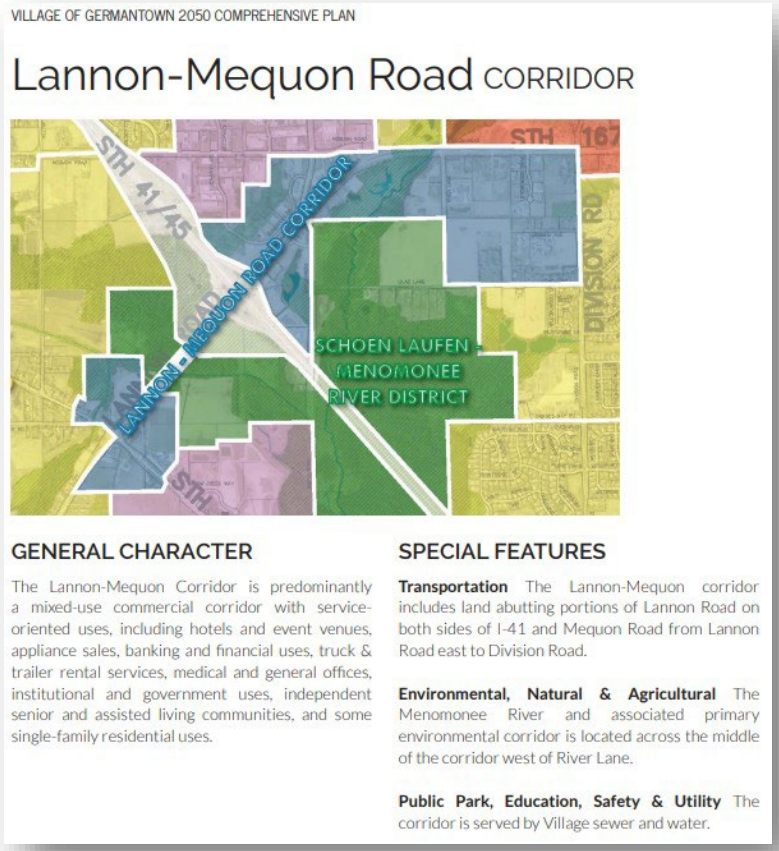
Certified Survey Map (CSM)

In addition to the PDD Rezoning application, the developer has submitted a Certified Survey Map (CSM) to create the 5.4-acre development site. Currently, the development site is part of a larger 10.4-acre property containing Faith Lutheran Church and the existing parsonage. The CSM proposes to divide the site into two (2) lots, one being the 5.4-acre development site and a 5.0-acre lot that will contain the existing church associated parking lot. As part of the development proposal, the existing parsonage will be demolished.

Staff Comments

Community Development: Planning and Zoning

The project site is in the *Lannon-Mequon Road Corridor* under the Village's 2050 Comprehensive Plan and would be zoned Rm-2: Multi-Family Residential District as part of the requested Carillon at Germantown Planned Development District (PDD). The Corridor is predominantly a mixed-use commercial corridor with service-oriented uses, including hotels and event venues, appliance sales, banking and financial uses, truck and trailer rental services, medical and general offices, institutional and government uses, independent senior and assisted living-communities, and some single-family residential uses. The *Lannon-Mequon Road Corridor* is intended to further develop as a mixed-use area with commercial, mixed-use commercial, institutional, and residential development. Residential development is intended to develop in a traditional neighborhood design pattern. Future commercial uses are desirable including retail, office, hospitality and other service-oriented uses. The Rm-2 District is intended to provide for multiple-family residential development at densities not exceeding 8.0 dwelling units per net acre and served by municipal sewer and water facilities.



The proposed Carillon at Germantown development meets the intent of the *Lannon-Mequon Road Corridor*. The Corridor specifies that multi-family residential uses are "allowable" in the district and that elements of Traditional Neighborhood site design is "desirable" over suburban or conservation style design. While the development in and of itself does not rise to the level of what is generally considered a "neighborhood", it does incorporate patterns/principles of Traditional Neighborhood Design (TND) as part of the preferred site design within the larger *Lannon-Mequon Road Corridor*. Namely, the development proposes a more compact type of land use and should generally be considered infill development. As the Corridor builds out over time with a mixture of other land uses, the subject development will be well-situated in terms of proximity to other new developments, whether they are residential, commercial, civic, or mixed-use.

Additionally, the proposed development meets many of the objectives contained within the Housing element under the Implementation section of the Village's 2050 Comprehensive Plan. The 2050 Plan maintains the following "*Developing a diversity of housing choices is also an important part of community resiliency, allowing residents of all ages to grow up and stay in the community through all life's stages and encouraging inter-generational interaction and support. Diverse housing choices are also important for Germantown's economic development, allowing the workers that earn their livelihood in Germantown the opportunity to live in the Village as well. Finally, a diverse housing stock can help ensure that living in Germantown is accessible to residents of various income levels and family sizes.*" The development not only meets this goal/objective laid out in the 2050 Plan, but it also provides for a needed housing product in the Village as specified in the Residential Market Analysis prepared by Tracy Cross & Associates, Inc., dated February 9, 2024 (attached).

While staff is in support of the proposal for reasons stated above, there are issues to be addressed. In regard to the development layout and design, there are concerns with the limited space around the perimeter to landscape/buffer the development from the public right-of-way and the adjoining properties including the office uses to the west and church/driveway to the north. While the enclosed/private yards may be a benefit to the residents, additional information to ensure the fencing around each yard and the buildings will not impede drainage is warranted. The proposed landscape screening shown on the General Development Plan (GDP) should be discussed as to whether the narrow strips of land where the screening is proposed is adequate to buffer the development, or if more landscape buffering should be provided, particularly along the west and north property lines where landscaping is not proposed currently. Another point of consideration should focus on the fence detail and whether an open style "picket" or "garden" fence would offer better aesthetics around the property/buildings and avoid complications with drainage patterns in the future. This style of fence is clearly not as private as the proposed concept, but it's arguable whether a 4-foot fence of any style provides real privacy.

Pedestrian connectivity is also a topic to be discussed. Staff questions future pedestrian connectivity to/from the site and through the corridor itself, whether that be along Division Road or in the spirit of connections to businesses along Mequon Road. Staff recommends that the connectivity be addressed at this stage through a requirement by the Village to incorporate sidewalk along Division Road connecting the site and remaining church property to Mequon Road or through other means deemed acceptable.

The proposal does provide for the required amount of off-street parking. The applicant did add visitor parking spaces per prior consultation discussion and direction from the Plan Commission. Staff has added a condition to relocate the visitor parking currently shown along the southern boundary to be next to the other visitor parking spaces further west. This will allow for consistent setback to the drive from the southern property line and consistent landscape screening.

Single-Family vs. Multi-Family Housing Ratio

In order to track the Village's single-family vs. multi-family housing ratio, inserted below is a table showing the existing ratio of each housing unit type within the Village and a table showing the proposed ratio if this development were to be approved and implemented.

	Total Units	Single-Family Units	Multi-Family Units	Single-Family to Multi-Family Ratio	
Housing Units (Existing 2023)	8,619	6,464	2,155	% SF Units	% MF Units
				75.0 %	**25.0 %**

	Total Units	Single-Family Units	Multi-Family Units	Single-Family to Multi-Family Ratio	
Housing Units (Proposed)	8,655	6,464	2,191	% SF Units	% MF Units
				74.7 %	**25.3 %**

Impact on School District Capacities

The proposed development is in Neighborhood 47 of the Germantown School District's (GSD) attendance areas, which is a County Line Elementary School attendance area. With a student generation ratio of 0.11 students/new multi-family unit, the development would generate close to four (4) school-aged children (4K-12 students).

According to the previously published *MDRoffers Community Growth & Projections Report* (dated June 2, 2025), 126 new dwelling units are anticipated within Neighborhood 47 of the GSD by 2040, with the report accounting for 26 new units within the subject development proposal. While the development proposal includes 36 total units, there have been no new units proposed or constructed within Neighborhood 47 since the report was published earlier this year. Thus, the 36 units proposed for this development are not expected to significantly impact the overall housing units/student enrollment projections noted in the *MDRoffers* report, or impact school capacity to a different degree than summarized in the report findings.

Property Tax Revenue

Shown below is a breakdown that illustrates estimated property tax revenue for the Village if the development were to be constructed. The estimated number presented here is based on current tax info.

Est Assessed Value	$	9,757,294		
Taxing Jurisdiction	**Mill Rate**		**Est Tax Collection**	
Village Of Germantown	$	4.54	$	44,335.94

Impact Fee Revenue

As the applicant/developer points out in the attached Project Narrative, the proposed development is expected to contribute approximately $300,000 in one-time impact fee revenue for the Village of Germantown. The following table includes a summary of the expected impact fee revenue.

Impact Fee	Units	Fee (2025)	Total
Water Connection	36	$1,003	$36,108
Fire Protection	36	$171	$6,156
Police Protection	36	$148	$5,328
Parks & Rec.	36	$1,311	$47,196
Library	36	$711	$25,596
Sewer Connection	36	$5,079	$182,844
Total			**$303,228**

Village Engineer/Public Works

The developer has submitted a preliminary grading plan, Traffic Impact Analysis (TIA), and a Certified Survey Map (CSM) indicating the development is feasible. In review memo dated November 13, 2025, the Village Engineer identifies a series of issues, corrections, and/or questions pertaining to the submittals that need to be addressed and/or corrected in a revised submittal prior to granting formal approval. The applicant has since submitted revised documents and responded to the comments.

Village Surveyor

In a review memo dated November 16, 2025 (copy attached), the Village Surveyor identifies an issue that needs to be addressed and/or corrected in a revised Certified Survey Map (CSM). The applicant has since submitted a revised CSM addressing the comment.

Fire and Police Departments

No comments/concerns at this time. The Fire Department and Police Department will be able to provide detailed comments at the final design and site planning stages of the project.

Village Forester

Final landscape design details and specifications will be required at the site plan review stage. Approval of a final landscape plan for the subject development will be subject to review/acceptance by the Village Forester.

VILLAGE STAFF RECOMMENDATIONS

APPROVE the proposed 2-lot Certified Survey Map (CSM) for the Faith Lutheran Church property located at W172 N11187 Division Road, subject to the following conditions:

1. All technical issues and corrections identified by the Village Surveyor (see November 16, 2025, memo from Bob Beilfuss, PLC) shall be addressed and reflected in a revised CSM reviewed and approved by Village staff prior to recording.
2. Approval of the CSM is subject to approval being granted by the Village for the "Carillon at Germantown" Planned Development District (PDD).

APPROVE creating a planned Development District (PDD) based on the underlying Rm-2: Multi-Family Zoning District to be known as the "Carillon at Germantown" PDD for the 5.4-acre property and rezoning said 5.4 acres from the I: Institutional District into the "Carillon at Germantown" PDD, subject to the following requirements and conditions:

1. The Rm-2: Multi-Family Zoning District regulations shall constitute the underlying conditions and restrictions for the PDD subject to the Developer proposed modifications and Village staff provisions summarized herein. A complete "conditions & restrictions" resolution establishing all use and development allowances, requirements, and restrictions has been drafted for review and approval by the Village Board concurrent with review and approval of an ordinance creating the Carillon at Germantown Planned Development District (PDD).
2. The Site Illustrative Plan revised dated November 24, 2025, and any subsequent revisions necessary as a result of satisfying Village approval shall constitute the General Development Plan (GDP) required under Section 17.27 of the Zoning Code.
3. The General Development Plan (GDP) and PDD conditions and restrictions shall include the following:
    a. All items, issues, and technical requirements identified in the November 13, 2025, memo from the Village Engineer and Public Works Department shall be addressed and reflected in additional information and/or revised plans submitted to Village staff for further review prior to final approval of construction plans for all public and private improvements.
    b. The visitor parking currently shown along the southern boundary shall be relocated to be positioned next to the visitor parking spaces shown along the drive on the western portion of the site.
    c. The 4-foot fence to enclose each yard behind the residential units shall be modified to an open-style "picket" or "garden" fence for aesthetic purposes and to allow better drainage flow through the site.
    d. The pre-existing driveway to/from Division Road serving the church (Lot 1 of CSM) shall be modified during site plan implementation of the residential development site (Lot 2 of CSM) to ensure it complies with the required 5-foot setback from the southern property line per Zoning Code. (N/A – APPLICANT REVISED CSM/PROPERTY LINE SINCE PLAN COMMISSION MEETING, RESULTING IN COMPLIANCE WITH

SETBACK)

e. The developer shall be required to install sidewalk along the west side of Division Road from Mequon Road to the southern end of the subject 5.4-acre parcel. Size of sidewalk and construction method to be in compliance with the Village of Germantown Development Handbook design standards.

f. The developer shall provide additional landscape buffering along the west and north property lines in the vicinity of Buildings 3, 4, 6, 7, 9, and 11. Said buffer shall include a minimum 10-foot setback (i.e. width) between the property line and proposed fencing with plantings sufficient in type, size, and quantity to provide visual screening to a height of 6 feet within 3 years after plant installation, or a mutually acceptable alternative determined and approved at the site plan approval stage. (MODIFIED BY PLAN COMMISSION)

STATE OF WISCONSIN VILLAGE OF GERMANTOWN WASHINGTON COUNTY

RESOLUTION NO. 02-2026

A RESOLUTION ADOPTING CONDITIONS AND RESTRICTIONS
FOR THE CARILLON AT GERMANTOWN PLANNED DEVELOPMENT DISTRICT
("CARILLON AT GERMANTOWN PDD")

WHEREAS, Cirrus Property Group, LLC, agent (hereinafter the "Developer") for Faith Lutheran Church, property owner has applied for an Rm-2: Multi-Family Residential Planned Development District (Rm-2/PDD) to be applied to the property located in the Village of Germantown as described in Exhibit A attached hereto; and

WHEREAS, Section 17.27(4) of the Village of Germantown Municipal Code allows for the adoption of conditions and restrictions for Planned Development Districts (PDD) that modify the basic allowances, limitations, and bulk regulations of the underlying zoning districts, as well as allow for the establishment of specific uses, bulk regulations, density standards, yard setbacks, etc. to ensure proper development, operation, and maintenance of the proposed development in the General Development Plan; and

WHEREAS, the Village of Germantown Plan Commission at its public hearing/meeting on December 8, 2025, reviewed the Rm-2/PDD rezoning application and forwarded a positive recommendation regarding both the rezoning and General Development Plan to the Village Board.

NOW THEREFORE, BE IT RESOLVED by the Village Board of the Village of Germantown hereby adopts the following specific conditions and restrictions that shall apply to all development on and the use of property within the PDD:

1. **GENERAL DEVELOPMENT PLAN (GDP)**. The General Development Plan (Exhibit B dated November 24, 2025) establishes the basic parameters for development within the Carillon at Germantown PDD including the approximate size and orientation of the lot, density of development, setbacks, location of internal roadways and intersections to the adjacent road system, and the general location and extent of landscaping, buffering, and walking path(s). The General Development Plan (GDP) shall be updated/revised where needed to illustrate compliance with all following sections contained within this resolution, including but not limited to Sections 9, 10, 11, and 14). While all development within the Carillon at Germantown PDD shall be generally consistent with the GDP, the GDP does not grant specific site development or building approval. Subsequent Village approvals shall be required as a prerequisite for development, including but not limited to site plan approval.

2. **PERMITTED LAND USES**. Permitted uses allowed within the Carillon at Germantown PDD shall be limited to only multi-family residential dwellings as proposed and shall be as set forth in the Rm-2: Multi-Family Residential (Section

17.23) Zoning District of the Zoning Code and in accordance with the Carillon at Germantown General Development Plan (GDP).

3. **ACCESS**. Public road/driveway access to the Carillon at Germantown PDD shall be limited only to the proposed private road to/from Division Road as shown on the GDP.

4. **RESIDENTIAL DENSITY, UNIT SIZE, AND TYPE**. The project shall include a maximum of thirty-six (36) multi-family dwelling units within eleven (11) buildings including 3-unit (triplex) and 4-unit (quadplex) building types on a 5.4-acre lot. Buildings include units that range from 2-bedroom to 3-bedroom and 1-story to 2-story in height. Development of the multi-family residential units shall be approved consistent with and pursuant to the Village's Site Plan review and approval procedure under Section 17.43 of the Zoning Code.

5. **SITE PLAN APPROVAL REQUIRED**. Development of the multi-family residential units shall be consistent with and pursuant to the Village's Site Plan review and approval procedure under Section 17.43 of the Zoning Code.

6. **ARCHITECTURAL DESIGN AND BUILDIGN MATERIALS**. Final architecture design and exterior materials of all residential structures shall be consistent with the conceptual elevation drawings and building type products included with the Developer's General Development Plan submittal package, and attached hereto as Exhibit C.

7. **PUBLIC UTILITIES**. Sanitary sewer, water, and storm sewer (if applicable) shall be installed to Village standards. The precise location of sanitary sewer and water service shall be coordinated with the Public Works Director, Village Engineer, Water and Wastewater Utility Superintendents, and be approved by the Public Works Committee. The Developer shall obtain all necessary permits and provide all necessary easements and dedications where required.

8. **STORM WATER MANAGEMENT**. A Storm Water Management Plan (SWMP) must be submitted to and approved by the Village Engineer and submitted to the Plan Commission prior to granting Site Plan approval. The plan shall conform to current Village of Germantown engineering standards.

9. **PEDESTRIAN CIRCULATION**. The Developer shall be required to install sidewalk along the west side of Division Road from Mequon Road to the southern end of the subject 5.4-acre development parcel. Size of sidewalk and construction method shall be in compliance with the Village of Germantown Development Handbook design standards and constructed as set forth in the Development Agreement.

10. **SPECIFIC LIGHTING AND LANDSCAPING PLANS**. The Developer shall submit detailed lighting and landscaping plans to the Plan Commission and Village Forester for review and approval prior to final Site Plan approval. Lighting and landscaping shall comply with Village guidelines. The Developer shall provide

additional landscape buffering along the west and north property lines in the vicinity of Buildings 3, 4, 6, 7, 9, and 11. Said buffer shall include a minimum 10-foot setback (i.e. width) between the property line and proposed fencing with plantings sufficient in type, size, and quantity to provide visual screening to a height of 6 feet within 3 years after plant installation, or a mutually acceptable alternative determined and approved at the Site Plan approval stage. Additionally, the 4-foot fence to enclose each yard behind the residential units shall be modified to an open-style "picket" or "garden" fence for aesthetic purposes and to allow better drainage flow through the site.

11. **SITE DEVELOPMENT AND BUILDING REQUIREMENTS**. Unless otherwise modified as set forth below, all development and buildings shall be in accordance with the lot, building, and other applicable bulk requirements set forth in the applicable underlying Rm-2: Multi-Family Residential Zoning Districts and other applicable Zoning Code regulations:

    Modifications to the Rm-2: Multi-Family Residential District:
    a. Reduce the minimum Front Yard Setback from 35 feet to 15 feet.
    b. Reduce the minimum Side Yard Setback from 25 feet to 18 feet.
    c. Reduce the minimum Rear Yard Setback from 35 feet to 20 feet.

12. **DEVELOPMENT AGREEMENT REQUIRED**. The Development Agreement shall be reviewed by the Public Works and Highways Committee and approved by the Village Board. The Development Agreement shall include a requirement that private covenants and restrictions, if any, be submitted to the Village prior to final Site Plan review and approval. Maintenance guarantees pertaining to storm water management facilities and walking path(s) shall be included in the Development Agreement.

13. **GARBAGE AND RECYCLING COLLECTION**. Unless mutually agreed to between the Developer and the Village as set forth in the Development Agreement, the provisions of Village Code Section 11.08 pertaining to garbage and recycling collection for a property containing five (5) or more residential units ("multiple-family dwellings") shall apply.

14. **PARKING**. Residential units shall include a range of parking, but at a minimum have a 1-car attached garage and 1 apron spot (Type A units), with certain units having a 2-car attached garage and 2 apron spots (Type B units). The visitor parking currently shown along the southern boundary shall be relocated to be positioned next to the visitor parking spaces shown along the drive on the western portion of the site.

15. **SIGNAGE**. No signage is approved as part of this resolution approving the Planned Development District (PDD). Specific design and location of any proposed signage must comply with the Village's Sign Code regulations and be submitted and approved by the Plan Commission, prior to installation.

16. **CERTIFIED SURVEY MAP (CSM) REQUIRED**. A Certified Survey Map (CSM) shall be completed, approved, and recorded to create the subject development site. The

CSM shall include the adjacent parcel to the north of the development site, which includes the existing church.

17. **EXPIRATION**. The Developer shall obtain all necessary approvals and permits from the Village and other agencies in a timely manner consistent with the Development Agreement. If construction of the improvements have not commenced within two (2) years after the date of PDD approval and continued toward completion, the Village may determine that the approvals and provisions granted under this PDD resolution and General Development Plan have expired and are null and void, unless an extension of said approvals and provisions is granted by the Village pursuant to the procedures under Section 17.43(11) and (11a) of the Zoning Code. If this requirement is not satisfied, the Carillon at Germantown PDD and General Development Plan (GDP) shall become null and void, and the property shall revert back to the previous I: Institutional Zoning District.

18. **APPLICABILITY OF MUNICIPAL CODE**. Unless otherwise set forth herein, all other applicable zoning and development regulations contained in the Germantown Municipal Code (e.g. Shoreland-Wetland Zoning, Floodplain Zoning, Subdivision) shall apply to development and land use within the Carillon at Germantown PDD. In the event a requirement, restriction, or limitation set forth herein conflicts with a similar requirement, restriction, or limitation found in another section of the Municipal Code, the most stringent requirement, restriction, or limitation shall apply.

Adopted: January 19, 2026

_____
Robert A. Soderberg, Village President

ATTEST:

_____
Donna Ott, Village Clerk

EXHIBIT A

Carillon at Germantown Planned Development District (PDD)
Metes and Bounds Legal Description

ALL OF LOT 2, AS SHOWN ON THAT CERTAIN CERTIFIED SURVEY MAP NO. 5387 BEING IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, STATE OF WISCONSIN, AND FURTHER DESCRIBED BELOW:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST ¼ SECTION; THENCE SOUTH 01°12’49” EAST ALONG THE EAST LINE OF SAID SECTION 841.33 FEET; THENCE SOUTH 89°22’06” WEST 60 FEET TO A POINT ON THE SOUTH LINE OF SAID CSM NO. 5387 AND THE POINT OF BEGINNING OF THE LANDS DESCRIBED HEREINAFTER; THENCE CONTINUING SOUTH 89°22’06” WEST ALONG SAID SOUTH LINE 600.04 FEET TO A POINT ON THE WEST LINE OF SAID CSM; THENCE NORTH 01°12’49” WEST ALONG SAID WEST LINE 518.56 FEET TO A POINT ON THE WEST LINE OF SAID CSM; THENCE NORTH 89°55’07” EAST JOG 167.00 FEET TO A POINT ON THE LOT 2 LINE; THENCE SOUTH 01°12’49” EAST JOG 172.00 FEET TO A POINT ON THE LOT 2 LINE; THENCE NORTH 89°20’41” EAST JOG 124.72 FEET TO A POINT ON THE LOT 2 LINE; THENCE NORTH 89°39’04” EAST JOG 308.50 FEET TO A POINT ALONG THE EAST LINE OF SAID CSM; THENCE SOUTH 01°12’49” EAST ALONG SAID EAST LINE 336.84 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

Tax Key No: GTNV_281-967

EXHIBIT B

Carillon at Germantown Planned Development District (PDD)
General Development Plan
(See Attached General Development Plan Dated November 24, 2025)

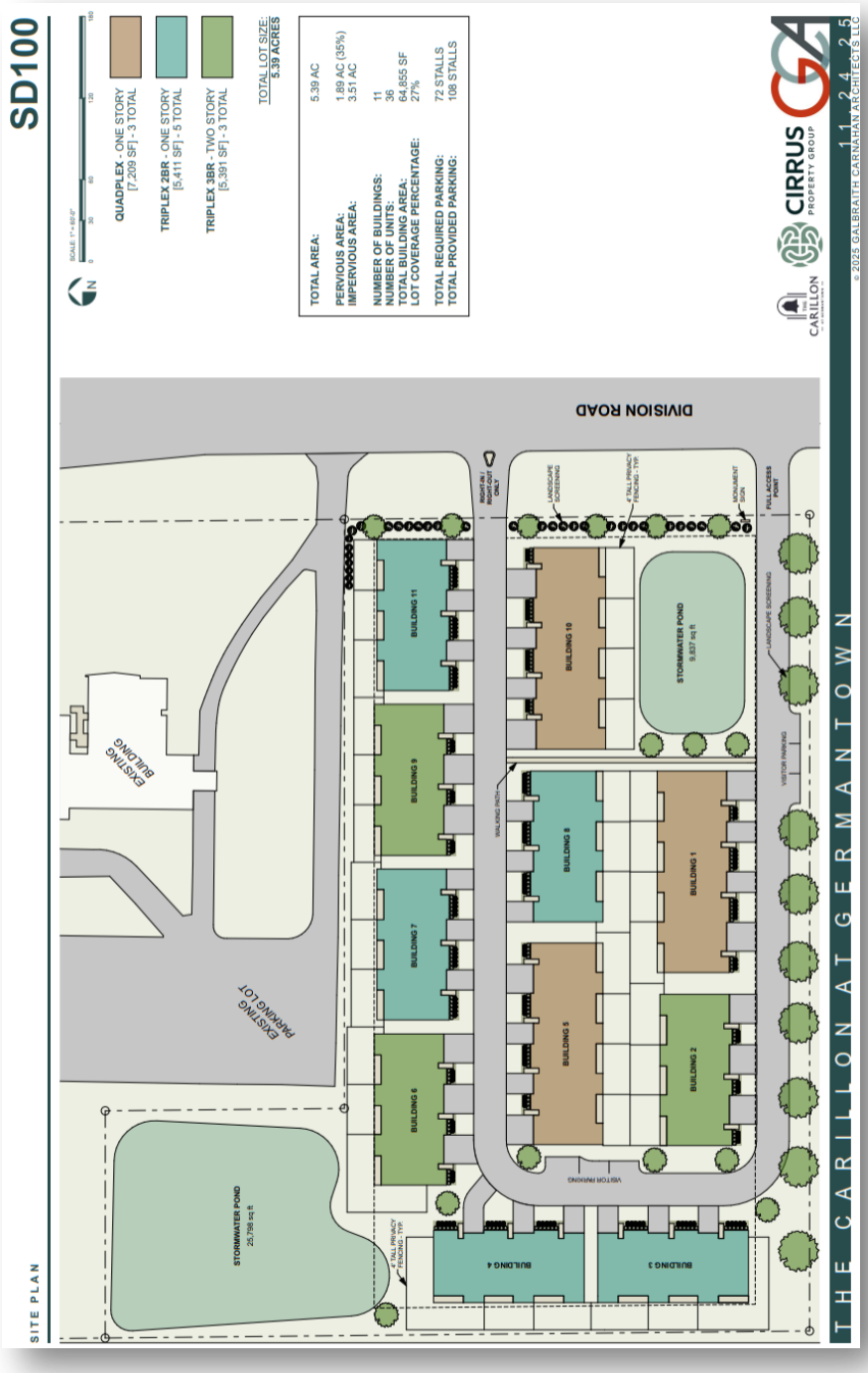
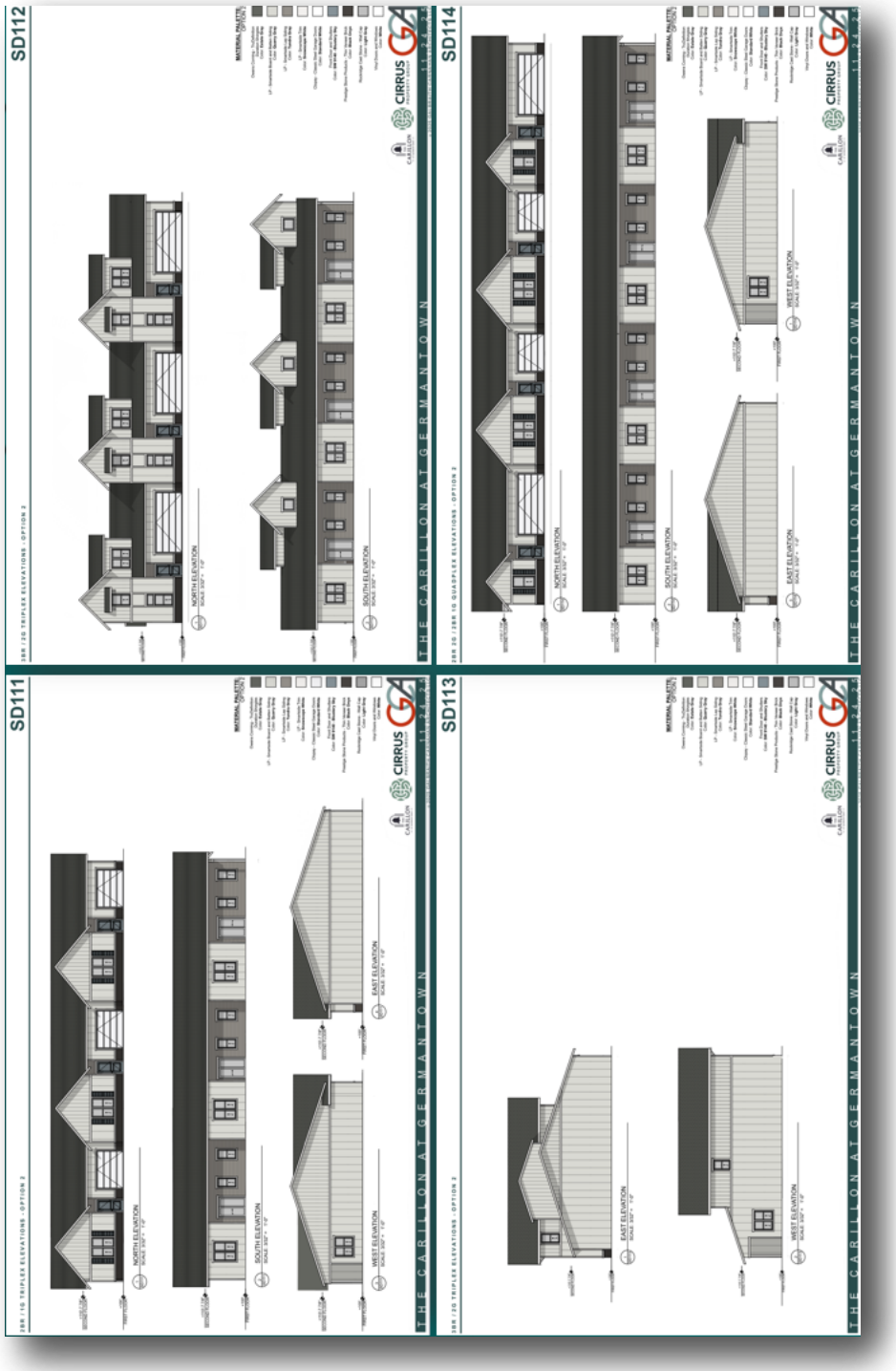
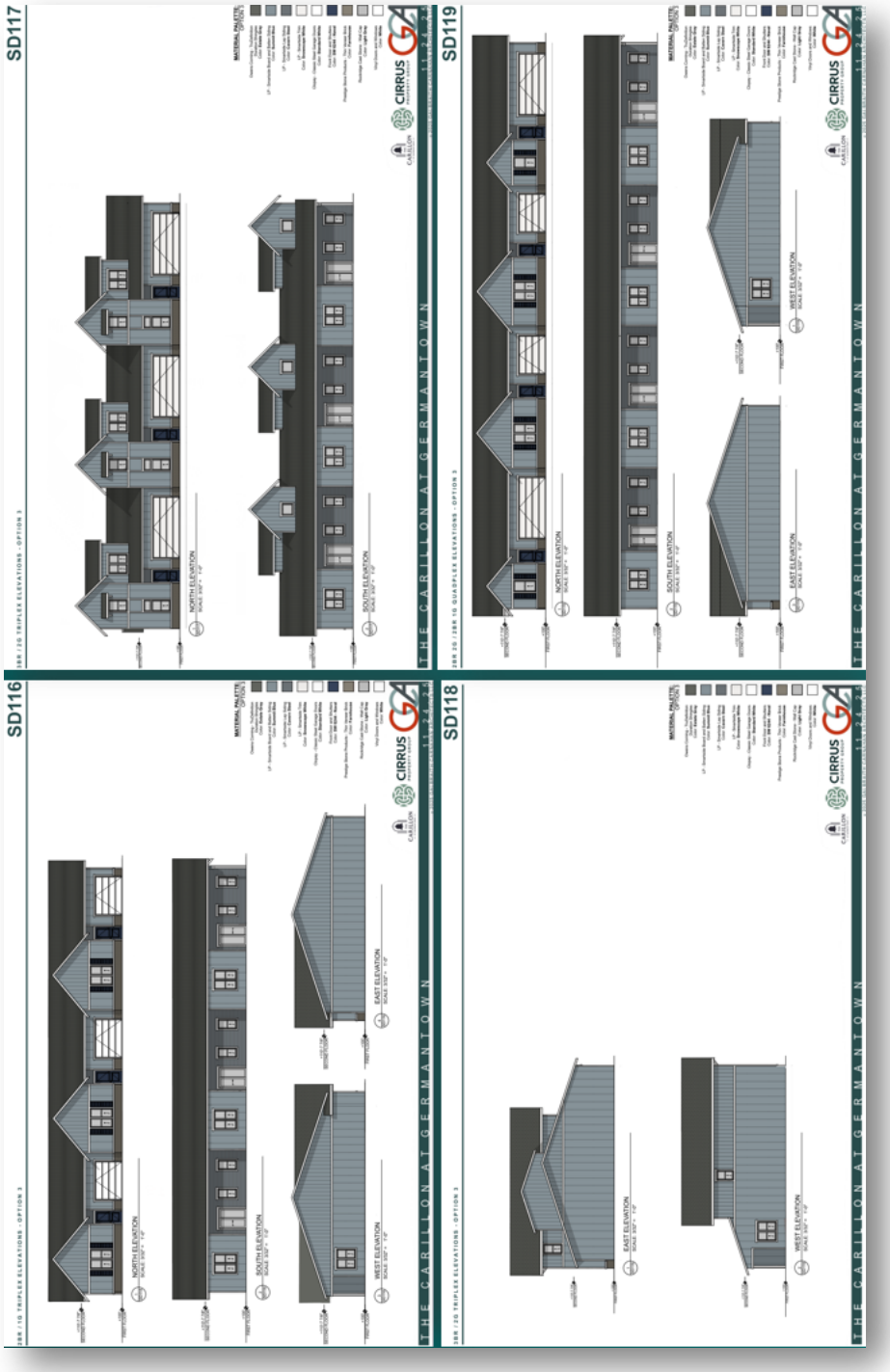


EXHIBIT C

Carillon at Germantown Architectural Design and Building Materials
(See Attached Elevations and Building Type Products)




SD117
SD116
SD119
SD118
THE CARILLON AT GERMANTOWN
CIRRUS

STATE OF WISCONSIN VILLAGE OF GERMANTOWN WASHINGTON COUNTY

ORDINANCE NO. 03-2026

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE VILLAGE OF GERMANTOWN ZONING CODE

WHEREAS, the Village of Germantown has adopted a Zoning Code under the authority granted by Wis. Stats. 61.35 and 62.23(7); and

WHEREAS, Section 17.27 of the Zoning Code provides for the creation of Planned Development Districts (PDD) that are intended to permit greater flexibility and more creative design for the development of a site than is possible under conventional zoning regulations and intended to promote more economical and efficient use of a site while providing a harmonious variety of housing choices, a higher level of amenities, and the preservation of open spaces; and

WHEREAS, Section 17.27 provides that, upon request by a property owner, the Plan Commission may recommend that the Village Board establish a Planned Development District that will benefit from a coordinated site planning proposal that allows the diversity of structures, a mix of dwelling types, and a mix of compatible uses; and

WHEREAS, the property owner, Faith Lutheran Church, represented by Cirrus Property Group, LLC, has requested that the Village establish a planned development district to guide future development of a 5.4-acre site and presented a proposed General Development Plan for multi-family residential use and a mix of dwelling types to be known as "Carillon at Germantown" pursuant to the planned development district provisions under Section 17.27 of the Zoning Code; and

WHEREAS, the Plan Commission has considered this petition for a Rezoning and found the request to be consistent with the Village's 2050 Comprehensive Plan and Section 17.27 of the Zoning Code; and

WHEREAS, the Plan Commission forwarded a recommendation of approval to the Village Board for the Rezoning at its public hearing/meeting on December 8, 2025;

NOW, THEREFORE, the Village Board of the Village of Germantown, Wisconsin, do ordain as follows:

SECTION I

That the Zoning Code and Zoning Map of the Village of Germantown is amended by the creation of an Rm-2 Planned Development District (PDD) to be known as the "Carillon at Germantown Planned Development District", and, the following described area is rezoned from the I: Institutional Zoning District to the newly created Rm-2/PDD Zoning District:

ALL OF LOT 2, AS SHOWN ON THAT CERTAIN CERTIFIED SURVEY MAP NO. 5387 BEING IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, STATE OF WISCONSIN, AND FURTHER DESCRIBED BELOW:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST ¼ SECTION; THENCE SOUTH 01°12’49” EAST ALONG THE EAST LINE OF SAID SECTION 841.33 FEET; THENCE SOUTH 89°22’06” WEST 60 FEET TO A POINT ON THE SOUTH LINE OF SAID CSM NO. 5387 AND THE POINT OF BEGINNING OF THE LANDS DESCRIBED HEREINAFTER; THENCE CONTINUING SOUTH 89°22’06” WEST ALONG SAID SOUTH LINE 600.04 FEET TO A POINT ON THE WEST LINE OF SAID CSM; THENCE NORTH 01°12’49” WEST ALONG SAID WEST LINE 518.56 FEET TO A POINT ON THE WEST LINE OF SAID CSM; THENCE NORTH 89°55’07” EAST JOG 167.00 FEET TO A POINT ON THE LOT 2 LINE; THENCE SOUTH 01°12’49” EAST JOG 172.00 FEET TO A POINT ON THE LOT 2 LINE; THENCE NORTH 89°20’41” EAST JOG 124.72 FEET TO A POINT ON THE LOT 2 LINE; THENCE NORTH 89°39’04” EAST JOG 308.50 FEET TO A POINT ALONG THE EAST LINE OF SAID CSM; THENCE SOUTH 01°12’49” EAST ALONG SAID EAST LINE 336.84 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

Tax Key No: GTNV_281-967

SECTION II

The terms and provisions of this ordinance are severable. Should any term or provision of this ordinance be found to be invalid by a court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.

SECTION III

All ordinances or parts of ordinances contravening the terms of this ordinance are hereby to that extent repealed.

SECTION IV

This ordinance shall take effect and be in full force upon its passage and the day after its publication.

Adopted: January 19, 2026

_____
Robert A. Soderberg, Village President

ATTEST:

_____
Donna Ott, Village Clerk

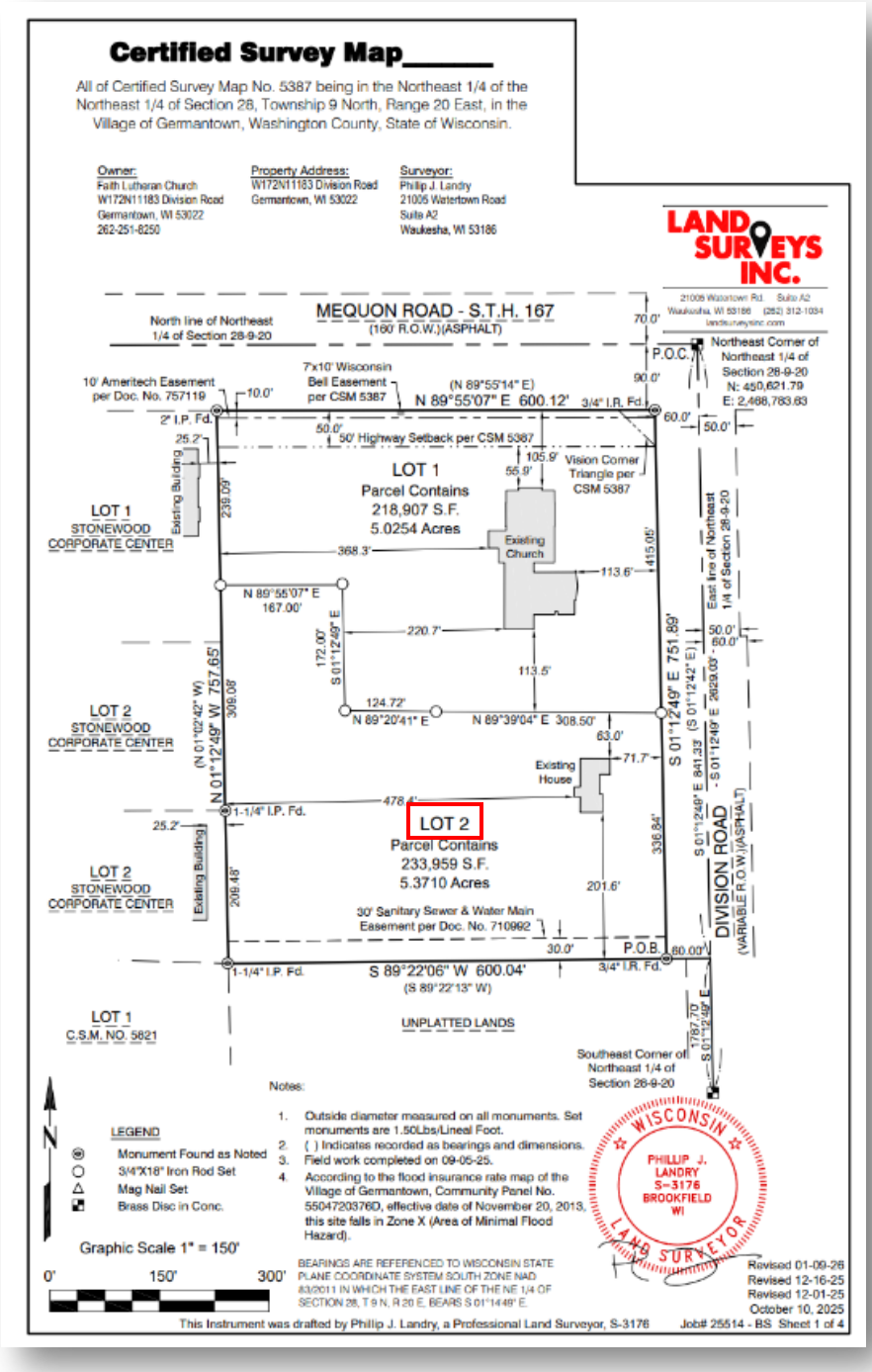
Approved as to form:

_____
Brian C. Sajdak, Village Attorney

Published:

EXHIBIT A

Carillon at Germantown PDD Rezoning Exhibit (For Illustrative Purposes Only)
(See Attached Certified Survey Map Lot 2; Revised Dated January 9, 2026)



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: 10/24/25 Received by: [signature]

Chk # 1035

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

Daniel Hasbani
Cirrus Property Group, LLC
1661 N Water St, Ste 500
Milwaukee, WI 53202
Phone (414) 617-3217
E-Mail daniel@cirrusre.com

PROPERTY OWNER

Tanner Hahn
Faith Lutheran Church
W172 N11187 Division Rd
Germantown, WI 53022
Phone ( )
E-Mail tannerhahn1919@gmail.com

2 PROPERTY ADDRESS OR GENERAL LOCATION | **TAX KEY NUMBER**

W172 N11187 Division Rd, Germantown, WI 53022 | 281967

3 REZONING REQUEST

FROM: Institutional
TO: PDD

4 METES AND BOUNDS LEGAL DESCRIPTION OF PROPERTY – REQUIRED

Attach pages as necessary

Certified Survey Map No. 5387, recorded August 28, 2001, in Volume 38 of Certified Survey Maps, pages 152, 153 and 154, as Document No. 898738, being a part of the Northeast 1/4 of the Northeast 1/4 of Section 28, Town 9 North, Range 20 East, in the Village of Germantown, County of Washington, State of Wisconsin.
Tax Key No: GTNV 281967
Address: W172 N11183 Division Road

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.

The project, The Carillon at Germantown, will consist of 36 total units in a range of open-concept 2- and 3-bedroom floor plans over 11 separate three- and four-unit structures. The development will offer upscale, professionally managed market-rate rental housing options not currently available in Germantown. Each 2-bedroom unit will feature either a one-car attached garage with an additional driveway apron space or a two-car attached garage with two driveway apron spaces. All 3-bedroom units will include a two-car attached garage with two driveway apron spaces.

6 SUPPORTING DOCUMENTATION:

- ☐ Plat of Survey (1:100)
- ☐ Site Plan and elevations for new construction (can be conceptual)

7 READ AND INITIAL THE FOLLOWING:

DH 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.

DH 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.

DH 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

DH 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!

Applicant 10/10/25 Date

Owner Trustee 10/10/25 Date

Village of Germantown ...Willkommen

Fee must accompany application
$2,900 with public improvements
X $1,960 no public improvements
Paid [illegible] Date 10/24/25
Chk#1035

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

Daniel Hasbani
Cirrus Property Group, LLC
1661 N Water St, Ste 500
Milwaukee, WI 53202
Phone (414) 617-3217
Fax ( )
E-Mail daniel@cirrusre.com

PROPERTY OWNER

Tanner Hahn
Faith Lutheran Church
W172 N11187 Division Rd
Germantown, WI 53022
Phone ( )
tannerhahn1919@gmail.com

2

PROPERTY ADDRESS OR GENERAL LOCATION	TAX KEY NUMBER
W172 N11187 Division Rd, Germantwon, WI 53022	281967

3 PURPOSE OF LAND SPLIT

Facilitate the sale and rezoning of land for a 36-unit multifamily development	Will the land split require rezoning? Yes	
	From Institutional	To PDD

4 READ AND INITIAL THE FOLLOWING:

DH 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.

DH 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.

DH 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.

DH 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 [signature] Date 10/10/25

Owner [signature] Trustee Date 10/10/25

Cirrus Property Group, LLC
1661 N Water St, Suite 500
Milwaukee, WI 53202

January 9, 2026

Village of Germantown – Planning & Zoning Services
N112W17001 Mequon Road
Germantown, WI 53022
Attn: Mr. Jordan Yanke

Re: The Carillon at Germantown – Project Narrative

Dear Mr. Yanke,

Cirrus Property Group, LLC ("**Cirrus**") is pursuing the acquisition of approximately 5.39 acres of real property located at W72N11183 Division Road (the "**Project Site**") in the Village of Germantown for its proposed residential development to be named "The Carillon at Germantown" (the "**Project**"), a 36-unit three-family and four-family for-lease community.

The Project Site is owned by Faith Lutheran Church and is part of a larger 10.40-acre parcel currently zoned Institutional. The Project Site makes up the southern portion of the parcel, which includes a vacant parsonage and vacant land. As part of the proposed development, Cirrus is requesting a rezone to a new Detailed Planned Development with RM-2 Multi-Family Residential base zoning and submitting a Certified Survey Map to subdivide the Project Site.

The Project will meet the regulations of the RM-2 Multi-Family Residential district with exceptions to the principal building setback requirements as outlined below. No other modifications to the RM-2 regulations are requested.

- Front Yard Setback – Reduced from minimum 35 feet to minimum 15 feet
- Rear Yard Setback – Reduced from minimum 35 feet to minimum 20 feet
- Side Yards Setback – Reduced from minimum 25 feet to minimum 18 feet

The Project Site falls within the Lannon-Mequon Corridor in the Village of Germantown's 2050 Comprehensive Plan, which permits multi-family development with densities up to 10 dwelling units per acre. At approximately 6.68 dwelling units per acre, The Carillon at Germantown is in conformance with the policies outlined in the 2050 Comprehensive Plan and does not require a comprehensive plan amendment.

The Project will consist of 36 total units in a range of open-concept 2- and 3-bedroom floor plans over 11 separate three- and four-unit structures. The development will offer upscale, professionally managed market-rate rental housing options not currently available in Germantown. All units will have the primary bedroom on the main floor. Each 2-bedroom unit will feature either a one-car

attached garage with an additional driveway apron space or a two-car attached garage with two driveway apron spaces. All 3-bedroom units will include a two-car attached garage with two driveway apron spaces. Overall, the Project will contain 108 parking spots, equating to 3.00 parking spaces per unit, which greatly exceeds the minimum required parking count.

Access will be provided by a newly-constructed private drive with two connection points at Division Road – one offering full access and the other limited to right-turn ingress and egress only, designed to enhance circulation for both residents and service vehicles. A traffic impact analysis was completed by Traffic Analysis & Design, Inc. on October 8, 2025, which is attached as part of the applications. Stormwater will be managed onsite through the construction of two new retention basins.

In addition to premium interior finishes consistent with new construction standards, each unit will feature its own private front entrance and private enclosed yard, such that the Project will have the appearance and feel of a single-family community. The architectural style of the Project aims to integrate seamlessly into the existing neighborhoods while incorporating modern design elements. The Carillon at Germantown provides a transitional use bridging the commercial properties to the north and west and the residential communities further south along Division Road.

We expect that The Carillon at Germantown will attract two primary renter segments – current Germantown residents, most likely empty-nesters, that may be looking to downsize and/or who do not want to deal with the maintenance and other burdens of owning a home, and young families who want to live in Germantown and enjoy the benefits of single-family living but are not yet in a financial position to purchase a home in today's market.

The need for this type of housing is further supported by the Germantown Residential Market Analysis, which was completed by Tracy Cross & Associates on February 9, 2024 and states that "…strong consideration should be given to the introduction of… a ranch villa rental program targeting the active adult aged 55-74, but not restricted to this segment since other profiles will find this product desirable." Providing a high-quality single-family style rental housing option allows existing Germantown residents an opportunity to downsize, remain in Germantown, and free up housing stock for new families that desire to move into the community.

Since the Project Site is currently owned by Faith Lutheran Church and exempt from property taxes, the Project will place property back on the tax rolls. We estimate the Project will generate approximately $140,000 in new annual property tax revenue. We also expect to contribute approximately $300,000 in one-time fees for utility connections and service expenses. Beyond its financial impact, the Project will provide a high-quality housing option that aligns with the Village's goal for thoughtful growth.

Cirrus Property Group, LLC
1661 N Water St, Suite 500
Milwaukee, WI 53202

We respectfully submit this rezone request for your consideration, and we look forward to continuing working through the details with the Village.

Sincerely,

Daniel Hasbani

Daniel Hasbani
Cirrus Property Group, LLC

SD100

N

SCALE: 1" = 60'-0"

0 30 60 120 180

QUADPLEX - ONE STORY
[7,209 SF] - 3 TOTAL

TRIPLEX 2BR - ONE STORY
[5,411 SF] - 5 TOTAL

TRIPLEX 3BR - TWO STORY
[5,391 SF] - 3 TOTAL

TOTAL LOT SIZE:
5.39 ACRES

TOTAL AREA:	5.39 AC
PERVIOUS AREA:	1.89 AC (35%)
IMPERVIOUS AREA:	3.51 AC
NUMBER OF BUILDINGS:	11
NUMBER OF UNITS:	36
TOTAL BUILDING AREA:	64,855 SF
LOT COVERAGE PERCENTAGE:	27%
TOTAL REQUIRED PARKING:	72 STALLS
TOTAL PROVIDED PARKING:	108 STALLS

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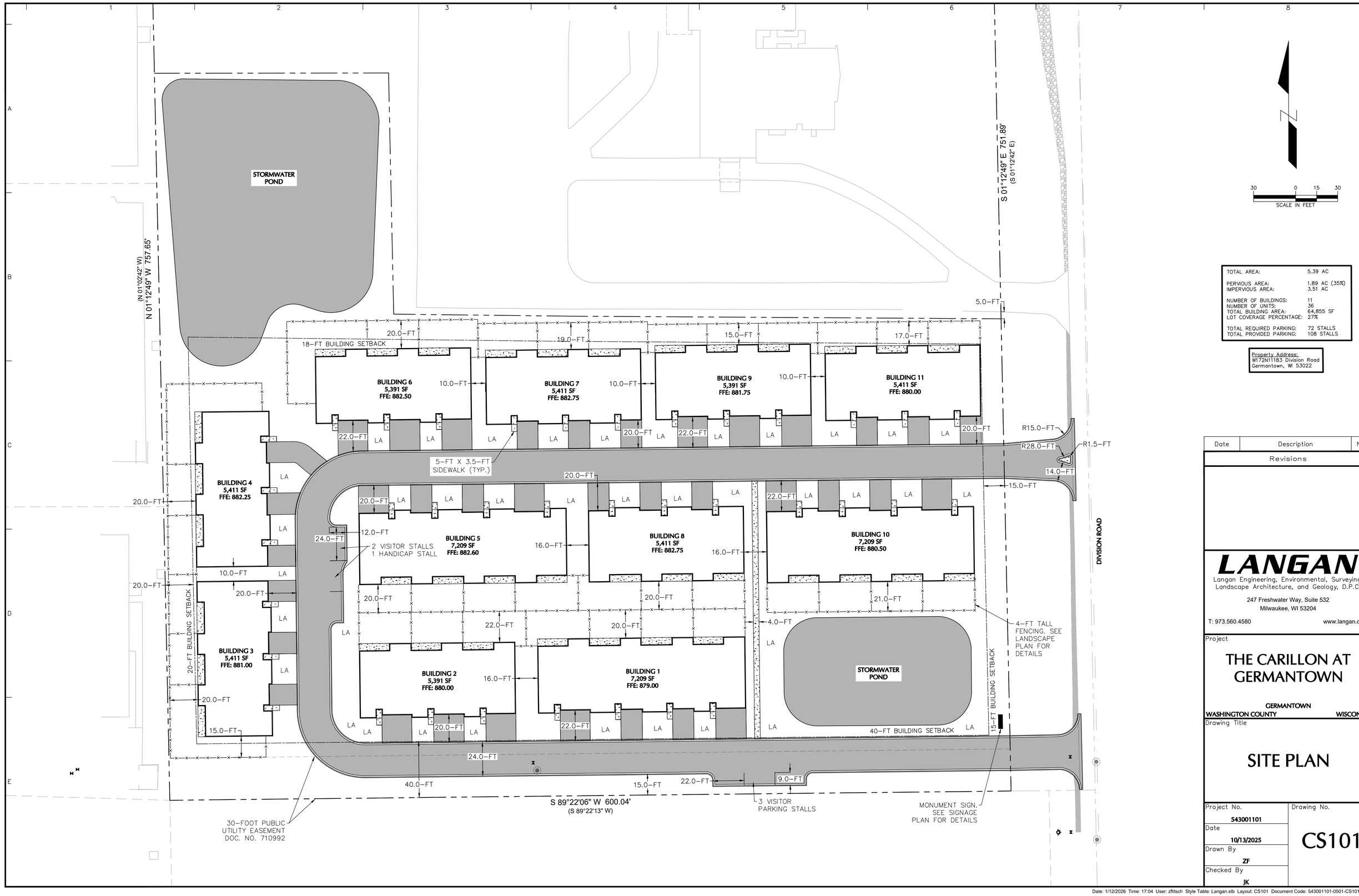


30 0 15 30
SCALE IN FEET

TOTAL AREA:	5.39 AC
PERVIOUS AREA:	1.89 AC (35%)
IMPERVIOUS AREA:	3.51 AC
NUMBER OF BUILDINGS:	11
NUMBER OF UNITS:	36
TOTAL BUILDING AREA:	64,855 SF
LOT COVERAGE PERCENTAGE:	27%
TOTAL REQUIRED PARKING:	72 STALLS
TOTAL PROVIDED PARKING:	108 STALLS

Property Address:
W172N11183 Division Road
Germantown, WI 53022

Date	Description	No.
Revisions		

LANGAN
Langan Engineering, Environmental, Surveying, Landscape Architecture, and Geology, D.P.C.
247 Freshwater Way, Suite 532
Milwaukee, WI 53204
T: 973.560.4580 www.langan.com

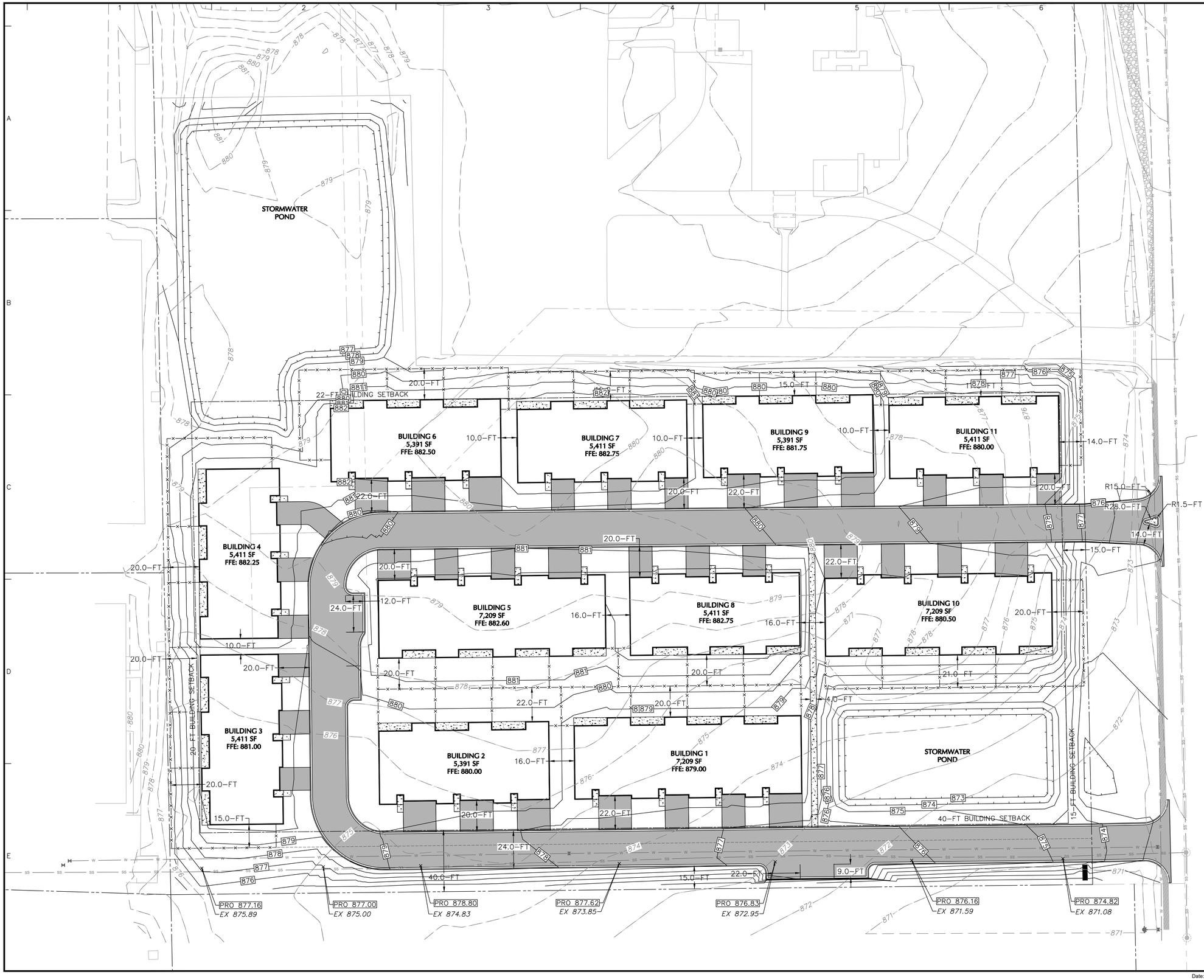
Project
THE CARILLON AT GERMANTOWN
GERMANTOWN
WASHINGTON COUNTY WISCONSIN

Drawing Title
SITE PLAN

Project No.	Drawing No.
543001101	CS101
Date	
10/13/2025	
Drawn By	
ZF	
Checked By	
JK	

LANGAN Project No. 543001101

© 2025 Langan



LANGAN

Project No. 543001101

30 0 15 30
SCALE IN FEET

Date	Description	No.
Revisions		

Signature Date

LANGAN
Langan Engineering, Environmental, Surveying, Landscape Architecture, and Geology, D.P.C.
247 Freshwater Way, Suite 532
Milwaukee, WI 53204
T: 973.560.4580 www.langan.com

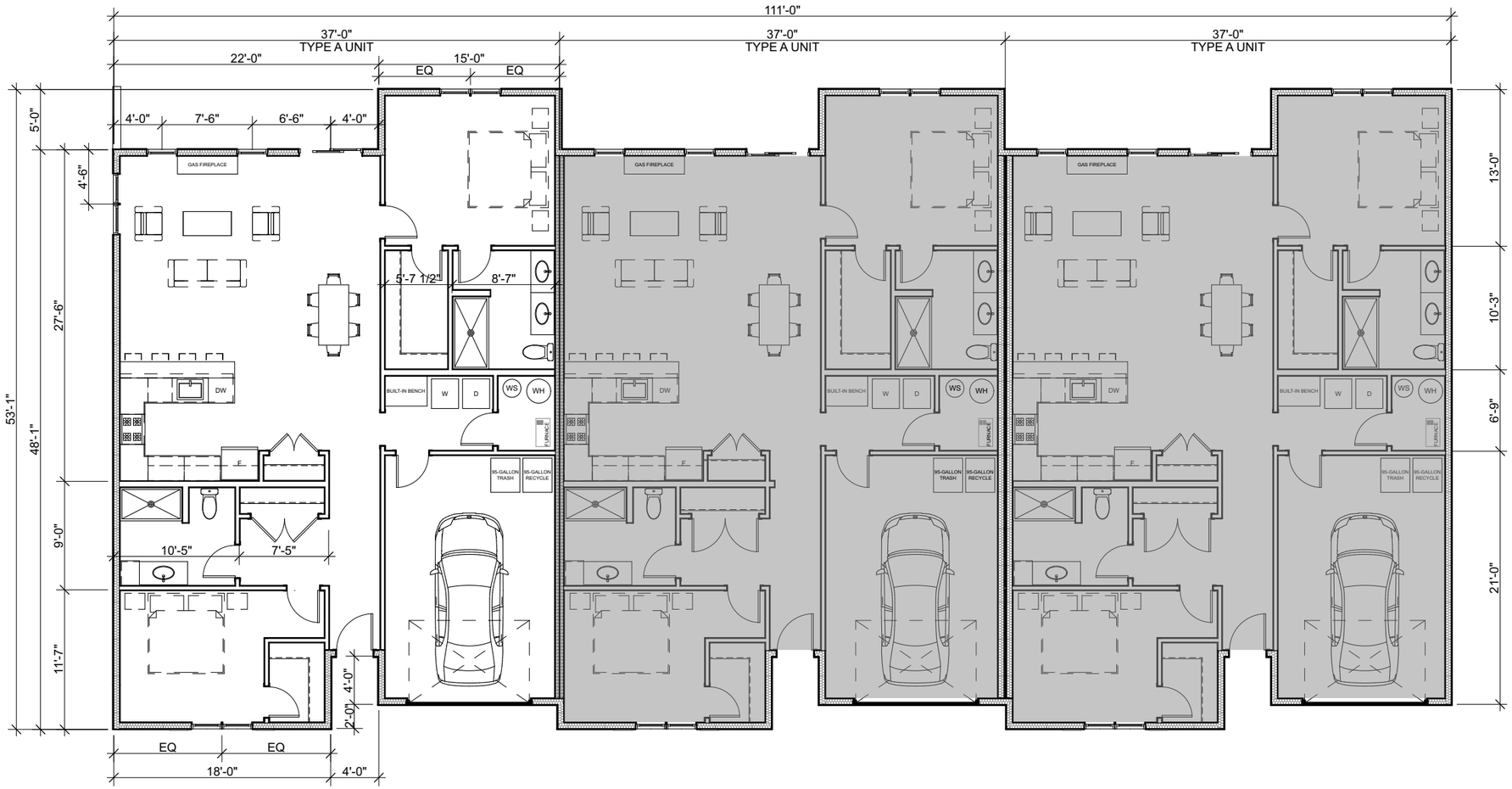
Project
THE CARILLON AT GERMANTOWN
GERMANTOWN
WASHINGTON COUNTY WISCONSIN

Drawing Title
PRELIMINARY GRADING PLAN

Project No.	Drawing No.
543001101	CG101
Date: 10/24/2025	
Drawn By: ZRF	
Checked By: JFK	

© 2025 Langan

SD101



1 SD101 FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

TYPE A UNIT

FIRST FLOOR: 1,387 SF
(GARAGE AND MECH. NOT INCLUDED)

TOTAL:
1,387 SF

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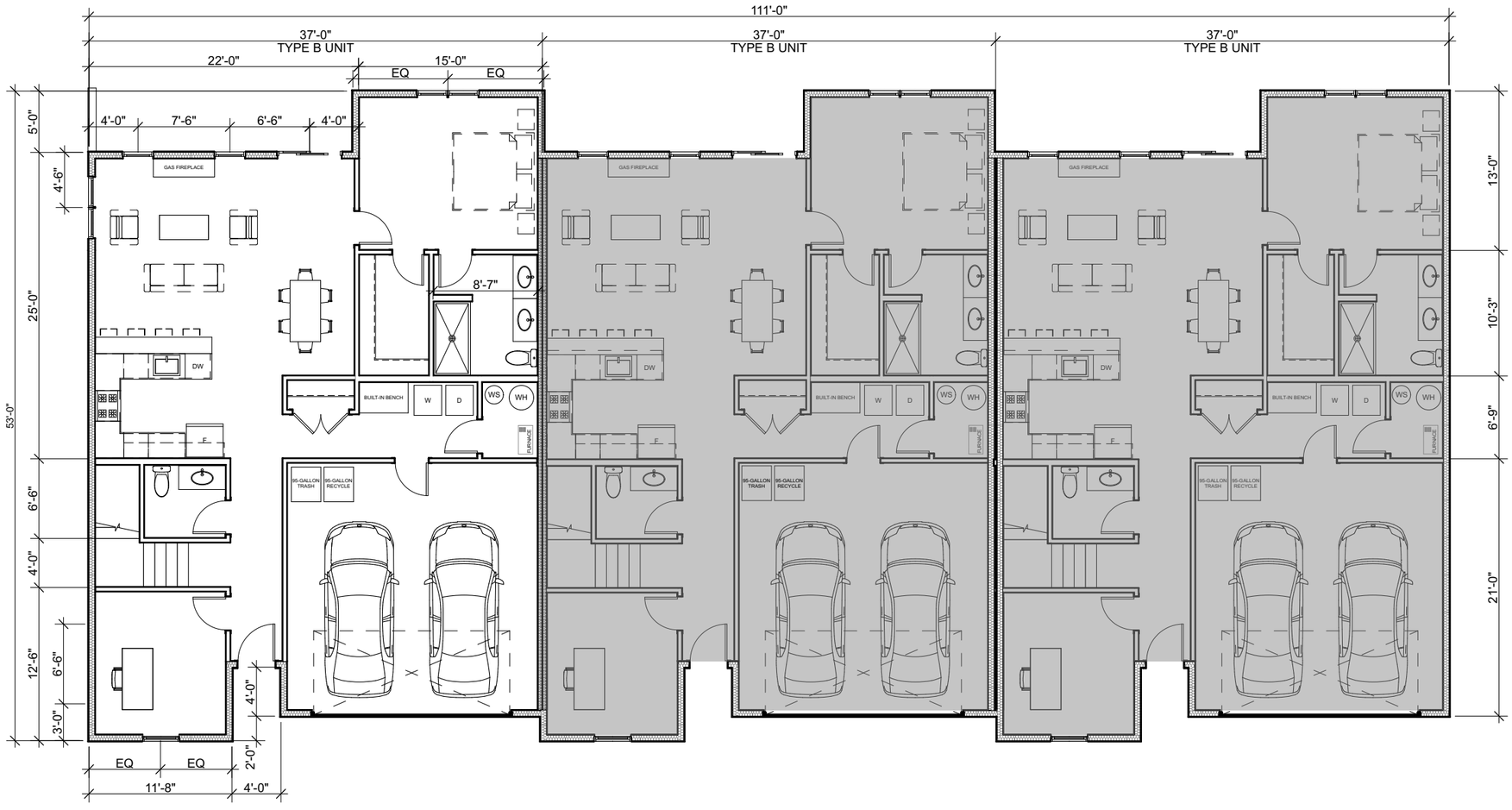
SD102



1 SD102

FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

TYPE B UNIT

FIRST FLOOR: 1,247 SF
(GARAGE AND MECH. NOT INCLUDED)

TOTAL:
1,858 SF

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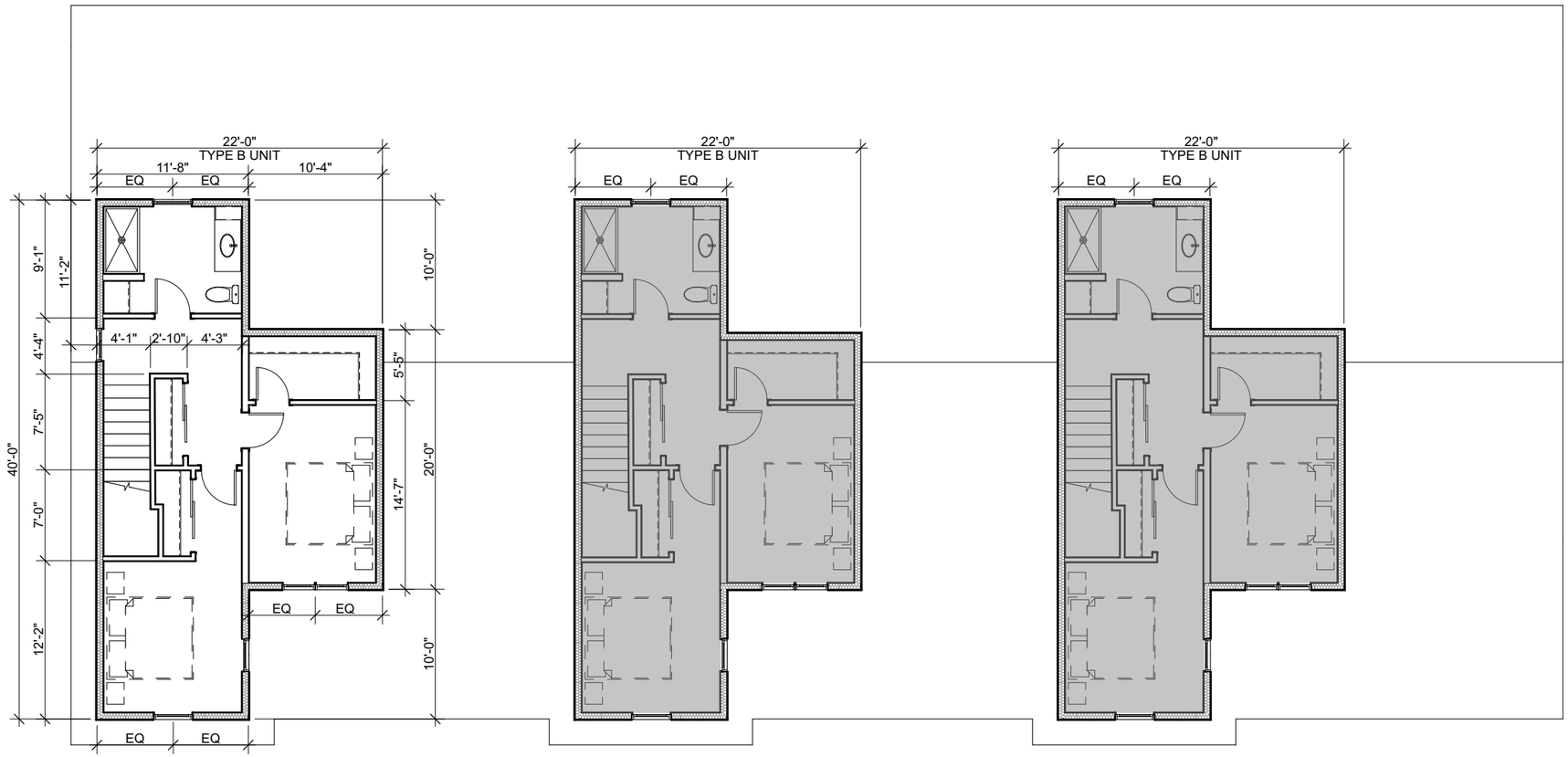
SD103



1 SD103 SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"

TYPE B UNIT

SECOND FLOOR: 611 SF

TOTAL:
1,858 SF

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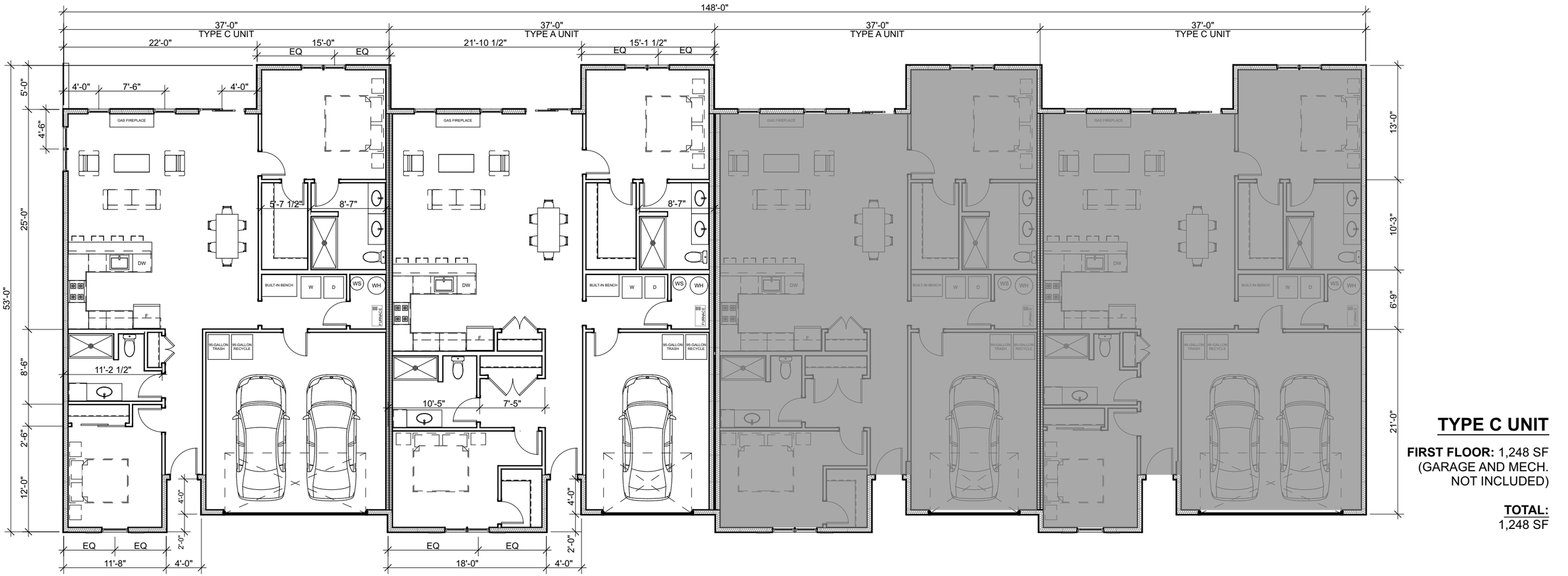
SD104



1 SD104 FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

TYPE C UNIT

FIRST FLOOR: 1,248 SF (GARAGE AND MECH. NOT INCLUDED)

TOTAL: 1,248 SF

TYPE A UNIT

FIRST FLOOR: 1,387 SF (GARAGE AND MECH. NOT INCLUDED)

TOTAL: 1,387 SF

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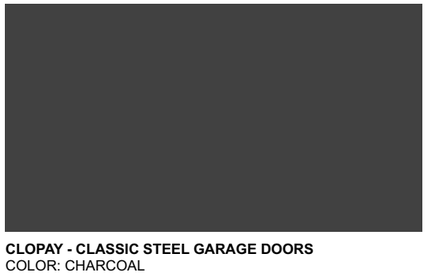
LP - SMARTSIDE BOARD AND BATTEN SIDING
COLOR: CAVERN STEEL

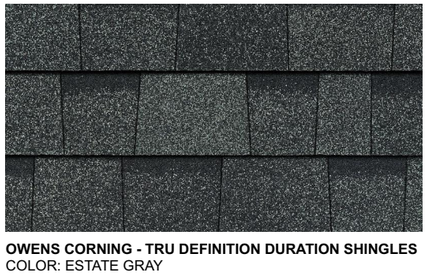
LP - SMARTSIDE LAP SIDING
COLOR: MIDNIGHT SHADOW

LP - SMARTSIDE TRIM
COLOR: SNOWSCAPE WHITE

PRESTIGE STONE PRODUCTS - SOUTHERN LIMESTONE
COLOR: VENICE



CLOPAY - CLASSIC STEEL GARAGE DOORS
COLOR: CHARCOAL



OWENS CORNING - TRU DEFINITION DURATION SHINGLES
COLOR: ESTATE GRAY

ROCKRIDGE CAST STONE - WALL CAP
COLOR: IMITATION LIMESTONE

FRONT DOOR AND SHUTTERS
COLOR: SW 7069 - IRON ORE

ROCHESTER CONCRETE PRODUCTS
PREMIER 8 - RETAINING WALL
COLOR: CHARCOAL

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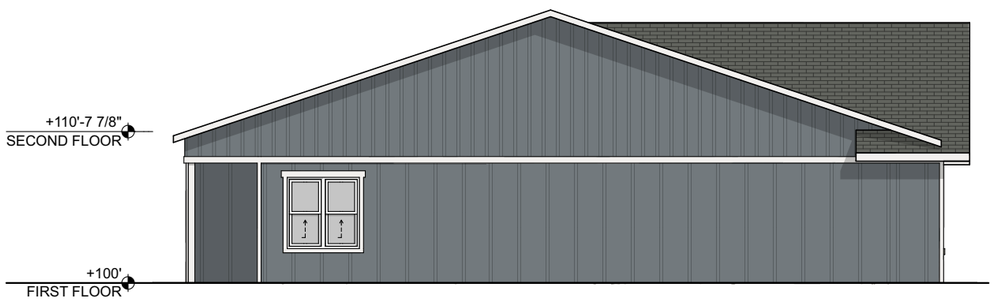
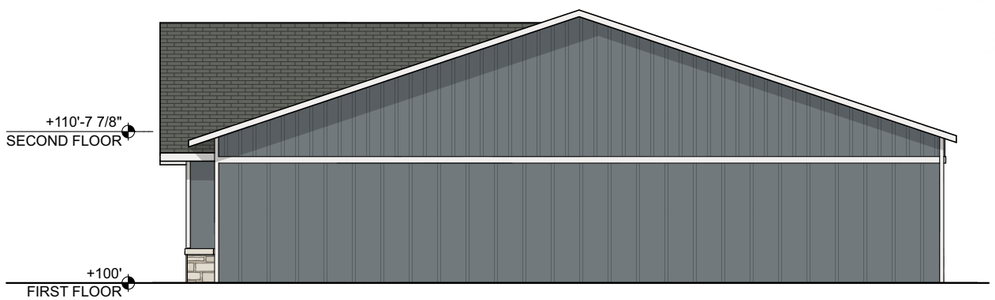
1 SD106 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

2 SD106 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3 SD106 WEST ELEVATION
SCALE: 3/32" = 1'-0"



4 SD106 EAST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 1

- Owens Corning - TruDefinition Duration Shingles Color: **Estate Gray**
- LP - Smartside Board and Batten Siding Color: **Cavern Steel**
- LP - Smartside Lap Siding Color: **Midnight Shadow**
- LP - Smartside Trim Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors Color: **Charcoal**
- Front Door and Shutters Color: **SW 7069 - Iron Ore**
- Prestige Stone Products - Southern Limestone Color: **Venice**
- Rockridge Cast Stone - Wall Cap Color: **Imitation Limestone**
- Vinyl Doors and Windows Color: **White**

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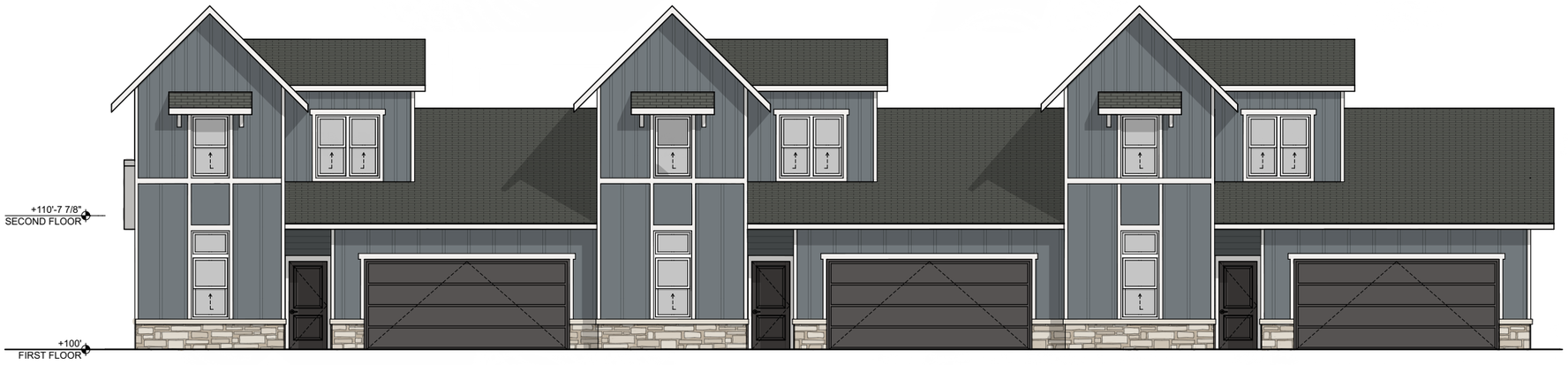
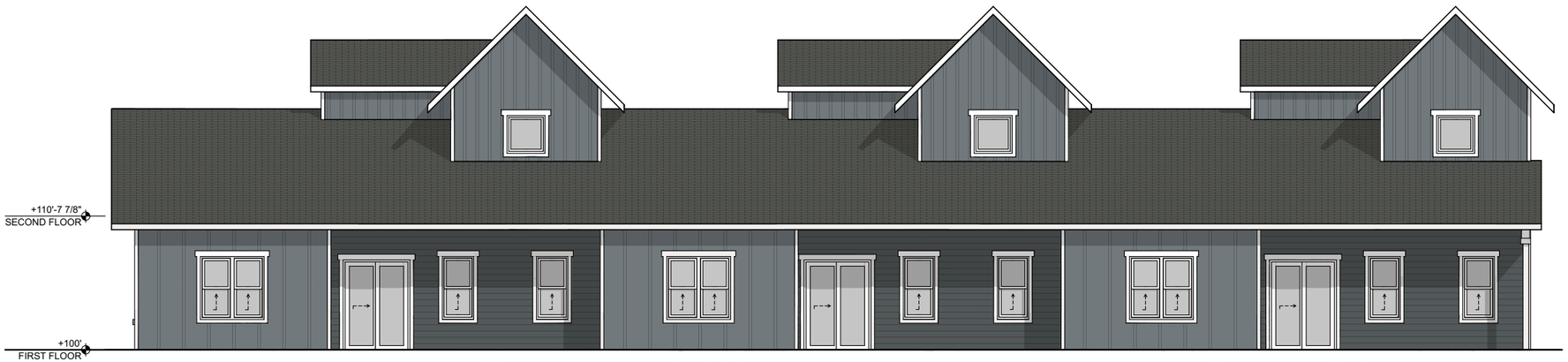


1
SD107

NORTH ELEVATION

SCALE: 3/32" = 1'-0"



2
SD107

SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 1

Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**

LP - Smartside Board and Batten Siding
Color: **Cavern Steel**

LP - Smartside Lap Siding
Color: **Midnight Shadow**

LP - Smartside Trim
Color: **Snowscape White**

Clopay - Classic Steel Garage Doors
Color: **Charcoal**

Front Door and Shutters
Color: **SW 7069 - Iron Ore**

Prestige Stone Products - Southern Limestone
Color: **Venice**

Rockridge Cast Stone - Wall Cap
Color: **Imitation Limestone**

Vinyl Doors and Windows
Color: **White**

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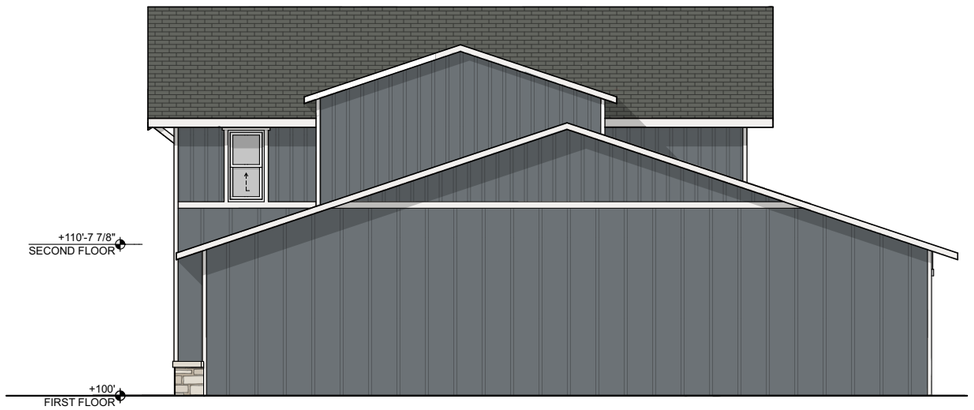

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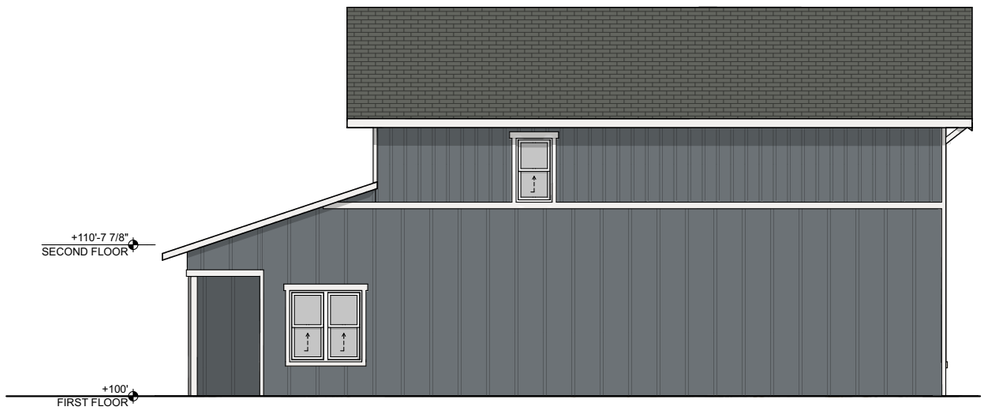
SD108

EAST ELEVATION

SCALE: 3/32" = 1'-0"



2
SD108

WEST ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 1

Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**

LP - Smartside Board and Batten Siding
Color: **Cavern Steel**

LP - Smartside Lap Siding
Color: **Midnight Shadow**

LP - Smartside Trim
Color: **Snowscape White**

Clopay - Classic Steel Garage Doors
Color: **Charcoal**

Front Door and Shutters
Color: **SW 7069 - Iron Ore**

Prestige Stone Products - Southern Limestone
Color: **Venice**

Rockridge Cast Stone - Wall Cap
Color: **Imitation Limestone**

Vinyl Doors and Windows
Color: **White**

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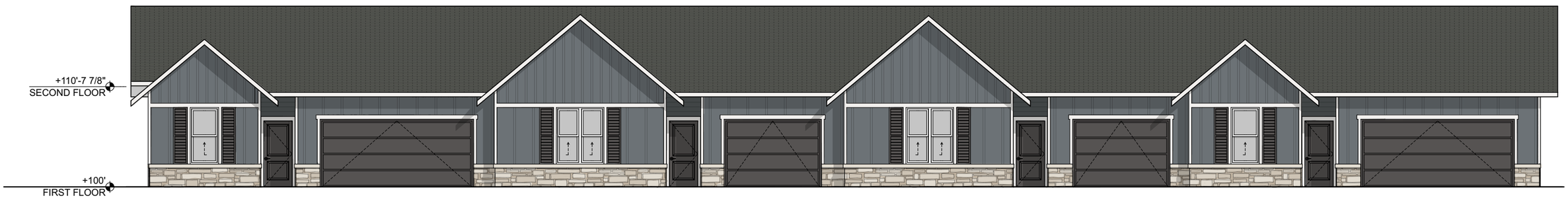
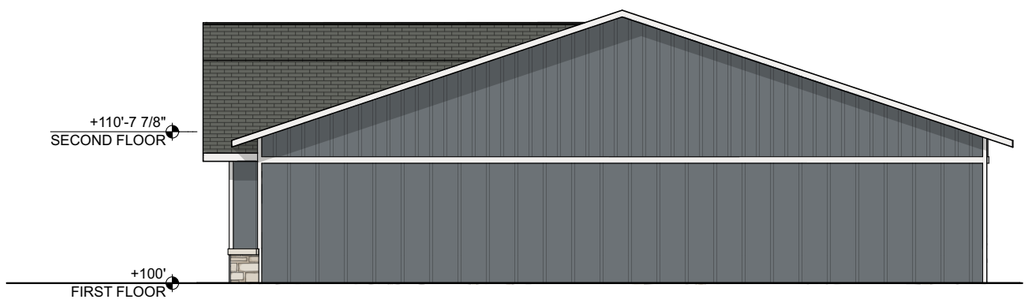
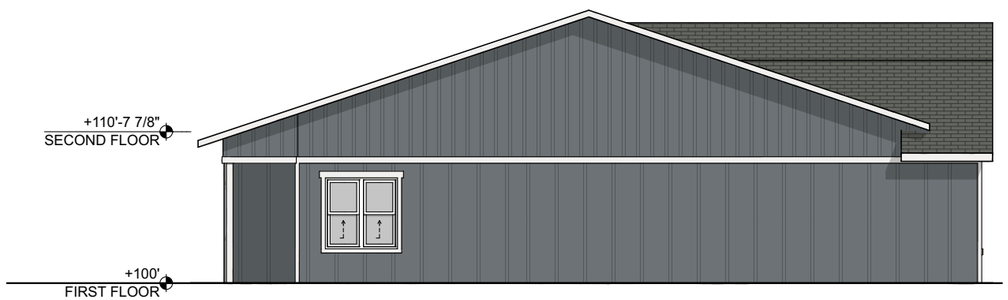


1 SD109 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

2 SD109 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3 SD109 EAST ELEVATION
SCALE: 3/32" = 1'-0"



1 SD109 WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 1

- Owens Corning - TruDefinition Duration Shingles Color: **Estate Gray**
- LP - Smartside Board and Batten Siding Color: **Cavern Steel**
- LP - Smartside Lap Siding Color: **Midnight Shadow**
- LP - Smartside Trim Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors Color: **Charcoal**
- Front Door and Shutters Color: **SW 7069 - Iron Ore**
- Prestige Stone Products - Southern Limestone Color: **Venice**
- Rockridge Cast Stone - Wall Cap Color: **Imitation Limestone**
- Vinyl Doors and Windows Color: **White**

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LP - SMARTSIDE BOARD AND BATTEN SIDING
COLOR: QUARRY GRAY

LP - SMARTSIDE LAP SIDING
COLOR: TUNDRAY GRAY

LP - SMARTSIDE TRIM
COLOR: SNOWSCAPE WHITE

PRESTIGE STONE PRODUCTS - THIN VENEER BRICK
COLOR: BLACK ONYX

CLOPAY - CLASSIC STEEL GARAGE DOORS
COLOR: STANDARD WHITE

OWENS CORNING - TRU DEFINITION DURATION SHINGLES
COLOR: ESTATE GRAY

ROCKRIDGE CAST STONE - WALL CAP
COLOR: LIGHT GRAY

FRONT DOOR AND SHUTTERS
COLOR: SW 9140 - BLUSTERY SKY

ROCHESTER CONCRETE PRODUCTS
PREMIER 8 - RETAINING WALL
COLOR: CHARCOAL

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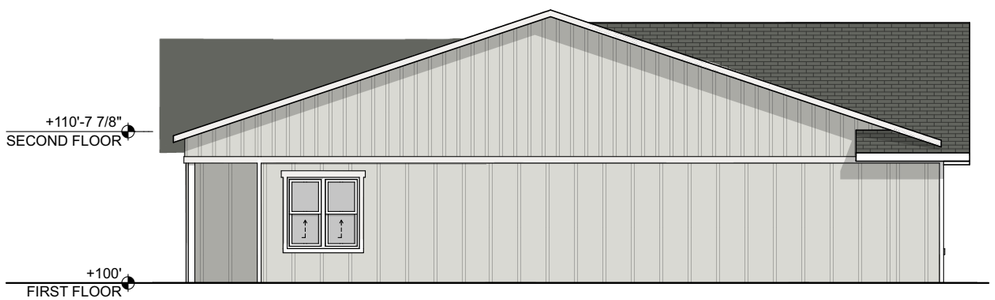
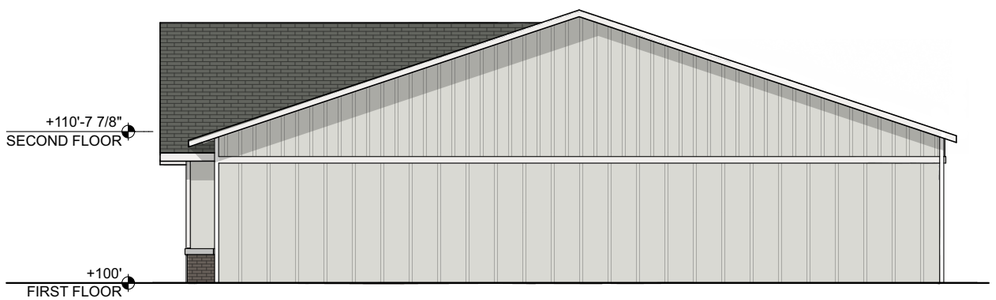
1 SD111 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

2 SD111 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3 SD111 WEST ELEVATION
SCALE: 3/32" = 1'-0"



4 SD111 EAST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 2

- Owens Corning - TruDefinition Duration Shingles
  Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
  Color: **Quarry Gray**
- LP - Smartside Lap Siding
  Color: **Tundra Gray**
- LP - Smartside Trim
  Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
  Color: **Standard White**
- Front Door and Shutters
  Color: **SW 9140 - Blustery Sky**
- Prestige Stone Products - Thin Veneer Brick
  Color: **Black Onyx**
- Rockridge Cast Stone - Wall Cap
  Color: **Light Gray**
- Vinyl Doors and Windows
  Color: **White**

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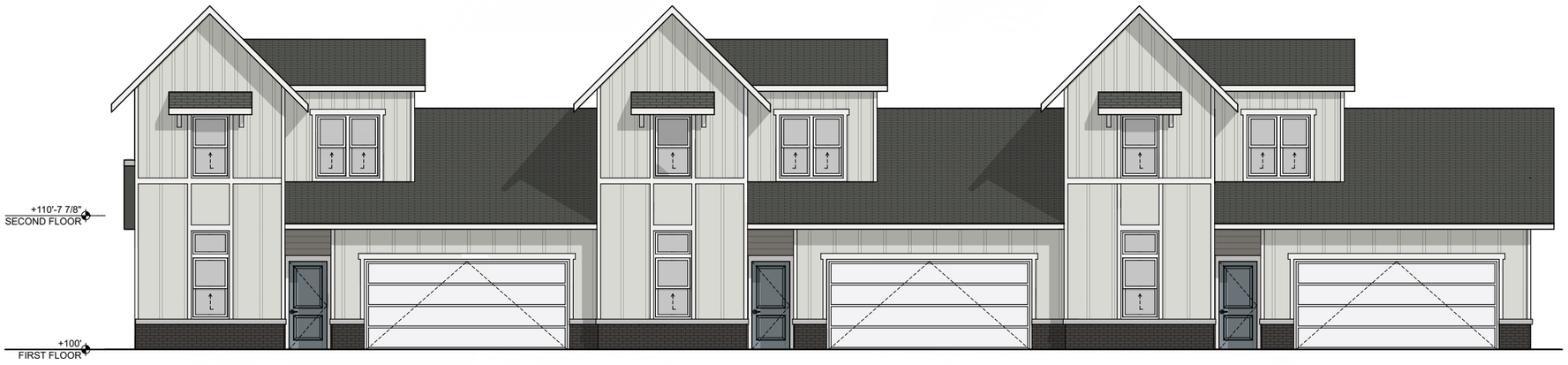
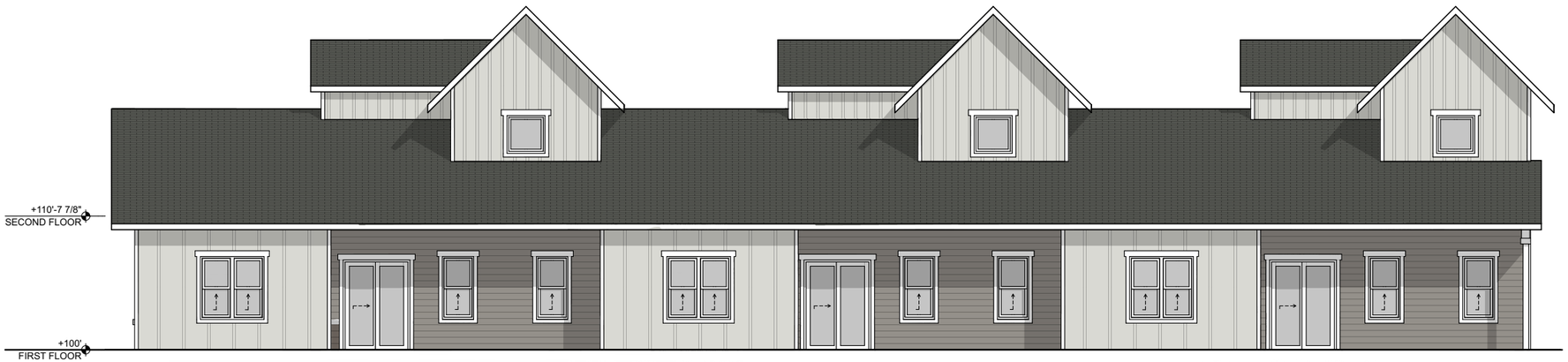


1
SD112

NORTH ELEVATION

SCALE: 3/32" = 1'-0"



2
SD112

SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 2

Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**

LP - Smartside Board and Batten Siding
Color: **Quarry Gray**

LP - Smartside Lap Siding
Color: **Tundra Gray**

LP - Smartside Trim
Color: **Snowscape White**

Clopay - Classic Steel Garage Doors
Color: **Standard White**

Front Door and Shutters
Color: **SW 9140 - Blustery Sky**

Prestige Stone Products - Thin Veneer Brick
Color: **Black Onyx**

Rockridge Cast Stone - Wall Cap
Color: **Light Gray**

Vinyl Doors and Windows
Color: **White**

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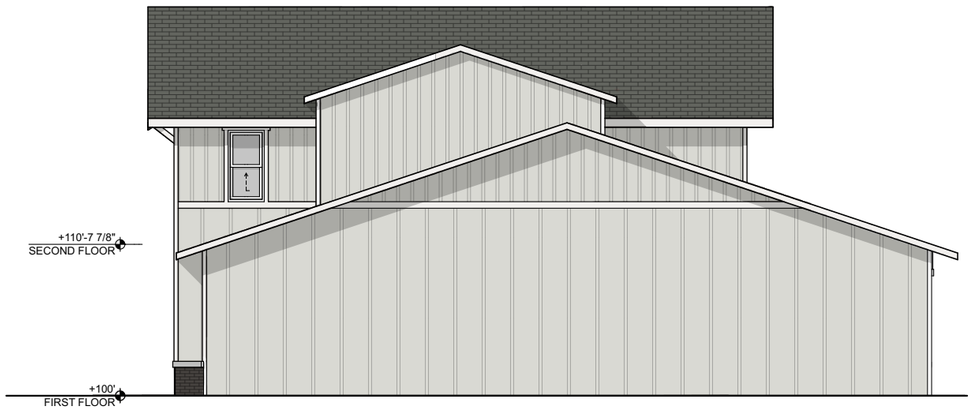
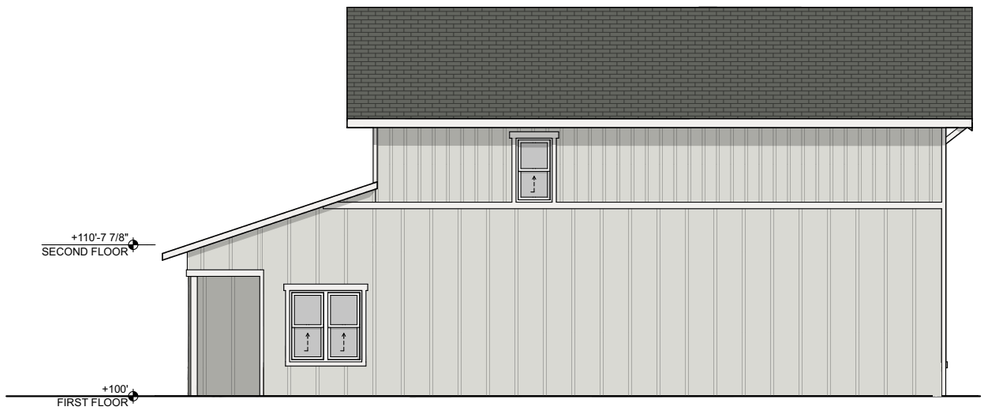


1
SD113

EAST ELEVATION

SCALE: 3/32" = 1'-0"



2
SD113

WEST ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 2

Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**

LP - Smartside Board and Batten Siding
Color: **Quarry Gray**

LP - Smartside Lap Siding
Color: **Tundra Gray**

LP - Smartside Trim
Color: **Snowscape White**

Clopay - Classic Steel Garage Doors
Color: **Standard White**

Front Door and Shutters
Color: **SW 9140 - Blustery Sky**

Prestige Stone Products - Thin Veneer Brick
Color: **Black Onyx**

Rockridge Cast Stone - Wall Cap
Color: **Light Gray**

Vinyl Doors and Windows
Color: **White**

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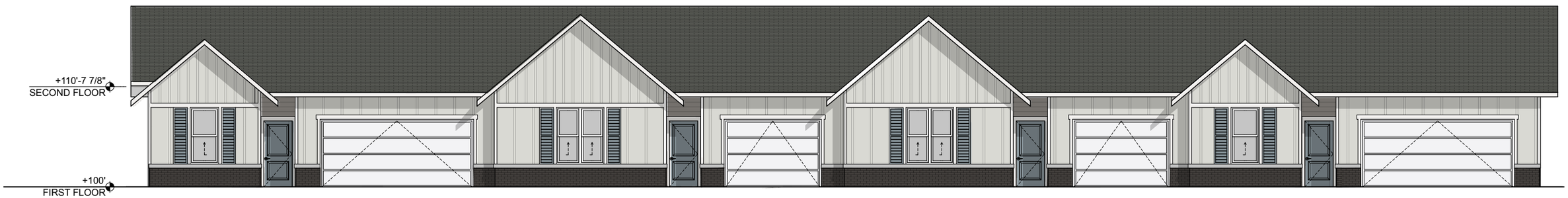
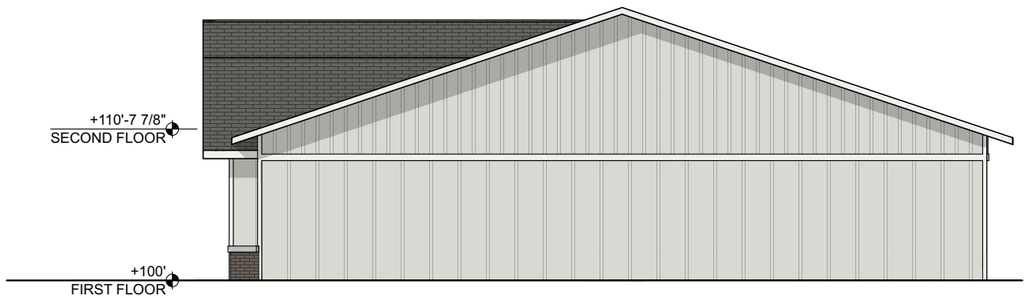


1 SD114 NORTH ELEVATION

SCALE: 3/32" = 1'-0"

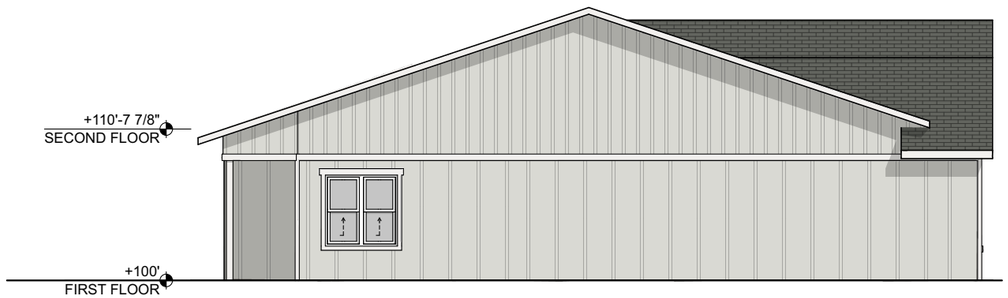
2 SD114 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



3 SD114 EAST ELEVATION

SCALE: 3/32" = 1'-0"



1 SD114 WEST ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 2

- Owens Corning - TruDefinition Duration Shingles Color: **Estate Gray**
- LP - Smartside Board and Batten Siding Color: **Quarry Gray**
- LP - Smartside Lap Siding Color: **Tundra Gray**
- LP - Smartside Trim Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors Color: **Standard White**
- Front Door and Shutters Color: **SW 9140 - Blustery Sky**
- Prestige Stone Products - Thin Veneer Brick Color: **Black Onyx**
- Rockridge Cast Stone - Wall Cap Color: **Light Gray**
- Vinyl Doors and Windows Color: **White**

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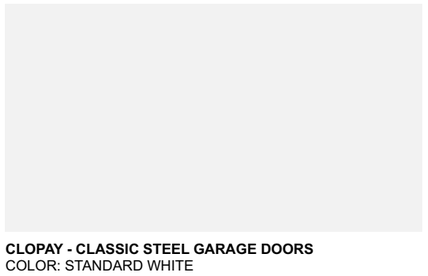
LP - SMARTSIDE BOARD AND BATTEN SIDING
COLOR: SUMMIT BLUE

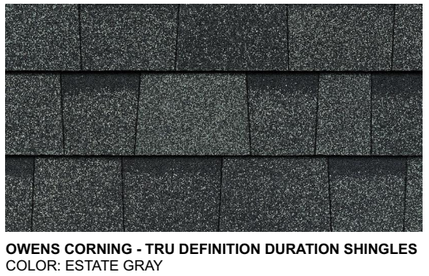
LP - SMARTSIDE BOARD AND BATTEN SIDING
COLOR: CAVERN STEEL

LP - SMARTSIDE TRIM
COLOR: SNOWSCAPE WHITE

PRESTIGE STONE PRODUCTS - THIN VENEER BRICK
COLOR: FARMHOUSE

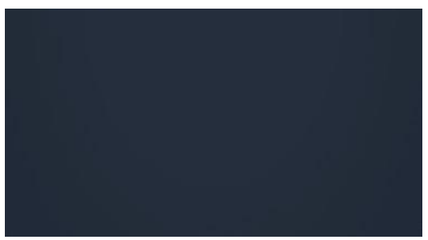


CLOPAY - CLASSIC STEEL GARAGE DOORS
COLOR: STANDARD WHITE



OWENS CORNING - TRU DEFINITION DURATION SHINGLES
COLOR: ESTATE GRAY

ROCKRIDGE CAST STONE - WALL CAP
COLOR: LIGHT GRAY



FRONT DOOR AND SHUTTERS
COLOR: SW 6244 - NAVAL

ROCHESTER CONCRETE PRODUCTS
PREMIER 8 - RETAINING WALL
COLOR: CHARCOAL

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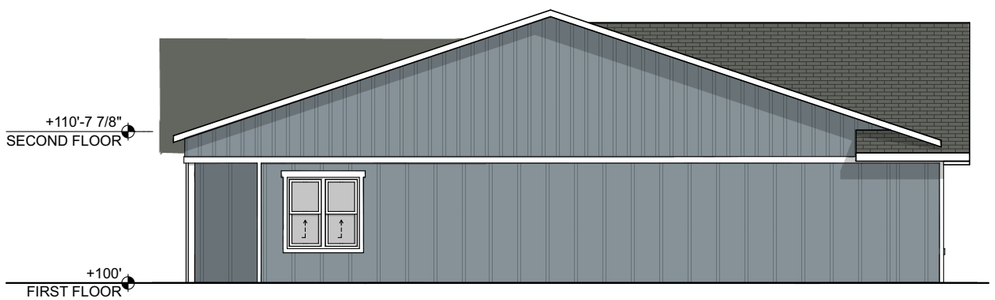
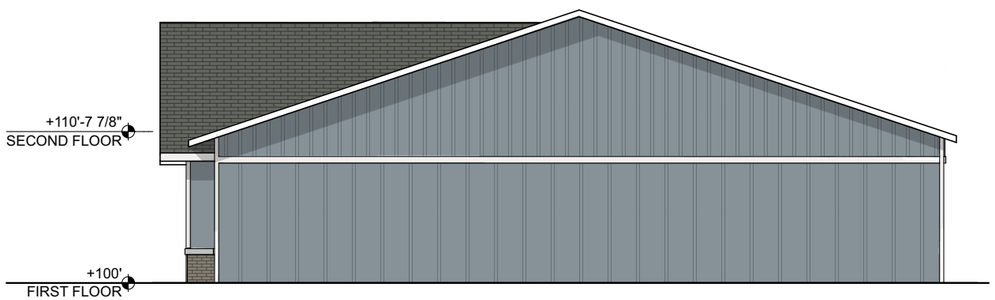
1 SD116 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

2 SD116 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3 SD116 WEST ELEVATION
SCALE: 3/32" = 1'-0"



4 SD116 EAST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles Color: **Estate Gray**
- LP - Smartside Board and Batten Siding Color: **Summit Blue**
- LP - Smartside Lap Siding Color: **Cavern Steel**
- LP - Smartside Trim Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors Color: **Standard White**
- Front Door and Shutters Color: **SW 6244 - Naval**
- Prestige Stone Products - Thin Veneer Brick Color: **Farmhouse**
- Rockridge Cast Stone - Wall Cap Color: **Light Gray**
- Vinyl Doors and Windows Color: **White**

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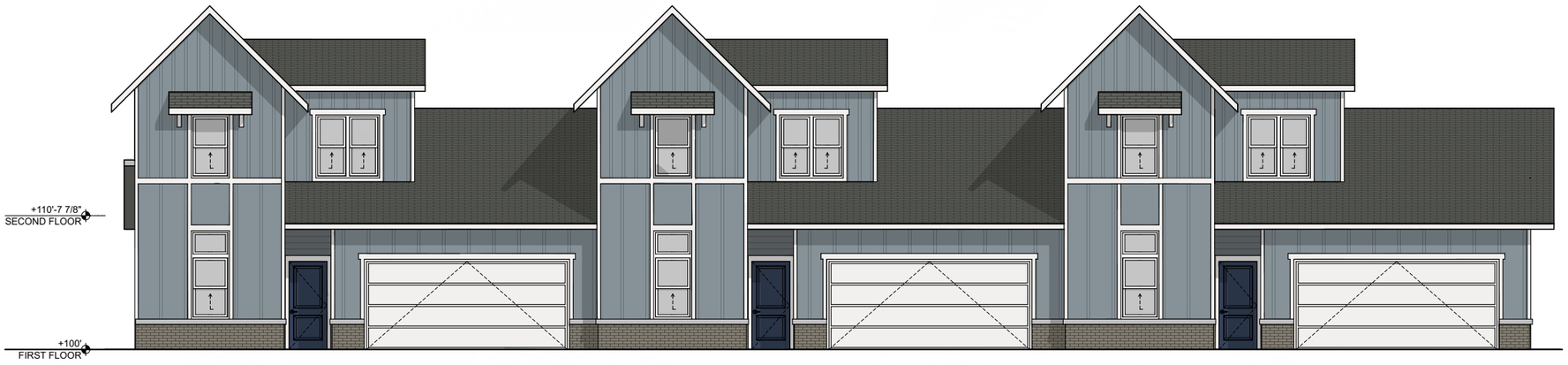
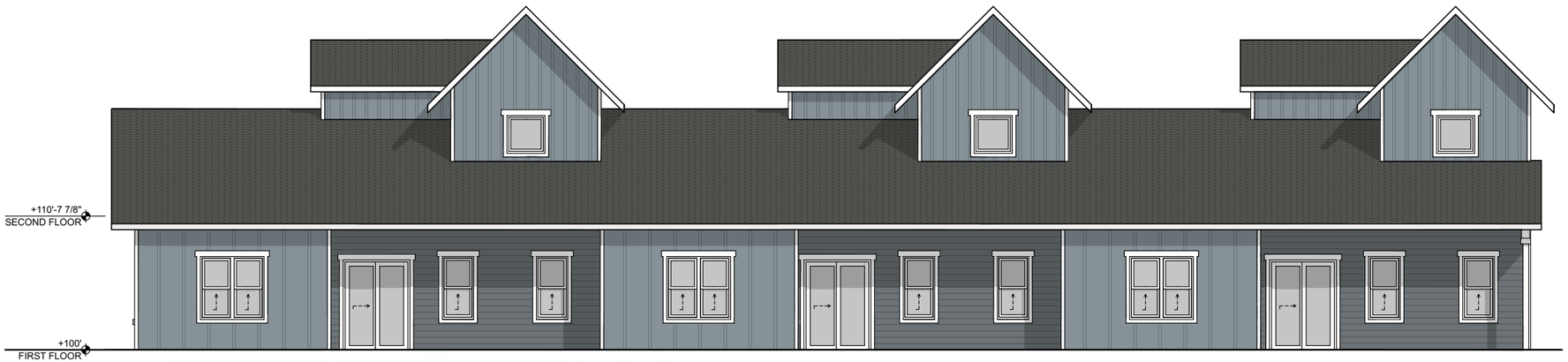


1
SD117

NORTH ELEVATION

SCALE: 3/32" = 1'-0"



2
SD117

SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles
  Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
  Color: **Summit Blue**
- LP - Smartside Lap Siding
  Color: **Cavern Steel**
- LP - Smartside Trim
  Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
  Color: **Standard White**
- Front Door and Shutters
  Color: **SW 6244 - Naval**
- Prestige Stone Products - Thin Veneer Brick
  Color: **Farmhouse**
- Rockridge Cast Stone - Wall Cap
  Color: **Light Gray**
- Vinyl Doors and Windows
  Color: **White**

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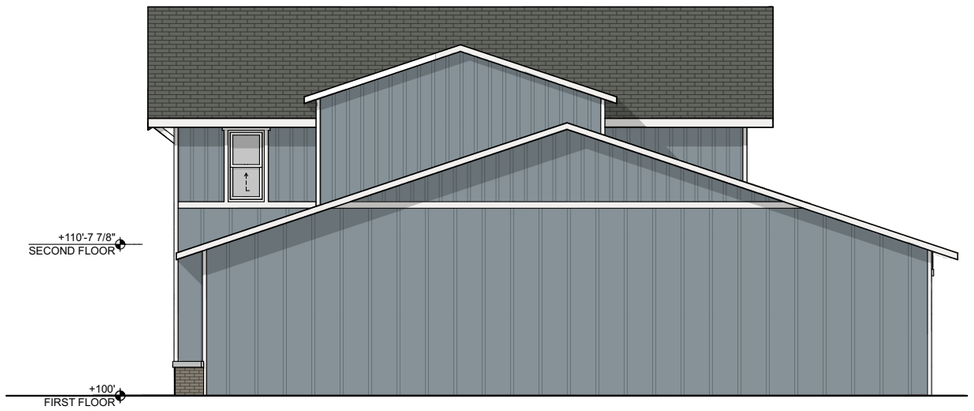
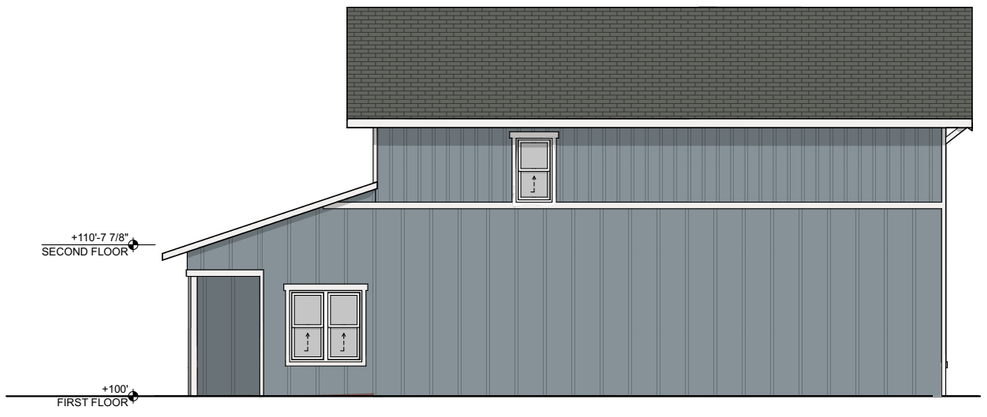


1 SD118 EAST ELEVATION

SCALE: 3/32" = 1'-0"



2 SD118 WEST ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**

LP - Smartside Board and Batten Siding
Color: **Summit Blue**

LP - Smartside Lap Siding
Color: **Cavern Steel**

LP - Smartside Trim
Color: **Snowscape White**

Clopay - Classic Steel Garage Doors
Color: **Standard White**

Front Door and Shutters
Color: **SW 6244 - Naval**

Prestige Stone Products - Thin Veneer Brick
Color: **Farmhouse**

Rockridge Cast Stone - Wall Cap
Color: **Light Gray**

Vinyl Doors and Windows
Color: **White**

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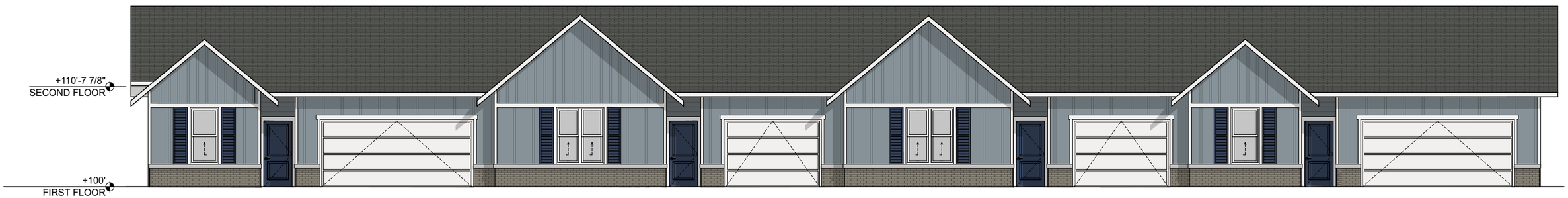
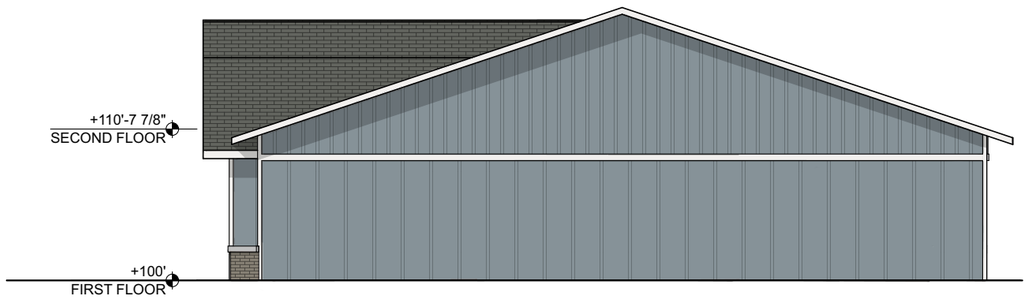


1 SD119 NORTH ELEVATION

SCALE: 3/32" = 1'-0"

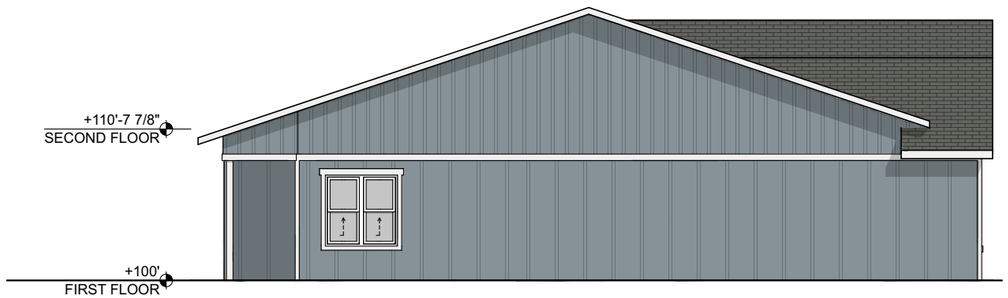
2 SD119 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



3 SD119 EAST ELEVATION

SCALE: 3/32" = 1'-0"



1 SD119 WEST ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles Color: **Estate Gray**
- LP - Smartside Board and Batten Siding Color: **Summit Blue**
- LP - Smartside Lap Siding Color: **Cavern Steel**
- LP - Smartside Trim Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors Color: **Standard White**
- Front Door and Shutters Color: **SW 6244 - Naval**
- Prestige Stone Products - Thin Veneer Brick Color: **Farmhouse**
- Rockridge Cast Stone - Wall Cap Color: **Light Gray**
- Vinyl Doors and Windows Color: **White**

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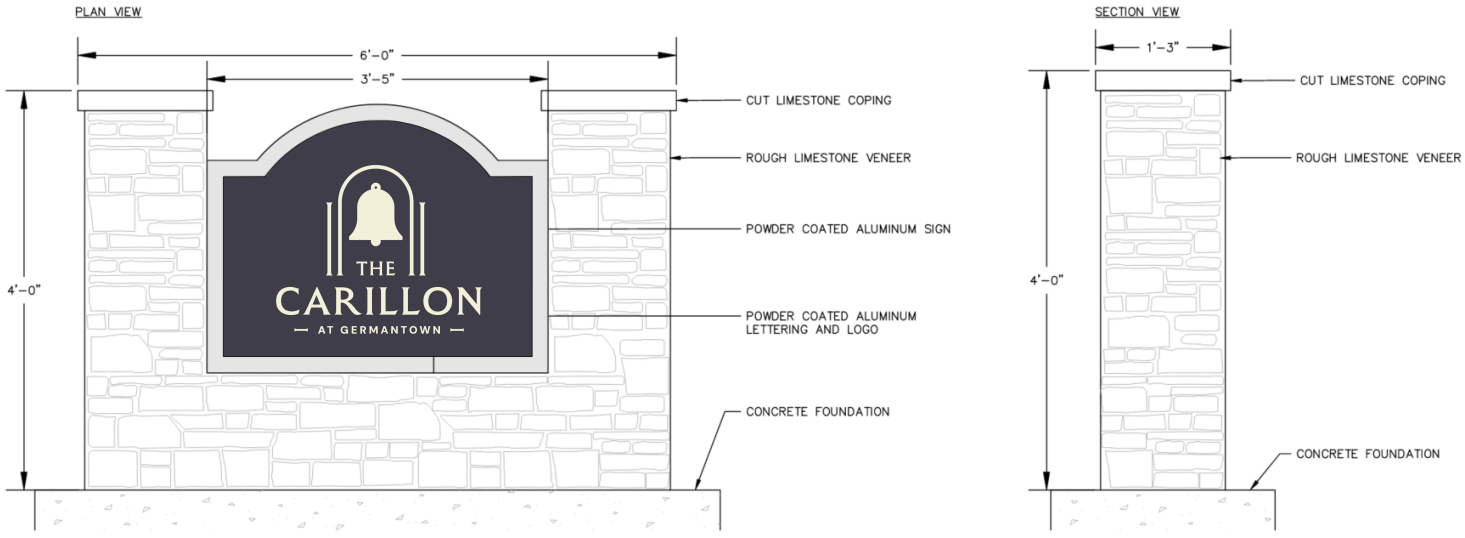
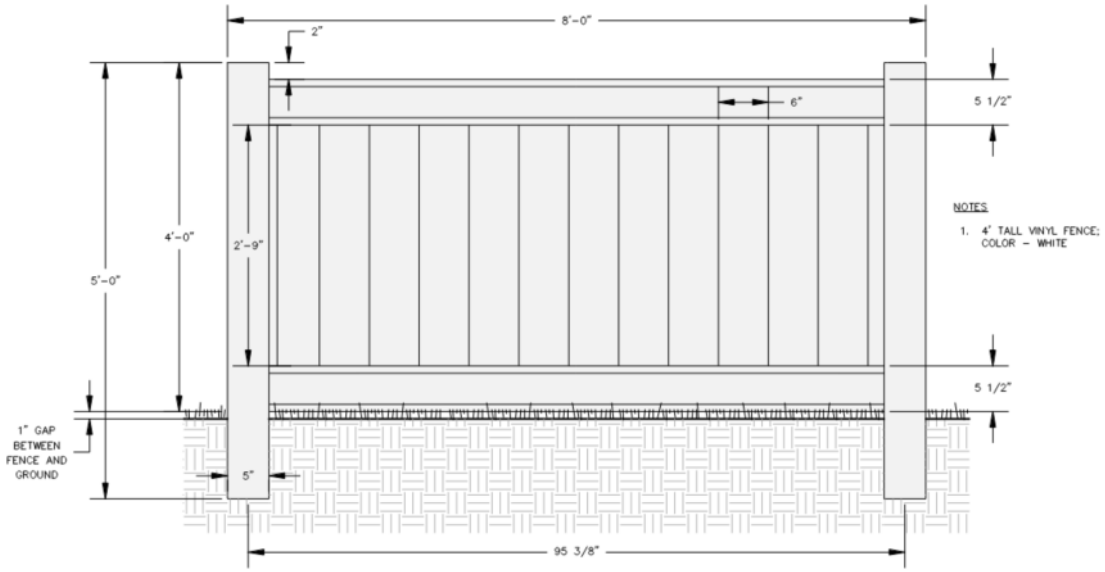
12/1/2025



1 SIGN AT ENTRANCE
1"=1'-0"



2 WHITE VINYL FENCING
1"=1'-0"

The Carillon at Germantown

Preliminary Monument Sign and Fencing Details

CIRRUS PROPERTY GROUP

Certified Survey Map_____

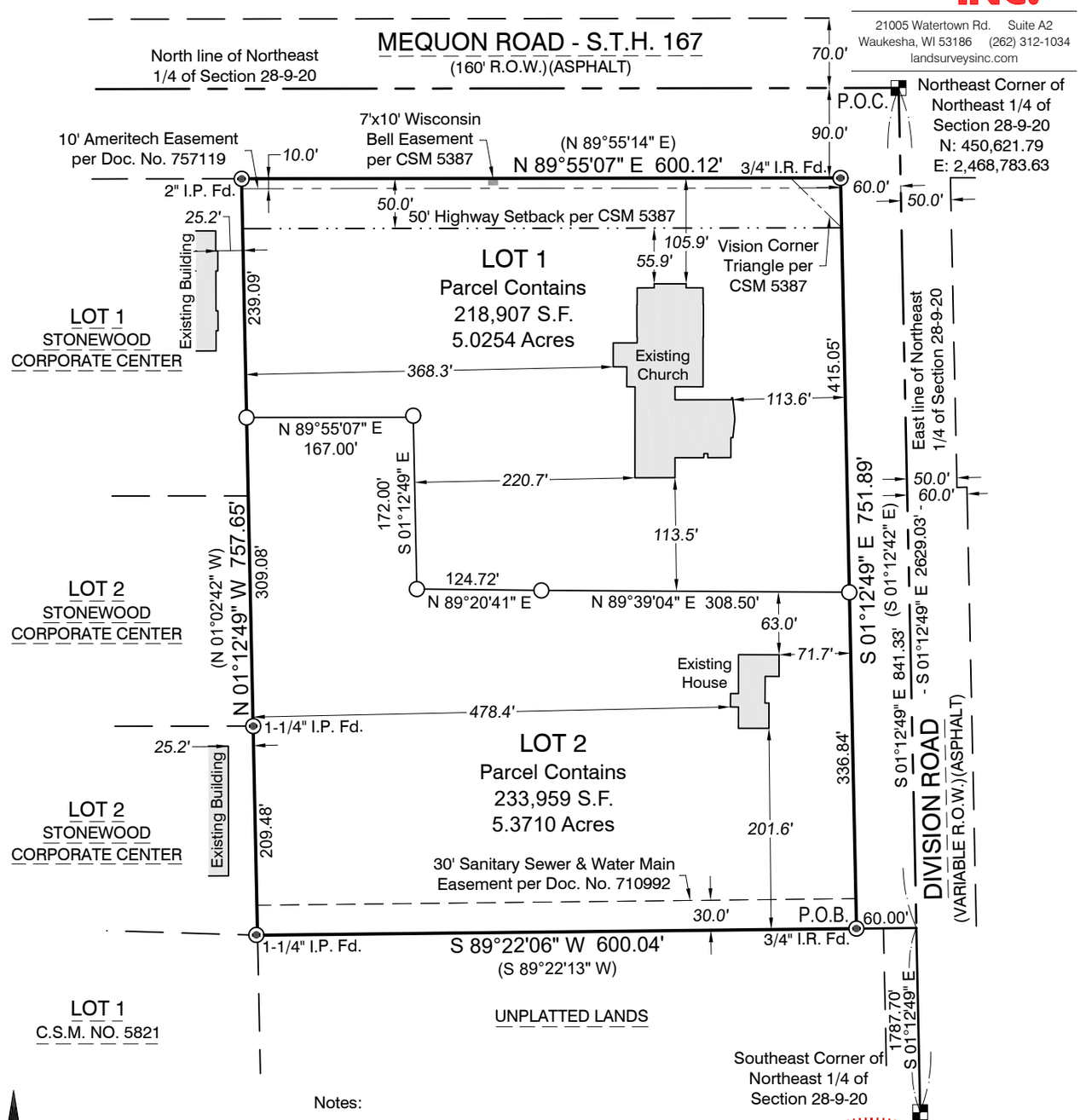
All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

Owner:
Faith Lutheran Church
W172N11183 Division Road
Germantown, WI 53022
262-251-8250

Property Address:
W172N11183 Division Road
Germantown, WI 53022

Surveyor:
Phillip J. Landry
21005 Watertown Road
Suite A2
Waukesha, WI 53186

LAND SURVEYS INC.
21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com



LEGEND

- Monument Found as Noted
- 3/4"X18" Iron Rod Set
- Mag Nail Set
- Brass Disc in Conc.

Graphic Scale 1" = 150'

0' 150' 300'

Notes:

1. Outside diameter measured on all monuments. Set monuments are 1.50Lbs/Lineal Foot.
2. ( ) Indicates recorded as bearings and dimensions.
3. Field work completed on 09-05-25.
4. According to the flood insurance rate map of the Village of Germantown, Community Panel No. 5504720376D, effective date of November 20, 2013, this site falls in Zone X (Area of Minimal Flood Hazard).

BEARINGS ARE REFERENCED TO WISCONSIN STATE PLANE COORDINATE SYSTEM SOUTH ZONE NAD 83/2011 IN WHICH THE EAST LINE OF THE NE 1/4 OF SECTION 28, T 9 N, R 20 E, BEARS S 01°14'49" E.

WISCONSIN
PHILLIP J. LANDRY
S-3176
BROOKFIELD
WI
LAND SURVEYOR

Revised 01-09-26
Revised 12-16-25
Revised 12-01-25
October 10, 2025

This Instrument was drafted by Phillip J. Landry, a Professional Land Surveyor, S-3176

Job# 25514 - BS Sheet 1 of 4

Certified Survey Map_____

All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

SURVEYOR'S CERTIFICATE:

I, Phillip J. Landry, Professional Land Surveyor, do hereby certify:

That I have surveyed, divided and mapped all of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin, bounded and described as follows:

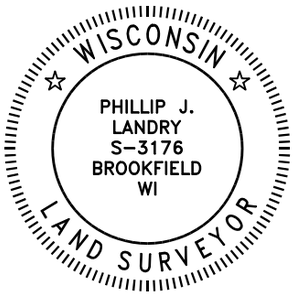
Commencing at the Northeast Corner of the Northeast 1/4 Section; thence South 01°12'49" East along the East line of said Section 841.33 feet; thence South 89°22'06" West 60.00 feet to a point on the South line of said CSM No. 5387 and the Point of Beginning of the lands described hereinafter; thence continuing South 89°22'06" West along said South line 600.04 feet to a point on the West line of said CSM; thence North 01°12'49" West along said West line 757.65 feet to a point on the North line of said CSM and the South line of Mequon Road; thence North 89°55'07" East along said North line 600.12 feet to a point on the East line of said CSM and West line of Division Road; thence South 01°12'49" East along said East line 751.89 feet to the Point of Beginning of this description.

The gross area of said parcel contains 452,866 square feet or 10.3964 acres of land more or less.

That I have made such survey, land division and map by the direction of Faith Lutheran Church, owner's of said land. That such map is a correct representation of all exterior boundaries of land surveyed and land division made thereof. 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 same.

Dated this 10th day of October, 2025.

Phillip J. Landry, PLS
Professional Land Surveyor S-3176



LAND SURVEYS INC.
21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com

Revised 01-09-26
Revised 12-16-25
Revised 12-01-25
October 10, 2025

This Instrument was drafted by Phillip J. Landry, a Professional Land Surveyor, S-3176

Certified Survey Map_____

All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

CORPORATE OWNER'S CERTIFICATE:

Faith Lutheran Church, a corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, certifies that said corporation caused the land described on this map to be surveyed, divided, mapped, and dedicated as represented on this Certified survey Map. As Owners, we hereby dedicate that part of Mequon Road - S.T.H. 167 and that part of Division Road to the Village of Germantown for public road purposes as represented on Sheet 1 of 4 of this Certified Survey Map.

Faith Lutheran Church, does further certify that this Certified Survey Map is mapped as represented on this map in accordance with the provisions of Chapter 236 of the Wisconsin State Statutes and requirements and ordinances of the Village of Germantown, this _____ day of _____, 20_____.

_____

_____

In the presence of:
Faith Lutheran Church

_____

_____

STATE OF WISCONSIN)
) SS
County of Washington)

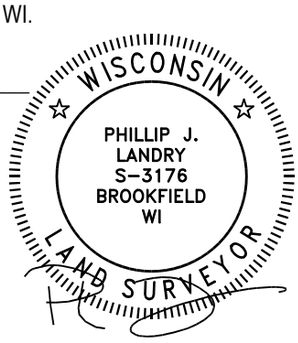
Personally came before me this _____ day of _____, 2025, _____ and _____ of the above named corporation, to me known as the person(s) who executed the foregoing instrument, and to me known to be the _____ and _____ of the corporation, and acknowledged that {they, he, or she} executed the foregoing instrument and acknowledged the same.

_____

Print Name_____

Notary Public, _____ County, WI.

My Commission Expires: _____



LAND SURVEYS INC.
21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com

Revised 01-09-26
Revised 12-16-25
Revised 12-01-25
October 10, 2025

This Instrument was drafted by Phillip J. Landry, a Professional Land Surveyor, S-3176

Job# 25514 - BS Sheet 3 of 4

Certified Survey Map_____

All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

VILLAGE OF GERMANTOWN BOARD APPROVAL:

This Certified Survey Map, being a division of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washing County, Wisconsin, having been approved by the Planning Commission being the same, is hereby approved and the dedicated of that part of Mequon Road - S.T.H. 167 and that part of Division Road for public road purposes as shown on Sheet 1 of 4 is hereby accepted by the Village Board of Trustees of the Village of Germantown on _____ day of _____, 20_____.

Signed: _____ _____
Robert A. Soderberg, Village President Date

Signed: _____ _____
Donna Ott, Village Clerk Date

VILLAGE OF GERMANTOWN PLANNING COMMISSION APPROVAL:

This Certified Survey Map is hereby approved by the Planning Commission of the Village of Germantown on this _____ day of _____, 20_____.

Signed: _____ _____
Robert A. Soderberg, Chairman Date

Signed: _____ _____
Deborah J. Remich, Secretary Date

WISCONSIN
PHILLIP J. LANDRY S-3176 BROOKFIELD WI
LAND SURVEYOR

LAND SURVEYS INC.
21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com

Revised 01-09-26
Revised 12-16-25
Revised 12-01-25
October 10, 2025

This Instrument was drafted by Phillip J. Landry, a Professional Land Surveyor, S-3176

Job# 25514 - BS Sheet 4 of 4

TIA TECHNICAL MEMORANDUM

DATE: October 8, 2025

BY: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **The Carillon at Germantown Residential Development Traffic Impact Analysis Village of Germantown, WI**

INTRODUCTION & PURPOSE

The Carillon at Germantown is a 35-unit residential development on 5.4 acres along the west side of Division Road, just south of the Faith Lutheran Church property in Germantown, Wisconsin. This study was prepared to evaluate peak hour traffic impacts to intersections on Division Road with additional traffic from the proposed on-site development and area off-site developments approved from previous studies. The location of the proposed on-site and off-site developments with respect to the surrounding roadway system are on Exhibit 1.

PROPOSED DEVELOPMENT

On-Site Development: The Carillon at Germantown

The conceptual site plan for The Carillon at Germantown development is on Exhibit 2. The proposed residential units are a mix of quadplex and triplex buildings with individual driveway access to a U-shaped drive that connects to Division Road at two locations: the "North Site Driveway" connects to Division Road approximately 135 feet south of the Faith Lutheran Church driveway, and the "South Site Driveway" connects to Division Road approximately 200 feet south of the North Site Driveway.

Due to driveway spacing, the Village of Germantown has indicated that the North Site Driveway should be restricted to right-in/right-out only turning movements. This study evaluates the North Site Driveway with both full access turning movements and restricted access movements to compare operations for both alternatives.

Off-Site Developments

The off-site developments evaluated in this study include the site and off-site developments evaluated in the *September 3, 2025, Blackstone Creek Mixed-Use Development TIA* (herein referred to as the Blackstone Creek TIA).

The Blackstone Creek mixed-use development includes 205 apartment units on the north portion of the redeveloped golf course site, plus retail and restaurant uses on the southern portion of the site. Full buildout is anticipated to occur over the next few years with construction of the northern residential buildings beginning in 2026. Tenants for the southern commercial lots are not known at this time and will move forward as market conditions allow. For traffic study purposes, the full build out is expected to be complete by the Year 2030.

Additional area developments include the previously approved Kwik Trip development located to the west on Mequon Road (STH 167), near Maple Road and the previously approved STH 167/Pilgrim Road mixed-use development, located in the southeast quadrant of Mequon Road (STH 167) at Pilgrim Road. Traffic assignment data from these land uses were sourced from the *October 14, 2024, Kwik Trip TIA* and the *July 29, 2024, STH 167/Pilgrim Road Mixed-Use Development TIA*.

STUDY AREA

Exhibit 1 shows the study intersections evaluated in this TIA report. The study intersections are also listed below:

- Division Road & Mequon Road (STH 167)
- Division Road & Faith Lutheran Church/Village Hall Driveways
- Division Road & North Site Driveway (proposed)
- Division Road & South Site Driveway (proposed)

The existing geometrics, traffic control, posted speed limits, and annual average daily traffic (AADT) from the Wisconsin Department of Transportation (WisDOT) in the study area are shown on Exhibit 3. Following is a description of the roadways within the study area.

Mequon Road (also designated as STH 167) is a four-lane divided east/west Principal arterial highway with a posted speed limit of 35 miles per hour (mph) within the limits of the study area. It is part of the state trunk highway network as a connecting highway under the jurisdiction of the Village of Germantown. According to the Wisconsin Department of Transportation (WisDOT), the Year 2023 average annual daily traffic volumes (AADT's) on STH 167 were approximately 16,700 vehicles per day (vpd) west of the project limits and 16,600 vpd east of the project limits. Sidewalks are provided along both sides of STH 167.

Division Road is a two-lane undivided north/south minor arterial to the south of STH 167 and a two-lane undivided local street to the north. The posted speed limit on Division Road is 35 mph to the south of STH 167 and 25 mph to the north. The WisDOT Year 2023 AADT's on Division Road were approximately 4,200 vpd south of STH 167 and 1,100 vpd to the north. A multi-use trail is provided along the east side of Division Road, from STH 167 to the south; however, no other sidewalks exist to the north.

PEAK HOUR TRAFFIC VOLUMES

Data Collection/Background Traffic Volumes

Turning movement traffic counts were collected at the Division Road/Mequon Road (STH 167) intersection for the Blackstone Creek TIA in July 2025. Traffic counts for that study were compiled for the weekday AM peak hour (7:30-8:30 a.m.) and weekday PM peak hour (4:15-5:15 p.m.). The peak hour volumes were balanced with adjacent intersections along Mequon Road (STH 167) and are shown as the Existing intersection traffic volumes in this study.

Additional traffic counts were collected for this study at the Division Road/Faith Lutheran Church Driveway/Village Hall Driveway intersection in September 2025. These counts were compiled for the same peak hours as and balanced with the Division Road/Mequon Road (STH 167) intersection. The balanced peak hour traffic volumes at the study intersections on Division Road are shown on Exhibit 4. Traffic count data sheets are in Appendix A.

Development Trip Generation

Trip rates and fitted curve equations (FCE) from the ITE *Trip Generation Manual, 11th Edition* were used to estimate trips for the proposed residential development. Trips were generated using the "single-family-attached" land use, which applies to residential types with shared walls but not shared floors. Based on ITE, the 35-units in The Carillon at Germantown development generates 220 trips per weekday, with 15 trips in the AM peak hour and 15 trips in the PM peak hour. The trip generation table is on Exhibit 5.

Development Trip Distribution

The Carillon at Germantown site trips were distributed to the adjacent study intersection using the same trip distributions developed for the Blackstone Creek TIA, which were based on existing traffic patterns in the study area. The trip distributions are listed below and also shown graphically on Exhibit 5:

- 43% to/from the west on Mequon Road (STH 167)
- 42% to/from the east on Mequon Road (STH 167)
- 3% to/from the north on Division Road
- 12% to/from the south on Division Road

Site & Off-Site Development Traffic Assignments, Build Traffic Volumes

The Kwik Trip, Pilgrim Mixed-Use Development, and Blackstone Creek Mixed-Use Development traffic assignments through the study intersections from the Blackstone Creek TIA are shown on the following exhibits:

- Exhibit 6: Off-Site Development Traffic Assignment – Kwik Trip
- Exhibit 7: Off-Site Development Traffic Assignment – Pilgrim Mixed-Use Development
- Exhibit 8: Off-Site Development Traffic Assignment – Blackstone Creek Mixed-Use Development

The Carillon at Germantown development peak hour trips were assigned to the study intersections and driveways based on the above trip distribution (Exhibit 9). The exhibit shows site traffic assignments for both a full-access option and right-in/right-out restricted access option at the North Driveway.

The site and off-site traffic assignments were added to the Year 2025 Existing traffic volumes to generate the Year 2030 Build traffic volumes, as shown on Exhibit 10.

PEAK HOUR TRAFFIC OPERATIONS

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the *Highway Capacity Manual, 7th Edition*) and the peak hour turning movement volumes estimated for each intersection. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS

'F'. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The LOS definitions for signalized and unsignalized intersections are included before the existing analysis output in Appendix B. Build analysis output is in Appendix C.

The Existing traffic (no build) and Build traffic (additional traffic from on-site and off-site developments) peak hour traffic operations for the study intersections are shown on Exhibits 11 and 12, respectively. The Existing analysis was completed using the existing geometrics and traffic signal control at the Division Road intersections with Mequon Road (STH 167) and the Faith Lutheran Church/Village Hall driveways. Based on the analysis, all turning movements at these intersections operate at LOS D or better during both the AM and PM peak hours.

Synchro reports 110-115-foot peak hour 95th percentile queues in the northbound left-turn lane at the Division Road/Mequon Road (STH 167) intersection, which exceed the existing storage capacity by 35-40 feet. Similar peak hour queues were reported in the Blackstone Creek TIA, which recommended that the northbound left-turn lane be extended to at least 125 feet.

At the Village's request, a separate analysis was completed to evaluate traffic operations at the Division Road/Mequon Road (STH 167) if the northbound lanes were restriped as a shared left-turn/through plus right-turn lane instead of the existing left-turn plus shared through/right-turn lane. Based on the analysis (Appendix C), this results in LOS F delays for the northbound and southbound Division Road approaches and therefore is not a recommended change.

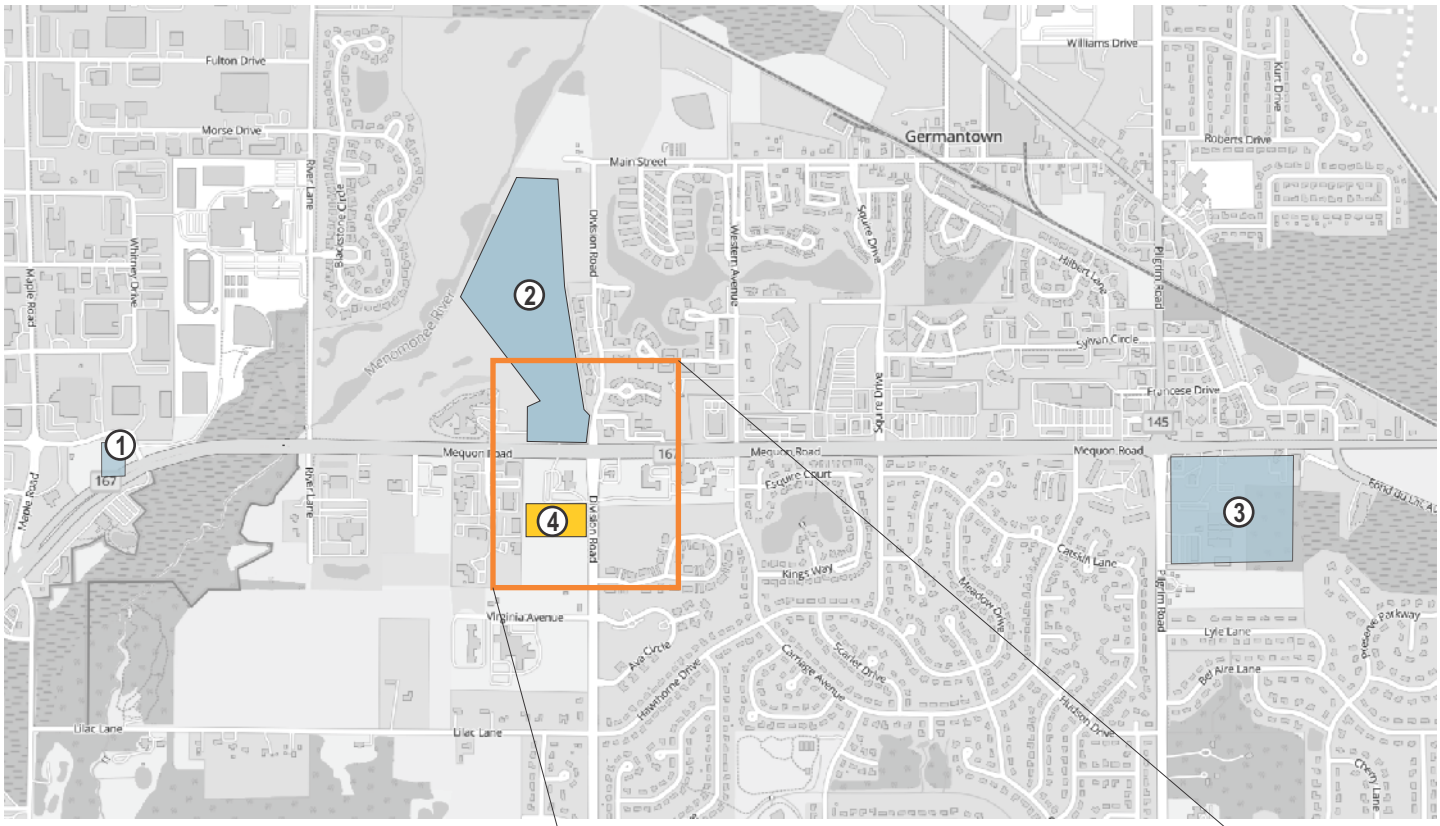
RECOMMENDATIONS/CONCLUSIONS

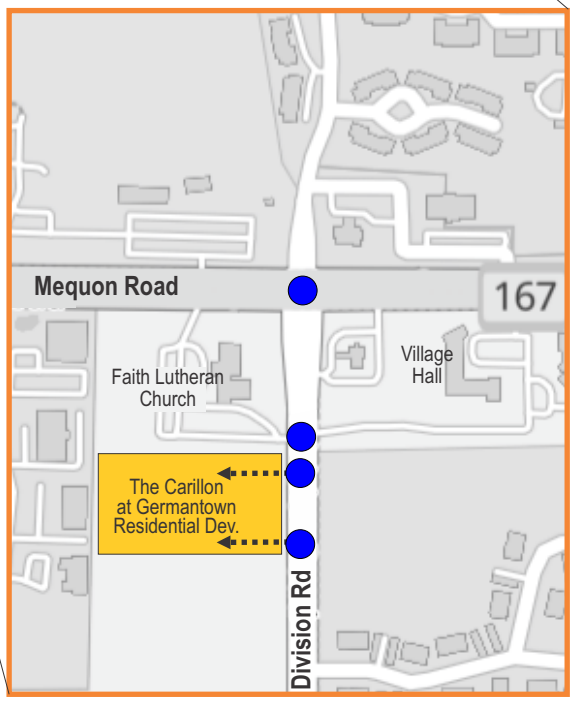
Modifications are for jurisdictional consideration and are not legally binding. The Village of Germantown reserves the right to determine alternative solutions.

The recommended modifications are listed below and also shown graphically on Exhibit 13.

- Division Road & Mequon Road (STH 167): Restripe the northbound left-turn lane to accommodate Year 2030 Build traffic queues. This modification was recommended in the Blackstone Creek TIA to mitigate existing and Year 2030 Build queues, which extend beyond the available turn lane storage area. The additional northbound left-turn traffic from The Carillon at Germantown development is very low (5 AM and 5 PM vph) and does not significantly contribute to queue increases at the intersection.
- Division Road & Church/Village Driveways: No Modifications
- Division Road & North Site Driveway: Construct the new intersection as shown on the site plan with single-lane approaches and stop sign control on the eastbound driveway approach. Configure the eastbound approach to allow either full-access movements or with a pork-chop-style median to restrict access to right-in/right-out only movements. The proposed residential development is expected to generate very low trips resulting in very low peak hour volumes, delays, and queues with either alternative.
- Division Road & South Site Driveway: Construct the new intersection as shown on the site plan with unrestricted movements, single-lane approaches and stop sign control on the eastbound driveway approach.

With the modifications listed above, the Build traffic volumes result in acceptable traffic operations (LOS D or better for all movements) and queues at the study intersections.





LEGEND

- Study Area Intersection
- On-Site Development
- Off-Site Development

1. Kwik Trip Development
2. Blackstone Creek Development
3. Pilgrim Mixed-Use Development
4. The Carillon at Germantown Development

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EXHIBIT 1
PROJECT LOCATION MAP & STUDY INTERSECTIONS

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

GERMANTOWN SITE PLAN

SD100

QUADPLEX - ONE STORY
[7,209 SF] - 5 TOTAL

TRIPLEX 2BR - ONE STORY
[5,411 SF] - 3 TOTAL

TRIPLEX 3BR - TWO STORY
[5,391 SF] - 2 TOTAL

TOTAL LOT SIZE:
5.4 ACRES

Total Site: 5.40 acres
Proposal: 35 total units (~6.48 du/acre)

Setbacks:
Front Setback: 20'
Rear Setback: 20'
Side Setbacks: 25-40'

Parking:
2-BR Type A Units: 1-car attached garage + 1 apron spot per unit
2-BR Type B & 3-BR Units: 2-car attached garage + 2 apron spots per unit
Overall: 102 Parking Spaces / 2.91 per unit

Max building height: 2 stories

THE CARILLON AT GERMANTOWN

05.15.25

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EXHIBIT 2
CONCEPTUAL SITE PLAN

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

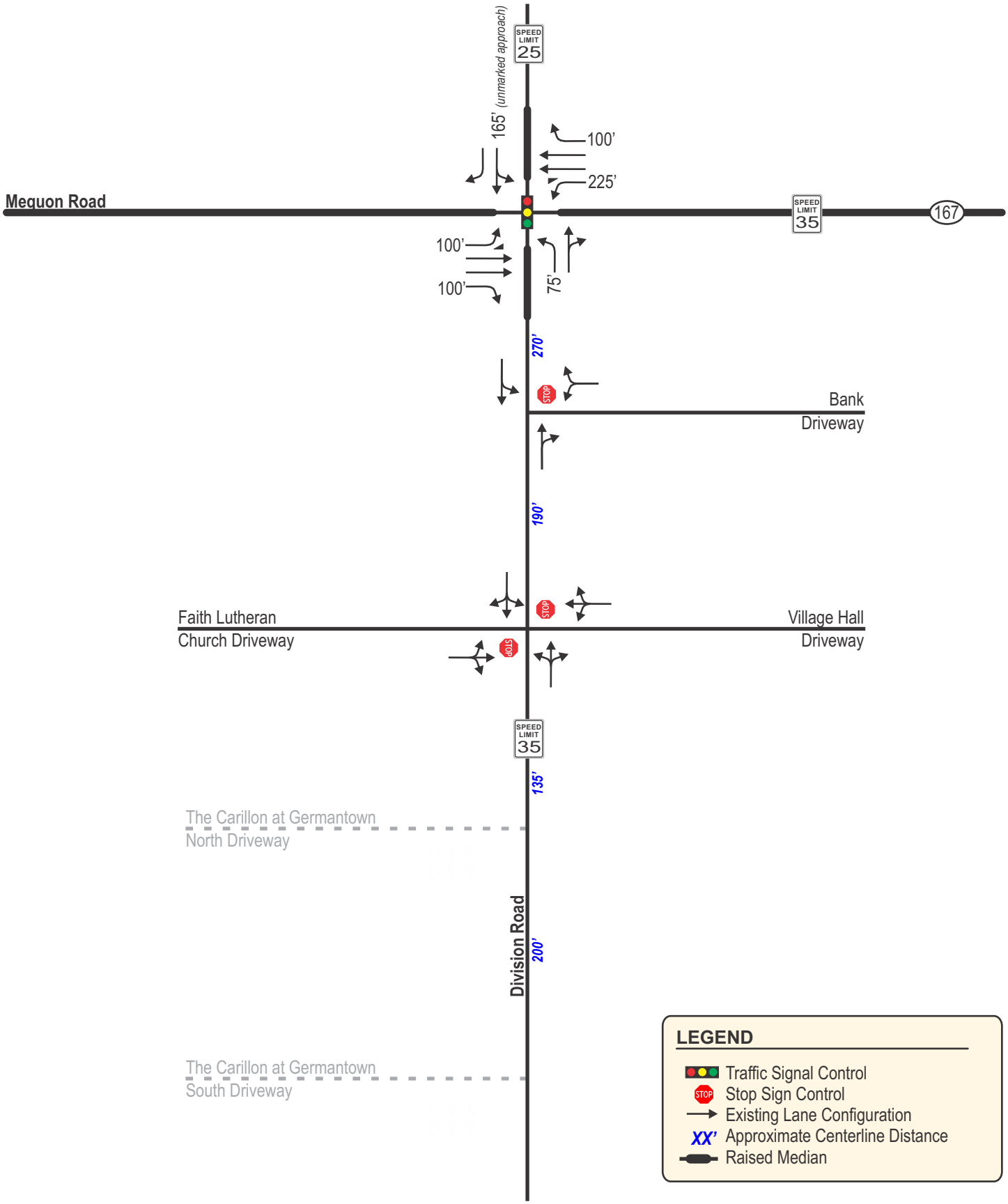

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EXHIBIT 3
EXISTING TRANSPORTATION SYSTEM

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

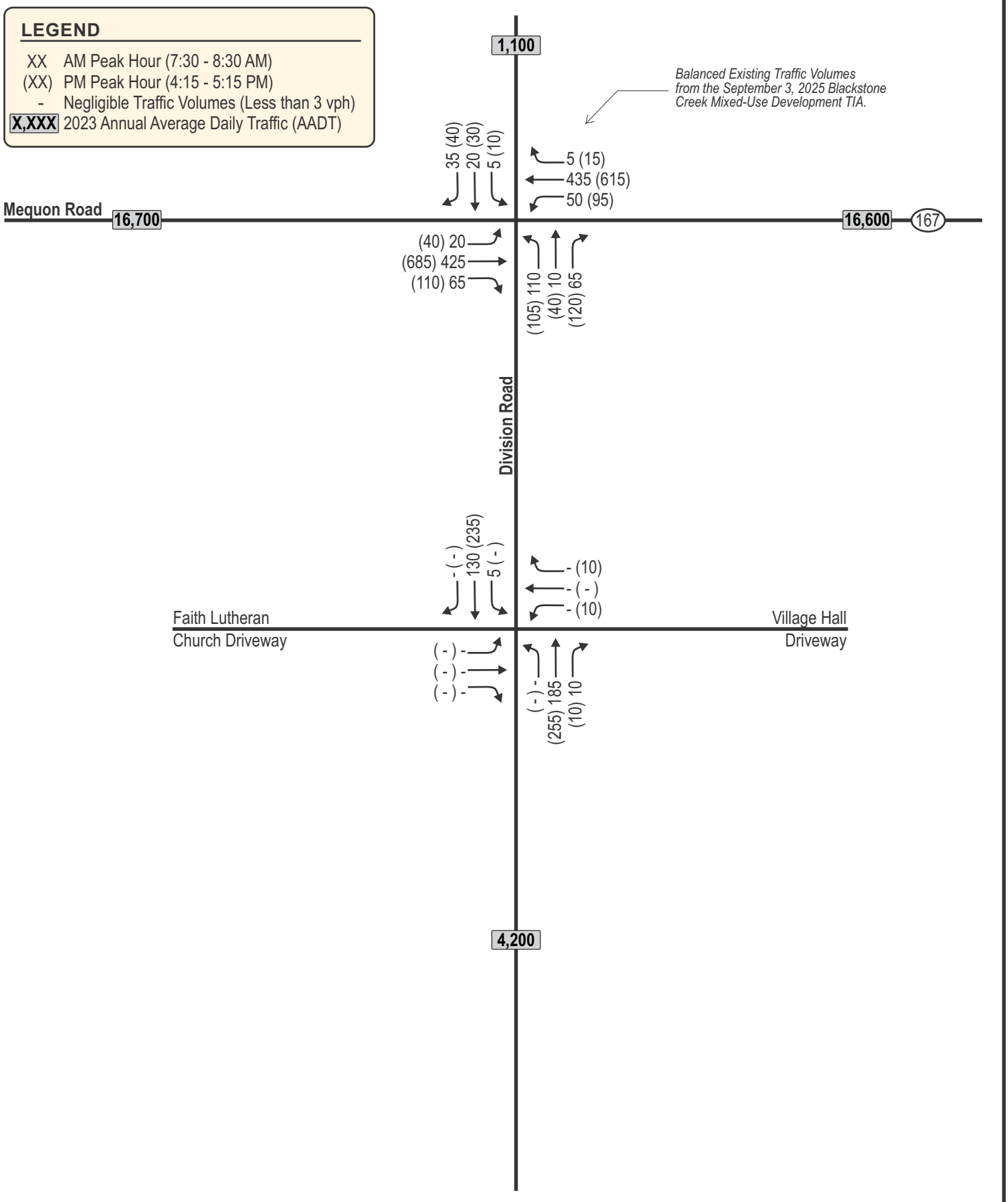

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EXHIBIT 4
YEAR 2025 EXISTING TRAFFIC VOLUMES

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

The Carillon at Germantown - Trip Generation Table [1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Single-Family Attached Housing	215	35 Units	220 FCE	5 (25%)	10 (75%)	15 FCE	10 (59%)	5 (41%)	15 FCE
Total New Trips			**220**	**5**	**10**	**15**	**10**	**5**	**15**

[1] *Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

TRIP DISTRIBUTION (New Trips)						
N. on Division Road	3%	0	0	0	0	
S. on Division Road	12%	0	0	0	0	
W. on Mequon Road	43%	5	5	5	5	
E. on Mequon Road	42%	0	5	5	0	
	100%	***5***	***10***	***10***	***5***	

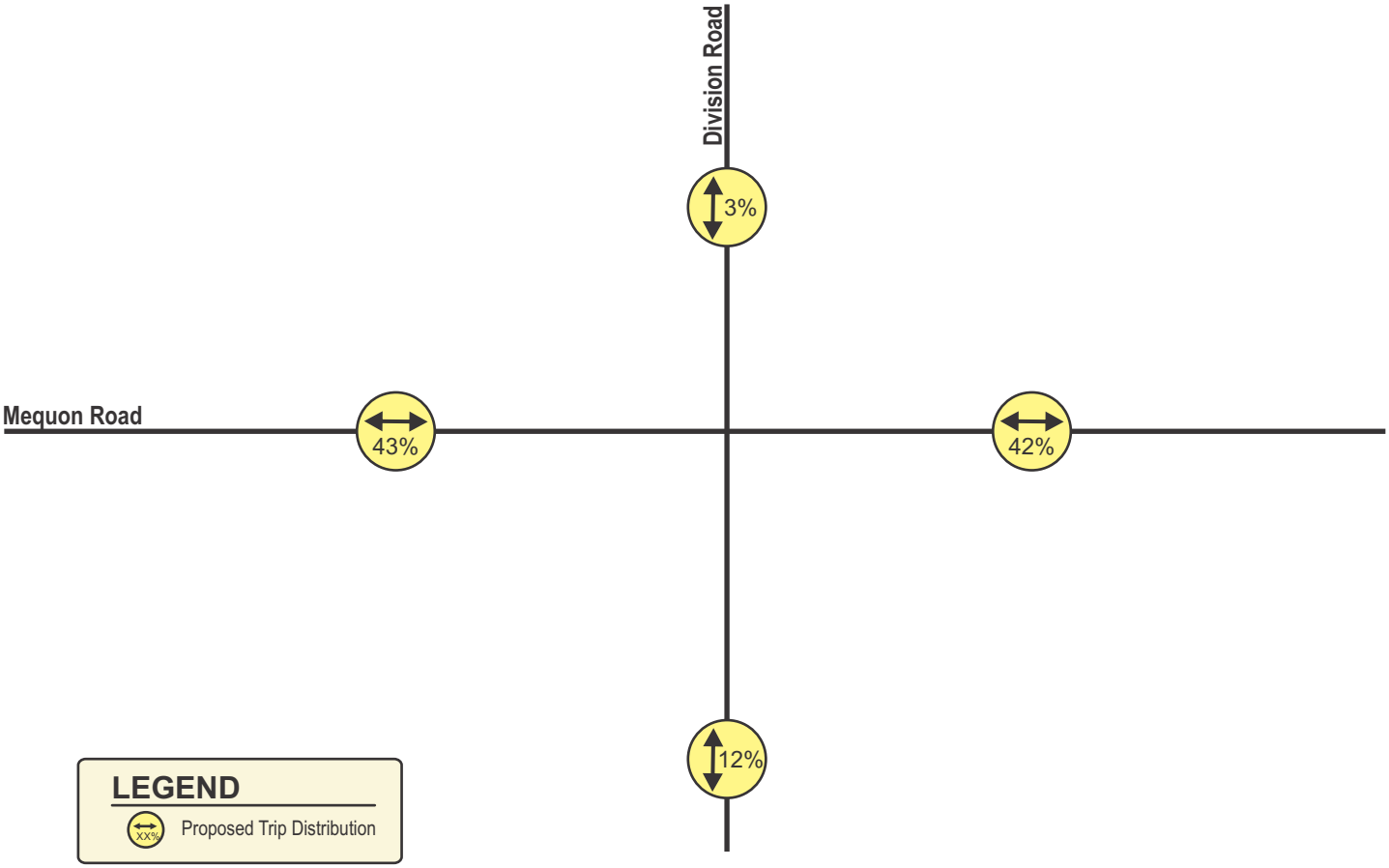

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EXHIBIT 6
ON-SITE DEVELOPMENT TRIP GENERATION & TRIP DISTRIBUTION

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

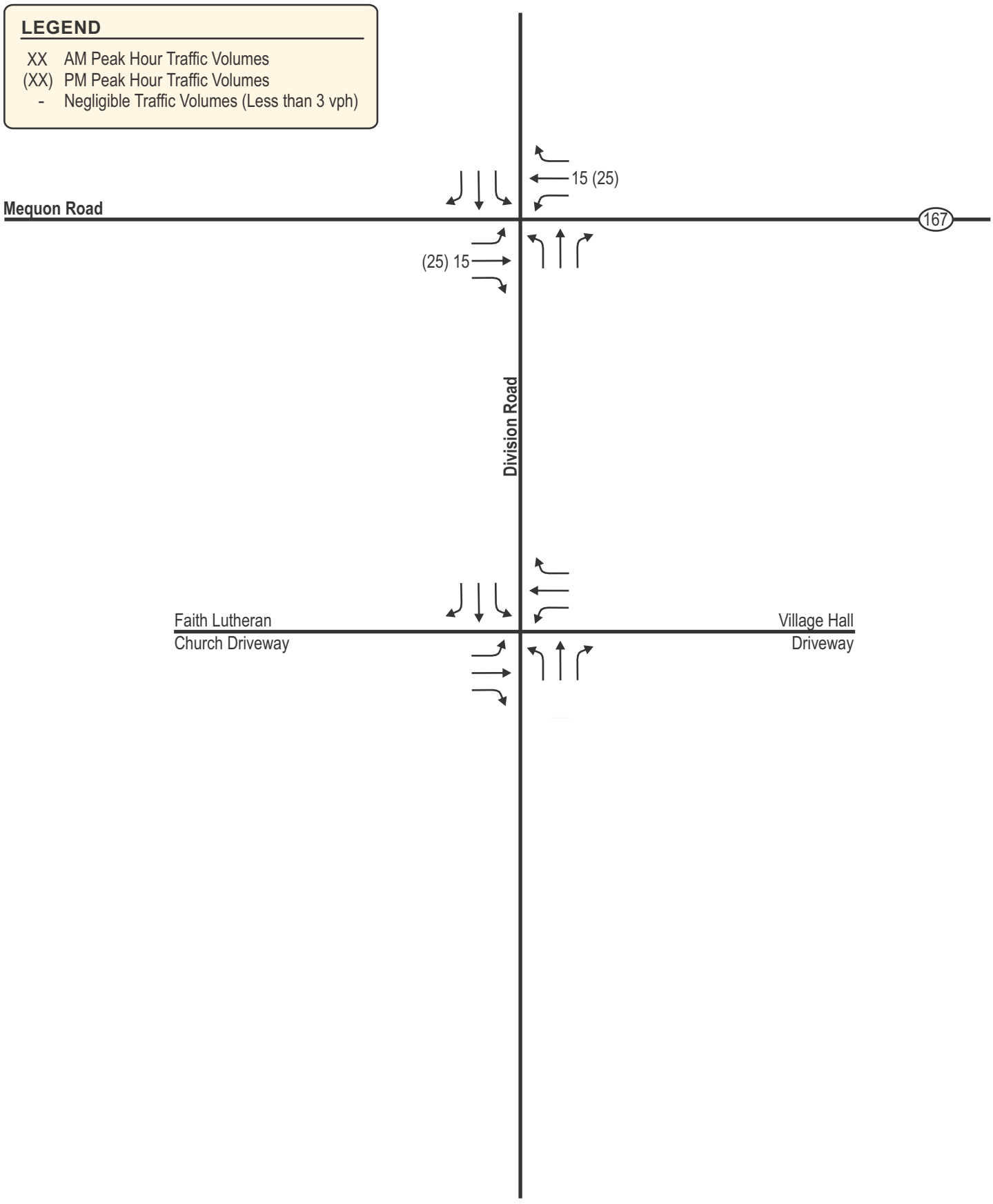

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EXHIBIT 8
OFF-SITE DEVELOPMENT TRAFFIC ASSIGNMENT
KWIK TRIP - WEST ON MEQUON ROAD

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

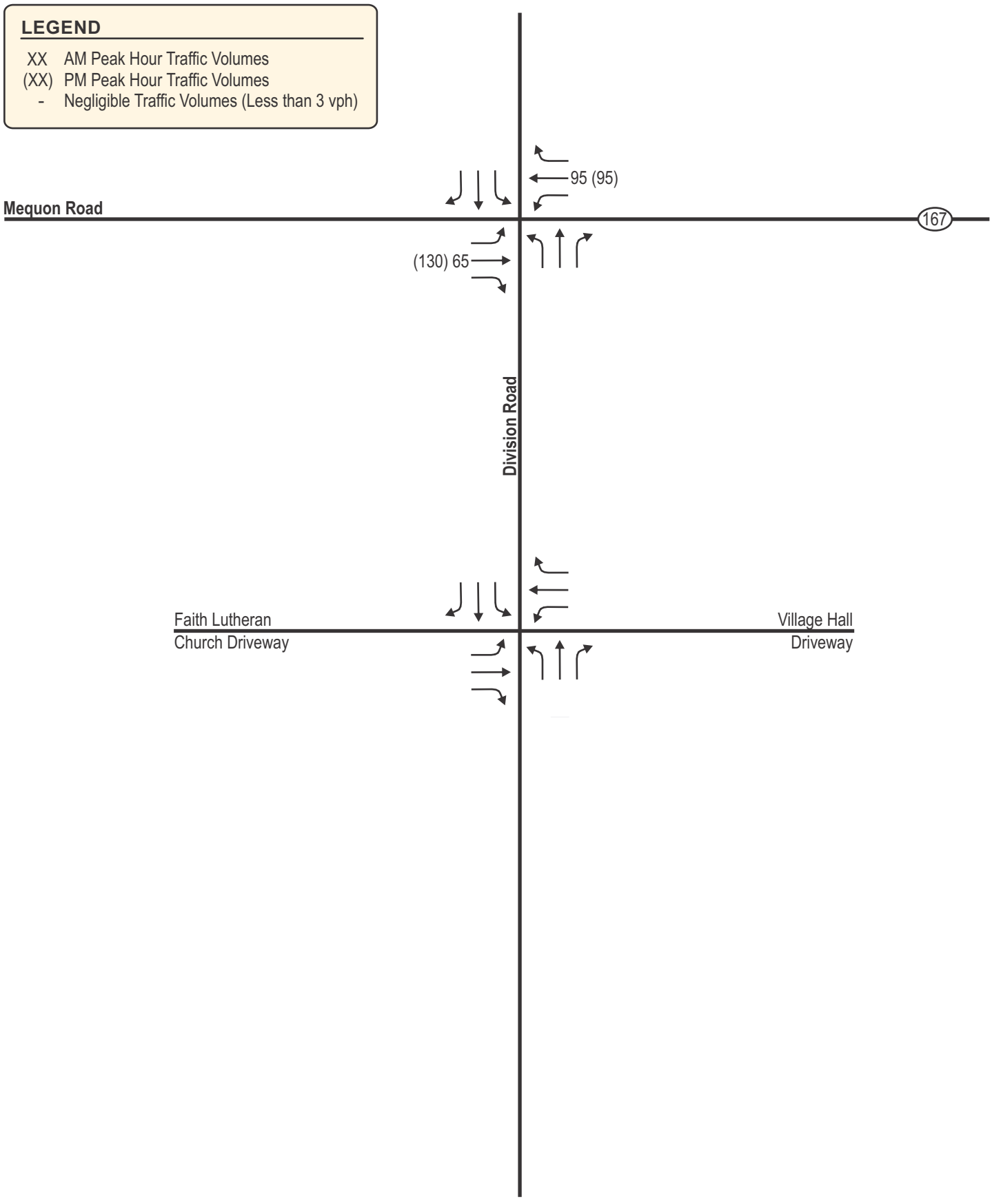

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EXHIBIT 8
OFF-SITE DEVELOPMENT TRAFFIC ASSIGNMENT
PILGRIM MIXED-USE DEVELOPMENT - EAST ON MEQUON ROAD

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

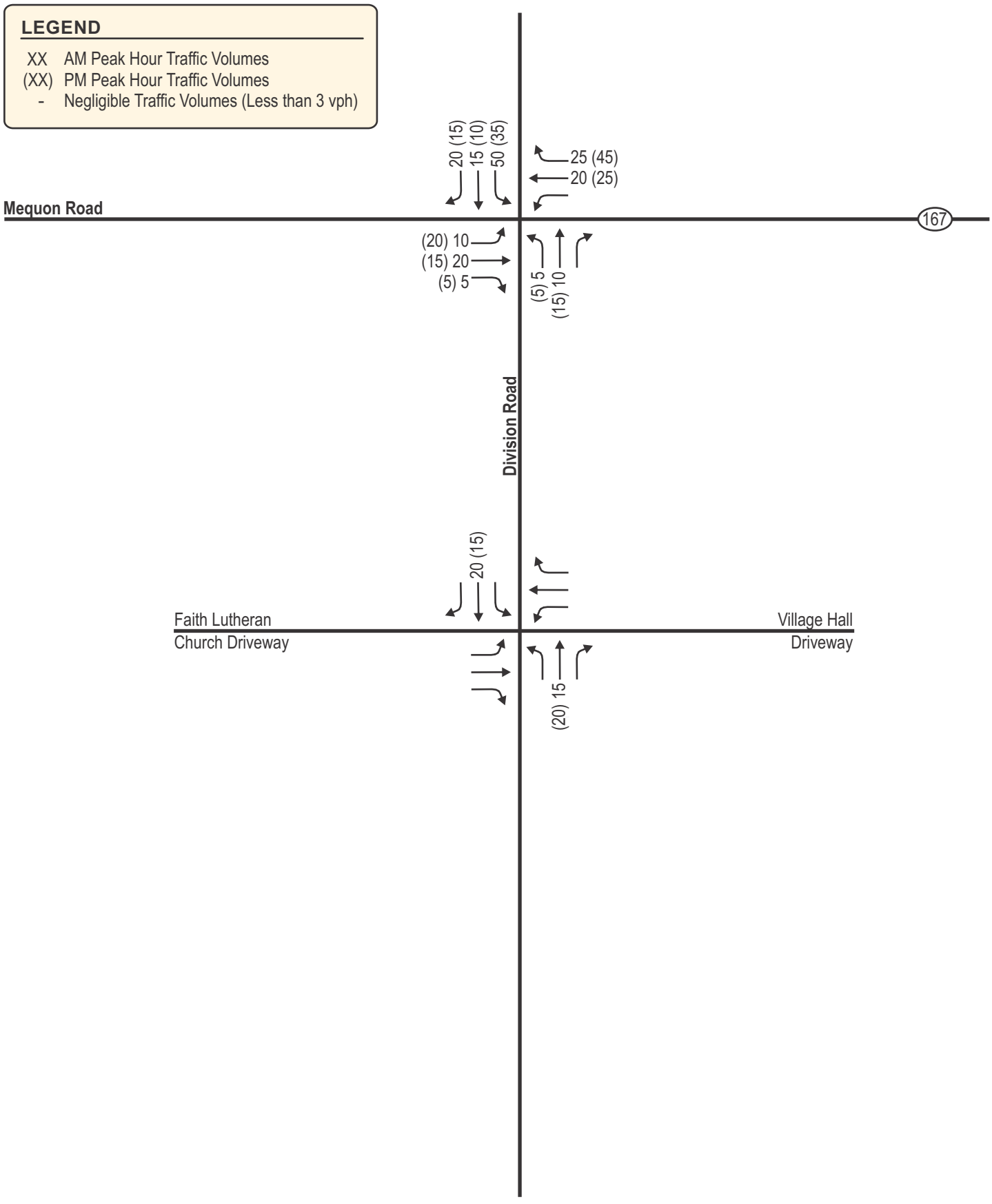

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EXHIBIT 8
OFF-SITE DEVELOPMENT TRAFFIC ASSIGNMENT
BLACKSTONE CREEK MIXED-USE DEVELOPMENT -
NORTHWEST QUADRANT OF MEQUON ROAD/DIVISION ROAD
THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

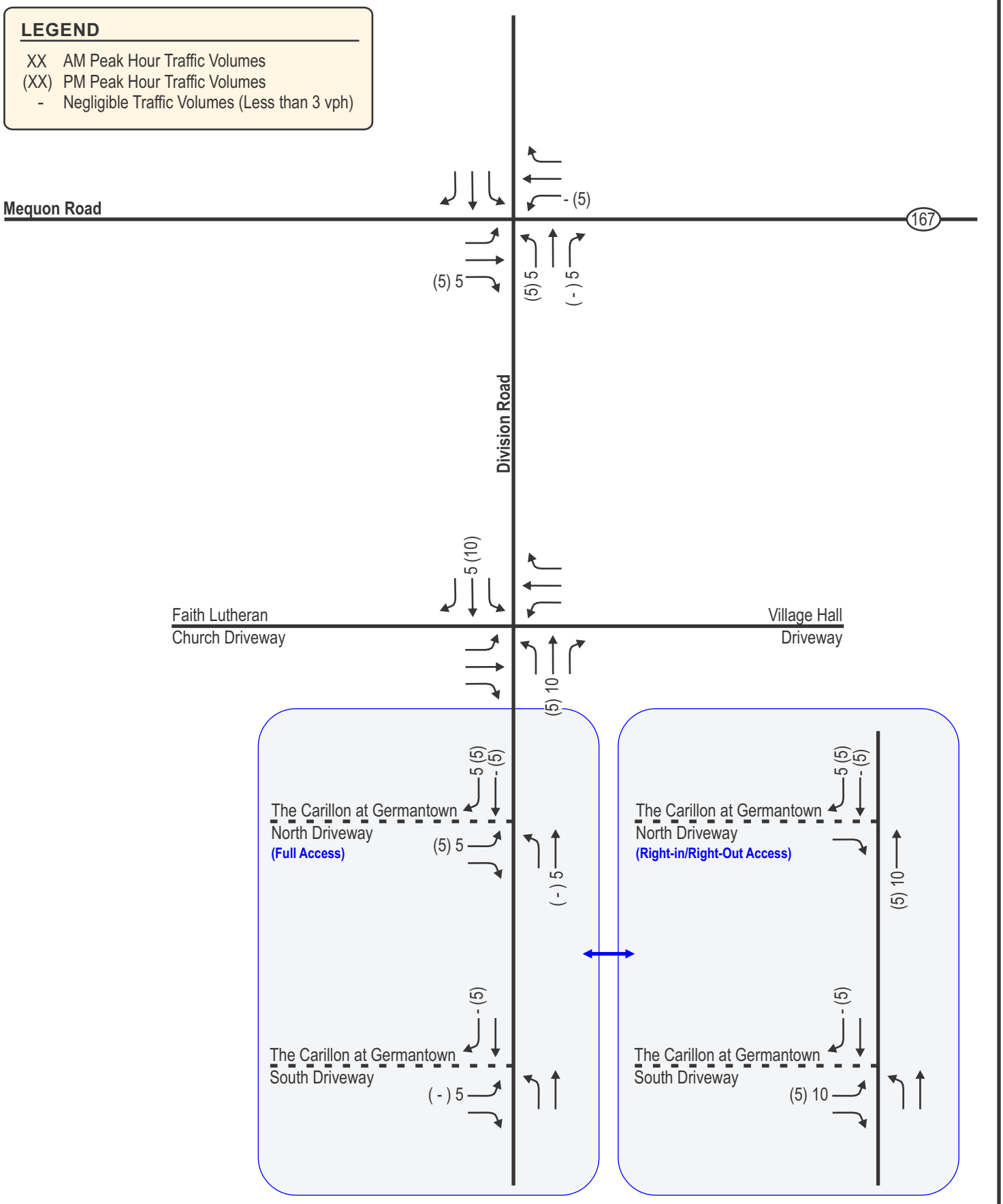

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EXHIBIT 9
ON-SITE DEVELOPMENT TRAFFIC ASSIGNMENT

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

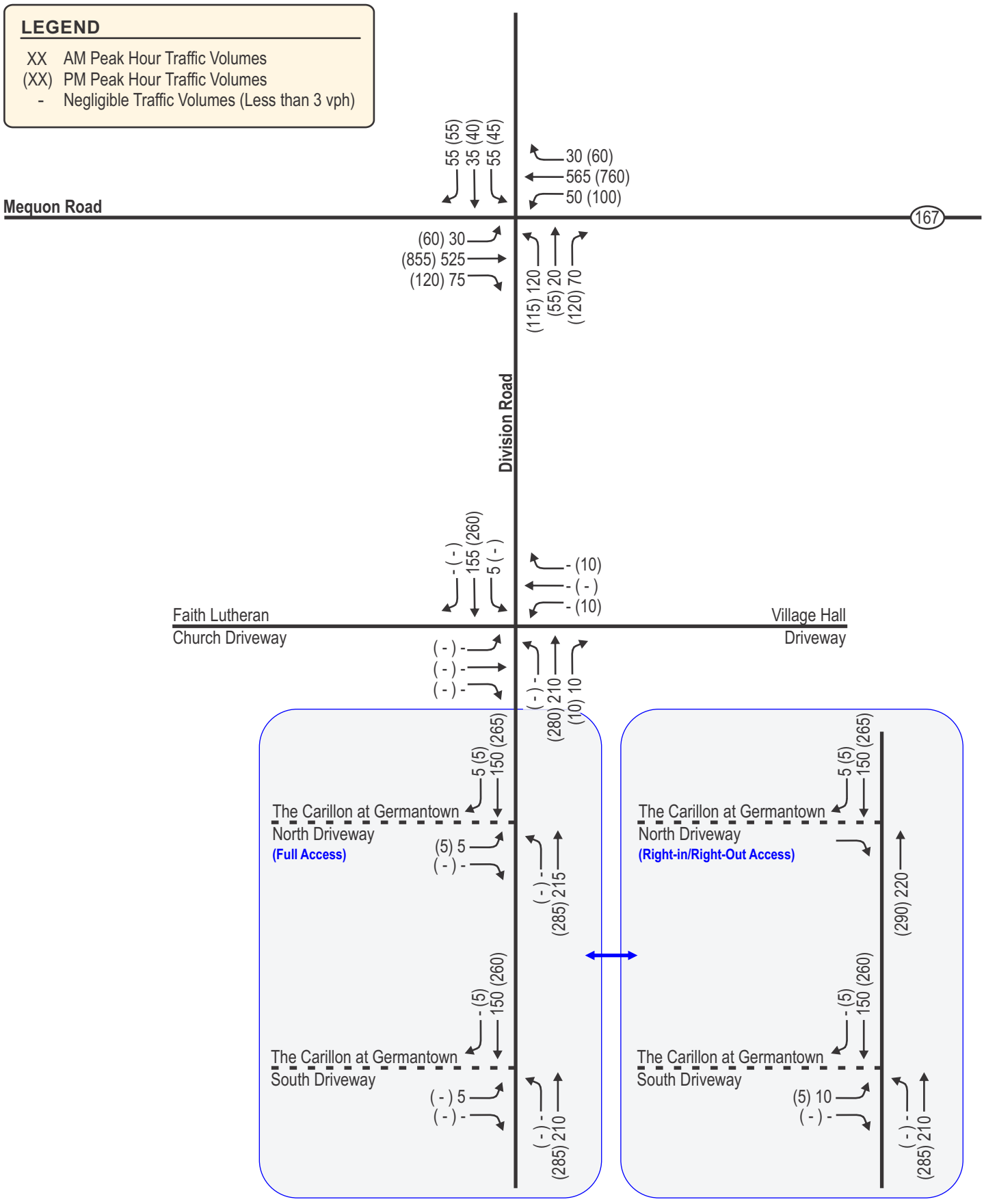

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EXHIBIT 10
YEAR 2030 BUILD TRAFFIC VOLUMES

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

Year 2025 Existing Traffic Peak Hour Operating Conditions

Existing Transportation System

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*1>*		*1*	*1>*		
Mequon Road & Division Road *Traffic Signal Control*	AM	LOS	A	A	A	A	A	A	D	C		D	C		B
		Delay	6.5	5.4	4.6	7.0	5.4	4.4	38.9	33.7		35.7	32.9		11.6
		Queue	15'	75'	20'	25'	75'	5'	110'	75'		10'	60'		
	PM	LOS	A	A	A	A	A	A	D	D		D	C		B
		Delay	6.5	5.3	4.3	8.2	5.1	4.0	39.4	37.6		40.9	34.3		11.4
		Queue	20'	115'	30'	45'	105'	5'	105'	145'		20'	70'		
		Lanes->	*<1>*			*<1>*			*<1>*			*<1>*			
Faith Church/Village Hall Driveways & Division Road *Stop Sign Control (EB/WB)*	AM	LOS	B			B			A			A			
		Delay	10.6			10.7			7.5			7.7			0.3
		Queue	0'			0'			0'			0'			
	PM	LOS	B			B			A			A			
		Delay	12.4			12.2			7.8			7.9			0.6
		Queue	0'			5'			0'			0'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Year 2030 Build Traffic Peak Hour Operating Conditions

Existing Transportation System

	Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
				Eastbound			Westbound			Northbound			Southbound			
				↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
All Access Options			*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*1>*		*1*	*1>*		
	Mequon Road & Division Road	AM	LOS	A	A	A	A	A	A	D	C		D	C		B
	Traffic Signal Control		Delay	9.4	7.1	5.8	9.7	7.2	5.6	38.3	31.1		35.4	31.0		13.2
			Queue	20'	100'	25'	30'	110'	15'	115'	85'		60'	85'		
		PM	LOS	A	A	A	B	A	A	D	D		D	C		B
			Delay	9.1	6.6	5.0	11.7	6.3	4.8	39.0	35.6		41.0	33.0		12.3
			Queue	30'	160'	35'	55'	140'	20'	110'	155'		50'	90'		
			Lanes->	*<1>*			*<1>*			*<1>*			*<1>*			
	Faith Church/Village Hall Driveways & Division Road	AM	LOS	B			B			A			A			
	Stop Sign Control (EB/WB)		Delay	11.0			11.2			7.6			7.8			0.3
			Queue	0'			0'			0'			0'			
		PM	LOS	B			B			A			A			
			Delay	12.9			12.7			7.9			8.0			0.6
			Queue	0'			5'			0'			0'			
North Driveway - Full Access			*Lanes->*	*<1>*			-			*<1*		-	-	*1>*		
	The Carillon of Germantown North Driveway & Division Road (Full Access)	AM	LOS	B			-			A		-	-	*		
	Stop Sign Control (EB)		Delay	10.8			-			7.6		-	-	*		0.2
			Queue	0'			-			0'		-	-	*		
		PM	LOS	B			-			A		-	-	*		
			Delay	12.9			-			7.9		-	-	*		0.2
			Queue	0'			-			0'		-	-	*		
			Lanes->	*<1>*			-			*<1*		-	-	*1>*		
	The Carillon of Germantown South Driveway & Division Road	AM	LOS	B			-			A		-	-	*		
	Stop Sign Control (EB)		Delay	10.8			-			7.6		-	-	*		0.2
			Queue	0'			-			0'		-	-			
		PM	LOS	B			-			A		-	-	*		
			Delay	11.6			-			7.9		-	-	*		0.1
			Queue	0'			-			0'		-	-	*		
North Driveway - Restricted Access			*Lanes->*	-	*1*		-			-	*1*	-	-	*1>*		
	The Carillon of Germantown North Driveway & Division Road (Right-in/Right-Out Access)	AM	LOS	-	A		-			-	*	-	-	*		
	Stop Sign Control (EB)		Delay	-	9.1		-			-	*	-	-	*		0.0
			Queue	-	0'		-			-	*	-	-	*		
		PM	LOS	-	B		-			-	*	-	-	*		
			Delay	-	10.0		-			-	*	-	-	*		0.0
			Queue	-	0'		-			-	*	-	-	*		
			Lanes->	*<1>*			-			*<1*		-	-	*1>*		
	The Carillon of Germantown South Driveway & Division Road	AM	LOS	B			-			A		-	-	*		
	Stop Sign Control (EB)		Delay	11.0			-			7.6		-	-	*		0.3
			Queue	5'			-			0'		-	-	*		
		PM	LOS	B			-			A		-	-	*		
			Delay	12.8			-			7.9		-	-	*		0.2
			Queue	0'			-			0'		-	-	*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

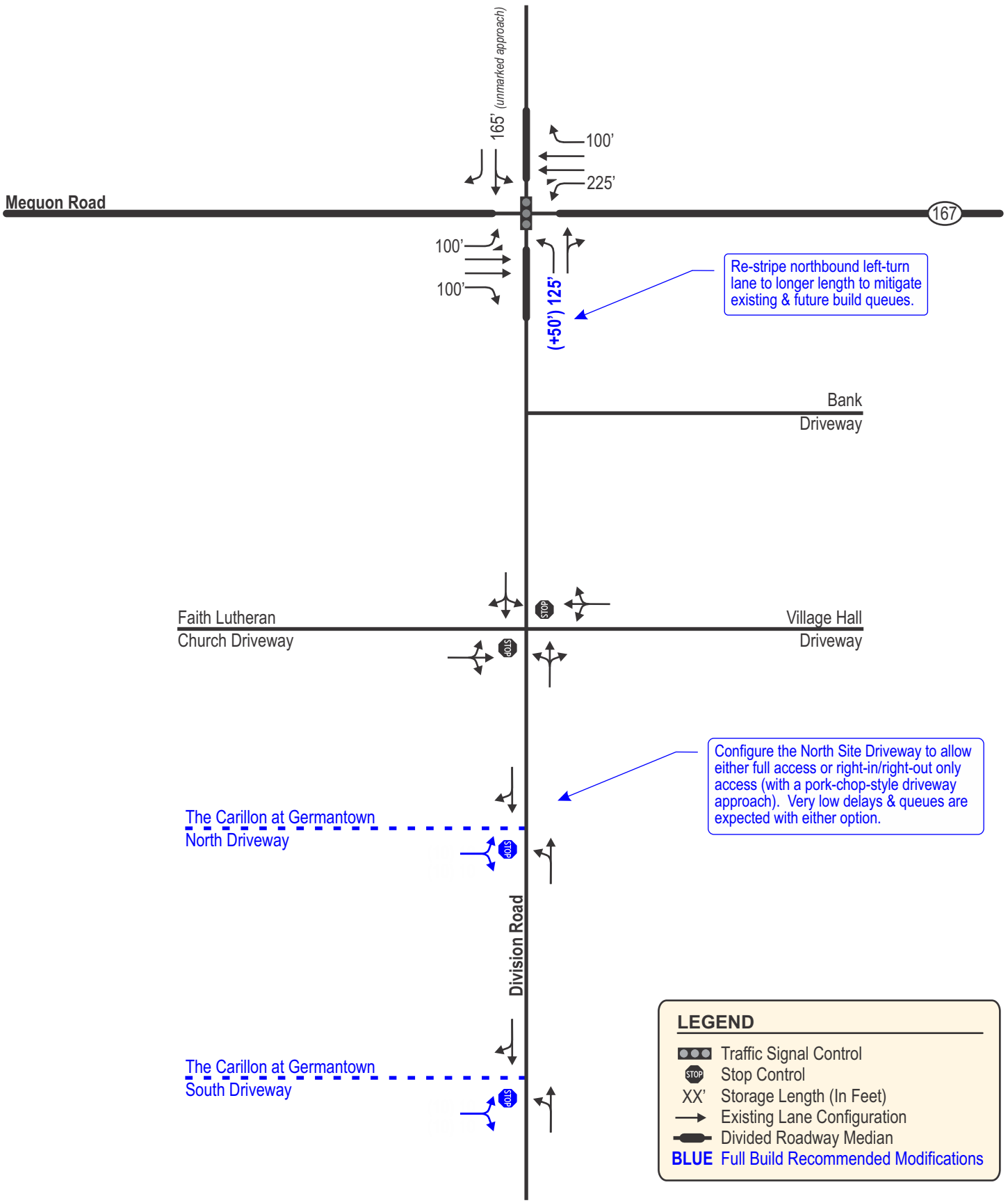

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EXHIBIT 13
RECOMMENDATIONS

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

APPENDIX A

TRAFFIC COUNT DATA

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

Base Information, Observed (5.75) Hour and Estimated (24) Hour Volume Summaries

Major St: **Division Road**
Minor St: **Germantown Municipal DW**
Intersection of: ***Division Road & Germantown Municipal DW***

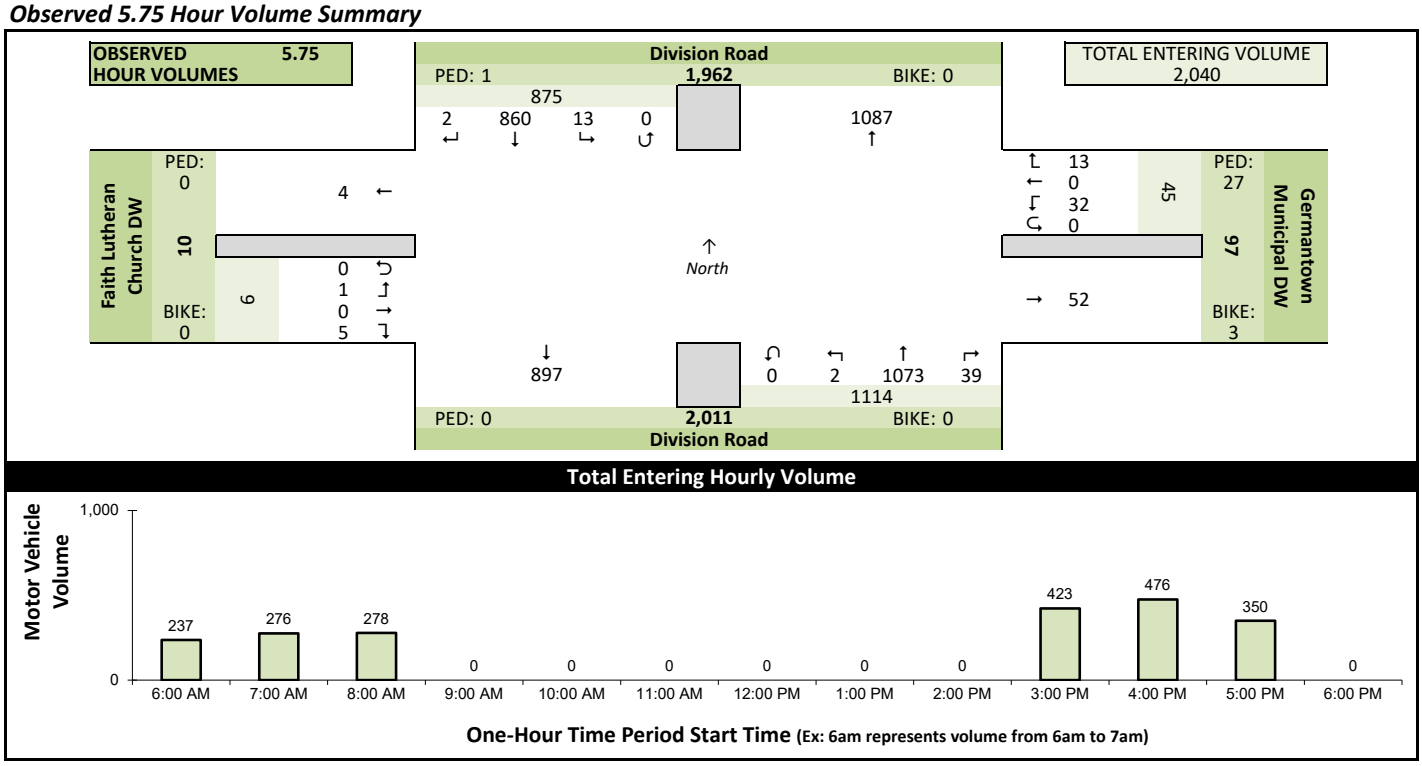
Site Information

Municipality	Village of Germantown		
County	66 - Washington	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Division Road		
East Leg	Germantown Municipal DW		
South Leg	Division Road		
West Leg	Faith Lutheran Church DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

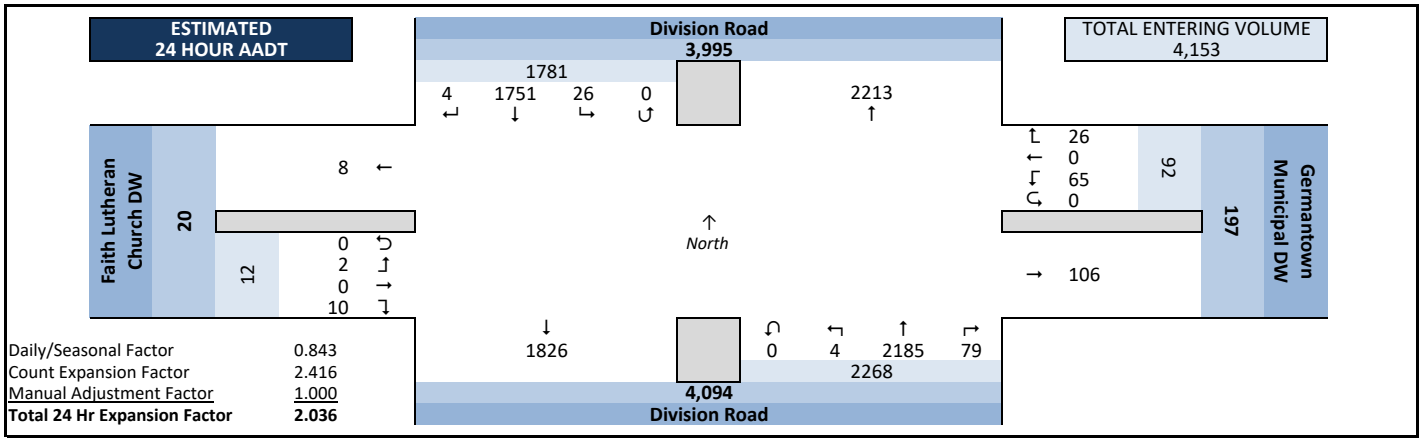
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-05:45 PM				
1st Day of Count	Thursday, September 25, 2025			Weather	
AM Peak Period	Friday, September 26, 2025			Clear and Dry	
Midday Peak Period	Thursday, September 25, 2025			Clear and Dry	
PM Peak Period	Thursday, September 25, 2025			Clear and Dry	
Calculated Peak Hours					
	AM	6:30-7:30am	MD	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
	AM	7:30-8:30am	MD	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.843		Count Expansion Factor		2.416
Company Name	TADI		Manual Adj.		1.000
Observers	AM Peak Period	Jane Fait			
	Midday Peak Period	None			
	PM Peak Period	Bill Moldenhauer			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 5.75 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

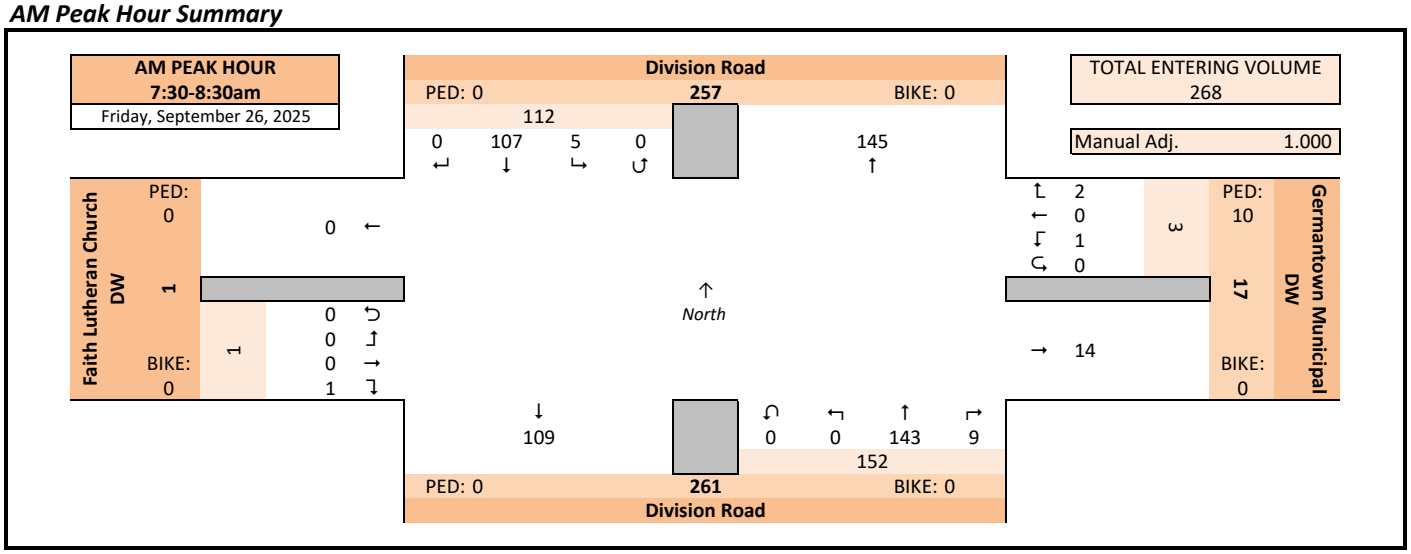
Peak Hour Volume Graphical Summary

Division Road & Germantown Municipal DW

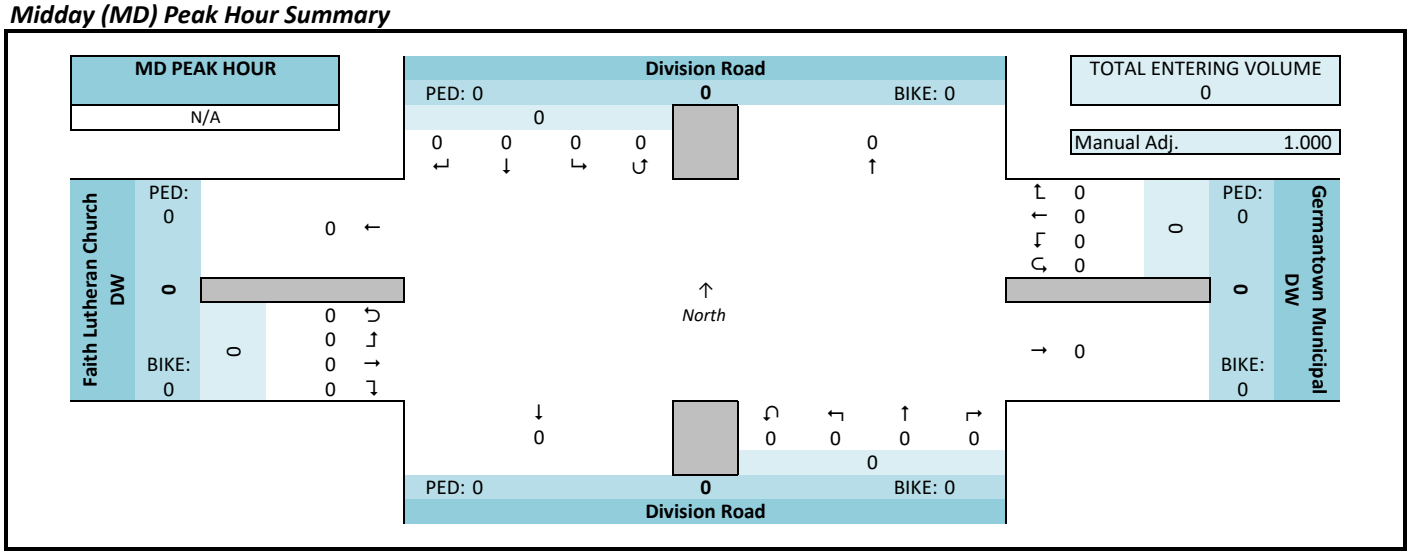
Count Basics			*Page 2 of 13*
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

All Motor Vehicles

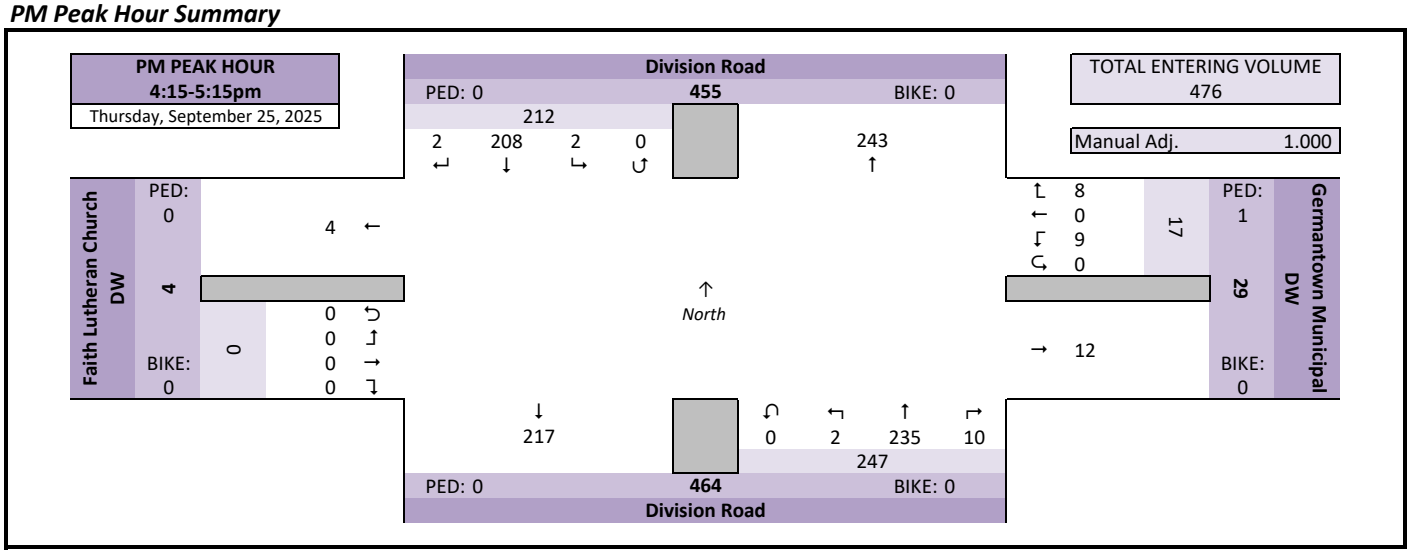
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

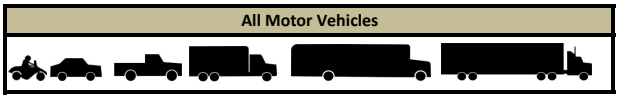


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

Peak Hour Volume Summary

Division Road & Germantown Municipal DW



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 26, 2025		From North					From East					From South					From West					
	AM Peak Hour	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	0	16	1	0	17	0	0	0	0	0	2	33	0	0	35	0	0	0	0	0	52
	7:45 AM	0	27	0	0	27	0	0	0	0	0	4	45	0	0	49	0	0	0	0	0	76
	8:00 AM	0	26	3	0	29	1	0	1	0	2	0	38	0	0	38	1	0	0	0	1	70
	8:15 AM	0	38	1	0	39	1	0	0	0	1	3	27	0	0	30	0	0	0	0	0	70
	Peak Hour Volume	0	107	5	0	112	2	0	1	0	3	9	143	0	0	152	1	0	0	0	1	268
	Rounded Hourly Volume	0	105	5	0	110	0	0	0	0	0	10	145	0	0	155	0	0	0	0	0	265
	% Single Unit Trucks	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	3.0
	Peak Hour Factor (PHF)	0.00	0.70	0.42	0.00	0.72	0.50	0.00	0.25	0.00	0.37	0.56	0.79	0.00	0.00	0.78	0.25	0.00	0.00	0.00	0.25	0.88

N/A		From North					From East					From South					From West					
	MD Peak Hour	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 25, 2025		From North					From East					From South					From West					
	PM Peak Hour	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	31	1	0	32	3	0	1	0	4	4	56	0	0	60	0	0	0	0	0	96
	4:30 PM	2	61	1	0	64	4	0	3	0	7	1	51	2	0	54	0	0	0	0	0	125
	4:45 PM	0	59	0	0	59	1	0	3	0	4	3	74	0	0	77	0	0	0	0	0	140
	5:00 PM	0	57	0	0	57	0	0	2	0	2	2	54	0	0	56	0	0	0	0	0	115
	Peak Hour Volume	2	208	2	0	212	8	0	9	0	17	10	235	2	0	247	0	0	0	0	0	476
	Rounded Hourly Volume	0	210	0	0	210	10	0	10	0	20	10	235	0	0	245	0	0	0	0	0	475
	% Single Unit Trucks	50.0	1.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	50.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	50.0	1.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	50.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.1
	Peak Hour Factor (PHF)	0.25	0.85	0.50	0.00	0.83	0.50	0.00	0.75	0.00	0.61	0.62	0.79	0.25	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.85

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Division Road			Germantown Municipal DW			Division Road			Faith Lutheran Church DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
	8:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
	8:15 AM	0	0	0	5	0	5	0	0	0	0	0	0	5
	Total	0	0	0	10	0	10	0	0	0	0	0	0	10
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Division Road & Germantown Municipal DW

Count Basics		*Page 5 of 13*
Start Date: Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.75	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) Division Road					From East (←) Germantown Municipal DW					From South (↑) Division Road					From West (→) Faith Lutheran Church DW					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13	237	0.47
	6:15 AM	0	5	0	0	5	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	22	331	0.66
	6:30 AM	0	18	0	0	18	0	0	1	0	1	1	55	0	0	56	1	0	0	0	1	76	350	0.69
	6:45 AM	0	28	0	0	28	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	126	326	0.65
	7:00 AM	0	57	1	0	58	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	107	276	0.64
	7:15 AM	0	18	0	0	18	0	0	1	0	1	2	20	0	0	22	0	0	0	0	0	41	239	0.79
	7:30 AM	0	16	1	0	17	0	0	0	0	0	2	33	0	0	35	0	0	0	0	0	52	268	0.88
	7:45 AM	0	27	0	0	27	0	0	0	0	0	4	45	0	0	49	0	0	0	0	0	76	279	0.92
	8:00 AM	0	26	3	0	29	1	0	1	0	2	0	38	0	0	38	1	0	0	0	1	70	278	0.93
	8:15 AM	0	38	1	0	39	1	0	0	0	1	3	27	0	0	30	0	0	0	0	0	70		
	8:30 AM	0	26	1	0	27	0	0	0	0	0	3	33	0	0	36	0	0	0	0	0	63		
	8:45 AM	0	32	2	0	34	0	0	1	0	1	1	38	0	0	39	1	0	0	0	1	75		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	56	0	0	56	0	0	4	0	4	2	43	0	0	45	0	0	0	0	0	105	423	0.96
	3:15 PM	0	40	0	0	40	1	0	4	0	5	0	63	0	0	63	0	0	0	0	0	108	433	0.94
	3:30 PM	0	43	1	0	44	1	0	2	0	3	0	63	0	0	63	0	0	0	0	0	110	421	0.92
	3:45 PM	0	48	0	0	48	1	0	0	0	1	1	50	0	0	51	0	0	0	0	0	100	436	0.87
	4:00 PM	0	49	0	0	49	0	0	3	0	3	4	59	0	0	63	0	0	0	0	0	115	476	0.85
	4:15 PM	0	31	1	0	32	3	0	1	0	4	4	56	0	0	60	0	0	0	0	0	96	476	0.85
	4:30 PM	2	61	1	0	64	4	0	3	0	7	1	51	2	0	54	0	0	0	0	0	125	518	0.93
	4:45 PM	0	59	0	0	59	1	0	3	0	4	3	74	0	0	77	0	0	0	0	0	140	490	0.88
	5:00 PM	0	57	0	0	57	0	0	2	0	2	2	54	0	0	56	0	0	0	0	0	115		
	5:15 PM	0	63	0	0	63	0	0	4	0	4	3	65	0	0	68	2	0	1	0	3	138		
	5:30 PM	0	57	1	0	58	0	0	2	0	2	3	34	0	0	37	0	0	0	0	0	97		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	860	13	0	875	13	0	32	0	45	39	1073	2	0	1114	5	0	1	0	6	2040		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) Division Road					From East (←) Germantown Municipal DW					From South (↑) Division Road					From West (→) Faith Lutheran Church DW					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:30 AM	0	107	5	0	112	2	0	1	0	3	9	143	0	0	152	1	0	0	0	1	268	0.88
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	2	208	2	0	212	8	0	9	0	17	10	235	2	0	247	0	0	0	0	0	476	0.85

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.75	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Division Road & Germantown Municipal DW

15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	15
	6:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7	16
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	13
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	10
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	8
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	20
	3:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	14
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	16
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	12
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	10
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4	9
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	7
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	31	0	0	32	0	0	0	0	0	1	37	1	0	39	2	0	0	0	2	73	
otal Truck %age:		50.0%	3.6%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	3.4%	50.0%	0.0%	3.5%	40.0%	0.0%	0.0%	0.0%	33.3%	3.6%	

Peak Hour Heavy Vehicle Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	1	3	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 167 - Mequon Road**
Minor St: **Division Road**
Intersection of: ***STH 167 - Mequon Road & Division Road***

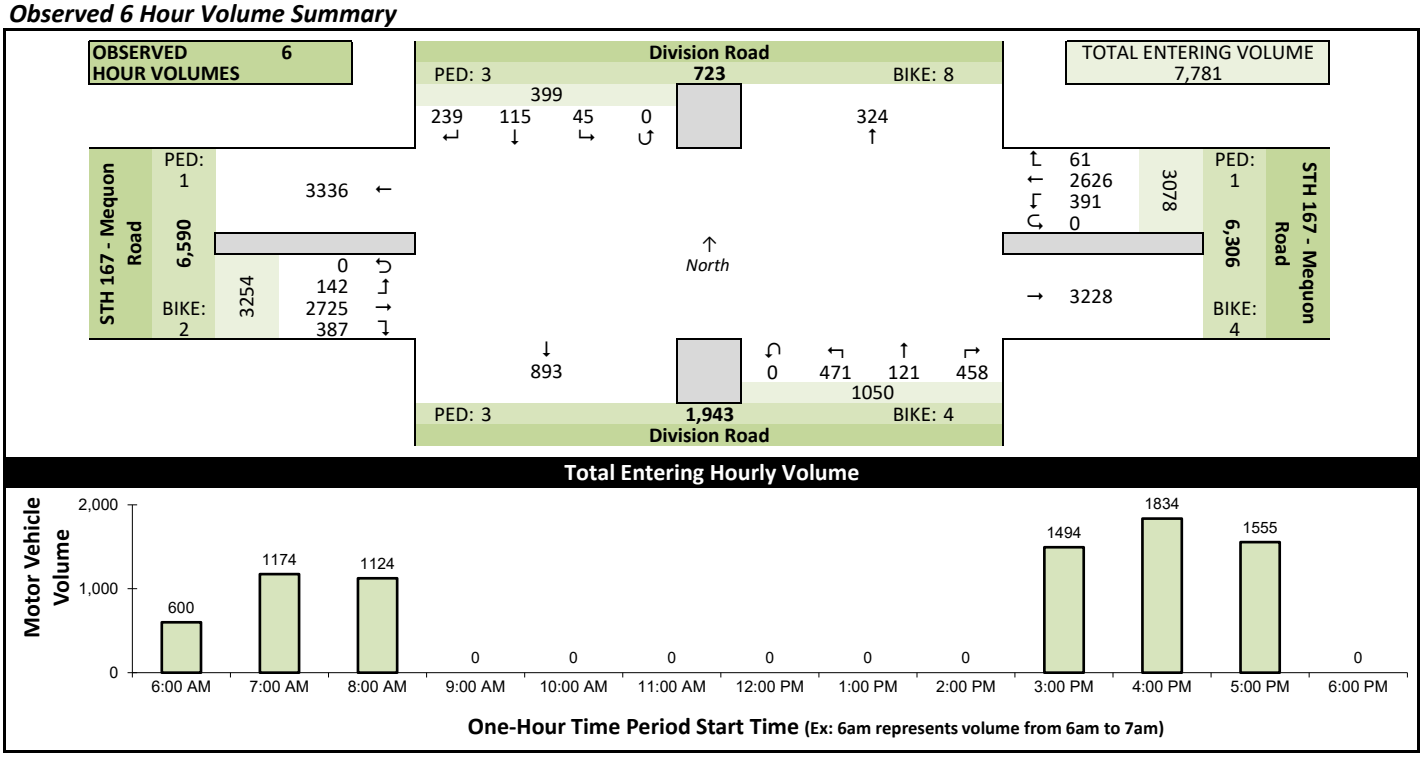
Site Information

Municipality	Village of Germantown		
County	66 - Washington	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Division Road		
East Leg	STH 167 - Mequon Road		
South Leg	Division Road		
West Leg	STH 167 - Mequon Road		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

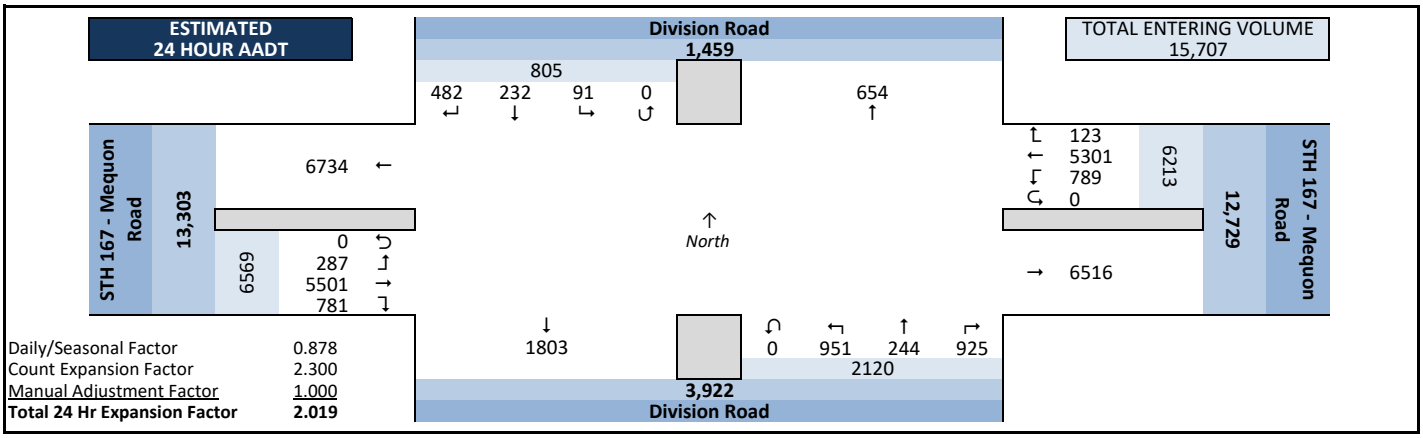
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, July 29, 2025			Weather	
AM Peak Period	Wednesday, July 30, 2025			Clear and Dry	
Midday Peak Period	Wednesday, July 30, 2025			Clear and Dry	
PM Peak Period	Tuesday, July 29, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.878	Count Expansion Factor	2.300		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich			
	Midday Peak Period	None			
	PM Peak Period	Wendy Picard			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

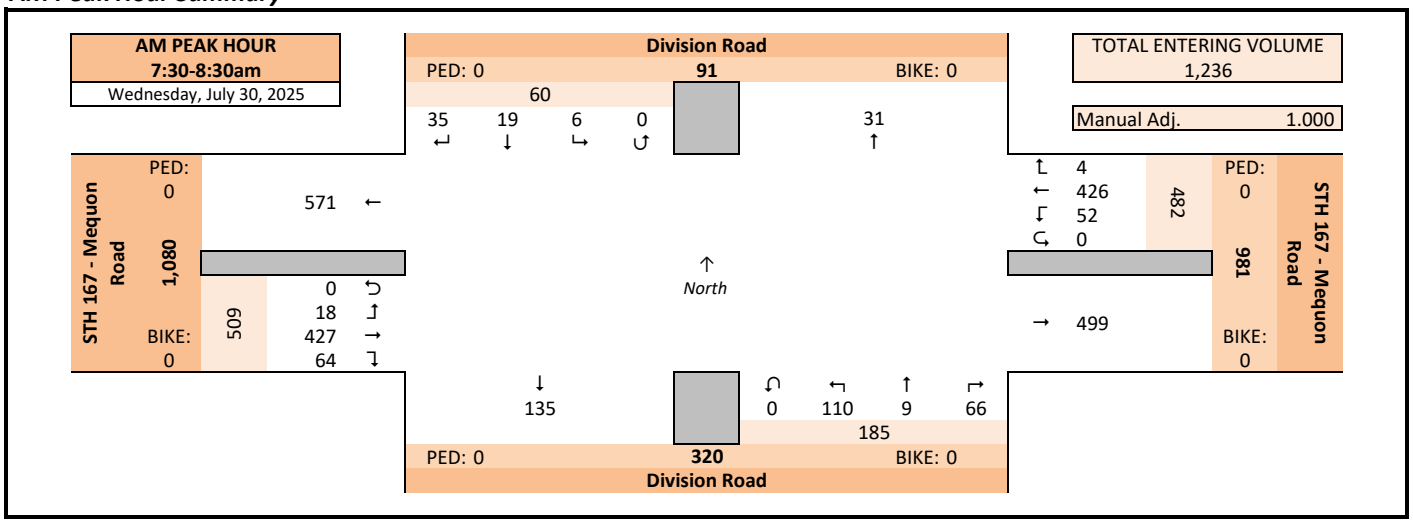
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

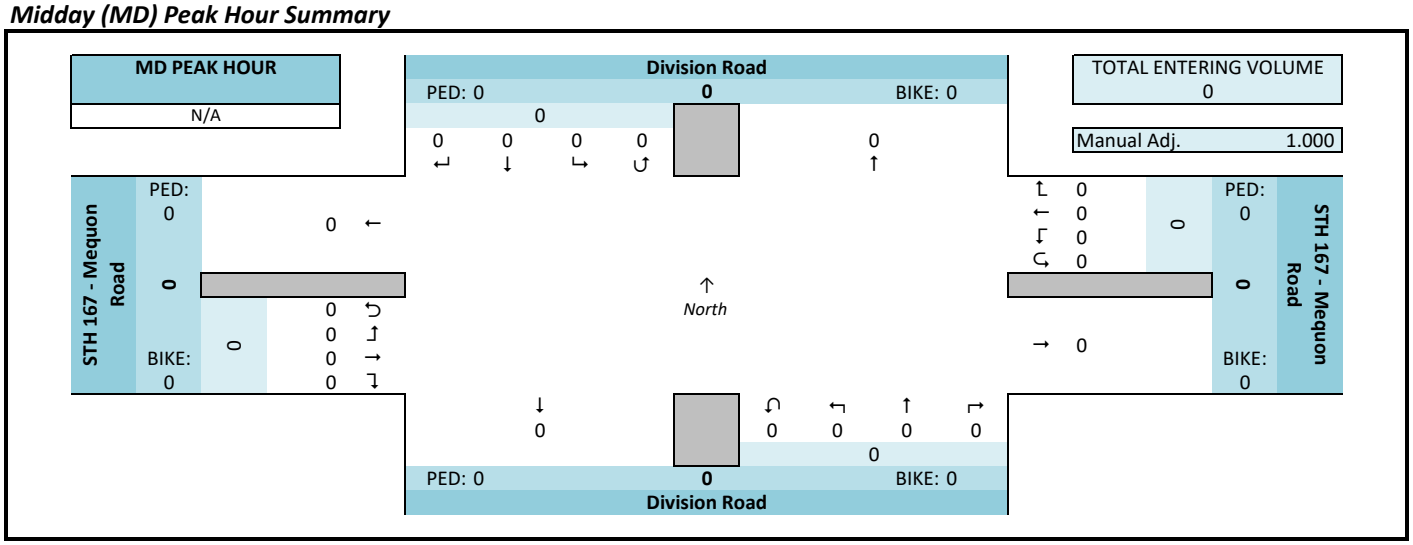
All Motor Vehicles

STH 167 - Mequon Road & Division Road

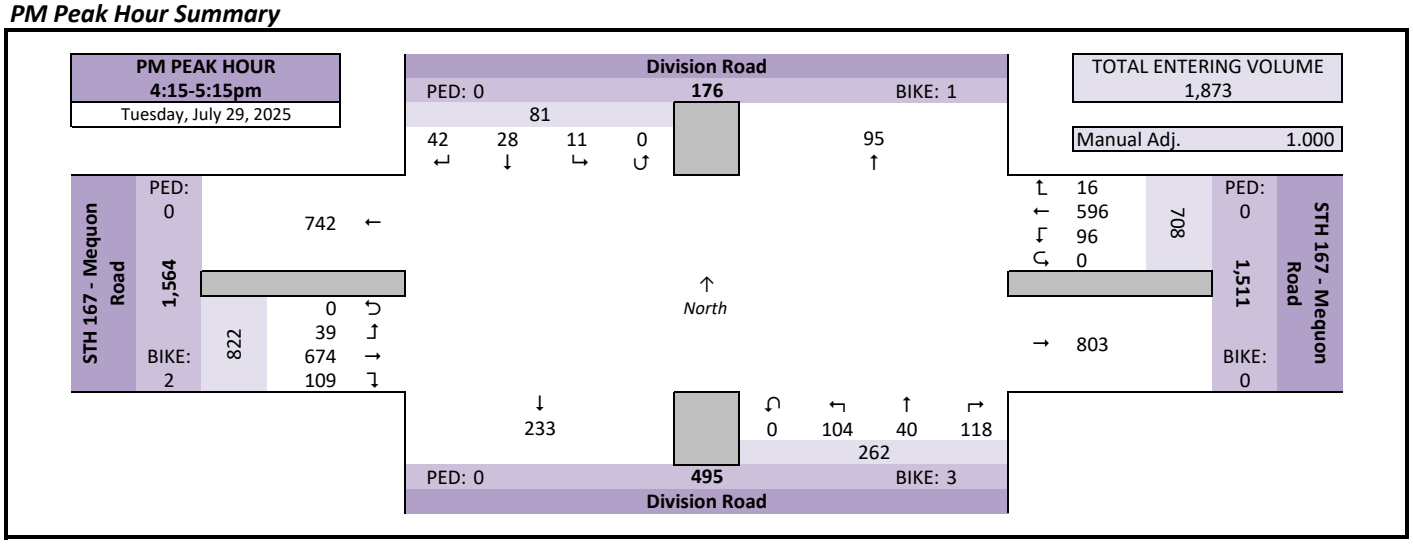
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

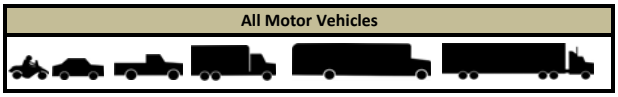


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 167 - Mequon Road & Division Road



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, July 2025		From North					From East					From South					From West					
	AM Peak Hour	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	14	6	2	0	22	2	99	15	0	116	17	1	30	0	48	10	100	4	0	114	300
	7:45 AM	10	4	2	0	16	0	131	14	0	145	23	2	44	0	69	17	135	10	0	162	392
	8:00 AM	7	4	0	0	11	1	104	16	0	121	12	5	18	0	35	18	93	2	0	113	280
	8:15 AM	4	5	2	0	11	1	92	7	0	100	14	1	18	0	33	19	99	2	0	120	264
	Peak Hour Volume	35	19	6	0	60	4	426	52	0	482	66	9	110	0	185	64	427	18	0	509	1236
	Rounded Hourly Volume	35	20	5	0	60	5	425	50	0	480	65	10	110	0	185	65	425	20	0	510	1235
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.8	1.5	11.1	0.9	0.0	1.6	0.0	5.2	5.6	0.0	4.5	4.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	11.1	0.0	0.0	0.5	0.0	0.9	0.0	0.0	0.8	0.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.4	1.5	22.2	0.9	0.0	2.2	0.0	6.1	5.6	0.0	5.3	4.6
	Peak Hour Factor (PHF)	0.62	0.79	0.75	0.00	0.68	0.50	0.81	0.81	0.00	0.83	0.72	0.45	0.62	0.00	0.67	0.84	0.79	0.45	0.00	0.79	0.79

N/A		From North					From East					From South					From West					
	MD Peak Hour	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, July 29, 2025		From North					From East					From South					From West					
	PM Peak Hour	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	8	8	4	0	20	4	136	22	0	162	34	11	25	0	70	25	148	8	0	181	433
	4:30 PM	11	9	4	0	24	3	132	19	0	154	27	6	28	0	61	24	193	14	0	231	470
	4:45 PM	11	5	0	0	16	4	168	24	0	196	31	9	26	0	66	28	166	5	0	199	477
	5:00 PM	12	6	3	0	21	5	160	31	0	196	26	14	25	0	65	32	167	12	0	211	493
	Peak Hour Volume	42	28	11	0	81	16	596	96	0	708	118	40	104	0	262	109	674	39	0	822	1873
	Rounded Hourly Volume	40	30	10	0	80	15	595	95	0	705	120	40	105	0	265	110	675	40	0	825	1875
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.1	2.5	0.0	1.9	0.0	1.9	2.8	1.6	0.0	0.0	1.7	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.0	0.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	2.5	0.0	1.9	0.0	1.9	2.8	2.8	0.0	0.0	2.7	2.5
	Peak Hour Factor (PHF)	0.87	0.78	0.69	0.00	0.84	0.80	0.89	0.77	0.00	0.90	0.87	0.71	0.93	0.00	0.94	0.85	0.87	0.70	0.00	0.89	0.95

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Division Road			STH 167 - Mequon Road			Division Road			STH 167 - Mequon Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	2	2	0	2	2	4
	4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	Total	0	1	1	0	0	0	0	3	3	0	2	2	6

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

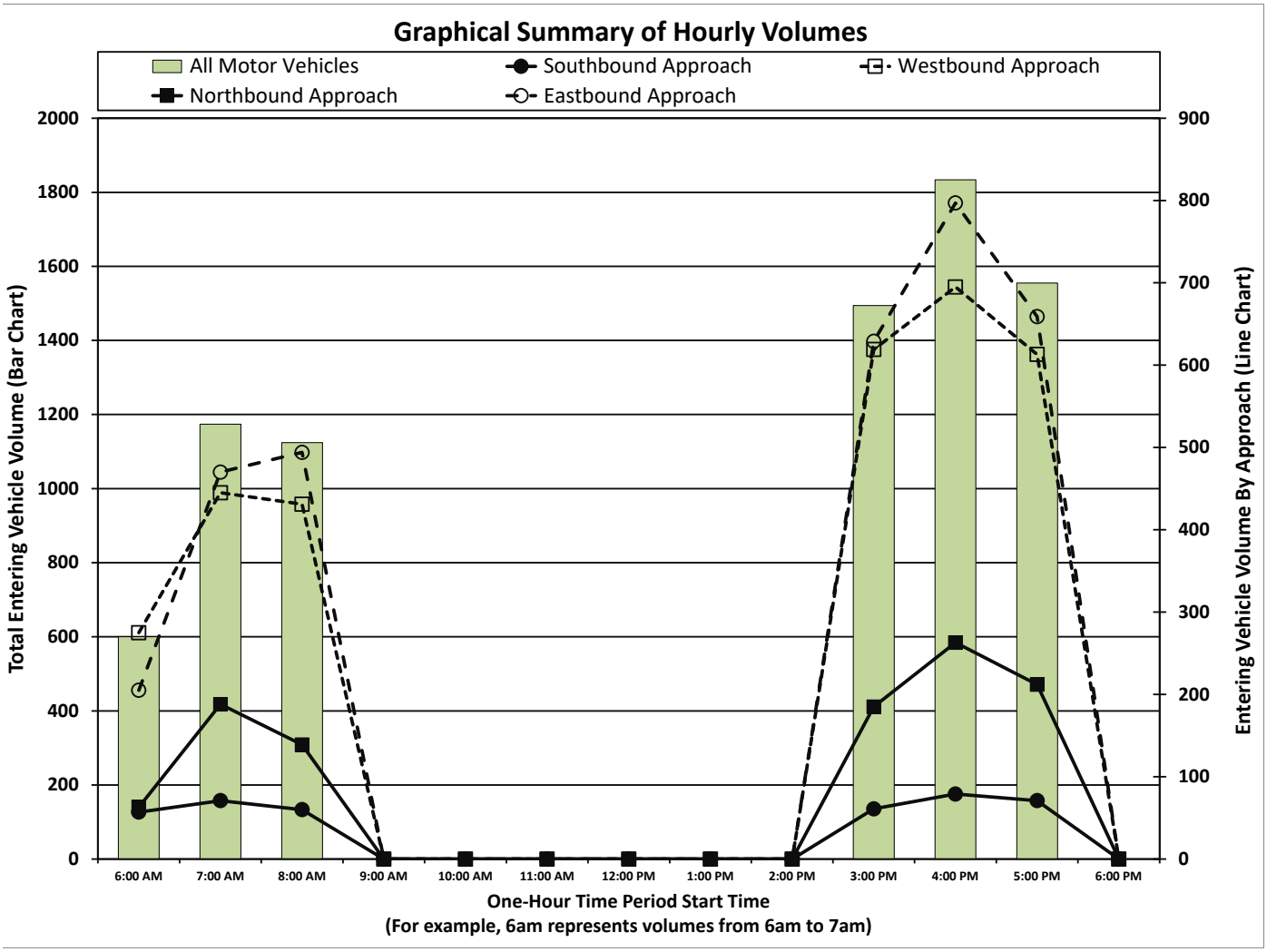
STH 167 - Mequon Road & Division Road

Count Basics			*Page 4 of 13*
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	41	11	5	0	57	0	261	14	0	275	18	3	42	0	63	18	185	2	0	205	600	480	120
AM	7:00 AM	42	20	9	0	71	3	400	42	0	445	66	9	113	0	188	46	406	18	0	470	1174	915	259
AM	8:00 AM	33	22	5	0	60	6	373	52	0	431	63	8	68	0	139	74	407	13	0	494	1124	925	199
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	42	13	6	0	61	15	517	87	0	619	95	28	62	0	185	57	532	40	0	629	1494	1248	246
PM	4:00 PM	40	26	13	0	79	15	591	89	0	695	122	31	110	0	263	104	655	38	0	797	1834	1492	342
PM	5:00 PM	41	23	7	0	71	22	484	107	0	613	94	42	76	0	212	88	540	31	0	659	1555	1272	283
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		239	115	45	0	399	61	2626	391	0	3078	458	121	471	0	1050	387	2725	142	0	3254	7781	6332	1449



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 167 - Mequon Road & Division Road

Count Basics		*Page 5 of 13*
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)							
	Time Period	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	11	3	2	0	16	0	41	3	0	44	1	1	4	0	6	1	40	1	0	42	108	600	0.68
	6:15 AM	7	1	0	0	8	0	63	1	0	64	6	1	12	0	19	2	39	0	0	41	132	722	0.78
	6:30 AM	8	2	2	0	12	0	66	2	0	68	5	0	7	0	12	3	45	0	0	48	140	842	0.84
	6:45 AM	15	5	1	0	21	0	91	8	0	99	6	1	19	0	26	12	61	1	0	74	220	1002	0.84
	7:00 AM	5	4	4	0	13	0	81	6	0	87	9	4	18	0	31	14	83	2	0	99	230	1174	0.75
	7:15 AM	13	6	1	0	20	1	89	7	0	97	17	2	21	0	40	5	88	2	0	95	252	1224	0.78
	7:30 AM	14	6	2	0	22	2	99	15	0	116	17	1	30	0	48	10	100	4	0	114	300	1236	0.79
	7:45 AM	10	4	2	0	16	0	131	14	0	145	23	2	44	0	69	17	135	10	0	162	392	1227	0.78
	8:00 AM	7	4	0	0	11	1	104	16	0	121	12	5	18	0	35	18	93	2	0	113	280	1124	0.97
	8:15 AM	4	5	2	0	11	1	92	7	0	100	14	1	18	0	33	19	99	2	0	120	264		
	8:30 AM	15	7	2	0	24	2	91	16	0	109	21	1	15	0	37	15	103	3	0	121	291		
	8:45 AM	7	6	1	0	14	2	86	13	0	101	16	1	17	0	34	22	112	6	0	140	289		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	11	4	3	0	18	4	132	22	0	158	19	3	11	0	33	19	144	11	0	174	383	1494	0.96
	3:15 PM	10	2	1	0	13	3	120	20	0	143	23	7	16	0	46	10	125	10	0	145	347	1565	0.86
	3:30 PM	7	2	2	0	11	2	135	24	0	161	30	7	11	0	48	13	129	13	0	155	375	1651	0.91
	3:45 PM	14	5	0	0	19	6	130	21	0	157	23	11	24	0	58	15	134	6	0	155	389	1746	0.93
	4:00 PM	10	4	5	0	19	4	155	24	0	183	30	5	31	0	66	27	148	11	0	186	454	1834	0.96
	4:15 PM	8	8	4	0	20	4	136	22	0	162	34	11	25	0	70	25	148	8	0	181	433	1873	0.95
	4:30 PM	11	9	4	0	24	3	132	19	0	154	27	6	28	0	61	24	193	14	0	231	470	1845	0.94
	4:45 PM	11	5	0	0	16	4	168	24	0	196	31	9	26	0	66	28	166	5	0	199	477	1734	0.88
	5:00 PM	12	6	3	0	21	5	160	31	0	196	26	14	25	0	65	32	167	12	0	211	493	1555	0.79
	5:15 PM	9	5	1	0	15	8	128	26	0	162	23	8	22	0	53	24	144	7	0	175	405		
	5:30 PM	9	9	1	0	19	6	107	32	0	145	20	10	16	0	46	23	121	5	0	149	359		
	5:45 PM	11	3	2	0	16	3	89	18	0	110	25	10	13	0	48	9	108	7	0	124	298		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		239	115	45	0	399	61	2626	391	0	3078	458	121	471	0	1050	387	2725	142	0	3254	7781		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total		
	Time Period	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					Hourly		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF	
AM	7:30 AM	35	19	6	0	60	4	426	52	0	482	66	9	110	0	185	64	427	18	0	509	1236	0.79	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM	4:15 PM	42	28	11	0	81	16	596	96	0	708	118	40	104	0	262	109	674	39	0	822	1873	0.95	

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 167 - Mequon Road & Division Road

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	11	3	2	0	16	0	38	3	0	41	1	1	4	0	6	1	40	1	0	42	105	569
	6:15 AM	7	1	0	0	8	0	59	1	0	60	6	1	12	0	19	2	34	0	0	36	123	682
	6:30 AM	8	2	2	0	12	0	62	2	0	64	5	0	7	0	12	2	42	0	0	44	132	798
	6:45 AM	14	5	1	0	20	0	87	8	0	95	6	1	19	0	26	10	57	1	0	68	209	956
	7:00 AM	4	4	3	0	11	0	75	6	0	81	9	4	18	0	31	14	79	2	0	95	218	1125
	7:15 AM	13	6	1	0	20	1	83	7	0	91	16	2	20	0	38	4	84	2	0	90	239	1165
	7:30 AM	14	6	2	0	22	2	94	15	0	111	17	1	29	0	47	10	96	4	0	110	290	1179
	7:45 AM	10	4	2	0	16	0	127	14	0	141	23	2	44	0	69	17	125	10	0	152	378	1171
	8:00 AM	7	4	0	0	11	1	91	16	0	108	11	3	18	0	32	18	87	2	0	107	258	1061
	8:15 AM	4	5	2	0	11	1	88	7	0	96	14	1	18	0	33	19	93	1	0	113	253	
	8:30 AM	15	7	2	0	24	2	85	16	0	103	21	1	14	0	36	15	101	3	0	119	282	
	8:45 AM	7	5	0	0	12	1	76	13	0	90	16	1	16	0	33	22	106	5	0	133	268	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	11	4	3	0	18	4	125	22	0	151	19	3	9	0	31	18	133	11	0	162	362	1433
	3:15 PM	10	2	1	0	13	3	117	20	0	140	23	7	14	0	44	9	121	10	0	140	337	1511
	3:30 PM	7	2	2	0	11	2	130	24	0	156	29	7	11	0	47	11	122	13	0	146	360	1595
	3:45 PM	13	5	0	0	18	6	122	21	0	149	23	11	23	0	57	15	129	6	0	150	374	1694
	4:00 PM	10	4	5	0	19	4	149	23	0	176	29	5	29	0	63	27	144	11	0	182	440	1784
	4:15 PM	8	8	4	0	20	4	131	22	0	157	33	11	25	0	69	23	144	8	0	175	421	1827
	4:30 PM	11	9	4	0	24	3	129	19	0	151	27	6	27	0	60	24	186	14	0	224	459	1798
	4:45 PM	11	5	0	0	16	4	162	24	0	190	29	9	26	0	64	27	162	5	0	194	464	1689
	5:00 PM	12	6	3	0	21	5	155	31	0	191	26	14	24	0	64	32	163	12	0	207	483	1513
	5:15 PM	9	5	1	0	15	8	127	26	0	161	23	8	22	0	53	24	132	7	0	163	392	
	5:30 PM	9	9	1	0	19	6	103	31	0	140	20	10	16	0	46	21	119	5	0	145	350	
	5:45 PM	10	3	2	0	15	3	83	18	0	104	25	10	11	0	46	9	107	7	0	123	288	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		235	114	43	0	392	60	2498	389	0	2947	451	119	456	0	1026	374	2606	140	0	3120	7485	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	35	19	6	0	60	4	400	52	0	456	65	7	109	0	181	64	401	17	0	482	1179
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	42	28	11	0	81	16	577	96	0	689	115	40	102	0	257	106	655	39	0	800	1827

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

STH 167 - Mequon Road & Division Road

Count Basics		*Page 7 of 13*
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	22
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	28
	6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7	33
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	7	34
	7:00 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	9	39
	7:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	1	2	0	0	3	10	50
	7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	8	49
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	47
	8:00 AM	0	0	0	0	0	0	12	0	0	12	1	1	0	0	2	0	6	0	0	6	20	53
	8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	9	
	8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6	
	8:45 AM	0	1	1	0	2	1	10	0	0	11	0	0	1	0	1	0	3	1	0	4	18	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	1	6	0	0	7	16	48
	3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	2	0	0	3	8	43
	3:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	2	5	0	0	7	11	42
	3:45 PM	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	13	42
	4:00 PM	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	0	2	0	0	2	11	38
	4:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	2	1	0	0	3	7	34
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	11	39
	4:45 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	1	1	0	0	2	9	36
	5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	7	35
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	12	
	5:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	2	1	0	0	3	8	
	5:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	2	0	2	0	1	0	0	1	8	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	1	2	0	6	1	107	2	0	110	7	1	15	0	23	13	81	2	0	96	235	
SU Truck %age:		1.3%	0.9%	4.4%	0.0%	1.5%	1.6%	4.1%	0.5%	0.0%	3.6%	1.5%	0.8%	3.2%	0.0%	2.2%	3.4%	3.0%	1.4%	0.0%	3.0%	3.0%	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	23	0	0	23	1	1	1	0	3	0	22	1	0	23	49
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	15	0	0	15	3	0	2	0	5	3	11	0	0	14	34

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 167 - Mequon Road & Division Road

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	12
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	11
	6:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	12
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	10
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	9
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	9
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	10
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	13
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	11
	3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	14
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	10
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	12
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	12
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	9
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	7
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	21	0	0	21	0	1	0	0	1	0	38	0	0	38	61	
Semi Truck %age:		0.4%	0.0%	0.0%	0.0%	0.3%	0.0%	0.8%	0.0%	0.0%	0.7%	0.0%	0.8%	0.0%	0.0%	0.1%	0.0%	1.4%	0.0%	0.0%	1.2%	0.8%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 167 - Mequon Road & Division Road

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	31
	6:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	40
	6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8	44
	6:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	2	4	0	0	6	11	46
	7:00 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	12	49
	7:15 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	1	4	0	0	5	13	59
	7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	10	57
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	14	56
	8:00 AM	0	0	0	0	0	0	13	0	0	13	1	2	0	0	3	0	6	0	0	6	22	63
	8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	11	
	8:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	2	0	0	2	9	
	8:45 AM	0	1	1	0	2	1	10	0	0	11	0	0	1	0	1	0	6	1	0	7	21	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	1	11	0	0	12	21	61
	3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	4	0	0	5	10	54
	3:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	2	7	0	0	9	15	56
	3:45 PM	1	0	0	0	1	0	8	0	0	8	0	0	1	0	1	0	5	0	0	5	15	52
	4:00 PM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	0	4	0	0	4	14	50
	4:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	2	4	0	0	6	12	46
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	11	47
	4:45 PM	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	1	4	0	0	5	13	45
	5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	10	42
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13	
	5:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	2	2	0	0	4	9	
	5:45 PM	1	0	0	0	1	0	6	0	0	6	0	0	2	0	2	0	1	0	0	1	10	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	1	2	0	7	1	128	2	0	131	7	2	15	0	24	13	119	2	0	134	296	
Total Truck %age:		1.7%	0.9%	4.4%	0.0%	1.8%	1.6%	4.9%	0.5%	0.0%	4.3%	1.5%	1.7%	3.2%	0.0%	2.3%	3.4%	4.4%	1.4%	0.0%	4.1%	3.8%	

Peak Hour Heavy Vehicle Volume Summary

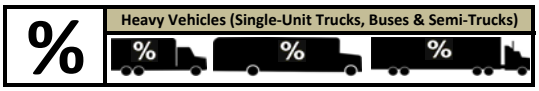
	Hourly Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	26	0	0	26	1	2	1	0	4	0	26	1	0	27	57
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	19	0	0	19	3	0	2	0	5	3	19	0	0	22	46

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 167 - Mequon Road & Division Road

Count Basics		*Page 10 of 13*
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	5.2
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	12.2	6.8	5.5
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	33.3	6.7	0.0	0.0	8.3	5.7	5.2
	6:45 AM	6.7	0.0	0.0	0.0	4.8	0.0	4.4	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	16.7	6.6	0.0	0.0	8.1	5.0	4.6
	7:00 AM	20.0	0.0	25.0	0.0	15.4	0.0	7.4	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.0	5.2	4.2
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.2	5.9	0.0	4.8	0.0	5.0	20.0	4.5	0.0	0.0	5.3	5.2	4.8
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	4.3	0.0	0.0	3.3	0.0	2.1	0.0	4.0	0.0	0.0	3.5	3.3	4.6
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	6.2	3.6	4.6
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.7	8.3	40.0	0.0	0.0	8.6	0.0	6.5	0.0	0.0	5.3	7.9	5.6
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	50.0	0.0	5.8	4.2	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	5.5	0.0	0.0	6.7	0.0	2.7	0.0	1.9	0.0	0.0	1.7	3.1	
	8:45 AM	0.0	16.7	100.0	0.0	14.3	50.0	11.6	0.0	0.0	10.9	0.0	0.0	5.9	0.0	2.9	0.0	5.4	16.7	0.0	5.0	7.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.4	0.0	0.0	18.2	0.0	6.1	5.3	7.6	0.0	0.0	6.9	5.5	4.1
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.1	0.0	0.0	12.5	0.0	4.3	10.0	3.2	0.0	0.0	3.4	2.9	3.5
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.1	3.3	0.0	0.0	0.0	2.1	15.4	5.4	0.0	0.0	5.8	4.0	3.4
	3:45 PM	7.1	0.0	0.0	0.0	5.3	0.0	6.2	0.0	0.0	5.1	0.0	0.0	4.2	0.0	1.7	0.0	3.7	0.0	0.0	3.2	3.9	3.0
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	4.2	0.0	3.8	3.3	0.0	6.5	0.0	4.5	0.0	2.7	0.0	0.0	2.2	3.1	2.7
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.1	2.9	0.0	0.0	0.0	1.4	8.0	2.7	0.0	0.0	3.3	2.8	2.5
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	1.9	0.0	0.0	3.6	0.0	1.6	0.0	3.6	0.0	0.0	3.0	2.3	2.5
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.1	6.5	0.0	0.0	0.0	3.0	3.6	2.4	0.0	0.0	2.5	2.7	2.6
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.6	0.0	0.0	4.0	0.0	1.5	0.0	2.4	0.0	0.0	1.9	2.0	2.7
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	6.9	3.2	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	3.1	0.0	3.4	0.0	0.0	0.0	0.0	0.0	8.7	1.7	0.0	0.0	2.7	2.5	
	5:45 PM	9.1	0.0	0.0	0.0	6.3	0.0	6.7	0.0	0.0	5.5	0.0	0.0	15.4	0.0	4.2	0.0	0.9	0.0	0.0	0.8	3.4	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		1.7	0.9	4.4	0.0	1.8	1.6	4.9	0.5	0.0	4.3	1.5	1.7	3.2	0.0	2.3	3.4	4.4	1.4	0.0	4.1	3.8	

Semi Truck Percentage: 0.784

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Hourly Heavy Vehicle	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	
AM	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.4	1.5	22.2	0.9	0.0	2.2	0.0	6.1	5.6	0.0	5.3	4.6	
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	2.5	0.0	1.9	0.0	1.9	2.8	2.8	0.0	0.0	2.7	2.5	

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 167 - Mequon Road & Division Road

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Division Road			STH 167 - Mequon Road			Division Road			STH 167 - Mequon Road				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
	6:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
	6:30 AM	0	2	2	1	2	3	0	0	0	0	0	0	5	6
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
	3:15 PM	0	1	1	0	1	1	0	0	0	1	0	1	3	5
	3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	6
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:15 PM	0	0	0	0	0	0	0	2	2	0	2	2	4	6
	4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	4
	5:15 PM	0	1	1	0	1	1	0	1	1	0	0	0	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	8	11	1	4	5	3	4	7	1	2	3	26	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 167 - Mequon Road & Division Road

Adults & Children

15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Division Road			STH 167 - Mequon Road			Division Road			STH 167 - Mequon Road			15-Min	Hourly
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	1
	5:30 AM	0		0	0		0	0		0	0		0	0	2
	5:45 AM	0		0	0		0	0		0	0		0	0	3
AM Peak Period	6:00 AM	0		0	0		0	1		1	0		0	1	3
	6:15 AM	0		0	0		0	1		1	0		0	1	2
	6:30 AM	0		0	1		1	0		0	0		0	1	1
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	3
	8:00 AM	0		0	0		0	0		0	0		0	0	3
	8:15 AM	0		0	0		0	0		0	0		0	0	3
	8:30 AM	3		3	0		0	0		0	0		0	3	3
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	1
	2:30 PM	0		0	0		0	0		0	0		0	0	2
	2:45 PM	0		0	0		0	0		0	0		0	0	2
	3:00 PM	0		0	0		0	1		1	0		0	1	2
	3:15 PM	0		0	0		0	0		0	1		1	1	1
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**3**	**0**	**3**	**1**	**0**	**1**	**3**	**0**	**3**	**1**	**0**	**1**	**8**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 167 - Mequon Road & Division Road

Bicyclists

15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Special Report
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data (Daily & Seasonally Adjusted)

STH 167 - Mequon Road & Division Road

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	10	3	2	0	15	0	36	3	0	39	1	1	4	0	6	1	35	1	0	37	97	530	0.68
	6:15 AM	6	1	0	0	7	0	55	1	0	56	5	1	11	0	17	2	34	0	0	36	116	636	0.78
	6:30 AM	7	2	2	0	11	0	58	2	0	60	4	0	6	0	10	3	39	0	0	42	123	740	0.84
	6:45 AM	13	4	1	0	18	0	80	7	0	87	5	1	17	0	23	11	54	1	0	66	194	881	0.83
	7:00 AM	4	4	4	0	12	0	71	5	0	76	8	4	16	0	28	12	73	2	0	87	203	1032	0.75
	7:15 AM	11	5	1	0	17	1	78	6	0	85	15	2	18	0	35	4	77	2	0	83	220	1076	0.78
	7:30 AM	12	5	2	0	19	2	87	13	0	102	15	1	26	0	42	9	88	4	0	101	264	1089	0.79
	7:45 AM	9	4	2	0	15	0	115	12	0	127	20	2	39	0	61	15	118	9	0	142	345	1080	0.78
	8:00 AM	6	4	0	0	10	1	91	14	0	106	11	4	16	0	31	16	82	2	0	100	247	987	0.97
	8:15 AM	4	4	2	0	10	1	81	6	0	88	12	1	16	0	29	17	87	2	0	106	233		
	8:30 AM	13	6	2	0	21	2	80	14	0	96	18	1	13	0	32	13	90	3	0	106	255		
	8:45 AM	6	5	1	0	12	2	75	11	0	88	14	1	15	0	30	19	98	5	0	122	252		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	10	4	3	0	17	4	116	19	0	139	17	3	10	0	30	17	126	10	0	153	339	1313	0.97
	3:15 PM	9	2	1	0	12	3	105	18	0	126	20	6	14	0	40	9	110	9	0	128	306	1373	0.86
	3:30 PM	6	2	2	0	10	2	118	21	0	141	26	6	10	0	42	11	113	11	0	135	328	1448	0.91
	3:45 PM	12	4	0	0	16	5	114	18	0	137	20	10	21	0	51	13	118	5	0	136	340	1534	0.93
	4:00 PM	9	4	4	0	17	4	136	21	0	161	26	4	27	0	57	24	130	10	0	164	399	1613	0.96
	4:15 PM	7	7	4	0	18	4	119	19	0	142	30	10	22	0	62	22	130	7	0	159	381	1647	0.95
	4:30 PM	10	8	4	0	22	3	116	17	0	136	24	5	25	0	54	21	169	12	0	202	414	1620	0.94
	4:45 PM	10	4	0	0	14	4	147	21	0	172	27	8	23	0	58	25	146	4	0	175	419	1521	0.88
	5:00 PM	11	5	3	0	19	4	140	27	0	171	23	12	22	0	57	28	147	11	0	186	433	1365	0.79
	5:15 PM	8	4	1	0	13	7	112	23	0	142	20	7	19	0	46	21	126	6	0	153	354		
	5:30 PM	8	8	1	0	17	5	94	28	0	127	18	9	14	0	41	20	106	4	0	130	315		
	5:45 PM	10	3	2	0	15	3	78	16	0	97	22	9	11	0	42	8	95	6	0	109	263		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		211	102	44	0	357	57	2302	342	0	2701	401	108	415	0	924	341	2391	126	0	2858	6840		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Division Road					From East (←) STH 167 - Mequon Road					From South (↑) Division Road					From West (→) STH 167 - Mequon Road					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:30 AM	31	17	6	0	54	4	374	45	0	423	58	8	97	0	163	57	375	17	0	449	1089	0.79
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	38	24	11	0	73	15	522	84	0	621	104	35	92	0	231	96	592	34	0	722	1647	0.95

APPENDIX B

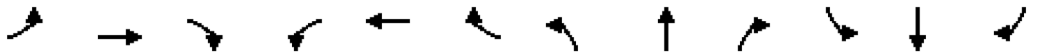
LOS DEFINITIONS
SYNCHRO INTERSECTION CAPACITY ANALYSIS

Existing Traffic Volumes

Level of Service Definitions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

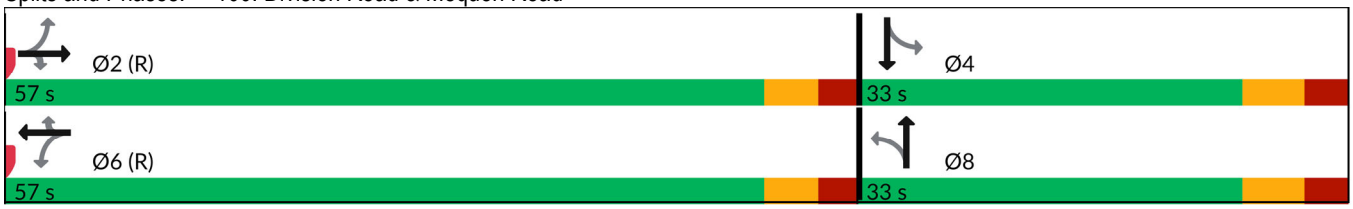


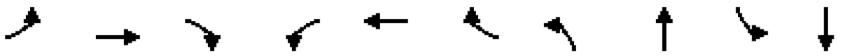
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	425	65	50	435	5	110	10	65	5	20	35
Future Volume (vph)	20	425	65	50	435	5	110	10	65	5	20	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	538	51	63	551	4	139	95	0	6	69	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.66	0.37		0.03	0.26	
Control Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7		29.2	33.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7		29.2	33.9	
Queue Length 50th (ft)	4	48	8	10	50	1	76	49		3	35	
Queue Length 95th (ft)	13	75	20	26	77	4	109	76		11	58	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	559	2385	1044	567	2385	1044	381	461		375	485	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.36	0.21		0.02	0.14	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	

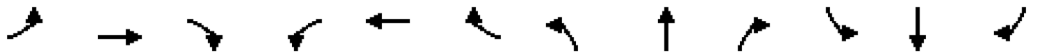
Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	538	51	63	551	4	139	95	6	69
v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.66	0.37	0.03	0.26
Control Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7	29.2	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7	29.2	33.9
Queue Length 50th (ft)	4	48	8	10	50	1	76	49	3	35
Queue Length 95th (ft)	13	75	20	26	77	4	109	76	11	58
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	559	2385	1044	567	2385	1044	381	461	375	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.36	0.21	0.02	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	425	65	50	435	5	110	10	65	5	20	35
Future Volume (veh/h)	20	425	65	50	435	5	110	10	65	5	20	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	25	538	51	63	551	4	139	13	82	6	25	44
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	605	2390	1043	590	2390	1043	251	36	227	226	100	175
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	833	3469	1514	807	3469	1514	1330	219	1379	1309	606	1067
Grp Volume(v), veh/h	25	538	51	63	551	4	139	0	95	6	0	69
Grp Sat Flow(s),veh/h/ln	833	1735	1514	807	1735	1514	1330	0	1597	1309	0	1674
Q Serve(g_s), s	1.0	5.1	1.0	2.8	5.3	0.1	9.2	0.0	4.8	0.4	0.0	3.2
Cycle Q Clear(g_c), s	6.3	5.1	1.0	7.9	5.3	0.1	12.4	0.0	4.8	5.1	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.64
Lane Grp Cap(c), veh/h	605	2390	1043	590	2390	1043	251	0	263	226	0	275
V/C Ratio(X)	0.04	0.23	0.05	0.11	0.23	0.00	0.55	0.00	0.36	0.03	0.00	0.25
Avail Cap(c_a), veh/h	605	2390	1043	590	2390	1043	415	0	460	388	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	5.2	4.5	6.6	5.2	4.4	38.2	0.0	33.4	35.7	0.0	32.8
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.4	0.2	0.0	0.7	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.8	0.5	0.9	2.9	0.0	5.3	0.0	3.3	0.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	5.4	4.6	7.0	5.4	4.4	38.9	0.0	33.7	35.7	0.0	32.9
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h		614			618			234			75	
Approach Delay, s/veh		5.4			5.6			36.8			33.2	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.1		21.9		68.1		21.9				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		8.3		7.1		9.9		14.4				
Green Ext Time (p_c), s		8.7		0.2		9.0		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.6									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	185	10	5	130	1
Future Volume (vph)	1	1	1	1	1	1	1	185	10	5	130	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		359			429			1167			456	
Travel Time (s)		8.2			9.8			22.7			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	3	0	0	222	0	0	155	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

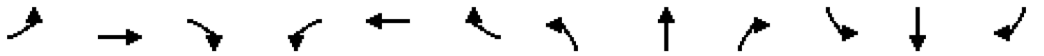
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	185	10	5	130	1
Future Vol, veh/h	1	1	1	1	1	1	1	185	10	5	130	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	4	4	4
Mvmt Flow	1	1	1	1	1	1	1	210	11	6	148	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	373	384	148	378	378	216	149	0	0	222	0	0
Stage 1	160	160	-	218	218	-	-	-	-	-	-	-
Stage 2	213	224	-	160	160	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	586	551	901	582	555	826	1426	-	-	1336	-	-
Stage 1	845	768	-	786	724	-	-	-	-	-	-	-
Stage 2	791	720	-	845	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	581	548	901	576	552	826	1426	-	-	1336	-	-
Mov Cap-2 Maneuver	581	548	-	576	552	-	-	-	-	-	-	-
Stage 1	841	764	-	786	724	-	-	-	-	-	-	-
Stage 2	788	720	-	839	764	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.62	10.74	0.04	0.28
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	644	631	66	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.005	0.004	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.6	10.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



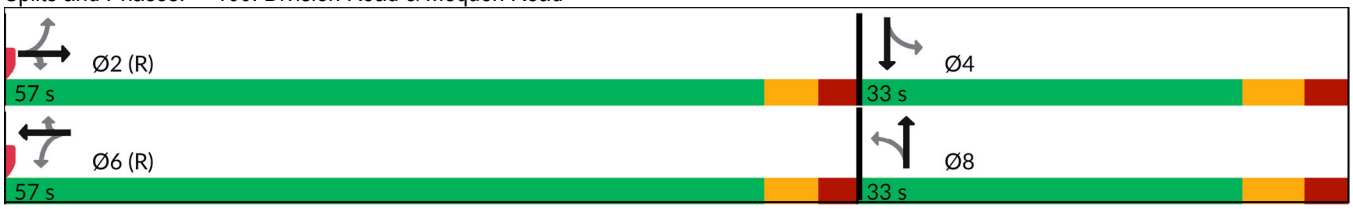
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	685	110	95	615	15	105	40	120	10	30	40
Future Volume (vph)	40	685	110	95	615	15	105	40	120	10	30	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	721	72	100	647	10	111	168	0	11	74	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.54	0.66		0.06	0.28	
Control Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7		30.6	34.8	

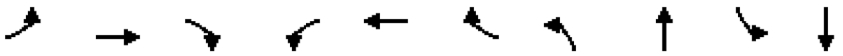
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7		30.6	34.8	
Queue Length 50th (ft)	6	69	11	17	60	2	59	91		5	38	
Queue Length 95th (ft)	21	117	29	47	104	7	105	147		19	72	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	519	2442	1067	475	2442	1069	379	470		334	491	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.29	0.36		0.03	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

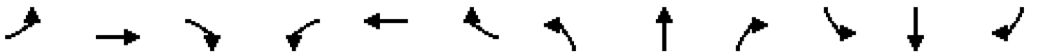
Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	721	72	100	647	10	111	168	11	74
v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.54	0.66	0.06	0.28
Control Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7	30.6	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7	30.6	34.8
Queue Length 50th (ft)	6	69	11	17	60	2	59	91	5	38
Queue Length 95th (ft)	21	117	29	47	104	7	105	147	19	72
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	519	2442	1067	475	2442	1069	379	470	334	491
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.29	0.36	0.03	0.15

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	685	110	95	615	15	105	40	120	10	30	40
Future Volume (veh/h)	40	685	110	95	615	15	105	40	120	10	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	42	721	72	100	647	10	111	42	126	11	32	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	571	2481	1082	506	2481	1083	227	61	183	144	110	144
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	770	3526	1537	679	3526	1539	1324	407	1221	1226	732	961
Grp Volume(v), veh/h	42	721	72	100	647	10	111	0	168	11	0	74
Grp Sat Flow(s),veh/h/ln	770	1763	1537	679	1763	1539	1324	0	1628	1226	0	1693
Q Serve(g_s), s	1.9	6.9	1.3	5.8	6.0	0.2	7.3	0.0	8.8	0.8	0.0	3.5
Cycle Q Clear(g_c), s	7.9	6.9	1.3	12.7	6.0	0.2	10.8	0.0	8.8	9.6	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.57
Lane Grp Cap(c), veh/h	571	2481	1082	506	2481	1083	227	0	244	144	0	253
V/C Ratio(X)	0.07	0.29	0.07	0.20	0.26	0.01	0.49	0.00	0.69	0.08	0.00	0.29
Avail Cap(c_a), veh/h	571	2481	1082	506	2481	1083	409	0	468	313	0	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	5.0	4.1	7.3	4.8	4.0	38.8	0.0	36.3	40.8	0.0	34.0
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.9	0.3	0.0	0.6	0.0	1.3	0.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	3.7	0.6	1.5	3.2	0.1	4.2	0.0	6.3	0.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	5.3	4.3	8.2	5.1	4.0	39.4	0.0	37.6	40.9	0.0	34.3
LnGrp LOS	A	A	A	A	A	A	D		D	D		C
Approach Vol, veh/h		835			757			279			85	
Approach Delay, s/veh		5.2			5.5			38.3			35.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.4		20.6		69.4		20.6				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		9.9		11.6		14.7		12.8				
Green Ext Time (p_c), s		12.7		0.2		11.4		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.4									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	255	10	1	235	1
Future Volume (vph)	1	1	1	10	1	10	1	255	10	1	235	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		359			429			1172			456	
Travel Time (s)		8.2			9.8			22.8			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	25	0	0	313	0	0	278	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	10	1	10	1	255	10	1	235	1
Future Vol, veh/h	1	1	1	10	1	10	1	255	10	1	235	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	12	1	300	12	1	276	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	582	594	277	588	588	306	278	0	0	312	0	0
Stage 1	279	279	-	308	308	-	-	-	-	-	-	-
Stage 2	303	314	-	279	280	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	426	420	764	422	422	736	1285	-	-	1249	-	-
Stage 1	729	681	-	704	662	-	-	-	-	-	-	-
Stage 2	709	658	-	729	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	417	419	764	419	422	736	1285	-	-	1249	-	-
Mov Cap-2 Maneuver	417	419	-	419	422	-	-	-	-	-	-	-
Stage 1	729	681	-	703	661	-	-	-	-	-	-	-
Stage 2	695	657	-	726	680	-	-	-	-	-	-	-

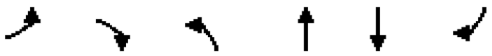
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.37	12.16	0.03	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	492	528	8	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.047	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	12.4	12.2	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Build Traffic Volumes



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	215	150	5
Future Volume (vph)	5	1	1	215	150	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	9.8			3.9	2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	245	176	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

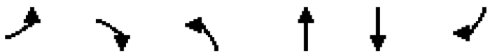
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	215	150	5
Future Vol, veh/h	5	1	1	215	150	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	6	1	1	244	170	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	420	173	176	0	-	0
Stage 1	173	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	590	870	1394	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	870	1394	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.84	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	623	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	210	150	1
Future Volume (vph)	5	1	1	210	150	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			728	200	
Travel Time (s)	9.8			14.2	3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	240	171	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

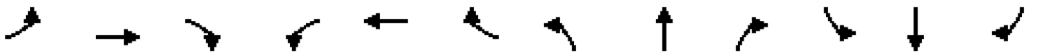
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	210	150	1
Future Vol, veh/h	5	1	1	210	150	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	6	1	1	239	170	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	412	171	172	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	596	873	1399	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	873	1399	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.79	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	629	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



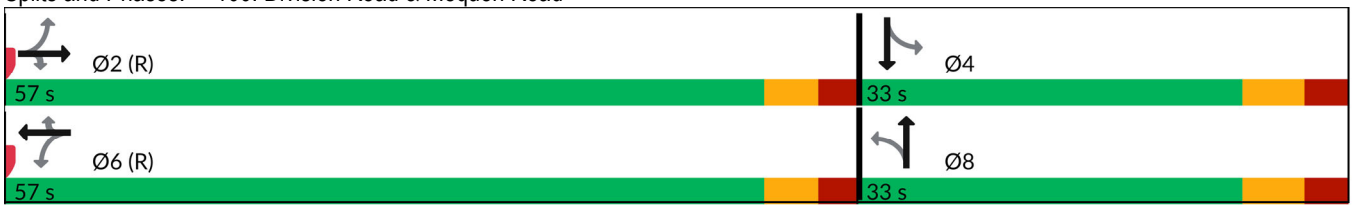
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	665	59	63	715	24	152	114	0	70	114	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41		0.32	0.39	
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	

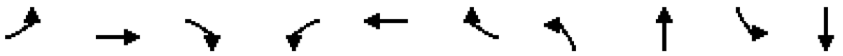
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	
Queue Length 50th (ft)	6	67	10	11	74	4	83	59		35	58	
Queue Length 95th (ft)	19	100	24	28	108	13	115	86		59	86	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468		370	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24		0.19	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	665	59	63	715	24	152	114	70	114
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41	0.32	0.39
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6
Queue Length 50th (ft)	6	67	10	11	74	4	83	59	35	58
Queue Length 95th (ft)	19	100	24	28	108	13	115	86	59	86
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468	370	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24	0.19	0.23

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	665	59	63	715	24	152	25	89	70	44	70
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	475	2263	988	486	2263	988	262	71	254	261	130	207
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	702	3469	1514	712	3469	1514	1277	355	1265	1287	649	1032
Grp Volume(v), veh/h	38	665	59	63	715	24	152	0	114	70	0	114
Grp Sat Flow(s),veh/h/ln	702	1735	1514	712	1735	1514	1277	0	1621	1287	0	1681
Q Serve(g_s), s	2.3	7.4	1.3	3.8	8.1	0.5	10.4	0.0	5.4	4.4	0.0	5.2
Cycle Q Clear(g_c), s	10.4	7.4	1.3	11.2	8.1	0.5	15.7	0.0	5.4	9.9	0.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.61
Lane Grp Cap(c), veh/h	475	2263	988	486	2263	988	262	0	326	261	0	338
V/C Ratio(X)	0.08	0.29	0.06	0.13	0.32	0.02	0.58	0.00	0.35	0.27	0.00	0.34
Avail Cap(c_a), veh/h	475	2263	988	486	2263	988	373	0	466	373	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.7	5.7	9.1	6.8	5.5	37.5	0.0	30.9	35.2	0.0	30.8
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.6	0.4	0.0	0.8	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	4.3	0.7	1.1	4.7	0.3	5.8	0.0	3.8	2.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	7.1	5.8	9.7	7.2	5.6	38.3	0.0	31.1	35.4	0.0	31.0
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h		762			802			266			184	
Approach Delay, s/veh		7.1			7.4			35.2			32.7	
Approach LOS		A			A			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	64.8	25.2	64.8	25.2
Change Period (Y+Rc), s	6.1	7.1	6.1	7.1
Max Green Setting (Gmax), s	50.9	25.9	50.9	25.9
Max Q Clear Time (g_c+I1), s	12.4	11.9	13.2	17.7
Green Ext Time (p_c), s	11.2	0.4	12.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	1
Future Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	3	0	0	251	0	0	183	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

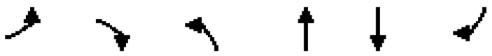
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
Future Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	4	4	4
Mvmt Flow	1	1	1	1	1	1	1	239	11	6	176	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	430	440	177	435	435	244	177	0	0	250	0	0
Stage 1	188	188	-	247	247	-	-	-	-	-	-	-
Stage 2	241	252	-	188	189	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	538	512	869	533	516	797	1393	-	-	1304	-	-
Stage 1	816	746	-	759	704	-	-	-	-	-	-	-
Stage 2	764	700	-	816	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	509	869	528	513	797	1393	-	-	1304	-	-
Mov Cap-2 Maneuver	533	509	-	528	513	-	-	-	-	-	-	-
Stage 1	812	743	-	759	703	-	-	-	-	-	-	-
Stage 2	761	699	-	810	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.02	11.15	0.03	0.24
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	601	589	56	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.006	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11	11.2	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	285	265	5
Future Volume (vph)	5	1	1	285	265	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	8.1			3.9	2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	336	318	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

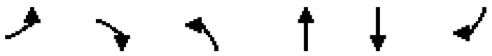
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	285	265	5
Future Vol, veh/h	5	1	1	285	265	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1	1	335	312	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	315	318	0	-	0
Stage 1	315	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	432	726	1242	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	432	726	1242	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.89	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	463	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Ctrl Dly (s/v)	7.9	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	285	260	5
Future Volume (vph)	1	1	1	285	260	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			833	200	
Travel Time (s)	8.1			16.2	3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	336	312	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

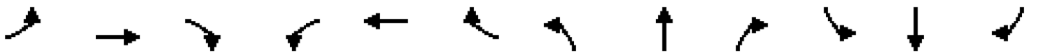
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	285	260	5
Future Vol, veh/h	1	1	1	285	260	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	335	306	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	646	309	312	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	731	1249	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	731	1249	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.63	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	546	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



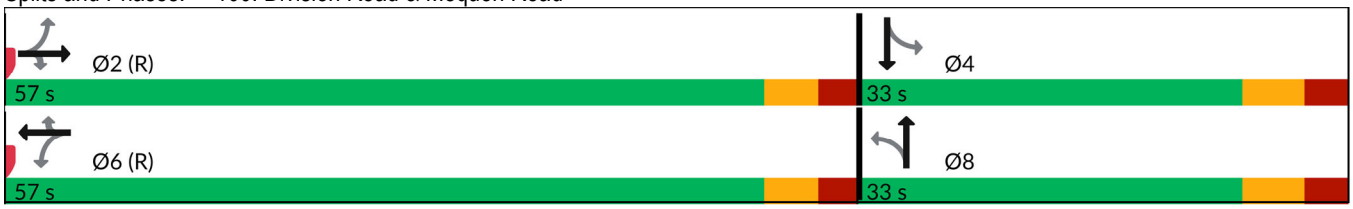
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	900	78	105	800	39	121	184	0	47	100	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68		0.27	0.36	
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	

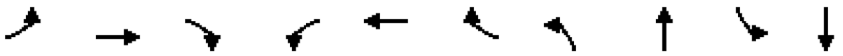
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	
Queue Length 50th (ft)	11	95	12	20	81	6	65	100		24	51	
Queue Length 95th (ft)	32	159	33	56	138	19	112	157		52	91	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476		312	490	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39		0.15	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	900	78	105	800	39	121	184	47	100
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68	0.27	0.36
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Length 50th (ft)	11	95	12	20	81	6	65	100	24	51
Queue Length 95th (ft)	32	159	33	56	138	19	112	157	52	91
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476	312	490
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39	0.15	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	63	900	78	105	800	39	121	58	126	47	42	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	462	2400	1047	406	2400	1048	236	90	195	163	122	169
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	650	3526	1537	570	3526	1539	1293	519	1128	1208	710	980
Grp Volume(v), veh/h	63	900	78	105	800	39	121	0	184	47	0	100
Grp Sat Flow(s),veh/h/ln	650	1763	1537	570	1763	1539	1293	0	1647	1208	0	1690
Q Serve(g_s), s	4.0	9.8	1.5	8.7	8.4	0.7	8.2	0.0	9.4	3.4	0.0	4.7
Cycle Q Clear(g_c), s	12.4	9.8	1.5	18.6	8.4	0.7	12.9	0.0	9.4	12.8	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.58
Lane Grp Cap(c), veh/h	462	2400	1047	406	2400	1048	236	0	284	163	0	292
V/C Ratio(X)	0.14	0.37	0.07	0.26	0.33	0.04	0.51	0.00	0.65	0.29	0.00	0.34
Avail Cap(c_a), veh/h	462	2400	1047	406	2400	1048	385	0	474	302	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	4.8	10.1	5.9	4.7	38.4	0.0	34.7	40.6	0.0	32.7
Incr Delay (d2), s/veh	0.6	0.4	0.1	1.5	0.4	0.1	0.6	0.0	0.9	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	5.6	0.8	2.1	4.8	0.4	4.6	0.0	6.7	1.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	6.6	5.0	11.7	6.3	4.8	39.0	0.0	35.6	41.0	0.0	33.0
LnGrp LOS	A	A	A	B	A	A	D		D	D		C
Approach Vol, veh/h		1041			944			305			147	
Approach Delay, s/veh		6.6			6.8			37.0			35.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4		22.6				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		14.4		14.8		20.6		14.9				
Green Ext Time (p_c), s		16.3		0.3		13.8		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	1
Future Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	25	0	0	342	0	0	308	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

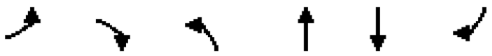
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
Future Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	12	1	329	12	1	306	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	641	652	306	646	647	335	307	0	0	341	0	0
Stage 1	309	309	-	338	338	-	-	-	-	-	-	-
Stage 2	332	344	-	309	309	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	389	388	736	386	391	709	1254	-	-	1218	-	-
Stage 1	703	661	-	679	643	-	-	-	-	-	-	-
Stage 2	683	639	-	703	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	380	387	736	383	390	709	1254	-	-	1218	-	-
Mov Cap-2 Maneuver	380	387	-	383	390	-	-	-	-	-	-	-
Stage 1	703	661	-	678	642	-	-	-	-	-	-	-
Stage 2	670	638	-	700	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.94	12.72	0.03	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	457	491	7	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.05	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	12.9	12.7	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	220	150	5
Future Volume (vph)	0	1	0	220	150	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	9.8			3.9	2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	0	250	176	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

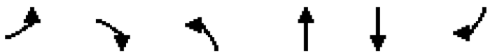
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	220	150	5
Future Vol, veh/h	0	1	0	220	150	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	0	1	0	250	170	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	173	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	870	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	870	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.14	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	870	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Ctrl Dly (s/v)	-	9.1	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	210	150	1
Future Volume (vph)	10	1	1	210	150	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			728	200	
Travel Time (s)	9.8			14.2	3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	240	171	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

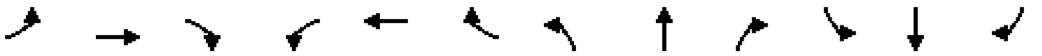
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	210	150	1
Future Vol, veh/h	10	1	1	210	150	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	11	1	1	239	170	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	412	171	172	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	596	873	1399	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	873	1399	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.99	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	613	-	-
HCM Lane V/C Ratio	0.001	-	0.02	-	-
HCM Ctrl Dly (s/v)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



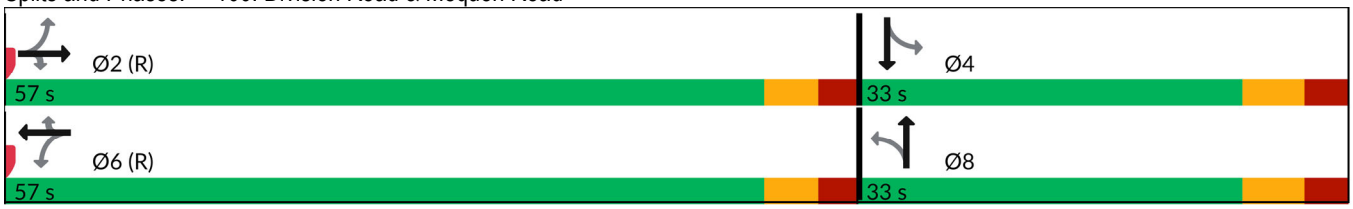
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	665	59	63	715	24	152	114	0	70	114	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41		0.32	0.39	
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	

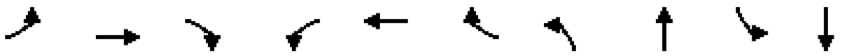
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	
Queue Length 50th (ft)	6	67	10	11	74	4	83	59		35	58	
Queue Length 95th (ft)	19	100	24	28	108	13	115	86		59	86	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468		370	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24		0.19	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	665	59	63	715	24	152	114	70	114
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41	0.32	0.39
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6
Queue Length 50th (ft)	6	67	10	11	74	4	83	59	35	58
Queue Length 95th (ft)	19	100	24	28	108	13	115	86	59	86
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468	370	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24	0.19	0.23

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	665	59	63	715	24	152	25	89	70	44	70
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	475	2263	988	486	2263	988	262	71	254	261	130	207
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	702	3469	1514	712	3469	1514	1277	355	1265	1287	649	1032
Grp Volume(v), veh/h	38	665	59	63	715	24	152	0	114	70	0	114
Grp Sat Flow(s),veh/h/ln	702	1735	1514	712	1735	1514	1277	0	1621	1287	0	1681
Q Serve(g_s), s	2.3	7.4	1.3	3.8	8.1	0.5	10.4	0.0	5.4	4.4	0.0	5.2
Cycle Q Clear(g_c), s	10.4	7.4	1.3	11.2	8.1	0.5	15.7	0.0	5.4	9.9	0.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.61
Lane Grp Cap(c), veh/h	475	2263	988	486	2263	988	262	0	326	261	0	338
V/C Ratio(X)	0.08	0.29	0.06	0.13	0.32	0.02	0.58	0.00	0.35	0.27	0.00	0.34
Avail Cap(c_a), veh/h	475	2263	988	486	2263	988	373	0	466	373	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.7	5.7	9.1	6.8	5.5	37.5	0.0	30.9	35.2	0.0	30.8
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.6	0.4	0.0	0.8	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	4.3	0.7	1.1	4.7	0.3	5.8	0.0	3.8	2.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	7.1	5.8	9.7	7.2	5.6	38.3	0.0	31.1	35.4	0.0	31.0
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h		762			802			266			184	
Approach Delay, s/veh		7.1			7.4			35.2			32.7	
Approach LOS		A			A			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	64.8	25.2	64.8	25.2
Change Period (Y+Rc), s	6.1	7.1	6.1	7.1
Max Green Setting (Gmax), s	50.9	25.9	50.9	25.9
Max Q Clear Time (g_c+I1), s	12.4	11.9	13.2	17.7
Green Ext Time (p_c), s	11.2	0.4	12.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	1
Future Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	3	0	0	251	0	0	183	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

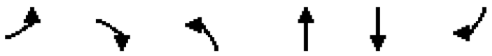
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
Future Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	4	4	4
Mvmt Flow	1	1	1	1	1	1	1	239	11	6	176	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	430	440	177	435	435	244	177	0	0	250	0	0
Stage 1	188	188	-	247	247	-	-	-	-	-	-	-
Stage 2	241	252	-	188	189	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	538	512	869	533	516	797	1393	-	-	1304	-	-
Stage 1	816	746	-	759	704	-	-	-	-	-	-	-
Stage 2	764	700	-	816	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	509	869	528	513	797	1393	-	-	1304	-	-
Mov Cap-2 Maneuver	533	509	-	528	513	-	-	-	-	-	-	-
Stage 1	812	743	-	759	703	-	-	-	-	-	-	-
Stage 2	761	699	-	810	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.02	11.15	0.03	0.24
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	601	589	56	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.006	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11	11.2	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	290	265	5
Future Volume (vph)	0	1	0	290	265	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	8.1			3.9	2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	0	341	318	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

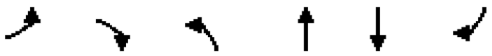
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	290	265	5
Future Vol, veh/h	0	1	0	290	265	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	341	312	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	315	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	726	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	726	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.97	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	726	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	10	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	285	260	5
Future Volume (vph)	5	1	1	285	260	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			833	200	
Travel Time (s)	8.1			16.2	3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	336	312	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

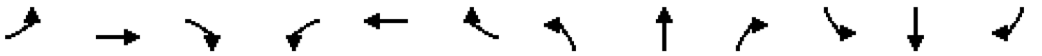
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	285	260	5
Future Vol, veh/h	5	1	1	285	260	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1	1	335	306	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	646	309	312	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	731	1249	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	731	1249	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.83	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	467	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Ctrl Dly (s/v)	7.9	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



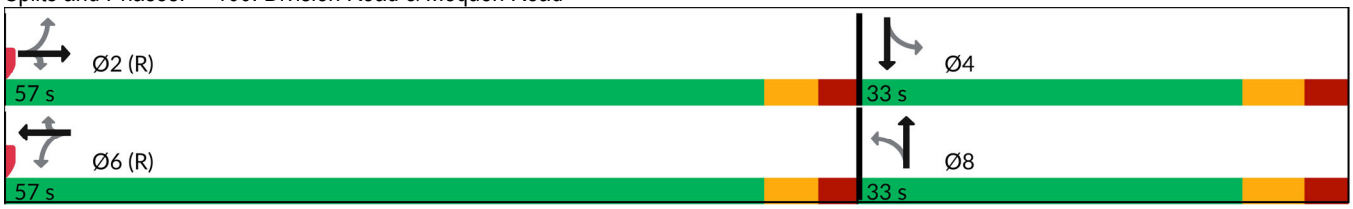
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	900	78	105	800	39	121	184	0	47	100	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68		0.27	0.36	
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	

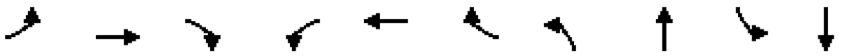
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	
Queue Length 50th (ft)	11	95	12	20	81	6	65	100		24	51	
Queue Length 95th (ft)	32	159	33	56	138	19	112	157		52	91	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476		312	490	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39		0.15	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

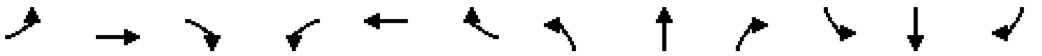
Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	900	78	105	800	39	121	184	47	100
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68	0.27	0.36
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Length 50th (ft)	11	95	12	20	81	6	65	100	24	51
Queue Length 95th (ft)	32	159	33	56	138	19	112	157	52	91
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476	312	490
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39	0.15	0.20

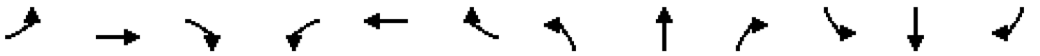
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	63	900	78	105	800	39	121	58	126	47	42	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	462	2400	1047	406	2400	1048	236	90	195	163	122	169
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	650	3526	1537	570	3526	1539	1293	519	1128	1208	710	980
Grp Volume(v), veh/h	63	900	78	105	800	39	121	0	184	47	0	100
Grp Sat Flow(s),veh/h/ln	650	1763	1537	570	1763	1539	1293	0	1647	1208	0	1690
Q Serve(g_s), s	4.0	9.8	1.5	8.7	8.4	0.7	8.2	0.0	9.4	3.4	0.0	4.7
Cycle Q Clear(g_c), s	12.4	9.8	1.5	18.6	8.4	0.7	12.9	0.0	9.4	12.8	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.58
Lane Grp Cap(c), veh/h	462	2400	1047	406	2400	1048	236	0	284	163	0	292
V/C Ratio(X)	0.14	0.37	0.07	0.26	0.33	0.04	0.51	0.00	0.65	0.29	0.00	0.34
Avail Cap(c_a), veh/h	462	2400	1047	406	2400	1048	385	0	474	302	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	4.8	10.1	5.9	4.7	38.4	0.0	34.7	40.6	0.0	32.7
Incr Delay (d2), s/veh	0.6	0.4	0.1	1.5	0.4	0.1	0.6	0.0	0.9	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	5.6	0.8	2.1	4.8	0.4	4.6	0.0	6.7	1.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	6.6	5.0	11.7	6.3	4.8	39.0	0.0	35.6	41.0	0.0	33.0
LnGrp LOS	A	A	A	B	A	A	D		D	D		C
Approach Vol, veh/h		1041			944			305			147	
Approach Delay, s/veh		6.6			6.8			37.0			35.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4		22.6				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		14.4		14.8		20.6		14.9				
Green Ext Time (p_c), s		16.3		0.3		13.8		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	1
Future Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	25	0	0	342	0	0	308	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

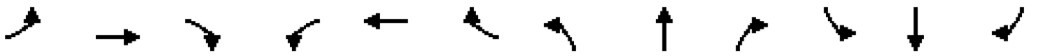
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
Future Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	12	1	329	12	1	306	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	641	652	306	646	647	335	307	0	0	341	0	0
Stage 1	309	309	-	338	338	-	-	-	-	-	-	-
Stage 2	332	344	-	309	309	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	389	388	736	386	391	709	1254	-	-	1218	-	-
Stage 1	703	661	-	679	643	-	-	-	-	-	-	-
Stage 2	683	639	-	703	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	380	387	736	383	390	709	1254	-	-	1218	-	-
Mov Cap-2 Maneuver	380	387	-	383	390	-	-	-	-	-	-	-
Stage 1	703	661	-	678	642	-	-	-	-	-	-	-
Stage 2	670	638	-	700	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.94	12.72	0.03	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	457	491	7	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.05	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	12.9	12.7	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-



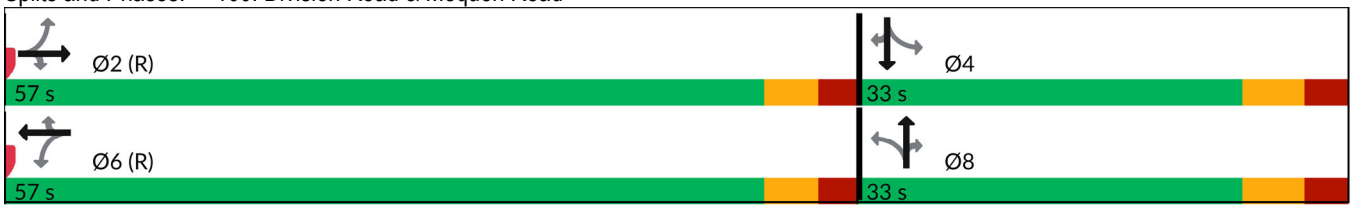
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			433			774	
Travel Time (s)		21.0			25.4			8.4			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	665	59	63	715	24	0	177	55	0	114	43
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1	17.1	17.1	17.1	17.1
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9	25.9	25.9	25.9	25.9
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1		7.1	7.1		7.1	7.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02		0.74	0.19		0.47	0.14
Control Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9		51.8	29.7		37.5	28.9

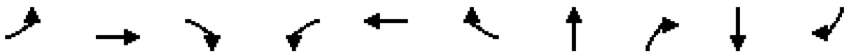
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9		51.8	29.7		37.5	28.9
Queue Length 50th (ft)	7	73	10	12	80	4		96	27		58	21
Queue Length 95th (ft)	20	108	26	30	117	14		128	46		86	39
Internal Link Dist (ft)		997			1222			353			694	
Turn Bay Length (ft)	100		100	225		100						
Base Capacity (vph)	441	2280	998	468	2280	998		363	449		366	453
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02		0.49	0.12		0.31	0.09

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

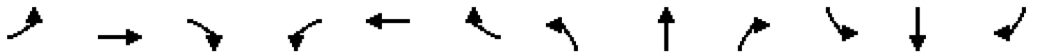
Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	38	665	59	63	715	24	177	55	114	43
v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02	0.74	0.19	0.47	0.14
Control Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9	51.8	29.7	37.5	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9	51.8	29.7	37.5	28.9
Queue Length 50th (ft)	7	73	10	12	80	4	96	27	58	21
Queue Length 95th (ft)	20	108	26	30	117	14	128	46	86	39
Internal Link Dist (ft)		997			1222		353		694	
Turn Bay Length (ft)	100		100	225		100				
Base Capacity (vph)	441	2280	998	468	2280	998	363	449	366	453
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02	0.49	0.12	0.31	0.09

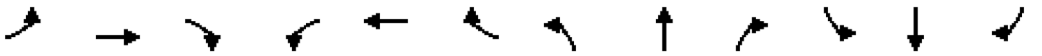
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	665	59	63	715	24	152	25	55	70	44	43
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	398	1962	856	409	1962	856	74	7	450	65	26	453
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	702	3469	1514	712	3469	1514	0	24	1563	0	92	1576
Grp Volume(v), veh/h	38	665	59	63	715	24	177	0	55	114	0	43
Grp Sat Flow(s),veh/h/ln	702	1735	1514	712	1735	1514	24	0	1563	92	0	1576
Q Serve(g_s), s	2.8	9.3	1.6	4.7	10.2	0.6	0.0	0.0	2.3	0.0	0.0	1.8
Cycle Q Clear(g_c), s	13.0	9.3	1.6	14.0	10.2	0.6	25.9	0.0	2.3	25.9	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	398	1962	856	409	1962	856	81	0	450	91	0	453
V/C Ratio(X)	0.10	0.34	0.07	0.15	0.36	0.03	2.18	0.00	0.12	1.25	0.00	0.09
Avail Cap(c_a), veh/h	398	1962	856	409	1962	856	81	0	450	91	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	10.5	8.8	14.3	10.7	8.6	42.8	0.0	23.7	37.7	0.0	23.5
Incr Delay (d2), s/veh	0.5	0.5	0.2	0.8	0.5	0.1	569.3	0.0	0.0	177.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	6.0	0.9	1.4	6.5	0.4	26.3	0.0	1.5	11.7	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	11.0	9.0	15.1	11.2	8.7	612.1	0.0	23.7	215.1	0.0	23.5
LnGrp LOS	B	B	A	B	B	A	F		C	F		C
Approach Vol, veh/h		762			802			232			157	
Approach Delay, s/veh		11.0			11.4			472.6			162.6	
Approach LOS		B			B			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		33.0		57.0		33.0				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		15.0		27.9		16.0		27.9				
Green Ext Time (p_c), s		11.0		0.0		11.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			78.2									
HCM 7th LOS			E									

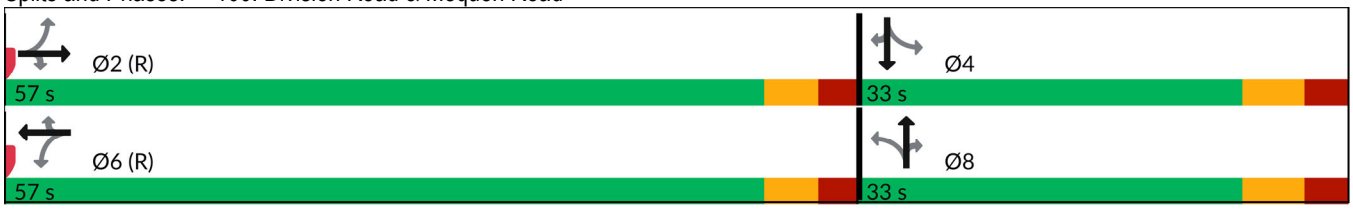


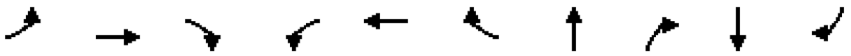
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			433			774	
Travel Time (s)		21.0			25.4			8.4			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	900	78	105	800	39	0	179	78	0	89	36
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1	17.1	17.1	17.1	17.1
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9	25.9	25.9	25.9	25.9
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1		7.1	7.1		7.1	7.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04		0.72	0.28		0.38	0.13
Control Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4		50.3	32.5		35.6	29.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4		50.3	32.5		35.6	29.5
Queue Length 50th (ft)	11	103	13	21	88	7		97	39		45	17
Queue Length 95th (ft)	35	174	36	62	151	21		153	72		82	40
Internal Link Dist (ft)		997			1222			353			694	
Turn Bay Length (ft)	100		100	225		100						
Base Capacity (vph)	413	2359	1031	364	2359	1032		397	449		374	453
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04		0.45	0.17		0.24	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	

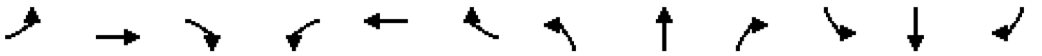
Splits and Phases: 100: Division Road & Mequon Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	63	900	78	105	800	39	179	78	89	36
v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04	0.72	0.28	0.38	0.13
Control Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4	50.3	32.5	35.6	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4	50.3	32.5	35.6	29.5
Queue Length 50th (ft)	11	103	13	21	88	7	97	39	45	17
Queue Length 95th (ft)	35	174	36	62	151	21	153	72	82	40
Internal Link Dist (ft)		997			1222		353		694	
Turn Bay Length (ft)	100		100	225		100				
Base Capacity (vph)	413	2359	1031	364	2359	1032	397	449	374	453
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04	0.45	0.17	0.24	0.08

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	63	900	78	105	800	39	121	58	78	47	42	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	365	1994	869	318	1994	870	67	20	450	61	37	453
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	650	3526	1537	570	3526	1539	0	69	1563	0	130	1574
Grp Volume(v), veh/h	63	900	78	105	800	39	179	0	78	89	0	36
Grp Sat Flow(s),veh/h/ln	650	1763	1537	570	1763	1539	69	0	1563	130	0	1574
Q Serve(g_s), s	5.4	13.4	2.1	11.8	11.5	1.0	0.0	0.0	3.4	0.0	0.0	1.5
Cycle Q Clear(g_c), s	16.9	13.4	2.1	25.2	11.5	1.0	25.9	0.0	3.4	25.9	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	365	1994	869	318	1994	870	87	0	450	99	0	453
V/C Ratio(X)	0.17	0.45	0.09	0.33	0.40	0.04	2.06	0.00	0.17	0.90	0.00	0.08
Avail Cap(c_a), veh/h	365	1994	869	318	1994	870	87	0	450	99	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	11.4	8.9	18.8	11.0	8.7	39.2	0.0	24.0	34.5	0.0	23.4
Incr Delay (d2), s/veh	1.0	0.7	0.2	2.8	0.6	0.1	513.6	0.0	0.1	59.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.5	1.2	3.1	7.5	0.6	25.8	0.0	2.2	6.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	12.1	9.2	21.5	11.6	8.8	552.8	0.0	24.1	93.7	0.0	23.4
LnGrp LOS	B	B	A	C	B	A	F		C	F		C
Approach Vol, veh/h		1041			944			257			125	
Approach Delay, s/veh		12.2			12.6			392.3			73.5	
Approach LOS		B			B			F			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		33.0		57.0		33.0				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		18.9		27.9		27.2		27.9				
Green Ext Time (p_c), s		15.3		0.0		12.1		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			56.9									
HCM 7th LOS			E									

TECHNICAL MEMORANDUM

DATE: November 26, 2025

BY: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **The Carillon at Germantown Residential Development Sight Distance Analysis Village of Germantown, WI**

PURPOSE

This memo documents the intersection and stopping sight distance analysis completed for the proposed The Carillon at Germantown development's north and south site driveways to Division Road in Germantown, Wisconsin. The North Site Driveway is planned with right-in/right-out only turns to Division Road and the South Site Driveway is planned with full-access turns to Division Road.

SIGHT DISTANCE EVALUATION

Both intersection and stopping sight distance were evaluated at The Carillon site driveways to Division Road. Sight distances were calculated in accordance with the latest edition of the American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets. Sight distance compliance was evaluated using photographs representing driver visibility to objects/targets in the field.

Sight distance requirements were calculated using the roadway design speed of 40 mph (five mph over the posted speed limit), geometry (one through lane in each direction), and design vehicle (passenger car and single-unit truck). Sight distance calculations for The Carillon North Site Driveway are in Appendix A and sight distance calculations for the South Site Driveway are in Appendix B.

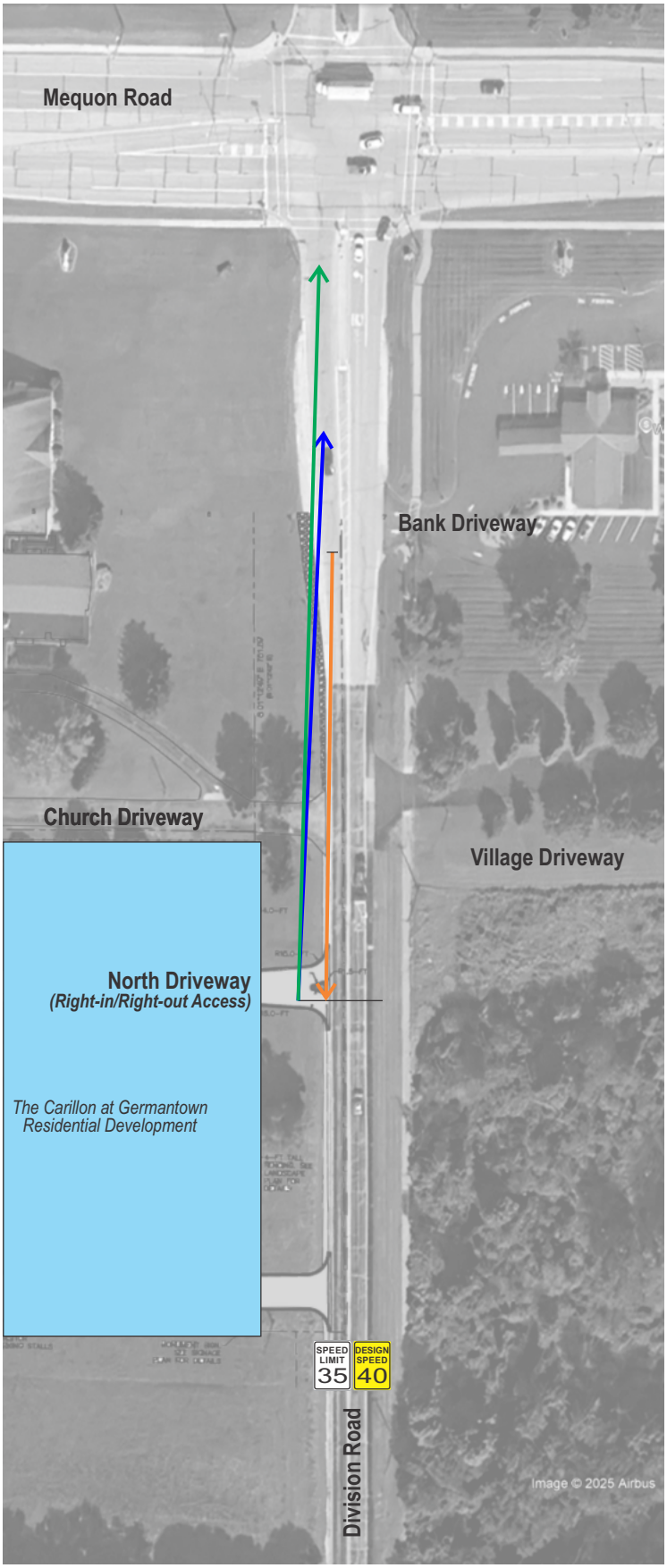
For intersection sight distance (ISD) evaluations, TADI took field photos from the site driveway locations, 14.5 feet from the edge of Division Road travel lanes at eye heights of 3.5 feet (representing the eye height of a person in a passenger car) and 7.6 feet (representing the eye height of a person in an SU truck). Photos were taken of an upstream 3.5-foot target ("object") on Division Road, representing an approaching vehicle. Photos to the left of the site driveways represent the ISD for a vehicle making a right-turn exit to Division Road and photos to the right of the site driveways represent the ISD for a vehicle making a left-turn exit.

For stopping sight distance (SSD) evaluations, TADI took field photos from the north and southbound travel lanes on Division Road to a 2.0-foot target positioned at each site driveway. The stopping sight distance (SSD) photos were taken at a 3.5-foot eye height.

ISD and SSD photos for the site driveways are presented on Exhibits 1-3. As shown, AASHTO ISD and SSD requirements are met for both passenger cars and single-unit trucks at both site driveways.

CONCLUSIONS

There is adequate visibility to meet AASHTO ISD and SSD requirements for traffic turning at The Carillon of Germantown's north and south site driveways to Division Road.



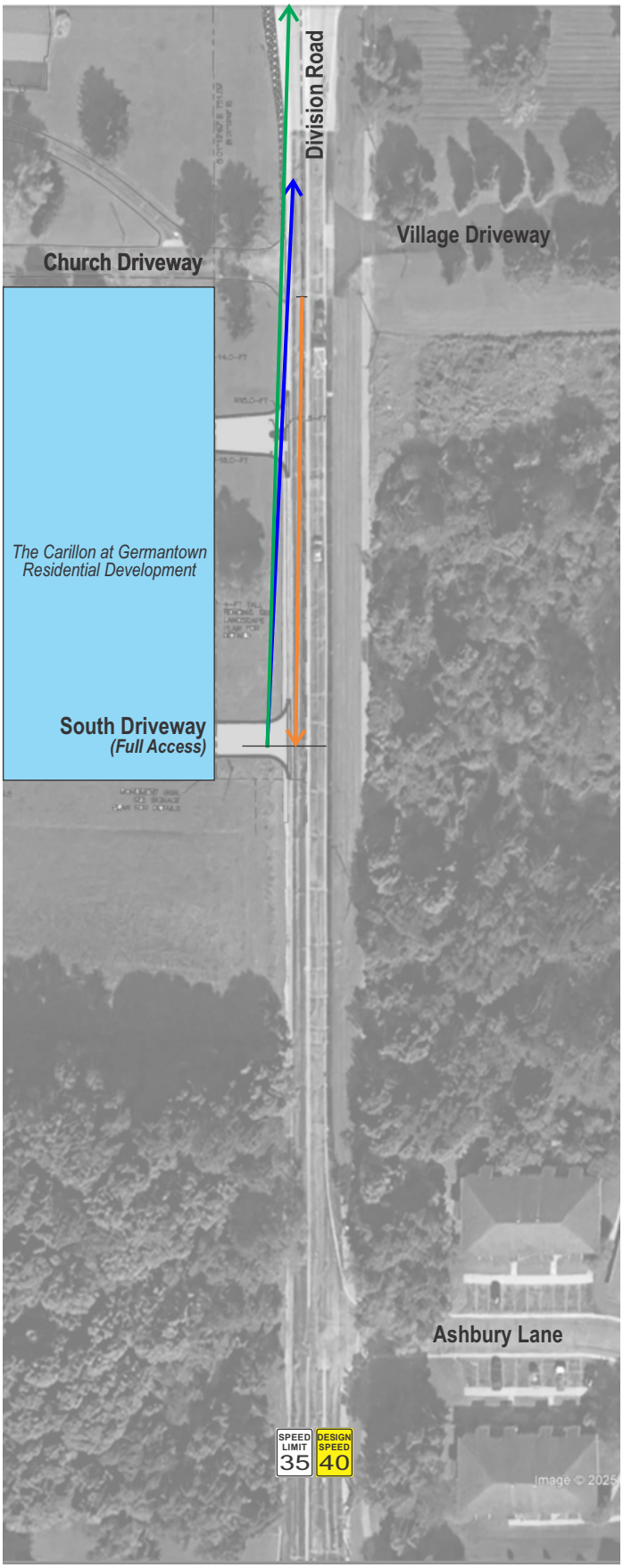
LEGEND

- Passenger Car (PC) Intersection Sight Distance
- Single-Unit (SU) Truck Intersection Sight Distance
- All Vehicles Stopping Sight Distance

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3547: 11-26-25

N
NOT TO SCALE

EXHIBIT 1
THE CARILLON NORTH SITE DRIVEWAY
INTERSECTION SIGHT DISTANCE (RIGHT TURN, LOOKING LEFT) & SOUTHBOUND STOPPING SIGHT DISTANCE
THE CARILLON SIGHT DISTANCE ANALYSIS - GERMANTOWN, WISCONSIN



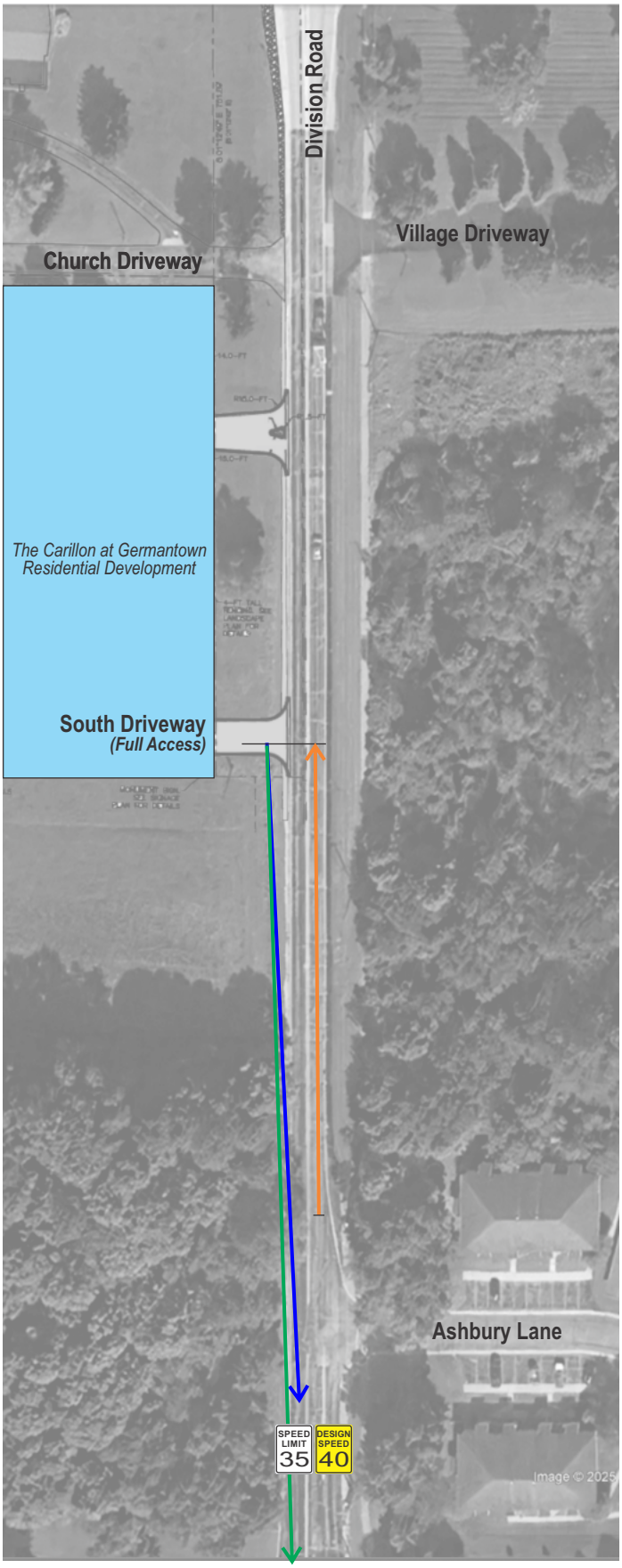
LEGEND

- Passenger Car (PC) Intersection Sight Distance
- Single-Unit (SU) Truck Intersection Sight Distance
- All Vehicles Stopping Sight Distance

TRAFFIC ANALYSIS & DESIGN, INC.
3547: 11-26-25

N
NOT TO SCALE

EXHIBIT 2
THE CARILLON SOUTH SITE DRIVEWAY
INTERSECTION SIGHT DISTANCE (RIGHT TURN, LOOKING LEFT)
& SOUTHBOUND STOPPING SIGHT DISTANCE
THE CARILLON SIGHT DISTANCE ANALYSIS - GERMANTOWN, WISCONSIN



LEGEND

- Passenger Car (PC) Intersection Sight Distance
- Single-Unit (SU) Truck Intersection Sight Distance
- All Vehicles Stopping Sight Distance

TRAFFIC ANALYSIS & DESIGN, INC.
3547: 11-26-25

N
NOT TO SCALE

EXHIBIT 3
THE CARILLON SOUTH SITE DRIVEWAY
INTERSECTION SIGHT DISTANCE (LEFT TURN, LOOKING RIGHT) & NORTHBOUND STOPPING SIGHT DISTANCE
THE CARILLON SIGHT DISTANCE ANALYSIS - GERMANTOWN, WISCONSIN

APPENDIX A

SIGHT DISTANCE CALCULATION WORKSHEET

North Site Driveway

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 11/20/2025
Intersection: Division Road & North Site Driveway (RIRO)
Community: Village of Germantown

Mainline Name: Division Road
Sidestreet Name: North Driveway

Left-In Allowed?	No					
Left-Out Allowed?	No		P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)	
Right-In Allowed?	Yes		SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)	
Right-Out Allowed?	Yes		WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)	
Through-Out Allowed?	No					
Design Speed from Left:	40	mph		P	SU	WB
Design Speed from Right:	40	mph	Design Vehicles:	x	x	(place an "X")
Median Width:	0	feet				
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.				
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.				
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.				
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.				
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.				
AASHTO or WisDOT:	AASHTO					

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	-7.50	-9.50	-11.50	-10.00	-12.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B1 ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B1 ISD, feet:	*0*	*0*	*0*	*0*	*0*	*0*

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	381.3	498.7	616.0	469.3	586.7	704.0
Rounded Case B2 ISD, feet:	*385*	*500*	*620*	*470*	*590*	*705*

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3a ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3a ISD, feet:	*0*	*0*	*0*	*0*	*0*	*0*

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	*0*	*0*	*0*	*0*	*0*	*0*

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	-5.50	-6.50	-7.50	-8.00	-8.00	-8.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case F ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case F ISD, feet:	*0*	*0*	*0*	*0*	*0*	*0*

ISD CONTROLLING DISTANCES:

	AASHTO ISD				*WISDOT UPPER MINIMUM ISD*		
	P	**SU**	WB		P	SU	WB
To Left of Access:	**385'**	**500'**	620'		470'	590'	705'
To Right of Access:	**0'**	**0'**	0'		0'	0'	0'
Left-Turn from Mainline:	**0'**	**0'**	0'		0'	0'	0'

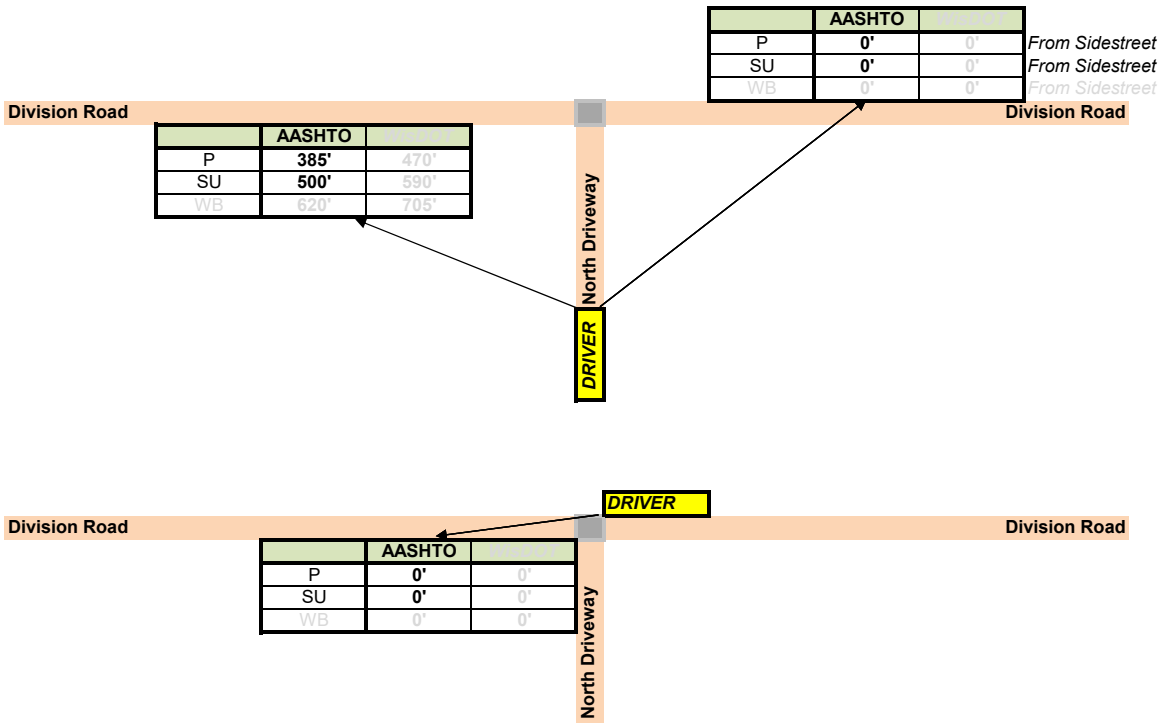
ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 11/20/2025
Intersection: Division Road & North Site Driveway (RIRO)
Community: Village of Germantown

Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
Object Height (head of Arrows): 3.5-ft
Eye Location: 14.5-ft from edge of traveled way

North

Special Instructions



SSD CALCULATIONS

	EB	WB	NB	SB	
Design Speed:			40	40	
Deceleration (ft/s^2):	11.2	11.2	11.2	11.2	*Default rate is 11.2 ft/s^2 per AASHTO GDHS*
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	*Positive is uphill, negative is downhill*
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	*Default rate is 2.5s per AASHTO GDHS*
Brake Reaction (ft):	0.0	0.0	146.7	146.7	
Braking Distance (ft):	0.0	0.0	153.3	153.3	
Calculated SSD (ft):	0.0	0.0	300.0	300.0	
Rounded SSD (ft):	0	0	**305**	**305**	

Eye Height (upstream of object to be seen): 3.5-ft
Object Height (downstream of motorist): 2.0-ft

Special Instructions

APPENDIX B

SIGHT DISTANCE CALCULATION WORKSHEET

South Site Driveway

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 11/20/2025
Intersection: Division Road & South Site Driveway (Full Access)
Community: Village of Germantown

Mainline Name: Division Road
Sidestreet Name: South Driveway

Left-In Allowed?	Yes		P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes		SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes		WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes				
Through-Out Allowed?	No				
Design Speed from Left:	40	mph			
Design Speed from Right:	40	mph			
Median Width:	0	feet			
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.			
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.			
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.			
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.			
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.			
AASHTO or WisDOT:	AASHTO				

Design Vehicles:	P	SU	WB	
	x	x		(place an "X")

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	440.0	557.3	674.7	586.7	704.0	762.7
Rounded Case B1 ISD, feet:	*445*	*560*	*675*	*590*	*705*	*765*

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	381.3	498.7	616.0	469.3	586.7	704.0
Rounded Case B2 ISD, feet:	*385*	*500*	*620*	*470*	*590*	*705*

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	381.3	498.7	616.0	410.7	586.7	762.7
Rounded Case B3a ISD, feet:	*385*	*500*	*620*	*415*	*590*	*765*

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	*0*	*0*	*0*	*0*	*0*	*0*

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Case F ISD, feet:	322.7	381.3	440.0	469.3	469.3	469.3
Rounded Case F ISD, feet:	*325*	*385*	*445*	*470*	*470*	*470*

ISD CONTROLLING DISTANCES:

	AASHTO ISD			WISDOT UPPER MINIMUM ISD		
	P	**SU**	**WB**	**P**	**SU**	**WB**
To Left of Access:	**385'**	**500'**	**620'**	**470'**	**590'**	**765'**
To Right of Access:	**445'**	**560'**	**675'**	**590'**	**705'**	**765'**
Left-Turn from Mainline:	**325'**	**385'**	**445'**	**470'**	**470'**	**470'**

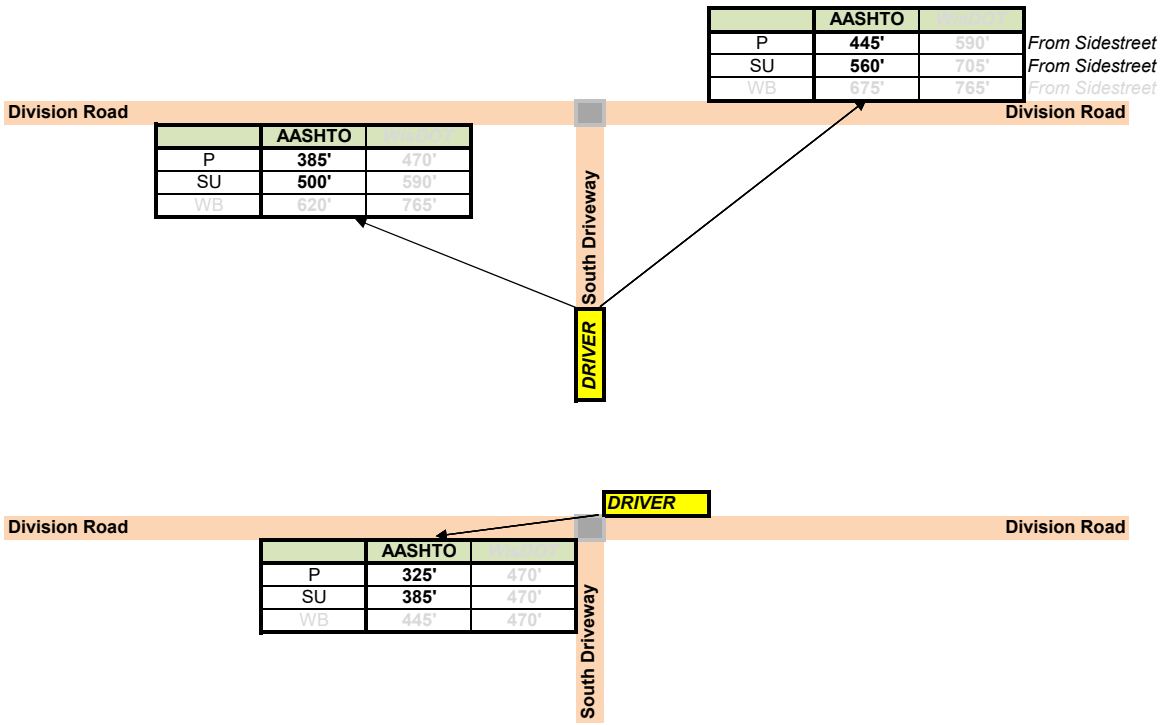
ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 11/20/2025
Intersection: Division Road & South Site Driveway (Full Access)
Community: Village of Germantown

Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
Object Height (head of Arrows): 3.5-ft
Eye Location: 14.5-ft from edge of traveled way

North

Special Instructions



SSD CALCULATIONS

	EB	WB	NB	SB	
Design Speed:			40	40	
Deceleration (ft/s^2):	11.2	11.2	11.2	11.2	*Default rate is 11.2 ft/s^2 per AASHTO GDHS*
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	*Positive is uphill, negative is downhill*
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	*Default rate is 2.5s per AASHTO GDHS*
Brake Reaction (ft):	0.0	0.0	146.7	146.7	
Braking Distance (ft):	0.0	0.0	153.3	153.3	
Calculated SSD (ft):	0.0	0.0	300.0	300.0	
Rounded SSD (ft):	0	0	**305**	**305**	

Eye Height (upstream of object to be seen): 3.5-ft
Object Height (downstream of motorist): 2.0-ft

Special Instructions

Community Growth & Projections Report

June 2, 2025

Germantown SCHOOL DISTRICT

MDR
MDROFFERS CONSULTING

ACKNOWLEDGEMENTS

Board of Education

Russell Ewert, President
Eric Brown, Vice President
Michael Loth, Treasurer
Tom Barney, Clerk
Kimberly Higginbotham
Jeff Voyer
Tracy Pawlak

Administrative Support

Dr. Chris Reuter, Superintendent
Brittany Altendorf, Director of Business & Auxiliary Services

Consultants

MDRoffers Consulting
Project Management and Planning
www.mdroffers.com

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TABLE OF CONTENTS

I. INTRODUCTION AND SUMMARY 1
A. Purpose and Overview 1
Map 1: School District and Municipal Boundaries 2
Map 2: 2024-2025 Attendance Areas and Neighborhoods 3
B. Statistical Summary 4
C. Housing Unit Projections Summary 5
D. Student Enrollment Projections Summary 6
II. SCHOOL DISTRICT OVERVIEW AND STUDENT ENROLLMENT TRENDS 9
A. Germantown School District Overview 9
Figure 1: Current Germantown School District Building Overview 9
B. Private and Home School Enrollment Trends 10
Figure 2: Enrollment of Private Schools Operating in and near the GSD, 2014-2024 10
C. GSD Student Enrollment Trends and Implications 11
Figure 3: GSD Total Enrollment by Grade Group, September 2014 to September 2024 11
D. Open Enrollment Trends and Implications 12
Figure 4: GSD 4K-12 Open Enrollment Trends, 2014-15 through 2024-25 13
III. DEMOGRAPHIC TRENDS AND EXPECTATIONS 14
A. Births and Child Population Trends 14

Figure 5: Births in the GSD, 2000-2024 15
B. Population Trends by Age 16
Figure 6: GSD Population by Age Group, 2010-2020 16
IV. HOUSING AND ECONOMIC TRENDS AND EXPECTATIONS 17
A. Recent Residential Building Construction 17
Figure 7: Housing Starts by GSD Municipality, 2014-2024 17
Figure 8: Village of Germantown Housing Starts by Type, 2014-2024 18
B. New Housing Impact on Enrollment 18
C. Existing Housing Impact on Enrollment 19
D. Existing Home Sales and Impact on Enrollment 20
Map 3: Single-Family Home Sales by Neighborhood, 2020 to 2024 21
E. Other Housing and Economic Trends 22
V. COMMUNITY AND DEVELOPER PLAN ANALYSIS 23
A. Section Overview 23
B. Village of Germantown Plans and Expectations 23
Figure 9: Village of Germantown Comprehensive Plan, 2050 Future Land Use Map Overview 25
C. Village of Richfield Plans and Expectations 26
Figure 10: Village of Richfield Comprehensive Plan, Future Land Use Map 27
D. Village of Jackson Plans and Expectations 28
E. Town of Jackson Plans and Expectations 28
F. Plans and Expectations of Other Municipalities in the GSD 28

VI. HOUSING AND ENROLLMENT GROWTH EXPECTATIONS 29
A. Housing Unit Projections 29
Figure 11: Housing Unit Projections by Current Elementary School Attendance Area 32
Map 4: Projected Housing Unit Growth by Neighborhood 33
B. Projected Student-per-Housing Unit Ratios 34
C. Student Enrollment Projections Versus School Capacity 35
Figure 12: GSD Projected Resident Enrollment Compared to Current Building Capacities 37
D. Student Enrollment Projections by Neighborhood 38
Map 5: Projected Grade 4K-12 Student Enrollment Change by Neighborhood, 2025-2040 39
Map 6: Projected Grade 4K-5 (Elementary) Student Enrollment Change by Neighborhood, 2025-2040 40
Map 7: Projected Grade 6-8 (Middle) Student Enrollment Change by Neighborhood, 2025-2040 41
Map 8: Projected Grade 9-12 (High) Student Enrollment Change by Neighborhood, 2025-2040 42
E. Potential Implications of Enrollment Projections to School Capacities 43
F. Student Enrollment Projections Under Alternative Assumptions 44
APPENDIX A: PROJECTION METHODOLOGY 45
Figure A-1: Student-Per-Housing Unit Ratios in Existing Multiple-Family Complexes 47
APPENDIX B: HOUSING UNIT PROJECTIONS BY NEIGHBORHOOD, 2025-2040 50
APPENDIX C: GSD 4K-12 RESIDENT ENROLLMENT PROJECTIONS BY GRADE GROUP AND NEIGHBORHOOD, 2025-2040 64

I. INTRODUCTION AND SUMMARY

A. PURPOSE AND OVERVIEW

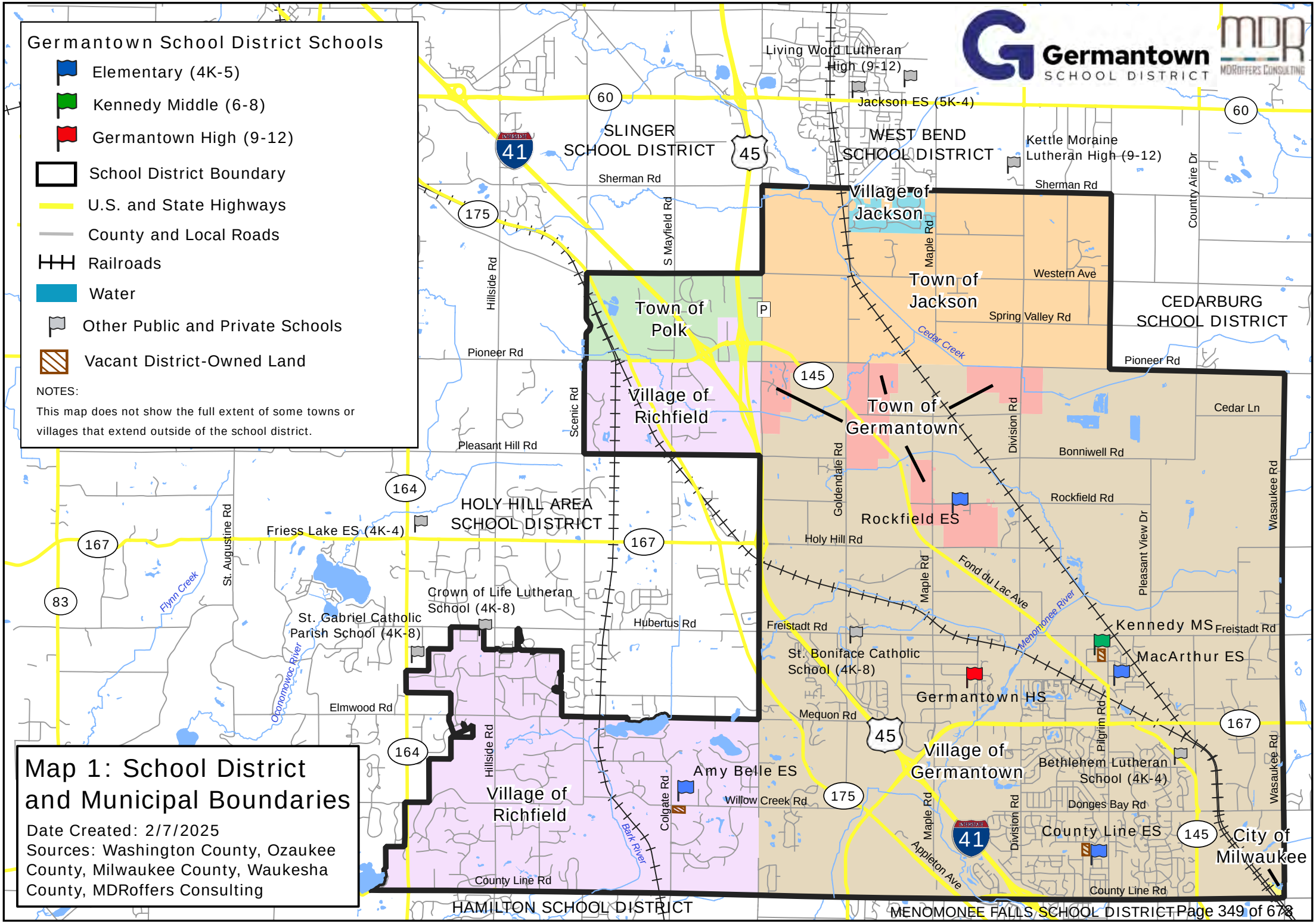
The Germantown School District (GSD) is a public school district in southern Washington County, Wisconsin (see Map 1). As of the 2024-25 academic year, the GSD educates approximately 3,800 grade 4K-12 students across four elementary schools, one middle school, and one high school.

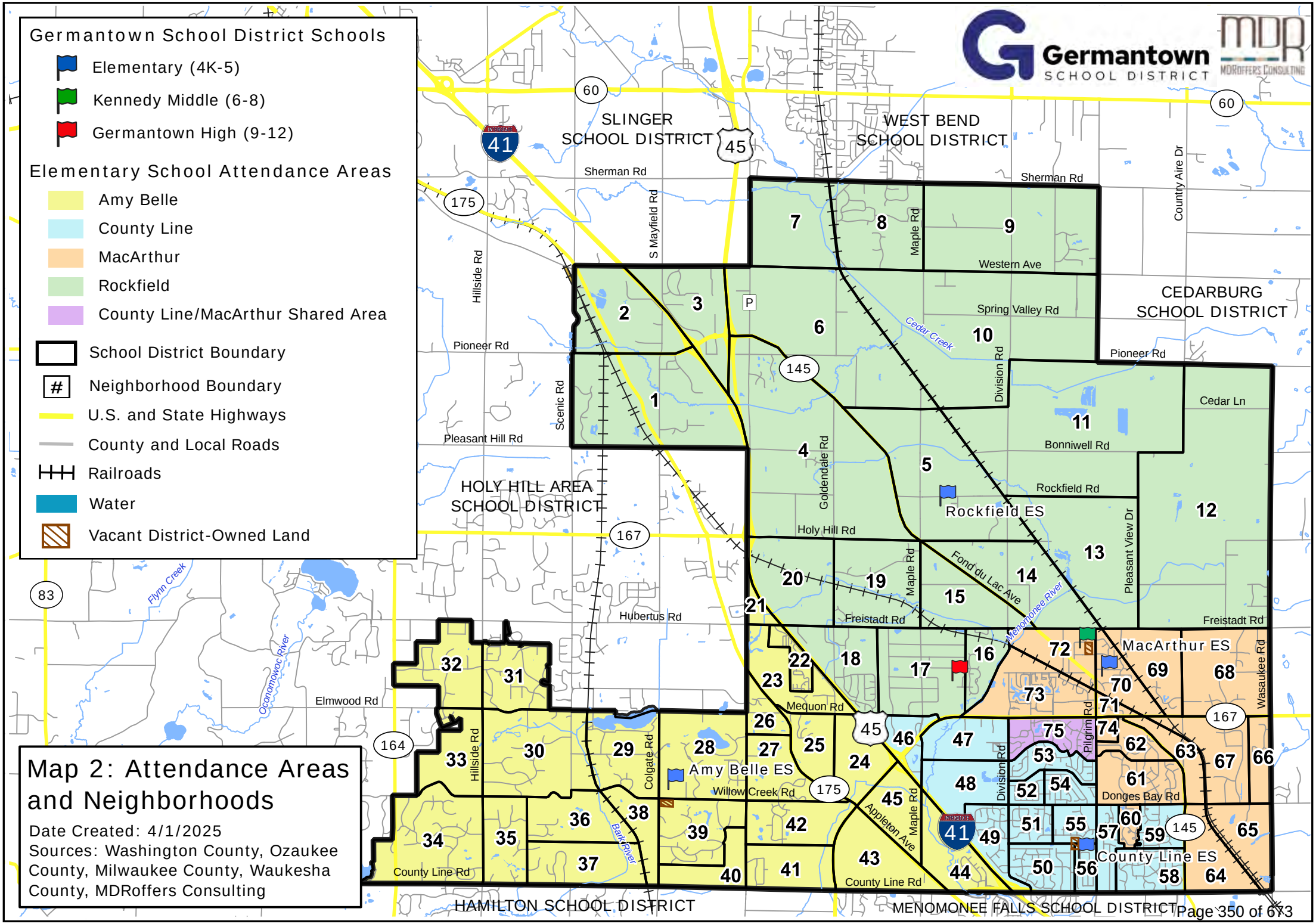
This Community Growth & Projections Report will assist the GSD to understand the impact of future residential development and demographic change on future student enrollment, where in the GSD enrollment change may occur, and how enrollment projections compare with current school configurations and capacities. As a result, the Report may inform the GSD's long-range school facility planning combined with other efforts beyond the Report's scope, such as a building condition assessment.

The process to complete this Community Growth & Projections Report included:

- Review of demographic and enrollment trends for different grade levels and geographic areas within the GSD.
- Review of recent, pending, and potential residential development proposals.
- Analysis of local land use plans, utility systems, intergovernmental agreements, and housing and economic trends.
- Engagement with municipal planning staff and local real estate professionals on community growth trends and prospects.
- Projections of future housing growth and demographic changes.
- Projections of GSD student enrollment by small geographic area ("neighborhood"), school, and grade grouping.

This Report features housing unit and GSD student enrollment projections in four periods: through 2027 (for '27-'28 school year), from 2028 to 2030 (for '30-'31 school year), from 2031 to 2035 (for '35-'36 school year), and from 2036 to 2040 (for '40-'41 school year). The projections are broken down by 75 different "neighborhoods," as depicted on Map 2. Enrollment projections are compared to the capacities of the GSD's schools, which were provided by GSD staff.


Germantown School District Schools
Elementary (4K-5)
Kennedy Middle (6-8)
Germantown High (9-12)
School District Boundary
U.S. and State Highways
County and Local Roads
Railroads
Water
Other Public and Private Schools
Vacant District-Owned Land
NOTES:
This map does not show the full extent of some towns or villages that extend outside of the school district.
Germantown SCHOOL DISTRICT
MDR MDRoffers Consulting
Map 1: School District and Municipal Boundaries
Date Created: 2/7/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting
Living Word Lutheran High (9-12)
Jackson ES (5K-4)
Kettle Moraine Lutheran High (9-12)
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Village of Jackson
Town of Jackson
Town of Polk
Village of Richfield
Town of Germantown
Village of Richfield
Village of Germantown
City of Milwaukee
Friess Lake ES (4K-4)
Crown of Life Lutheran School (4K-8)
St. Gabriel Catholic Parish School (4K-8)
Rockfield ES
St. Boniface Catholic School (4K-8)
Germantown HS
Kennedy MS
MacArthur ES
Amy Belle ES
Bethlehem Lutheran School (4K-4)
County Line ES
Sherman Rd
Pioneer Rd
Pleasant Hill Rd
Hubertus Rd
Elmwood Rd
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Mequon Rd
Willow Creek Rd
Donges Bay Rd
Bonniwell Rd
Cedar Ln
Spring Valley Rd
Western Ave
County Line Rd
Hillside Rd
S Mayfield Rd
Scenic Rd
St Augustine Rd
Maple Rd
Goldendale Rd
Division Rd
Pleasant View Dr
Pilgrim Rd
Wasaukee Rd
Country Aire Dr
Colgate Rd
Flynn Creek
Oconomowoc River
Cedar Creek
Fond du Lac Ave
Menomonee River
Bark River
Appleton Ave
41
45
60
175
145
164
167
83
P


Germantown School District Schools
Elementary (4K-5)
Kennedy Middle (6-8)
Germantown High (9-12)
Elementary School Attendance Areas
Amy Belle
County Line
MacArthur
Rockfield
County Line/MacArthur Shared Area
School District Boundary
Neighborhood Boundary
U.S. and State Highways
County and Local Roads
Railroads
Water
Vacant District-Owned Land
Germantown SCHOOL DISTRICT
MDR
MDRoffers Consulting
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Rockfield ES
Amy Belle ES
MacArthur ES
County Line ES
Sherman Rd
Western Ave
Spring Valley Rd
Pioneer Rd
Cedar Ln
Bonniwell Rd
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Hubertus Rd
Mequon Rd
Willow Creek Rd
Donges Bay Rd
County Line Rd
Elmwood Rd
Pleasant Hill Rd
Hillside Rd
S Mayfield Rd
Maple Rd
Division Rd
Goldendale Rd
Pleasant View Dr
Wasaukee Rd
Pilgrim Rd
Colgate Rd
Scenic Rd
Country Aire Dr
Fond du Lac Ave
Appleton Ave
Cedar Creek
Menomonee River
Bark River
Oconomowoc River
Flynn Creek
Map 2: Attendance Areas and Neighborhoods
Date Created: 4/1/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting

B. STATISTICAL SUMMARY

1. In September 2024, the GSD educated 3,812 students in grades 4K-12. Elementary school (grade 4K-5) enrollment was 1,661 students, middle school (grade 6-8) enrollment was 865 students, and high school (grade 9-12) enrollment was 1,286 students.
2. Total GSD enrollment decreased by 45 students between the 2014-15 and 2024-25 school years. This slight decrease occurred even with 4K programming being introduced in the 2022 academic year. Without, GSD enrollment would have decreased by 212 students, or 5 percent, over the past decade.
3. Since 2014-15, grade 5K-5 enrollment decreased by 91 students or 6 percent, middle school enrollment (grades 6-8) decreased by 5 students or 1 percent, and high school enrollment (grades 9-12) decreased by 116 students or 8 percent.
4. Births in the GSD remained relatively stable over the past decade, with between 320 to 330 births per year. This is after a significant *decrease* in the number of births in the late-2000s and early-2010s, which correlated to the decrease in grade 5K-12 student population.
5. From 2010 to 2020, most of the total population increase in the GSD was in the age 65 year and older group. As these populations continue to age and move on, their homes may transition to new families with children. The timing and extent of this turnover will depend in part on other available housing options in the community, interest rates, and housing costs.
6. For its projections the consultant generally utilized a student generation ratio of 0.61 GSD grade 4K-12 students per each newer single-family home, which is fairly typical among similarly positioned school districts. This student generation ratio was discovered through a consultant analysis comparing March 2025 student addresses with the addresses of newer single-family homes permitted over the past few years. The actual ratio used varied somewhat by neighborhood based on factors such as proximity to schools and housing price and other characteristics.
7. The consultant also found that the limited amount of newer multiple-family development in the GSD generates an average of 0.11 GSD 4K-12 students-per-unit—or about one additional student for every 10 new multiple-family units. This figure is higher than most comparable school districts, driven by both the small sample size and the fact that it includes a recent multiple family development with a number of 3-bedroom units. Using statistics from other area communities like Mequon and Cedarburg, the consultant anticipates that future multiple-family housing in Germantown will generate students at a rate of around 0.06 GSD students-per-unit—but this varied a bit by neighborhood and anticipated housing type and size.

C. HOUSING UNIT PROJECTIONS SUMMARY

1. The consultant has prepared its housing unit growth projections at a transitional period for Germantown. Regionally and nationally, the community is confronting a significant housing shortage and demand, at times battling higher interest rates and housing costs. Locally, the Village of Germantown in 2022 adopted a new Comprehensive Plan that appeared to open the community to additional housing options and densities. Leadership changes and community reaction in the past few months may be causing at least a partial return to prior policies. For example, the consultant understands that the Village may now be considering a cap in the number or percentage of multiple-family units permitted per year. The consultant endeavored to prepare as accurate of projections as practical in this unsettled context.
2. With the above as a qualifier, the consultant projects construction of 2,140 new housing units within the GSD by 2040. This is an average of 138 new units per year—greater than the average of 84 new units per year over the past decade but similar to levels of residential development in the 2000s.
3. The consultant's housing unit projections include single-family homes, duplex units, and multiple-family units, including senior-restricted housing. The consultant anticipates that around 44 percent of projected housing units in the GSD between 2025 and 2040 will be new single-family homes, which have the highest levels of student generation per unit. Emerging Village of Germantown policy shifts might increase this percentage, but it is already higher than recent experience in comparable districts and 47 percent of that Village's housing units were single-family homes over the past decade.
4. Most new housing development in the GSD is expected to be in the Village of Germantown, where the consultant projects just over 1,700 new housing units through 2040. This 107-unit average per year is somewhat higher than the 71-unit average over the past decade, but similar to the Village's residential building activity in the 2000s.
5. The most significant projected housing growth is along Highway 167/Mequon Road and Freistadt Road, in neighborhoods 69, 73, and 74 on Map 2. Growth in neighborhood 69 is anticipated to be driven by single-family housing development while neighborhoods 73 and 74 are projected for mostly townhouse and apartment development.
6. The consultant projects that 556 new single-family homes will be built in the Village of Germantown, an average of 36 new single-family homes per year, which is similar to the average of the past decade of 34 new single-family homes per year as subdivisions like Heritage Park North, Harvest Hills, Wrenwood, and Wrenwood North have quickly built out.

7. The consultant projects 210 new housing units expanding in the Village of Jackson portion of the GSD through 2040, all of which are projected to be new single-family homes. This is an average of 14 new single-family homes built per year through 2040—similar to the average contribution from Jackson over the past decade.
8. The consultant projects 187 new housing units in the Village of Richfield portion of the GSD through 2040, the majority of which will be new single-family homes. Most parts of Richfield within the GSD have already built out, with a few exceptions.
9. Over 40 percent of all new housing units are projected to be built in the current MacArthur Elementary School attendance area, about 30 percent are projected to be built in the current Amy Belle Elementary School attendance area, and 15 percent and 12 percent are projected to be built in the current Rockfield and County Line Elementary School attendance areas respectively. The projected housing mix in different current attendance area varies (i.e., single- to multiple-family), which significantly influences anticipated student generation from that new housing.

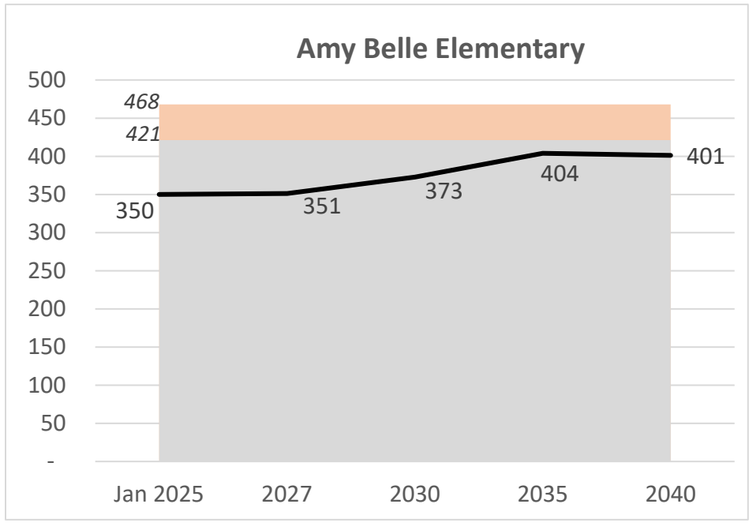
D. STUDENT ENROLLMENT PROJECTIONS SUMMARY

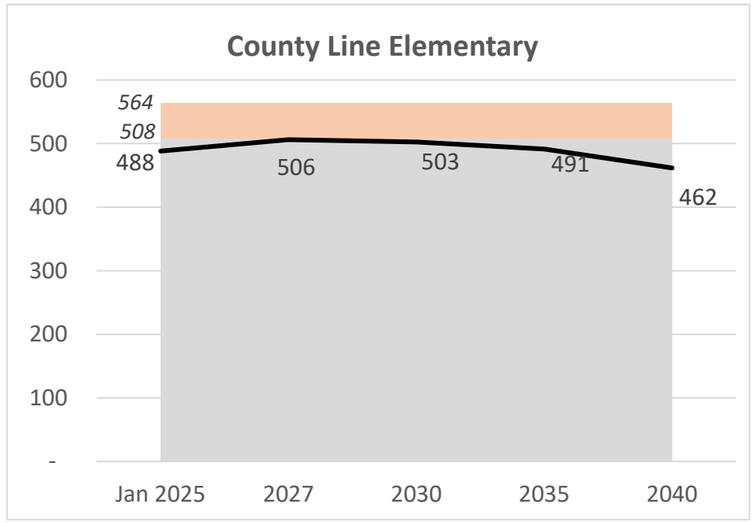
1. Between January 2025 and 2040, the consultant projects an increase of 148 4K-12 resident students enrolled in GSD schools based on its assessment of most likely housing and demographic changes. The consultant projects grade 4K-5 resident enrollment to increase by 129 students, grade 6-8 resident enrollment to increase by 21 students, and grade 9-12 resident enrollment to decrease by 2 students.
2. By 2040 and without any attendance area changes, the consultant projects GSD resident enrollment at MacArthur Elementary School to increase by 73 students, resident enrollment at Amy Belle Elementary School to increase by 51 students, resident enrollment at Rockfield Elementary School to increase by 31 students, and resident enrollment at County Line Elementary School to *decrease* by 26 students.
3. The consultant projects that the *combined* 4K-5 resident enrollment at the GSD's four elementary schools will remain below the *combined* maximum capacity of the four elementary school buildings through 2040. Though the consultant was not involved in capacity calculations, maximum elementary school capacity is often around 10 percent greater than functional or comfortable capacity. Without changes in attendance areas, building capacities, or other factors, enrollment at MacArthur Elementary is projected to exceed 90 percent of that building's capacity by around 2035 and enrollment at Rockfield Elementary School is projected to exceed 90 percent of its capacity by 2040. Projected enrollment at County Line is expected

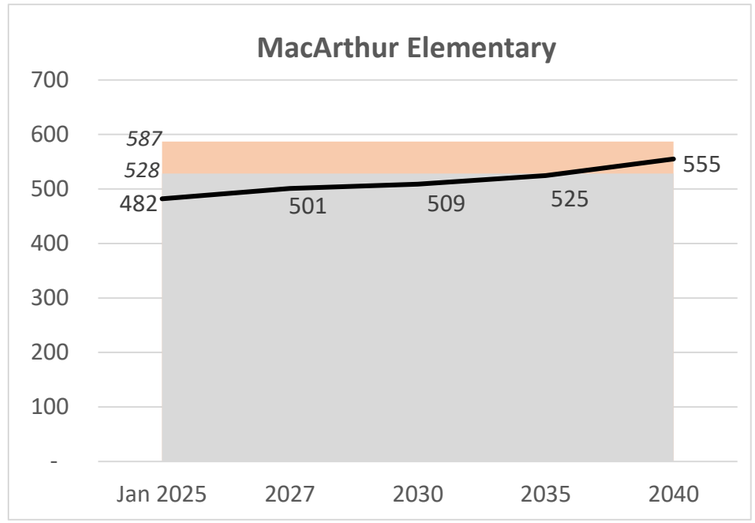
to exceed 90 percent of that building's capacity through around 2030, then decrease below 90 percent through the remainder of the 2030s.

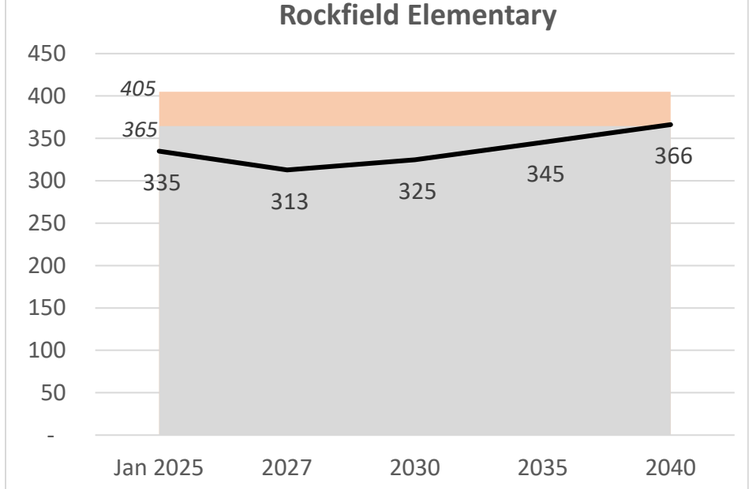
4. The consultant projects Kennedy Middle School (grade 6-8) resident enrollment will increase by 21 students between January 2025 and 2040—totaling 860 grade 6-8 students by 2040. Middle school enrollment is projected to decrease over the next few years due to current larger middle school classes being replaced by generally smaller current elementary classes. GSD resident grade 6-8 enrollment is projected to remain well below the maximum building capacity of Kennedy Middle School through 2040.
5. The consultant projects Germantown High School (grade 9-12) resident enrollment will decrease by 2 students by 2040. High School enrollment is projected to remain stable over the next few years, as large middle school classes enter, but then decrease in the late-2020s and early-2030s as generally smaller current elementary classes enter high school. Grade 9-12 enrollment is expected to remain well below the maximum capacity of the Germantown High School building through 2040, even if current levels of open-enrollment-in were continued.
6. The above projected grade GSD resident enrollment increases are driven by expected modest increases in new housing development and (in the 2020s at least) births. Were the GSD to have *no* new housing development through 2040, projected GSD resident 4K-12 enrollment would have instead *decreased* by around 420 students. In contrast, were the GSD to have housing development more in line with the Village's 2022 Comprehensive Plan—as opposed to emerging Village policy shifts or reversions—projected GSD resident 4K-12 enrollment would have instead increased by around 280 students. Both alternative scenarios are in contrast with the consultant's "most likely" 15-year 4K-12 enrollment increase of 148 students.
7. Several options could be explored to address projected capacity constraints at the elementary school level in the late-2030s, particularly at MacArthur Elementary but also Rockfield Elementary. These include elementary attendance area shifts, additional attendance "flex" neighborhoods, elementary school expansions or replacements, construction of a fifth elementary school, or even potentially shifting 5th grade students to the middle school level with expansion or replacement there. Further exploration of these options is beyond the scope of this Report. Also, comparing enrollment projections to current building capacities is only one factor to consider in long-range facilities planning. Other factors include basic goals and parameters (e.g., maximum school and class sizes), interest and tolerances for attendance area or grade grouping changes, the suitability for older buildings to operate efficiently and serve modern educational needs, existing building expansion opportunities and constraints, the suitability of different potential sites for new or expanded schools, the relative costs of different options to address needs, and the GSD's financial picture including its borrowing capacity.

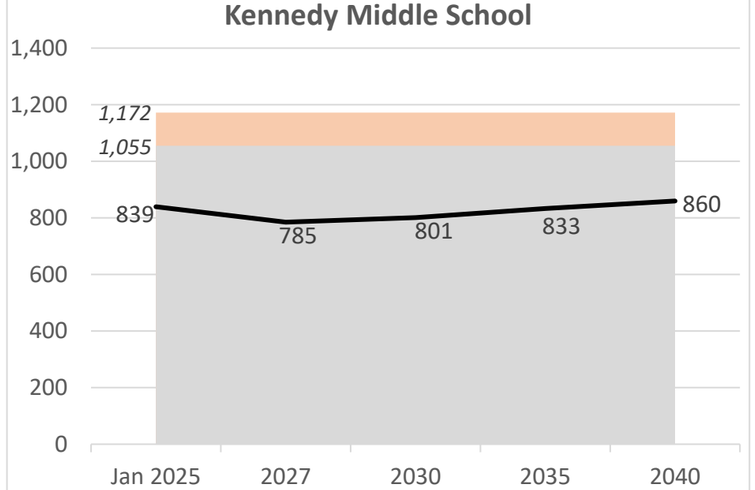
Projected GSD Resident Enrollment vs. Building Capacity at Current GSD Schools

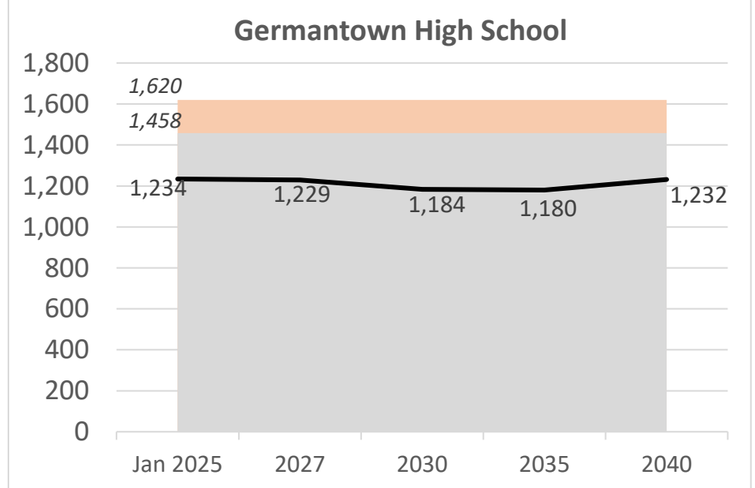












100% Maximum Building Capacity 90% Maximum Building Capacity Projected Resident Enrollment

Note:
These charts assume no changes in current attendance areas, distribution of students from the shared attendance area, grade groupings, or building capacity of each of the GSD's schools. They also include only GSD resident enrollment.

II. SCHOOL DISTRICT OVERVIEW AND STUDENT ENROLLMENT TRENDS

A. GERMANTOWN SCHOOL DISTRICT OVERVIEW

The Germantown School District (GSD) spans 57 square miles in southern Washington County. The GSD encompasses all of the Village of Germantown and Town of Germantown, the eastern one-quarter of the Village of Richfield, and smaller portions of the Village of Jackson, Town of Jackson, Town of Polk, and even City of Milwaukee. The GSD's current school buildings are indicated on the maps in this Report and described in Figure 1. All 4K students are housed in the four GSD elementary schools, along with 5K-5 students. The GSD does not anticipate any significant changes to 4K programming.

Figure 1: Current Germantown School District Building Overview

School	Year Built	Latest Addition/ Renovation	Grades Served	Neighborhood (see Map 2)	January 2025 Enrollment		Maximum Building Capacity
					GSD Resident Students	Total Students in Seats	
Amy Belle Elementary	1951	2018	4K-5	28	350	350	468
County Line Elementary	1957	2018	4K-5	56	488	489	564
MacArthur Elementary	1928	2018	4K-5	70	482	489	587
Rockfield Elementary	1957	2018	4K-5	5	335	346	405
Kennedy Middle	1961	2018	6-8	72	839	858	1,172
Germantown High	1968	2018	9-12	17	1,234	1,277	1,620

Source: GSD

In 2016, GSD voters approved a $84 million referendum to renovate and improve GSD schools. This included new classrooms, a new field house, performing arts center, swimming pool, and secure main entrance and administrative offices at Germantown High School. At Kennedy Middle School, this included replacing and rebuilding the entire 6th grade wing as well as upgraded interiors throughout the rest of the school. At GSD elementary schools, upgrades included classroom finishes, new gym floors, and remodeled library areas.

The GSD's District Office is northeast of the intersection of Fond du Lac Avenue and Donges Bay Road in neighborhood 63 on Map 2. The GSD also owns vacant parcels adjacent to three of its existing schools. These include a 4.9-acre parcel immediately north of the County Line Elementary parcel, a 3.4-acre parcel across Willow Creek Road from Amy Belle Elementary School, and a 5.6-acre parcel immediately east of the Kennedy Middle School parcel. These are also shown on Map 2 and on other maps in this Report.

B. PRIVATE AND HOME SCHOOL ENROLLMENT TRENDS

There are five private schools operating in the GSD, and three private schools operating in other districts nearby (see Map 1 for locations). These eight private schools attract students from the GSD, as well as the Holy Hill Area, Slinger, West Bend, and other school districts. Figure 2 includes enrollment data for these eight private schools over the past ten years. Private school enrollment increases were concentrated at Kettle Moraine Lutheran High and Living Word Lutheran High, which both had 100+ student enrollment increases over the past decade. Combined enrollment at other area private schools was stable over the decade.

Figure 2: Enrollment of Private Schools Operating in and near the GSD, 2014-2024

Private School (District where located)	Grades Served	2014-15	2016-17	2018-19	2020-21	2022-23	2024-25	10 Year Change
Bethlehem Evangelical Lutheran (GSD)	4K-4	184	248	251	218	180	205	**+21**
Crown of Life Evangelical Lutheran (GSD)	4K-8	65	74	77	98	119	117	**+52**
David's Star Lutheran School (GSD)	4K-8	128	136	126	127	158	166	**+38**
Saint Boniface Grade School (GSD)	4K-8	177	145	110	90	72	56	**-121**
Saint Augustine School (GSD)	4K-12	55	65	68	78	94	49	**-6**
Saint Gabriel Grade School (Holy Hill)	4K-8	130	115	121	130	135	144	**+14**
Kettle Moraine Lutheran High (West Bend)	9-12	395	427	487	522	553	574	**+179**
Living Word Lutheran High (West Bend)	9-12	132	198	202	205	231	270	**+138**
TOTALS	-	**1,266**	**1,408**	**1,442**	**1,468**	**1,542**	**1,581**	**+315**

Source: Wisconsin Department of Public Instruction

From 2012 to 2019, home schooling in the GSD remained relatively stable, with around 80 to 90 students choosing home school. In 2020, with the COVID-19 pandemic's onset, the number of students being home schooled increased to 150 students. The number of students being home schooled slightly decreased after 2020, to 128 students by 2023.

In its enrollment projections later in this Report, the consultant assumed that the rate of GSD resident students being home schooled would remain constant at the 2024 levels. The projections do include an anticipated increase over time of GSD resident high school students attending private schools instead of Germantown High School. This is given the significant recent increase in private high school enrollment in and near the GSD and an expansion of Kettle Moraine Lutheran High School that is anticipated over the next few years.

C. GSD STUDENT ENROLLMENT TRENDS AND IMPLICATIONS

As reported in Figure 3, the GSD had a 45 student, or 1 percent, decrease in total enrollment between the 2014-15 and 2024-25 school years. This slight decrease occurred even with the start of 4K programming in the 2022 academic year. Without the implementation of 4K, GSD enrollment would have decreased by 212 students, or 5 percent, over the past decade. Since 2014-15, grade 5K-5 enrollment decreased by 91 students or 6 percent, middle school enrollment (grades 6-8) decreased by 5 students or 1 percent, and high school enrollment (grades 9-12) decreased by 116 students or 8 percent.

Figure 3: GSD Total Enrollment by Grade Group, September 2014 to September 2024

Grade Group	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	10 Year Change
4K	0	0	0	0	0	0	0	171	141	167	**+167**
5K-5	1,585	1,584	1,568	1,578	1,622	1,518	1,586	1,510	1,503	1,494	**-91**
6-8	870	907	894	931	889	886	867	898	867	865	**-5**
9-12	1,402	1,402	1,370	1,327	1,346	1,350	1,334	1,295	1,290	1,286	**-116**
4K-12 Enrollment	**3,857**	**3,893**	**3,832**	**3,836**	**3,857**	**3,754**	**3,787**	**3,874**	**3,801**	**3,812**	**-45**

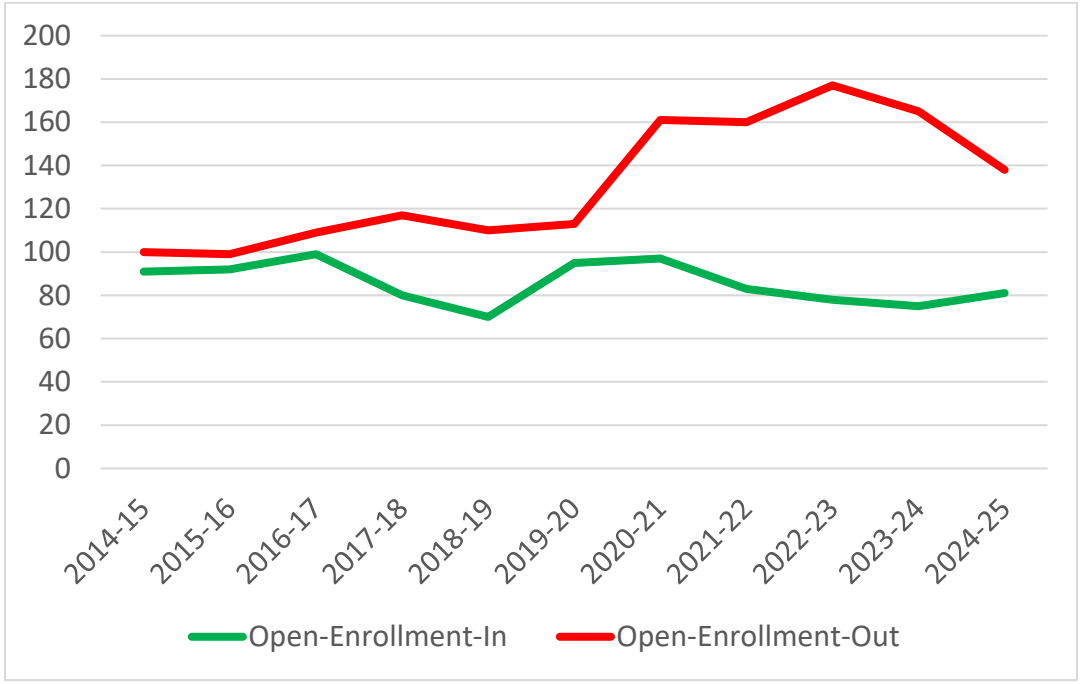
Source: GSD

D. OPEN ENROLLMENT TRENDS AND IMPLICATIONS

The GSD has consistently lost more resident students to other public school districts than it has gained through open enrollment. As shown in Figure 4, the number of non-resident students open-enrolling-in has remained relatively constant—generally between 80 and 100 students per year. The number of resident students open-enrolling-out increased most of the past ten years, especially during the pandemic 2020-21 year, in which over 160 resident students open-enrolled-out. The GSD fluctuated between in-person, virtual, and hybrid learning during that academic year. Since then, open-enrollment-in has increased while open-enrollment-out has decreased.

In its enrollment projections later in this Report, the consultant assumed that the rate of GSD resident students open-enrolling-out would remain constant at 2024-25 levels. The consultant did not include non-resident students open-enrolling-in to the projections, per guidance the consultant received from the GSD staff. At around 80 students, open-enrollment-in is only about 2 percent of the GSD's total enrollment.

Figure 4: GSD 4K-12 Open Enrollment Trends, 2014-15 through 2024-25



Source: GSD

III. DEMOGRAPHIC TRENDS AND EXPECTATIONS

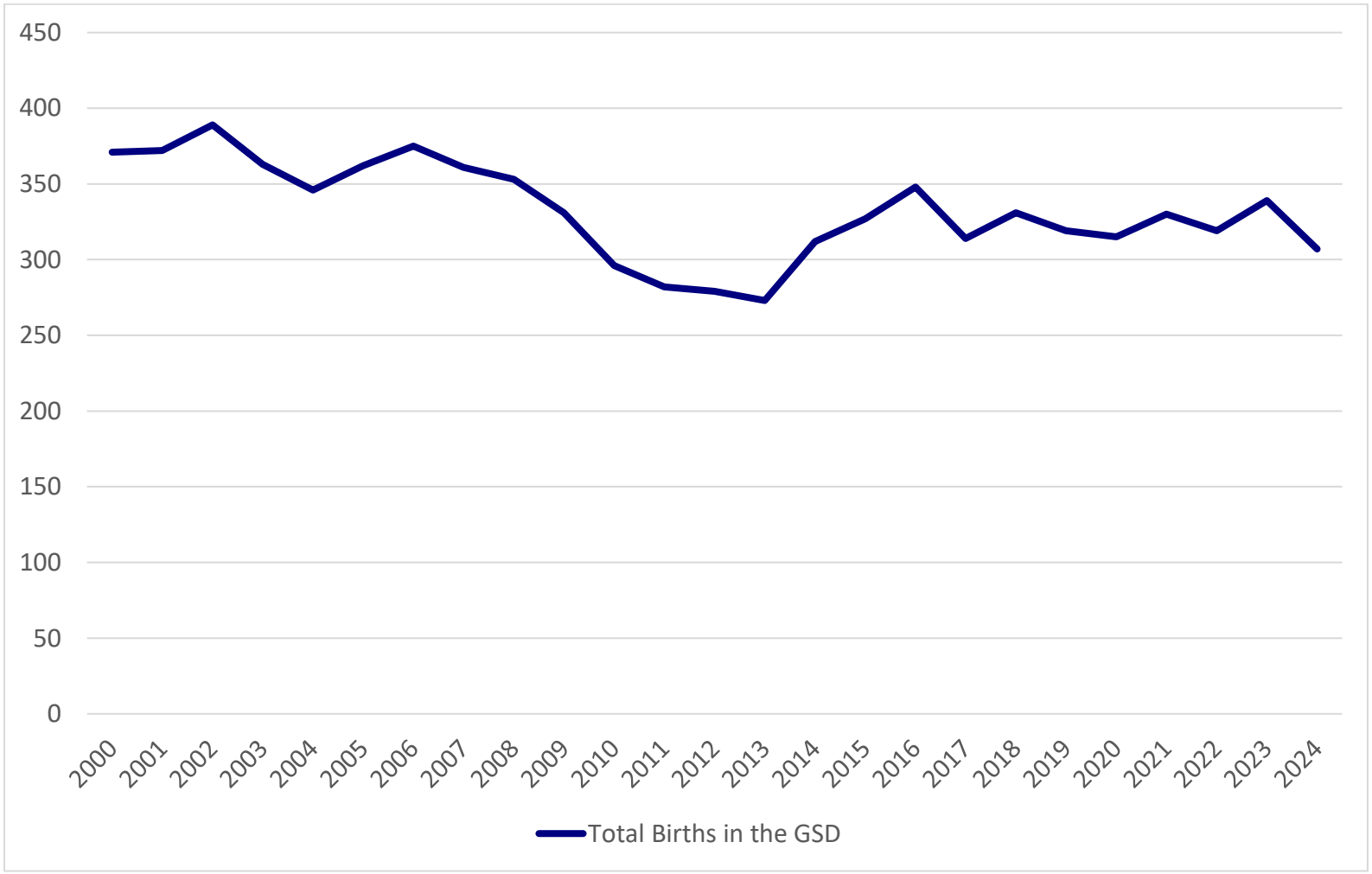
A. BIRTHS AND CHILD POPULATION TRENDS

The number of children born within a school district affects future enrollment in that district's schools. Annual births in the Germantown School District (GSD) decreased over the past 20+ years, from 371 births in 2000 to 307 births in 2024, or by 17 percent. Most of that decrease occurred in the 2000s and into the early-2010s, which helps to explain the past 10-year grade 5K-12 enrollment decrease. Since the early-2010s, births have remained relatively stable, with around 320 to 330 births per year.

The consultant believes births will slightly increase in the GSD through the rest of the 2020s, due to the large Millennial generation entering their prime reproductive years and more anticipated housing units in which to live. Still, the consultant expects that births will remain lower than in the early-2000s, when large numbers of children were born in the GSD.

The number of children aged 0-4 years in a district is another important influence over future enrollment. Per the 2010 Census, there were 1,596 children aged 0-4 living in the GSD. The 2020 Census indicated that the 0-4 population in the GSD decreased by 8 percent to 1,470 children aged 0-4. This generally tracks with recent elementary school enrollment decreases, and the lower number of births in the latter half of the 2010s (i.e., children 0-4 years old in 2020) compared to the greater number of births in the latter half of the 2000s (i.e., children 0-4 years old in 2010).

Figure 5: Births in the GSD, 2000-2024



Source: Wisconsin Department of Health Services

B. POPULATION TRENDS BY AGE

The average age in the GSD increased from 40.2 years old in 2010 to 41.2 in 2020. The GSD is slightly younger than Washington County and slightly older than Wisconsin as a whole. From 2010 to 2020, the median age in Washington County increased from 40.0 years old to 43.2 years old and the median age for Wisconsin increased from 38.1 years old to 39.6 years old.

As shown in Figure 6, most of the increase in the GSD population from 2010 to 2020 was in the population aged 65 and older. The population aged 45 to 64 also increased. These increases were contrasted by a 626-resident decrease in the child-aged population, which also correlates with the decrease in births in the 2000s and early-2010s and recent enrollment decreases. The number of persons in the GSD between 25-44 years of age (i.e., reproductive age) remained stable from 2010 to 2020. As of 2020, this age group comprised much of the Millennial generation—the main generator of births over the next decade.

Together, these statistics suggest an aging community, but also increasing future turnover potential of homes to younger families as older residents move on by 2040. Local housing choices attractive to seniors and empty-nesters—such as single-family condominiums, townhomes, and senior housing—may help support the turnover of larger single-family homes from older generations to younger generations. Still, housing is more expensive in the GSD than in many other areas in southeastern Wisconsin (see Section IV.E). This may limit the potential and number of young families with children who can afford a home in the GSD. See Section IV. E for more information about the impacts of housing costs, turnover, and student generation.

Figure 6: GSD Population by Age Group, 2010-2020

Age Group	2010	2020	Change
0-4	1,596	1,470	**-126**
5-19 (School Age)	5,851	5,351	**-500**
20-24	1,013	1,379	**+366**
25-44 (Reproductive Age)	**6,357**	**6,372**	**+15**
45-64	7,649	8,148	**+499**
65+ (Seniors)	2,786	4,183	**+1,397**
Total	**25,251**	**26,903**	**+1,652**

Source: US Census Bureau

IV. HOUSING AND ECONOMIC TRENDS AND EXPECTATIONS

A. RECENT RESIDENTIAL BUILDING CONSTRUCTION

Trends in residential construction are one indicator of future housing development. Figure 7 lists recent housing starts (based on building permits issued) within municipalities in the Germantown School District (GSD). Residential building activity decreased over the past few years. Between 2014 and 2019, an average of 190 new housing units were permitted per year. Between 2020 and 2024, an average of 130 new housing units were permitted per year. This recent decrease is mostly due to a combination of fewer new single-family homes in the Village of Richfield and fewer multiple-family housing units in the Village of Germantown (see Figure 8).

Figure 7: Housing Starts by GSD Municipality, 2014-2024

MUNICIPALITY	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Village of Germantown	78	40	38	180	67	111	52	96	40	38	38	**778**
Village of Jackson*	36	44	65	33	31	36	12	68	24	57	82	**488**
Village of Richfield*	40	45	53	53	38	35	41	38	14	17	21	**395**
Town of Germantown	0	0	1	0	1	0	0	1	0	0	0	**3**
Town of Jackson*	24	22	22	18	11	9	7	8	3	8	3	**135**
Total by Year	**178**	**151**	**179**	**284**	**148**	**191**	**112**	**211**	**81**	**120**	**144**	**1,799**

Sources: Villages and Towns
** Includes housing starts across the entire municipality, including areas outside of the GSD. Most Jackson and Richfield units were not in the GSD.*

Figure 8 lists housing starts by type within the Village of Germantown between 2014 and 2024. Overall, new housing development decreased in the Village over this period. In the first half of the past decade, the City permitted an average of 86 new housing units per year. Over the second half, the City permitted an average of 53 new housing units per year. This is mostly due to a decrease in the number of multiple-family housing units permitted over the past few years. Between 2020 and 2024, the Village permitted 28 multiple-family units. Single-family housing starts have ebbed and flowed in the Village, mostly due to

the development, and subsequent quick build out, of new subdivisions like Wrenwood, Wrenwood North, Heritage Park North, Harvest Hills, and Prairie Glen.

Figure 8: Village of Germantown Housing Starts by Type, 2014-2024

Unit Type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Single-family	54	34	23	18	15	12	46	72	34	34	30	**372**
Duplex	6	6	0	0	0	2	6	0	6	0	8	**34**
Multiple-family	18	0	15	162	52	97	0	24	0	4	0	**372**
Total	**78**	**40**	**38**	**180**	**67**	**111**	**52**	**96**	**40**	**38**	**38**	**778**

Source: Village of Germantown

B. NEW HOUSING IMPACT ON ENROLLMENT

Understanding the rate of student generation from new housing construction is critical to enrollment projections using the consultant's method. Typically, new single-family homes generate the most students within the first 5 to 10 years of being built, as new homes are often purchased by families with young school-aged children. The number of students then decreases as the neighborhood ages and the composition of the neighborhood changes from mostly families with young children to a combination of families with children of all ages, childless families, seniors, and empty nesters.

The consultant compared March 2025 student addresses to permit addresses of newer single-family homes. The intent was to understand how single-family homes are generating students for the GSD. This analysis suggests an average current student generation ratio of 0.61 GSD 4K-12 students per newer single-family home. This ratio is typical for similarly-sized and positioned suburban school districts.

New multiple-family development in the GSD generates an average of 0.11 GSD 4K-12 students-per- unit. This ratio is based on analysis of three newer multiple-family housing developments—Hillstone Apartments, The Reserve at Wrenwood, and Saxony Village Apartments. These three developments have a combined 214 units, in which 24 4K-12 GSD students live. This 0.11 ratio is a bit above average for new multiple-family housing in suburban communities like Germantown, and may be explained by the relatively lower-density, suburban development style of these three newer multiple-family housing developments. Additionally,

most of these newer multiple-family units (172 units of the 214 total newer units) are in the Saxony Village Apartments development, which contains a larger percentage of 3-bedroom units than typical of newer market-rate apartments. Apartments with 3-bedroom units often produce students at greater rates than apartments with mostly 1- and 2-bedroom units.

Other suburban Milwaukee school districts have had more newer multiple-family housing developments. Examples include the Fox Run Apartments and Townhomes in the Cedarburg School District, Mequon Town Center in the Mequon-Thiensville School District, Velo Village in the Franklin Public School District, and Drexel Town Square in the Oak Creek-Franklin School District. Most of the over 1,000 combined units in these developments are studios, 1-bedroom units, and 2-bedroom units. The student-per-housing unit ratios from these newer multiple-family units have been between 0.04 to 0.08, with a combined ratio of 0.06 student-per-housing unit.

C. EXISTING HOUSING IMPACT ON ENROLLMENT

Understanding the rate of student generation from *existing* housing is just as important, as most of the housing that will exist in 2040 has already been constructed. There were approximately 11,653 housing units in the GSD in March 2025. The consultant projects 2,140 new housing units between 2025 and 2040. This means that about 84 percent of the housing units projected to be on the ground in 2040 are already built.

Using March 2025 housing unit and student address data, the consultant's analysis suggests a student generation ratio of 0.30 to 0.40 GSD 4K-12 students per each older existing single-family home, depending on proximity to GSD schools and housing age. Therefore, older single-family homes in the GSD generate students at about 50 to 65 percent of newer single-family homes. The GSD's student generation ratio from older single-family homes is typical among comparable suburban districts.

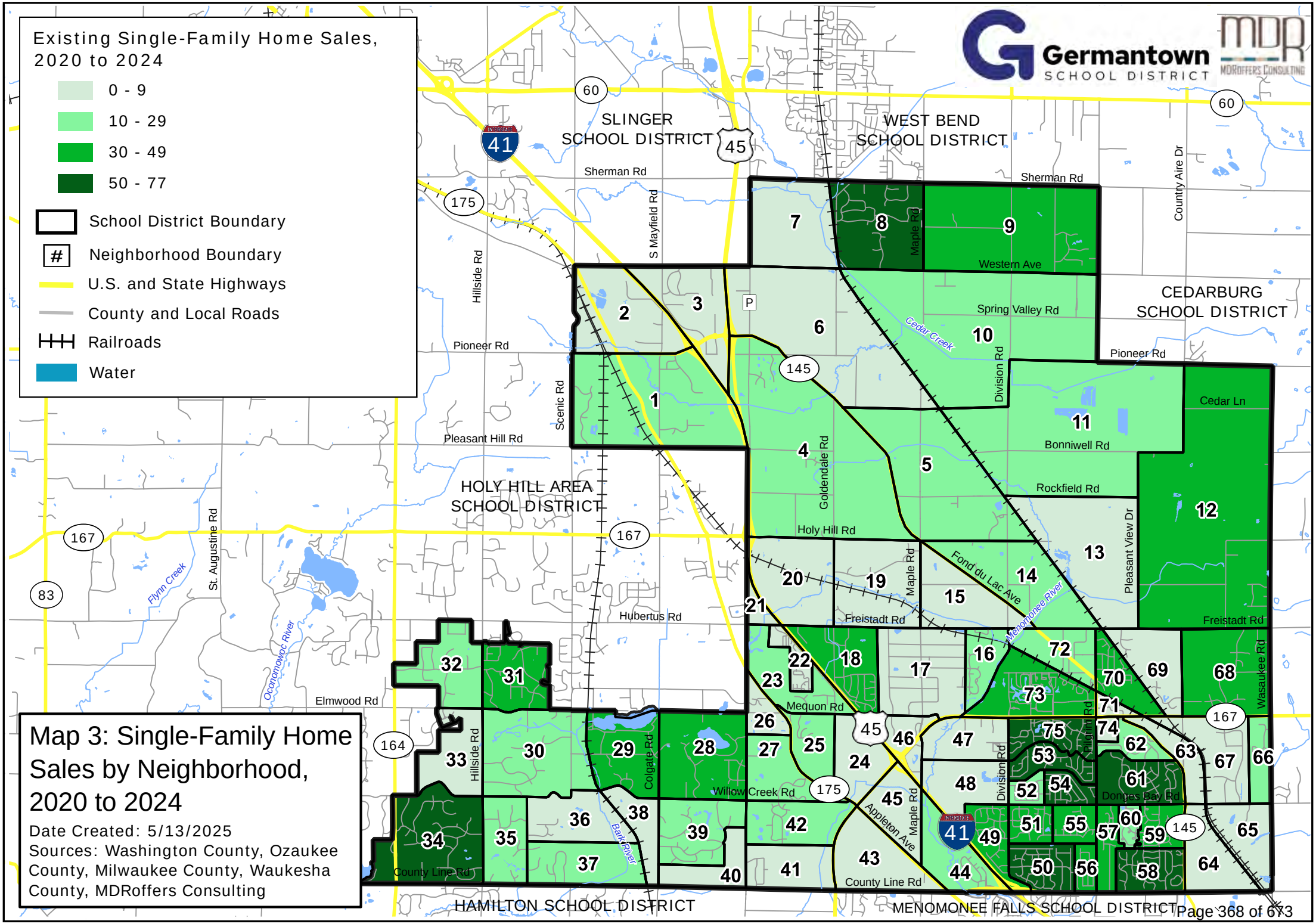
In contrast, older multiple-family housing units tend to generate *greater* numbers of students than newer multiple-family units, as older units tend to be more affordable and sometimes include more bedrooms per unit. The consultant found existing multiple-family units in the GSD generate students at a rate of 0.16 GSD 4K-12 student-per-housing unit. This ratio is slightly higher than what the consultant has seen in similar suburban Milwaukee school districts, in which existing multiple-family housing generates students at ratios of 0.08 through 0.13 per housing unit. This difference could be due to the relative age and size (e.g., more 3-bedroom units) of multiple-family housing in the GSD.

D. EXISTING HOME SALES AND IMPACT ON ENROLLMENT

Understanding where sales of existing homes are occurring can also help a school district understand where future student growth may occur—even if no new housing units are being built. Part of the consultant's methodology for projecting future enrollment in the GSD includes assessing the likelihood, timing, and extent of turnover in existing neighborhoods. This assessment is based on a variety of factors, including an analysis of neighborhood age (30± years old is when major turnover usually occurs), recent trends in student generation by neighborhood, and analysis of sales of existing homes.

Map 3 aggregates single-family homes sales from January 2020 to December 2024 for each neighborhood in the GSD. Concentrations of recent existing home sales are clustered in southern Village of Germantown neighborhoods. Neighborhoods 50, 53, 54, 58, 61, and 75 in southern portions of Germantown all had 50 or more single-family home sales over the past five years. Other neighborhoods with greater numbers of home sales include neighborhood 8, located in the Village of Jackson along the northern boundary of the GSD, and neighborhood 34 located in the Village of Richfield in the far western portion of the GSD.

A significant portion of housing in some of these neighborhoods—particularly in neighborhoods 8, 53, 54, 58, 61, and 75—was built in the 1990s and 2000s, and is therefore in or approaching a significant turnover period. The GSD can expect stabilizing, or even increasing, numbers of students from some of these neighborhoods through 2040. In contrast, neighborhoods built in the 2010s and later (with no new housing built) will likely have decreasing enrollment through 2040, as current elementary school-aged students age and more of this housing becomes populated by empty nesters by the 2030s. The consultant does not expect neighborhoods built in the 2010s to turn over in significant numbers until the 2040s, after the consultant's final projection period. The effect of housing turnover on projected enrollment is discussed further in Appendices A and B.


Existing Single-Family Home Sales, 2020 to 2024
0 - 9
10 - 29
30 - 49
50 - 77
School District Boundary
Neighborhood Boundary
U.S. and State Highways
County and Local Roads
Railroads
Water
Germantown SCHOOL DISTRICT
MDR MDRoffers Consulting
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Sherman Rd
Western Ave
Spring Valley Rd
Pioneer Rd
Pleasant Hill Rd
Bonniwell Rd
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Hubertus Rd
Elmwood Rd
Mequon Rd
Willow Creek Rd
County Line Rd
Cedar Ln
Dopkes Bay Rd
Wasaukee Rd
Hillside Rd
S Mayfield Rd
Scenic Rd
Goldendale Rd
Division Rd
Maple Rd
Pleasant View Dr
Country Aire Dr
St. Augustine Rd
Colgate Rd
Appleton Ave
Fond du Lac Ave
Cedar Creek
Menomonee River
Oconomowoc River
Flynn Creek
Bark River
60
45
41
175
145
167
164
83
Map 3: Single-Family Home Sales by Neighborhood, 2020 to 2024
Date Created: 5/13/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting

E. OTHER HOUSING AND ECONOMIC TRENDS

Housing in the GSD and Washington County tends to be more expensive than elsewhere in the State. As of 2024, the median home sale price in Washington County was $375,000. While higher than the median for the entire State of Wisconsin ($310,000), this median home sale price is lower than nearby Ozaukee County ($471,217) and Waukesha County ($455,650). Still, Washington County's 2024 median home sale price is more than double its median home sale price in 2014 of $182,750. Most of the increase in median home sale price has occurred over the past few years.

In the early-2020s, Washington County established the Next Generation Housing (NGH) Initiative. The NGH is a $10 million initiative to build 1,000 homes in the County over the next decade, all of which will be priced under $420,000, with 75 percent listed under $320,000. The goal is to attract millennials, young adults, and young families to put down roots in the County. Since its establishment, NGH has led to several housing developments in Washington County, though none in the GSD in part based on decisions of local villages to not participate.

Housing, population, and student enrollment growth in the GSD is driven in large part by local and regional job growth. As of the early-2020s, the Village of Germantown had over 11,000 jobs, concentrated in manufacturing, health care, educational services, social assistance, education, and finance and insurance. Major employers in the Village of Germantown include MGS Manufacturing Group, JW Speaker, Gehl Foods, David J Frank Landscape Contracting, and Westrock. The consultant anticipates continued employment growth in and near the GSD, particularly in the Germantown Industrial Park, Germantown Business Park, Omega Hills Industrial Park, Willow Creek Business Park, and the Village's planned Freistadt and Holy Hill Gateway Districts.

The region's extensive transportation network, with access to Interstate 41, Highway 45, Highway 145, Highway 167, and Highway 175 both fuels this local employment and provides easy access from the GSD to nearby jobs in Mequon, Menomonee Falls, Wauwatosa, Waukesha, and Milwaukee. Large regional employers include Advocate Aurora Health, Froedtert, Quad, Medical College of Wisconsin, Kohl's, General Electric, Northwestern Mutual, Rockwell Automation, Milwaukee Tool, and Harley-Davidson.

Washington County is part of the WOW Workforce Development Area (WDA), which also includes Ozaukee County and Waukesha County. Employment in the WOW WDA is projected to grow by 10 percent from 2020 to 2030, amounting to 36,500 more jobs. This projected growth outpaces the State, which is projected to grow by 6.3 percent during the same period. In total, local and regional employment—and the GSD's advantageous access to it—is an asset that should lead to continued appeal for existing and new residents and continued local demand for different housing types suited to different earned incomes.

V. COMMUNITY AND DEVELOPER PLAN ANALYSIS

A. SECTION OVERVIEW

Local land use planning, growth management, economic development, and infrastructure investments (and limitations) influence future housing and enrollment growth. Other factors influencing future residential and enrollment growth include transportation (highway and road improvements or expansions), natural barriers (e.g., wetlands, rivers), utility availability, and landowner interest for selling or developing their land.

As part of the projection process, the consultant analyzed local community and residential developer plans in the Germantown School District (GSD). These plans provide insight to the growth and development goals and expectations of the municipalities, landowners, and residential developers in the GSD. To best understand how the plans were being executed (and at times questioned and adjusted), the consultant also interviewed and obtained data from local municipal staff and residential real estate developers and professionals.

Broadly speaking, the Village of Germantown has accommodated new housing development of different types, the Village of Richfield and Village of Jackson are most receptive to new single-family housing development, and the Towns desire to remain mostly rural. Still, many of the easiest and best areas for new housing development have already been developed, are distant from public sewer and water services, or have owners that appear disinterested in development.

B. VILLAGE OF GERMANTOWN PLANS AND EXPECTATIONS

The Village of Germantown is a village of almost 21,000 residents in Washington County and serves as the commercial, industrial, and social center for the GSD. The Village is located northwest of the City of Milwaukee, along Interstate 41, Highway 45, Highway 145, Highway 167, and Highway 175. Per the U.S. Census, over 80 percent of workers that reside in Germantown work in other municipalities in the Milwaukee region. The City is a 10 minute drive from Menomonee Falls, 30 minutes from Wauwatosa, 35 minutes from Downtown Milwaukee, and 40 minutes from the City of Waukesha. This appeals to individuals seeking a suburban lifestyle in commuting distance to their jobs. Recent residential and industrial development in the Village has extended north and west, generally along and near Interstate 41, Highway 45, Highway 167, and Freistadt Road.

The Village updated its Comprehensive Plan in 2022. The 2050 future land use map overview from the Village's Plan, reproduced as Figure 9, is together with an associated table intended to guide the location, type, and density of future development. The Village's plan is based on a "Neighborhood, District, and Corridor Framework," with different future land uses listed as desirable, allowable, or undesirable in different parts of the Village shown in Figure 9. Generally, lower-density residential uses, such as single-family homes, duplexes, and townhomes, are identified as either desirable or allowable throughout most of the already developed portions of the Village, generally south of Freistadt Road and east of Interstate 41/Highway 45. Moderate- and higher-density housing, including apartment buildings, are identified in the 2022 Plan as either desirable or allowable in Village Center District, Freistadt District, County Line District, Lannon-Mequon Road Corridor, and Victory Center Corridor in Figure 9.

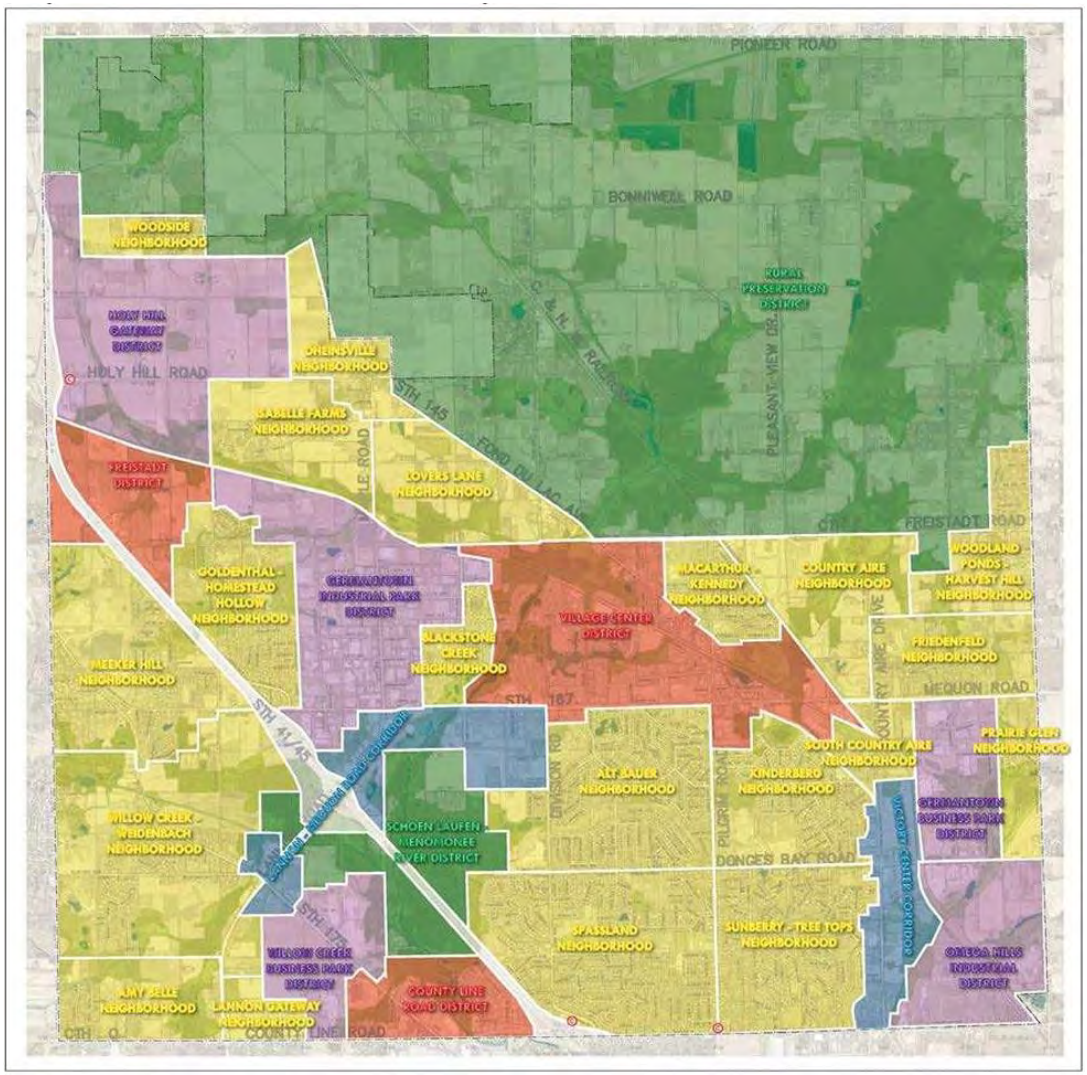
Compared to prior Village plans, and broadly speaking, the Village's 2022 Comprehensive Plan reduced recommended future housing density in the northern portions of the Village (i.e., Rural Preservation District in Figure 9) and increased recommended future housing density and types in some southern parts of the Village that were either undeveloped or had characteristics that suggested redevelopment. This includes the Village Center District as shown on Figure 9, including parts of the Mequon Road and Fond du Lac Avenue corridors, with available (re)development sites and good local and regional transportation access.

The 2024 Residential Market Analysis—prepared by Tracy Cross and Associates for the Village—outlined the market potential for new residential development in the Germantown Primary Market Area (PMA) which extends across most of the GSD and into other nearby municipalities. The Analysis showed demand for over 5,000 new renter- and owner-occupied housing units across the Germantown PMA, which was double the number of housing units then in the planning pipeline. Additionally, the Analysis indicated that the majority of new owner-occupied offerings in this PMA were priced between $400,000 and $700,000 while the greatest demand was for homes below $400,000.

Recent Village actions and communications suggest that some community members and Village officials are now questioning these 2022 Comprehensive Plan policies and efforts to fill these gaps as new development concepts come forward, particularly in the Village Center District. This reaction may result in at least a partial return to prior Village policies favoring more moderate housing densities. For example, the consultant understands that the Village may now be considering a cap in the number or percentage of multiple-family units permitted per year.

The consultant spoke with a handful of residential builders currently building or planning new housing and subdivisions in the Village. These builders emphasized the attractiveness of the Germantown market to families and reaffirmed strong demand. Interviewed builders expressed some hesitation regarding emerging policy changes and how they may impact housing prospects.

Figure 9: Village of Germantown Comprehensive Plan, 2050 Future Land Use Map Overview



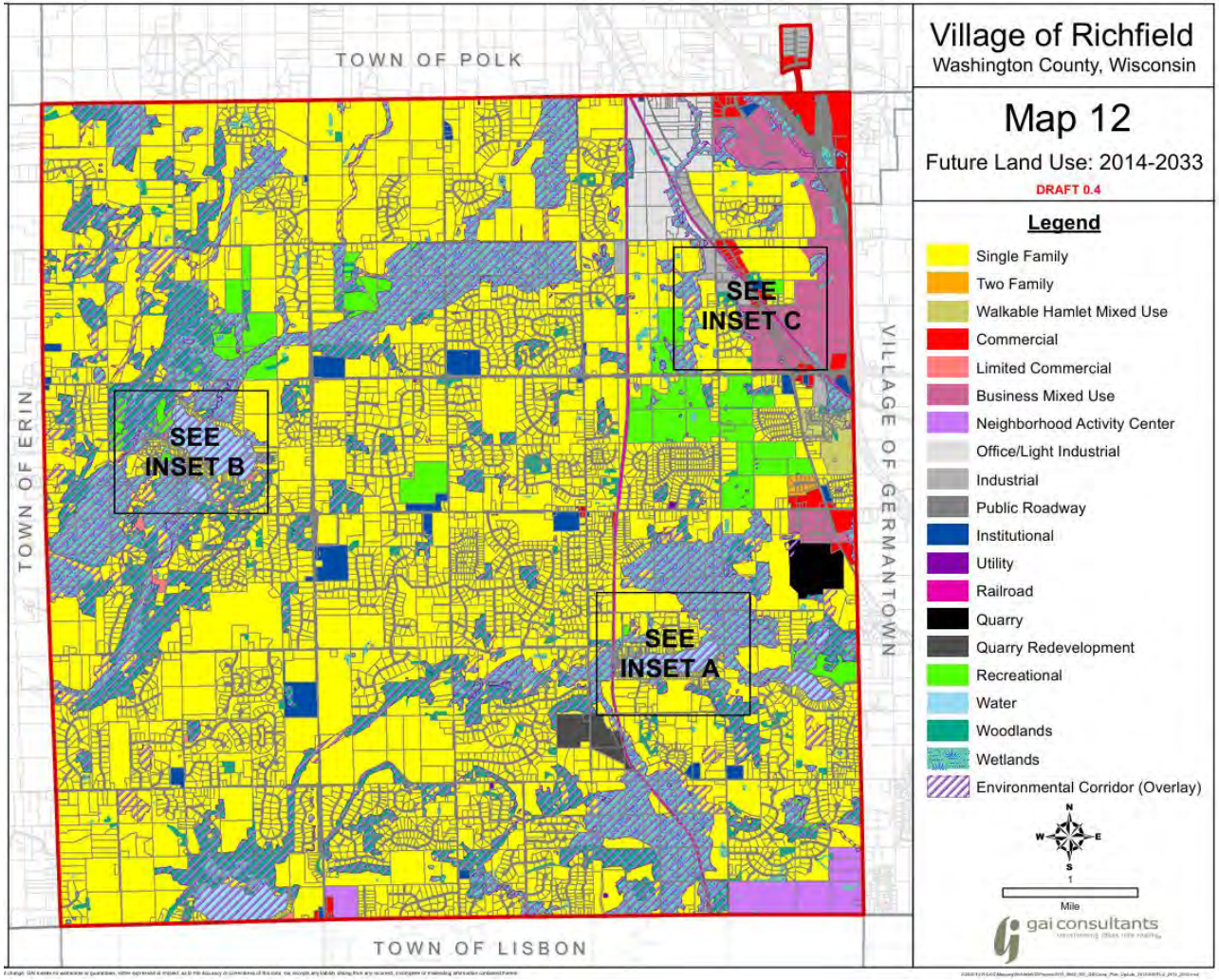
C. VILLAGE OF RICHFIELD PLANS AND EXPECTATIONS

The Village of Richfield is located west of the Village of Germantown and had a population of 11,700 residents in 2020. Significant portions of Richfield are developed with larger-lot single-family homes. Many of these are located on and near Highway 167, Highway 164, Willow Creek Road, Elmwood Road, and Scenic Road. The southeast one-quarter (including Amy Belle Elementary School) and northeast corner of the Village are in the GSD. Most of Richfield is in the Holy Hill Area School District, which feeds into the Hartford Union High School District.

Much of the land both in the Village and in the GSD is built-out with single-family homes, however some developable tracts remain along Hillside Road, Colgate Road, Willow Creek Road, and County Line Road. These areas are mostly planned for single-family residential uses on large-lots. Opportunities for other residential development (such as duplex condos) and non-residential development exist in the southern part of the Village along County Line Road and in the northeastern part of the Village along Pioneer Road and Interstate 41. Other areas, mostly west of Colgate Road, have extensive environmental limitations such as wetlands and floodplains.

Overall, the consultant anticipates single-family housing development to continue in the Village of Richfield at a similar pace to that experienced over the past decade, due to community desire to maintain the rural, open, and agricultural character of the Village. However, after 2040, many of the best and easiest areas for development in portions of the Village in the GSD will have already been developed, and this area of the GSD will be mostly built-out.

Figure 10: Village of Richfield Comprehensive Plan, Future Land Use Map



D. VILLAGE OF JACKSON PLANS AND EXPECTATIONS

The majority of the Village of Jackson is located outside of the GSD in the West Bend School District, except that the southern expanding edge of Jackson is in the GSD. This includes the developed Twin Creeks and Sherman Parc subdivisions. This also includes the currently developing Maple Fields subdivision, which the consultant projects will develop through the rest of the 2020s and into the early-2030s (see neighborhood 8 on Map 2).

Outside of these subdivisions, the Village plans for additional, primarily single-family residential uses east of Maple Road (neighborhood 9 on Map 2) and south of Sherman Road (neighborhood 7 on Map 2). The consultant projects Village-based single-family housing development to extend into neighborhoods 7 and 9, especially during the 2030s. The Village does not currently plan for any other lands in the northern part of the GSD for future development at this time.

E. TOWN OF JACKSON PLANS AND EXPECTATIONS

The majority of the Town of Jackson is located outside of the GSD, mostly in the West Bend School District but also the Cedarburg School District. The southern quarter of the Town is located in the GSD. The Town plans several areas for future residential development, but most are located outside of the GSD. The main area of residential development planned by the Town and in the GSD is south of Sherman Road. Overall, the Town plans for almost 200 acres for single-family residential development in the GSD; however, many of these areas are also planned by the Village of Jackson for future development and may most likely develop in that Village following annexation. The rest of the Town of Jackson land in the GSD is planned for continued agricultural use. The consultant anticipates minimal new housing and enrollment change from the Town of Jackson.

F. PLANS AND EXPECTATIONS OF OTHER MUNICIPALITIES IN THE GSD

The GSD includes small areas in the Town of Polk, Town of Germantown, and City of Milwaukee but none of those municipalities are expected to have notable impact on GSD housing or enrollment.

VI. HOUSING AND ENROLLMENT GROWTH EXPECTATIONS

This section synthesizes information from earlier sections to provide housing unit and enrollment growth projections for the Germantown School District (GSD) through the year 2040, broken down into four time periods and into 75 different neighborhoods. The consultant's general expectation for housing growth beyond 2040 is also shared. Projection methodology is described in Appendix A. Each neighborhood's projections are detailed in Appendix B (housing) and Appendix C (enrollment).

A. HOUSING UNIT PROJECTIONS

The consultant expects that the pace of new housing development through 2040 will be greater than that over the past 15 years, but similar to the pace in the 2000s and less than the pace in the 1980s and 1990s. The consultant projects construction of 2,140 new housing units within the GSD between 2025 and 2040. This is an average of 138 new units per year, greater than the average of 84 new units per year over the past decade. The consultant's new housing construction expectation is based on multiple factors, which include:

- A significant unmet need for new housing of different types and price points in Germantown, as evidenced by recent housing studies and echoed by local builders. The consultant's projected 2,140 new housing units by 2040 is just over 40 percent of the anticipated current need in the Germantown area, per a 2024 professional housing study.
- Municipal plans of the Villages of Germantown, Richfield, and Jackson, which support new housing development over hundreds of acres—even as the Village of Germantown may be questioning the ideal or supportable future housing *density* in some of these areas.
- The significant and growing number of jobs in Germantown, and other regional jobs that are accessible to a local resident population by a well-developed highway network. The Village of Germantown alone has over 11,000 jobs within its border.
- The Germantown area's continued appeal as a destination for families with children. The Germantown School District is an "Exceeds Expectations" school district, per the State Department of Public Instruction.

- Significant residential development proposed in the past couple of years, particularly new single-family subdivisions along Freistadt Road and County Line Road, and multiple-family developments along the Mequon Road corridor, reflecting strong market sentiment.
- Projected decreases in interest rates over the next few years, per sources like Fannie Mae, Mortgage Bankers Association, and Wells Fargo.

All this said, the consultant's projections do not consider the possibility of a major economic or real estate downturn, such as the "Great Recession" of the late-2000s. If another such event were to occur, new housing development could be placed on hold for a few to several years. This, in turn, would affect the enrollment projections presented later in this section.

The consultant anticipates that about 44 percent of the GSD's new housing units built between 2025 and 2040 will be single-family homes. This percentage is slightly lower than over the past decade, when about 50 percent of all new housing units built in the GSD were single-family homes. This slight anticipated shift is due to market demand for multiple-family housing, particularly for the local workforce, young families, and senior populations. The shift has implications for future enrollment, as market-rate multiple-family residences almost always generate substantially fewer students-per-unit than single-family homes.

Map 4 indicates projected housing unit growth by neighborhood between 2025 and 2040. Complete housing unit growth projections by neighborhood, including rationale, are included as Appendix B.

The majority of projected housing development is expected to occur in the Village of Germantown, where the consultant projects just over 1,700 new housing units through 2040, or an average of 107 new units per year. This is somewhat higher than the average experienced over the past decade, when 71 new housing units were built each year, but similar to levels of development in the Village in the 2000s. The most significant projected housing growth is in south-central parts of the Village, along Highway 167/Mequon Road and Freistadt Road, in neighborhoods 69, 73, and 74 on Map 4. Growth in neighborhood 69 (current home of Wrenwood) is anticipated to be driven by single-family housing development while neighborhoods 73 and 74 are projected with mostly townhouse and apartment development. About one-half of all new housing in the Village by 2040 is projected to occur in these three neighborhoods. Neighborhood 43 is another notable area of projected housing development in the Village, where mostly new single-family homes are projected, largely via a recently-proposed subdivision by Home Path.

The consultant projects that 556 new single-family homes will be built in the Village of Germantown between 2025 and 2040. This equals an average of 36 new single-family homes per year, which is similar to the average of the past decade of 34 new

single-family homes per year. Over this period, subdivisions like Heritage Park North, Harvest Hills, Wrenwood, and Wrenwood North have quickly built out.

The consultant projects 210 new housing units in the Village of Jackson portion of the GSD through 2040, all of which are projected to be new single-family homes. This is an average of 14 new single-family homes built per year through 2040, which is similar to the average built over the past decade in portions of the Village in the GSD.

The consultant projects 187 new housing units in the Village of Richfield portion of the GSD through 2040, the majority of which will be new single-family homes. The consultant projects lower housing development in the Village through the rest of the 2020s, due to limited inventory of vacant single-family lots, with housing development increasing in the 2030s. However, by 2040, much of the Village-based land in the GSD will be built out, except for a few sizable remaining vacant areas in neighborhoods 33 and 37.

The consultant projects only 26 new housing units to be built in other municipalities in the GSD, mostly in the Town of Jackson.

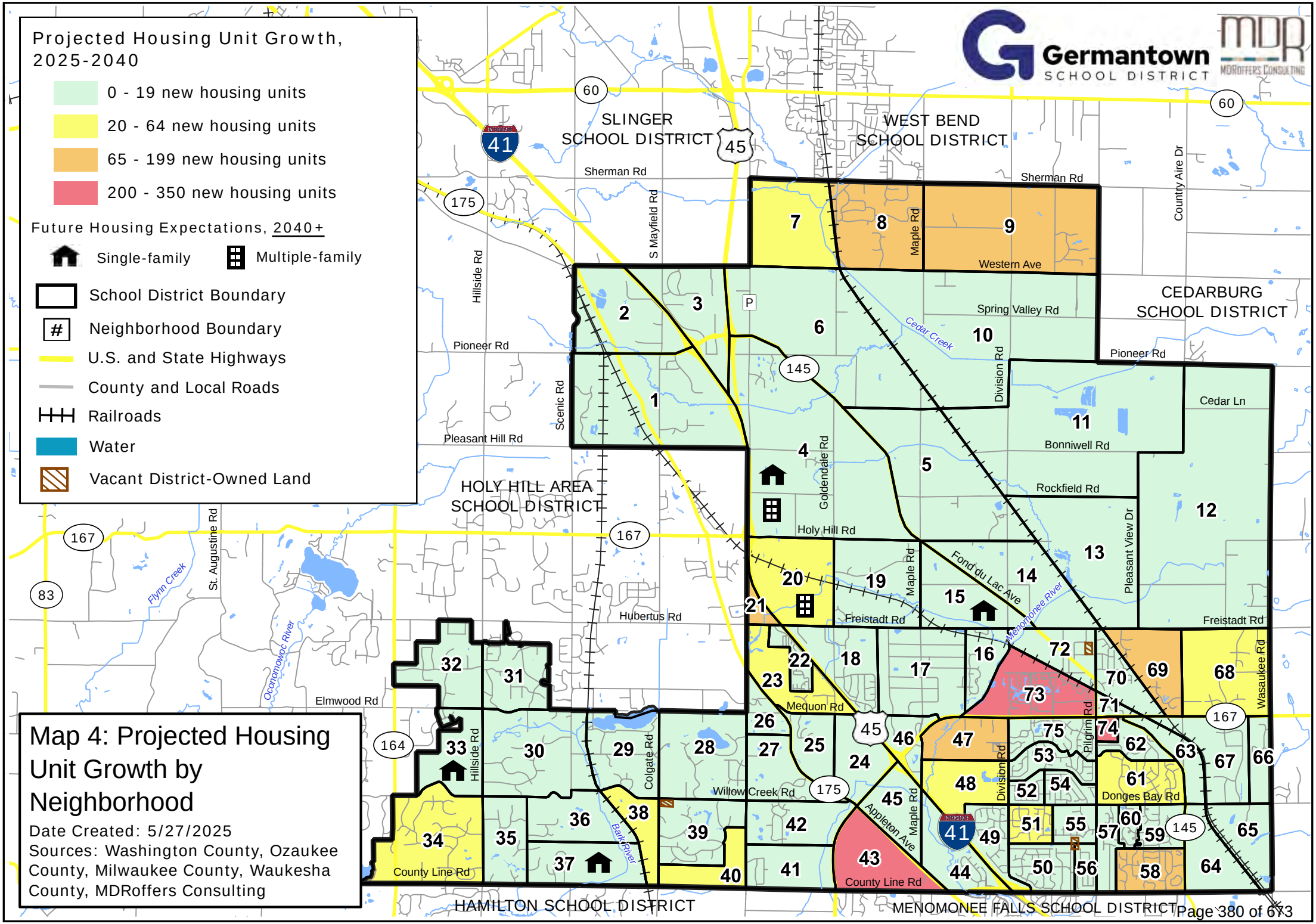
As shown in Figure 11, just over 40 percent of all new housing units are projected to be built in the current MacArthur Elementary School attendance area, about 30 percent are projected to be built in the current Amy Belle Elementary School attendance area, and 15 percent and 12 percent are projected to be built in the current Rockfield Elementary School and County Line Elementary School attendance areas respectively. Focusing only on single-family homes, 36 percent of all new single-family homes are projected to be built in the current Amy Belle attendance area, 30 percent in the current Rockfield attendance area, and 29 percent in the current MacArthur attendance area. Only 5 percent of new single-family homes are projected to be built in the current County Line attendance area, given this attendance area spans most of the developed, built-out portion of the Village, and has minimal land remaining for large-scale subdivision development.

Figure 11: Housing Unit Projections by Current Elementary School Attendance Area

2024-25 Elementary School Attendance Area	Estimated/Projected Housing Units within 2024-25 Attendance Area					Projected Total Housing Unit Increase 2025 – 2040	Projected Single-Family Home Increase 2025 - 2040
	March 2025	2027	2030	2035	2040		
Amy Belle	2,643	2,694	2,838	3,211	3,301	**+658**	**+336**
County Line	2,712	2,786	2,829	2,879	2,971	**+259**	**+45**
MacArthur	3,394	3,469	3,575	3,875	4,291	**+897**	**+272**
Rockfield	2,058	2,105	2,180	2,281	2,384	**+326**	**+286**
Shared County Line/MacArthur Area	846	846	846	846	846	-	-
TOTALS	**11,653**	**11,900**	**12,268**	**13,092**	**13,793**	**+2,140**	**+939**

Areas projected for housing development beyond 2040 are marked with "house" and "apartment" symbols on Map 4. Additional projected post-2040 growth areas in and around the Village of Germantown are planned for future housing development, logically situated for potential utility extensions, and contain significant acreage of developable land. These includes neighborhoods 4 and 15 (see Map 4) for post-2040 single-family housing, and neighborhoods 4 and 20 for multiple-family housing driven by proximity to Interstate 41/Highway 45 and Village plans for denser housing in these neighborhoods.

The consultant also anticipates post-2040 Village of Richfield-based single-family housing in neighborhood 33 and 37. Once these two neighborhoods develop, minimal additional land will exist for future Village of Richfield-based housing development in the GSD.


Projected Housing Unit Growth, 2025-2040
0 - 19 new housing units
20 - 64 new housing units
65 - 199 new housing units
200 - 350 new housing units
Future Housing Expectations, 2040+
Single-family
Multiple-family
School District Boundary
Neighborhood Boundary
U.S. and State Highways
County and Local Roads
Railroads
Water
Vacant District-Owned Land
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Bonniwell Rd
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Hubertus Rd
Elmwood Rd
Mequon Rd
Willow Creek Rd
County Line Rd
Donges Bay Rd
Cedar Creek
Fond du Lac Ave
Menomonee River
Bark River
Appleton Ave
Maple Rd
Division Rd
Hillside Rd
Scenic Rd
S Mayfield Rd
Goldendale Rd
Pleasant View Dr
Wasaukee Rd
Pilgrim Rd
Colgate Rd
St. Augustine Rd
Flynn Creek
Oconomowoc River
Country Aire Dr
Cedar Ln
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75
Map 4: Projected Housing Unit Growth by Neighborhood
Date Created: 5/27/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting

B. PROJECTED STUDENT-PER-HOUSING UNIT RATIOS

The consultant projected GSD resident student enrollment within each of the 75 neighborhoods by multiplying projected housing units by projected student-per-housing unit ratios in the 4K, 5K-5, 6-8, and 9-12 grade groups. Complete 4K-12 enrollment projections by neighborhood and grade group are included as Appendix C. Projected student-per-housing unit ratios are a lynchpin for enrollment projections under the consultant's methodology. The following student-per-housing unit ratios and characteristics contributed to the consultant's calculation of student enrollment change in the GSD:

- Newer single-family homes in the GSD generate an average of 0.61 GSD 4K-12 students-per-housing unit. The ratio varies depending on the type of home built (e.g., starter versus move-up) but not necessarily by location, with new single-family homes in the Villages of Germantown, Richfield, and Jackson generating similar numbers of students. Student-per-housing unit ratios are typically highest in the first 5 to 10 years after a home is first built, and then slowly decline as the home (and family) gets older.
- Larger quantities of housing built in Germantown during the 1990s and 2000s have begun and will continue to turn over to new households in greater numbers through the 2020s and 2030s. The GSD may see increasing enrollment from turnover of these homes, particularly at the elementary school level. Expected interest rate decreases should fuel this transition, as higher interest rates (and lower-rate older mortgages) have had the effect of locking many empty-nester residents in place.
- Rural areas plus neighborhoods with housing that is 50+ years old typically have lower student-per-housing unit ratios, likely based on distance from schools and other child-friendly amenities plus the generally lower suitability of older housing for modern family living (e.g., fewer bedrooms, bathrooms, garage space; more upgrades required).
- Germantown has a relatively low collection of newer multiple-family housing upon which to base a student-per-housing unit ratio—no significant multiple-family housing development has been provided a building permit since 2019 in the GSD. However, comparable market-rate multiple-family developments across comparable suburban communities in the greater Milwaukee area generate an average of 0.06 students-per-housing unit. Older market-rate multiple-family housing in the GSD generates students at rate of about 0.16 students-per-unit, due to its relative affordability and often-higher bedroom counts. There is no real turnover effect in multiple-family housing.

C. STUDENT ENROLLMENT PROJECTIONS VERSUS SCHOOL CAPACITY

The consultant's GSD resident enrollment projections are shown in Figure 12 for each school and grade group in the GSD. The consultant's projections in Figure 12 suggest where and when current school building capacities may be tested and are based on the following assumptions:

- No shifts in current school configurations, school sizes or quantities, grade groups, or 4K delivery model.
- All elementary school students would attend their current "home" elementary school based on their home address, per current District policy and with no changes in attendance areas.
- For neighborhood 75, within which elementary school students may attend one of two schools, 55 percent would continue to choose County Line and 45 percent would continue to choose MacArthur.
- A constant rate of resident students choosing home schooling and open-enrolling-out to other public school districts as during the 2024-25 academic year.
- An increase in the number of resident high school-aged students choosing to attend private schools, based on recent enrollment increases at private high schools in proximity to the GSD and a planned expansion of a private high school located just outside the GSD boundary—up to 25 more students than today choosing private high schools by 2040.
- Student-per-housing unit assumptions and housing unit projections shared in the previous section. Later in this section, the consultant shares impacts under two alternative housing unit projection assumptions.

As shown in Figure 12, between January 2025 and 2040, the consultant projects an increase of 148 4K-12 resident students enrolled in GSD schools. The consultant projects grade 4K-5 resident enrollment to increase by 129 students, grade 6-8 resident enrollment to increase by 21 students, and grade 9-12 resident enrollment to decrease by 2 students. A footnote in Figure 12 suggests the nominal impact continuation that the same quantity of open-enrollment-in students would have.

At the elementary school level, the consultant projects:

- A 73-student enrollment increase at MacArthur Elementary School by 2040. This is mostly due to projected housing development in the current MacArthur attendance area, with nearly two-thirds of that projected increase from anticipated single-family housing in neighborhood 69 (see Map 4).

- A 51-student enrollment increase at Amy Belle Elementary School by 2040. This is mostly due to new housing development in the current Amy Belle attendance area, with a majority of that projected increase from anticipated new homes in neighborhood 43.
- A 31-student enrollment increase at Rockfield Elementary School, with such increase entirely attributed to projected Village of Jackson-based single-family housing development in neighborhoods 7, 8, and 9 on Map 4.
- A 26-student enrollment *decrease* at County Line Elementary School by 2040. This decrease is attributed to the largely built-out nature of County Line's attendance area, with the handful of smaller vacant tracts more likely to develop with two- and multiple-family housing with low student-per-housing unit ratios. Still, because the County Line attendance area contains a significant amount of housing built in the 1990s and 2000s, there has been turnover of existing housing particularly in neighborhoods 53, 54, and 59 and some evidence that many of these homes are being purchased by younger families. The consultant, therefore, projects slightly increasing enrollment at County Line over the next few years, followed by a period of stability and then modest decrease.

Enrollment projections gather the most meaning when compared to school building capacities. The consultant projects that the combined 4K-5 resident enrollment at the GSD's four elementary schools will remain below the combined maximum capacity of the four elementary school buildings through 2040. Though the consultant was not involved in capacity calculations, maximum elementary school capacity is often around 10 percent greater than functional or comfortable capacity. Without changes in attendance areas, building capacities, or other factors, resident enrollment at MacArthur Elementary is projected to exceed 90 percent of that building's capacity by around 2035 and resident enrollment at Rockfield Elementary School is projected to exceed 90 percent of its capacity by 2040. Projected resident enrollment at County Line is expected to exceed 90 percent of that building's capacity through around 2030, then decrease below 90 percent through the remainder of the 2030s.

The consultant projects Kennedy Middle School (grade 6-8) resident enrollment will increase by 21 students between January 2025 and 2040—totaling 860 grade 6-8 students by 2040. Middle school enrollment is projected to decrease over the next few years due to current larger middle school classes being replaced by generally smaller current elementary classes. GSD resident grade 6-8 enrollment is projected to remain well below the maximum building capacity of Kennedy Middle School through 2040.

The consultant projects Germantown High School (grade 9-12) resident enrollment will decrease by 2 students by 2040. High School enrollment is projected to remain stable over the next few years, as large middle school classes enter, but then decrease in the late-2020s and early-2030s as generally smaller current elementary classes enter high school. Grade 9-12 enrollment is expected to remain well below the maximum capacity of the Germantown High School building through 2040, even if current levels of open-enrollment-in were continued.

Figure 12: GSD Projected Resident Enrollment Compared to Current Building Capacities

School	Resident Student Enrollment January 2025 [1]	GSD Resident Student Enrollment Projections [2, 3]				Projected Enrollment Change, 2025-2040	Maximum Building Capacity [4]
		Sept. 2027	Sept. 2030	Sept. 2035	Sept. 2040		
Amy Belle (4K-5)	350	351	373	404	401	**+51**	**468**
County Line (4K-5)	488	506	503	491	462	**-26**	**564**
MacArthur (4K-5)	482	501	509	525	555	**+73**	**587**
Rockfield (4K-5)	335	313	325	345	366	**+31**	**405**
Grades 4K-5 Total	**1,655**	**1,671**	**1,709**	**1,765**	**1,784**	**+129**	**2,024**
Kennedy Middle (6-8)	**839**	**785**	**801**	**833**	**860**	**+21**	**1,172**
Germantown High (9-12)	**1,234**	**1,229**	**1,184**	**1,180**	**1,232**	**-2**	**1,620**
Grades 4K-12 Total	**3,728**	**3,686**	**3,693**	**3,778**	**3,876**	**+148**	**4,816**

Notes and Sources:

[1] From the GSD's January 2025 2nd Friday count. Totals do not include non-resident students open-enrolling-in to the GSD. Totals include 4K students, all of which are educated in the four GSD elementary schools.

[2] Projections include grade 4K-12 resident students. Projections do not include non-resident students attending GSD schools via open enrollment. In the 2024-25 academic year, there were 0 open-enrollment-in students at Amy Belle, 1 at County Line, 7 at MacArthur, 11 at Rockfield, 19 at Kennedy Middle, and 43 at Germantown High.

[3] Yellow cells = projected enrollment at or near 90 percent of maximum building capacity.

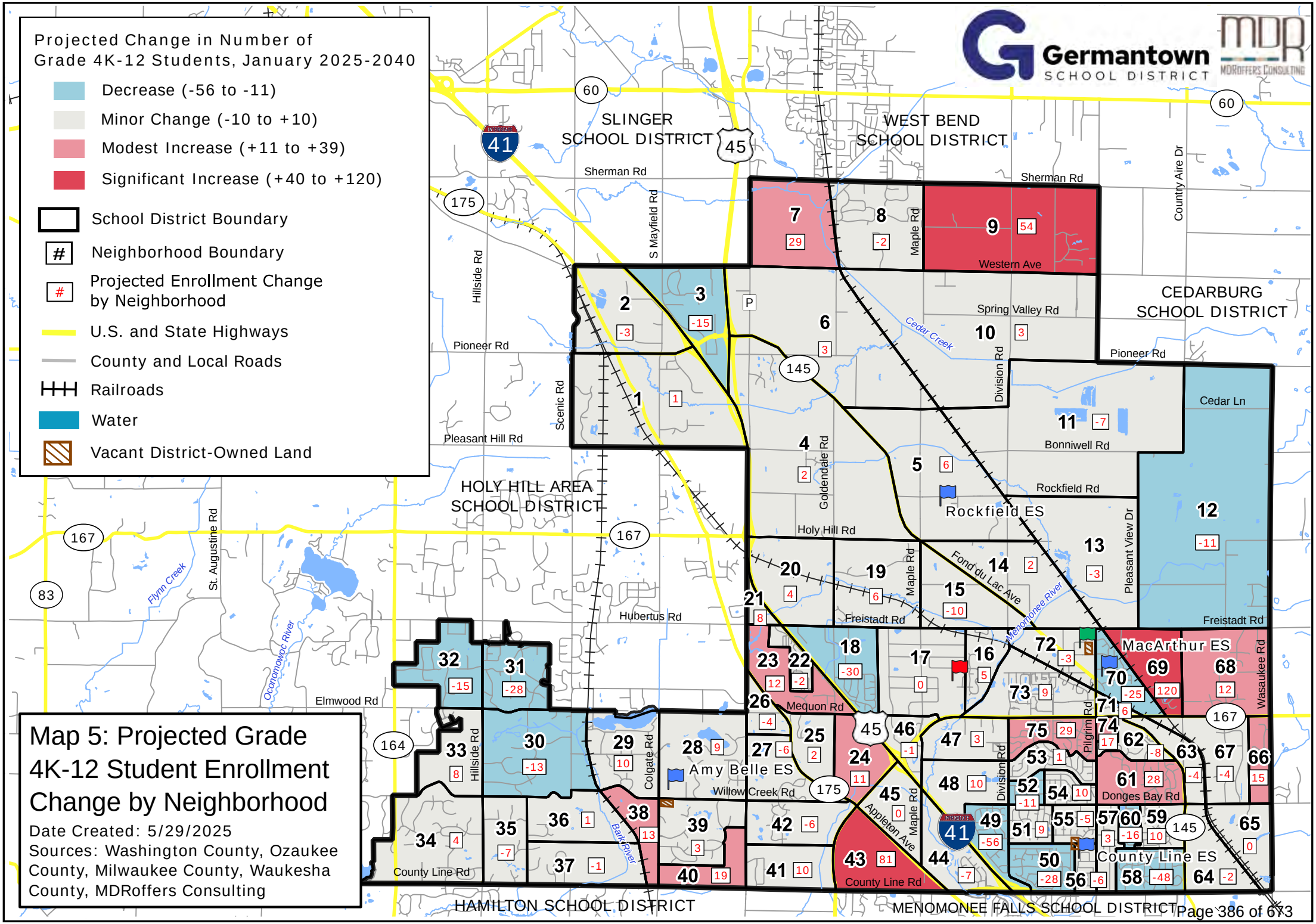
[4] Maximum building capacities provided by GSD.

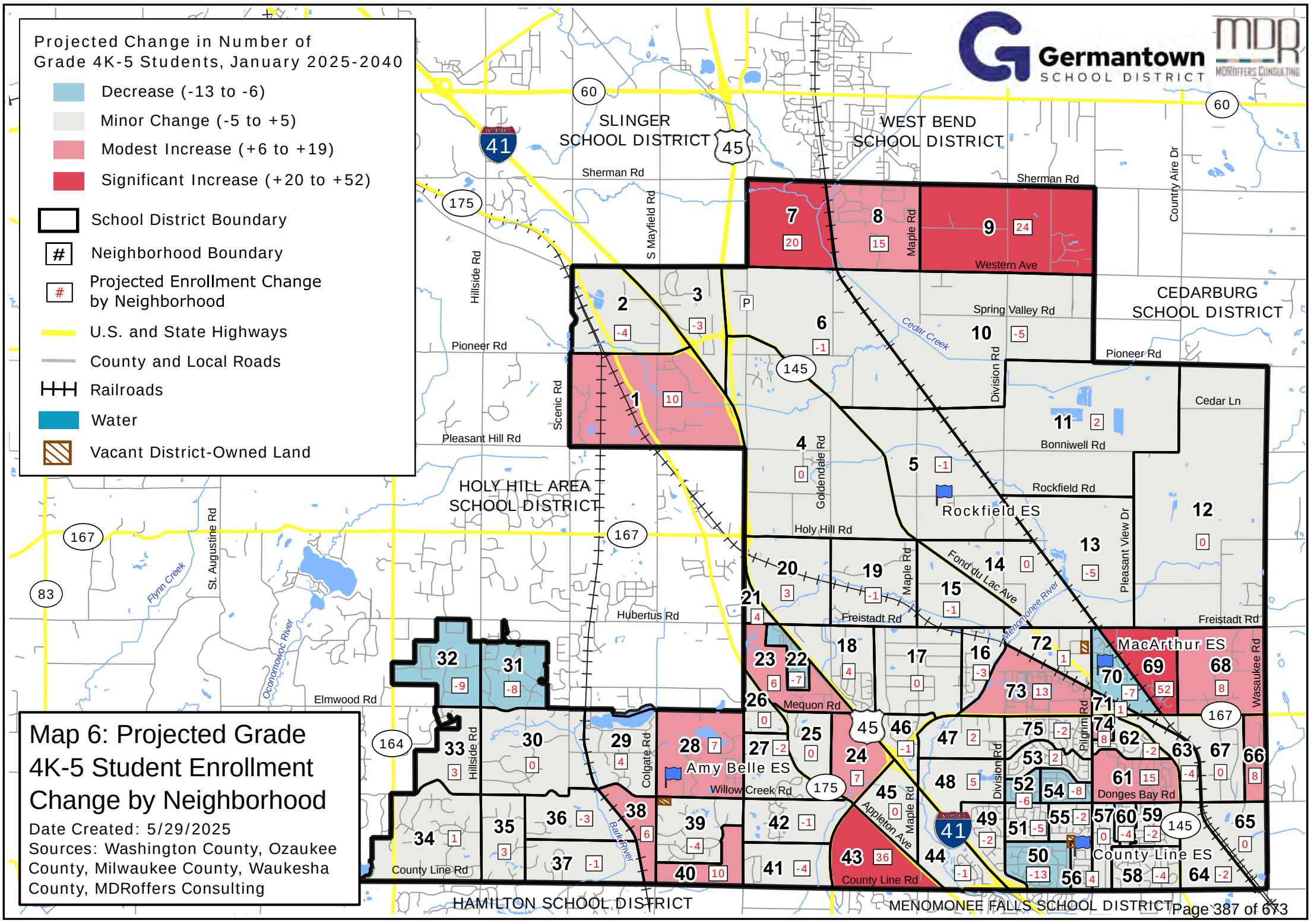
D. STUDENT ENROLLMENT PROJECTIONS BY NEIGHBORHOOD

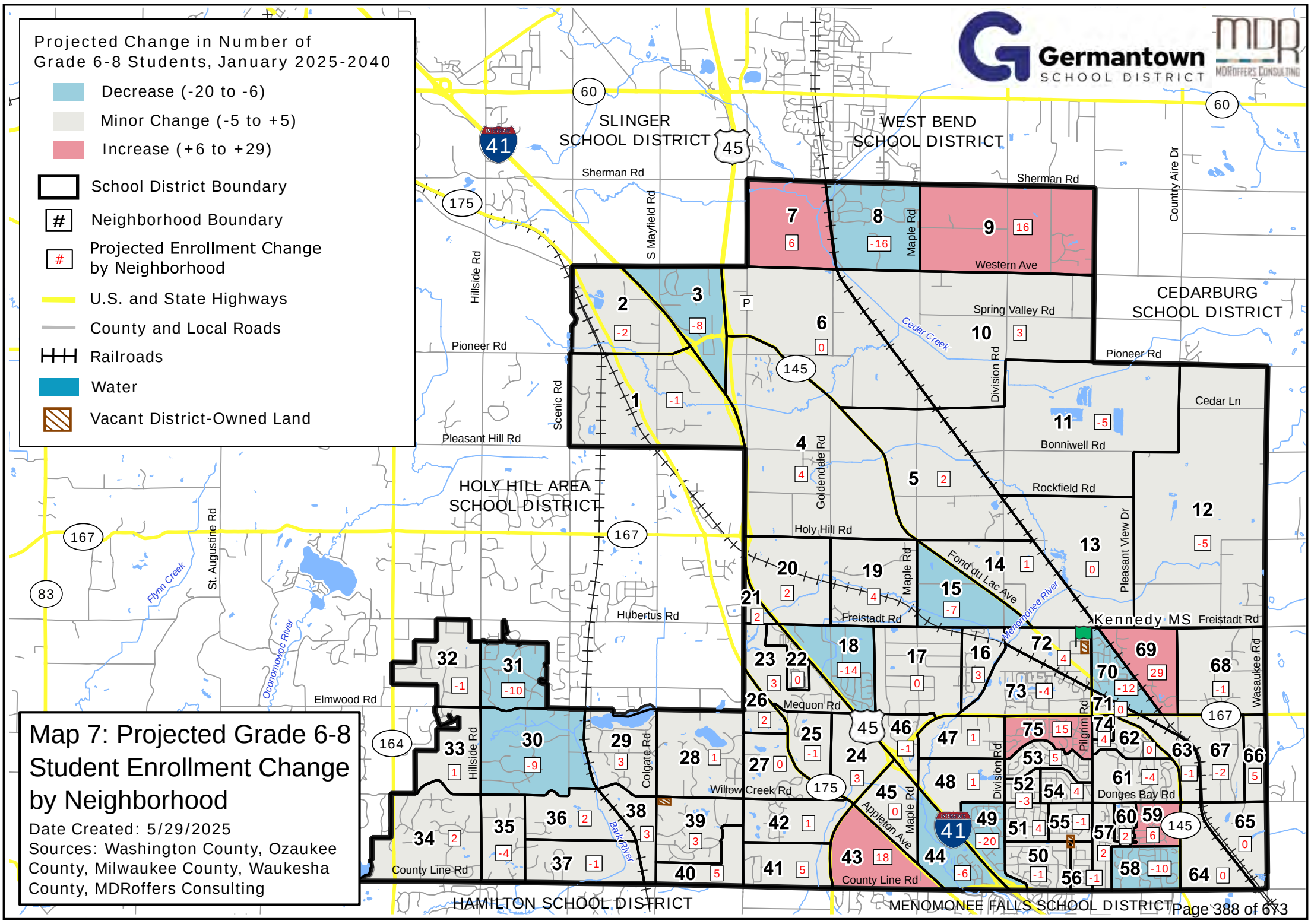
Map 5 indicates the consultant's projected grade 4K-12 GSD resident student enrollment change (between January 2025 and September 2040) within each of the 75 neighborhoods. For Map 5, the consultant categorized and color-coded neighborhoods as being in one of four groups, described as follows:

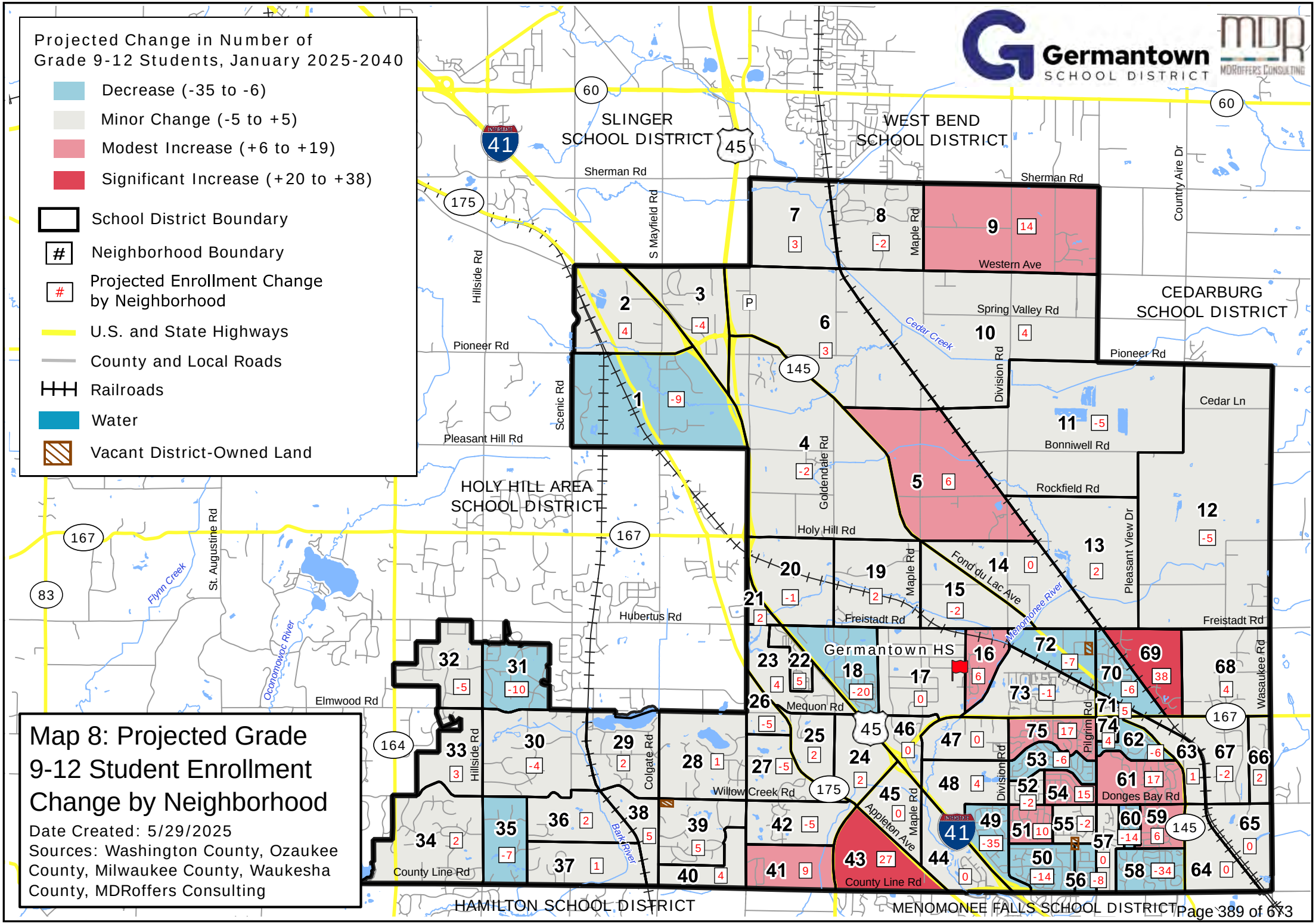
- **Decrease.** Projected 2025 to 2040 school enrollment *decrease* of 56 to 11 students. This includes several older Village of Germantown neighborhoods and a few Village of Richfield neighborhoods developed before the 1980s. Many of these neighborhoods have significant numbers of current high school students. Furthermore, minimal new housing development is projected in many of these neighborhoods.
- **Minor Change.** Projected school enrollment *decrease* of 10 students to an *increase* of 10 students. Most neighborhoods on Map 5 fall within this group, particularly in rural areas and in Village-based neighborhoods with housing that has already experienced its first major turnover (i.e., housing built more than 30 years ago).
- **Modest Increase.** Projected *increase* of between 11 and 39 students. This group includes neighborhoods projected to have modest levels of new single-family housing development (such as neighborhoods 7, 23, 38, 40, 61, 68), larger quantities of multiple-family housing development (such as neighborhood 74), or recent turnover to younger families as evidenced by recent home sales and recent increases in elementary student population (such as neighborhood 75).
- **Significant Increase.** Projected *Increase* of between 40 and 120 resident students. Neighborhoods 9, 43, and 69 make up this category, in which significant new single-family housing development is anticipated. About 42 percent of all new single-family homes projected in the GSD through 2040 are projected to occur in these three neighborhoods.

Maps 6, 7, and 8 indicate resident enrollment change by neighborhood for the 4K-5, 6-8, and 9-12 grade groups, respectively. They largely reflect trends on the 4K-12 projections Map 5. However, there are subtle differences that reflect variations in housing and student ages, and reflect the bubble of larger, current middle school class sizes.


Projected Change in Number of Grade 4K-12 Students, January 2025-2040
Decrease (-56 to -11)
Minor Change (-10 to +10)
Modest Increase (+11 to +39)
Significant Increase (+40 to +120)
School District Boundary
Neighborhood Boundary
Projected Enrollment Change by Neighborhood
U.S. and State Highways
County and Local Roads
Railroads
Water
Vacant District-Owned Land
Germantown SCHOOL DISTRICT
MDR MDRoffers Consulting
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Sherman Rd
Pioneer Rd
Spring Valley Rd
Western Ave
Bonniwell Rd
Rockfield Rd
Rockfield ES
Holy Hill Rd
Freistadt Rd
Pleasant Hill Rd
Hubertus Rd
Elmwood Rd
Meguon Rd
Willow Creek Rd
Amy Belle ES
Donges Bay Rd
MacArthur ES
County Line ES
County Line Rd
Cedar Creek
Flynn Creek
Oconomowoc River
Menomonee River
Bark River
Hillside Rd
S Mayfield Rd
Maple Rd
Division Rd
Scenic Rd
St. Augustine Rd
Goldendale Rd
Pleasant View Dr
Cedar Ln
Wasaukee Rd
Pilgrim Rd
Appleton Ave
Fond du Lac Ave
Country Aire Dr
Map 5: Projected Grade 4K-12 Student Enrollment Change by Neighborhood
Date Created: 5/29/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting


Germantown SCHOOL DISTRICT
MDR MDRoffers Consulting
Projected Change in Number of Grade 4K-5 Students, January 2025-2040
Decrease (-13 to -6)
Minor Change (-5 to +5)
Modest Increase (+6 to +19)
Significant Increase (+20 to +52)
School District Boundary
Neighborhood Boundary
Projected Enrollment Change by Neighborhood
U.S. and State Highways
County and Local Roads
Railroads
Water
Vacant District-Owned Land
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Rockfield ES
Amy Belle ES
MacArthur ES
County Line ES
Sherman Rd
Western Ave
Spring Valley Rd
Pioneer Rd
Cedar Ln
Bonniwell Rd
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Meguon Rd
Willow Creek Rd
Donges Bay Rd
County Line Rd
Pleasant Hill Rd
Elmwood Rd
Hubertus Rd
Hillside Rd
S Mayfield Rd
Maple Rd
Country Aire Dr
Division Rd
Goldendale Rd
Pleasant View Dr
Wasaukee Rd
Pilgrim Rd
Colgate Rd
Appleton Ave
Scenic Rd
St. Augustine Rd
Cedar Creek
Fond du Lac Ave
Menomonee River
Oconomowoc River
Flynn Creek
Bark River
Map 6: Projected Grade 4K-5 Student Enrollment Change by Neighborhood
Date Created: 5/29/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting


Projected Change in Number of Grade 6-8 Students, January 2025-2040
Decrease (-20 to -6)
Minor Change (-5 to +5)
Increase (+6 to +29)
School District Boundary
Neighborhood Boundary
Projected Enrollment Change by Neighborhood
U.S. and State Highways
County and Local Roads
Railroads
Water
Vacant District-Owned Land
Germantown SCHOOL DISTRICT
MDR MDRoffers Consulting
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Kennedy MS
Sherman Rd
Pioneer Rd
Spring Valley Rd
Western Ave
Bonniwell Rd
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Mequon Rd
Willow Creek Rd
Donges Bay Rd
Elmwood Rd
County Line Rd
Pleasant Hill Rd
Hubertus Rd
Cedar Ln
Hillside Rd
S Mayfield Rd
Scenic Rd
Goldendale Rd
Division Rd
Maple Rd
Pleasant View Dr
Wasaukee Rd
Pilgrim Rd
Colgate Rd
Appleton Ave
Fond du Lac Ave
Country Aire Dr
Cedar Creek
Menomonee River
Oconomowoc River
Flynn Creek
St. Augustine Rd
Bark River
Map 7: Projected Grade 6-8 Student Enrollment Change by Neighborhood
Date Created: 5/29/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting


Projected Change in Number of Grade 9-12 Students, January 2025-2040
Decrease (-35 to -6)
Minor Change (-5 to +5)
Modest Increase (+6 to +19)
Significant Increase (+20 to +38)
School District Boundary
Neighborhood Boundary
Projected Enrollment Change by Neighborhood
U.S. and State Highways
County and Local Roads
Railroads
Water
Vacant District-Owned Land
Germantown SCHOOL DISTRICT
MDR MDRoffers Consulting
SLINGER SCHOOL DISTRICT
WEST BEND SCHOOL DISTRICT
CEDARBURG SCHOOL DISTRICT
HOLY HILL AREA SCHOOL DISTRICT
HAMILTON SCHOOL DISTRICT
MENOMONEE FALLS SCHOOL DISTRICT
Germantown HS
Sherman Rd
Pioneer Rd
Spring Valley Rd
Western Ave
Bonniwell Rd
Cedar Ln
Rockfield Rd
Holy Hill Rd
Freistadt Rd
Pleasant Hill Rd
Hubertus Rd
Elmwood Rd
Mequon Rd
Willow Creek Rd
Donges Bay Rd
County Line Rd
Fond du Lac Ave
Menomonee River
Cedar Creek
Bark River
Flynn Creek
Oconomowoc River
Hillside Rd
S Mayfield Rd
Maple Rd
Division Rd
Country Aire Dr
Scenic Rd
Goldendale Rd
Pleasant View Dr
St. Augustine Rd
Colgate Rd
Pilgrim Rd
Wasaukee Rd
Appleton Ave
Map 8: Projected Grade 9-12 Student Enrollment Change by Neighborhood
Date Created: 5/29/2025
Sources: Washington County, Ozaukee County, Milwaukee County, Waukesha County, MDRoffers Consulting

E. POTENTIAL IMPLICATIONS OF ENROLLMENT PROJECTIONS TO SCHOOL CAPACITIES

The GSD is advised to engage in a facility planning effort. Elementary school capacity is projected to become a concern over the projection period. Projected increases in elementary enrollment growth are mostly attributed to projected modest increases in housing development, particularly new single-family homes which are the main generators of new students for the GSD.

Several options–or a combination or progression of options–could be explored to address the projected capacity constraints at the elementary school level, including the following:

- Elementary attendance area shifts, which could forestall the need for new or expanded elementary schools. This being said, no shifts are particularly obvious given current school locations, enrollment, and capacities. Shifts of existing, developed neighborhoods are frequently also unpopular.
- Expansion of "flex" neighborhoods like current neighborhood 75 on the maps in this Report, within which the families can choose to send their children to different elementary schools, or the GSD could even make assignments based on capacity assessments. The opportunities and challenges, perhaps including bussing, of providing more "flex" neighborhoods would need to be explored.
- Expansion or replacement of one or more elementary schools to serve more students, potentially Rockfield and/or Amy Belle to match or approach the number of grade sections currently at County Line and MacArthur. However, these two schools are on relatively small sites and on well and septic systems, which may limit expansion or replacement potential. Accompanying attendance area changes would also be required, because with current areas Amy Belle in particular does not have projected capacity issues.
- Construction of the GSDs fifth elementary school, which would likely need to occur on a newly-acquired site given that all existing GSD lands are small and adjacent to existing GSD schools. Typically, a minimum of 15 acres is appropriate for the construction of a new, modern elementary school. For comparison, the GSD's largest elementary school site today is Rockfield Elementary at 15 acres.
- Transition 5th graders to Kennedy Middle School to free space at the four GSD elementary school buildings. Such action may require expansion to the existing Middle School building—if it is determined suitable to house four transitional grades even with expansion.

Further exploration of these and other options is beyond the scope of this Report. Comparing enrollment projections to current building capacities is one factor to consider in long-range facilities planning. Other factors include basic goals and parameters (e.g., maximum school and class sizes), interest and tolerances for attendance area or grade grouping changes, the suitability for older buildings to operate efficiently and serve modern educational needs, existing building expansion opportunities and constraints, the suitability of different potential sites for new or expanded schools, the relative costs of different options to address needs, and the GSD's financial picture including its borrowing capacity.

F. STUDENT ENROLLMENT PROJECTIONS UNDER ALTERNATIVE ASSUMPTIONS

As indicated earlier, the consultant's projections in this Report were prepared in a transitional period that includes evolving Village of Germantown policies related to new housing development. The consultant endeavored to prepare as accurate of projections as practical in this context. The consultant stands by the projections shared in Figure 12 and elsewhere above as representing the most likely scenario. In review, those projections suggest a GSD grade 4K-12 enrollment increase of 148 students by 2040.

The consultant's model allows consideration of what future enrollment might look like under two alternative assumptions. The first would assume no new housing development through 2040. The second assumes new housing development densities more closely aligned to the Village of Germantown's 2022 Comprehensive Plan than evolving policies now suggest.

The first alternative scenario is an academic but instructive exercise. In this "no new housing" scenario, the only factors affecting future enrollment would be demographic trends including births, inmigration, and turnover of existing housing. Were these the only factors applied to the consultant's model, this first alternative scenario would result in a projected GSD grade 4K-12 enrollment *decrease* of 426 students. This decrease would be spread across all schools, but particularly those with attendance areas in which the consultant has in fact projected significant housing development.

The second alternative scenario reflects the consultant's initial understanding of possibilities under the Village of Germantown's 2022 Comprehensive Plan without modification and housing market conditions that suggest significant unmet demand in Germantown. In this second alternative scenario, around 2,675 new housing units would be constructed by 2040, compared to the 2,140 new housing units the consultant actually projected under evolving policies. About 80 percent of this difference would be in multiple-family housing. Under this second alternative scenario, projected GSD resident 4K-12 enrollment would have instead increased by around 280 students—or about 130 students more than the consultant's actual projection.

APPENDIX A: PROJECTION METHODOLOGY

Appendix A describes the consultant's housing and enrollment projection methodology, which led to the projections in the body of this Community Growth & Projections Report and in Appendices B and C. The methodology is based upon a professional analysis of local and regional plans, the plans and subdivisions of private housing developers, and emerging housing policies and market conditions. The methodology also considers the dynamics within older, emerging, and future neighborhoods within the Germantown School District (GSD). Different neighborhoods generate students at different rates and at different times in their evolution. The methodology relies on computations of expected ratios of students-per-housing unit in each neighborhood and how the ratios may change over time. The methodology is described in the "steps" that make up the remainder of this Appendix A.

STEP 1 – DIVIDE DISTRICT INTO NEIGHBORHOODS

The consultant divided the GSD into 75 different neighborhoods (see Map 2). These neighborhoods became the basis for data collection and analysis, and for housing and enrollment projections. This approach enables understanding of not only *how many* students the GSD may be educating, but also *where* future students may live. This approach also has several future applications, which include identifying which schools may become the most crowded, which schools have the greatest excess capacity, and how attendance areas might be shifted or realigned in the future. Neighborhood delineations were based on several factors, including commonly understood neighborhoods or "subdivisions," elementary attendance areas, major roads, rivers, other physical barriers, municipal limits, and planned municipal growth areas including Village of Germantown neighborhoods and districts,.

STEP 2 – ALLOCATE 2025 HOUSING UNITS AND ENROLLMENT BY NEIGHBORHOOD

The consultant estimated the number of housing units in March 2025 for each of the 75 neighborhoods. The consultant began with 2020 U.S. Census housing unit counts by Census designated blocks, assigning them to the appropriate neighborhoods. Next, the consultant updated neighborhood-by-neighborhood housing unit totals to 2025 based on building permit data and aerial photo and Washington County map interpretation. The GSD provided Spring 2025 student enrollment data. The consultant used geographic analysis software to place each GSD resident 4K-12 student within one of the 75 neighborhoods. Using the above data, the consultant estimated March 2025 student-per-housing unit ratios for each neighborhood within each of the GSD's current school grade groupings: 4K, 5K-5, 6-8, and 9-12.

STEP 3 – ANALYZE COMMUNITY AND DEVELOPER PLANS FOR EACH NEIGHBORHOOD

The consultant reviewed and analyzed local government comprehensive, land use, neighborhood development, and utility system plans; evolving municipal policies that may or may not yet be reflected in local government plans; intergovernmental agreements and relationships; and private developer plats and plans as they affected each of the 75 neighborhoods. Already-platted yet unbuilt lots in each neighborhood were identified, which signaled the potential for new housing in the near future. Preliminary and conceptual plans and possibilities were also assessed for longer-term projections. Interviews, data sharing, document review, and past experience contributed to the consultant's understanding of housing market dynamics and future development patterns in the GSD. See Section V and Appendix B of this Report for details.

STEP 4 – COMPLETE HOUSING UNIT PROJECTIONS BY NEIGHBORHOOD

The consultant projected the number of additional housing units within each of the 75 different neighborhoods for four periods: 2025-2027, 2028-2030, 2031-2035, and 2036-2040. These were added to March 2025 housing unit estimates to arrive at total projected 2027, 2030, 2035, and 2040 housing units by neighborhood. These preliminary projections tracked projected development of new major neighborhoods in the area and accounted for single-family, multiple-family, and other residential developments. The Appendix B table includes a column with factors expected to influence new housing unit growth in each neighborhood.

STEP 5 – ANALYZE FACTORS TO DETERMINE GSD STUDENT-PER-HOUSING UNIT RATIOS

As part of this Report, the consultant compared March 2025 student addresses to permit addresses of new single-family homes. This analysis suggests an average current student generation ratio of 0.61 GSD 4K-12 students per newer single-family home—or a little less than two new single-family homes required for each additional student. In the consultant's experience, this ratio is typical for suburban Milwaukee school districts.

A significant portion of recently built and projected new housing in the GSD has been and is expected to take the form of multiple-family housing, such as apartments, townhomes, and condominiums. Therefore, understanding the rate of student generation from multiple-family housing is also critical. On average, the limited array of new multiple-family housing in the GSD generates about 0.11 GSD students-per-unit while older multiple-family housing generates about 0.16 GSD students-per-unit.

Student-per-housing unit ratios for five unique multiple-family housing developments in the GSD, provided in Figure A-1, show how student generation ratios differ across the GSD by unit type, number of bedrooms, and location.

Figure A-1: Student-Per-Housing Unit Ratios in Existing Multiple-Family Complexes

Neighbor-hood	Multiple-Family Development	Number of Bedrooms	Housing Units	Student-Per-Housing Unit Ratio			
				4K-5	6-8	9-12	Total
71	Montgomery Square Apartments	2 beds	93	0.09	0.06	0.08	**0.23**
58	Seven Pines Condominiums	2-3 beds	28	0.06	0.04	0.04	**0.14**
73	Saxony Village Apartments	1-3 beds	172	0.03	0.04	0.06	**0.13**
69	The Reserve at Wrenwood	2 beds	24	0.00	0.04	0.00	**0.04**
61	Hillstone Apartments	1-2 beds	18	0.00	0.00	0.00	**0.00**
		Totals [1]	**2,011**	**0.07**	**0.04**	**0.04**	**0.15**

Source: MDRoffers Consulting. The figures listed in the "Totals" row are for all of the existing multiple-family housing units in the GSD, including but not limited to the five examples.

The biggest factor in student generation from existing multiple-family housing appears to be affordability of the multiple-family housing, with older, more affordable multiple-family housing generating more students than newer, more expensive multiple-family housing. Newer multiple-family units tend to generate fewer students than older multiple-family units, as most newer apartment buildings tend to be marketed towards young professionals, young Millennials, Generation Z, and other childless families. These new multiple-family developments tend to have amenities such as gyms and pools instead of playgrounds. Another major factor is the composition of units in the multiple-family development, with those having greater numbers of 3-bedroom units (such as Saxony Village Apartments) producing greater numbers of students than those with mostly 1- and 2-bedroom units.

Other suburban Milwaukee school districts have had more newer multiple-family housing developments. Examples include the Fox Run Apartments and Townhomes in the Cedarburg School District, Mequon Town Center in the Mequon-Thiensville School District, Velo Village in the Franklin Public School District, and Drexel Town Square in the Oak Creek-Franklin School District. Most of the over 1,000 combined units in these developments are studios, 1-bedroom units, and 2-bedroom units. The student-per-housing unit ratios from these newer multiple-family developments have been between 0.04 to 0.08, with a combined ratio of 0.06 student-per-housing unit. The consultant used this lower student-per-housing unit ratio of 0.06 for new multiple-family housing in the

projections, with the understanding that newer, market-rate multiple-family housing will generate fewer students than older, established multiple-family housing.

Still, it is critical not to attach too much importance to the impact of *new* housing development on future student enrollment. The *existing* housing stock is much more impactful on future enrollment than new housing. There were approximately 11,653 housing units in the GSD in March 2025. The consultant projects 2,140 new housing units between March 2025 and 2040. This means that about 84 percent of the housing units projected to be on the ground in 2040 are already built. Still, older single-family homes in the GSD generate students at lower ratios than new single-family homes, at between 0.30 and 0.40 students-per-home.

STEP 6 – PROJECT GSD STUDENT-PER-HOUSING UNIT RATIOS BY NEIGHBORHOOD

The consultant then projected the number of GSD students-per-housing unit by neighborhood for 2027, 2030, 2035, and 2040 within each of the 4K, 5K-5, 6-8, and 9-12 grade groups. These projections were based on trends from projected demographic shifts in the region, community, and neighborhood; the projected mix of new single-family and multiple-family housing in each neighborhood; acquired data of student-per-housing unit ratios from recently built and more established housing within the GSD and within other similarly sized and positioned suburban school districts in the Milwaukee area; recent trends for birth rates and age 0-4 population; recent housing and residential subdivisions in the GSD; and the anticipated progression of students through the grade groups.

In general, the consultant projected that already existing housing units would have fewer students-per-unit than when they were newer, as described further in the body of this Report. The consultant projected stable to declining student ratios in many older neighborhoods. The GSD has several neighborhoods with developments of 1990s through 2000s vintage. These neighborhoods are projected to have relatively stable student-per-housing unit ratios through 2040, with some of them shifting from current high school dominated numbers to elementary school dominated before 2040.

STEP 7 – COMPLETE GSD ENROLLMENT PROJECTIONS BY NEIGHBORHOOD AND GRADE GROUP

The consultant multiplied the projected number of housing units by neighborhood by the projected GSD student-per-housing unit ratio for each grade grouping in 2027, 2030, 2035, and 2040. The result was GSD resident student enrollment projections by grade group for each of the 75 neighborhoods, for the 2027-28, 2030-31, 2035-36, and 2040-41 school years.

The 2025 student-per-housing unit ratios for each neighborhood exclude those students residing in the GSD, but not attending GSD schools. These include students who open-enroll-out to other school districts, attend private schools, or are home-schooled. The projections assume home schooling and resident students open-enrolling-out remain at a constant rate as during the 2024-25 academic year. The projections assume a slight increase in the number of resident high school students attending local private schools, given the recent and expected enrollment increase in private high schools in and near the GSD, fueled by a planned expansion of Kettle Moraine Lutheran High School.

The projections assume a consistent distribution of grade 4K-5 students from neighborhood 75, a shared attendance area for County Line Elementary and MacArthur Elementary, as is currently occurring today. As of the 2024–25 school year, 55 percent of grade 4K-5 students from this shared neighborhood attend County Line, while 45 percent attend MacArthur.

The consultant included in the projections a 4 percent increase in class sizes as grades progress from grade 5 to grade 6 (elementary to middle) and an 8 percent increase from grade 8 to grade 9 (middle to high), based on average increases over the past decade.

APPENDIX B: HOUSING UNIT PROJECTIONS BY NEIGHBORHOOD, 2025-2040

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
1	Includes Scenic Hill Run (1990s-2000s), Eagles Ridge (2000s), and Prairie Hollow (2000s). Also includes Endeavor Business Park. Neighborhood 1 is in a mixture of uses, with lands southwest of the Interstate 41 and Pioneer Road in employment and industrial uses while other lands in a combination of residential and agricultural uses. The Village of Richfield plans eastern areas of neighborhood 1, abutting Interstate 41, for business mixed-use while other lands are planned for single-family residential uses. ~100 developable acres across two sites in neighborhood 1 are planned for future single-family residential uses. The consultant projects one of the sites to develop before 2040, with 15 single-family homes between 2030 and 2040. Overall, enrollment is projected to decrease through 2030, then increase with new single-family development through 2040.	135	135	135	143	150	**15**
2	Neighborhood 2 is mostly built out, with a combination of residential uses in the eastern half, along Mayfield Court and Monica Lane and employment uses northwest of the Pioneer Road/Interstate 41 interchange as well as along Highway 175. The Town of Polk plans for most of neighborhood 2 for agricultural and residential uses, with a small area of commercial uses in the southeastern corner. There are two vacant lots along Monica Lane and Amanda Lane, which the consultant projects will develop by 2030. Otherwise, minimal other opportunities exist for large-scale residential development. Overall, stable student enrollment is expected from neighborhood 2.	75	76	77	77	77	**2**
3	Includes Wide Horizons (1980s). The southern half of neighborhood 3 contains employment uses while the northern half contains mostly residential uses. Neighborhood 3 is mostly built out. The Town of Polk plans for most lands in neighborhood 3 for future residential uses, except in the extreme southern part, where commercial uses are planned. A few vacant lots exist in northern parts of the neighborhood, which the consultant projects will be built on over the next handful of years. Enrollment is projected to decrease due to large current middle and high school-aged cohorts.	87	88	89	90	90	**3**
4	Includes Sunset Shadows (1970s) and Woodside Acres (1970s). Other lands in neighborhood 4 are predominately in agricultural use, with employment and industrial uses north of Holy Hill Road. Most lands in neighborhood 4 are planned by the Village of Germantown as part of its Holy Hill Gateway District, in which commercial, industrial, mixed-use, employment, and multiple-family residential uses are listed in the Village's Comprehensive Plan as "desirable" future uses. A utility extension is expected to provide sewer service to this general area by the late-2020s. The consultant projects neighborhood 4 to be a 2040+ development area for residential uses, given developable land that exists to the south, significant acreage owned by long-term agricultural producers, and areas owned by industrial entities for potential future expansion and non-residential development. The consultant projects generally steady enrollment from neighborhood 4 through the projection period.	122	122	122	122	122	**-**
5	Includes Rockfield Elementary School and Dheinsville Historic Park. Also includes the Rockfield hamlet. Lands north of Rockfield Road are mostly in agricultural use while lands south are in a combination of agricultural, residential, and employment uses. Lands in neighborhood 5 are planned by the Village of Germantown as part of the its Rural Preservation District, in which agricultural and open space uses are "desirable" future land uses, and new homes are permitted at a maximum density of 1 dwelling unit per 20 acres. The consultant projects a few new single-family homes here by 2040 in scattered locations. A large current elementary cohort will result in slightly increasing, then stabilizing, enrollment in neighborhood 5 through 2040.	146	146	147	149	150	**4**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
6	Lands in neighborhood 6 are predominately in agricultural use, with wetlands and forested uses on the southeastern part of the neighborhood associated with Cedar Creek. Scattered rural residential and employment uses exist along neighborhood roads. Lands in neighborhood 6 are planned mostly for future agricultural uses, except the extreme western part, adjacent to Highways 145 and 45, planned for commercial uses. The consultant projects a handful of single-family homes in neighborhood 6 through 2040. Stable enrollment expected.	59	60	61	63	65	**6**
7	Neighborhood 7 is mostly in agricultural uses with scattered rural residences. The Town of Jackson plans for the northern quarter of neighborhood 7, on lands immediately south of Sherman Road, for future single-family residential uses (1 acre per dwelling unit) while the Village of Jackson plans for the same area for future medium-density residential uses of primarily single-family homes at a density of 5 homes per acre. Village plans are likely to prevail. The consultant projects ~60 single-family homes here in the mid-2030s, with 15 between 2030 and 2035 and 45 between 2035 and 2040. Enrollment is projected to be very low from neighborhood 7 through the early-2030s, then increase with more single-family housing development.	17	17	17	32	77	**60**
8	Includes Twin Creeks (2000s-2010s), Sherman Parc (2000s-2010s), Crosswind Farms (2010s), and Maple Fields (2020s). Northern half of neighborhood is in the Village of Jackson and is mostly built out with single-family homes. The southern half of the neighborhood is in the Town of Jackson, and besides the Crosswind Farms subdivision, is mostly in agricultural use. The Village does not plan any lands in neighborhood 8 for future development that isn't already developed or platted to be over the next couple of years. While the Town plans for remaining lands in neighborhood 8 for future agricultural uses, the Village plans for some additional housing development in neighborhood 8. Across existing subdivisions in neighborhood 8, there are 13 homes under construction and 9 vacant lots remaining. The consultant projects all to be built out and occupied by 2027. In a future phase of Maple Fields, 56 additional single-family lots are planned. The consultant projects a new phase to open over the next year, with building of 15 homes per year, and build out occurring before 2030. Most other lands in neighborhood 8 are owned by long-term agricultural entities, are projected to remain in the Town, and will not likely develop until after 2040. However, the consultant projects development of a smaller subdivision in the northern part of the neighborhood between 2035 and 2040 of 12 single-family homes. Overall, enrollment in neighborhood 8 is expected to remain stable, with enrollment increases due to development of new housing balanced by emerging enrollment decreases from existing single-family homes built in the 2010s and early-2020s.	249	286	327	327	339	**90**
9	Includes Prairie Meadow Estates (2000s), Camino Estates (1970s-1980s), and Jackson Town Hall. Neighborhood 9 is in a combination of rural residential and agricultural uses. Much of the eastern half and southwestern quarter of the neighborhood has been subdivided into single-family lots. The Village plans for 80 acres in the northwestern corner of neighborhood for mostly single-family homes at a maximum 5 home per acre density. The Town plans a similar area for future single-family uses at a density of 1 acre per dwelling unit. The consultant projects Village-based single-family development from neighborhood 8 to the west to extend eastward into neighborhood 9, with development beginning in the late-2020s and extending into the mid-2030s, with 20 single-family homes by 2030 and another 40 between 2030 and 2035. The consultant also projects a few other small Town-based divisions to occur in neighborhood 9, providing 10-15 additional single-family homes by 2040. Increasing enrollment is projected, due to expected turnover of 2000s-era housing and development of new single-family homes.	183	185	208	252	256	**73**
10	Includes Mockingbird Hill (1990s). The northeastern two thirds of neighborhood is in mostly agricultural uses while the southwestern third is in mostly forested and wetland uses associated with Cedar Creek. All local governments plan for these lands to remain mainly in agricultural and open space uses. The consultant projects a couple of new homes by 2040. Generally stable student-per-housing unit ratios and enrollment expected.	96	96	97	97	98	**2**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
11	Neighborhood 11 is mostly in agricultural and forested uses, with scattered rural residential uses along neighborhood roads. Lands in neighborhood 11 are planned by the Village of Germantown as part of its Rural Preservation District, in which agricultural and open space uses are identified "desirable" future land uses, and homes are allowed at a maximum density of 1 dwelling unit per 20 acres. The consultant projects a few new single-family homes here by 2040. Larger middle school and high school-aged cohorts will result in slight enrollment decreases through 2040.	78	79	80	81	83	**5**
12	Includes West Wood Lane, Knollwood Drive, Crestwood Lane (all 1970s), and Germantown Wilderness Park. Northwestern areas of the neighborhood 12 are heavily forested, while the rest of the neighborhood is in mostly agricultural uses, except for rural residential uses in its southeastern corner. Most lands in neighborhood 12 are planned by the Village of Germantown as part of the its Rural Preservation District, in which agricultural and open space uses are "desirable" future land uses, and homes can be built at a maximum density of 1 dwelling unit per 20 acres. The southeastern quadrant is part of the Village's Woodlands Ponds-Harvest Hill Neighborhood. The consultant projects a 10-lot subdivision to develop there between 2030 and 2040 here, along with 1-2 other homes elsewhere in neighborhood 12 per projection period. The consultant projects slightly decreasing student-per-housing unit ratios in the neighborhood, even with the influx of small amounts of new single-family homes.	188	190	192	199	206	**18**
13	Neighborhood 13 contains large-lot homes in the southern half of the neighborhood and agricultural uses in the northern half. Areas of forests and wetlands extend from the northwest corner southeasterly along the railroad tracks, encompassing almost half of the land of neighborhood 13. Lands in neighborhood 13 are planned by the Village of Germantown as part of its Rural Preservation District, in which agricultural and open space uses are identified "desirable" future land uses, and homes are allowed at a maximum density of 1 dwelling unit per 20 acres. The consultant projects a few new single-family homes in various locations in neighborhood 13 by 2040. Generally stable enrollment projected from neighborhood 13.	35	36	37	37	38	**3**
14	Neighborhood 14 contains a mixture of uses, with scattered employment, rural residential, and agricultural lands across the neighborhood. The southern part of neighborhood 14 contains extensive wetlands. Lands in neighborhood 14 are planned by the Village of Germantown as part of its Rural Preservation District, in which agricultural and open space uses are identified "desirable" future land uses, and homes are allowed at a maximum density of 1 dwelling unit per 20 acres. The consultant projects a couple new homes by 2040. Generally low and stable enrollment projected.	47	47	48	48	49	**2**
15	Includes Little League Park. Lands in neighborhood 15 are mostly in agricultural use, except employment and rural residential uses along Fond du Lac Avenue and Freistadt Road. Lands in neighborhood 15 are planned by the Village of Germantown as part of its Lovers Lane Neighborhood, where predominately single-family housing is planned. However, this area is not in the Sewer Service Area (meaning utilities cannot yet be extended)_, and southern third of neighborhood is undevelopable due to extensive wetlands associated with the Menomonee River. Therefore, the consultant does not anticipate significant housing development here until after 2040. The current large middle school cohort living in neighborhood 15 will result in stable enrollment through 2030, then decreasing enrollment through 2040.	38	38	38	38	38	-
16	Neighborhood 16 includes The Glen at Blackstone Creek (2010s), The Cove in Germantown (2000s), and the western half of the Blackstone Creek Golf Course. Lands are mostly in single-family residential or parkland/open space uses, with a small industrial use in the north. Blackstone Creek Golf Course has had recent proposals for redevelopment, but redevelopment is concentrated in the eastern half of the golf course located in neighborhood 73. The portion of the golf course in neighborhood 16 is projected to remain in open space uses. Therefore, the consultant does not project any new housing here through 2040. Generally stable enrollment is projected as neighborhood 16 is expected to turn over to new families in the 2030s and also due to proximity to Germantown High School.	168	168	168	168	168	-

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
17	Includes Germantown High School. Also includes the Germantown Industrial Park. Neighborhood 17 is built out with industrial and institutional uses. The consultant does not anticipate any new housing here through 2040. However, the area will continue to be attractive to existing and future employers, and increasing job opportunities in this neighborhood could help attract new housing and families to the Germantown area. No enrollment projected due to minimal housing in neighborhood.	2	2	2	2	2	-
18	Includes Woodland Manor (1960s), Rosewood (1990s), Shadow Wood (1990s). Neighborhood 18 also includes Homestead Hollow County Park. The southern half of neighborhood 18 contains residential uses while the northern half contains parkland and forested lands and scattered residential and employment uses. Neighborhood 18 is essentially built out - most undeveloped land has environmental constraints and is low and wet. Neighborhood currently has larger elementary and middle school-aged cohorts, given that most of neighborhood 18 has already experienced its first significant turnover to new households. Decreasing enrollment expected as students age through 2040.	244	244	244	244	244	-
19	Includes Isabelle Farms (2010s) and Neuland (1960s). Neighborhood 19 also includes JW Speaker Corporation's headquarters. Neighborhood 19 is about half undeveloped, with agricultural and forested uses, with residential uses in the northern part southwestern corner and employment uses in the southern part. The Village of Germantown includes the northern parts of neighborhood 19 in its Isabelle Farms Neighborhood and southern portions as part of its Germantown Industrial Park District. The consultant projects a handful of homes in neighborhood 19 through 2040, given planned areas for non-residential development. Generally stable enrollment is expected from neighborhood 19.	77	78	79	80	80	**3**
20	Lands in neighborhood 20 are mostly in agricultural use, except for a large warehousing operation in the northern part of the neighborhood and a landscaping company in the southwestern corner. Lands south of the railroad tracks are planned by the Village as part of its Freistadt District while lands north are planned as part of its Holy Hill Gateway District. Mixed-uses and multiple-family uses are listed in the Village's Comprehensive Plan as "desirable" future uses in both districts. The type and density of future development is dependent on a railroad crossing approval for High Point Pass that will provide direct frontage road between Freistadt Road and Holy Hill Road. Crossing approvals are notorious arduous. A large area of wetlands encompasses around half of the lands north of the railroad tracks. In the mid-2020s, a project to extend sewer through the neighborhood to areas west of the GSD boundary in the Village of Richfield, is anticipated to begin. However, water services would still need to be extended to neighborhood 20 before large-scale residential uses could develop. The southwestern quarter of neighborhood 20 is owned by a large landscaping company, which recently made significant investments. The south central portion of the neighborhood contains some wetlands while the southeastern portion of neighborhood 20 appears more readily developable in the nearer term. The consultant projects development here between 2030 and 2040, with ~40 condominium units split between the two projection periods. The consultant does not project additional housing development in neighborhood 20 until after 2040, once all utility and access issues are resolved and more owners become interested in developing or selling their lands. Enrollment is projected to remain very low and stable through 2040.	12	12	12	32	52	**40**
21	Neighborhood 21 is in agricultural use. Lands are almost entirely in ownership by one family, who recently submitted a proposal for The Farm—a mixed-use development providing multiple-family housing, a farming component, a farm-to-table restaurant, and other retail and commercial uses. Neighborhood 21 is in the Freistadt District of the Village of Germantown, where the Village's Comprehensive Plan envisions higher-density uses, including residential uses. However, the area is not currently serviced by water or in the sewer service area. The consultant anticipates utility extension to this area in the late-2020s, providing the opportunity for development to begin in the 2030s. The consultant projects 150 multiple-family units here between 2030 and 2035. Neighborhood 21 will then be built out. Enrollment is projected to slightly increase due to development of new housing in that period.	3	3	3	153	153	**150**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
22	Includes American Mobile Home Community and Brookside Meadows, two manufactured home communities. Neighborhood 22 is built out. The consultant does not project any new housing here through 2040. However, neighborhood 22 generates fairly large numbers of students, which the consultant projects will continue through 2040, as is typical from manufactured home communities.	280	280	280	280	280	-
23	Includes Bavarian Woods (2010s) and Golden Meadows (1960s). Neighborhood 23 is mostly built out, with a large former quarry operation in the western two thirds, and rural residential subdivisions in the southeastern third. Neighborhood 23 is part of the Village of Germantown's Meeker Hill Neighborhood, in which single-family homes are the desired use per the Village's Comprehensive Plan. The consultant projects modest single-family home development near the quarry, with a few homes by 2030, and another few homes by 2040. Additionally, the consultant projects single-family housing development to occur across 40 developable acres spread across three landowners in the southeastern corner of the neighborhood between 2030 and 2040, totaling ~20 single-family homes. Increasing enrollment is projected due to new housing development.	63	65	66	78	89	**26**
24	Neighborhood 24 is in forested and agricultural uses, with scattered residential uses. Neighborhood 24 is in the Village's Willow Creek-Weidenbach Neighborhood, in which the Village's Comprehensive Plan lists single-family residential uses as "desirable". The southern half of neighborhood 24 is in wetlands and undevelopable. The northern half that is developable encompasses ~90 acres, is under single ownership, but not located in the sewer service area. The consultant projects single-family housing development here to begin around 2030, with 12 single-family homes between 2030 and 2035. Alternatively, some of this projected housing could occur in neighborhood 25 to the south, depending on landowner interest and other factors. Current enrollment is low, and projected to remain low and stable through 2030. Increasing enrollment is projected through the 2030s due to new single-family housing development.	17	17	17	29	29	**12**
25	Includes Mountbrooke (1970s). Residential uses are located in the northwestern quadrant and southern edge of neighborhood 25. Otherwise, the rest of neighborhood 25 is predominately in agricultural and forested uses. Neighborhood 25 is in the Village of Germantown's Willow Creek-Weidenbach Neighborhood, in which the Village's Comprehensive Plan intends mostly single-family residential uses. The consultant projects a small subdivision in the late-2030s. Generally stable enrollment is also projected.	70	70	70	70	75	**5**
26	Includes Country Belle Manor (2010s). North of Mequon Road, neighborhood 26 is built out with residential uses. South of Mequon Road, lands contain scattered residential uses, wetlands, forested areas, and small ponds. Neighborhood 26 is part of the Village's Meeker Hill Neighborhood, in which single-family homes are the desired use per the Village's Comprehensive Plan. The consultant does not project any new housing here through 2040. A slight enrollment decrease is projected over the next few years due to large high school-aged cohort, with enrollment remaining stable then through 2040.	43	43	43	43	43	-
27	Southeastern one-third contains rural residential uses, central third is mostly in agricultural uses, and northern third is in forested and wetland uses. Neighborhood 27 is in the Village's Willow Creek-Weidenbach Neighborhood, in which the its Comprehensive Plan intends mostly single-family residential uses. The consultant does not anticipate any new housing here through 2040 though. The consultant projects generally stable enrollment.	101	101	101	101	101	-

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
28	Includes Beechwood (1940s), Lake Highlands (1970s), Stonegate (1990s), Stonegate 2 (2000s), Stonegate North (2000s). Also includes Amy Belle Elementary School, YMCA Camp Minikani, and Amy Belle Lake. Neighborhood 28 is mostly built out with single-family residential uses, except for some scattered forested and agricultural areas. The Village of Richfield plans single-family residential uses for remaining developable lands in the neighborhood, but only a couple areas have development potential. The consultant projects a 10-15 unit subdivision to develop between 2035 and 2040. Slightly increasing enrollment projected, due to this new housing development and proximity to Amy Belle Elementary School.	183	183	183	183	195	**12**
29	Includes Kettle Moraine Highlands (1970s), Ridge Wood (1970s), Lakeview Ridge (2010s-2020s), Becker's Bark Lake Heights (1970s), Kletsch's Beach (1970s), Bark Lake Sunny Shore (1950s), Wierl's Bark Lake Park (1950s), and Neuburg's Bark Lake (1950s). Also includes Bark Lake. Neighborhood 29 is mostly built out with single-family residential uses, except for some scattered forested and agricultural areas. The Village of Richfield plans for single-family residential uses for the neighborhood. The consultant projects 10 single-family homes scattered around the neighborhood through 2040. Slightly increasing enrollment projected, due to this new housing development and proximity to Amy Belle Elementary School.	218	220	221	224	228	**10**
30	Includes Wooded Ridge Estates (1990s), Meadow View Estates (2000s), and Windemere (2000s). Neighborhood 30 is built out with rural residential uses. Undeveloped lands near its north edge have environmental restrictions associated with the Bark River. A large quarry operation exists in the eastern part of the neighborhood. The Village plans for single-family residential uses for the majority of the neighborhood, where development is possible. The consultant projects a small division between 2030 and 2035, and otherwise 1-2 additional scattered single-family homes per projection period through 2040. Slightly decreasing enrollment is projected as this neighborhood ages and turnover concludes.	167	168	169	176	178	**11**
31	Includes Timber Stone (2010s), Elmwood Hills (1990s), Sunset View Estates (1970s), Maple Grove Addition (1960s), and Maple Grove Addition 1 (1960s-1970s). Neighborhood 31 is built out with single-family homes. 1 vacant lot exists in this neighborhood; consultant projects its development by 2027. Decreasing enrollment is projected as fewer students are generated from 2010s housing as neighborhood (and students) age, and more of the housing is populated by empty-nesters by 2040. The consultant projects turnover to occur at a greater magnitude after 2040.	191	192	192	192	192	**1**
32	Includes Whispering Meadows (1990s), Dakotah Fields (2010s), Kingswood of Kettle Moraine (1970s), and Cherokee Highlands (1980s-1990s). Neighborhood 32 is mostly built out with residential uses, except for scattered agricultural, and developable, lands in the western and southeastern portions of the neighborhood. 4 vacant lots exist in neighborhood, which the consultant projects will develop by 2030. Slightly decreasing student-per-housing unit ratios expected as students and housing age, and given proximity to private schools and distance from GSD schools.	149	151	153	153	153	**4**
33	Includes Ravine Ridge Estates (1990s-2000s). Neighborhood 33 contains scattered residential uses in the north and along Hillside Road and Monches Road, with a large agricultural operation spanning almost the entire neighborhood. The Village of Richfield plans for single-family residential uses for the neighborhood. The consultant projects a development of ~15 single-family homes at the end of the 2020s, with other parts of neighborhood 33 having potential for significant future single-family residential development, but projected to be after 2040. Enrollment is currently low and stable. The consultant projects increasing enrollment with infusion of new single-family homes and turnover in Ravine Ridge Estates.	46	46	56	61	61	**15**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
34	Includes Grand View Hills (1990s), Lake Five Hills (1970s), Lake Five Hills South (1970s), Country Squire Estates (1960s), Timber Ridge Estates (1970s), Debby Lane (1960s), Hillside Manor Estates (1980s), and Bridlewood Estates (2020s). Neighborhood 34 is mostly built out with single-family homes, except for the southwestern quadrant, which is in a combination of agricultural and commercial uses. Undeveloped areas are planned by the Village of Richfield for mostly single-family homes, except for the area northeast of the Hillside Road/County Line Road intersection, which is planned as a Neighborhood Activity Center. The consultant projects a 5-8 lot subdivision between 2027 and 2030 in neighborhood 34. The consultant also anticipates an ~40-unit development including duplexes, with half of these units between 2030 and 2035 and remaining units shortly after 2035. The consultant anticipates such developments will be attractive to empty nesters and seniors. Overall stable enrollment is projected in neighborhood.	298	298	305	325	345	**47**
35	Includes Whispering Ridge (2010s), Whispering Ridge 1st Addition (2010s), Woodridge West (2000s), and Scenic Springs (1970s-1980s). Neighborhood 35 is mostly built out with single-family homes, with scattered agricultural and wooded areas. There are minimal areas for development, but the consultant projects a handful of new homes through 2040. The consultant also projects slightly decreasing enrollment as large 4K-5 age cohort ages through school system by the late-2030s.	91	92	92	94	95	**4**
36	Includes Scenic Grove and the Final Plat of Woodridge East (both 2000s). The western half of neighborhood 36 is built out with single-family homes. The eastern half contains significant wetlands associated with the Bark River. The consultant projects a few new single-family homes through 2040. Generally, enrollment is projected to remain stable.	35	35	36	37	38	**3**
37	Includes Scenic Ridge (2000s), Nob Hill Estates (1960s), and Nob Hill West (1970s). The west part of neighborhood 37 is built out with single-family homes while the eastern part is mostly undevelopable due to wetlands associated with the Bark River. In the central part of the neighborhood, a landowner owns 100 acres of which 80 are developable, but the consultant does not anticipate this land developing until after 2040. Stable enrollment is projected.	103	103	103	103	103	**-**
38	Neighborhood 38 contains significant environmental constraints associated with the Bark River and wetlands, comprising two-thirds of the neighborhood. The remaining one-third is in agricultural use along Colgate Road. The Village of Richfield plans for single-family residential uses on the developable areas in neighborhood 38. One landowner owns ~80 acres in the neighborhood, of which ~40 acres are developable. These are the only really developable parts of neighborhood 38. These ~40 acres could provide for ~30 single-family homes. The consultant projects such development beginning in the early-2030s, with ~20 single-family homes between 2030 and 2035 and the remaining ~10 homes between 2035 and 2040. Very low enrollment is projected through 2030, then increasing in the 2030s with development of the new single-family homes.	9	9	9	29	39	**30**
39	Includes Willowgate (1980s-1990s), Willowgate Addition No. 1 (1990s), Hunters' Hills (1980s-1990s), and Woodland View Highlands (1970s). Neighborhood 39 is mostly built out with single-family homes. The consultant projects a few new single-family homes through 2040 resulting from small divisions. A 33-acre vacant site in the northwestern part of the neighborhood is not anticipated to develop until after 2040. Generally stable student-per-housing unit ratios are expected to continue.	136	137	138	138	139	**3**
40	Includes Basse's Farms. Neighborhood 40 contains mostly agriculture and woodland. The Village of Richfield plans these lands for Neighborhood Activity Center land uses. The consultant projects two vacant, estate-sized lots near the east edge of neighborhood 40 to develop by 2030. The consultant also projects some or all of the 80 undeveloped acres in the southeastern corner of the neighborhood to develop with ~30 single-family homes between 2030 and 2040. Increasing enrollment projected due to this new single-family housing development.	6	7	8	23	38	**32**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
41	Includes Happy Hollow Estates (1970s). The western one-third of neighborhood 41 contains rural residential uses. The remaining parts of neighborhood 41 are in a combination of agricultural, residential, forested, and wetland uses. Neighborhood 41 is in Village of Germantown's the Amy Belle Neighborhood, in which the Village's Comprehensive Plan lists single-family homes as "desirable". The eastern one-third of neighborhood 41 is not developable due to wetlands and other lands in the western half have already been subdivided. A 40-acre developable parcel exists in the northern part of neighborhood 41, but has access challenges. The consultant projects its development beginning in the mid-2030s, as development and access extends from neighborhood 42 to the north. The consultant projects 5-10 single-family homes here between 2035 and 2040. Neighborhood 41 contains a large elementary aged-cohort today, which together with expected housing results in an expected increase in student-per-housing unit ratios and slightly increasing enrollment.	68	68	68	68	76	**8**
42	Includes Willow Creek Heights (1960s-1970s) and Weidenbach Park. The western half of neighborhood 42 contains residential uses. The remaining parts of neighborhood 42 are in a combination of agricultural, residential, forested, and wetland uses. Neighborhood 42 is in the Village of Germantown's Willow Creek-Weidenbach Neighborhood, in which the Village's Comprehensive Plan expresses a desire for mostly single-family residential uses. Neighborhood 42 is presently outside of the sewer service area and as such can develop at a maximum density of one home per 5 acres. The consultant projects ~10 single-family homes here between 2030 and 2035. The current large high school-aged cohort will lead to decreasing enrollment over the next few years, stabilizing afterwards through 2040.	96	96	96	106	106	**10**
43	Includes Germantown Power Plant and retail and commercial uses along Appleton Avenue and County Line Road, encompassing the southeastern half of neighborhood 43. The northwestern half is mostly in agricultural use, with scattered residential uses. Different parts of neighborhood 43 are planned for several uses by the Village of Germantown. The southwestern portion is part of the Village's Lannon Gateway Neighborhood, in which single-family, multiple-family, and senior housing are listed in the Village's Comprehensive Plan as "desirable" future uses. The central and northern portions of the neighborhood is in the Village's Willow Creek Business Park District, in which the Village's Comprehensive Plan lists employment uses as "desirable" and residential uses as "undesirable". The eastern portion is in the County Line Road District, in which multiple-family and mixed-uses are listed in the Village's Comprehensive Plan as "allowable" uses. Finally, the northern edge of neighborhood 43 is in the Village's planned Lannon-Mequon Road Corridor, in which residential uses are "allowed" per the its Comprehensive Plan. In the mid-2020s, Home Path proposed a large development in the southwestern part of neighborhood 43, proposed to provide 275 total housing units including 143 single-family homes, 28 paired homes/duplex units, and 104 "attached" housing units (rowhouses). The consultant anticipates approval of this development, with 20 single-family homes and 20 rowhouse units built and occupied by 2027; 75 single-family homes, 14 paired homes/duplexes, 30 rowhouses built and occupied by 2030; and all remaining housing units built and occupied by 2035. The consultant does not project any other residential development in neighborhood 43 through 2040. Very low current enrollment from this neighborhood is projected to increase significantly with new housing development. Generally, a blended student-per-housing unit ratio of 0.30 students-per-unit is expected in the neighborhood, due to the varying housing types and sizes projected.	26	66	185	301	301	**275**
44	Includes Riversbend Townhomes, commercial, and retail uses in the eastern half of neighborhood 44. The western half is undeveloped, but contains significant wetlands associated with the Menomonee River, limiting its potential for development. The Village plans the northern part of neighborhood 44 for future open space/parkland uses, and the southern portion as part of its County Line Road District, in which multiple-family and mixed-uses are listed as "allowed" in its Comprehensive Plan. In reality, minimal opportunities for development/redevelopment appear to exist. Therefore, the consultant does not project any new housing here through 2040. The current Large middle school aged cohort will keep enrollment stable through 2027, with enrollment expected to slightly decrease thereafter.	236	236	236	236	236	**-**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
45	The southern half of neighborhood 45 is in a mixture of industrial and commercial uses while the northern half is mostly in woodland and wetland. Neighborhood 45 is planned by the Village for a mixture of parkland/open space uses and also as a part of the Willow Creek Business Park District, in which the Village's Comprehensive Plan lists employment uses as "desirable" and residential uses as "undesirable". The far western portion of the neighborhood 45 is planned by the Village as part of the Lannon-Mequon Road Corridor, in which residential uses of all types are allowed. Additionally, the State of Wisconsin owns 65 acres in the central part of the neighborhood. The consultant does not project any new housing in neighborhood 25 through 2040. The consultant projects very low enrollment to continue.	8	8	8	8	8	-
46	Neighborhood 46 includes industrial uses south of Mequon Road associated with the Germantown Industrial Park, plus scattered employment uses east in the Interstate 41/Lannon Road interchange. The Village plans for northwestern half of neighborhood 46 as part of the Germantown Industrial Park District, in which residential uses are listed by the Village as "undesirable". Neighborhood 46 is essentially built out, except for a vacant 2.5-acre site near Mequon Road, a 4-acre site off Maple Road, a 3-acre site off Commerce Circle, and a 5-acre site off Kleinmann Drive. The area including these vacant parcels is planned as part of the Village's Lannon-Mequon Road Corridor, in which non-residential uses are generally desired but residential uses are listed as "allowed". The consultant anticipates that all of these vacant sites to develop with non-residential uses, given this planning preference; existing industrial and commercial uses nearby; and proximity to Interstate 41, Highway 45, and Mequon Road. Enrollment is projected to remain very low due to very few housing units in neighborhood.	3	3	3	3	3	-
47	Includes Stonewood Corporate Center (1990s-2000s). Neighborhood 47 also includes Schoen Laufen Park and Frontida Assisted Living of Germantown. South of Mequon Road/Lannon Road, lands are mostly built out with a mixture of uses. The southern half of neighborhood 47 is used for senior housing, parkland, and agricultural uses. Areas outside of parkland are planned by the Village as part of its Lannon-Mequon Road Corridor, in which residential uses of all types are listed as "allowed" per the Village's Comprehensive Plan. In the mid-2020s, Faith Lutheran Church proposed a residential development (Carillion) on lands south of the church. The consultant anticipates ~13 units in this development by 2027 and another ~13 by 2030. The consultant projects additional multiple-family housing in neighborhood 47 in the mid-2030s, with ~100 multiple-family units, some of which could be restricted or attractive to seniors. Stable enrollment projected.	20	33	46	86	146	**126**
48	Includes Willow Wood (1990s-2000s). Neighborhood 48 is mostly in woodland. The western two-thirds of this neighborhood are planned by the Village for future parkland and open space uses, while the eastern third is part of its Alt Bauer Neighborhood, in which single-family homes are listed as "desirable" uses up to four-family homes are listed as "allowed" uses. The consultant projects single-family housing development in neighborhood 48 commencing in the mid-2030s, with ~10 single-family homes between 2030 and 2035 and an additional ~12 between 2035 and 2040. Stable enrollment is projected through the early-2030s, with increasing enrollment due to anticipated single-family home development in the late-2030s.	33	33	33	43	55	**22**
49	Includes Lone Oaks (1990s-2000s), Lone Oaks Addition No. 1 (1990s-2000s), Meadow Creek Crossing (2000s), Washington Hills (1950s), and Washington Hills No. 2 (1960s-1970s). Neighborhood 49 is built out with single-family homes and a small commercial area near its south edge along County Line Road. The consultant does not anticipate new housing here through 2040. Enrollment is projected to decrease through 2030, due to the current large high school-aged cohort, which is almost twice as large as current middle school and elementary school-aged cohorts. Enrollment is then projected stabilize in the 2030s as new students are generated from home sales and turnover to some young families.	247	247	247	247	247	-

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
50	Includes Rustic Meadows (1970s-1980s), Rustic Meadows Addition No. 1 (1970s-1980s), Hilltop View (1960s-1970s), Indian Hills (1980s), Navajo Hill (1950s), and Pilgrim Heights (1950s). Neighborhood 50 is built out. Neighborhood 50 has had turnover recently, with a large elementary school aged cohort. The consultant projects slightly decreasing enrollment through 2040 as the neighborhood's current children age.	404	404	404	404	404	-
51	Includes Country Meadows (1990s), Country Meadows West (1990s), Kosterman's Garden (1990s), Heritage Park (2020s), Heritage Park North (2020s), and Pebblebrook Estates (2000s). Heritage Park North has 8 homes under construction and 15 vacant lots remaining. The consultant projects all to be built and occupied by 2027. Then, neighborhood 51 will be built out. Generally increasing enrollment is projected through 2030, due to recent and continued single-family home development. Then, between 2030 and 2040, slightly decreasing enrollment is projected.	186	209	209	209	209	**23**
52	Includes Old Farm at Germantown (1970s). Neighborhood 52 also includes part of Alt Bauer Park. Neighborhood 52 is built out. Slightly decreasing student-per-housing unit ratios are expected.	144	144	144	144	144	-
53	Includes southwestern portion of Legend Acres (1970s), Cedar Hills (1980s-1990s), southern portion of Cedar Hills 2 (1990s), southern and western portions of Hawthorne Meadows Addition No. 1 (1980s), most of Hawthorne Meadows 2 (1980s-1990s), Hawthorne Meadows 3 (1990s), Hawthorne Meadows 4 (1990s), northern portion of Old Farm Annex No. 1 (1970s-1980s), northern portion of Brook Hollow (1990s), Brook Hollow 2 (1990s), and northern portion of Yorktowne Estates (1970s). Neighborhood 53 also includes part of Alt Bauer Park. Neighborhood 53 is built out. Attributable to its mixed housing vintage, neighborhood 53 has generally similar numbers of students across the grade groups. The consultant projects stable enrollment to continue as homes turn over and new students are generated to replace students aging out of the school system.	355	355	355	355	355	-
54	Includes Hawthorne Meadows 2 (1980s-1990s), southern portion of Old Farm Annex No. 1 (1970s-1980s), Old Farm Annex No. 2 (1980s), southern portion of Brook Hollow (1990s), and southern portion of Yorktowne Estates (1970s). Neighborhood 54 is built out. Very large 4K and 5K-5 age cohorts will result in increasing enrollment through the early-2030s, with enrollment projected to remain stable thereafter.	278	278	278	278	278	-
55	Includes Spooner Estates (1990s), Yorktowne South (1990s), and Park View Hills (1970s). Neighborhood 55 includes Spassland Park south of Santa Fe Drive. Neighborhood is built out with residential and institutional uses. Generally stable enrollment is projected as 1990s housing continues to turn over and generate new students for the next several years.	172	172	172	172	172	-
56	Includes County Line Elementary School, Hickory Hills (1960s), Hickory Hills Addition No. 1 (1990s), Glenwood Park (1960s-1970s), and Ardell Homesites (1990s). Neighborhood 56 is built out. The consultant projects stable enrollment due in part to proximity to County Line Elementary but also due to neighborhood turnover.	104	104	104	104	104	-
57	Includes Starlite Subdivision (1950s-1960s) and Donges Bay Village (1990s). Neighborhood 57 is built out. Variety of housing ages and proximity to County Line Elementary is projected to keep enrollment stable.	172	172	172	172	172	-

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
58	Includes Seven Pines Condominiums (2000s-2020s, 28 units built, with 4 additional under construction), Tree Tops (2000s), Tree Tops Addition No. 1 (2000s), Tree Tops Addition No. 2 (2000s), Tree Tops Addition No. 3 (2000s), Deer Ridge Estates (1990s), and Autumn Ridge (1990s-2000s). The Village of Germantown includes most of neighborhood 58 in its Sunberry-Tree Tops Neighborhood, in which single-family homes are listed in the Village's Comprehensive Plan as "desirable" future uses and two- to four-family homes are listed as "allowed" future uses. The east edge of neighborhood 58 is in the Village's Victory Center Corridor, in which the Village's Comprehensive Plan lists all types of residential uses as "allowed". A vacant 7-acre site in the eastern part of neighborhood 58, along Fond du Lac Avenue, was recently proposed for 66 multiple-family units in a combination of 6 to 12 unit buildings (Victory Place). However, the Village rejected this proposal due to density concerns. The consultant anticipates the development to return and be approved with fewer units, with construction and occupancy around 2027. The consultant projects a separate 5-acre site in the eastern part of the neighborhood to redevelop between 2035 and 2040, with ~20 duplex or similar units. After this, neighborhood 58 will be entirely built out. Neighborhood 58's current high school-aged cohort is more than twice as large as its middle school-age cohort, as is common for neighborhoods where most housing was built in the 2000s. The consultant projects decreasing enrollment through 2030, as the large high school-aged cohort ages out of the schools, with enrollment generally stable between 2030 and 2040 as housing turns over to some new families.	391	425	455	455	475	**84**
59	Includes Sunberry Downs (1990s), Sunberry Downs South (1990s), Sunberry Downs Addition No. 1 (1990s), Sunberry Woods (2000s), and Berrywood (2000s). Neighborhood 59 is built out with residential uses. The western two-thirds of neighborhood 59 is within the Village of Germantown's Sunberry-Tree Top Neighborhood, in which single-family homes are listed in the Village's Comprehensive Plan as "desirable" future uses and two- to four-family homes are listed as "allowed" future uses. The eastern one-third of neighborhood 59 is in the Village's Victory Center Corridor, in which the Village's Comprehensive Plan allows all residential uses. In the early-2020s, a 4-unit townhome development was approved in the northeastern corner of the neighborhood, but that development may have been stalled due to financing issues. The consultant projects this or a similar development on this suite by 2027. The consultant does not project any additional housing in neighborhood 59 through 2040. Neighborhood 59 seems to have turned over to new families, with current large 4K and 5K-5 age cohorts. The consultant projects generally increasing enrollment here through 2040.	203	207	207	207	207	**4**
60	Includes Windsong At Germantown (1990s). Neighborhood 60 is built out. The large current high school age cohort in neighborhood 60 will result in slightly decreasing enrollment through 2030, with enrollment projected to remain stable in the 2030s.	110	110	110	110	110	**-**
61	Includes southern portion of Bel Aire Subdivision (1990s), southern portion of The Preserve (1990s), Kinderberg Estates (2020s), Heritage Hills (1990s), Heritage Hills Addition No. 1 (1990s), Wooded Hills (1990s), and Hillside View (2000s-2010s). Neighborhood 61 also includes Kinderberg Park. The eastern three-quarters of neighborhood 61 is built out with mostly single-family homes, but also includes parkland uses and scattered employment uses along Fond du Lac Avenue. The western one-quarter is in a mixture of institutional, wooded, and wetland uses. The western three-quarters of neighborhood 61 are within the Village's Kinderberg Neighborhood, in which single-family homes are listed in the Village's Comprehensive Plan as "desirable" future uses and two- to four-family homes are listed as "allowed" future uses. The eastern one-quarter is in the Village's Victory Center Corridor, in which the Comprehensive Plan allows all types of residential uses. 55 acres in the western part of neighborhood 61 (~40 developable) are owned by one landowner and intended for lower-density residential development. This parcel is attractive for future development, with proximity to Village parks and GSD schools. The consultant projects development to begin in the early 2030s, with ~10 single-family homes between 2030 and 2035 and ~30 single-family homes between 2035 and 2040. The consultant also projects increasing enrollment through 2040, due to a combination of 1990s/2000s era housing turning over to new families through 2040 and the development of this new housing in the neighborhood.	355	355	355	365	395	**40**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
62	Includes northern portion of Bel Air Subdivision (1990s), northern portion of The Preserve (1990s), The Preserve II (2000s), The Preserve III (2000s), Pilgrim Estates (1980s), and High Pointe (1990s). Neighborhood 62 is built out. The consultant projects generally stable enrollment.	164	164	164	164	164	-
63	Neighborhood 63 is mostly in agricultural use, except for small industrial uses to the north and the Germantown School District office along Donges Bay Road. ~60 acres in the southern part of the neighborhood (Frenz) has received several proposals for multiple-family housing, with the latest proposing over 500 multiple-family units. This area is in the Village's Victory Center Corridor, in which the Village's Comprehensive Plan lists all types of residential uses as "allowed" but lists commercial and employment uses as "desirable" future uses due to proximity to railroads and the Germantown Business Park in neighborhood 67 to the east. Based on the Village's preferred uses and challenges with larger-scale multiple-family housing, the consultant does not anticipate any new housing here through 2040. Low and stable enrollment is anticipated from neighborhood 63.	19	19	19	19	19	-
64	Neighborhood 64 includes FC Wisconsin Soccer Park. Neighborhood is mostly undevelopable due to employment and industrial land on its north side and a large landfill in its southern half. Neighborhood 64 is divided between the Village's Victory Center Corridor and Omega Hills Industrial District, in which employment uses are desired. The consultant does not project any new housing here through 2040. Low enrollment projected to continue.	11	11	11	11	11	-
65	Neighborhood 65 includes the Village of Germantown Public Works site. Neighborhood is mostly built out, containing mainly industrial and institutional uses. The neighborhood is part of the Village's Omega Hills Industrial District, in which employment uses are desired. The consultant does not project any new housing here through 2040. Low enrollment is projected to continue.	5	5	5	5	5	-
66	Includes Prairie Glen (2000s-2010s) and Prairie Glen II (2010s-2020s). Neighborhood 66 contains a residential subdivision in its northern half with mostly agricultural uses in the southern half. Neighborhood 66 is part of the Village's Prairie Glen Neighborhood, in which single-family homes are listed in the Village's Comprehensive Plan as "desirable" future uses and two- to four-family homes are listed as "allowed" future uses. The consultant projects that the ~30 undeveloped, developable acres in the southern half of neighborhood 66 will develop with 15-20 single-family homes between 2035 and 2040. Increasing enrollment is projected in neighborhood 66, as the 2000s housing turns over to new families in the 2030s and new housing is built.	54	54	54	54	72	**18**
67	Neighborhood 67 includes the Germantown Business Park, and is mostly built out, except for its northwest corner identified by the Village as part of its South Country Aire Neighborhood, in which single-family homes are listed in the Village's Comprehensive Plan as "desirable" future uses and two- to four-family homes are listed as "allowed" future uses. The consultant projects a few single-family homes in this corner by 2040, but most of this land has already been subdivided. Low enrollment is projected to continue.	9	9	10	12	12	**3**
68	Includes Harvest Hills (2020s, has 5 homes under construction and 3 vacant lots remaining), Forest Heights (1960s), Forest Heights East (1960s), Forest Heights West (1960s), Forest Heights North (1960s-1970s), Woodland Ponds (2000s-2010s), and Woodland Ponds Estates (2020s). Neighborhood 68's northeast and southwest quadrants are built out with single-family residential and parkland uses, including Friedenfeld Park. Its two other quadrants are mostly undeveloped and in agriculture and woodland, but also contain scattered rural residential uses on larger lots. Neighborhood 68 is split between the Village's Friedenfield Neighborhood and Woodland Ponds/Harvest Hill Neighborhood, in which single-family homes are listed in the Village's Comprehensive Plan as "desirable" future uses and two- to four-family homes are listed as "allowed" future uses. The consultant projects remaining homes in Harvest Hills to be built by 2027 plus 1-2 additional homes per year in neighborhood 68 through 2040. Stable student-per-housing unit ratios are expected, with increasing enrollment projected due to new housing development.	144	152	157	165	173	**29**

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
69	Includes Wrenwood (2020s) and Wrenwood North (2020s, has 0 homes under construction and 24 vacant lots remaining). Neighborhood 69 has been steadily developing with single-family homes in the 2020s, consistent with the Village's Comprehensive Plan. The consultant projects all improved lots within Wrenwood Norh, plus all lots in an additional expected 23-lot phase, to be occupied with homes by 2027. The northeastern part of neighborhood 69, between Wrenwood North and Wrenwood "South", remains mostly in agriculture and woodland and owned by three different entities with uncertain development interest. In the near term, some of this land may be parceled off for larger rural homesites. Beyond this, the consultant projects single-family housing development in neighborhood 69 to recommence in the early 2030s, and is projecting 50-60 single-family homes between 2030 and 2035 and a similar number between 2035 and 2040. Student-per-housing unit ratios are expected to remain around 0.60 student-per-home, with total enrollment projected to significantly increase due to significant new housing development.	125	192	192	247	307	**182**
70	Includes MacArthur Elementary School, Green Meadow (1960s), Brownstone (1990s), Kuhns Pleasant View (1950s), Kuhns Pleasant View Addition No. 1 (1950s-1960s), Kuhns Pleasant View Addition No. 2 (1950s-1960s), and The Woodlands (2000s). Neighborhood 70 is essentially built out—its northern half contains single-family residential homes and institutional uses while its southern half contains mostly wetlands and wooded areas. While the Village's plans would technically allow more lower-density housing in neighborhood 70, as a practical matter new housing of any significance is unlikely. The consultant does not project any new housing here through 2040. Slightly decreasing enrollment is projected from established housing in the area, but proximity to MacArthur Elementary should limit the extent of the decrease.	235	235	235	235	235	-
71	Neighborhood 71 is built out with multiple-family residential uses. Entire neighborhood is part of the Village Center District, in which the Village's Comprehensive Plan lists multiple-family and mixed-use developments as "desirable", while other residential housing types are listed as "allowed". Still, the consultant does not project any new housing here through 2040. Stable enrollment is projected.	273	273	273	273	273	-
72	Includes Kennedy Middle School and Firemens Park. Subdivisions include Firemans Park (1940s-1950s), H.V. Schwalbach's Addition (pre-1940s), Walterlin's Addition (pre-1940s), and Pleasant Hill Estates (1990s). Neighborhood 72 is built out with a mixture of uses, including residential uses, institutional uses, and commercial and employment uses. The western one-third is undeveloped but heavily forested and contains significant wetlands associated with the Menomonee River. The eastern one-third of neighborhood 72 is within the Village's Macarthur-Kennedy Neighborhood, in which single-family homes are listed as "desirable" and two- to four-family homes are listed as "allowed" in the Village's Comprehensive Plan. The rest of neighborhood 72 is part of the Village Center District, in which multiple-family and mixed-use developments are list in the Village's plan as "desired".. A 5-acre, Village-owned parcel in neighborhood 72 is now intended to be sold and developed for commercial use. Due to this intent and environmental constraints, the consultant projects no new housing in neighborhood 72 through 2040. Stable enrollment is projected, due to proximity to MacArthur Elementary and Kennedy Middle Schools.	191	191	191	191	191	-

Neighborhood (as depicted on Report maps)	Description and Rationale	Total Housing Unit Estimates/Projections					Projected Housing Unit Increase, 2025-2040
		March 2025	Sept. 2027	2030	2035	2040	
73	Neighborhood 73 includes Haupt Strasse Park and the eastern half of the Blackstone Creek Golf Club. Neighborhood 73 contains a mixture of uses, but generally commercial and employment uses along Mequon Road and multiple-family residential uses elsewhere. Existing multiple-family developments in neighborhood 73 vary by age and by renter vs. owner occupancy. Neighborhood 73 is within the Village Center District, Village's Comprehensive Plan lists commercial, multiple-family, and mixed-use developments as "desirable". Lands in the western part of neighborhood 73 are part of the Blackstone Creek Golf Club, which has had redevelopment proposals for the last 20 or so years. The most recent concepts include residential redevelopment concentrated in eastern portions of the golf course that are at a higher elevation. The consultant projects, within this area, ~100 apartment units and ~50 townhome units between 2030 and 2035 and another ~100 apartment units and ~50 townhome units between 2035 and 2040. The consultant projects a separate redevelopment project along Mequon Road between 2035 and 2040, including ~50 multiple-family units. Student-per-housing unit ratios are expected to remain stable and typical of an established multiple-family area in Germantown (0.15 student-per-unit), with enrollment totals projected to increase slightly with added housing development expected.	1,699	1,699	1,699	1,849	2,049	**350**
74	The western half of neighborhood 74 is contains a mix of older commercial and employment uses while the eastern half is wooded. The Village places neighborhood 74 within its Village Center District, in which the Village's Comprehensive Plan lists multiple-family and mixed-use developments as "desirable". The Village currently owns much of neighborhood 74 and has proposed a tax incremental district (TID 10) to promote development of a Town Center/Village Plaza, with commercial, mixed-use, and multiple-family components. The consultant projects this proposal to move forward for multiple reasons, including Village plans supporting for this type of development here; Village ownership and redevelopment efforts to date; the site's location in the center of the Village, along busy Mequon and Pilgrim Roads and in proximity to municipal and commercial services; utilities readily available; low value of current uses; and heaving market demand for different housing types in the area. The consultant project housing development to begin in the late-2020s, with ~100 market-rate multiple-family units anticipated between 2027 and 2030, another ~75 between 2030 and 2035, and another ~100 between 2035 and 2040 (perhaps as part of a later phase designation). Enrollment is projected to increase with new housing development, but with under 20 students anticipated at buildout due to low anticipated student-per-housing unit ratios.	-	-	100	175	275	**275**
75	Includes most of Legend Acres (1970s), Legend Acres Vienna Court (1970s-1980s), Hawthorne Meadows (1980s), northern and eastern portions of Hawthorne Meadows Addition No. 1 (1980s), northern portion of Hawthorne Meadows 2 (1980s-1990s), Esquire Estates (1980s-1990s), and northern portion of Cedar Hills 2 (1990s). Neighborhood 75 also includes the Village Hall and the Community Library. Lands in neighborhood 75 are predominately in single-family use, but contain institutional and multiple-family residential uses in the western third and northeastern corner. Majority of neighborhood 75 is planned is within the Village's Alt Bauer Neighborhood, in which single-family homes are listed as "desirable" uses, per the Village's Comprehensive Plan and two- to four-family homes are listed as "allowed". Still, no additional housing is projected here through 2040. Neighborhood 75 seems to have recently turned over, with a large number of recent home sales and a large 4K and 5K-5 age cohort. The consultant projects slightly increasing enrollment in neighborhood 75, due to aging of elementary students to the secondary level, proximity to schools, central location in the Village, proximity to jobs.	846	846	846	846	846	-
	Totals	**11,653**	**11,900**	**12,268**	**13,092**	**13,793**	**+2,140**

APPENDIX C: GSD 4K-12 RESIDENT ENROLLMENT PROJECTIONS BY GRADE GROUP AND NEIGHBORHOOD, 2025-2040

Neighborhood	Grades 4K-5 [2]					Grades 6-8 [2]					Grades 9-12 [2]					Grades 4K-12 [2]				
	2025 [1]	2027	2030	2035	2040	2025 [1]	2027	2030	2035	2040	2025 [1]	2027	2030	2035	2040	2025 [1]	2027	2030	2035	2040
1	15	17	19	24	25	13	7	8	9	12	26	22	14	14	17	54	46	41	48	55
2	12	9	9	8	8	6	6	5	4	4	2	7	9	6	6	20	23	22	18	17
3	18	15	15	15	15	15	9	7	7	7	14	20	15	10	10	47	44	37	33	32
4	18	23	20	18	18	5	8	11	10	9	15	9	11	15	13	38	40	42	43	40
5	23	26	26	23	22	9	10	12	12	11	11	12	14	18	17	43	49	52	53	49
6	6	4	4	5	5	2	3	2	2	2	0	2	4	3	3	8	10	10	10	11
7	0	0	0	5	20	0	0	0	1	6	2	1	0	1	5	2	1	0	7	31
8	54	59	68	67	69	50	33	35	33	34	50	73	61	48	48	154	164	164	149	152
9	21	23	30	43	45	4	9	12	17	20	12	8	14	21	26	37	41	56	81	91
10	13	11	10	9	8	1	6	6	5	4	2	2	7	8	6	16	19	23	21	19
11	8	5	6	9	10	9	4	2	3	4	10	12	8	3	5	27	21	16	15	20
12	29	23	21	24	29	17	15	11	10	12	23	24	22	18	18	69	62	55	52	58
13	9	6	5	6	4	3	5	3	3	3	2	4	6	4	4	14	14	15	12	11
14	6	8	8	7	6	2	3	4	4	3	5	3	4	5	5	13	14	16	16	15
15	5	4	4	4	4	9	3	2	2	2	5	11	6	3	3	19	18	12	9	9
16	27	28	28	27	24	10	12	13	13	13	13	14	17	19	19	50	55	58	59	55
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	25	23	24	25	29	25	13	12	11	11	36	36	23	16	16	86	72	59	53	56
19	23	26	27	24	22	7	11	13	13	11	15	11	14	18	17	45	48	54	55	51
20	1	1	1	3	4	0	1	0	1	2	3	1	1	1	2	4	2	2	5	8
21	0	0	0	5	4	0	0	0	1	2	0	0	0	0	2	0	0	0	5	8
22	40	38	37	34	33	16	19	18	18	16	19	22	26	26	24	75	79	81	77	73
23	18	19	19	22	24	8	9	9	10	11	12	12	12	14	16	38	40	41	46	50
24	3	5	4	9	10	0	1	2	3	3	1	0	1	2	3	4	6	8	14	15
25	12	13	11	9	12	5	5	6	5	4	5	7	7	8	7	22	24	23	22	24
26	9	9	9	9	9	2	4	4	4	4	11	5	6	6	6	22	18	19	19	18
27	12	9	10	10	10	4	6	4	4	4	11	7	9	6	6	27	23	22	20	21
28	20	20	21	23	27	10	9	9	10	11	15	15	14	14	16	45	44	44	47	54
29	14	17	19	20	18	7	6	8	9	10	11	10	9	12	13	32	34	36	41	42
30	18	14	15	17	18	17	9	7	7	8	15	22	15	10	11	50	45	37	35	37
31	35	31	30	26	27	23	18	16	15	13	30	33	27	22	20	88	82	73	63	60
32	29	24	23	21	20	11	15	12	11	10	21	17	21	17	16	61	56	56	49	46
33	3	2	4	8	6	3	2	1	2	4	1	3	3	2	4	7	7	8	12	15
34	37	38	41	39	38	14	17	18	17	16	21	20	24	23	23	72	75	83	79	76
35	19	22	24	26	22	16	7	10	11	12	24	24	14	16	17	59	53	48	53	52
36	15	15	12	12	12	4	7	7	6	6	6	6	9	9	8	25	27	28	27	26
37	11	11	10	10	10	6	5	5	5	5	6	8	8	7	7	23	24	23	22	22
38	2	1	1	6	8	2	1	1	2	5	1	2	2	4	6	5	4	3	12	18
39	18	22	20	19	14	7	7	10	9	10	9	10	10	14	14	34	39	41	43	37

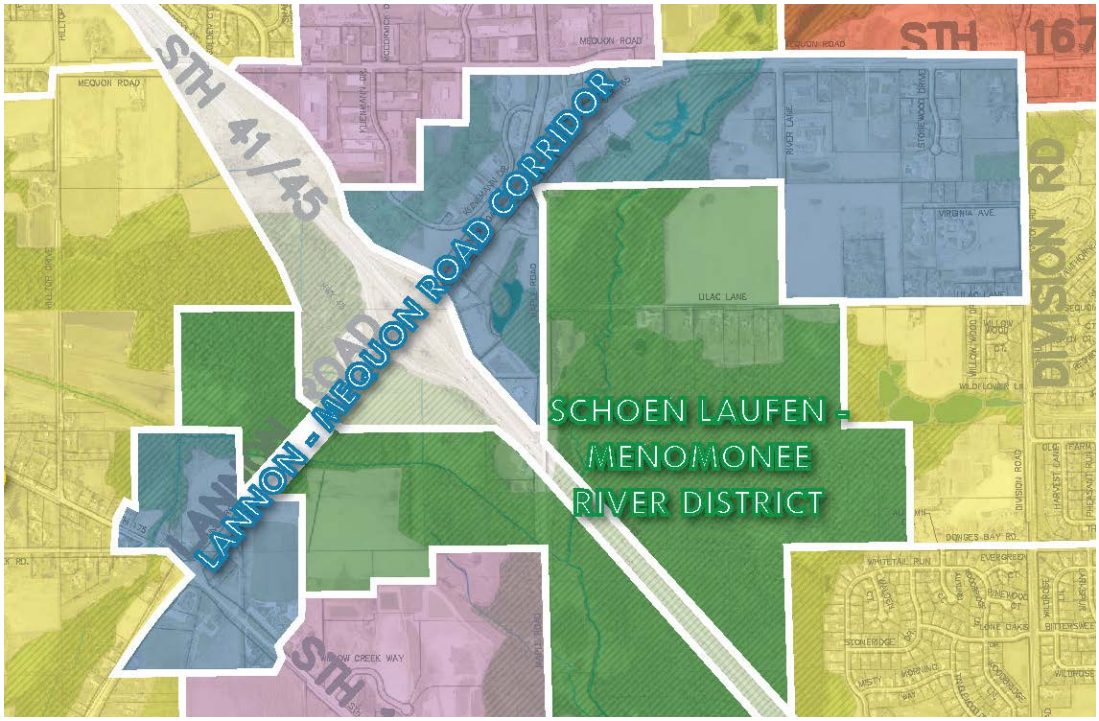
Neighborhood	Grades 4K-5 [2]					Grades 6-8 [2]					Grades 9-12 [2]					Grades 4K-12 [2]				
	2025 [1]	2027	2030	2035	2040	2025 [1]	2027	2030	2035	2040	2025 [1]	2027	2030	2035	2040	2025 [1]	2027	2030	2035	2040
40	1	2	2	8	11	0	0	1	2	5	1	0	0	2	5	2	2	2	11	21
41	24	22	20	18	20	5	11	10	10	10	6	7	14	14	15	35	40	45	42	45
42	10	8	8	8	9	3	5	4	4	4	11	6	7	6	6	24	19	19	19	18
43	1	8	31	42	37	3	2	10	23	21	4	5	10	20	31	8	14	52	85	89
44	3	2	2	2	2	7	2	1	1	1	2	8	4	2	2	12	12	7	5	5
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	2	1	1	1	1	1	1	1	0	0	0	1	1	0	0	3	3	3	1	2
47	2	3	4	3	4	1	2	2	1	2	2	3	3	2	2	5	7	8	7	8
48	3	2	2	5	8	2	2	1	1	3	0	2	2	1	4	5	5	5	7	15
49	38	32	35	37	36	37	19	15	16	17	59	55	34	23	24	134	106	84	76	78
50	63	57	53	51	50	25	30	27	25	24	49	39	42	37	35	137	126	123	113	109
51	35	40	38	35	30	12	19	19	18	16	15	19	25	26	25	62	77	81	79	71
52	24	19	18	18	18	12	12	9	8	9	14	16	17	13	12	50	47	44	39	39
53	57	68	69	65	59	26	25	31	32	31	51	41	38	46	45	134	134	138	143	135
54	52	55	55	50	44	20	24	26	26	24	21	27	33	37	36	93	106	113	113	103
55	22	20	17	19	20	10	11	10	8	9	14	14	16	13	12	46	46	43	40	41
56	10	14	15	15	14	8	4	6	7	7	18	13	8	9	10	36	31	29	31	30
57	23	26	26	24	23	9	10	12	12	11	17	14	15	18	17	49	51	53	55	52
58	50	47	47	47	46	33	26	23	22	23	67	57	45	32	33	150	130	115	101	102
59	57	65	63	65	55	25	25	30	29	31	37	37	37	43	43	119	128	130	137	129
60	21	16	14	17	17	6	10	8	7	8	24	12	14	10	10	51	39	36	33	35
61	87	89	89	93	102	51	41	41	43	47	49	67	61	62	66	187	196	191	198	215
62	29	27	27	26	27	13	15	13	13	13	24	20	21	19	18	66	61	61	58	58
63	7	4	3	3	3	2	4	2	2	1	1	2	5	2	2	10	10	10	7	6
64	2	1	1	0	0	0	1	1	0	0	0	0	1	1	0	2	2	2	1	0
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	14	21	20	17	22	5	6	10	9	10	13	9	8	14	15	32	35	38	41	47
67	0	0	0	0	0	2	0	0	0	0	2	3	1	0	0	4	3	1	0	0
68	25	25	26	29	33	15	13	12	13	14	18	22	21	21	22	58	60	60	63	70
69	28	55	56	68	80	8	21	25	31	37	11	17	29	39	49	47	92	110	139	167
70	55	49	50	49	48	35	27	24	24	23	40	48	41	34	34	130	124	115	107	105
71	19	22	23	23	20	11	8	10	11	11	10	14	13	15	15	40	44	45	48	46
72	12	14	13	13	13	2	5	6	6	6	16	6	7	9	9	30	25	27	28	27
73	126	132	133	134	139	68	58	58	63	64	97	98	87	91	96	291	288	278	289	300
74	0	0	3	4	8	0	0	1	3	4	0	0	0	2	4	0	0	4	10	17
75	99	106	111	104	97	34	42	48	52	49	56	51	58	72	73	189	199	217	228	218

Notes:

[1] 2025 totals in this figure are March 2025 GSD resident student enrollment.

[2] These numbers in this figure do not include non-resident students who open-enroll-in to GSD schools from other districts.

Lannon-Mequon Road CORRIDOR



GENERAL CHARACTER

The Lannon-Mequon Corridor is predominantly a mixed-use commercial corridor with service-oriented uses, including hotels and event venues, appliance sales, banking and financial uses, truck & trailer rental services, medical and general offices, institutional and government uses, independent senior and assisted living communities, and some single-family residential uses.

SPECIAL FEATURES

Transportation The Lannon-Mequon corridor includes land abutting portions of Lannon Road on both sides of I-41 and Mequon Road from Lannon Road east to Division Road.

Environmental, Natural & Agricultural The Menomonee River and associated primary environmental corridor is located across the middle of the corridor west of River Lane.

Public Park, Education, Safety & Utility The corridor is served by Village sewer and water.

PREFERRED FUTURE LAND USE

Lannon-Mequon Road Corridor

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	A	A	A	A	A	D	A	A	u	u	u	Yes	P	D	U	U	SF: 2.9 units/ac 2-4F: 6 units/ac MF: 10 units/ac

The Lannon-Mequon Road corridor is intended to further develop as a mixed-use area with commercial, mixed-use commercial, institutional, and residential development. Residential development is intended to develop in a traditional or conservation design pattern with average single-family densities of 2.2 to 2.9 DU's/acre on 15-20,000 sqft lots, two- to four-family densities up to 6 DU's/acre, and multi-family densities up to 10.0 DU's/acre. Future commercial uses are desirable including retail, office, hospitality and other service-oriented uses.

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.

See all notes on page 42.

Residential Market Analysis - Final -- Strategy Planning Guidelines -- Germantown, Wisconsin

Prepared on behalf of:

Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022

February 9, 2024

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EXECUTIVE SUMMARY

At the request of the Village of Germantown, Tracy Cross & Associates, Inc. evaluated the market potential for residential development in Germantown, Washington County, Wisconsin. Specifically, this analysis provides a comprehensive evaluation of the housing market in and around Germantown, together with detailed conclusions regarding the demand/need for new construction housing. It also identifies opportunities that exist (or voids that need to be filled) for certain types of homes, along with the specific direction that should be taken to address/meet demand.

Based upon a thorough evaluation of all relevant economic, demographic, socio-economic and residential market conditions in the village of Germantown and surrounding areas (both today and going forward), it was concluded that the state of the new construction home market throughout the area shows a significant opportunity for the development of, primarily, mainstream or workforce housing (i.e., the middle of the market). The words *mainstream*, *workforce* or *middle of the market*, as used throughout the body of this report, refer to new housing units that target households earning between roughly 50 and 150 percent of the area's $86,185 median income, or approximately $40,000 to $125,000+ annually).

The identified need for new mainstream housing is founded on the basis of supply deficiencies (both rental and for sale) that exist in the market, along with the extreme price disparity that can be found in the for sale sector between new construction alternatives and resale units. In other words, given current market conditions in both the rental apartment and for sale/ownership sectors, the potential or need for properly positioned housing targeting renters earning, primarily, between $40,000 and $125,000 annually and ownership households earning from $75,000 to $150,000+ is viewed as *significant.*

Because new/newer apartment developments throughout Germantown and surrounding areas are, for the most part, already offering product that targets the threshold of renter households earning between $40,000 and $125,000, the area simply needs more properly positioned rental product given the tightness of this market and only marginal new/newer supply.

In the for sale sector, however, the large disparity that exists between new construction price points and those incomes represented by the middle of the market (again, those earning between roughly 50 and 150 percent of median), reflects the reality that a different approach must be taken for the introduction of new for sale housing in the marketplace. This new approach will require discipline by all stakeholders and builders/developers as it relates to land planning, densities, product design, and most importantly, implementation. *Note: the rising cost of land, development, materials and labor is the primary reason new for sale housing prices have risen so dramatically, coupled with the lack of new product initiatives.*

As outlined in our full report, the introduction of ***new apartment product*** can occur within a reasonable time period simply by following our recommendations for three specific products, all of which are efficient to build from a construction cost standpoint and have proven successful throughout the Midwest and southeast Wisconsin. These products can be readily produced (with a manageable level of discipline) at rental rates generally consistent with the new/newer offerings in the market today.

As it relates to ***new for sale housing***, our recommendations represent a departure from the status quo in the new construction ownership sector in and around Germantown and will require a *much greater* level of discipline to produce properly positioned new homes – homes that the workforce can afford, but still represent a comparable quality to that which Germantown is accustomed. To achieve this objective, it will be imperative for the Village of Germantown, and other stakeholders, to work closely with builders/developers so that our recommendations regarding four (4) very specific ownership product lines are understood and embraced. Specifically, builders/developers (and governing bodies) will need to think differently in terms of land planning, densities, development, approvals, product design (and possibly some

form of incentives) in order to *substantially reduce costs*, a key component to meeting the price requirements for the local workforce or middle of the market.

In addition to the disparity that exists between local area incomes and the current price alignment of new construction for sale housing, demand potentials for ownership housing over the next five years in the Germantown Primary Market Area (PMA), which includes Washington County, along with the neighboring areas of northeast Waukesha County, southern Ozaukee County and the northern edge of Milwaukee County, are expected to exceed supply given what is formally in the planning pipeline at this time. For example, a total of at least 2,975 for sale housing units could be absorbed in the Germantown PMA through 2028 (595 yearly), although just 1,139 for sale housing units are currently in the planning pipeline, many of which may never come to fruition. Likewise, demand for new rental housing in the Germantown PMA stands at 2,075 total units through 2028 (415 annually), yet only 1,271 units are in the pipeline, some of which may not move forward. *Moreover, not only is "derived demand" likely to outstrip supply near term, but the overall base of residential construction requirements could actually be much higher (i.e., double) during any given year where properly positioned supply is made available. This doubling of demand factors pent-up demand; upside household growth potentials if properly positioned development were actually to occur; the limited amount of new construction housing alternatives throughout the PMA (to be discussed later); and spillover potentials from areas outside the local market area.*

Focusing on the for sale/ownership sector, and to highlight the importance of working diligently in order to cost-effectively produce mainstream/workforce ownership housing units, the following text table outlines the qualitative distribution of annual for sale housing demand based solely on incomes, then cast against where new construction closings are occurring today. This table shows the need for new for sale housing largely concentrated at price points below $400,000, which corresponds with the mainstream, workforce or middle of the market. Currently, the majority of new construction offerings in the market are concentrated at prices between $400,000 and $700,000, thus leaving workforce ownership households disenfranchised by the current alignment of new construction for sale product. *Note: single family closing prices in Germantown itself are currently 10 percent higher than those reflected throughout the PMA as a whole.*

THE CURRENT DISCONNECT IN THE FOR SALE SECTOR OF THE NEW CONSTRUCTION HOUSING MARKET
GERMANTOWN PRIMARY MARKET AREA (PMA)

	Annual For Sale Housing Demand (Based Upon Current Incomes)		Qualitative Distribution of New Construction Residential Closings[(1)]	
Price Range	Number	Percent	Number	Percent
Under 250,000	30	5.0	---	---
250,000 - 299,999	108	18.1	5	1.2
300,000 - 349,999	100	16.8	6	1.5
350,000 - 399,999	84	14.1	36	8.8
400,000 - 449,999	66	11.1	67	16.3
450,000 - 499,999	48	8.1	76	18.5
500,000 - 549,999	38	6.4	65	15.9
550,000 - 599,999	26	4.4	53	12.9
600,000 - 699,999	20	3.4	59	14.4
700,000 & Above	75	12.6	43	10.5
Total	*595*	*100.0*	*410*	*100.0*
Median	*- - - - - - - $385,815 - - - - - - -*		*- - - - - - - $511,634 - - - - - - -*	

(1) Reflects new construction townhome/duplex/condominium and single family closings recorded in 2023

Source: Tracy Cross & Associates, Inc. and Southeast Wisconsin Multiple Listing Service

For Sale Housing Price Points Required for Mainstream/Workforce/Middle Market Households

Current Threshold of Homes Being Produced, Which Cannot be Afforded by the Bulk of the Market

NEXT GENERATION HOUSING INITIATIVE – WASHINGTON COUNTY

With the village of Germantown situated within the boundaries of Washington County, the municipality is in a position to benefit from the county's *Next Generations Housing* initiative, which aims to assist communities, developers, builders, etc. in filling voids that exist in the market relative to ownership housing forms. As highlighted in this executive summary, and detailed throughout the full report, recent price escalation among virtually all new construction for sale developments throughout Germantown and surrounding areas has created a significant void for more properly positioned for sale housing. As such, our analysis, which independently and objectively identified this void, provides specific product/price recommendations in order to fill it – recommendations that conform to the goals of the Next Generation Housing initiative. With this said, and because several of Germantown's identified development/redevelopment properties are already being considered for Next Generation Housing, *the municipality should continue to consider this opportunity.* Note: our detailed recommendations can be found in Section I of the full report.

All told, the effort involved with bringing for sale housing product to market in Germantown (at the prices outlined in Section I), along with a variety of new rental products, will be rewarded by significant sales/absorption volumes per development, which will translate to increases in population and households and, in turn, foster economic growth locally that will have a measurable fiscal impact.

INTRODUCTION

At the request of the Village of Germantown, Tracy Cross & Associates, Inc. evaluated the market potential for residential development in Germantown, Washington County, Wisconsin – a northwest suburb of Milwaukee. Specifically focusing upon *new construction housing* opportunities throughout the village, this analysis establishes the following:

- ❑ Conclusions regarding the depth of the market (demand) for new construction residential development throughout Germantown based upon pertinent economic, demographic, and residential trends which define the marketplace.

- ❑ Conclusions regarding highest-and-best residential uses within the village over the next 5+ years. These conclusions are based upon factors associated with the location of Germantown, depth of market, demographic and socio-economic characteristics of existing and future households, and the alignment of residential developments, both existing and planned.

- ❑ Detailed recommendations regarding those housing forms viewed to hold measurable market support near- to mid-term. Investigative uses range from a variety of rental housing idioms to all forms of for sale housing such as condominiums, townhomes, villas/duplexes, single family, etc. These recommendations address specific product types, plan styles/sizes, features/amenities, etc., along with benchmark rent/pricing strategies necessary to achieve acceptable levels of absorption. Please note that these recommendations will focus on all segments of the conventional market ranging from younger (entry level) profiles to active adult (55+) households.

- ❑ A detailed development matrix summarizing the most marketable mix of residential uses (and their absorption/sales potentials) in order to facilitate/inform future planning efforts, architecture, financial modeling, approvals, marketing, builder/developer participation, etc.

- ❑ A geographic positioning strategy for the introduction of new housing development in Germantown.

WORK PLAN

The work plan for this assignment involved a series of inter-related research investigations as summarized below:

- ❑ A thorough investigation of Germantown and surrounding areas to determine geographic boundaries of the local market area; identify factors which may impact residential potentials within the municipality: and examine areas that may be suitable for residential development.

- ❑ A detailed analysis of all relevant employment, demographic, and residential trends/statistics including a comprehensive evaluation of key socio-economic and income variables of area households.

- ❑ A thorough assessment of both the *for rent* and *for sale* sectors of the local housing market (and adjoining areas as applicable).

- ❑ A demand forecast for residential development in and around Germantown over the next 5+ years.

- ❑ A case study evaluation of "like" residential initiatives throughout similar markets in the Midwest in order to assess trends, products, performance levels, etc.

THE REPORT

This report is divided into four sections. Of particular importance is **Section 1** which forwards detailed conclusions and recommendations regarding the highest-and-best housing options for development in Germantown over the next several years. Not to be dismissed, however, are the remaining three sections which can be defined as *fundamentals.* **Section 2**, for instance, provides an outlook for future residential development in the market area based upon all demand-related variables, while **Sections 3 and 4** present a thorough analysis of market's current and future residential marketplace, i.e., both the rental and for sale.

CERTIFICATION AND SIGNATURE

This analysis represents our objective and independent opinion regarding the market potential for new construction housing development within Germantown, Washington County, Wisconsin as certified below:

TRACY CROSS & ASSOCIATES, INC.
An Illinois Corporation

By:
Erik A. Doersching
Its: President & CEO

Date: January 4, 2024

1. A FRAMEWORK FOR PLANNING

The demand/need for ***properly positioned*** new construction housing product in the village of Germantown is considered *substantial.* In other words, future new construction housing potentials in the village of Germantown (and throughout Washington County and other adjoining areas to the south and east) are *ample* provided specific criteria can be met relative to product and price. Specifically, the market is showing a clear need for both *market rate and mainstream/workforce housing* ranging from additional rental idioms to various forms of conventional for sale offerings.

This favorable conclusion, which is supported in Sections 2, 3 and 4 of this report, is based upon: 1) more than adequate demand support for a variety of new construction housing alternatives; 2) notable supply-side constraints, especially for product that targets the mainstream of the market, i.e., those households earning between 50 and 150 percent of the market area's $86,185 median annual income; 3) an ample base of existing (and future) households with strong demographic profiles; 4) tightness (and certain disjointedness) in both the rental and for sale sectors of the market; 5) an excellent localized environment characterized by in-place employment, transportation, shopping/services, entertainment and recreation, along with quality schools; and 6) the opportunity to introduce new and differentiated housing product in a market where such product is definitely needed.

Overall, the village of Germantown is in a unique position to help guide future residential development efforts in a direction of discipline and insight as it relates to specific products that meet the demands of the market relative to densities/lot sizes, product forms, unit types/styles, and most importantly, rent/price positioning. At the same, the village of Germantown has land available within its boundaries for multiple residential development initiatives.

A PLANNING STRATEGY: THE PRODUCT

Because supply-side issues throughout Germantown and adjoining areas are largely driven by the type of product being offered, together with current density allocations for such product idioms (and the cost to produce it), the village of Germantown must think *strategically* in order guide future development efforts to meet the demands/needs of the market, primarily as it relates to the rather large gap that exists between area incomes and new residential development, especially in the for sale sector.

With this said, the following bullet-point summary provides specific product guidelines for establishing the most practical and marketable hierarchy of conventional, mainstream and/or workforce housing – to serve as a guide for future planning and implementation efforts:

- Mirroring a number of successful mainstream rental housing communities throughout the Midwest, including southern Wisconsin, strong consideration should be given to the introduction of three different market rate rental housing series, one consisting of a two-story garden-style walkup idiom directed to all renter households; one representing a ranch villa rental program targeting the active adult aged 55-74, but not restricted to this segment since other profiles will find this product desirable; and one reflecting a single family detached alternative appealing to a cross-section of the market. Together, these three product forms, which are extremely efficient and cost effective to build, will allow for a broad and varied mix of unit types, sizes, and rents capable of penetrating the threshold of mainstream conventional renter households in the marketplace – and those emanating to Germantown in the years to come. In other words, the introduction of these three new construction product lines in Germantown would allow the full breadth of mainstream renter profiles to be targeted. These include Millennials, also known and Echo Boomers or Generation Y, along with Centennials, also known as Generation Z (i.e., younger singles and couples without

children), together with traditional and non-traditional households such as divorcees, middle-age singles, never-nested couples, singles living together as couples in a roommate condition, young families, etc., and, of course, the move-down empty-nester/active adult/pre-retiree/retiree aged 55 to 74 – *a segment which shows substantial growth near term – many of which desire a rental alternative in lieu of home ownership.*

- The ***two-story garden apartment program*** would consist of a "private entry" product with a component of attached, direct-access garages. In this regard, one of the most successful garden-style developments in the Midwest (and in other portions of southern Wisconsin) consists of a series of eight-unit buildings (each with four direct-access one-car garages) or 16-unit buildings (each with eight direct-access one-car garages). With just 50 percent direct-access garages suggested per structure, two different versions of the garden apartment building should be designed in order for each of the individual floorplans to be offered *with a direct access garage* in one of the two building types. By following this formula, each plan offering would have a 50 percent representation of direct-access one-car garages.

- Individual designs for the garden apartment product should be broad and varied consisting of eight (8) plan offerings including one-, two- and three-bedroom options ranging in size from 600 to 1,250 square feet. Please note that this product line would also be accompanied by buildings with optional detached garages. As such, renter profiles could elect either surface parking only; a detached garage; or a unit with an attached garage, thus giving future residents a full continuum of rental options to choose from as it relates to their choice of parking cast against their desired (or needed) monthly payment based upon income. This scenario will also provide competitive consistency with other developments in the market, current and future.

- The ***ranch villa apartment program***, which would target households aged 55+, although not be restricted to this consumer segment, would consist of direct-entry single-level ranch-type townhome plans, most with one-car attached garages, but also including a two-car garage offering. Modeled, in part, after very successful empty nester ranches in other parts of Wisconsin and elsewhere throughout the Midwest, this product line would consist of four different plan designs ranging from a one-bedroom residence at 725 square feet to a three-bedroom unit with 1,275 square feet. This product line would be configured in 3-, 4-, 5- and 6-unit buildings (duplexed where necessary).

- Representing a compliment to both the garden apartments and attached ranch villa rentals, and as an extension of the overall continuum of rental housing product within Germantown, strong consideration should be given to introducing a ***small-lot single family detached rental program***. Targeting a broad range of consumer profiles ranging from younger households to empty-nesters not interested in homeownership, but desirous of a new detached single family housing form, this product line would include one ranch plan at 1,300 square feet and three two-story offerings in the 1,500-1,700 square foot band (all with two-car garages).

- Mirroring competitive counterparts overall, size increments between floorplans (for all three rental products) should not exceed 200 square feet (and be narrower in many instances). This discipline will keep lease rate differentials between plans small and in concert with the gradual upward movement of mainstream (and workforce) household incomes.

- If elevated properly, the three rental housing products can exemplify tasteful suburban architecture and be very complimentary to other development initiatives (including for sale developments) both internal to an individual community and elsewhere throughout the municipality.

- Representing the first of four product lines in the "for sale" sector of the market, and in an effort to establish an overall hierarchy of ownership product starting with an alternative that should be able to achieve price points directly in-line with the lower-end of the qualitative distribution of mainstream/workforce incomes, is an efficiently designed mid-density ***townhome/rowhome series***. This product line would include three separate three-story plan types, each with two main living areas configured over an integral two-car garage and a finished lower level, all with two-car garages. Plan sizes for this series, which will average 1,400 square feet, should range from 1,200 to 1,550 square feet including finished lower levels. This can be achieved in very efficient and cost effective 20' wide modules. With rear-entry garages, individual buildings are generally designed to face one another, thus allowing for a small pedestrian greenway between buildings, or they can be configured fronting a street. Combined, the three individual plan offerings will be capable of attracting a broad range of buyer profiles, with attentive focus directed toward young singles and couples without children, couples in their initial stages of family formation and young families.

- Architecturally, the townhome/rowhome product line can support either a traditional elevation scheme, or it can command something more contemporary/urban oriented, i.e., at the builder's discretion and dependent upon cost. Overall, this product line can achieve a density of 12+ units per acre, thus allowing builders to distribute land and development costs across more units – in an attempt to bring prices down from the current representation of condominium products (i.e., luxury duplexes/fourplexes) that dot the landscape throughout the market.

- Representing a more "cost conscious" or "value-oriented" age-targeted alternative to the highly stylized ranch duplex/fourplex condominiums currently found in Germantown and surrounding areas, yet still directed toward the more mature, move-down home purchasers aged 55-74+, a very efficient ***attached ranch villa*** for sale series is recommended. This product line, which could be configured in 3-, 4-, 5 and/or 6-unit linear buildings (duplexed only where necessary) would consist exclusively of single-level ranch plans, each with a front-load two-car garage and a small, but usable, back-yard or patio area. Ranging in size from 1,375 to 1,675 square feet, the average attached villa unit would carry 1,525 square feet of living space. These homes would be configured slab-on-grade, although a modicum of lots could/should be designated to accommodate optional basements. While directed toward the move-down consumer or empty-nester, this product line would be capable of attracting other segments of the market as well. Ultimately, the goal of creating a villa product slab on grade (as opposed to straight duplex or fourplex buildings with full basements) would be to achieve a higher-density and construction efficiencies which, again, would allow lower costs to be distributed across more units – ultimately leading to more competitive (and appropriate) prices.

- In the single family sector, and representing a departure from the current larger-lot semi-custom/custom home development currently represented among new developments in and around Germantown, would be an urban/suburban detached product line with rear-load garages. Representing a derivation of the neo-traditional planning concept, i.e. Traditional Neighborhood Development (TND), this single family series, ideally, would be comprised of two single-level "ranch" plans, two traditional two-story units (with second floor master bedrooms) and one two-story unit with a first-floor master bedroom, all with optional basements. Ranging in size from 1,500 to 1,900 square feet, and averaging roughly 1,700 square feet across the group, homes in this series should be approximately 30'-35' wide configured on 40'-45' wide homesites. At the Harmony community in Westfield, Indiana, this particular product line has been extremely successful as it has allowed new construction single family housing (through density and unit sizes) to meet a mainstream or workforce price point – one not typically seen among more traditional counterparts on larger lots. In Madison, Wisconsin, Veridian Homes carries a similar style of homes, which allows the builder to offer more mainstream price points. Because of the escalation of new construction single family prices throughout the local market, a similar strategy is warranted. The TND single family product line will be able to attract a broad spectrum of mainstream detached home purchasers including young childless married couples, couples in their initial stages of family formation, and young families. And, with the incorporation of several ranch plans and a two-story master-down design, this program will be in a position to also appeal to the 55 and older empty-nester segment desirous of detached ownership housing.

- The second single family product line should consist of a smaller-lot, more traditional single family series with front-access, two-car garages and optional basements. This product line should be comprised of two single-level "ranch" plans and four traditional two-story units. Ranging in size from 1,750 to 2,400 square feet, and averaging roughly 2,050 square feet across the group, homes in this program should be configured on 50'-55" wide homesites. The smaller lot sizes would, once again, assist in reducing costs, thus allowing for a more competitive price position. Together, the six single family plans will also appeal to a broad spectrum of single family home purchasers including young childless married couples, couples in their initial stages of family formation, and first- and second-time move up families. And, with the inclusion of two ranch plans on small low-maintenance lots, this series will appeal to the 55 and older empty-nester segment as well. *While the price points for this product line align the upper end of mainstream incomes, they more closely align the resale sector. As such, this series will provide a reasonably priced move-up alternative in an effort to alleviate pressure among area resales and open up more options for the mainstream of the market or workforce in the existing home market as well.*

- It is important to note that with proper land planning and architecture, smaller single family lots (both TND and traditional) can still provide for aesthetically appealing community orientation and, most importantly, at the price points not widely represented in the new construction single family sector of the market – price points necessary for the bulk of the market.

For a detailed outline of each recommended mainstream housing idiom including individual product/plan criteria, unit sizes, *current dollar* rents/prices, features, etc., consult **Exhibits 1.1 through 1.7**. As depicted, plan offerings are broad and varied, and reflect some of the best-selling floorplan alternatives among successful "like" products throughout the Midwest.

It is important to note that the detailed planning guidelines and benchmark rent/price suggestions for the various housing products are not arbitrary, but rather *strategic.* Specially, these guidelines will allow five important goals to be met. First, the continuum of home types, styles and rents/prices will directly align mainstream household incomes in the market. Second, the for sale product lines (and their prices) will assist builders in bridging the rather large price gap that exists between area resales and new construction alternatives which, in turn, will provide for "above average" absorption/sales rates. Third, the suggested products (and their typical density allocations) will allow each home series to improve upon total unit counts per acre, which will help minimize raw land costs per unit. Fourth, each suggested product line and plan offering can be built in an efficient manner, which will assist in keeping direct construction costs at a minimum. Finally, the rents/prices assigned to each product line will allow each housing idiom to draw consumers from both the village of Germantown itself, as well as other areas throughout the Milwaukee region, primarily its north/northwest/west suburbs.

Because each product line has been positioned competitively (and strategically) relative to the market, absorption rates for the rental products and sales rates for the ownership offerings are expected to be "at" or "above the market average." And, while absorption and sales are dependent upon other factors such as the scale of a development, i.e., number of total units; site location; community amenities, etc., the following text table offers a general outline of what an individual location would be capable of attaining per product series:

ABSORPTION / SALES SUMMARY - A GUIDE
SUGGESTED HOUSING PRODUCTS: GERMANTOWN, WISCONSIN

Product Line	Estimated Total Units For a Typical Development or Phase (of Relative Scale)	Annual Absorption/ Sales Potential (In Units) At Benchmark Rents/Prices	Marketing Life (In Years)
Two-Story Garden Apts	240	144	1.7 (1)
Ranch Villa Rentals	140	84	1.7 (1)
Single Family Rentals	100	60	1.7 (1)
Townhomes/Rowhomes	60	30	2.0
Attached Ranch Villas	60	30	2.0
TND Single Family	60	30	2.0
Conventional Single Family	40	20	2.0

(1) Marketing life will actually be slightly shorter to get to a stabilized occupancy level of 95 percent.

Source: Tracy Cross & Associates, Inc.

The absorption/sales volumes outlined above are reflective of a series of residential product lines that will appeal to households earning incomes, generally, in the $50,000 to $125,000 range for the rental products and in the $75,000 to $150,000+ range for the ownership idioms. These income segments, which are some of the deepest in the village of Germantown and surrounding communities (including all of Washington County), have been disenfranchised of late relative to new construction alternatives.

1.1

PRODUCT CRITERIA AND BENCHMARK RENTS - TWO-STORY GARDEN APARTMENTS
-- CONVENTIONAL/MAINSTREAM HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form: ***Two-Story Garden Apartments***
(8- or 16-Unit Buildings with 4 or 8 Direct Access One-Car Garages Per Building)

Density in Units Per Acre: ***20.0***

Average Plan Size (Sq. Ft.): ***925***

Average Benchmark Base Rent w/50 % Garages: ***$1,716***
Per Sq. Ft.: [1] ***$1.86***

Plan Detail

Plan Designation	A-1	A-2	A-3	B	C-1	C-2	C-3	D
Percent Distribution	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5
Plan Type	1BR	1BR	1BR	1BR DEN	2BR	2BR	2BR	3BR
Bedroom/Bath Mix	1/1.0	1/1.0	1/1.0	1+Den/1.0	2/2.0	2/2.0	2/2.0	3/2.0
Unit Size (Sq. Ft.)	600	700	775	875	975	1,075	1,150	1,250
Benchmark Base Rent w/o Garage:[1]	$1,245	$1,370	$1,465	$1,590	$1,715	$1,840	$1,935	$2,060
Per Sq. Ft.:[1]	$2.08	$1.96	$1.89	$1.82	$1.76	$1.71	$1.68	$1.65
Benchmark Base Rent w/ Garage:[2]	**$1,370**	**$1,495**	**$1,590**	**$1,715**	**$1,840**	**$1,965**	**$2,060**	**$2,185**
Per Sq. Ft.:[2]	**$2.28**	**$2.14**	**$2.05**	**$1.96**	**$1.89**	**$1.83**	**$1.79**	**$1.75**

Unit Features and Community Amenities

UNIT STANDARDS

- Painted Trim
- Plank Flooring in Living Areas
- "White" Interior Paint Finish
- Direct Wire Smoke Detectors
- Cable/Satellite Access
- High-Speed Internet Connectivity
- USB Ports
- Air Conditioning
- Quality Door Hardware
- Quality Lighting Package
- Private Balcony/Patio

KITCHEN FEATURES

- Quality Wood Cabinetry
- Plank Flooring
- Self Clean Range Oven
- Built-In Dishwasher
- Refrigerator with Ice-Maker
- Garbage Disposal
- Microwave with Vent
- Hard Surface Countertops
- Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Plank Flooring
- Hard Surface Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND STORAGE

- Walk-In MBR Closet (Per Plan)
- Wire Closet Shelving
- Full Size Washer/Dryer (Stacked or Side-by-Side)
- Storage Area (Either In-Unit or Separate)
- Linen Closet(s)
- Programmable Thermostat

COMMUNITY FEATURES/AMENITIES (LARGE-SCALE DEVELOPMENTS)
(SHARED W/RANCH VILLA AND/OR SF RENTALS)

- Architecturally-enhanced Exteriors
- Secured Access Entry Per Unit
- Clubhouse w/ Community Room, Kitchen, Fitness Center, E-Lounge, Etc.
- Outdoor Fireside Lounge & Grilling Stations
- Outdoor Swimming Pool/Deck Area
- Dog Park & Dog Washing Station
- Trail System
- Sport Courts/Playground
- Extensive Landscaping/Hardscaping
- Wi-Fi in all Common Areas
- Direct Access Garages at 50%
- Adequate Surface Parking
- Detached Garages @ $65 Monthly Per Space

[1] Benchmark base monthly rents, which are presented in January 2024 dollars, reflect the posted base rents for units without direct access garages. They do not include potential premiums for corner units, floor or view. They also do not include application/administration fees, pet fees, storage rental, utilities, or detached garages.

[2] Benchmark base monthly rents, which are presented in January 2024 dollars, reflect the posted base rents for units with direct access garages. They do not include potential premiums for corner units, floor or view. They also do not include application/administration fees, pet fees, storage rental, utilities, or detached garages.

Source: Tracy Cross & Associates, Inc.

1.2

PRODUCT CRITERIA AND BENCHMARK RENTS - RANCH VILLA RENTALS
-- CONVENTIONAL/MAINSTREAM HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form:	***Single-Level Ranch Villas w/Attached Garages - Slab on Grade/No Basements (3-, 4-, 5- and/or 6-Unit Buildings-Duplexed Where Necessary)***
Density in Units Per Acre:	***12.0***
Average Plan Size (Sq. Ft.):	***1,000***
Average Benchmark Base Rent:	***$1,981***
Per Sq. Ft.: [(1)]	***$1.98***

Plan Detail

Plan Designation	A	B	C	D
Percent Distribution	25.0	25.0	25.0	25.0
Plan Type	1BR	1BR DEN	2BR	3BR
Garage Condition	1-Car	1-Car	1-Car	2-Car
Bedroom/Bath Mix	1/1.0	1+Den/1.0	2/2.0	3/2.0
Unit Size (Sq. Ft.)	725	925	1,075	1,275
Benchmark Base Rent:[(1)]	$1,625	$1,850	$2,050	$2,400
Per Sq. Ft.:[(1)]	$2.24	$2.00	$1.91	$1.88

Unit Features and Community Amenities

UNIT STANDARDS

- Painted Trim
- Plank Flooring in Living Areas
- "White" Interior Paint Finish
- Direct Wire Smoke Detectors
- Cable/Satellite Access
- High-Speed Internet Connectivity
- USB Ports
- Air Conditioning
- Quality Door Hardware and Lighting Package
- Private Patio

KITCHEN FEATURES

- Quality Wood Cabinetry
- Plank Flooring
- Self Clean Range Oven
- Built-In Dishwasher
- Refrigerator with Ice-Maker
- Garbage Disposal
- Microwave with Vent
- Hard Surface Countertops
- Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Plank Flooring
- Hard Surface Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND STORAGE

- Walk-In MBR Closet (Per Plan)
- Wire Closet Shelving
- Full Size Washer/Dryer (Stacked or Side-by-Side)
- Storage Area (Either In-Unit or Separate)
- Linen Closet(s)
- Programmable Thermostat

COMMUNITY FEATURES/AMENITIES (LARGE-SCALE DEVELOPMENTS) (SHARED W/GARDEN APARTMENTS AND/OR SF RENTALS)

- Architecturally-enhanced Exteriors
- Secured Access Entry Per Unit
- Clubhouse w/ Community Room, Kitchen, Fitness Center, E-Lounge, Etc.
- Outdoor Fireside Lounge & Grilling Stations
- Outdoor Swimming Pool/Deck Area
- Trail System
- Dog Park
- Dog Washing Station
- Sport Courts/Playground
- Extensive Landscaping/Hardscaping
- Wi-Fi in all Common Areas
- Direct Access Garages at 100%
- Additional Surface Parking

[(1)] Benchmark base monthly rents, which are presented in January 2024 dollars, reflect the posted base rents, each of which includes an attached garage. They do not include potential premiums for end units or view. They also do not include application/administration fees, pet fees, storage rental, or utilities.

Source: Tracy Cross & Associates, Inc.

1.3

PRODUCT CRITERIA AND BENCHMARK RENTS - SINGLE FAMILY RENTALS
-- CONVENTIONAL/MAINSTREAM HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form:	***Single Family Rentals w/Attached Garages - Slab on Grade/No Basements (35'-40' Wide Homes on 45'-50' Wide Homesites)***
Density in Units Per Acre:	***8.0***
Average Plan Size (Sq. Ft.):	***1,525***
Average Benchmark Base Rent:	***$2,906***
Per Sq. Ft.: [1]	***$1.91***

Plan Detail

Plan Designation	A	B	C	D
Percent Distribution	25.0	25.0	25.0	25.0
Plan Type	Ranch	2-Story	2-Story	2-Story
Garage Condition	2-Car	2-Car	2-Car	2-Car
Bedroom/Bath Mix	2+Den/2.0	3/2.5	3/2.5	3+Loft/2.5
Unit Size (Sq. Ft.)	1,300	1,500	1,600	1,700
Benchmark Base Rent:[1]	$2,625	$2,875	$3,000	$3,125
Per Sq. Ft.:[1]	$2.02	$1.92	$1.88	$1.84

Unit Features and Community Amenities

UNIT STANDARDS

- Painted Trim
- Plank Flooring in Living Areas
- "White" Interior Paint Finish
- Direct Wire Smoke Detectors
- Cable/Satellite Access
- High-Speed Internet Connectivity
- USB Ports
- Air Conditioning
- Quality Door Hardware and Lighting Package
- Private Patio

KITCHEN FEATURES

- Quality Wood Cabinetry
- Plank Flooring
- Self Clean Range Oven
- Built-In Dishwasher
- Refrigerator with Ice-Maker
- Garbage Disposal
- Microwave with Vent
- Hard Surface Countertops
- Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Plank Flooring
- Hard Surface Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND STORAGE

- Walk-In MBR Closet (Per Plan)
- Wire Closet Shelving
- Full Size Washer/Dryer (Stacked or Side-by-Side)
- Storage Area (Either In-Unit or Separate)
- Linen Closet(s)
- Programmable Thermostat

COMMUNITY FEATURES/AMENITIES (LARGE-SCALE DEVELOPMENTS) (SHARED W/GARDEN APARTMENTS AND/OR RANCH VILLA RENTALS)

- Architecturally-enhanced Exteriors
- Secured Access Entry Per Unit
- Clubhouse w/ Community Room, Kitchen, Fitness Center, E-Lounge, Etc.
- Outdoor Fireside Lounge & Grilling Stations
- Outdoor Swimming Pool/Deck Area
- Trail System
- Dog Park
- Dog Washing Station
- Sport Courts/Playground
- Extensive Landscaping/Hardscaping
- Wi-Fi in all Common Areas
- Direct Access Garages at 100%
- Additional Surface Parking

[1] Benchmark base monthly rents, which are presented in January 2024 dollars, reflect the posted base rents, each of which includes an attached garage. They do not include potential premiums for end units or view. They also do not include application/administration fees, pet fees, storage rental, or utilities.

Source: Tracy Cross & Associates, Inc.

1.4

PRODUCT CRITERIA AND BENCHMARK PRICES - FOR SALE TOWNHOMES/ROWHOMES
-- CONVENTIONAL/MAINSTREAM HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form:	***Townhomes/Rowhomes***
Garage Condition:	***2-Car (Rear Load)***
Lower Level of Townhomes/Rowhomes	***Finished***
Average Plan Size (Sq. Ft.):	***1,400***
Average Benchmark Base Price: [1]	***$266,990***
Per Sq. Ft.:	***$190.71***
Average Anticipated Closing Price: [2]	***$283,000***
Per Sq. Ft.:	***$202.14***

Plan Detail

Plan Designation	A	B	C
Plan Style	3-Story	3-Story	3-Story
Bedrooms	2	2+Loft+Flex	3+Flex
Baths	2.5	2.5	2.5
Unit Size (Sq. Ft.)	1,200	1,450	1,550
Benchmark Base Price:[1]	$254,990	$269,990	$275,990
Per Sq. Ft.:	$212.49	$186.20	$178.06
Anticipated Closing Price: [2]	***$270,300***	***$286,200***	***$292,500***
Per Sq. Ft.:	***$225.25***	***$197.38***	***$188.71***

Features and Amenities

UNIT STANDARDS

- Luxury Plank Flooring in Main Living Areas
- Carpeting in Bedroom Areas
- "White" Interior Paint Finish
- Painted Trim
- Direct-Wire Smoke Detectors Per Code
- Cable/Satellite/Telephone Prewire
- Paneled Doors
- High-Speed Internet Connectivity
- Air Conditioning
- Designer Door Hardware
- Designer Lighting Package
- Private Balcony

KITCHEN FEATURES

- Quality Cabinetry
- Luxury Plank Flooring
- Four Burner Cooktop
- Self Clean Single Oven-Stainless Steel
- Built-In 5-Cycle Dishwasher-Stainless Steel
- Refrigerator with Ice-Maker-Stainless Steel
- Garbage Disposal
- Microwave with Vent
- Granite or Quartz Countertops
- Double Bowl Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Ceramic Flooring
- Granite or Quartz Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND LAUNDRY

- Walk-In MBR Closet (Per Plan)
- Laminate Closet Shelving
- Washer/Dryer Hook-Up
- Linen Closet(s)
- Programmable Thermostat

BUILDING FEATURES/AMENITIES

- Architecturally-Enhanced Exteriors
- Extensive Hardscaping/Landscaping
- Finished Lower Level
  (Note: Lower Level in the Smallest Unit is Limited to A Laundry Room, Closet, Etc.)
- Front-Oriented Sidewalks
- Modest, But Desirable Community Amenities (Depends on Size of Development)

[1] Benchmark base sales prices, which are presented in January 2024 dollars, do not include options, upgrades or premiums.
[2] Includes an estimate for options, upgrades and premiums, i.e. 6.0 percent above the base sales price.

Source: Tracy Cross & Associates, Inc.

1.5

PRODUCT CRITERIA AND BENCHMARK PRICES - FOR SALE ATTACHED RANCH VILLAS
-- CONVENTIONAL/MAINSTREAM HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form:	***Attached Ranch Villas (3-, 4-, 5 and 6-Unit Buildings - Duplexed Where Necessary)***
Garage Condition:	***2-Car (Front)***
Average Plan Size (Sq. Ft.):	***1,525***
Average Benchmark Base Price: [1] ***Per Sq. Ft.:***	***$288,990*** ***$189.50***
Average Anticipated Closing Price: [2] ***Per Sq. Ft.:***	***$309,200*** ***$202.75***

Plan Detail

	A	B	C
Plan Designation	A	B	C
Plan Style	Ranch	Ranch	Ranch
Bedrooms	2	2+Den	3
Baths	2	2	2
Unit Size (Sq. Ft.)	1,375	1,525	1,675
Benchmark Base Price:[1] Per Sq. Ft.:	$279,990 $203.63	$288,990 $189.50	$297,990 $177.90
Anticipated Closing Price: [2] ***Per Sq. Ft.:***	***$299,600*** ***$217.89***	***$309,200*** ***$202.75***	***$318,800*** ***$190.33***

Features and Amenities

UNIT STANDARDS

- Luxury Plank Flooring in Main Living Areas
- Carpeting in Bedroom Areas
- "White" Interior Paint Finish
- Painted Trim
- Direct-Wire Smoke Detectors Per Code
- Cable/Satellite/Telephone Prewire
- Paneled Doors
- High-Speed Internet Connectivity
- Air Conditioning
- Designer Door Hardware
- Designer Lighting Package
- Private Patio Area

KITCHEN FEATURES

- Quality Cabinetry
- Luxury Plank Flooring
- Four Burner Cooktop
- Self Clean Single Oven-Stainless Steel
- Built-In 5-Cycle Dishwasher-Stainless Steel
- Refrigerator with Ice-Maker-Stainless Steel
- Garbage Disposal
- Microwave with Vent
- Hard Surface Countertops
- Double Bowl Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Ceramic Flooring
- Hard Surface Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND LAUNDRY

- Walk-In MBR Closet (Per Plan)
- Laminate Closet Shelving
- Washer/Dryer Hook-Up
- Linen Closet(s)
- Programmable Thermostat

HOME FEATURES/AMENITIES

- Architecturally-Enhanced Exteriors
- Extensive Hardscaping/Landscaping
- Basements Optional on Select Lots
- Front-Oriented Sidewalks
- Modest, But Desirable Community Amenities (Depends on Size of Development)

[1] Benchmark base sales prices, which are presented in January 2024 dollars, do not include options, upgrades or premiums.
[2] Includes an estimate for options, upgrades and premiums, i.e. 7.0 percent above the base sales price.

Source: Tracy Cross & Associates, Inc.

1.6

PRODUCT CRITERIA AND BENCHMARK PRICES - SMALL LOT TND FOR SALE SINGLE FAMILY
-- CONVENTIONAL/MAINSTREAM HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form:	***Single Family***
Lot Dimensions:	***40'-45" x 100'-110'***
Garage Condition:	***2-Car (Rear Load)*** ***(Front-Load As Necessary)***
Average Plan Size (Sq. Ft.):	***1,700***
Average Benchmark Base Price: [1]	***$329,990***
Per Sq. Ft.:	***$194.11***
Average Anticipated Closing Price: [2]	***$353,100***
Per Sq. Ft.:	***$207.71***

Plan Detail

Plan Designation	A	B	C	D	E
Plan Style	Ranch	Ranch	2-Story	2-Story	2-Story (1st Floor MBR)
Bedrooms	2 + Den	2 + Flex	3	3 + Flex	3 + Loft
Baths	2	2	2.5	2.5	2.5
Unit Size (Sq. Ft.)	1,500	1,600	1,700	1,800	1,900
Benchmark Base Price:[1]	$311,990	$320,990	$329,990	$338,990	$347,990
Per Sq. Ft.:	$207.99	$200.62	$194.11	$188.33	$183.15
Anticipated Closing Price: [2]	***$333,800***	***$343,500***	***$353,100***	***$362,700***	***$372,300***
Per Sq. Ft.:	***$222.53***	***$214.69***	***$207.71***	***$201.50***	***$195.95***

Features and Amenities

UNIT STANDARDS

- Luxury Plank Flooring in Main Living Areas
- Carpeting in Bedroom Areas
- "White" Interior Paint Finish
- Painted Trim
- Direct-Wire Smoke Detectors Per Code
- Cable/Satellite/Telephone Prewire
- Paneled Doors
- High-Speed Internet Connectivity
- Air Conditioning
- Designer Door Hardware
- Designer Lighting Package
- Private Patio Area

KITCHEN FEATURES

- Quality Cabinetry
- Luxury Plank Flooring
- Four Burner Cooktop
- Self Clean Single Oven-Stainless Steel
- Built-In 5-Cycle Dishwasher-Stainless Steel
- Refrigerator with Ice-Maker-Stainless Steel
- Garbage Disposal
- Microwave with Vent
- Hard Surface Countertops
- Double Bowl Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Ceramic Flooring
- Hard Surface Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND LAUNDRY

- Walk-In MBR Closet (Per Plan)
- Laminate Closet Shelving
- Washer/Dryer Hook-Up
- Linen Closet(s)
- Programmable Thermostat

HOME FEATURES/AMENITIES

- Architecturally-Enhanced Exteriors
- Extensive Hardscaping/Landscaping
- Optional Basements
- Front-Oriented Sidewalks
- Modest, But Desirable Community Amenities (Depends on Size of Development)

[1] Benchmark base sales prices, which are presented in January 2024 dollars, do not include options, upgrades or premiums.
[2] Includes an estimate for options, upgrades and premiums, i.e. 7.0 percent above the base sales price.

Source: Tracy Cross & Associates, Inc.

1.7

PRODUCT CRITERIA AND BENCHMARK PRICES - CONVENTIONAL FOR SALE SINGLE FAMILY
-- CONVENTIONAL/MAINSTREAM/MOVE-UP HOUSING --
GERMANTOWN, WISCONSIN

Product Line Summary

Product Form:	***Single Family***
Lot Dimensions:	***55'-60' x 120'***
Garage Condition:	***2-Car (Front)***
Average Plan Size (Sq. Ft.):	***2,050***
Average Benchmark Base Price: [1]	***$386,490***
Per Sq. Ft.:	***$188.53***
Average Anticipated Closing Price: [2]	***$413,600***
Per Sq. Ft.:	***$201.76***

Plan Detail

Plan Designation	A	B	C	D	E	F
Plan Style	Ranch	Ranch	2-Story	2-Story	2-Story	2-Story
Bedrooms	3	3	3+Flex	4	4 + Loft	4 + Den
Baths	2.0	2.0	2.5	2.5	2.5	2.5
Unit Size (Sq. Ft.)	1,750	1,850	1,950	2,100	2,250	2,400
Benchmark Base Price:[1]	$359,990	$368,990	$377,990	$390,990	$403,990	$416,990
Per Sq. Ft.:	$205.71	$199.45	$193.84	$186.19	$179.55	$173.75
Anticipated Closing Price: [2]	***$385,200***	***$394,800***	***$404,400***	***$418,400***	***$432,300***	***$446,200***
Per Sq. Ft.:	***$220.11***	***$213.41***	***$207.38***	***$199.24***	***$192.13***	***$185.92***

Features and Amenities

UNIT STANDARDS

- Luxury Plank Flooring in Main Living Areas
- Carpeting in Bedroom Areas
- "White" Interior Paint Finish
- Painted Trim
- Direct-Wire Smoke Detectors Per Code
- Cable/Satellite/Telephone Prewire
- Paneled Doors
- High-Speed Internet Connectivity
- Air Conditioning
- Designer Door Hardware
- Designer Lighting Package
- Large Private Patio Area

KITCHEN FEATURES

- Quality Cabinetry
- Luxury Plank Flooring
- Four Burner Cooktop
- Self Clean Single Oven-Stainless Steel
- Built-In 5-Cycle Dishwasher-Stainless Steel
- Refrigerator with Ice-Maker-Stainless Steel
- Garbage Disposal
- Microwave with Vent
- Hard Surface Countertops
- Double Bowl Stainless Steel Sink

BATH/POWDER ROOM STANDARDS

- Ceramic Flooring
- Hard Surface Vanity Tops
- Quality Cabinetry
- Ceramic Tub/Shower Surround
- Framed Glass Mirror Over Vanity

CLOSETS, UTILITIES, AND LAUNDRY

- Walk-In MBR Closet (Per Plan)
- Laminate Closet Shelving
- Washer/Dryer Hook-Up
- Linen Closet(s)
- Programmable Thermostat

HOME FEATURES/AMENITIES

- Architecturally-Enhanced Exteriors
- Extensive Hardscaping/Landscaping
- Optional Basements
- Modest, But Desirable Community Amenities (Depends on Size of Development)

[1] Benchmark base sales prices, which are presented in January 2024 dollars, do not include options, upgrades or premiums.
[2] Includes an estimate for options, upgrades and premiums, i.e. 7.0 percent above the base sales price.

Source: Tracy Cross & Associates, Inc.

Please keep in mind that the product recommendations outlined in the previous paragraphs (and in Exhibits 1.1 through 1.7) reflect the most strategic approach for filling the voids that exist in Germantown and surrounding areas and for penetrating the threshold or mainstream of the market. This is not to suggest that the higher-end of the new construction for sale home market (at price points of $450,000 and above) will not still have its place locally (it will), but with lower sales volumes much akin to those currently being generated by area builders, i.e., 12 units annually per product line. Nevertheless, highly-stylized duplex/fourplex residences and larger-lot single family homes (with more square footage, three-car garages, etc.) will continue to reflect and important part of the hierarchy of new construction product in the market and should also be viewed as viable (at the appropriate scale).

MARKET POSITIONING

It is important to reiterate that the benchmark rents/prices outlined in Exhibits 1.1 through 1.7 have been *carefully* established so that each product line can penetrate the mainstream of the new construction housing market based, primarily, on incomes, while at the same time supporting a value position necessary to appeal to consumers from inside and outside the local area. For example, the three rental products will each occupy an appropriate (and competitive) rent/value variance when cast against some of the newer, most proximate apartment communities of scale, i.e., those developments of 100+ units introduced in the last 10 years within 4-5 miles of Germantown (see **Exhibits 1.8 and 1.9**).

The various for sale products, in turn, will occupy much lower/more competitive value positions in the market considering the higher price points currently represented in the new construction sector (see **Exhibits 1.10 and 1.11).** As such, these product lines can expect higher absorption rates than what is typically seen among area developments, especially considering the lack of competitive substitution at benchmark prices. In other words, the more value-oriented nature of the for sale products will allow for 20-30 sales annually per series – in a market where the typical annual sales rate hovers at 12 units annually *or lower*.

A DISCIPLINE APPROACH TO PRODUCT DEVELOPMENT

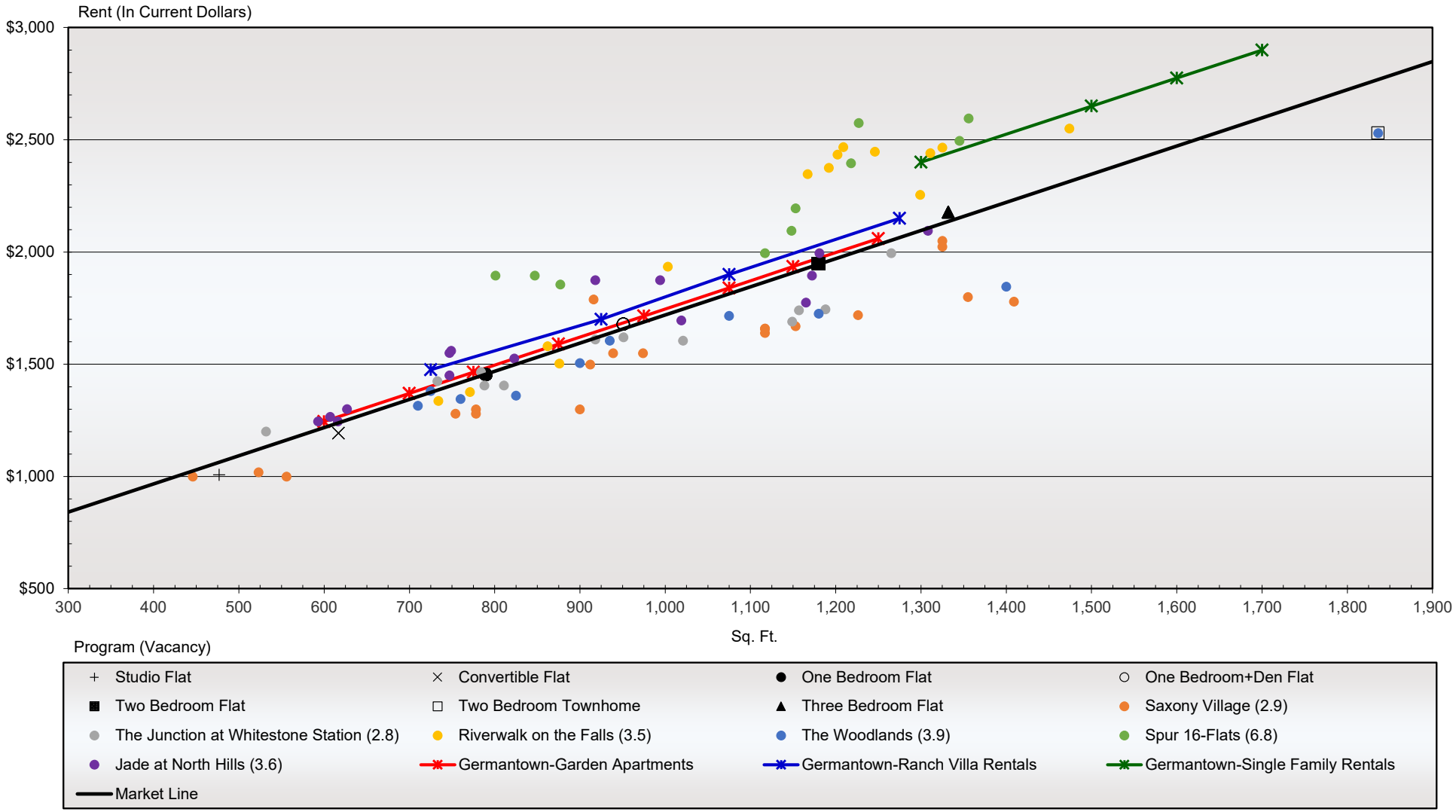
To achieve the rents/prices (and absorption) outlined for each product line, and apart from the requirement of higher densities, it will be imperative for the Village of Germantown, and other stakeholders, to work closely with builders/developers so that the recommendations are understood and embraced. Specifically, builders/developers (and governing bodies) will need to think differently in terms of land planning, development, and product design in order to *substantially reduce costs*, a key component to meeting the rent/price requirements. Provided below are number of guiding principles for bringing properly positioned conventional, mainstream and/or workforce housing to market, especially as it relates to the ownership products:

- Each product line must be efficient and cost effective to build from a design standpoint (value engineered). This can be achieved while still offering functional and desirable floorplan alternatives.

- The basis for design should be modeled after box-on-box/four-corner construction with no wasted space; however, exterior elevations should still be very appealing. Referencing the latter, a strong use of colors *not materials* is but one example of how quality can be portrayed to the consumer. This has been accomplished in numerous communities throughout the U.S. with specific reference made to re-development efforts at Stapleton Airport in Denver, among others. To reiterate, by creating value-oriented floorplans, we are not suggesting that quality be minimized, nor is there implication that overall curb appeal be comprised. It simply needs to be accomplished strategically "behind the scenes."

1.8

Rent/Value Analysis
Selected Rental Housing Communities
Germantown Primary Market Area (PMA)



Rent/value analysis uses a scatter diagram to graphically represent a set of observations found in today's marketplace, specifically the square footage of units offered and their associated rent levels. Regression analysis is then used to fit a line through the set of market observations that represent the "best fit" or average market line. This market line can then be used to predict the performance of a new, untested product line or offer explanations regarding the occupancy/absorption rates of currently available product lines.

Source: Tracy Cross & Associates, Inc.

Rent/Value Analysis
Selected Rental Housing Communities
Germantown Primary Market Area (PMA)

Plan Size (Sq. Ft.)	Average Market Rent	Program/Location	Year Built	Total Units	Average Plan Size (Sq. Ft.)	Average Posted Base Rent		Average Base Market Rent	Price Variance From Market	Vacancy Rate
						Dollars	Rent per Sq. Ft.			
300	$844	Spur 16-Flats/Mequon	2019	146	1,163	$2,257	$1.94	$1,923	+$334	6.8
400	969	(1) ***Germantown-Single Family Rentals***	---	---	***1,525***	***2,681***	***1.76***	***2,375***	***+306***	---
500	1,094	(1) Riverwalk on the Falls/Menomonee Falls	2018	114	1,057	1,973	1.87	1,791	+182	3.5
600	1,219	(1) ***Germantown-Ranch Villa Rentals***	---	---	***1,000***	***1,831***	***1.83***	***1,719***	***+112***	---
700	1,344	Jade at North Hills/Menomonee Falls	2018	139	874	1,593	1.82	1,562	+31	3.6
800	1,469	(1) ***Germantown-Garden Apartments***	---	---	***925***	***1,653***	***1.79***	***1,625***	***+28***	---
900	1,594									
1,000	1,719	***---- Market Average ----***	---	---	***1,003***	***1,723***	***1.72***	***1,723***	***0***	***3.7***
1,100	1,844									
1,200	1,969	(1) The Junction at Whitestone Station/Menomonee Falls	2016	318	954	1,589	1.67	1,662	-73	2.8
1,300	2,094	(1) Saxony Village/Germantown	2018	172	972	1,533	1.58	1,684	-151	2.9
1,400	2,219	(1) The Woodlands/Menomonee Falls	2015	153	1,066	1,649	1.55	1,802	-153	3.9
1,500	2,344									
1,600	2,469									
1,700	2,594									
1,800	2,719									
1,900	2,844									

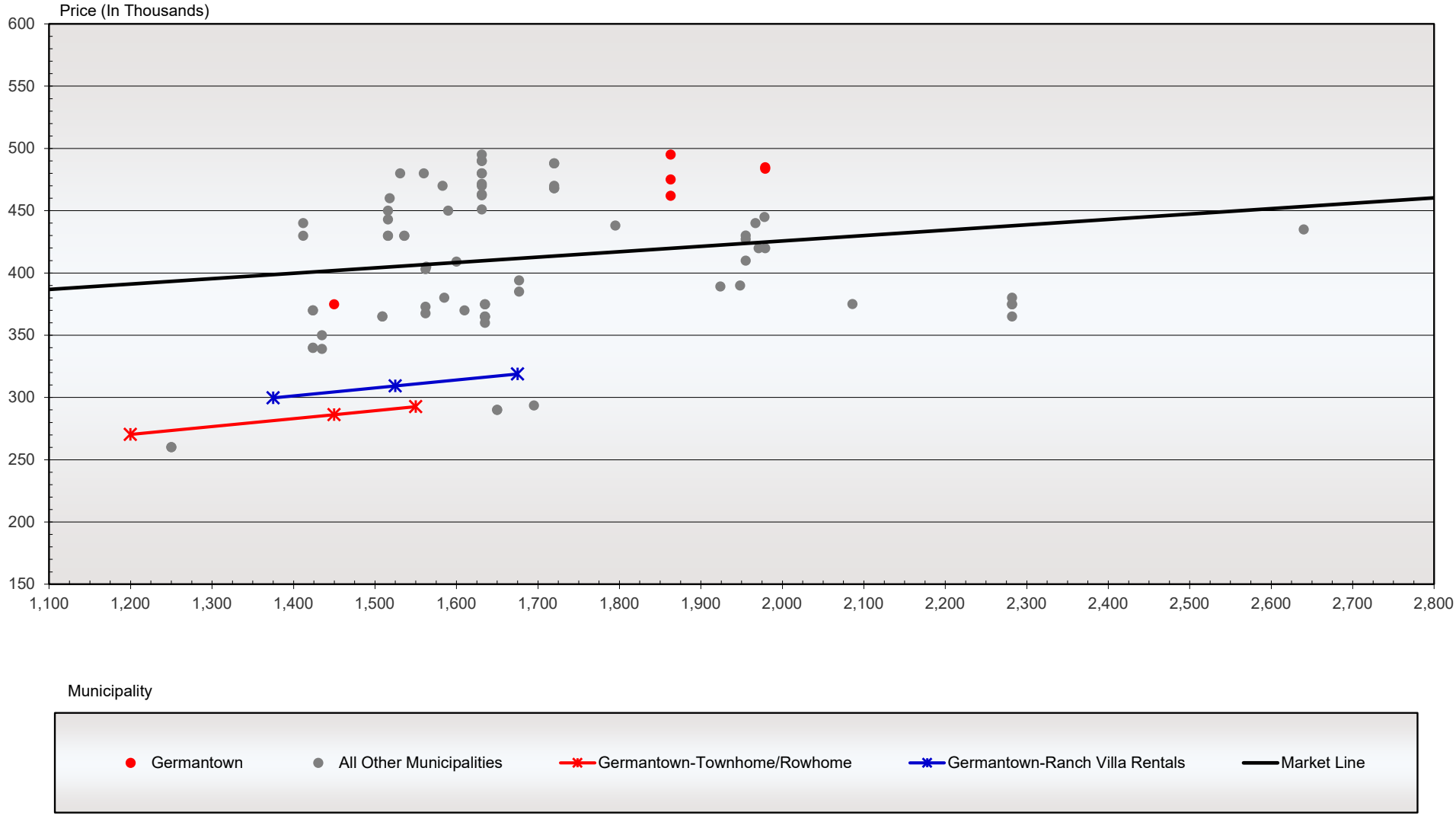
Slope: $1.25 per sq. ft.

(1) Development includes one enclosed parking space in some or all of its units. As such, an adjustment has been made (for analytical purposes only) so each development can be assessed as if garages were optional.

Source: Tracy Cross & Associates, Inc.

1.10

Price/Value Analysis
New Construction Duplex/Fourplex/Condominium Closings (Priced from $250,000 - $499,999)
Germantown Primary Market Area (PMA): Last 12 Months

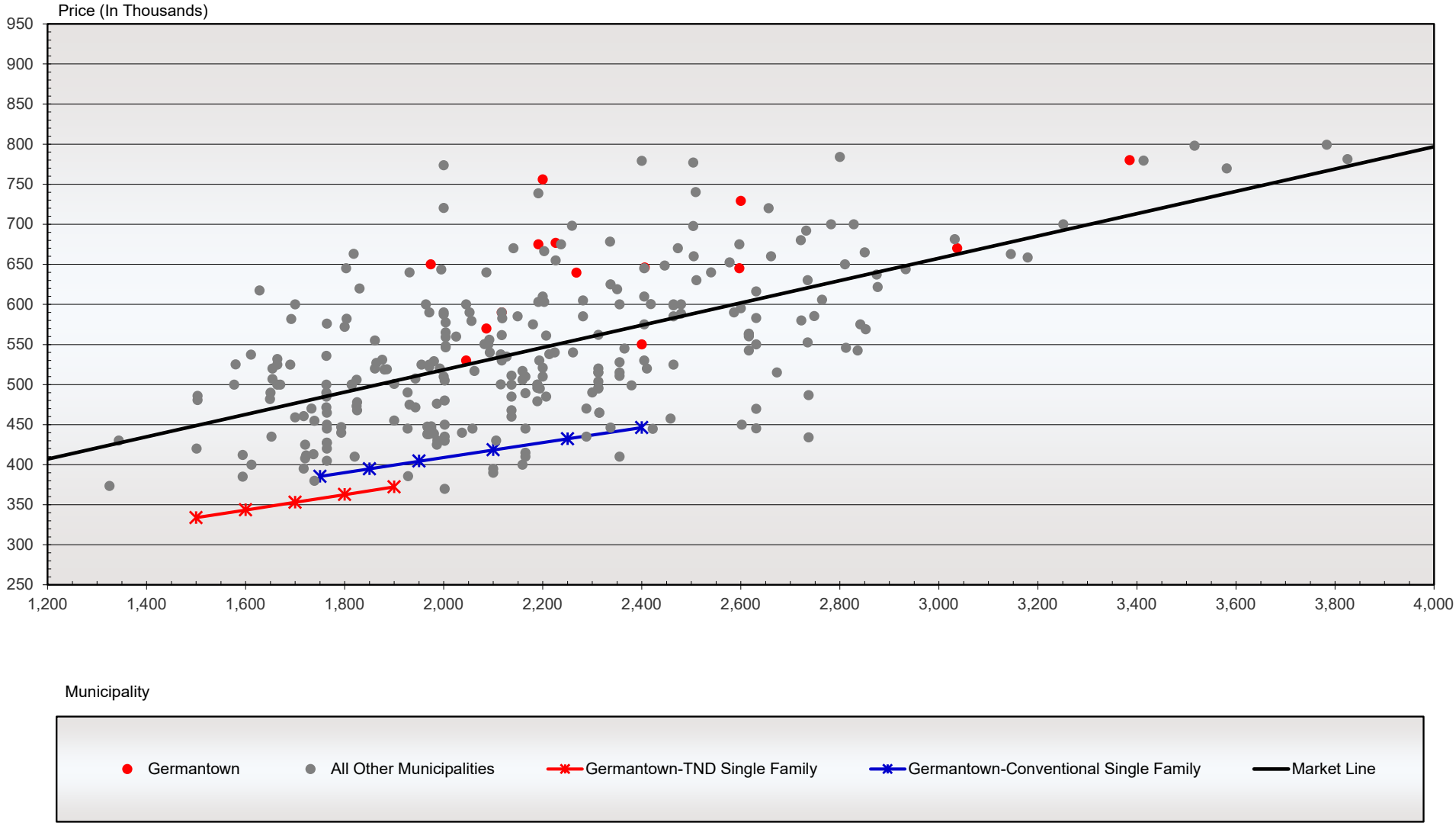


Price/value analysis uses a scatter diagram to graphically represent a set of observations found in today's marketplace, specifically the square footage of models offered and their associated sales prices. Regression analysis is then used to fit a line through the set of market observations that represent the "best fit" or average market line. This market line can then be used to predict the performance of a new, untested product line or offer explanations regarding the sales rate of currently available product lines.

Source: Tracy Cross & Associates, Inc.

1.11

Price/Value Analysis
New Construction Single Family Closings (Priced from $350,000 - $799,999)
Germantown Primary Market Area (PMA): Last 12 Months



Price/value analysis uses a scatter diagram to graphically represent a set of observations found in today's marketplace, specifically the square footage of models offered and their associated sales prices. Regression analysis is then used to fit a line through the set of market observations that represent the "best fit" or average market line. This market line can then be used to predict the performance of a new, untested product line or offer explanations regarding the sales rate of currently available product lines.

Source: Tracy Cross & Associates, Inc.

- ❑ Once value-engineering has taken place, and efficient/cost effective housing units/buildings are designed, these efficiencies must be conveyed to all subcontractors for bidding purposes.

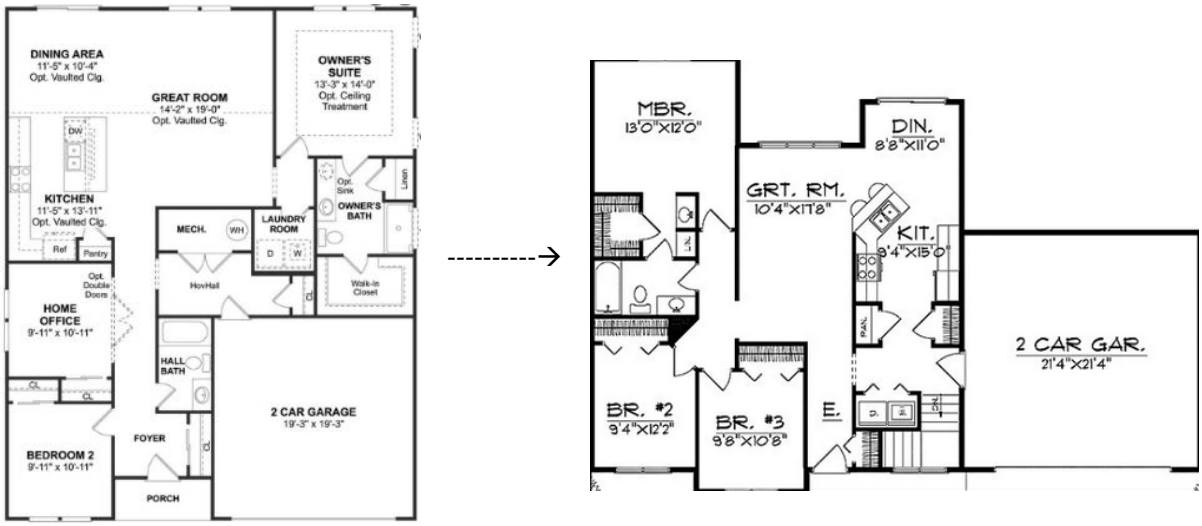
- ❑ None of the product lines should offer standard (included) basements, although the option for a basement can be made available in certain series (as indicated).

- ❑ Additionally, outdoor living space for each residence (within each product line) is essential, but need not be extensive. Specifically, private balconies for both apartment series and the townhomes/rowhomes will be sufficient, along with private courtyards/patios/backyard areas for the attached ranch villas and most single family homes.

Provided below are a few floorplan examples that portray efficiency in design:

Efficient Three-Story Townhome/Rowhome Plan

Efficient Conventional SF Ranch Plan (Left) – As Opposed to Inefficient SF Ranch Plan (Right)



Finally, in achieving higher densities across the various product lines, strong consideration should be placed on "to the street" product, smaller lots, along with front-to-back living (i.e., narrower units). At the same time, the mixing of products within neighborhood areas will help improve densities, while also establishing a desirable architectural landscape. In reference to this latter point, in many instances, higher-density communities (with strong exterior elevations) can create an architectural landscape that is much more desirable in terms of community orientation compared to larger-lot developments with minimal landscaping and/or natural amenities.

PRODUCT CLARIFICATION

Please keep in mind that while our product guidelines are very specific, there are a number of derivatives to each of the recommended generic forms that could evolve through the design efforts of individual builders/developers – or through the overall implementation process. However, when considering any derivatives during the course of the planning process, it is still important to follow the general parameters outlined for each of the recommended products relative to unit types, bedroom counts, rents, prices, etc., in order to insure acceptable absorption and/or sales, and most importantly, the appeal to the mainstream or middle of the market.

In addition, consideration can certainly be given to the introduction of other generic forms on the basis of the imbalance that exists market-wide between supply and demand – but done so with the same general planning strategy in mind – that being differentiation, efficiency, tasteful architecture, and rent/price positioning.

GEOGRAPHIC AND COMMUNITY POSITIONING

Given such severe supply-side constraints in the new construction housing market (i.e., deficiencies in supply for properly positioned product), practically any suitable location within Germantown could be considered for residential development or redevelopment. With this said, the Village of Germantown is in a position to move rather swiftly with its planning efforts considering the municipality has already identified 12 initial sites (both large and small) that could potentially contain a component (or components) of residential units (see **Exhibit 1.12**). In fact, with the Village getting close to securing the Grosenick parcel, which contains roughly five (5) total acres, the introduction of, say, the suggested for sale townhome/rowhome product line (as depicted earlier in Exhibit 1.4) could bring a much needed new construction price point to the village. In this regard, it is likely that 60+/- units could be configured within this parcel and, at the price points indicated earlier, a development of this scale could achieve full sellout in just two short years at 30 sales annually.

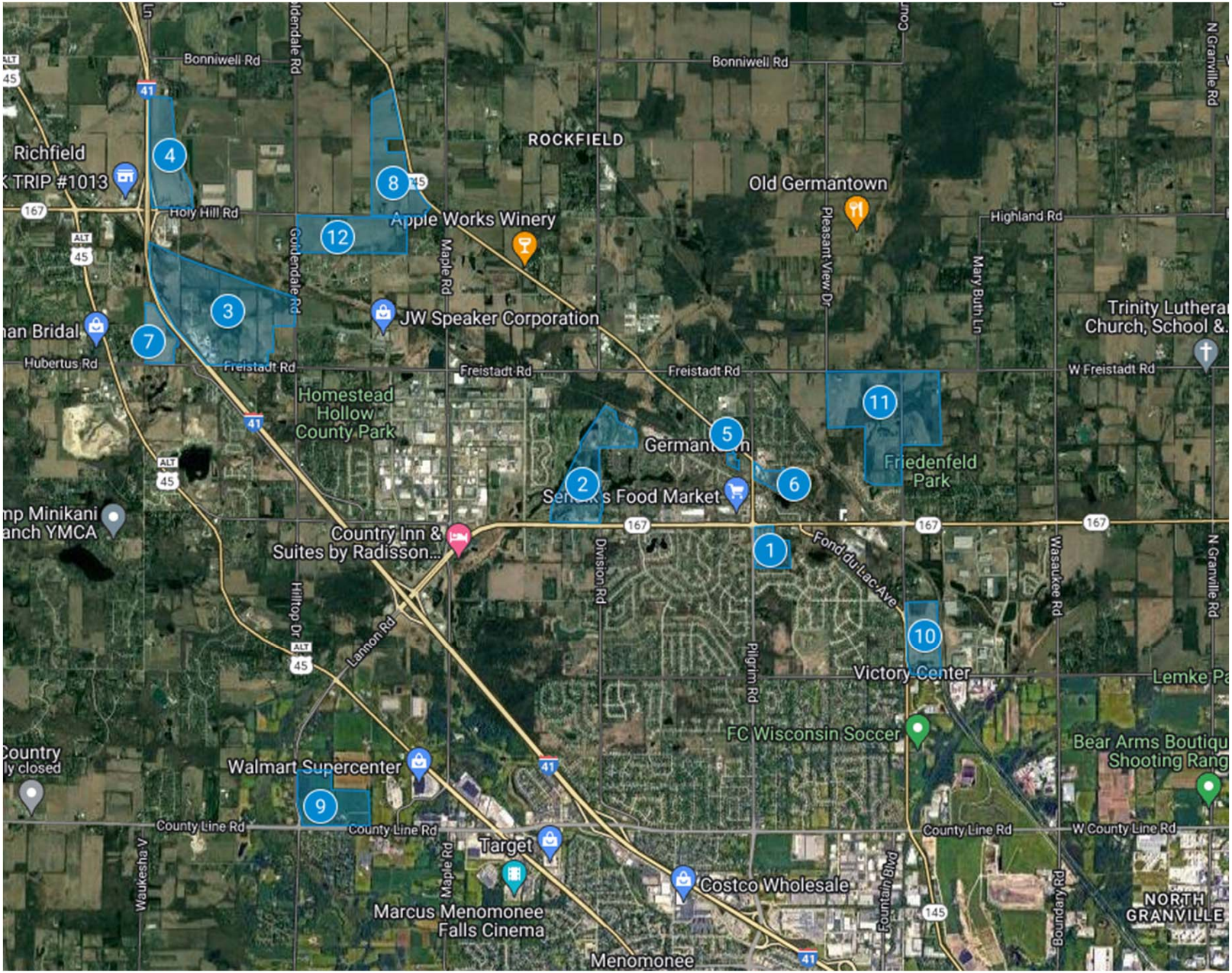
Most of the other properties identified by the Village could contain multiple product lines given their size (and the higher density allocations of each recommended home series). As a general guide, among the various larger assemblages that are proximate to Interstate 41 and/or align some of Germantown's most prominent business/industrial areas, communities offering a combination of the various rental products should be considered. For example, the Holy Hill Gateway District assemblage carries enough acreage for all three rental housing products to be introduced in a planned and be marketed concurrently. At the same time, larger assemblages on the east side of the municipality like the Country Aire North Neighborhood, which are more aesthetically appealing relative to surrounding residential uses and/or open space, should be earmarked for larger-scale ownership communities with multiple product lines/neighborhood areas.

1.12

GEOGRAPHIC DELINEATION OF POTENTIAL DEVELOPMENT / REDEVELOPMENT SITES
GERMANTOWN, WISCONSIN

Potential Development/Redevelopment Sites

1. Pilgrim Rd & Mequon Rd
2. Blackstone Crk Golf Course
3. Freistadt District-E of I-41
4. Holy Hill Gateway District
5. Grosenick Parcel
6. Fond du Lac Ave & Pilgrim
7. Freistadt District-W of I-41
8. Dheinsville Neighborhood
9. Lannon Rd & County Line Rd
10. Victory Center Corridor
11. Country Aire North Nghbrhd
12. Isabelle Farms Nghbrhd



Source: Village of Germantown, Tracy Cross & Associates, Inc. and Google Maps

With this said, and again considering the size of many of the identified development/redevelopment sites, strong consideration should be given to the creation of a true master-planned community (or two) whereby multiple product lines would be introduced within an amenity enhanced environment. Such a community could become a ***destination point development*** whereby a full hierarchy of residential products are combined with heavy landscaping and hardscaping, together with amenities such as pocket parks, walking/jogging/biking trails, playgrounds, sport courts, open space areas, etc. – *representing a true lifestyle environment.* Such a development in the new construction sector is generally absent in northwest suburban Milwaukee, especially with the product and price points recommended, and would most certainly allow the village of Germantown to capture a *disproportionate share of market-wide demand*, while also inducing spillover from other areas.

Provided below are several items to consider if planning a destination-point master-planned community:

- ❑ To provide strong community infrastructure created around a theme of livability, functionality, walkability, and recreation/convenience.

- ❑ To create a community where emphasis is placed on all segments of the market ranging from younger childless singles and couples to families living, playing, and growing together; and where active adult residents can see and experience the vibrancy of youth. Establishing this reality includes the combination of all products with appropriate, but minimally expensive, amenities.

- ❑ To create a community in which a variety of densities are carefully combined with pocket parks and other recreational uses – and that all are highly integrated and exposed for everyone to enjoy. *Like the architecture and design of the homes, the land plan must be very efficient as well.*

OTHER CONSIDERATIONS

Even with a disciplined planning and design approach, it is possible that some incentives or concessions from the municipality might also be necessary to bring the *for sale products* (as positioned) to market, especially in larger-scale communities. While this will need to be determined through the planning process, it should be given due consideration. For the rental products, it is unlikely that incentives/concessions would be required at benchmark rents as they are more consistent with new/newer market comparables, although rising construction costs may also require some assistance in this regard.

Examples of the types of incentives being utilized by other municipalities to bring the gap between costs and "needed" housing prices include Tax Increment Financing (TIF) and/or land subsidies or land subordination, i.e., reducing the cost of land or eliminating the cost whatsoever.

Also, it is important to note that when considering parcels for the introduction of properly priced, mainstream housing throughout the village, vacant sites typically represent a stronger alternative as there are added costs associated with redevelopment sites including demolition and debris removal.

NEXT GENERATION HOUSING INITIATIVE – WASHINGTON COUNTY

With the village of Germantown situated within the boundaries of Washington County, the municipality is in a position to benefit from the county's *Next Generations Housing* initiative, which aims to assist communities, developers, builders, etc. in filling voids that exist in the market relative to ownership housing forms. As highlighted thus far in this report, and detailed more thoroughly in Sections 2, 3 and 4 that follow, the recent price escalation among virtually all new construction for sale developments throughout Germantown and surrounding areas has created a significant void for properly positioned for sale idioms. As such, our analysis empirically identified this void and made specific product/price recommendations to fill it – recommendations that conform to the goals of the Next Generation Housing initiative. With this said, and because several of Germantown's identified development/redevelopment properties are already being considered for Next Generation Housing, *the municipality should continue to consider this opportunity.*

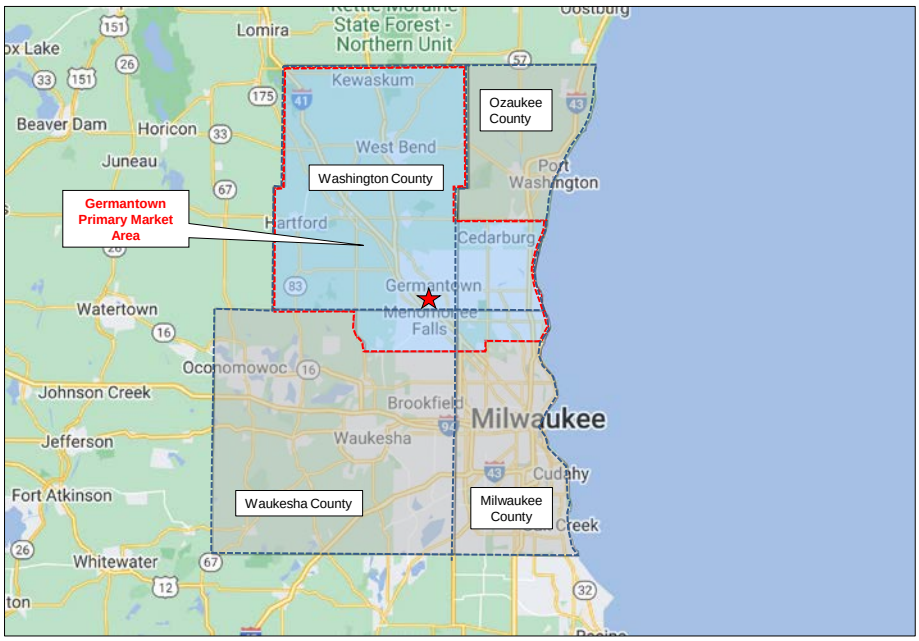
One only has to look at the first Pilot program under the Next Generation Housing banner to see the impact it is having and the success in terms of sales. In Jackson, roughly eight miles north of Germantown, Harbor Homes and Hillcrest Builders recently introduced new construction single family homes starting in the low $300,000s (in a market where this price point is virtually non-existent). Within the first six months, 14 homes have been sold with closings pending – a sales rate stronger than any other development locally.

All told, the effort involved with bringing for sale housing product to market in Germantown (at the prices suggested), along with the variety of new rental products, will be rewarded by significant sales/absorption volumes per development, which will translate to increases in population and households and, in turn, foster economic growth locally that will have a measurable fiscal impact.

2. *MARKET FUNDAMENTALS FOR NEW CONSTRUCTION HOUSING*

Any new residential development within the village of Germantown will receive its primary demand support from its host county, Washington, along with several municipalities within the nearby areas of northeast Waukesha County, southern Ozaukee County, and the northern edge of Milwaukee County. Defined for the purposes of this analysis as the Germantown Primary Market Area (PMA), this combined area shares commonalities relative to household composition, commutation patterns to major concentrations of employment and/or the alignment of residential developments which will serve as sources of competitive influence, both direct and indirect. As illustrated below, the Germantown PMA is a component of the Milwaukee-Waukesha-West Allis, WI Metropolitan Statistical Area (MSA) which includes Milwaukee, Ozaukee, Washington and Waukesha counties in their entirety.

GEOGRAPHIC DELINEATION OF THE GERMANTOWN PRIMARY MARKET AREA



Source: Google Maps and Tracy Cross & Associates, Inc.

Note: while the Germantown PMA includes the whole of Washington County, 90 percent of its population is concentrated in the central and southern portions of the county (from West Bend south to the county line). As such, this portion of the county, combined with the adjoining areas of northeast Waukesha County, southern Ozaukee County and the northern tip of Milwaukee County, represents the heart of the PMA.

As summarized in this section of the report, new residential development in Germantown *can clearly be supported* by empirical evidence found in the key demand variables of population, household, incomes, employment, residential construction, etc. throughout both the Milwaukee region and the PMA.

POPULATION AND HOUSEHOLDS

During the 2010-2020 time period, household additions in the Germantown PMA were *healthy* totaling 7,836, or 784 yearly. And, while not immune to the impacts of the recent Covid-19 pandemic, the PMA added another 381 households annually between 2020 and 2023. The village of Germantown, too, has witnessed continual household growth moving from a base of 7,773 in 2010 to a current estimated level of

8,583. As highlighted in the following text table, the village of Germantown has seen its share of total households in PMA grow slightly from 6.9 percent in 2010 to 7.1 percent in 2023.

POPULATION AND HOUSEHOLD TRENDS
GERMANTOWN PMA AND THE VILLAGE OF GERMANTOWN, WISCONSIN

Area	2010	2020	2023 (Estimate)	2028 (Projected)	Average Annual Change 2010 - 2020	Average Annual Change 2020 - 2023	Average Annual Change 2023 - 2028
Population							
Germantown PMA	281,258	292,587	293,822	298,266	+1,133	+412	+889
Village of Germantown	19,783	20,917	21,054	21,424	+113	+46	+74
Percent of PMA	7.0	7.1	7.2	7.2	---	---	---
Households							
Germantown PMA	112,429	120,265	121,407	124,889	+784	+381	+696
Village of Germantown	7,773	8,472	8,583	8,839	+70	+37	+51
Percent of PMA	6.9	7.0	7.1	7.1	---	---	---

Source: U.S. Census Bureau, Environics Analytics and Tracy Cross & Associates, Inc.

According to recent estimates provided by Environics Analytics through its evaluation of the Census Bureau's annual American Community surveys, household growth in the Germantown PMA over the next five years will total another 3,480 new households, or 696 annually. As a result, the PMA will approach the 125,000-household mark by 2028.

HOUSEHOLD COMPOSITION

Relative to households by age group, not only is there a rather large base of existing households in each of the PMA's various age categories, but all segments show growth over the next five years – led by the 65-74 segment and the Under 35 group.

Likewise, the village of Germantown shows growth in each of its various household age classifications as highlighted in the adjacent text table.

HOUSEHOLD GROWTH BY AGE GROUP
-- GERMANTOWN PMA AND THE VILLAGE OF GERMANTOWN, WISCONSIN --

Age Range	Germantown PMA 2023	Germantown PMA 2028	Village of Germantown 2023	Village of Germantown 2028
Under 35	17,385	17,920	1,129	1,154
35-44	18,687	18,772	1,315	1,320
45-54	19,948	19,987	1,467	1,470
55-64	25,573	26,203	1,939	1,958
65-74	22,372	24,069	1,610	1,760
75 and over	17,442	17,938	1,123	1,177
Total	***121,407***	***124,889***	***8,583***	***8,839***

Source: Environics Analytics: 2023 Demographic Snapshot Report.

The current composition of area households lends support to the development of a variety of residential product forms at various locations throughout the PMA and the village of Germantown in particular. As highlighted in the adjacent table, there is an ample number of one- and two- person households (for rental apartments and for sale townhomes, duplexes and/or condominiums), and also a significant number of three-, four- and five-person households (for both attached for sale housing products and single family detached homes).

Most notable are one- and two-person occupied housing units which, together, comprise 64.4 percent of the PMA's household base and 64.5 percent in the village of Germantown.

2023 COMPOSITION OF AREA HOUSEHOLDS:
GERMANTOWN PMA AND THE VILLAGE OF GERMANTOWN, WISCONSIN

Attribute	Germantown PMA	Village of Germantown
Total Households	**121,407**	**8,583**
1-Person Household	31,776	2,114
2-Person Household	46,353	3,422
3-Person Household	17,908	1,231
4-Person Household	16,134	1,072
5-Person Household	6,313	574
6 or More Person Household	2,923	170
1 Person Households		
Percent	26.2	24.6
Number	31,776	2,114
2 Person Households		
Percent	38.2	39.9
Number	46,353	3,422

Source: Environics Analytics; *2023 Demographic Snapshot*

INCOMES

Households in the Germantown PMA support higher incomes than the overall region as evidenced by an estimated 2023 median of $86,185, a level 19.2 percent higher than the $72,303 median noted for the entire Milwaukee-Waukesha-West Allis, WI MSA. *Market wide, 52.5 percent of all current households earn between $40,000 and $124,999 annually, which generally represents the mainstream or middle of the market (the workforce), i.e., those earning between 50 and 150 percent of the PMA's median. Another 30.9 percent of all households earn $125,000 or more annually with the balance (16.6 percent) earning less than $40,000 per year. Overall, the concentration of household incomes in the $40,000-$124,999 and $125,000+ categories signifies significant income support locally for new construction mainstream/workforce and market rate housing development, both rental and for sale.*

HOUSEHOLDERS BY AGE AND INCOME: 2023
-- GERMANTOWN PMA --

	Number of Households by Age of Householder						
Income Range	Total Households	Under 35	35 - 44	45 - 54	55 - 64	65 - 74	75 and Over
Under $15,000	6,389	1,196	549	466	989	1,380	1,809
15,000 - 24,999	6,227	635	457	381	703	1,616	2,435
25,000 - 39,999	7,821	1,403	640	654	970	1,829	2,325
40,000 - 49,999	12,842	2,104	1,426	1,333	2,012	3,090	2,877
50,000 - 74,999	19,602	3,258	2,778	2,487	3,330	4,437	3,312
75,000 - 99,999	16,779	2,789	3,070	2,610	3,421	3,195	1,694
100,000 - 124,999	14,558	1,827	2,727	3,062	3,539	2,278	1,125
125,000 - 149,999	11,043	1,525	2,318	2,310	2,774	1,383	733
150,000 - 199,999	12,144	1,672	2,603	2,886	3,274	1,233	476
200,000 and Over	14,002	976	2,119	3,759	4,561	1,931	656
Total	***121,407***	***17,385***	***18,687***	***19,948***	***25,573***	***22,372***	***17,442***
Median	***$86,185***	***$75,926***	***$103,674***	***$116,392***	***$109,412***	***$67,776***	***$46,023***

Sources: U.S. Bureau of the Census; Environics Analytics; and Tracy Cross & Associates, Inc.

Note: The median household income in the host Washington County currently stands at $84,794, generally consistent with the defined Germantown PMA.

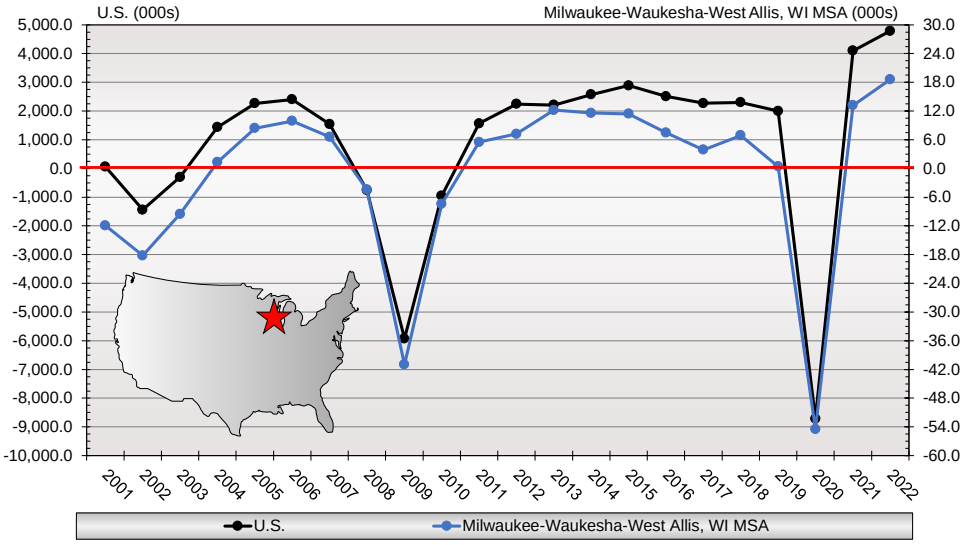
EMPLOYMENT

Germantown, while supporting its own internal economy and concentrations of localized employment (i.e., the community's major business/industrial parks and standalone office buildings/retail centers), is also within a reasonable driving distance to employment clusters in other areas of the Milwaukee region given its immediate access to the US-45/I-41 expressway system, and their connection with other major arterials. Overall, employment sources throughout much of the Milwaukee metropolitan area are accessible to Germantown residents, especially those situated in the northwestern and western suburban areas including Menomonee Falls, Wauwatosa, and Brookfield.

While one cannot discount the effect that the Great Recession had on the region's economy, not to mention the more recent Covid-19 pandemic, employment growth throughout the four-county Milwaukee-Waukesha-West Allis, WI MSA had been on the positive side for nine years in a row through 2019. For example, after losing 6.1 percent of its total nonagricultural wage and salary employed workforce from 2007 through 2010 (during the heart of the Great Recession), the metropolitan area saw its job rosters grow by 66,600 workers during the subsequent 2011-2019 period, averaging 7,400 annually, and equal to a growth rate of approximately 1.1 percent.

Most recently, and due entirely to the global/national pandemic and its impact on the economy, the MSA witnessed job losses of 54,500 in 2020 – erasing roughly 80 percent of the net gains witnessed during the 2011-2019 period. However, this severe loss of jobs is/was temporary, and primarily affected those sectors of the economy most impacted by the pandemic. Moreover, this most recent Covid-related downturn reversed course quickly – bolstering the economy. As illustrated in the following graphic, most of the employment losses in 2020 were replenished in 2021 and 2002.

YEAR-OVER-YEAR CHANGE IN NONFARM EMPLOYMENT
-- MILWAUKEE-WAUKESHA-WEST ALLIS, WI MSA AND THE U.S. --



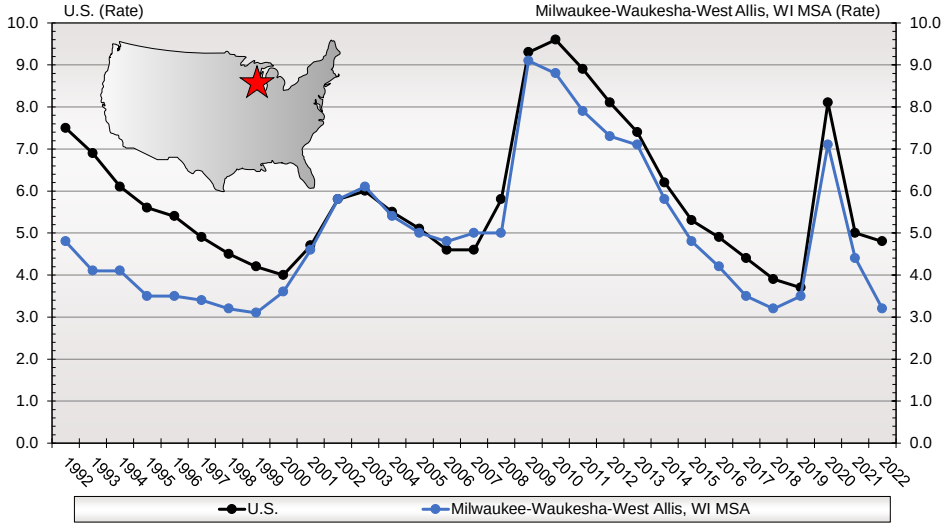
Source: U.S. Department of Labor, Bureau of Labor Statistics

Moreover, year-over-year employment gains during the January-November 2023 period totaled over 3,200 jobs. In addition, the Wisconsin Department of Revenue, the Job Center of Wisconsin, and the Wisconsin

Department of Workforce Development expect the Milwaukee region's employment rosters to increase by an average of 0.9 percent annually over the next five years. As such, the four-county MSA is expected to witness the addition of at least 38,000 total new jobs through 2028, once again supporting the development of new housing throughout the area.

During the Milwaukee region's economic growth period of 2011 through 2019 (prior to the pandemic), the area's unemployment rate had been dropping steadily. As highlighted in the following graphic, the Milwaukee area unemployment rate decreased from 8.8 percent in 2010 to just 3.5 in 2019. During this entire timeframe, the four-county MSA's unemployment rate remained at or *below* the nation as a whole. In addition, while unemployment in Milwaukee rose to 7.1 percent in 2020, i.e., the Covid-19 crisis, it remained lower than the 8.1 percent unemployment rate posted nationally. In addition, by 2022, Milwaukee's unemployment rate had already retreated to 3.3 percent compared to a national average of 4.8 percent during the same period.

UNEMPLOYMENT RATES BY YEAR
-- MILWAUKEE-WAUKESHA-WEST ALLIS, WI MSA AND THE U.S. --



Source: U.S. Department of Labor, Bureau of Labor Statistics

Recently, the MSA's unemployment rate during the first 11 months of 2023 averaged just 3.1 percent.

RESIDENTIAL BUILDING ACTIVITY

Since 2000, the Germantown PMA has recorded an average of 1,020 residential building permits per year ranging from a recessionary-impacted low of 313 units in 2011 to a high of 1,839 units during the boom period of 2003 (see **Exhibit 2.1**).

Historically, single family permit authorizations have outpaced multifamily issuances at a ratio of roughly two-to-one. For example, between 2000 and 2022, single family permits, which include single-address duplex/townhome/villa units, averaged 696 units yearly, while multifamily volumes, which include both rental apartments and high-density condominiums, averaged 324 units per annum. More recently, and due to an increase in apartment construction over the last few years, primarily in Menomonee Falls and Mequon, the PMA's ratio between single family and multifamily permits narrowed to a level of less than two-to-one during the 2015-2022 timeframe.

RESIDENTIAL BUILDING PERMIT TRENDS
GERMANTOWN PMA
2000 - 2022

2.1

Year	Total	Single Family	Multi-Family
2000	1,445	977	468
2001	1,683	1,084	599
2002	1,530	1,054	476
2003	1,839	1,314	525
2004	1,709	1,284	425
2005	1,719	1,143	576
2006	1,453	905	548
2007	907	741	166
2008	506	414	92
2009	399	324	75
2010	436	348	88
2011	313	244	69
2012	386	346	40
2013	581	507	74
2014	660	472	188
2015	875	522	353
2016	1,213	616	597
2017	946	662	284
2018	854	627	227
2019	1,077	572	505
2020	1,033	621	412
2021	915	687	228
2022	983	542	441
Averages			
2000 - 2022	1,020	696	324

Source: U.S. Department of Commerce, Bureau of the Census: *C-40 Construction Reports*

From a regional capture rate perspective, between 2000 and 2022, the Germantown PMA accounted for a healthy 28.5 percent of all residential permit activity in the four-county Milwaukee metropolitan region, with the Washington County portion of the PMA accounting for a 17.1 percent share by itself. However, during the eight-year period from 2015 through 2022, as the PMA's regional capture rate jumped to 30.5 percent, the Washington County portion of the PMA dropped to 14.7 percent. In other words, residential development in areas of the PMA just outside of Washington County (i.e., Cedarburg, Grafton, Mequon, and Menomonee Falls) gained significant momentum relative to residential construction on a regional basis, while Washington County failed to keep pace with other portions of the PMA and the region. All told, as the four-county MSA moved upward in overall residential construction volumes during the last eight years (compared to the eight years prior), as did those areas of the PMA near Germantown outside of Washington County, municipalities in the host county (including the village of Germantown) did not increase proportionately (see **Exhibit 2.2**). This resulted, primarily, from supply-side constraints (not demand) – as will be discussed in more detail in Sections 3 and 4 of this report.

HOUSING DEMAND – AN OUTLOOK

During the 2023-2028 timeframe, construction requirements for new housing in the Germantown PMA will average 1,010 units annually. This forecast can be tied to household growth levels estimated at 696 per annum through 2026, along with 300+/- units representing the replacement of residences lost to demolition and abandonment and the need to provide a vacancy allowance for filtering or movement from one residence to another.

Of the 1,010 units expected to be constructed annually in the PMA during the five-year forecast period, 595 will occur among for sale housing forms with 415 represented in the rental housing sector. As detailed in the adjacent text table, for sale housing demand will be distributed among 395 single family detached homes and 200 in the attached sector, i.e., duplexes, fourplexes, and condominiums.

RESIDENTIAL ABSORPTION POTENTIALS BY PRODUCT TYPE
-- GERMANTOWN PMA --
2023 - 2028

Product Type	Annual	Total Through 2028
Total	***1,010***	***5,050***
For Sale	**595**	**2,975**
Single Family Detached	395	1,975
Duplex/Fourplex/Condominium	200	1,000
For Rent	**415**	**2,075**

Source: Tracy Cross & Associates, Inc.

Given the supply-side constraints throughout the PMA (which, again, will be discussed in the following sections of the report), it is highly likely that demand will exceed supply near term, especially in the for sale sector, but also among multifamily rental forms as well. This market reality bodes extremely well for housing initiatives in the village of Germantown, if properly planned and executed.

In addition, not only is "derived demand" likely to outstrip supply near term, but the overall base of residential construction requirements could actually be *much higher* (i.e., double) during any given year where properly positioned supply is made available. This *doubling of demand* factors pent-up demand; upside household growth potentials if properly positioned development were actually to occur; the limited amount of new construction housing alternatives throughout the PMA (again, to be discussed later); and spillover potentials from areas outside the defined primary market area.

2.2

RESIDENTIAL BUILDING PERMIT TRENDS
MILWAUKEE-WAUKESHA-WEST ALLIS, WI METROPOLITAN STATISTICAL AREA (MSA)
2000 - 2022

	Milwaukee-Waukesha-West Allis, WI MSA			Milwaukee County, WI			Ozaukee County, WI			Washington County, WI			Waukesha County, WI		
Year	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family
2000	5,631	3,581	2,050	1,750	736	1,014	502	360	142	931	637	294	2,448	1,848	600
2001	5,879	3,564	2,315	1,524	671	853	737	335	402	890	736	154	2,728	1,822	906
2002	5,936	3,456	2,480	2,061	645	1,416	502	353	149	1,006	682	324	2,367	1,776	591
2003	6,467	3,939	2,528	2,138	742	1,396	596	406	190	1,226	929	297	2,507	1,862	645
2004	5,902	3,840	2,062	2,117	773	1,344	380	302	78	1,205	921	284	2,200	1,844	356
2005	5,444	3,361	2,083	1,697	785	912	406	277	129	1,371	850	521	1,970	1,449	521
2006	4,290	2,624	1,666	1,436	550	886	304	256	48	995	609	386	1,555	1,209	346
2007	3,266	2,082	1,184	1,230	378	852	252	232	20	661	501	160	1,123	971	152
2008	2,444	1,234	1,210	1,032	247	785	166	142	24	356	270	86	890	575	315
2009	1,443	891	552	584	160	424	163	107	56	263	233	30	433	391	42
2010	1,941	967	974	1,006	178	828	121	105	16	328	242	86	486	442	44
2011	1,593	915	678	802	231	571	132	110	22	202	133	69	457	441	16
2012	1,793	1,064	729	654	164	490	123	113	10	242	206	36	774	581	193
2013	2,000	1,326	674	411	154	257	279	181	98	383	309	74	927	682	245
2014	2,416	1,318	1,098	795	138	657	264	176	88	337	291	46	1,020	713	307
2015	3,048	1,416	1,632	1,269	128	1,141	170	170	0	444	315	129	1,165	803	362
2016	4,055	1,671	2,384	1,721	146	1,575	443	213	230	585	356	229	1,306	956	350
2017	3,693	1,588	2,105	1,579	101	1,478	376	230	146	504	360	144	1,234	897	337
2018	3,791	1,734	2,057	1,535	127	1,408	260	221	39	416	344	72	1,580	1,042	538
2019	2,440	1,509	931	548	170	378	452	234	218	460	294	166	980	811	169
2020	2,753	1,586	1,167	749	218	531	396	219	177	407	345	62	1,201	804	397
2021	2,981	1,811	1,170	371	145	226	298	247	51	520	410	110	1,792	1,009	783
2022	3,127	1,603	1,524	882	167	715	345	293	52	461	232	229	1,439	911	528
Averages															
2000 - 2022	3,580	2,047	1,533	1,213	337	876	333	230	104	617	444	173	1,417	1,036	380

Source: U.S. Department of Commerce, Bureau of the Census: *C-40 Construction Reports*

3. *THE RENTAL HOUSING MARKET*

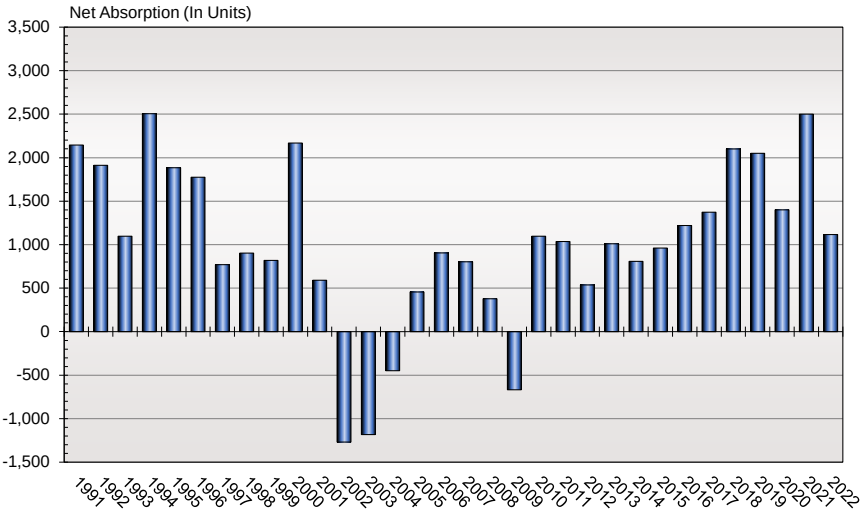
The current condition of the rental housing market in and around Germantown *lends full support* to the development of additional units throughout the area and within the village of Germantown in particular. Specifically, given the overall strength of this sector of the market (as highlighted in the following bullet-point summary), the introduction of additional *for rent* housing product is *definitely warranted.*

THE REGIONAL APARTMENT MARKET

- Serving as a backdrop to rental housing potentials within the Germantown PMA is the overall health of the market in the greater Milwaukee region. For example, according to Moody's Analytics, among all asset classifications of apartments in the two core counties of the greater Milwaukee region, i.e., Milwaukee and Waukesha, a vacancy rate of 3.6 percent was reported at the close of the 3rd Quarter 2023, reflecting tight market conditions. For reference, in a normal (or balanced) market, vacancies of 5.0 to 6.0 percent are typically required for filtering, or movement between developments. In addition, the overall 3.6 percent vacancy rate includes new "un-leased" units among those developments still undergoing their initial absorption periods. When these communities are excluded, the vacancy rate in Milwaukee and Waukesha counties drops to an even tighter 3.1 percent.

- At the same time, net rental absorption in the two core counties of the Milwaukee region has averaged over 1,400 units annually during the last 12 years – reaching or exceeding the 2,000-unit mark in three of the last five including 2,500 units in 2021. For perspective, during the 11-year period from 1990 through 2000, Waukesha and Milwaukee counties saw their occupied apartment stock, among all asset classifications, increase by a total of 19,191 units, or an annual average of 1,745. Following this period of positive absorption, the 2001-2009 timeframe saw net absorption drop into negative territory for four of the eight years during the period due to recessionary overtones during the first part of the decade, a dramatic increase in home ownership at the time, and a fair amount of rental-to-condominium conversion activity.

RENTAL APARTMENT ABSORPTION TRENDS: 1991-2022
-- MILWAUKEE & WAUKESHA COUNTIES, WI --



Source: Moody's Analytics

THE LOCAL APARTMENT MARKET

- Not only are vacancies among all asset classifications of apartments in nearby Milwaukee and Waukesha counties in a relatively tight condition at 3.6 percent (3.1 percent excluding new/unabsorbed units), but vacancies are *even tighter* in the Germantown PMA. For example, among 40 conventional rental housing communities that have been constructed market-wide in the last 10 years, i.e., since 2013, 35 developments (containing 3,587 total units) have reached stabilized occupancy and reported a vacancy rate of just 2.1 percent at the time of our December 2023 survey.

- In Washington County alone, newer stabilized developments in the communities of Germantown, Hartford, Jackson, Slinger and West Bend reported a vacancy rate of only 1.3 percent.

- The five communities in the Germantown PMA still undergoing their initial lease-up periods at the time of our recent survey have performed well. These developments, which include Fox Run-Flats and Fox Run-Townhomes in Grafton; Creekside Crossing and Highlands/Aero Park-Flats-AA in Menomonee Falls; and The District-Lithia Lofts in West Bend, are absorbing units at an average per-project rate of 10.0 monthly.

- While 40 market rate apartment communities have opened in the Germantown PMA since 2013, only two developments were constructed from 2000-2012 in this broad geographic area. Given the lack of supply during this timeframe, which has led to significant levels of pent-up demand for new apartment product throughout the area, the 40 developments that have been introduced in the market area over the last ten years have all been well received. In fact, despite the introduction of the 40 newest developments, vacancies remain *extremely tight* among stabilized communities. In other words, the amount of new development activity in the PMA over the past 10 years has not been sufficient enough to provide balance in the market and satisfy both pent-up and net-new demand.

- In Germantown itself, only two apartment communities with a combined 190 total units have been introduced in the last 10 years, i.e., Hillstone (18 units) and Saxony (172 units). These apartments were all absorbed quickly and are currently at a collective occupancy level of nearly 98.0 percent.

- As highlighted in **Exhibit 3.1**, the average posted base rent level among new/newer apartment communities in the Germantown PMA, not including premiums or extras, currently stands at $1,779 monthly which includes a typical 1,104 square foot apartment. This translates to a value ratio of $1.61 per square foot. The effective rent is nearly the same as only a handful of developments were offering any type of incentive or concession at the time of our survey. Base rents are the highest in the highly desirable Cedarburg, Mequon and Menomonee Falls areas where rents approach or exceed the $2.00 per-square-foot mark in several instances.

FUTURE SUPPLY

- It is important to note that the *demand for rental housing in the Germantown PMA will likely exceed supply* near term given the fact that just six communities (1,271 total units) are currently in the planning pipeline or under construction and not yet leasing. This compares with net-new demand of 2,075+ units through 2028 as highlighted earlier in Section 2. *In Germantown itself, there are currently no multifamily developments formally in the pipeline.*

3.1

COMPOSITE RENTAL SUMMARY: APARTMENT COMMUNITIES CONSTRUCTED IN 2013 OR AFTER
GERMANTOWN PMA
DECEMBER 2023

Development	Municipality	Year Built	Total Units	Number Vacant	Percent Vacant (Absorption Rate in Units)	Average Unit Size (Sq. Ft.)	Average Posted Base Monthly Rent	
							$	$/Sq. Ft.
The Bevy	Brown Deer	2020	175	0	0.0	979	$1,608	$1.64
Arabelle	Cedarburg	2019	69	3	4.3	1,147	2,358	2.06
Cedar Place	Cedarburg	2019	192	4	2.1	1,102	1,739	1.58
Fox Run-Flats[1]	Cedarburg	2023	160	154	96.3 (12.0/Mo)	1,110	2,118	1.91
Fox Run-Townhomes[1]	Cedarburg	2023	44	40	90.9 (8.0/Mo)	2,040	3,084	1.51
Hillstone	Germantown	2015	18	0	0.0	1,211	1,802	1.49
Saxony Village	Germantown	2018	172	5	2.9	972	1,583	1.63
1505	Grafton	2017	130	5	3.8	889	1,640	1.84
2185 On Wisconsin-THR	Grafton	2023	18	0	0.0	1,424	2,495	1.75
Birch Crossing	Hartford	2017	84	1	1.2	1,152	1,539	1.34
Oriole Pond	Hartford	2017	156	0	0.0	1,051	1,130	1.08
Rincon 225	Hartford	2020	82	1	1.2	804	1,326	1.65
Wilson Heights	Hartford	2017	82	1	1.2	1,305	1,493	1.14
Cranberry Creek	Jackson	2013	16	1	6.3	1,269	1,550	1.22
Rosewood Commons	Jackson	2021	72	2	2.8	1,088	1,531	1.41
Sherman Heights	Jackson	2020	36	0	0.0	1,280	1,488	1.16
Rock Pointe Village	Lannon	2021	264	1	0.4	972	1,559	1.60
Creekside Crossing[1]	Menomonee Falls	2022	120	13	10.8 (11.6/Mo)	1,409	2,123	1.51
Highlands/Aero Park CO-AA	Menomonee Falls	2021	32	0	0.0	1,384	2,938	2.12
Highlands/Aero Park Flt-AA[1]	Menomonee Falls	2023	95	56	58.9 (9.2/Mo)	1,177	2,178	1.85
Jade at North Hills	Menomonee Falls	2018	139	5	3.6	874	1,593	1.82
Junction at Whitestone Stn	Menomonee Falls	2016	318	9	2.8	954	1,639	1.72
Riverwalk on the Falls	Menomonee Falls	2018	114	4	3.5	1,057	2,023	1.91
Tamarack Springs	Menomonee Falls	2021	152	6	3.9	1,429	2,094	1.47
The Woodlands	Menomonee Falls	2015	153	6	3.9	1,066	1,699	1.59
Artesa	Mequon	2017	33	3	9.1	1,215	2,114	1.74
Encore	Mequon	2015	28	0	0.0	1,733	2,931	1.69
The Reserve	Mequon	2017	81	4	4.9	1,200	2,202	1.84
Spur 16-Flats	Mequon	2019	146	10	6.8	1,163	2,257	1.94
Spur 16-THs	Mequon	2019	10	0	0.0	2,368	4,995	2.11
West House at Foxtown-Apt	Mequon	2020	96	0	0.0	1,245	2,146	1.72
West House at Foxtown-TH	Mequon	2023	42	1	2.4	1,751	2,662	1.52
Ridge View Terrace	Slinger	2019	48	0	0.0	1,220	1,369	1.12
Stonefield Terrace	Slinger	2021	80	3	3.8	1,224	1,481	1.21
Mammoth Springs-Ph 1	Sussex	2014	153	0	0.0	976	1,521	1.56
Mammoth Springs-Ph 2	Sussex	2017	107	2	1.9	1,285	2,018	1.57
Mammoth Springs-Ph 3	Sussex	2020	40	0	0.0	855	1,498	1.75
Cast Iron (Conversion)	West Bend	2016	129	0	0.0	950	1,288	1.36
The District-Lithia Lofts[1]	West Bend	2022	46	6	13.0 (8.9/Mo)	1,046	1,766	1.69
Trails Edge	West Bend	2022	120	0	0.0	912	1,500	1.64
Total/ Weighted Average	---	---	***4,052 / 3,587*** [2]	***346 / 77*** [2]	***8.5 / 2.1*** [2]	***1,104***	***$1,779***	***$1.61***

[1] Community is still undergoing its initial absorption period.
[2] Excludes communities still undergoing their initial absorption periods.

Source: Tracy Cross & Associates, Inc.

4. THE FOR SALE HOUSING MARKET

New construction for sale development throughout the Germantown PMA is generally characterized by smaller- to moderate-scale broker- or builder-represented communities reflecting single family and duplex/fourplex/condominium subdivisions directed to both primary and lifestyle consumer segments which (in many cases) have been marketed in phases over extended periods of time, although some larger-scale communities of 100+ units have been developed in recent years, primarily in areas of Menomonee Falls and Cedarburg (outside of Washington County). Overall, however, there has been a limited number of recently introduced developments *of significant scale* actively marketing new units in proprietary communities throughout the PMA, yet some scattered site/lot sale development and/or larger-scale, more custom-oriented product is also evident.

In the entirety of the PMA, single family building permits which, again, include single family detached homes as well as single-address duplexes, fourplexes and condominium/villa units, has generally ranged from 450 to 675 units annually over the last ten years *in this very broad geographic area*, despite "upside" demand potentials being stronger. This current level of new construction for sale development activity is due, in large part, to the higher price points that now accompany newly built for sale developments which, in turn, has resulted in more modest per-project sales volumes. In fact, most proprietary subdivisions throughout the county are generating sales volumes at or below 12 homes per year – a rate viewed as modest by most standards, i.e., a typical builder, in most instances, desires 18-24+ sales annually per product series.

In Germantown itself, active for sale development currently includes just a few condominium and single family communities priced in the higher ranges and generating sales volumes viewed as moderate. As highlighted in the following table, notable new construction for sale communities in Germantown generated a total of 17 sales/closings over the last 12 months, or roughly 4-5 per development during the period, on average.

NOTABLE NEW CONSTRUCTION FOR SALE RESIDENTIAL DEVELOPMENTS
-- GERMANTOWN, WISCONSIN --

Development / Builder(s)	Product Type	Number of Sales/Closings (Last 12 Months)	Average Plan Size (Sq. Ft.)	Average Sales/Closing Price	Average Price Per Sq. Ft.
The Reserve at Wrenwood / Harbor	Fourplex/Condo	7	1,921	$484,267	$252.09
Wrenwood North / Tim O'Brien & Aspen	Single Family	5	2,320	740,175	319.04
Prairie Glen / Bielinski	Single Family	3	2,393	767,900	320.89
Heritage Park North / Stepping Stone	Single Family	2	2,209	675,858	305.96

Source: Tracy Cross & Associates, Inc.

Note: Not included in the above table are a few recently completed developments such as Veridian Homes' Kinderberg Estates community, i.e., single family homes priced primarily in the $600,000s, along with smaller-scale attached projects such as Stepping Stone's Seven Pines condominiums.

SINGLE FAMILY DETACHED ACTIVITY – GERMANTOWN PMA

In the entirety of the Germantown PMA, new construction ***single family*** closing activity has been generally steady over the last three years, with little improvement, mainly because of the overall limited number of new developments entering the market—and, most importantly, *escalating prices.* As highlighted in the

following text table, roughly 300 new single family detached homes are sold/closed annually in the PMA (through the local multiple listing service), at price points now supporting a median above $500,000. In fact, with the median closing price of a new construction single family home in the PMA approaching $550,000 in 2023, and considering a less-than-favorable interest rate environment, the average marketing time of a new single family home (days on market) rose precipitously between 2022 and 2023.

NEW CONSTRUCTION SINGLE FAMILY CLOSINGS
GERMANTOWN PMA
2021-2023

Price Range	2021		2022		2023	
	Number of Closings	Percent of Total	Number of Closings	Percent of Total	Number of Closings	Percent of Total
Under $250,000	---	---	---	---	---	---
250,000 - 299,999	1	0.3	---	---	---	---
300,000 - 349,999	10	3.3	---	---	---	---
350,000 - 399,999	43	14.1	20	6.8	10	3.2
400,000 - 449,999	47	15.4	47	15.9	45	14.4
450,000 - 499,999	63	20.7	46	15.6	48	15.3
500,000 - 549,999	29	9.5	57	19.3	60	19.2
550,000 - 599,999	40	13.1	36	12.2	48	15.3
600,000 - 699,999	35	11.5	51	17.3	59	18.8
700,000 & Above	37	12.1	38	12.9	43	13.8
Total	***305***	***100.0***	***295***	***100.0***	***313***	***100.0***
Median	***- - - - - $490,820 - - - - -***		***- - - - - $530,310 - - - - -***		***- - - - - $544,530 - - - - -***	
Avg. Days on Market	***- - - - - - - 45 - - - - - - -***		***- - - - - - - 41 - - - - - - -***		***- - - - - - - 67 - - - - - - -***	

Source: Southeast Wisconsin Multiple Listing Service

Please note that new construction closings recorded by the multiple listing service, while representing the majority, do not include all proprietary subdivision activity among single family developments, especially where individual lots are sold directly to the end consumer, who in turn, builds a semi-custom or custom home.

While the overall limited amount of new single family development (of scale) is keeping volumes in the more modest ranges, especially when demand could be stronger, so, too, is the overall higher price position of the new construction homes being built (as mentioned earlier). In fact, with the median price of a new/newer single family closing (as recorded through the multiple listing service) standing at $544,530 in 2023, there is a disconnect with the distribution of household incomes, which is putting extreme pressure on the existing home market, i.e. the resale sector. For example, the median closing price among new construction units in the PMA is now almost $150,000 higher than that of a resale counterpart. As a result, prices in the existing home market have been increasing even more rapidly and the average “days on market” in the resale sector are extremely low. Moreover, the volume of resale closings has dropped each year since 2021 as inventory continues to wane.

As highlighted in the following text table, the average market time of an older-stock single family resale closing in 2023 period stood at just 15 days, down from an already-low 16 days in 2022 and 20 days in 2021. For reference, the typical marketing time for a single family detached resale in the Midwest ranges from 72-90 days. *In the village of Germantown, the average market time of a single family resale during the last six months stood at just 11 days, and at closing prices 10 percent higher than to those reflected throughout the PMA as a whole.*

SINGLE FAMILY RESALE CLOSINGS
GERMANTOWN PMA
2021-2023

Price Range	2021		2022		2023	
	Number of Closings	Percent of Total	Number of Closings	Percent of Total	Number of Closings	Percent of Total
Under $200,000	200	6.6	68	2.8	39	2.0
200,000 - 249,999	310	10.3	233	9.7	129	6.6
250,000 - 299,999	536	17.8	332	13.8	228	11.7
300,000 - 349,999	478	15.9	382	15.9	288	14.7
350,000 - 399,999	337	11.2	310	12.9	298	15.3
400,000 - 449,999	244	8.1	290	12.1	216	11.1
450,000 - 499,999	204	6.8	166	7.0	175	9.0
500,000 - 549,999	169	5.6	127	5.3	118	6.0
550,000 - 599,999	126	4.2	106	4.4	75	3.8
600,000 - 699,999	165	5.5	147	6.2	151	7.7
700,000 & Above	242	8.0	237	9.9	237	12.1
Total	***3,011***	***100.0***	***2,398***	***100.0***	***1,954***	***100.0***
Median	***- - - - - $348,112 - - - - -***		***- - - - - $380,232 - - - - -***		***- - - - - $399,019 - - - - -***	
Avg. Days on Market	***- - - - - - - 20 - - - - - - -***		***- - - - - - - 16 - - - - - - -***		***- - - - - - - 15 - - - - - - -***	

Source: Southeast Wisconsin Multiple Listing Service

DUPLEX/FOURPLEX/CONDOMINIUM ACTIVITY

In the ***duplex/fourplex/condominium*** sector, a similar condition exists in the Germantown PMA relative to pricing differentials between new construction units and resales. As highlighted in the adjacent table, there are currently roughly 100 new attached units being sold annually market-wide, again a relatively modest volume because of limited supply in this sector, coupled with a median price point that now exceeds $425,000.

NEW CONSTRUCTION DUPLEX/FOURPLEX/CONDOMINIUM CLOSINGS
GERMANTOWN PMA
2021-2023

Price Range	2021		2022		2023	
	Number of Closings	Percent of Total	Number of Closings	Percent of Total	Number of Closings	Percent of Total
Under $100,000	---	---	---	---	---	---
100,000 - 149,999	---	---	---	---	---	---
150,000 - 199,999	1	0.9	---	---	---	---
200,000 - 249,999	13	11.6	1	1.0	---	---
250,000 - 299,999	22	19.6	17	17.7	5	5.1
300,000 - 349,999	29	25.9	12	12.5	6	6.2
350,000 - 399,999	16	14.3	22	22.9	26	26.8
400,000 - 449,999	15	13.4	28	29.2	22	22.7
450,000 - 499,999	7	6.3	6	6.3	28	28.9
500,000 & Above	9	8.0	10	10.4	10	10.3
Total	***112***	***100.0***	***96***	***100.0***	***97***	***100.0***
Median	***- - - - - $334,555 - - - - -***		***- - - - - $391,047 - - - - -***		***- - - - - $426,210 - - - - -***	
Avg. Days on Market	***- - - - - - - 99 - - - - - - -***		***- - - - - - - 54 - - - - - - -***		***- - - - - - - 80 - - - - - - -***	

Source: Southeast Wisconsin Multiple Listing Service

Again, the higher price position found in the new construction attached sector is putting tremendous pressure on the existing home market as evidenced by duplex/fourplex/condominium resale closings averaging just 12 days on market in 2023, down from 18 and 16 days in 2021 and 2022, respectively. As highlighted in the following text table (compared to the table on the previous page), the difference in price between typical resale and new construction attached sector units is approximately $175,000.

DUPLEX/FOURPLEX/CONDOMINIUM RESALE CLOSINGS
GERMANTOWN PMA
2021-2023

Price Range	2021		2022		2023	
	Number of Closings	Percent of Total	Number of Closings	Percent of Total	Number of Closings	Percent of Total
Under $100,000	73	9.3	39	5.4	31	5.1
100,000 - 149,999	116	14.9	69	9.7	60	9.9
150,000 - 199,999	173	22.2	179	25.0	92	15.2
200,000 - 249,999	156	20.1	140	19.6	119	19.6
250,000 - 299,999	91	11.7	113	15.8	93	15.3
300,000 - 349,999	72	9.3	65	9.1	63	10.4
350,000 - 399,999	35	4.5	40	5.6	57	9.4
400,000 - 449,999	25	3.2	28	3.9	39	6.4
450,000 - 499,999	20	2.6	17	2.4	22	3.7
500,000 & Above	17	2.2	25	3.5	30	5.0
Total	***778***	***100.0***	***715***	***100.0***	***606***	***100.0***
Median	***- - - - - $208,954 - - - - -***		***- - - - - $225,254 - - - - -***		***- - - - - $250,653 - - - - -***	
Avg. Days on Market	***- - - - - - - 18 - - - - - - -***		***- - - - - - - 16 - - - - - - -***		***- - - - - - - 12 - - - - - - -***	

Source: Southeast Wisconsin Multiple Listing Service

The moderate amount of *new construction* product in the overall market, especially at price points more in-line with typical "new versus resale" differentials, is also having an impact on overall inventory levels among both newly built homes and resale units. For example, among all residential activity in the PMA (both detached and attached, and including both new construction and resales), *inventory levels are low*. With only 429 single family listings reported at the beginning of January 2024, and with overall closing activity totaling 2,267 units in 2023, single family inventory levels in PMA stand at just 2.27 months, which falls below the typical three-month inventory period that exists in more normal, or balanced, home markets. In the attached sector, a similar level of inventory exists at just 2.30 months (see **Exhibit 4.1**). *The most notable areas of imbalance in the detached sector can be found at price points below $500,000, and in the attached sector, below $400,000 where little (if any) new construction listings are represented. In fact, at the higher price points (where new construction listings are concentrated), inventory levels exceed three months in all instances.*

FUTURE FOR SALE COMPETITION

According to planning and zoning officials throughout the PMA's constituent municipalities, just a modicum of for sale housing communities are in the pipeline, i.e., less 1,139 units market-wide. These proposed developments, which consist of various single family and duplex/fourplex/condominium projects, appear to be very similar to other new construction products that exist today. Overall, future "known" supply further indicates a clear imbalance relative to underlying demand potentials.

4.1

RESIDENTIAL INVENTORY ANALYSIS IN MONTH'S SUPPLY
GERMANTOWN PMA

Price Range	Closings 2023	Current Listings As of 1/1/2023	Months of Inventory
Single Family Detached			
Under $200,000	39	6	1.85
200,000 - 249,999	129	18	1.67
250,000 - 299,999	228	32	1.68
300,000 - 349,999	288	42	1.75
350,000 - 399,999	308	32	1.25
400,000 - 449,999	261	28	1.29
450,000 - 499,999	223	37	1.99
500,000 - 549,999	178	46	3.10
550,000 - 599,999	123	42	4.10
600,000 - 699,999	210	56	3.20
700,000 & Above	280	90	3.86
Total	***2,267***	***429***	***2.27***
Duplex/Fourplex/Condominium			
Under $100,000	31	1	0.39
100,000 - 149,999	60	3	0.60
150,000 - 199,999	92	13	1.70
200,000 - 249,999	119	17	1.71
250,000 - 299,999	98	11	1.35
300,000 - 349,999	69	12	2.09
350,000 - 399,999	83	16	2.31
400,000 - 449,999	61	17	3.34
450,000 - 499,999	50	18	4.32
500,000 & Above	40	27	8.10
Total	***703***	***135***	***2.30***

Source: Southeast Wisconsin Multiple Listing Service

GENERAL LIMITING CONDITIONS

Tracy Cross & Associates, Inc. has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with developers/property managers and their agents, government officials, and other third parties. Although Tracy Cross & Associates, Inc. believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information provided by third parties.

Conclusions and recommendations established in this analysis represent a professional opinion and are based upon forecasts into the future which could be significantly altered by outside occurrences. These include, among others, the possible interplay of unforeseen social, economic, physical/environmental, and governmental actions. In this regard, Tracy Cross & Associates, Inc., its owners, and its employees shall be held harmless of changes in conditions that may materially result from these occurrences.

Village of Germantown

Engineering Department Memorandum

To: **Jeff W. Retzlaff, AICP, Community Development Director**

From: **Kevin R. Driscoll, PE, Village Engineer**

Date: **11/13/2025**

Re: **Site Plan Review – GTNV_281967, W172 N11183 Division Road**

Items Reviewed:

1. Site Plan (1 page) Dated: 10/13/2025
2. Site Plan (1 page) Dated: 10/24/2025
3. Site Plan Application Dated: 10/24/2025 (with TIA 10/8/2025)

General Comments:

1. Applicant to respond to each item below in a **memo with a written response addressing each item**.
2. The submitted plans have been reviewed for general conformance with State and Village design guidelines identified in the Village Code of Ordinances, Section 17.43. 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 is anticipated to require a WRAPP/NOI from the DNR. Please contact WDNR and submit a copy of an approved WDNR permit prior to construction.
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. Permits for work within the ROW are required. Contact the Village Engineering Department to obtain a driveway permit and permit for excavation in the right of way.
7. As a guide to the review response: Items in *italics* are resolved or acknowledged, items in regular font are to be addressed yet, items in **Bold** are additional feedback to remaining original comment.

Easement.

1. CS101 - Sign located in easement Obstructions in easements are not allowed and would be removed. Relocate sign.
2. CG101 - Show water utility sanitary sewer connections.
3. CG101 – Show / Address set back and Buffer requirements.
4. Add easement number 710992 to plans for consistency with transmitted documents.

5. Revise from "Sanitary easement" to "30-ft Public Utility Easement"

Sanitary

1. CG101 - Show sanitary utility connection to main in plan and profile.
2. Show sanitary building sewer lateral connections from building into sanitary system.
3. Label Sanitary sewer with SAN not "SS"

Water

1. CG101 - Show water utility connection to main in plan and profile.
2. Show water service connections from buildings into water system.
3. One single water lateral per each building.
4. Each livable unit will be required to have its own meter.
5. Water lateral will not be allowed under driveway pavement.

Erosion Control

1. Provide erosion control plan including area near drainage swale. Identify proposed setbacks from centerline and channel embankments, per Erosion Control requirements listed in the Development Handbook Section 1.4.

Storm Water Management

1. CG101 missing proposed drainage patterns.
2. CG101 shows Storm water ponds. Missing drainage details for discharge from site. Clarify how proposed storm drainage leaves the site and goes under Division Road into drainage swale on east side. As part of northbound bypass lane work, the existing open channel ditch may become an enclosed storm sewer pipe draining under asphalt sidewalk approximately 450-ft south of existing driveway to Village Hall.
3. Identify / Address set backs from property line for pond in SEC and NWC of proposed lot.
4. Identify area of disturbance. Identify area of new impervious surface.
5. For disturbance over ½ acre, provide a storm water management plan per Village of Germantown Development Handbook.
6. Was a wetland delineation completed?

Private Driveway/Road

1. Label Street names. Add Division Road to site drawing.
2. Add site address and/or parcel ID to drawing
3. Connections to Division Road at Ava Court, Lone Oaks, and Tanglewood follow the Village's standard detail drawing #16. See Village of Germantown standard drawing approved by the Village Board and Public Works and Highways Committee, revised in 2022. Village Engineering staff advises following the standard details.
4. AASHTO Site Distance requirements shall be required at all driveway locations, per 5.2.1.11.1.5 of the Development Handbook. Provide sight distance evaluation at the driveways. Refer to AASHTO Geometric Design of Highways and Streets, Current Edition, per Village of Germantown Development Handbook 5.1.10.1
5. Provide an analysis for Driveways distances regarding criteria for design speed.

6. Any roadway intersecting with a collector or arterial street projected to have more than 100 ADT shall require Acceleration/Decelerations/Bypass Lanes per Village of Germantown Development Handbook Section 5.1.12.1.
7. Typically, a development agreement would include the bypass and acceleration/ deceleration lanes. However, Village DPW / Engineering staff are finalizing design and plat work, to advertise and present a base bid Division Road construction in winter 2025-2026 for construction to begin in spring 2026 without the bypass and acceleration/ deceleration lanes.
8. An alternate design for an alternate bid could be prepared. Village staff would anticipate recovering fees for the additional design and for the construction work beyond base design and base bid. The alternate design for fees for bypass and acceleration/ deceleration lanes would be established through a fee based approach, similar to a development agreement.
9. Complete a driveway permit and permit for excavation in the right of way.

Village-of-Germantown---Development-Handbook

5.1.10 SIGHT DISTANCE
5.1.10.1 For minimum sight distance requirements at intersections and driveways, refer to AASHTO Geometric Design of Highways and Streets, Current Edition including all updates.

5.1.11 INTERSECTION RADII
5.1.11.1 Internal to development for minor streets (measured from the edge of pavement/flange line): 5.1.11.1.1 Residential and multi-family: 25 feet
5.1.11.1.2 Commercial and industrial: 42 feet
5.1.11.1.3 Intersection radii at side roads, shall be as approved by the Village Engineer.

5.1.12 ACCELERATION/DECELERATIONS/BYPASS LANES
5.1.12.1 Any roadway intersecting with a collector or arterial street projected to have more than 100 ADT shall require Acceleration/Decelerations/Bypass Lanes per Detail Figure No. 4.

5.1.13 TRANSITIONS
5.1.13.1 Transitions areas, such as lane additions, bypass lanes, traffic shifting lanes, and areas between existing pavement and new pavement sections with varying widths, shall be transitioned based on speed and road type.

5.2.11.1.5 AASHTO Sight Distance requirements shall be required at all driveway locations

Sidewalk

1. How would people walk to and from the proposed site development?
2. Public Works and Highways Committee recently discussed updates to the “Trail Plan” for Division Road and do not object to improved connectivity and designs for safety improvement.
3. Parks and Recreation Commission supports amending the “Trail Plan” to design for safety improvements and connectivity of sidewalks including phases of Division Road work.

Village of Germantown

Engineering Department Memorandum

To: Jordan Yanke, Village Planner

From: Kevin Driscoll, Village Engineer

Date: January 15, 2026

Re: W172 N11183 Division Road - Site Development and Sidewalk Extension
Parcel GTNV _ 281967 - Faith Luther Church

The Division Road reconstruction is planned for bid in spring 2026, anticipated for March advertisement requesting bids and April contract award at Public Works and Highways Committee and Village Board. The sidewalk work along the west side of Division Road between Mequon Road to Virginia Avenue, is currently being considered as additive bid items.

This additive sidewalk work includes the 755-ft of frontage for the subject parcel, out of the 1450-ft total between Virginia Av. to Mequon Rd. Based on the additive bid estimate, the Developer cost is approximately 50%. The cost includes Earthwork and Grading, 5-inch Undercut with Geogrid, 5-inches of Base Aggregate, and 3-inches of Asphalt for a 6-ft wide asphalt sidewalk per the Development Handbook (5.2.13) plus Lawn Restoration. The cost estimate for this 755-ft of asphalt sidewalk is $26,000.

Note that the total construction cost is contingent upon field conditions, contractors bid, and schedule for completion.

In addition, the cost for the new Asphalt Driveways and associated Driveway Culverts are not included in the estimate provided above, but could be included in the construction contract as part of a development agreement. Once the driveway elevations are established, then based on that grading plan, the driveway work and associated culvert/drainage work in the right-of-way could be completed as part of the Division Road Project contract, as Additive Bid Items, and the Village could be reimbursed by the Developer as part of the development agreement.

To: Kevin Driscoll, Village Engineer

CC: Jeff Retzlaff Village Planner

From: Bob Beilfuss, PLS

Date: November 16, 2025

Re: Cirrus-Tanner Hahn CSM

Kevin,

Here is my review comments for the CSM received 10/24/2025.

Certified Survey Map

Applicant or Owner: Tanner Hahn
Address: W174 N11187 Division Road, Germantown Wl. 53022
Tax Key No. GNTV 281967

Land Surveyor/Firm: Daniel E. Bednar, PLS – Land Surveys Inc.

1. The monument marking the Southeast corner of the Northeast ¼ of Section 28, Township 9 North, Range 20 East is a concrete monument with a brass cap not an aluminum cap.

2. 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.

This includes the CADD file.

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.

As of January 1, 2020, the digital mapping should be prepared using the NAD83 Datum (2011 Adjustment)

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 2024 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.

Sincerely,
Point Land Surveying & Mapping

Bob Beilfuss

Bob Beilfuss, P.L.S.
Principle

Professional Land Surveying and Mapping Services
W174 N9467 Joper Road, Menomonee Falls, Wisconsin, 53051
262-250-8003 office *pointlandsurveying@gmail.com* *email*

MEETING:	**REGULAR MEETING OF THE PLAN COMMISSION**
DATE AND TIME:	**Monday, December 8, 2025 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.*

Chairman Soderberg called the meeting to order at 6:30pm.

II. ROLL CALL:

Chairman Soderberg and Committee Members Warren, Shadid, Tarantino, Williams, Henk and Ewert were all present. Also present were Community Development Director Retzlaff, Associate Planner Yanke and Administrative Coordinator Remich (via Webex).

III. 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 four (4) 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.) Comments that may be injurious to village personnel or other individuals will not be allowed.*

Citizens that spoke included:
Melanie Smythe who lives on Cedar Lane.
Lynn Bednarz who lives on Pawnee Court.
Mike Gariepy who lives on Wagon Trail.
Scott Hefle who lives on Old Farm Road
Tammy Schneider who lives on Lannon Road.

IV. MEETING MINUTES:

A. PC Minutes 11/10/25

Motion: Approve as presented
Motioned By: Robert Warren
Seconded By: Russ Ewert
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russ Ewert
No: None
Abstain: None
Motion Passed (Yes 6, No 0, Abstained 0)

V. NEW BUSINESS:

A. Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner. Rezoning application to create the "Carillon at Germantown" Planned Development District (PDD) and Rezone 5.4 acres from the Institutional (I) Zoning District into the Carillon at Germantown PDD; and a Certified Survey Map (CSM) for a 5.4-acre residential development comprised of 36 multi-family dwelling units located at W172N11187 Division Road in the Lannon-Mequon Road Corridor. (PUBLIC HEARING & ACTION)

Associate Planner Yanke stated that the project site is 10.4 acres in size which includes the existing church, parking lot/driveways, and a parsonage to the south of the church. This proposal will contain 11 buildings with a total of 36 rental units. The development will be served by a private U-shaped drive with two (2) access points to Division Road. Overall density proposed is 6.7 du/acre with each unit having a private front entrance and enclosed yard. The existing parsonage on the property would be demolished as part of the project. Yanke gave a brief overview of the proposal and introduced Daniel Hasbani with Cirrus Property Group who gave a full presentation.

Commissioners were concerned about the 10' landscape buffering on the north & west sides and whether it was necessary or not. Drainage under the fenced-in back yards and lawn care questions were addressed, the private yards will have large gates for rider mowers and the fencing doesn't go all the way to the ground. There are inches underneath the fence for drainage per applicant. Hasbani stated that they have studied surveys and market results and found that general open space had no value for their renters, but a private outdoor space was highly desired, which is the reason they propose the fenced-in private yards for their residents. Director Retzlaff stated that Cirrus is asking for some relaxing of standards for their PDD and in exchange staff feels that some buffering and landscaping around the perimeter would be desired, or a fence of 6'-8' would possibly be acceptable.

Chairman Soderberg opened the public hearing at 7:33pm.
Residents that spoke included:
Lynn Bednarz who lives on Pawnee Court felt that the Village needs to protect itself against proposals like this and wants the commission to look into every detail.
Tanner Hahn who is a Trustee at Grace Lutheran Church spoke on behalf of the church and stated that this project has been in development for over 2 years, and he feels that they have done a great job and it will benefit both the church and the community.
Carole Waskow who is a member of the church and a resident stated that she feels this will bring a wide variety of residents into the community and wants this proposal to move forward.
Melanie Smythe who lives on Cedar Lane is glad that the developer is not asking for Village money and has no qualms about a residential development on this property but feels we should stick with our design standards.
Chairman Soderberg closed the public hearing at 7:49pm

Staff recommends approval of the proposed 2-lot Certified Survey Map (CSM) for the Faith Lutheran Church property located at W172 N11187 Division Road, subject to the following conditions:

1. All technical issues and corrections identified by the Village Surveyor (see November 16, 2025, memo from Bob Beilfuss, PLC) shall be addressed and reflected in a revised CSM reviewed and approved by Village staff prior to recording.
2. Approval of the CSM is subject to approval being granted by the Village for the “Carillon at Germantown” Planned Development District (PDD).

Motion 1: Approve CSM and include a revision for the North property line to maintain a 5' buffer
Motioned By: Josh Tarantino
Seconded By: Robert Warren
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed (Yes 7, No 0, Abstained 0)

Staff recommends approval to create a planned Development District (PDD) based on the underlying Rm-2: Multi-Family Zoning District to be known as the “Carillon at Germantown” PDD for the 5.4-acre property and rezoning said 5.4 acres from the I: Institutional District into the “Carillon at Germantown” PDD, subject to the following requirements and conditions:

1. The Rm-2: Multi-Family Zoning District regulations shall constitute the underlying conditions and restrictions for the PDD subject to the Developer proposed modifications and Village staff provisions summarized herein. A complete “conditions & restrictions” resolution establishing all use and development allowances, requirements, and restrictions shall be drafted for review and approval by the Village Board concurrent with review and approval of an ordinance creating the Carillon at Germantown Planned Development District (PDD).
2. The Site Illustrative Plan revised dated November 24, 2025, and any subsequent revisions necessary as a result of satisfying Village approval shall constitute the General Development Plan (GDP) required under Section 17.27 of the Zoning Code.

3. The General Development Plan (GDP) and PDD conditions and restrictions shall include the following:
a. All items, issues, and technical requirements identified in the November 13, 2025, memo from the Village Engineer and Public Works Department shall be addressed and reflected in additional information and/or revised plans submitted to Village staff for further review prior to final approval of construction plans for all public and private improvements.
b. The visitor parking currently shown along the southern boundary shall be relocated to be positioned next to the visitor parking spaces shown along the drive on the western portion of the site.
c. The 4-foot fence to enclose each yard behind the residential units shall be modified

to an open-style “picket” or “garden” fence for aesthetic purposes and to allow better drainage flow through the site.
d. The pre-existing driveway to/from Division Road serving the church (Lot 1 of CSM) shall be modified during site plan implementation of the residential development site (Lot 2 of CSM) to ensure it complies with the required 5-foot setback from the southern property line per Zoning Code.
e. The developer shall be required to install sidewalk along the west side of Division Road from Mequon Road to the southern end of the subject 5.4-acre parcel. Size of sidewalk and construction method to be in compliance with the Village of Germantown Development Handbook design standards.
f. The developer shall provide additional landscape buffering along the west and north property lines in the vicinity of Buildings 3, 4, 6, 7, 9, and 11. Said buffer shall include a minimum 10-foot setback (i.e. width) between the property line and proposed fencing with plantings sufficient in type, size, and quantity to provide visual screening to a height of 6 feet within 3 years after plant installation. A revised landscape plan including said landscape buffer shall be submitted to the Village Forester and Plan Commission for review and approval prior to or concurrent with Site Plan review and approval.

Motion 2: Approve PDD with 3 conditions
Motioned By: Robert Warren
Seconded By: Bridget Henk

Retzlaff asked Village Engineer Driscoll if he thought it would be prudent of us to require the developer to install a sidewalk along the west side of Division Road for access to this development and continuity or to ask that they pitch in financially when it eventually gets installed? Driscoll thought that would be advantageous, especially for the drainage improvements that might be required and costly. Driscoll also stated that it would not be too late to redesign Phase 1 of the Division Road reconstruction project to account for a future sidewalk including grading and base but that would have to happen very soon. They could potentially plan for additional asphalt sidewalks in 2027 during Phase 2. Discussion followed. Hasbani came back up to discuss condition 3d to increase the setback from the northern lot line to the driveway, which requires a change to the requested PDD side setback reduction request on the north only so that would need to be reduced to 18'. He also asked if the 10' requirement in condition 3f from the fence to the property line could be removed and discussed as part of the site plan process later on, along with what the landscaping could look like? Retzlaff suggested leaving F in there and modifying the language so we have something in the PDD that speaks to this issue.

Motion 3: Amend PDD wording for Condition 3F: Sentence 2 should read: "Said buffer shall include a minimum 10-foot setback (i.e. width) between the property line and proposed fencing with plantings sufficient in type, size, and quantity to provide visual screening to a height of 6 feet within 3 years after plant installation, or a mutually acceptable alternative determined and approved at the site plan approval stage."

Motioned By: Russell Ewert
Seconded By: Robert Warren
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk,

Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed (Yes 7, No 0, Abstained 0)

Condition 3e was discussed further: Retzlaff feels that we should require the developer to either build the sidewalk along the west side of Division Road to access this development or contribute financially to the installation of an 8' wide standard asphalt sidewalk, as he feels the church/developer should contribute because we are willing to relax our development standards. We can work out an estimate and set the actual dollar amount for the agreement at the Village Board level.

Results of Motion 2: Approve PDD with 3 conditions
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed Yes 7, No 0, Abstained 0

B. Community Development Department - Amendments to the Floodplain Zoning Ordinance (Germantown Municipal Code Chapter 23) and Adoption of revised Flood Insurance Rate Maps (FIRMs) and Flood Insurance Study (FIS). (PUBLIC HEARING & ACTION)

Director Retzlaff presented the amended Floodplain Zoning Ordinance (Chapter 23 of the Germantown Municipal Code) and updated Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRMs) for review and adoption to comply with federal and state floodplain management requirements and maintain the Village's eligibility in the Federal National Flood Insurance Program (NFIP).

Although Staff recommends that the updated FIS and FIRMs be adopted to ensure the Village retains its status as a participating community and eligibility in the NFIP, it is not without some degree of hesitancy. It is critical that the Village retain its eligibility in the NFIP and the only way to do that is to adopt the new FIS, FIRMs, and floodplain zoning ordinance put forth by FEMA and the DNR before the February 20, 2026 deadline. However, Staff is aware that the updated FIS and FIRMs are not without flaws. The recent 1,000-year flood event in August provided evidence observed by Staff that many locations in the Village that the new FIRMs indicate should have been flooded were only slightly impacted if not entirely untouched by the flood water. Unfortunately, despite regular attempts to point out these obvious flaws in the FIS and FIRM development process, nothing short of significant and comprehensive hydrologic and hydraulic engineering analysis that proves the FIS and FIRMs to be wrong is enough for the Village to be successful in getting FEMA to revise the FIRMs.

That is not to say that the FIRMs cannot be changed. There is a process that individual property and business owners can follow to request that FEMA consider approving a site or property-specific change to the flood zone for their particular property. This process involves submitting an application to FEMA for a formal determination of the property's location and elevation relative to the 100-year flood zone (a.k.a. the SFHA or “special flood hazard area”). This process is called a Letter of

Map Change (LOMC) request. After FEMA reviews the LOMC request, it will issue a determination letter either approving or denying the map change. With either determination, if FEMA grants the map amendment or revision request, property owner(s) may no longer be required to pay flood insurance by providing the FEMA determination document to their lender and request that any federal flood insurance requirement be removed.

Staff recommends approval of the proposed Floodplain Zoning Ordinance as drafted which includes updated references to the updated Flood Insurance Study (FIS) and Flood Insurance Rate Map panels (FIRMs) having an effective date of February 20, 2026.

Discussion Followed.

- Committee members wanted to know at what point the Village should step in to assist property owners with this. Retzlaff asked whether it would be cost effective for the Village to get involved, which would be expensive and replicate what contractors for FEMA have already been doing since 2013, collecting data along navigable waterways throughout the county? And there are only a couple of dozen property owners that carry flood insurance currently.
- Soderberg stated that Mequon is going down that path now, and it is costing them over $100,000 and he wondered if we will need to go down the same path?
- How does this affect property owners that are now in a flood plain? They might get a letter from their mortgage company stating that they now have to purchase flood insurance. As far as being located in a floodplain, we are going to prohibit you from making improvements.
- Do we have documents and photographs to prove that the recent flood didn't affect these areas? We do, and we would have to provide those along with the technical data to start that process.
- How do we communicate this to residents so they know they are now in a floodplain and may need additional insurance? Retzlaff stated that the county sent different colored postcards to property owners that were going to be affected by the new maps in some way. They also held a public meeting for that process, so we could do something similar to inform the public that there are new floodplain maps in effect if that is what the Village Board wants to do.

Chairman Soderberg opened the public hearing at 8:46pm.
No residents came forward to speak.
Chairman Soderberg closed the public hearing at 8:48pm.

Motion: Approve as presented
Motioned By: Robert Warren
Seconded By: Bridget Henk
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino
No: Russell Ewert

Abstain: None
Motion Passed (Yes 6, No 1, Abstained 0)

C. Dan Braatz, Agent for Burgers & Braatz Properties, LLC, and Blackstone Creek, LLC, Property Owner. Site Plan application for a new 4,403 sqft drive-through restaurant (Culver's) on property located at N112 W17300 Mequon Road in the Village Center District. (ACTION)

Associate Planner Yanke stated that this case was heard by the Plan Commission at its October 13 meeting where the Plan Commission recommended the applicant work with staff on the building design and submit revised renderings incorporating a pitched-roof (non-flat roof) and reducing the amount of metal materials used. The Plan Commission decided to table/postpone the Culver's site plan review until the Village Board acted on the Blackstone Creek PDD amendments and Certified Survey Map (CSM) that simultaneously submitted at the time, as the site plan for Culver's was contingent on the PDD amendments and CSM being passed. While the Village Board initially denied the changes proposed to the PDD, the case was reconsidered and the Village Board recently decided to pass only those PDD changes and the CSM that allows the Culver's proposal to move on.
Discussion Followed. The driveway design is complete and will be submitted after this site plan is approved.

Staff recommends approval of the site development and building plans as submitted, subject to the following list of conditions to be incorporated into the motion:

1. This approval is for the various plan sheets that comprise the site development plan set as noted below and is subject to compliance with all the conditions and requirements set forth herein and subsequently adopted and/or revised by the Plan Commission. Approval is granted for the following unless superseded by subsequent plan sheets approved by Village Staff pursuant to revisions required herein and/or by the Plan Commission: a. Civil engineering plans dated October 30, 2025. b. Landscape plan dated October 1, 2025. c. Photometric lighting plan dated October 3, 2025. d. Architectural rendering set dated October 30, 2025.

If revised plan sheets are necessary, each revised sheet shall contain the date of said revision clearly stamped in the lower right corner.

2. The Landscape Plan shall be subject to final acceptance by the Village Forester and Community Development staff prior to commencement of construction activities.
3. The dumpster enclosure shall be constructed with the same brick/stone as the building and have the same/similar architectural design.
4. Applicant shall modify the west elevation of the building to add a larger façade feature, similar to the east elevation, to complete a four-sided architecture look.
5. The technical issues and plan revisions identified in the August 27, 2025, memo from the Village Engineer shall be addressed in revised plan sheets and/or supplemental documents as necessary prior to commencing construction activities (excluding site demolition, early start site preparation, and footing & foundation installation).
6. Applicant shall revise the Culver's site development plan to incorporate pathway or sidewalk connection to/from Mequon Road, the prospective commercial site to the

west, and to the prospective residential area to the north (in addition to the sidewalk proposed along Division Road).
7. Approval of the Site Plan application is subject to final approval/acceptance of the submitted Traffic Impact Analysis and any recommendations/modifications contained therein, by the Village Engineer.
8. Driveway entrances shown on the site development plan but not technically on the subject parcel shall be constructed pursuant to this site development plan submittal and be constructed as part of site plan implementation.
9. State agency (DSPS) approved plans and a $20,000 occupancy bond are required by Inspection Services. The Village of Germantown is an authorized delegated agent of DSPS and may be used as an alternative to provide all commercial plan review and inspection services through SAFEBuilt of WI and the Village of Germantown.
10. All temporary and permanent exterior signs require a permit and shall comply with all current Village sign regulations and requires a permit if/when allowed. New signage shall be subject to review and approval by the Plan Commission. The proposed "mural" signage shall not be allowed unless the proper temporary and/or permanent sign permit(s) is granted by the Village.
11. Pursuant to Section 17.47 of the Zoning Code, if the Village observes and/or receives complaints regarding negative impacts associated with and/or created by construction activities or the facility's day-to-day operation on the property, including but not limited to glare, noise, or dust, among other things, the Property Owner/Operator shall work with the Village to identify the source of such impact(s), evaluate alternative mitigation measures, and implement a mutually-agreeable solution to mitigating the impact(s).

Motion: Approve as presented
Motioned By: Robert Warren
Seconded By: William Shadid
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed (Yes 7, No 0, Abstained 0)

D. Home Path Financial, LP, Agent for Mohrhusen Family Farm, LLC, Property Owner. Application for minor amendments to the Sutton Farm Planned Development District (PDD) and Preliminary Subdivision Plat located at the northeast corner of Lannon Road (CTH Y) @ County Line Road (CTH Q) in the Lannon Gateway Neighborhood. (ACTION)

Associate Planner Yanke stated that in July 2025, the Village approved a rezoning application to create a Planned Development District (PDD) and a Preliminary Subdivision Plat for an 88.3-acre residential neighborhood known as "Sutton Farm". A condition of approval specified that prior to recording of the preliminary plat, the proposed access/intersection locations, recommended turn-lane, and traffic control improvements as detailed in the Traffic Impact Analysis (TIA) submitted by the developer, shall be approved/accepted by the appropriate jurisdiction governing each roadway. Since approval was granted by the Village, the applicant has worked with the Washington County Highway Department based on a concern they had related to site distance applicable to the proposed access road from the development to Lannon

Road. To alleviate this concern, the applicant has proposed a shift of the access road where it intersects Lannon Road approximately 200 feet north. Due to this change, an amendment to the Planned Development District (PDD) and Preliminary Subdivision Plat is required and was submitted by the applicant for review and approval.

Staff recommends approval of the proposed Planned Development District (PDD) amendment and considers the proposed PDD changes to be "minor", meaning that a Plan Commission recommendation of this can be considered by the Village Board without a public hearing.

Staff recommends approval of the proposed Planned Development District (PDD) amendment by Home Path Financial, LP, to the “Sutton Farm” PDD, subject to the following condition:

1. The proposed amendment shall be codified into an appropriate resolution amending the current list of conditions and restrictions contained in Resolution No. 11-2025 (A Resolution Adopting Conditions and Restrictions for the Sutton Farm PDD) to be considered for approval by the Village Board.

Staff recommends approval of the Preliminary Subdivision Plat amendment for “Sutton Farm”, subject to the following condition:

1. The proposed amendment shall be codified into an appropriate resolution amending the current list of conditions contained in Resolution No. 12-2025 (A Resolution Approving a Preliminary Subdivision Plat “Sutton Farm”) to be considered for approval by the Village Board.

Motion: Approve all 3 recommendations as stated
Motioned By: William Shadid
Seconded By: Russell Ewert
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed (Yes 7, No 0, Abstained 0)

E. Finishing Touch Signs, Agent for Furlong Industrial Systems and the Michael Furlong Revocable Trust, Property Owner - W194 N11221 McCormick Drive. Sign Permit Application. (ACTION)

Director Retzlaff stated that In 2024, Furlong Industrial Systems was granted zoning permit approval for exterior renovations to the building. The owner is now seeking approval of a wall sign for the building.

Staff recommends approval of the proposed wall sign for Furlong Industrial Systems located at W194 N11221 McCormick Drive.

Motion: Approve as presented
Motioned By: Robert Warren

Seconded By: Josh Tarantino
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed (Yes 7, No 0, Abstained 0)

F. Community Development Department - Village Center District Community Engagement Program: Consultant Proposal Review and Recommendation. (ACTION)

Director Retzlaff stated that earlier this year the Village Board paused the re-development effort for the area located near the Pilgrim @ Mequon Road intersection. Following the "pause", the Village Board decided to set aside the visioning and master planning work that had been completed by the RINKA Group and embark on a different course of action. To gather more public opinion and input regarding potential re-development of this and possibly other properties within the larger "Village Center District" as defined in the 2050 Comprehensive Plan, the Board directed Staff to initiate a comprehensive community engagement program to identify community issues, priorities, needs, and desires that will, in turn, be used to develop specific development regulations and design guidelines for potential re-development.

Staff prepared a request for proposals outlining the intended purpose and desired outcomes for what is intended to be a consultant-assisted community engagement process involving the Plan Commission and Village Board over the next 6 months into the spring of 2026.

Five (5) consultant proposals have been submitted. At this time, the role of the Plan Commission is to review the proposals and make a recommendation to the Village Board who will make a final consultant/proposal selection.
Discussion Followed.

Motion: Recommend SRF Consulting to the Village Board
Motioned By: Robert Warren
Seconded By: William Shadid
Yes: Bob Soderberg, Robert Warren, William Shadid, Robert Williams, Bridget Henk, Josh Tarantino, Russell Ewert
No: None
Abstain: None
Motion Passed (Yes 7, No 0, Abstained 0)

VI. ANNOUNCEMENTS:

None.

VII. ADJOURNMENT:

Chairman Soderberg adjourned the meeting at 9:29pm.

NOTICE OF PUBLIC HEARING
VILLAGE OF GERMANTOWN

NOTICE is hereby given that a Public Hearing will be held before the Village of Germantown Plan Commission at the Germantown Village Hall located at N112W17001 Mequon Road, Germantown, Wisconsin and virtually through the WebEx platform on the following date and at the time noted below (or soon thereafter):

DATE: Monday, December 8th, 2025
TIME: 6:30pm or later

The purpose of said hearing is to hear any and all parties, their attorneys or agents, for or against: (1) creating a Planned Development District (PDD) Zoning District for a portion of the property described below with underlying Rm-2: Multi-Family Residential Zoning District; and (2) Rezoning a portion of the property described below from the I: Institutional Zoning District to the newly created PDD Zoning District for the purpose of developing a residential community comprised of 36 dwelling units.

Applicant: Cirrus Property Group, LLC, Agent for Faith Lutheran Church, Property Owner
Property: W172N11183 Division Road; Tax Parcel GTNV_281967

Property Description:
CERTIFIED SURVEY MAP NO. 5387, RECORDED AUGUST 28, 2001, IN VOLUME 38 OF CERTIFIED SURVEY MAPS, PAGES 152, 153 AND 154, AS DOCUMENT NO. 898738, BEING A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWN 9 NORTH, RANGE 20 EAST, IN THE VILLAGE OF GERMANTOWN, COUNTY OF WASHINGTON, STATE OF WISCONSIN.

A copy of the application and a map showing the property described above are on file at the Community Development Department-Planning & Zoning Services office in the Germantown Village Hall and can be viewed on our website by following this link: https://www.germantownwi.gov/589/Proposed-Development-Projects

Citizens wishing to submit any public comments should do so by sending them by email to: comments@germantownwi.gov no later than 4:00pm on the meeting date listed above.

Donna Ott, Village Clerk
Dated this 12th day of November 2025

To Be Published On: November 19th & November 26th, 2025

2050 COMPREHENSIVE PLAN IMPLEMENTATION:
Holy Hill Gateway District Master Plan
1/12/26 Plan Commission Meeting

Germantown Community Development Department

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

As we discussed at various meetings last fall, the Plan Commission will resume work on preparing the priority neighborhood "master plans" specified in the Implementation Chapter of the 2050 Comprehensive Plan. The Plan Commission agreed to revise the short list of priorities (see below) and to issue a revised request for proposals (RFP) to begin/complete work on the Holy Hill Gateway District master plan in 2026:

1. Holy Hill Gateway District
2. Village Center District
3. Freistadt District (previously #2)

At the November 10 meeting, the Plan Commission discussed and approved various (and mostly minor) revisions to the RFP including those recommended by the Village President/Plan Commission Chairman, Bob Soderberg. The revised RFP (copy attached) was released in late November with a submittal deadline of December 19.

The following five (5) consultant proposals have been submitted (in alphabetical order).

CHASTAIN-Holy Hill Master Plan Proposal.pdf
CONFLUENCE-Holy Hill Gateway District Master Plan.pdf
GRAEF-Holy Hill Gateway District Master Plan Proposal.pdf
MSA-Holy Hill Master Plan Proposal.pdf
VANDEWALLE-raSMITH--Holy Hill Gateway Master Plan Proposal.pdf

At this time, the role of the Plan Commission is to review the proposals and make a recommendation to the Village Board who, in turn, will make a final consultant/proposal selection.

As set forth in the RFP, while there is no prescribed scoring or ranking system, the Plan Commission and Village Board should evaluate each proposal using the following criteria (but may consider other criteria it deems relevant to make a selection):

1. Qualifications and demonstrated experience of the consultant and key personnel assigned to the project
2. Appropriateness and uniqueness of the proposed project approach, methods, techniques, and tools to be used, including a demonstrated understanding of the project objectives and scope of work
3. The proposed public engagement plan
4. Proposed project schedule and cost

Staff will provide a staff recommendation summarizing the thoughts and recommendation of the "evaluation team" comprised of the Village Administrator, Community Development Director, Public Works Director, and Village Engineer.

Request for Proposals

Holy Hill Gateway District Master Plan

RELEASE DATE: NOVEMBER 12, 2025

SECTION I. Introduction & Purpose

This request for proposals (RFP) is issued by the Village of Germantown for the purpose of securing a qualified planning or design consultant to prepare a master plan to guide future development and land use with the outcome being the reflective vision for the Village in the following area:

1. **Holy Hill Gateway District**. A rapidly developing highway interchange area with warehousing/distribution, light industrial and undeveloped agricultural land that includes approximately 930 acres located east of the I-41 @ Holy Hill Road interchange in the northwest part of the Village.

The goal is to develop and adopt a master plan for the Holy Hill Gateway District that presents in general terms the preferred type, density, relative location, format, architectural design, and timing of future development and land use consistent with the Village's 2050 Comprehensive Plan. Further, the master plan is expected to address the need for and location of potential public improvements, e.g. new and/or extended roads, park & recreation facilities, storm water management facilities. The master plan should also address measures necessary to protect and enhance existing environmentally sensitive features and land use compatibility within the District and between the District and abutting neighborhoods, districts and corridors as defined in the 2050 Plan.

The master plan will be developed as a refinement to and adopted as a component of the Village's 2050 Comprehensive Plan. The master plan will form the basis for developing and/or revising the Village's zoning, land division and other development regulations that apply to future development and land use in the District.

Given ongoing and significant development pressure in the Holy Hill Gateway District, development of a master plan for the district is a high priority and must be mindful that residents are a critical stakeholder in the development of the plan. Consequently, the Village prefers that the master plan process be conducted and be completed within a nine (9) month time period.

SECTION II. Background

2050 Comprehensive Plan

The "Village of Germantown 2050 Comprehensive Plan" (the "2050 Plan") was adopted in September, 2022 with the primary purpose *"to act as a roadmap for the Village of Germantown as it navigates upcoming change, growth, and development. Realizing the vision and goals presented in this plan will require that the Village face challenging decisions about where and how to grow and what services will best serve the residents of today and tomorrow."*

With that in mind, future land use planning for the Village under the 2050 Plan is intended to follow a "Neighborhood/District/Corridor" place-based approach with two components: a Future Land Use Plan Map and a Future Land Use Table.

The 2050 Future Land Use Plan Map (see Exhibit 1) shows the Village as a series of thirty-two (32) places or neighborhoods, districts, and corridors (hereafter "NDCs") that have or are intended to have the same or a similar pattern and type of land use, cultural, environmental, and economic character, and identity.

Unlike a typical land use planning approach, the 2050 Future Land Use Table (see Exhibit 2) does not assign a single acceptable land use to a particular parcel. Rather, the Future Land Use Table identifies a list of eleven preferred land uses, preferred design criteria and maximum density allowances. For each NDC, each of the preferred land uses is assigned a degree of desirability:

- "Desirable" uses should be encouraged because they are consistent with, support, and enhance the desired character of the NDC
- "Allowable" 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 NDC
- "Undesirable" uses should not be encouraged but may still be acceptable for the NDC under special circumstances

This approach gives the Village staff, Plan Commission and Village Board an adaptable and flexible framework to discuss, evaluate and respond to unique development proposals in the village including residential proposals.

In addition to the 2050 Future Land Use Plan Map and Table, an objective of the 2050 Plan is to develop individual "master" or "neighborhood" plans for each of the 32 NDCs in the Village. It is intended that each master plan will provide a greater level of detail in terms of guiding the preferred type, amount, density, relative location and timing of future development, public improvements and environmental protection than presented in the 2050 Plan.

Depending on the specific conditions, character and needs of each NDC, each master plan is intended to address additional implementation objectives identified in the Implementation Chapter of the 2050 Plan to one degree or another, including:

- Design Guidelines for Industrial & Commercial Sites & Buildings
- Land use compatibility & buffer requirements
- Environmental protection requirements
- Residential housing opportunities & affordability
- Park & recreational trails & facilities
- Public improvement needs, timing & financing alternatives

Holy Hill Gateway District

The Holy Hill Gateway District is approximately 930 acres in area and lies adjacent to and east of I-41 near the Holy Hill Road interchange (see Exhibit 3). This District has had a significant amount of light industrial, warehousing & distribution development along the Holy Hill Road corridor as a direct result of the Village creating Tax Increment District No. 8 (TID#8) north of Holy Hill Road and expanding Tax Increment District No. 7 (TID#7) south of Holy Hill Road. Since 2018, approximately 2.1 million sqft of industrial building space has been developed in the Holy Hill Gateway District for warehousing & distribution, light manufacturing & assembly uses. As set forth in the 2050 Plan, the Holy Hill Gateway District is intended to continue developing as an industrial and mixed-use commercial district with light industrial, warehouse/distribution, and corporate office uses with highway-oriented hospitality & retail uses located near the Holy Hill Road interchange and mixed-use commercial retail and high/medium-density residential uses adjacent to and along the I-41 corridor.

Public investment and improvements include a new 177' high, 500,000-gal elevated water storage tank (Tower #4) and a 420' deep well (Well #12) that became operational in 2024. Holy Hill Road was also recently widened to a 4-lane divided cross-section with signalized intersections at Gateway Crossing and Goldendale Road. Existing development is served by municipal water and sewer south of Rockfield Road and west of Goldendale Road. Ongoing public improvements include the phased construction of a frontage road (High Point Pass) east of and parallel to I-41 from Bonniwell Road south through the Holy Hill Gateway District across Holy Hill Road and the WSOR railroad to the south. Other local and collector road needs within the Holy Hill District are expected to be identified as part of the master plan process.

The Holy Hill Gateway District abuts the Village's "Rural Preservation District" and "Woodside Neighborhood" to the north and the "Isabelle Farms Neighborhood" and "Dheinsville Neighborhood" to the south and east. All these areas surrounding the Holy Hill Gateway district contain low-density, single-family residential and/or undeveloped agricultural land. An objective of the master plan process is to address the transition between these areas, potentially incompatible land uses, and alternative buffering and setback requirements along the common boundaries for the Holy Hill Gateway District and the abutting district and neighborhoods.

Opportunity Areas

The Holy Hill Gateway District is identified in the 2050 Plan as one of two critical "opportunity areas" in the Village that present the greatest potential for change in the Village over the next 30 years. As part of the 2050 Plan process, the Village determined that land in these districts should be reserved for development comprised of light industrial, commercial warehousing & distribution, commercial and high/medium-density residential land uses.

The 2050 Plan includes a conceptual land use plan or "vision" for the Holy Hill Gateway District (see Exhibit 4) that presents a plan for the type and relative location of the preferred land uses and major public road and recreational trail improvements within the Holy Hill Gateway. It is intended that this conceptual "vision" will guide future development and land use in the interim until a detailed master plan is developed and adopted for the district.

It is intended that this "vision" will be the starting point for discussing the type, amount, density, relative location of future development in the Holy Hill Gateway District. To that end, it is expected that a general evaluation of market demand and other economic considerations affecting preferred land uses within the district will be conducted by the consultant as part of the planning effort to ensure the preferred development and land uses included in the master plan are realistic, reasonably attainable, and mindful of neighboring residents.

SECTION III. Master Plan Objectives

The master plan process is intended to evaluate and address several objectives, including but not limited to the following:

1. Evaluate and reaffirm (or revise as necessary) the preferred land uses for the District as set forth in the 2050 Future Land Use Plan Map and Table and in the conceptual "vision" plan in Exhibit 4 (including the preferred land use categories, preferred site design, and maximum residential density).

2. Prepare detailed maps, tables, renderings, and other graphics indicating the appropriate type, amount, location, mix, density/intensity, format, architectural design, and timing of development and land uses (light industrial, warehouse & distribution, retail, hospitality & service-oriented commercial, office, residential, mixed-use, open space, utilities, roads, trails, etc.) that are appropriate for and likely to succeed within the District.

3. Identify opportunities and adopt specific strategies, including but not limited to zoning and subdivision code revisions, to implement one or more objectives and tasks identified in the 2050 Plan Implementation Chapter, including, but not limited to:
    a. Developing & adopting specific design guidelines for industrial & commercial sites & buildings
    b. Identifying potential land use incompatibility issues with abutting neighborhoods and developing specific buffering & setback requirements
    c. Identifying environmentally sensitive features and adopting specific protection requirements
    d. Address the opportunity for owner-occupied and rental residential housing, mixed-use developments

4. Identify existing developed properties and land uses within the District that may be inconsistent with the preferred land uses set forth in 2050 Plan, properties that may be underused relative to the potential value of the property or importance to achieving the 2050 Plan "vision", or otherwise have the potential for redevelopment.

5. Identify the location of future transportation infrastructure, including the location and design characteristics of future local, collector, and arterials roadways, off-road recreational trails, and appropriate streetscaping enhancements, e.g. lighting, sidewalks, terraces, crosswalks, benches, receptacles, bike racks, etc. .

6. Identify specific strategies, e.g. plan policies, zoning and subdivision code revisions, public and private infrastructure improvements, land acquisition, alternative public and private funding sources, etc., to implement the master plan and to ensure future land use and development occurs in a cost-effective and sustainable manner.

7. Develop and adopt the master plan based in part on public input obtained from a broad set of community stakeholders including the residents, Village Board, Plan Commission, property and business owners, real estate and development professionals, and typically unrepresented stakeholders and silent supporters or objectors.

SECTION IV. Scope of Work

It is expected that the consultant will provide the Village specific recommendations regarding the final scope of the project and overall planning process, as well as, specific tasks and deliverables based on their expertise and experience completing similar district, neighborhood and corridor scale land use & development planning projects. The final project scope, as well as, the specific elements to be included in and the organization and format of the master plan document will be determined by the consultant in cooperation with the Village once the consultant is selected. However, the master plans should address or otherwise incorporate the following:

Planning Area Identification & Background
Identification of the recommended planning area boundary. A description of the planning area, including a summary of prior planning activities and relevant planning documents and studies, existing natural resources and infrastructure, issues & opportunities within the districts, etc. This includes both Village plans and any relevant plans adopted by regional or other entities such as SEWRPC, MMSD, and Washington County. While the goal is to develop a master plan for the Holy Hill Gateway District, given the need to evaluate potential land use incompatibilities and develop appropriate buffering and setback requirements between the Holy Hill Gateway District and the abutting areas to the north, east and south, the planning area may need to extend beyond the District boundaries in certain locations.

Existing Conditions & Property Redevelopment Analysis
The consultant shall perform a combination of land use, zoning, demographic, economic development and market analyses and assessments to evaluate and document existing conditions within the Districts including the identification of existing developed properties and land uses within the Districts that may be inconsistent with the 2050 Plan preferred land uses, are currently underused relative to the potential value of the property, or otherwise have the potential for redevelopment.

2050 Plan Consistency
The master plan should discuss how it is consistent with and furthers the 2050 Plan and other existing plans adopted by the Village, including the Comprehensive Outdoor Recreation Plan and reflects the desires of Village residents and taxpayers.

Intergovernmental Cooperation
The planning process should include an opportunity for other local governments to participate, particularly Germantown School District, the Village of Richfield, Washington County, the Southeast Wisconsin Regional Planning Commission (SEWRPC), the Milwaukee Metropolitan Sewerage District (MMSD), and the Department of Natural Resources (DNR). The master plan should document how it furthers intergovernmental cooperation, addresses any intergovernmental issues raised through the planning process, and how those issues were resolved.

Natural Resources
The plan should evaluate existing natural resources, environmental corridors, any known threatened or endangered species, heritage trees, high quality woodlands, topography and steep slopes, floodplains, wetlands, high groundwater areas that may be limiting factors to or affected by development, soils, prairies or meadows. The plan should identify any environmental corridors (as defined by SEWRPC) and identify required and recommended protection and preservation regulations these resources and environmental corridors.

Market and Economic Development Analysis
Development of the master plan should consider the market and economic conditions of the recommended preferred land uses to ensure the land uses are realistically attainable and likely to be successful.

Transportation Network Analysis
The master plan should include a general analysis of the suitability and capacity of the existing and proposed future transportation and pedestrian networks and include a proposed road, sidewalk, recreational trail network (and any realistic alternative modes of travel) necessary to provide efficient and cost-effective circulation and connectivity within District, to adjacent districts and neighborhoods in the Village, and to the surrounding regional transportation network. The proposed network should include street design principles to follow for any new streets proposed, including recommendations for street width, bicycle and pedestrian facilities, and streetscaping.

Preferred Land Use Plan, Conceptual Renderings and Site Plans
The consultant shall develop a preferred land use plan as part of the master plan for the District. The Preferred Land Use Plan should include more detail regarding land use categories, maps, concepts, policies, and recommendations that in the 2050 Plan and District profile. Village residents and taxpayer wishes must be represented and taken into account. This may include recommendations regarding the location of preferred land uses, development density and intensity, preferred building materials or styles, recommended building height, floor area ratios, principal building setbacks, minimum or maximum parking requirements, and other typical zoning code requirements. The master plan should include the use of representative images, conceptual renderings, and scaled site plans for specific properties or land use categories. The creation of roadway conceptual cross sections should also be included. It is expected that the preferred land use plan will be developed after evaluating several alternative development and transportation network scenarios, preferred land use maps, and conceptual renderings and site plans for review and consideration by the Village as part of an iterative planning process.

Specific properties or areas in the Holy Hill Gateway District that should have conceptual renderings and site plans prepared include, but are not limited to:

1. Holy Hill Storage & MLG properties in the southeast quadrants of the Holy Hill Road @ I-41 interchange;
2. Properties east of Goldendale Road and north of Holy Hill Road;
3. The recommended cross-section(s) around the perimeter of the Holy Hill Gateway District depicting the recommended setback depth, berming, and landscape buffering requirements along the common boundary with the abutting neighborhoods

Design Guidelines
The consultant shall prepare zoning code level site, building and landscaping design principles & guidelines for the preferred land uses and (re)development in the Districts. This should include representative renderings, photos and dimensioned illustrations to adequately convey the design principles & principles. The consultant should also identify recommended street and streetscaping enhancements within the District.

Implementation Strategies.
Describe implementation strategies including amendments to the Village's existing zoning and subdivision codes, capital improvement plan, outdoor recreation plan, etc., that will be necessary to implement the master plan. Identify strategies for addressing affordable housing, sustainability, or transportation related recommendations. Identify potential implementation, timelines, and marketing strategies to redevelop the potential redevelopment sites identified earlier in the planning process. Provide preliminary cost estimates for proposed recommendations and where applicable estimated impacts to future property values and tax increment generation. Identify specific funding programs or potential partners, including public or private, that would be applicable to Germantown.

Mapping
The master plan should contain multiple maps to clearly and adequately present the preferred land uses and development within the District including, but not limited to, the following:

- Project/Planning Area Boundary
- Location Map within Germantown and relative to abutting Neighborhoods, Districts & Corridors
- Existing Land Use & Zoning Map
- Natural Resources Map including wetlands, floodplains, steep slopes, hydric soils, surface water, woodlands, SEWRPC defined environmental corridors, etc.
- Existing and Future Public Facilities Map including public roads, utilities, e.g. sewer, water, etc., facilities, stormwater management areas, park & recreation facilities, landscaping, buffering and streetscaping improvements
- Potential Redevelopment Site/Property Map
- Future Land Use Map showing the locations of the preferred land uses including conceptual locations for road improvements, bike and pedestrian facilities, park expansions, drainage areas and stormwater management facilities, etc.

SECTION V. Deliverables

The consultant shall prepare a final master plan document that contains those items described in the final Scope of Services. The master plan document shall be user friendly, incorporating graphics, tables, maps, renderings and other visual components while minimizing text to present a clear and concise document. The final master plan documents should be completed in a manner that can be integrated with and/or appended to the 2050 Plan and other master plans.

The consultant shall provide the Village with one (1) digital copy of the final master plan document and all supporting documents created during the planning process in both the original format (Microsoft Word or compatible) and PDF format, including all maps, GIS data and GIS maps, graphics, or tables used to create the master plan documents. The consultant shall provide the Village with one (1) hard copy of the final master plan document. Preliminary or draft versions of all documents, including surveys, maps, renderings, may be provided in PDF format provided they are reproducible on standard paper in color or black & white at a size not to exceed 11" x 17". The consultant is responsible for printing any/all hard copy presentation and public engagement materials unless mutually agreed to with the Village.

SECTION VI. Minimum Consulting Services Required

The consultant selected for the project will be expected to provide a range of municipal land use planning and development-related services to complete the project including, but not necessarily limited to:

1. Demonstrated experience in the development of neighborhood plans for municipalities of a similar size, population, and (ideally) with similar development pressures and challenges, including experience conducting economic development and commercial retail market analysis and studies, residential housing analysis and studies, and transportation network analysis. To meet these expectations, a consultant may consist of a multidisciplinary team of planners, housing professionals, economic development professionals, commercial broker and real estate professionals, landscape architects, and/or civil engineers.

2. Understanding of and ability to incorporate relevant requirements into the planning process in conformance with the Wis. Stats. 62.23 pertaining to comprehensive planning, including the incorporation of necessary background information and trends, and the preparation and conduct of a statute-compliant public participation process.

3. Demonstrated experience preparing and conducting in-person, virtual and web-based presentations, public hearings, workshops, charettes, surveys and other public engagement opportunities and tools that may be needed or proposed in the planning process. Ability to provide innovative and cost-effective approaches to educating and obtaining input from residents, stakeholders, property owners, business owners/operators, and typically unrepresented stakeholders and “silent” supporters or objectors.

The above are minimum requirements for the project and are not intended to be a complete list of the services, skills and experiences that may be necessary to complete the project or used to evaluate consultant proposals.

SECTION VII. Proposal Format, Submittal & Content Requirements

All proposals should adhere to or reflect the content and sequence of information described in this RFP document. The proposal shall not exceed 25 pages. If the proposal is too large to submit via email, please submit via Drop Box or other filesharing service mutually agreed to with the Village. Alternatively, a proposal may be submitted in an electronic format via a USB flash drive provided it is received at the Planning & Zoning Services counter in Village Hall before the submittal deadline.

Submit a complete electronic version of the consultant’s proposal in PDF format via email to the Village of Germantown, Director of Community Development at the email address listed below:

Jeffrey W. Retzlaff, AICP, Director, Community Development Department
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4735
Email address: jretzlaff@germantownwi.gov

Submittal Deadline Date

Proposals in response to this RFP must be received before 4:00pm CST on or before the deadline date specified in Section VIII. Proposals received after this date/time will not be accepted. The consultant is responsible for verifying that their proposal has been received before the submittal deadline date.

Proposal Content

The proposal should include all the information necessary for the Village to evaluate and the proposal and make a decision. Failure of the consultant to provide specific, detailed information may result in its proposal being rejected in favor of a sufficiently detailed proposal. Any necessary exhibits or other information, including information not specifically requested in this RFP that the consultant feels would be helpful to the evaluation and decision-making process should be attached at the end of the proposal. At a minimum, the proposal shall include the following components:

1. Qualification Details
    a. Cover Letter – Including, but not limited to a statement of understanding and approach to the project. Consultants shall clearly identify whether they are submitting a proposal for completion of only one master plan or both. The cover letter should include the address, telephone number, and e- mail address of the contact person(s) and each person authorized to represent the consultant in negotiations. Unless the consultant is an individual, all proposals must be signed with a firm/company/partnership/entity name and by a responsible officer or employee indicating that officer or employee's authorization to commit the consultant to the terms of the proposal.
    b. Experience – A summary of at least five similar or relevant neighborhood, district, or corridor master plan projects for a comparable municipality that the consultant has completed within the last seven years. Website links to or digital attachments of copies of project documents can be provided and are encouraged (digital attachments will not count against the proposal 25-page limit).
    c. References – Provide at least three municipal client references for which the consultant has provided similar planning services within the last seven years. Include the municipality name, contact person name, email address and telephone number, and a brief description of the services provided.

2. Project Details
    a. Scope of Work – A complete and concise description of the approach to be taken to complete the project and address the items listed in Sections III. And IV. above, including any draft and final deliverables. An explanation of any variances from the proposed Scope of Work outlined in Section IV. and any insights into the project gained as a result of preparing the proposal or from past project experiences.

3. Project Management Details
    a. Key Personnel – A list or organization chart of personnel directly assigned to the project, including any sub-consultants, along with their responsibilities for this project and resumes. Clearly illustrate the responsibilities and lines of communication and authority relative to your project management team. Describe your plan to interface with Village staff. The Consultant's Project Manager, who will be responsible for planning, coordinating, and conducting the majority of the work, including meeting

attendance with Village Staff and Plan Commission must be identified and committed to the project. The Village reserves the right to approve Consultant's Project Manager and any requested personnel and subcontractor changes during the project.

b. Quality Control – Describe quality control measures and processes to ensure the project requirements are achieved within the project budget and schedule.
c. Village Staff Commitments – Identification of those items within the Scope of Work for which the consultant anticipates assistance by Village Staff. Village Staff will serve as the point of contact for public inquires during the planning process, will attend all public meetings, will maintain a project website, and provide public outreach of planning activities through existing Village social media outlets, electronic and community newsletters (if any are employed for the project). Village Staff can also assist in providing existing GIS data as available.
d. Project Schedule – A proposed schedule that indicates project meetings, milestones by phases or tasks, delivery of draft and final project deliverables, and overall timeline for completion of the master plan.

4. Public Engagement Plan
    a. Engagement Plan - The proposal should include a preliminary public engagement plan with recommended methods and strategies to disseminate information and obtain public input as part of the overall planning process, including, but not limited to, any in-person, virtual, social media, and/or web-based presentations, public hearings, workshops, charettes, surveys and other public participation events, opportunities and tools that may be needed as part of the planning process. The engagement plan should be designed to provide innovative and cost-effective approaches to sharing informing and obtaining input from residents, stakeholders, property owners, business owners/operators, and typically unrepresented stakeholders and "silent" supporters or objectors. The engagement plan will be finalized through discussions between the consultant and the Village. The overall process, techniques, technology, social media, meetings, workshops, charettes, etc. to be employed as part of the public engagement process must be addressed in the consultant proposal. All surveys will match prior question and be open ended. Resident and taxpayer responses will have high priority for considering changes.

5. Meetings & Communication
    a. Meetings - It is anticipated that a minimum of five (5) public meetings led by the consultant will be included in the planning process, although the consultant has the flexibility to provide an engagement plan and meeting schedule it feels is appropriate for the project. The consultant is expected to prepare any/all materials required for any public meetings and be responsible for setting up and testing any technology beyond that available for use through the Village. Village staff will post agendas and minutes using our agenda management software as needed.
    b. Communication with Village - The proposal should also build in appropriate contact meetings with Village staff and the Plan Commission which will serve as the "steering" committee for the project. The consultant is expected to coordinate and communicate with Village Staff on an ongoing basis throughout the planning process.

6. Project Cost and Labor Hours
    a. Cost – the proposal should include a "not to exceed" cost estimate to complete the project. The anticipated budget range is $65-$90,000 (pending final approval). This budget range reflects what the Village believes is appropriate for the type and scale of the project. The consultant may submit a proposal with a total cost that is outside of this range but must give information explaining why the proposed cost is outside the range. Innovative approaches, techniques, tools or additional tasks that exceed the intent of the Master Plan Objectives and Scope of Work set forth herein are acceptable if the consultant feels the benefits are justified or considered necessary to complete the project. If the scope and/or cost for such innovations or additional tasks increase the overall cost of the project beyond the project budget range, such innovations and tasks should be broken out and presented as additional services or alternatives with separate cost estimates in the proposal to be discussed with and considered by the Village.
    b. The Village will withhold a minimum 10% of the estimated contract value until all work has been satisfactorily completed.
    c. Estimated Labor Hours – A summary of estimated labor hours by task, or phase, that clearly identifies the project team members, their hourly rate, and the number of hours performed by each participant organized by task or phase.
    d. Additional Scope/Fees – The proposal should include the total cost, hours per employee, and hourly rates, etc. for any additional services not identified as needed to complete the basic scope of work.

7. Supplemental Information
    a. Any other information deemed necessary by the consultant to respond to the requirements of this RFP.

SECTION VIII. Proposal Evaluation and Consultant Selection

Evaluation Process

All proposals received before the submittal deadline date will be evaluated by the "RFP Evaluation Team" comprised of the Village Administrator, Community Development Director, Public Works Director, Village Engineer, and Village President. The RFP Evaluation Team will make a recommendation to the Plan Commission who will, in turn, make a recommendation to the Village Board for final selection of a consultant.

The RFP Evaluation Team is free to make any recommendations it determines to be in the best interest of the Village. Any inaccuracies in or misrepresentations of the information contained in a proposal or other errors may result in the rejection of a proposal.

The Village may select up to three (3) consultants for a pre-selection interview (in-person or virtual). Consultant must agree to appear at the pre-selection interview if required. The Village will not reimburse a consultant for any costs incurred for the preparation of a proposal or attending the pre-selection interview.

Proposal Evaluation Criteria

During the evaluation process, the RFP Evaluation Team may require a consultant to answer specific questions orally or in writing regarding their proposal. Selection of a consultant will be based on the overall strength and responsiveness of each proposal and not on any single factor such as cost. The RFP Evaluation Team, Plan Commission and Village Board will evaluate each proposal using the following criteria (but may consider other criteria it deems relevant to make their recommendation or selection):

- Qualifications and demonstrated experience of the consultant providing the same or similar planning consulting services for comparable master plan projects, including the qualifications, capability, and experience of the key personnel to be assigned to the project
- Proposed approach to the project, including the consultants demonstrated understanding of the master plan objectives, scope of work, proposed project schedule, appropriateness and uniqueness of the proposed approach, methods, techniques, and tools to be used for the project
- The proposed public engagement plan
- Proposed schedule and cost to provide the services necessary to complete the project

Timeline

The following timeline is anticipated with respect to the release of this RFP, proposal submittal, proposal review & evaluation, and consultant selection (but subject to change at the Village's discretion):

Request for Proposal Release Date	Nov 12, 2025
Deadline for submittal of consultant questions	Dec 1, 2025
Village response to consultant questions	Dec 5, 2025
Proposal Submittal Deadline Date	Dec 19, 2025
RFP Evaluation Team Proposal Review & Recommendation	Dec 29, 2025
Plan Commission Proposal Review & Recommendation	Jan 12, 2026
Village Board Consideration and Consultant Selection	Jan 19, 2026
Negotiate & Finalize Project Contract	Jan 20-23, 2026
Project Commencement & Kick-Off Meeting (tentative)	February 1, 2026

The Village reserves the right to adjust the timeline as necessary for any reason.

SECTION IX. Consultant Questions

The Village will only accept written questions concerning the RFP and master plan project(s). Questions should be submitted via email on or before 4:00pm on the deadline date specified in Section VIII above. Include "Holy Hill Gateway District Master Plan RFP Questions" in the subject line to ensure Village staff receives your question(s). Email all questions to the Community Development Director at the email address provided in Section VIII above.

The Village will respond in writing to all questions received. A copy of all consultant questions received AND the Village's responses will be posted on the Village's website on or before 4:00pm on the date specified in Section VIII above. In addition, a copy of the Village's responses will be emailed to all consultants who submit questions or who request a copy of the Village's responses by email prior to the question submittal deadline date.

SECTION X. Additional Terms and Conditions

There is no expressed or implied obligation that the Village will reimburse consultants for any expenses incurred in preparing proposals or participating in the selection process in response to this RFP. Materials submitted by consultants are subject to public inspection under Wisconsin law and any language purporting to render the entire proposal confidential or proprietary will be ineffective and will be disregarded.

The Village will not discriminate against individuals due to sex, race, religion, creed, color, national origin, age, disability, sexual orientation, ancestry, marital status, arrest or conviction record, military service, or any other characteristics protected by law. This applies to all consultants submitting proposals to this project and their sub-consultants.

The Village reserves the right to retain all proposals submitted and to use any idea in a proposal regardless of whether the proposal and consultant were selected. Submission of a proposal indicates acceptance by the consultant of all terms and conditions in this RFP unless clearly and specifically noted in the proposal submitted and confirmed in the contract between the Village and the consultant.

All property rights, including publication rights of all reports produced by the consultant selected in connection with services performed for this project shall be vested in the Village.

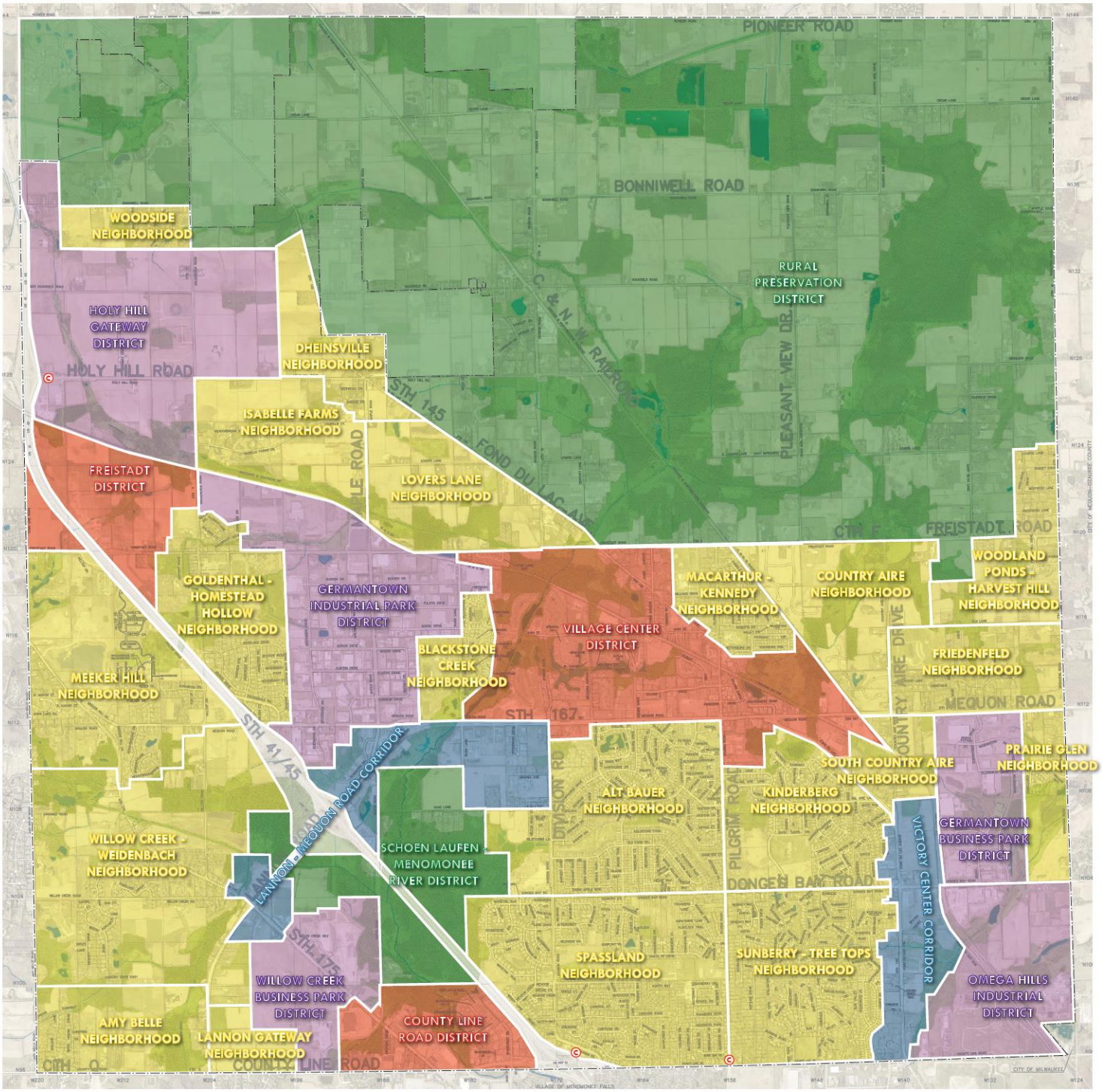
The Village reserves the right to reject any or all proposals submitted for any reason.

EXHIBIT 1

Village of Germantown
2050 Comprehensive Plan
Future Land Use MAP

NEIGHBORHOODS, DISTRICTS, CORRIDORS

Village of Germantown 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

EXHIBIT 2

Village of Germantown
2050 Comprehensive Plan
Future Land Use TABLE

Places			Preferred Future Land Uses											SSA	Environmental Corridor	Preferred Site Design			Maximum Density (residential uses)
Neighborhood / District / Corridor	Place Type	Place Name	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	Sewered? (Y/N/Partial)	Contains an Environmental Corridor?	Traditional Neighborhood	Suburban Subdivision	Conservation Subdivision**	Dwelling Units / Acre See NOTE 4 for details
District	Mixed-Use	County Line Road District	A	u	u	A	A	A	D	A	A	u	u	u	Y	YES	D	U	A	10 units/acre
District	Mixed-Use	Freistadt District	A	A	A	D	D	D	A	A	A	u	D	u	Y	YES	-	-	-	SF: 2.9 units/acre 2-4F: 6 units/acre MF: 25 units/acre
District	Mixed-Use	Village Center District	A	A	A	D	D	u	D	A	D	u	u	u	Y	YES	D	A	U	SF: 2.9 units/acre 2-4F: 6 units/acre MF: 25 units/acre
District	Industrial / Commercial	Germantown Business Park District	A	u	u	u	u	D	A	A	A	u	D	u	Y	YES	-	-	-	-
District	Industrial / Commercial	Germantown Industrial Park District	A	u	u	u	u	D	A	A	A	u	D	u	Y	YES	-	-	-	-
District	Industrial / Warehousing	Holy Hill Gateway District See NOTE 6 for details on "Provisional Land Use Area"	A	u	u	D	D	D	A	A	A	u	D	u	Y	YES	-	-	-	25 units/acre
District	Industrial / Landfill	Omega Hills Industrial District	A	u	u	u	u	D	A	A	A	A	D	u	N	YES	-	-	-	-
District	Industrial / Commercial	Willow Creek Business Park District	A	u	u	u	u	D	A	A	A	u	D	u	Y	YES	-	-	-	-
District	Rural / Open Space	Rural Preservation District	A	A	u	u	u	u	u	A	D	A	u	D	N	YES	U	U	D	see NOTE 1
District	Open Space	Schoen Laufen - Menomonee River District	A	u	u	u	u	u	u	A	D	u	u	u	P	YES	-	-	-	-
Corridor	Mixed-Use	Lannon - Mequon Road Corridor	A	A	A	A	A	A	D	A	A	u	u	u	P	YES	D	U	U	SF: 2.9 units/acre 2-4F: 6 units/acre MF: 10 units/acre
Corridor	Mixed-Use	Victory Center Corridor	A	A	A	A	A	A	D	A	A	u	A	u	Y	YES	D	U	U	SF: 2.9 units/acre 2-4F: 6 units/acre MF: 10 units/acre

NOTE 1:	"Rural Preservation" District:	1 unit/ 20 acres (4 or fewer CSM lots) 1 unit/ 5 acres with Conservation Subdivision (5 or greater lots subdivided)
NOTE 2:	Neighborhood in SSA (w/ water & sewer)	2.2 units/ acre (4 or fewer CSM lots) 3.5 units/acre with Conservation Subdivision (5 or greater lots subdivided)
NOTE 3:	Neighborhood outside SSA (no water & sewer)	1 unit/ 5 acres (4 or fewer CSM lots) 1 unit/ 3 acres with Conservation Subdivision (5 or greater lots subdivided)
NOTE 4:	The density listed in this column is the maximum density permitted. However, a lower density may be required on a case by case basis and higher density may be permitted through a Planned Development District approved by the Village Board pursuant to the Planned Development District section of the Zoning Code.	
NOTE 5:	Expansion of existing and nonconforming uses within existing property boundaries may be permitted subject to zoning restrictions and Plan Commission approval.	
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.	
*	Area is within (or partially within) SSA, but the majority of properties are not connected to sewer	
**	"Conservation Subdivision" includes: (a) minimum open space requirement (40-60%); (b) minimum lot size (1.0 acre for "Rural/Open Space" and "Residential" outside SSA; 8,000SF for "Residential" inside SSA)	

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.

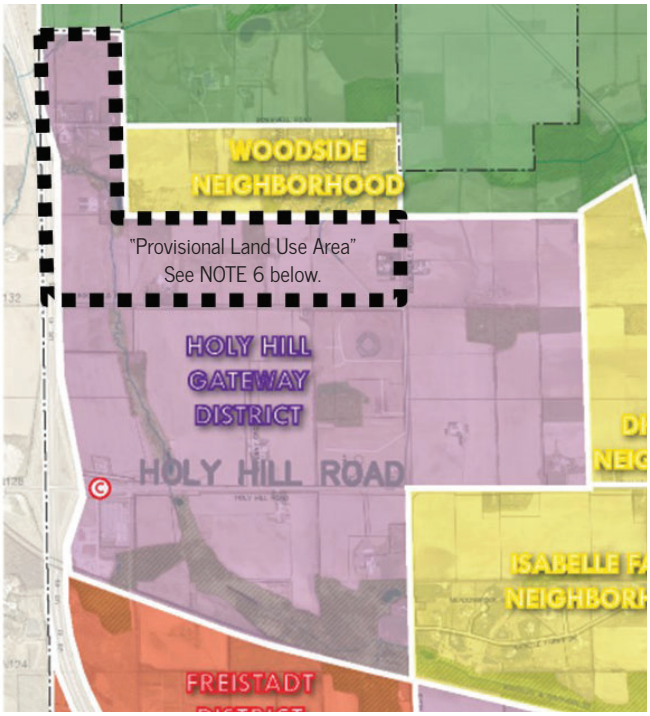
GERMANTOWN 2050
Planning our future together.

EXHIBIT 3

Holy Hill Gateway

District Profile

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 4

2050 Future Land Use “Vision” for the Holy Hill Gateway District

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

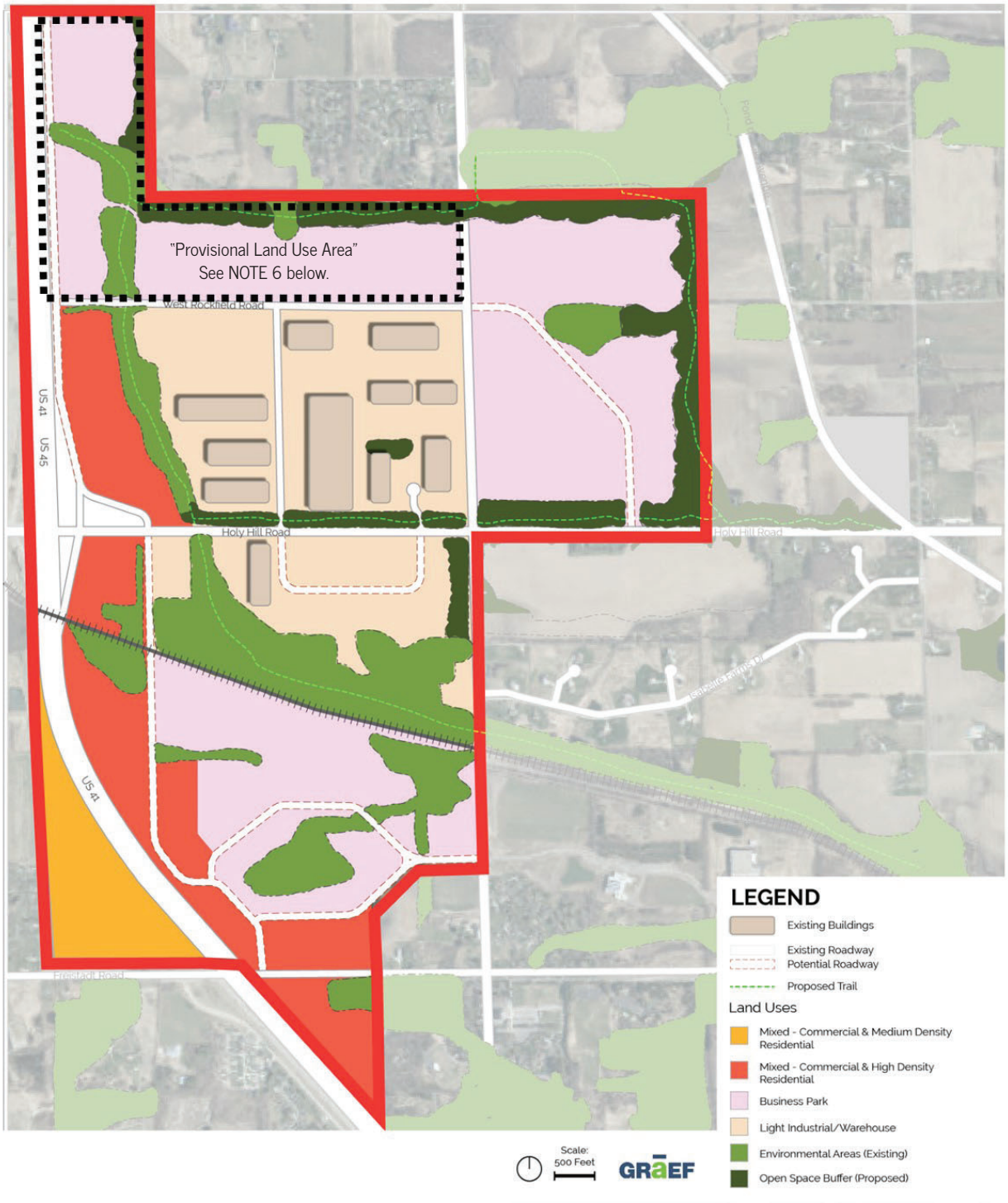
I understand the Holy Hill area is designated industrial...which is fine. I think it can be more thoughtful when looking at architectural styles, green space setbacks and parking in the rear of the buildings off the road. Include water features and walking paths in the front of the buildings in the green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

Next Steps

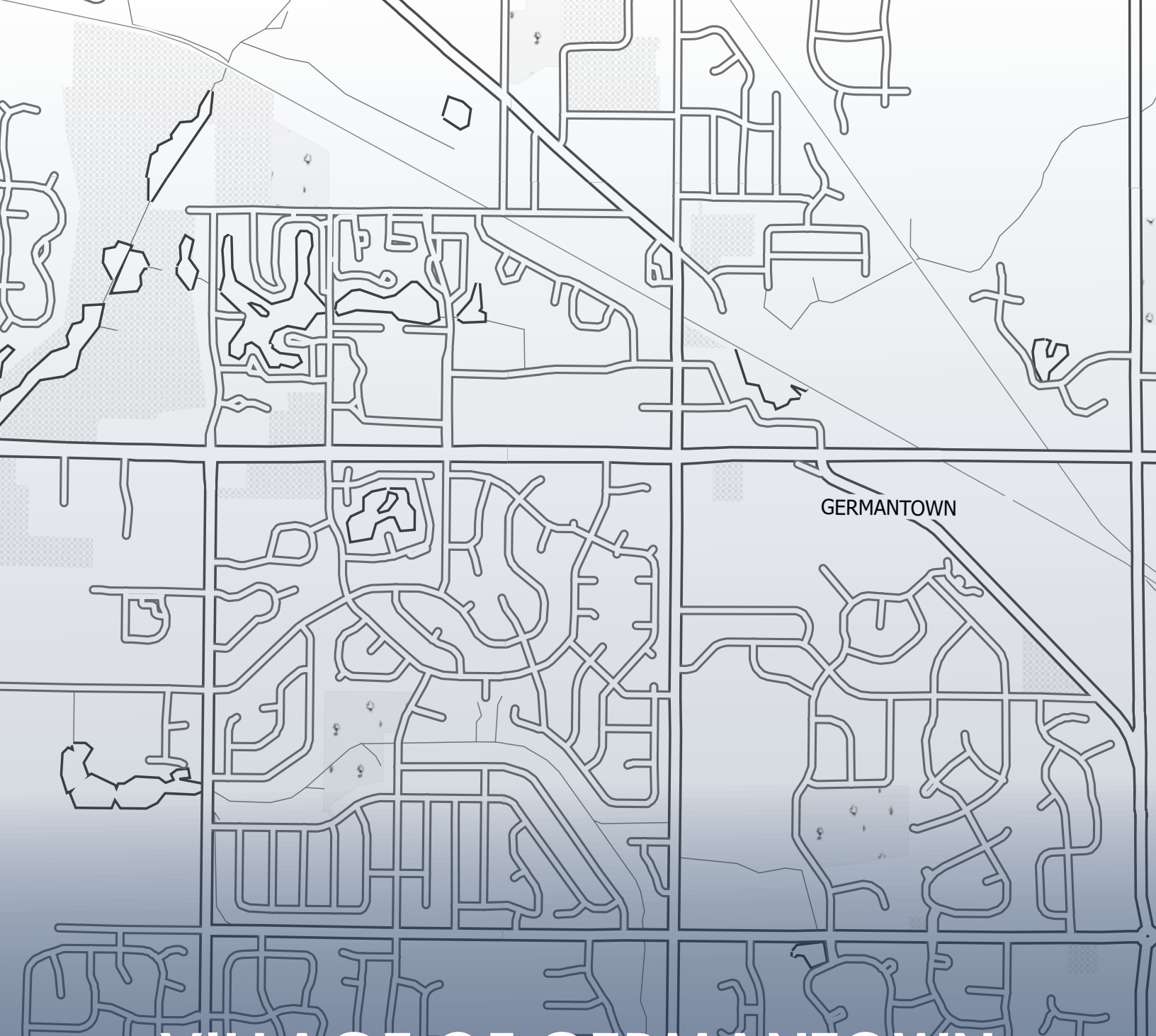
In order to realize the vision for this area of Germantown, the Village should undertake the following:

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.



VILLAGE OF GERMANTOWN

HOLY HILL GATEWAY DISTRICT MASTER PLAN

PROPOSAL

1861 The1861Group

CHASTAIN COMMUNITY PLANNING & FUNDING

DEVELOPMENT PLANNING PARTNERS

900 National Parkway, Ste 320 • Schaumburg, IL 60173 • (773) 714-0050 • chastainengineers.com

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap

December 19, 2025

Jeffrey W. Retzlaff, AICP
Director, Community Development Department
N112 W17001 Mequon Road
Germantown, WI 53022

RE: Village of Germantown Holy Hill Gateway District Master Plan

At the heart of every community is its residents--and planning and executing Germantown's projects alongside the residents is critical to ensuring their support and future success. **Chastain & Associates LLC**, together with our colleagues with **The 1861 Group** and **Development Planning Partners**, is excited to partner with the Village of Germantown on the Holy Hill Gateway District Master Plan.

We will approach the project with the same intention and care as the Village, while being mindful of the significant long-term opportunities within the District. Community feedback to recent planning processes has underscored the importance of trust, clarity, and a process that involves the residents and ensures their voices meaningfully guide future municipal decisions. Our approach to your project is designed to meet Germantown where it is today. The planning effort establishes a tone of transparency and collaboration, and engages the community in a way that feels open, thoughtful, and grounded in shared understanding—All of which aligns with the Village's 2050 Comprehensive Plan, reinforcing a continuous and coordinated approach to long-term planning.

Chastain will lead the overall effort with Stephanie Brown, AICP, as the project manager, while the day-to-day coordination and engagement facilitation will be provided by Sophie Parr. Housing and economic development expertise will be facilitated by Zach Lowe and Kyle Terry of Development Planning Partners and The 1861 Group, respectively. Collectively, we bring extensive community planning experience guiding agencies through complex and sometimes sensitive planning efforts. Our goal is to translate community values into a clear, feasible, and visually grounded master plan that reflects Germantown's character and supports thoughtful and feasible implementation.

We would be honored to support the Village during this important effort and to help establish a path forward that is community-driven, transparent, and rooted in trust. Please feel free to contact us with any questions or to discuss this proposal further.

Sincerely,

Stephanie E. Brown, AICP
Associate
Department of Community Planning and Funding
Chastain & Associates, LLC
sbrown@chastainengineers.com
(618) 889-5592

TABLE OF CONTENTS

COVER LETTER 2

ABOUT US 4

WORK EXAMPLES 7

PROJECT APPROACH 12

PUBLIC ENGAGEMENT PLAN 14

WORK PLAN 15

OUR TEAM 18

PROJECT SCHEDULE 25

COST PROPOSAL 26

CHASTAIN

WHO WE ARE

At Chastain, our Community Planning & Funding team helps municipalities and counties shape futures that reflect community vision while staying rooted in actionable, data-driven strategies. We specialize in comprehensive plans, outdoor recreation planning, zoning review, land use analyses, and funding strategies that combine technical expertise with clear, engaging communication. We are also a full-service engineering firm, giving us the ability to bring our clients' plans to life.

WHY WORK WITH US

Our approach blends rigorous analysis with creative outreach. We design maps, dashboards, info-graphics, and branded engagement campaigns that make the planning process accessible and energize public participation.

We also understand the realities of implementation. From funding strategies and grant support to step-by-step road maps, we ensure communities can move seamlessly from vision to action.

Equally important, we build lasting client relationships. We remain a trusted resource long after adoption, offering technical expertise, creative problem-solving, and ongoing guidance as communities grow and evolve past the plans.

OUR CORE VALUES

- **AUTHENTICITY**
  We Do What We Say.
- **EXCELLENCE**
  We Do What It Takes.
- **INTEGRITY**
  We Operate With Integrity.
- **WILLINGNESS**
  We Have An Outward Mindset

OUR SERVICES

- COMMUNITY PLANNING & FUNDING
- MUNICIPAL ENGINEERING
- TRANSPORTATION ENGINEERING
- STRUCTURAL ENGINEERING
- CONSTRUCTION ENGINEERING
- LAND DEVELOPMENT
- SURVEYING
- LAND ACQUISITION
- GRANT WRITING

OUR EXPERTISE

- Comprehensive Plans
- Outdoor Recreation Plans
- Engagement Campaigns
- Community Identity Branding
- Implementation Plans
- Downtown Revitalization
- Historic Preservation
- Zoning and Policy Review
- Transit Planning
- Bike, Ped and Trails
- Strategic Planning
- Grant Writing
- Grant Administration
- Relationship Building

Our team of urban planners has worked across Illinois and Wisconsin in both urban and rural communities and brings over 25 years of combined experience.

$40 MILLION of grants & low-interest loans (in the last 5 years) *secured to offset public infrastructure costs*

Decatur, IL | Schaumburg, IL | Rockford, IL | Paris, IL | Lafayette, IN | Metropolis, IL

The1861Group

THE FIRM

The 1861 Group offers data-driven, growth-focused, full-service economic development and real estate strategy solutions. We believe economic growth is holistic and must be uniquely tailored to communities, and we use cutting edge data and analysis techniques to meet client goals. The 1861 Group specializes in identifying opportunities for economic growth and providing strategies that create opportunity and wealth creation throughout communities.

SERVICES OFFERED

Economic Strategy Creation

- Effingham Housing and Economic Recovery Plan – Effingham, IL
- Advance Portland – Portland, OR
- City of Gary Downtown Strategy – Gary, IN
- Lincoln Square Master Plan - Chicago, IL

Demand and Impact Analysis

- City of Harvey Housing Demand Study- Harvey, IL
- City of Gary Downtown Strategy – Gary, IN
- City of Chicago Industrial Corridor Studies – Chicago, IL
- Chicago Transit Authority (CTA) Red and Purple Modernization Transit Oriented Development Plan – Chicago, IL

Comprehensive and Corridor Planning

- Lincoln Avenue Corridor Plan – Chicago, IL
- South Halsted Bus Rapid Transit Study – Southern Chicago Suburbs
- Harlem Avenue Bus Rapid Transit Study – Western Chicago Suburbs
- North Clark Street Strategic Plan – Chicago, IL

Real Estate Analysis

- Chicago Prize Due Diligence – Chicago, IL
- Neighborhood Data Snapshots – Chicago, IL
- Industrial Acquisition Market Studies – Various markets
- Multifamily Acquisition Market Studies – Various markets
- Retail Acquisition Market Studies – Various markets
- Motorola Campus Redevelopment Study – Schaumburg, IL
- IHDA Affordable Housing Studies – Chicago, IL

KEY CLIENTS

DEVELOPER

- Preservation of Affordable Housing (POAH)
- MetroAlliance/Harvey Housing Initiative
- LaSalle Investment Management
- The Community Builders, Inc.

MUNICIPAL

- City of Chicago, IL
- City of Effingham, IL
- Prosper Portland (Portland, OR)
- City of Gary, IN
- Gary Redevelopment Department

TRANSPORTATION

- Chicago Transit Authority
- Regional Transportation Authority (Chicago region)
- Pace Suburban Bus

NOT-FOR-PROFIT

- Pritzker Traubert Foundation
- Chicago Community Trust
- NeighborScapes
- Lincoln Square Special Service Area

Real Estate Market Analysis & Development Consulting

DEVELOPMENT PLANNING PARTNERS

OUR FIRM

Development Planning Partners (DPP) gives public and private sector clients the tools and insights they need to make the strong tactical decisions required to achieve their development goals and to help plan for and manage growth. We specialize in strategic planning for the residential and commercial sectors in all forms and at all stages. Our market research, analysis, and development planning services help our clients understand the opportunities offered by their land assets, prioritize their goals, win financing, reduce risk, and build strong communities.

OUR BACKGROUND

We have a unique depth of experience that includes all housing types and commercial sectors, including mixed-use and transit-oriented development (TOD). Additionally, we are experts in conducting analysis for affordable housing developments and are versed in the special market study requirements of LIHTC and other types of affordable housing financing. We are certified by the National Council of Housing Market Analysts.

OUR APPROACH

To each client engagement we bring our hands-on approach that includes extensive primary research, including field surveys and market measurement and profiling, to garner an operative understanding of the study area. To this research we add data on a host of market influencers, including demographic and economic trends, labor market conditions, consumer spending patterns, and many others. The result is a robust knowledge base from which we perform analyses, derive conclusions, create market projections, and formulate market-supported guidance on a wide range of development and planning issues.

OUR COMMUNITIES

While DPP has the ability to work in markets nationwide, the Upper Midwest remains our home and stomping ground. We have worked extensively throughout the Chicago metropolitan area, completing assignments within all Metro area counties, as well as Wisconsin, Michigan, Indiana, and Iowa.

REVITALIZATION OF DOWNTOWN MARION

MARION, ILLINOIS (2020)

The Marion Downtown Plan was created to guide improvements to the city's central district, focusing on beautification, walkability, and the overall experience of the downtown corridor. Chastain examined existing conditions, engaged the public, and developed concepts to enhance streetscapes, activate public spaces, and support year-round vibrancy. It serves as both a vision and a practical framework for future design and investment.

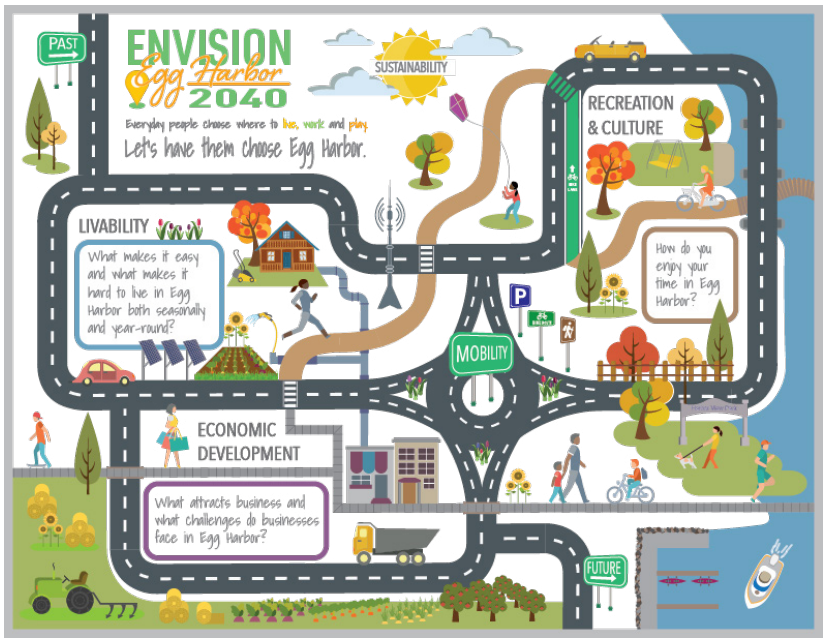
This plan shows how a simple, well-structured community engagement process can shape a cohesive vision for the redesign of key village properties. Through one-on-one stakeholder conversations, a public open house, and opportunities for residents to react directly to early design concepts, the community helped define what they want these spaces to look and feel like.

People consistently asked for improvements that make the corridor welcoming, beautiful, and comfortable. They emphasized landscaping, lighting, signage, and cleaner, more coordinated aesthetics. Walkability and safety came up repeatedly, wider sidewalks, more visible crosswalks, better ADA access, traffic-calming, and upgrades to aging pavement and alleyways. Residents also responded strongly to ideas that bring life and activity into the district, such as flexible plazas, shaded seating areas, enhanced alleys, and seasonal features that support events year-round.

These conversations shaped a design direction that blends identity and functionality: greener streets, consistent materials and furnishings, safer crossings, activated alleys, and public spaces that can shift between everyday use and community events. The result is a corridor framework rooted in community guidance, one that strengthens sense of place, improves the pedestrian experience, and sets the stage for long-term investment and vibrancy.

ENGAGING AN OUTSPOKEN COMMUNITY

EGG HARBOR, WISCONSIN (2020-2023)

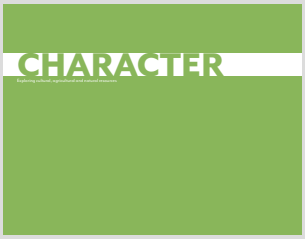


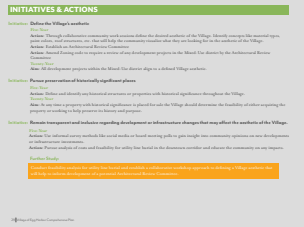
The Village of Egg Harbor's Comprehensive Plan focused on shaping future growth while protecting the small-town character that defines the community. The Village worked with Sophie Parr to conduct extensive community engagement using a combination of resident and tourist surveys, pop-up engagement events, and listening sessions, the plan gathered diverse perspectives on how the village should evolve and what qualities must be preserved as development continues.

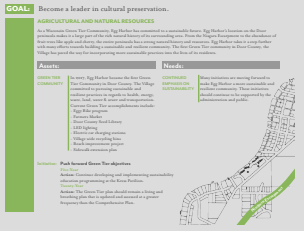
Across all engagement activities, people consistently emphasized the importance of maintaining Egg Harbor's charm, the scale of buildings, the sense of place, and the cohesive aesthetic that makes the village feel intimate and welcoming. Residents wanted new development to fit within that character. This desire for thoughtful design became one of the strongest themes of the entire planning process.

One of the most meaningful discussions centered on whether the community would support burying utility lines during the upcoming highway reconstruction. People saw it as a once-in-a-generation opportunity to protect the village's visual identity and significantly improve the aesthetics of the corridor.

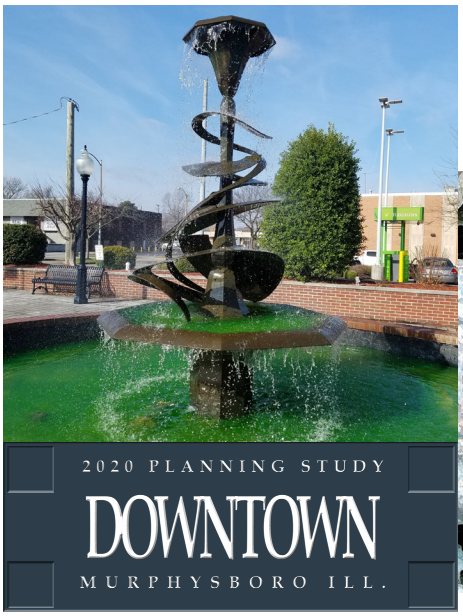
Three years after the plan's adoption, Sophie Parr returned to Egg Harbor to help facilitate public meetings specifically about the utility burial. Drawing on the earlier engagement, the survey data, the comments, the themes, we were able to show that this project directly reflected the community's original voice. The meetings were positive, future-focused, and ultimately helped the village move forward with confidence. Today, the utility lines have been buried, the corridor has been transformed, and Egg Harbor continues to uphold the charming, cohesive aesthetic that residents and visitors said mattered most.







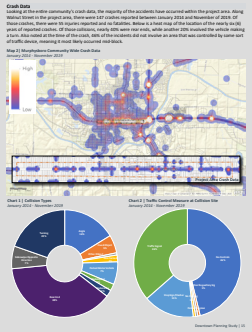
A COMMUNITY BUILT CORRIDOR
MURPHYSBORO, ILLINOIS (2020)

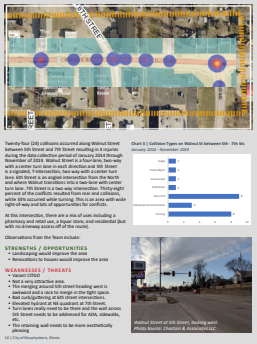


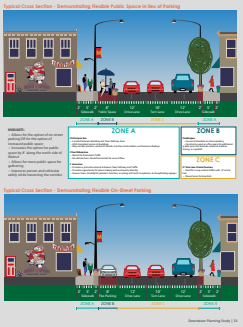
The Murphysboro Paving Brick Co. began in 1909 and produced as many as a quarter-million bricks daily until the plant closed in 1931. These bricks were used to surface streets across Southern Illinois communities. As the plant grew, the bricks also paved streets in Arkansas, Colorado, Missouri, Mississippi, and Florida. They paved the Indianapolis Motor Speedway and the transcontinental Lincoln Highway. Most notably, however, the bricks went international as they were used in the construction of the Panama Canal.

Photo Source: Hal Blaine Ensor

Downtown Planning Study | 11







The Downtown Murphysboro Planning Study was developed to guide improvements along the Walnut Street corridor — a historic, heavily traveled route that connects key businesses, civic spaces, and neighborhoods. The goal was to enhance safety, walkability, and overall identity while positioning the City for future funding and phased implementation.

Because the project took place during COVID-19, community engagement relied on creative online tools, interactive surveys, and virtual walkabouts. Even with these limitations, participants were remarkably consistent in what they wanted: safer sidewalks and crossings, clearer ADA access, better lighting, reduced visual clutter, and streetscape upgrades that would restore the charm of the downtown core. The desire for more greenery, coordinated materials, and a more inviting pedestrian environment came through strongly.

These insights shaped a design framework focused on enhancing the experience for all users — from ADA-compliant sidewalks and traffic-calming measures to flexible public spaces, improved intersections, new lighting, and added landscaping. Each segment of Walnut Street, from residential areas to the historic downtown blocks, received context-specific recommendations to match its character.

The result is a practical, community-supported vision for a safer, more attractive Walnut Street corridor, giving Murphysboro a clear path forward to revitalize its downtown and strengthen its sense of place.

Housing and Economic Recovery Strategy

City of Effingham, Illinois - 2023

The rural community of Effingham, Illinois, was experiencing stagnation in its population and economy due to off-shoring, brain drain, and a housing shortage. In response, the City enlisted The 1861 Group, in partnership with Development Planning Partners, to design an economic development strategy document addressing barriers to economic growth.

The project began with a comprehensive market study, literature review, and interviews with over 20 stakeholder organizations to identify economic inefficiencies. Growth barriers were found in the residential market, including housing affordability and diversity issues, as well as within the labor force, especially at the entry-level and with talent attraction. A variety of analyses were conducted to identify best practice approaches to these market inefficiencies, including zoning and land use analysis, demand studies, residential pricing modeling, and geospatial analyses, from which actionable strategies were composed.

Threse strategies were based around expanding residential development capacity to attract new residents, reducing the cost of doing business in the community, and expanding the workforce within existing residents. The strategy document was delivered with implementation plans, timelines, costs, and impacts, and adopted by City Council in December 2023.

DEVELOPMENT PLANNING PARTNERS

City of Racine Housing Planning & Economic Development

Development Planning Partners was engaged by the City of Racine, Wisconsin to conduct a Market Overview & Opportunity Analysis to serve as the basis for new economic and community development strategies. This broad-based assignment included a comprehensive housing market study as well as an analysis of the City's commercial districts.

The residential component of the project consisted of an investigation of all aspects of the city's housing market, the identification of housing needs and opportunities, and recommendations for new, community-enhancing housing strategies and initiatives.

Our analysis found that, despite a legacy of heightened foreclosures and pockets of long-term vacancy in some neighborhoods, opportunity existed for the city to restore balance to the market by encouraging the expansion of housing options, including the introduction of new housing types that could be attractive to current and incoming residents.

Among other recommendations, DPP demonstrated that the city could put programs in place to encourage the acquisition and renovation of vacant properties in distressed neighborhoods, serving to help stabilize these areas while providing a significant source of workforce housing for households (young families in particular) earning generally at the 80% AMI level – a targeted population that is vital to future growth of the city.

Our work included the quantification and qualification of future residential demand by market segment and found that for-sale townhomes – a largely missing housing type within the city – could enjoy success in locations adjacent to the city's downtown area, where they could jumpstart growth by lending residential vitality and support to local businesses.

3023 N Clark St., #865 ▪ Chicago, IL 60657
312.906.7537 ▪ info@devpp.com
www.devpp.com

PROJECT APPROACH

The Holy Hill Gateway District represents one of Germantown's most significant long-term development opportunities. Our team will deliver a master plan that is both visionary and practical, grounded in the 2050 Comprehensive Plan and responsive to the District's development pressures, environmental context, and community priorities. Our multidisciplinary team brings together Chastain & Associates' leadership in municipal planning, engineering, and public engagement with housing expertise from Development Planning Partners and economic development expertise from The 1861 Group, offering a comprehensive approach that meets the expectations of the RFP.

Our process begins with a clear understanding of existing conditions, prior planning efforts, environmental resources, infrastructure capacity, and land use compatibility along District edges. We will evaluate the feasibility of preferred land uses identified in the 2050 Comprehensive Plan, coordinate with intergovernmental partners such as SEWRPC and MMSD, and analyze market, housing, and economic conditions to ensure recommendations are realistic and achievable.

Public engagement will guide the planning process. We will develop clear and accessible engagement tools and lead communication with residents, stakeholders, business owners, and underrepresented groups to ensure community input meaningfully informs the preferred land use plan, design concepts, buffering strategies, and implementation actions.

Through an iterative design and analysis process, we will prepare a refined master plan supported by conceptual renderings, street and block frameworks, transportation and infrastructure considerations, and implementation guidance. The plan will include recommended zoning and subdivision updates, design guidelines, funding strategies, and redevelopment opportunities, providing the Village with a clear and implementable path forward that balances growth, environmental stewardship, neighborhood compatibility, and community expectations.

HOUSING & MIXED-USE DEVELOPMENT

We will evaluate the feasibility and appropriate form of housing within the District using a combination of market analysis and needs assessment while drawing on the 2050 Comprehensive Plan's preferred land use framework. Development Planning Partners, working with the 1861 Group, will lead the housing assessment, examining opportunities for higher-density residential, mixed-use formats, and transitional housing types that can buffer industrial areas from rural and suburban neighborhoods. We will examine real-life cases from the region, including the Mequon-Thiensville corridor, where walkable areas, small mixed-use buildings, and thoughtful design have helped create inviting transitions between commercial and residential zones. These examples will help guide recommendations that suit Germantown's unique character.

ECONOMIC DEVELOPMENT & MARKET POSITIONING

The 1861 Group will assess the economic development potential of the District, focusing on attainable, market-supported uses such as light industrial, warehousing/distribution, office, hospitality, and neighborhood-serving commercial. We will evaluate demand drivers, redevelopment opportunities, and tenant expectations to help the Village understand realistic long-term absorption. This ensures the preferred land use plan is grounded in feasible economic outcomes and aligns with both TID goals and regional market conditions.

INFRASTRUCTURE, UTILITIES & STORMWATER MANAGEMENT

Chastain's engineering experts will assess the capacity and extension needs for water, sewer, stormwater, and roadway infrastructure. We will incorporate the existing Tower #4 and Well #12 investments into long-term utility strategies and identify necessary expansion to support anticipated development.

TRANSPORTATION, ROADWAY FRAMEWORK & CONNECTIVITY

Chastain's transportation and engineering team will evaluate the suitability and capacity of existing and planned networks, including Holy Hill Road, the High Point Pass frontage road, local connectors, and pedestrian/bike accommodations. We will explore conceptual street and block frameworks to ensure efficient circulation, safe multi-modal access, and seamless transitions to adjacent neighborhoods. We will coordinate commercial uses with the transportation plan and cross-sections will be developed to reflect Germantown's desired character, taking cues from successful corridors like Mequon Road, where street design supports both mobility and placemaking.

ENVIRONMENTAL FEATURES, CORRIDORS & OPEN SPACE

Our approach integrates environmental stewardship into every land-use alternative. We will map and assess natural resources such as Rockfield Creek, Goldendale Creek, wetlands, steep slopes, environmental corridors, and high-quality woodlands. Using SEWRPC definitions and Village expectations, we will propose realistic protection strategies, open space opportunities, stormwater corridors, trail connections, and conservation-based buffers. These become defining amenities that support both industrial development and quality of life for surrounding neighborhoods.

LAND USE COMPATIBILITY, BUFFERS & EDGE TRANSITIONS

An important part of the plan will be mitigating the impacts of development on adjacent agricultural and residential neighborhoods as well as integrating existing industrial areas with new development. We will evaluate alternative setback depths, landscaping, screening, lighting controls, and transitional building types. Using the 2050 Plan's direction, we will map and visually represent the transition areas to help residents and decision makers clearly understand how the Holy Hill Gateway District can evolve without compromising surrounding community character.

REDEVELOPMENT & UNDERUTILIZED PROPERTIES

Using market analysis techniques and community feedback, we will identify properties with redevelopment potential and analyze their highest and best use based on location, market conditions, infrastructure access, and compatibility with preferred and surrounding land uses. Recommendations will include strategies for phasing, incentives, TID alignment, and potential partnerships/funding opportunities through federal and state sources. Conceptual site plans will help illustrate the feasible transformation of priority sites.

DESIGN, ARCHITECTURE & STREETSCAPE CHARACTER

We will develop design guidelines that reflect community expectations for high-quality industrial and commercial development, including building materials, lighting, landscaping, and parking areas. Our design approach draws inspiration from corridors like Mequon Road, where thoughtful architectural detail, consistent branding, human-scaled streetscape elements, and integrated green space create cohesion between diverse land uses. These guidelines will serve as a foundation for future zoning code updates and ensure new development elevates the District's identity.

IMPLEMENTATION & ZONING TOOLS

Our team will prepare a clear implementation strategy that includes zoning and subdivision code updates, design guideline adoption, potential overlay districts, and a realistic funding roadmap. This may include TID strategies, public-private partnerships, transportation grants, or infrastructure funding tools. We will also identify partners that will be important in ensuring implementation of certain goals and actions. The final deliverable will give Germantown a usable pathway to move from planning to execution with confidence.

PUBLIC ENGAGEMENT PLAN

We understand that effective community engagement requires a thoughtful and sensitive approach tailored to the community and project. Our team designs engagement strategies that prioritize clarity, respect, and accessibility, using clear messaging, simple visuals, and well-crafted activities that encourage meaningful participation rather than passive input to check a box. Careful attention to tone, timing, and presentation reinforces the Village's commitment to transparency and collaboration throughout the planning process and beyond.

Our priority is to build trust and confidence in the planning effort by ensuring residents feel heard, respected, and reflected in the outcomes. We approach engagement with the understanding that community concerns are nuanced and often deeply personal, and we work closely with Village leadership to respond thoughtfully and consistently. The Community Engagement Plan that follows outlines the tools and touch points we will use to gather feedback while fostering trust, shared understanding, and community ownership of Germantown's future.

KEY MESSAGING & COMMUNICATION FRAMEWORK

The first step in our engagement process will be to develop a clear, unified set of key messages that define how the Village and project team talk about this effort. We want to ensure that everyone, from Village officials to residents, is speaking the same language. We greatly value spending time understanding how to speak about the project because it can help garner buy-in, understanding and support in the long term.

We will work with Village staff to craft branded messaging that explains the purpose of the project, outlines the desired outcomes, and helps residents understand why this process matters and how they can contribute. These messages will guide every form of communication, from website copy and press releases to social media posts, surveys, and public meeting materials, creating a cohesive story across all communication channels.

Our focus will be on messages that:

- **Build trust** in the Village's leadership by showing transparency, responsiveness, and collaboration.
- **Clarify the purpose and scope** of the project, why the Village is focusing on these three properties and how it connects to the 2050 Comprehensive Plan.
- **Empower participation** by explaining how resident feedback will directly shape the next phase of planning and design.
- **Ensure alignment** among Village officials, staff, and partners so that everyone communicates with one consistent voice.

ENGAGEMENT TOOLKIT

Our team will work closely with Village officials and staff to collaboratively define the goals, priorities, and desired outcomes for the community engagement process. We provide an engagement toolkit that functions as a flexible menu of options that can be customized to fit Germantown's needs. From hands-on workshops and pop-up events to mapping and visual preference surveys, each tool is selected to foster meaningful, two-way dialogue. This menu-based approach allows the Village to mix and match interactive, in-person, and digital methods, ensuring that engagement is inclusive, accessible, and tailored to the unique context of the project and audience.

ONLINE SURVEY

An online survey is a great tool for providing people with an opportunity to get involved on their own time. For any online survey we launch we will utilize SurveyMonkey which allows us to ask questions with imagery, gaining feedback on things like: What types of development fit the character of Germantown? Or what building scale feels appropriate for the Holy Hill Gateway District?

FOCUS GROUPS & PUBLIC MEETINGS

Meeting with targeted stakeholder groups and hosting public meetings is a valuable way to explore viable paths forward for redevelopment sites. These small-group discussions will bring together property owners, nearby business representatives, real estate professionals, developers, and economic development partners to identify opportunities, constraints, and desired outcomes. We can also meet with community and civic organizations that can help clarify local priorities, such as housing diversity, downtown vitality, or public gathering spaces, to ensure that redevelopment concepts reflect both market realities and community values.

DEPARTMENT & LEADERSHIP INTERVIEWS

We encourage meeting with Village leadership and department heads to discuss what is actually possible for each property. These discussions will help identify zoning or code changes that may be necessary, infrastructure or site readiness considerations, and opportunities for public investment or incentives to attract developers. By engaging staff early, we can understand the Village's capacity to support redevelopment, identify barriers to implementation, and outline actionable steps to make the sites market-ready.

WORK PLAN

Our work plan encompasses all major planning tasks outlined in the RFP, including analysis, concept development, coordination, and engagement. We will work closely with the Village to refine and confirm the work plan at project initiation, ensuring the scope, schedule, and engagement activities are appropriately aligned with project goals, community sensitivities, and desired outcomes as the planning process moves forward.

PHASE 1: KICK-OFF, KEY MESSAGING, AND EXISTING CONDITIONS ANALYSIS

Phase 1 will focus on building a solid understanding of the desired outcomes of the master plan through project kick-off development of the public engagement plan and a review of the area's existing conditions. Developing this base knowledge of the area, will help us establish a clear path forward for plan development.

TIMEFRAME: February - March 2026

TASK 1.1: Project Kick-Off

We will begin with a project kick-off meeting to confirm expectations, outline the timeline, and ensure alignment between Village staff and the consultant team. This step establishes a shared foundation for a smooth and collaborative process.

TASK 1.2: Identify Key Messaging and Engagement Plan

Working with staff, we will create a cohesive communications packet that includes key messaging about the goals, outcomes and process of the project, marketing materials for promoting events, and items such as press releases and social media posts so the Village can be equipped and proactive in communicating with the public. We will solidify a public engagement plan that the Village feels confident will reach the highest number of residents and property owners as well as garners trust in the Village board and staff.

TASK 1.3: Develop Existing Conditions Report

Using data provided by the Village, we will document existing conditions within the area. We will review these conditions in relation to the 2050 Comprehensive Plan to identify inconsistencies and initial areas to be reviewed for potential development. We will collect data and information on past planning practices that will help to provide a description of the planning area and previous planning activities to determine the proper boundary for the final plan.

PHASE 2: PUBLIC ENGAGEMENT

Phase 2 will center on the engagement process and ensuring proper feedback and insights are collected to help inform plans for the future of the development sites based on community input. We will implement the plan formed with the Village during Phase 1 but have outlined a path forward and our minimum recommended strategies.

TIMEFRAME: March - July 2026

TASK 2.1: Survey Development & Analysis

Our team will create an online survey that uses imagery and visual choice exercises to help residents share what design character and development types feel right for Germantown and the Holy Hill District. The survey will be transparent, balanced, and easy to understand, focused on listening to residents rather than steering them toward a predetermined outcome. The results will establish a clear picture of community values to guide next steps in the redevelopment process.

TASK 2.2: Department Interviews

We will engage directly with key stakeholders through interviews and focus groups. This will include interviews with staff and department heads about opportunities for development from the Village's perspective. These conversations will provide deeper insights into specific issues or opportunities, including utility or infrastructure needs, and incentive options for developers. These conversations will help us guide future conversations with the public.

TASK 2.3: Focus Groups & Public Meetings

Given the history and sensitivities surrounding prior redevelopment discussion and engagement efforts, our engagement strategy includes focused small-group discussions with key stakeholder audiences. These conversations will help the Village understand the full range of perspectives and build a foundation for a more unified path forward. We anticipate at least four focus groups with: property owners; real estate or development groups; nearby residents; and civic or community groups (i.e. Germantown School District, Chamber of Commerce & Economic Development Washington County).

TASK 2.4: Implementation of Additional Strategies

We have included in our schedule and budget some additional budget for more meetings or engagement strategies such as a pop-up event or design charrette. This gives flexibility to ensuring the engagement plan meets the expectations and needs of the Village.

PHASE 3: PRELIMINARY PLAN DEVELOPMENT, ANALYSIS, ENGINEERING & DESIGN GUIDELINES

Using the feedback collected from the public, Village stakeholders and staff as a baseline we will conduct market and housing analyses and begin identifying plans for the district to inform high-level engineering and design concepts. We will work with the Village at this phase to ensure alignment with Village capacities and previous planning work.

TIMEFRAME: June - November 2026

TASK 3.1: Market and Economic Development Analysis

Our market and economic development analysis will focus on evaluating realistic, market-supported land uses for the Holy Hill Gateway District. We will analyze demand for industrial, commercial, mixed-use, and residential development by assessing regional demographic and real estate trends, tenant requirements, and comparable corridors. Building on this, we will examine the feasibility of higher-density and transitional housing types that can appropriately buffer industrial areas and support mixed-use activity within the District. Our team will also assess the potential for employment-generating uses, including light industrial, warehousing/distribution, office, hospitality, and neighborhood-serving commercial, identifying the scale and conditions under which these uses are likely to be absorbed. Finally, we will identify parcels that may be underutilized or inconsistent with long-term land use goals, evaluating redevelopment potential and opportunities for reinvestment.

TASK 3.2: Transportation Network and Utility Infrastructure Recommendations

For transportation and utility infrastructure, our engineering team will provide high-level conceptual recommendations to support the district. We will assess existing and future roadway, traffic, water, sewer, and stormwater conditions, identify capacity needs, and outline feasible system improvements, each paired with planning-level cost assumptions. This will give the Village a clear understanding of where targeted infrastructure investments are needed without advancing into detailed engineering design.

TASK 3.2: Natural Resources Evaluation

We will provide a high-level evaluation focused on mapping sensitive environmental features, such as wetlands, floodplains, steep slopes, environmental corridors, high-quality woodlands, and areas with potential habitat value. Using available SEWRPC and Village data, we will outline general recommendations for protection, preservation, and site design considerations.

TASK 3.2: Draft Preferred Land Use Plan and Identify Appropriate Design Guidelines and Concepts

For concepts and design guidelines, we will prepare high-level land use and development concepts that illustrate potential site layouts, circulation patterns, and the preferred mix and arrangement of uses within the District. Building on these concepts, we will develop clear, concise design guidelines addressing building form, site design, landscaping, access, parking, pedestrian connectivity, and transitions between residential, commercial, and industrial areas, as requested in the RFP. Deliverables will include conceptual diagrams, illustrative examples, and written guidelines that will inform the zoning code and provide the Village with a practical framework to shape future development while reinforcing a cohesive character for the Holy Hill Gateway District.

PHASE 4: REVIEW, REVISIONS & FINALIZATION OF PLAN

The final phase of the project will be to share draft concepts and plans with the Village and the community for feedback. This part of the project is important to ensure the final deliverable truly reflects the communities voice and meets the expectations and desires of the Village and those who will utilize the plan moving forward.

TIMEFRAME: October 2026 - March 2027

TASK 4.1: Village Staff Review (Pre-Public Release)

We will provide a draft version of the master plan to Village staff for initial review to ensure accuracy, clarity, and alignment with local priorities. Staff comments will be incorporated into a revised draft prepared for public release.

TASK 4.2: Incorporation of Public Feedback

The revised draft will be made available for community review. We will summarize all public input received and identify themes and issues relevant to plan refinement.

TASK 4.3: Community Review and Public Comment

We will update the master plan to address feedback, refine recommendations, clarify concepts, and ensure the document reflects community and stakeholder perspectives while maintaining planning best practices.

TASK 4.4: Final Village Review & Delivery of Master Plan

The updated draft will be returned to Village staff for a final, focused review to confirm all revisions have been accurately incorporated and that the plan is ready for approval.

WHO YOU'LL BE WORKING WITH

Our team brings together a strong combination of planning leadership, technical engineering expertise, specialized market and housing analysis, and economic development strategy. Led by Stephanie Brown, AICP of Chastain & Associates, our multidisciplinary group has a proven track record of working together on complex, fast-growing communities facing challenges similar to Germantown—balancing industrial expansion, housing needs, rural character, and infrastructure demands. Chastain will provide project management, land-use planning, engagement, and engineering; Development Planning Partners will lead housing analysis and planning; and The 1861 Group will lead market analysis, economic development, and growth strategies.

Our firms collaborate seamlessly: Kyle Terry and Zach Lowe recently completed a coordinated Housing and Economic Recovery Plan for Effingham, Illinois, and Chastain's Stephanie Brown and Sophie Parr are currently working with Kyle on a Comprehensive Plan for Grundy County, Illinois, an area experiencing pressures that closely mirror those in the Holy Hill Gateway District. This experience positions our team to deliver a master plan grounded in realistic market conditions, community values, and implementable strategies.

Stephanie Brown, AICP, Project Manager (Chastain)
Stephanie will lead the overall planning process, coordinate deliverables, and serve as the primary point of contact for the Village. She brings extensive experience managing comprehensive plans, corridor studies, and district-level planning efforts across rapidly developing communities. Stephanie is skilled at balancing complex land-use, infrastructure, and stakeholder needs while keeping projects on schedule and grounded in actionable recommendations. Her work in Grundy County gives her direct insight into communities navigating industrial growth, rural character preservation, and evolving housing expectations.

Sophie Parr, Urban Planner (Chastain)
Sophie will support planning, land-use analysis, public engagement, and the development of all master plan graphics, mapping, and conceptual design materials. She brings a strong portfolio of community engagement experience, map design, visioning and strategic framework development and transportation, open space and trail planning projects. She has watched the Mequon-Thiensville area evolve over the past 15 years, with family ties to Mequon, giving her a clear understanding of local demographics and the expectations residents have for high-quality design, transitions between land uses, and protection of community character.

Jonas Ozier, Land Use Development, Project Engineer (Chastain)
Jonas will support infrastructure analysis, GIS-based mapping, and the development of conceptual roadway and stormwater designs. His experience with municipal capital improvements and district-level utility planning provides valuable insight into designing infrastructure systems that scale with future development phases. Jonas's work is essential to ensuring the Preferred Land Use Plan is fully supported by implementable engineering solutions.

Tom Okite, Project Engineer (Chastain)
Tom will lead engineering evaluations related to transportation, utilities, stormwater, and infrastructure capacity. He brings a deep understanding of municipal engineering systems and how they must evolve to support sustainable growth. His technical expertise will ensure that roadway frameworks, utility extensions, and stormwater strategies in the Holy Hill Gateway District are feasible, cost-effective, and aligned with Village standards.

Kyle Terry — Economic & Market Analysis Lead (The 1861 Group)
Kyle will lead market feasibility, economic positioning, redevelopment analysis, and long-term demand modeling to guide development recommendations. He specializes in helping communities understand realistic absorption potential for industrial, commercial, retail, and mixed-use development. Kyle's experience working with Stephanie and Sophie on the Grundy County Comprehensive Plan—and his previous joint project with Zach—ensures a highly coordinated market and housing approach that mirrors the integrated analysis Germantown is seeking.

Zach Lowe — Housing Lead (Development Planning Partners)
Zach and his team will conduct the housing needs assessment and evaluate how residential and mixed-use opportunities can complement the District's employment base and provide appropriate transitions to surrounding neighborhoods. Zach is a leading housing analyst in the Midwest, specializing in attainable housing strategies, residential demand forecasting, and market-aligned land-use planning. His prior collaboration with Kyle on the Effingham Housing & Economic Recovery Plan demonstrates his ability to integrate housing insights with economic development strategies

PROJECT CONTACT INFORMATION

Stephanie E. Brown, AICP
Chastain & Associates, LLC
sbrown@chastainengineers.com
(618) 889-5592

REFERENCES

City of Effingham Projects

Chastain - Comprehensive Plan Update
1861 Group & Development Planning Partners - Economic Recovery and Resiliency Plan

Client Contact: Gregory L. Koester, P.L.S., City Planner/Subdivision Coordinator
(217) 342-5300, ext. 5348
gkoester@effinghamil.com

Village of Egg Harbor

Sophie Parr* - Comprehensive Plan Update & Comprehensive Outdoor Recreation Plan

Client Contact: John Heller, Village President
(920) 421-3811
jheller@villageofeggharbor.org

City of Marion

Chastain - Town Center Revitalization

Client Contact: Cody Moake, Chief of Staff, City of Marion
(618) 997-2612
cmoake@cityofmarionil.gov

STEPHANIE BROWN, AICP

Associate

Stephanie has a deep understanding of how to connect with people and empower them to take ownership in tailoring their towns. She uses a holistic approach to planning and design, emphasizing historic preservation and quality of life.

Stephanie has practiced as an urban planner for the last eighteen years in both the private and public sectors. She has led multiple successful downtown plans including leading and managing a $14M overhaul of a owntown streetscape while at the City of Decatur; designing a public plaza to activate Downtown Marion; and designing a new streetscape for Downtown Murphysboro.

PROJECT EXPERIENCE

Comprehensive Plan & Zoning Code Update
Effingham, Illinois

Comprehensive Plan
Byron, Illinois

Downtown Revitalization Plan
Marion, Illinois

Downtown Revitalization Plan
Murphysboro, Illinois

Comprehensive Plan
Marshall, Illinois

Comprehensive Plan
Paris, IL

GRANTS & FUNDING

Illinois Transportation Enhancement Program - $15M
Safe Routes to School - $1.7M
Community Project Funding - $2.3M
Parks and Recreation - $5M

WORK EXPERIENCE

Urban Planner, City of Decatur
Decatur, Illinois

Urban Planner, MSA Professional Services
Champaign, Illinois

HOMETOWN

Marion, Illinois

EDUCATION

MA Urban and Regional Planning
University of Illinois, 2007

BS Geography
Augustana, 2005

CERTIFICATIONS

American Institute of Certified Planners

ORGANIZATIONS

American Planning Association
Illinois Chapter, President

SKILLS

GIS
Adobe InDesign, Illustrator

OFF THE RECORD

I live in Rural Central Illinois and am happily married to Farmer Brown. Mother of 3 adorably active children and two spunky dogs -- Bobwhite and Lima. I thoroughly enjoy working out, playing volleyball, interior decorating and home improving, organizing, puns, and making delicious meals to share with my family and friends.

CHASTAIN

SOPHIE PARR

urban planner

Sophie is passionate about asking the right questions to uncover community needs and desires, and translating them into clear, visually compelling communication that guides actionable planning outcomes.

Sophie has been practicing planning for nine years throughout Minnesota, Wisconsin and Illinois. She has experience in both the public and private sectors including state and regional governments. She is skilled at bringing to life data and feedback from communities through maps and visuals. She has created multiple successful marketing campaigns for comprehensive plans as well as worked with communities to develop policies or zoning updates to reflect goals and objectives from planning processes.

PROJECT EXPERIENCE

Comprehensive Plan & Zoning Code Update
Effingham, Illinois

Comprehensive Plan
Byron, Illinois

Experience Prior to Chastain:
Comprehensive Plan, Outdoor Recreation Plan & Zoning Review
Village of Egg Harbor, Wisconsin

Economic Development Plan
Village of Siren, Wisconsin

GRANTS & FUNDING

Transit & Transportation Federal Funding - $1.7M
Parks and Recreation Funding - $900K
Congestion Mitigation Air Quality Act - $55k
Community Development Block Grant - $25k

WORK EXPERIENCE

Owner, Urban Planner, Civic 4, LLC
Remote

Project Specialist, Wisconsin Department of Natural Resources - Parks
Madison, Wisconsin

Director of Planning and Grants, Duluth Transit Authority
Duluth, Minnesota

HOMETOWN

Elmhurst, Illinois

EDUCATION

BA Business Management
Purdue University, 2010

MUPP Urban Planning & Policy
University of Illinois at Chicago, 2015

ORGANIZATIONS

American Planning Association
Preserve Elmhurst, Housing Advocacy

SKILLS

GIS, Map Design
Adobe InDesign, Illustrator

OFF THE RECORD

When I'm not working, you can usually find me in Door County — hiking, exploring small towns, or sitting by the water with a sketchbook in hand. I love turning places into art, whether it's a detailed hand-drawn map or a quick sketch over a cup of coffee. Creating these illustrations keeps me connected to the character and nuances of the communities I work with, and it's one of the ways I stay inspired.

CHASTAIN

JONAS OZIER, P.E.

land development engineer

Mr. Ozier is a licensed professional engineer with 8 years of experience with both private and public clients. He is responsible for assisting in the design and plan preparation of land development and transportation projects. He also has a wide range of experience in assisting with the collection of surveying data and can take projects from infancy to completion. He has been with Chastain & Associates since 2012.

EDUCATION

B.S. in Civil Engineering, Southern Illinois University Edwardsville, 2010

REGISTRATION

Professional Engineer, Illinois, 062-068647, 2016

TOM OKITE, P.E.

project engineer

Mr. Okite is an experienced civil engineer with a broad background in technical design, project engineering, and management. Past experience has included a variety of municipal, commercial, and residential projects. He specializes in stormwater management and erosion control, traffic and transportation engineering, water distribution systems, lift and pump stations, construction observation and engineering, and residential and commercial subdivision site planning and design. He is a Certified Floodplain Manager. He has been with Chastain & Associates since 2020.

EDUCATION

Northern Illinois University, Master's, Business Administration, 2006
University of Wisconsin – Madison, Bachelor of Science, Civil Engineering, 1998

REGISTRATION

Professional Engineer, Illinois, 062-059584, 2007
Professional Engineer, Iowa, 19898, 2010
Professional Engineer, Wisconsin, 48310-6, 2021

CHASTAIN

KYLE TERRY

FOUNDER & PRESIDENT | THE 1861 GROUP

HOMETOWN
Eureka, California

EDUCATION
University of Illinois at Chicago
Master of Urban Planning and Policy (2015)
Northeastern Illinois University
Bachelor of Science in Political Science (2012)

ORGANIZATIONS
- Lambda Alpha International – Land Economics Society
- American Planning Association
- Southeast Chicago Commission Young Professionals
- UIC Portfolio Review Panel
- Hyde Park Neighborhood Club Board of Directors

EXPERIENCE
Years of Practice: 12

1861
The1861Group

Kyle brings a unique real estate background to the planning and development field. With a degree in urban planning and a professional background in economic growth and real estate analysis, Kyle has completed projects ranging from site-specific to regional in markets across the US. Client services include identifying market opportunities through rigorous quantitative and qualitative analysis, providing unique, data-driven insights in digestible forms for public and decisionmakers, and actionable growth strategies to strengthen economies and close the racial wealth gap.

SIGNATURE PROJECTS

Real Estate Analysis
- Chicago Prize Due Diligence – Chicago, IL
- Neighborhood Data Snapshots – Chicago, IL
- Industrial Acquisition Market Studies – Various markets
- Multifamily Acquisition Market Studies – Various markets
- Retail Acquisition Market Studies – Various markets
- Motorola Campus Redevelopment Study – Schaumburg, IL

Demand and Impact Analyses
- City of Harvey Housing Demand Study- Harvey, IL
- City of Gary Downtown Strategy – Gary, IN
- City of Chicago Industrial Corridor Studies – Chicago, IL
- Chicago Transit Authority Red and Purple Modernization Transit Oriented Development Plan – Chicago, IL

Economic Strategy Creation
- Effingham Housing and Economic Recovery Plan – Effingham, IL
- Advance Portland – Portland, OR
- City of Gary Downtown Strategy – Gary, IN
- Lincoln Square Master Plan - Chicago, IL

Comprehensive and Corridor Planning
- Lincoln Avenue Corridor Plan – Chicago, IL
- South Halsted Bus Rapid Transit Study – Southern Chicago Suburbs
- Harlem Avenue Bus Rapid Transit Study – Western Chicago Suburbs
- North Clark Street Strategic Plan – Chicago, IL

Zach Lowe
MIRM, LAI

Founder & Principal

DEVELOPMENT PLANNING PARTNERS

Zach Lowe has over 25 years of experience providing research, analysis, and development consulting services to a wide variety of public and private sector clients. Zach's expertise in real estate market research, opportunity and feasibility analysis, and development planning has led him to client engagements in hundreds of markets spanning 23 states. He has worked extensively in both the public and private sectors with clients that include municipalities, planning agencies, private builders, large development companies, lenders, and investors, to provide market insights and market-driven, community-enhancing development strategies.

Zach's expertise spans both the residential and commercial sectors and includes urban, suburban, and rural markets. His insights have helped municipalities shape their futures and create sensible, community-enhancing land use plans based on market realities and potentials. He is an expert in conducting market studies that help secure financing for affordable housing developments.

Zach has written and spoken on a variety of real estate and economic development topics. In 2007, he was awarded the highly-regarded MIRM (Member of the Institute of Residential Marketing) designation, representing the highest attainable level of expertise in residential real estate marketing, from the National Association of Home Builders. Zach is also a member of Lambda Alpha International, the honorary society for the advancement of land economics. He has served on the Board of Directors of the Chicago Chapter since 2019, including serving as Chapter President in 2024.

Certifications

Member – National Council of Housing Market Analysts

MIRM (Member of the Institute of Residential Marketing)
National Association of Home Builders

CMP (Certified Marketing Professional)
National Association of Home Builders

Professional Affiliations

American Planning Association
National Housing & Rehabilitation Association
Illinois Housing Council
Lambda Alpha International

Previous Experience

Tracy Cross & Associates (IL)
Forte Residential Marketing (MI/FL)
Boerema Chaben & Company (MI)

Education

B.A. English & Communications
The University of Kansas, Lawrence, KS

Selected Speaking Engagements

Metropolitan Mayors Caucus
Housing Market Perspectives and Outlook

Chicago Metropolitan Agency for Planning (CMAP)
ON TO 2050 Big Ideas Forum

American Planning Association – Illinois Chapter Conference
Housing Equity for Every Community

American Planning Association – Illinois Chapter Conference
Navigating the Nexus: Small Town Housing and Workforce Challenges Unveiled

SCHEDULE

The following schedule outlines the anticipated timeline for completing the Holy Hill Gateway District Master Plan. While specific dates may be refined in collaboration with Village staff, the sequence of tasks reflects a logical and efficient progression from analysis and concept development through review, revisions, and final plan delivery.

		WEEKS													
PHASE 1		2026											2027		
#	TASK	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
1.1	Project Kick-Off														
1.2	Identify Key Messaging and Engagement Plan														
1.3	Develop Existing Conditions Report														
PHASE 2															
2.1	Survey Development & Analysis														
2.2	Department Interviews														
2.3	Focus Groups & Public Meetings														
2.4	Implementation of Additional Strategies														
PHASE 3															
3.1	Market and Economic Development Analysis														
3.2	Transportation Network and Utility Infrastructure Recommendations														
3.3	Natural Resources Evaluation														
3.4	Draft Preferred Land Use Plan and Identify Appropriate Design Guidelines and Concepts														
PHASE 4															
4.1	Village Staff Review														
4.2	Incorporation of Feedback														
4.3	Community Review and Incorporation of Feedback														
4.4	Final Village Review & Delivery of Final Plan														

PROJECT MANAGEMENT & VILLAGE STAFF INVOLVEMENT

Stephanie Brown, AICP will serve as the Project Manager, for the master plan. She will coordinate regularly with Village staff to keep the process on schedule, maintain quality control, and ensure alignment with the Village's expectations. Sophie Parr will serve as a day-to-day point of contact, managing scheduling, and document coordination. Kyle Terry and Zach Lowe will work specifically with the Village for all housing and economic development analysis.

The consultant team will rely on Village staff to assist with the planning process by serving as the primary point of contact for public inquiries, attending all public meetings, and maintaining the project website. Village staff will also support public outreach by distributing project updates through existing communication channels, including social media, electronic notices, and community newsletters, helping ensure consistent messaging and broad community awareness throughout the planning process.

COST PROPOSAL

The following budget reflects the anticipated costs associated with the master plan project. We recognize we have gone above the desired budget but feel what we have prepared is an accurate reflection of the work we anticipate will be needed to successfully complete the project. We have included fifteen trips to Germantown (total across all consultants) and budget for additional engagement strategies if desired. If those amounts are not fully used we will be within the desired budget range. Because of the importance of engagement and sensitivies within the communtiy we want to ensure there is adequate budget to accommodate the Village's needs.

ITEM DESCRIPTION	Billing	Hours	CHASTAIN	1861	DPP
COMMUNICATION & MANAGEMENT					
Administration & Management	$2,134.40	12	4	4	4
Communication	$734.40	4	4	0	0
Staff Meetings (8)	$4,268.80	24	8	8	8
Plan Commission & Village Board (2)	$1,067.20	6	2	2	2
Total - Communication & Management	$8,204.80	46	18	14	14
PHASE 1					
Project Kick-Off	$3,201.60	18	6	6	6
Identify Key Messaging and Engagement Plan	$2,501.60	14	6	4	4
Develop Existing Conditions Report	$5,336.00	30	10	10	10
Total - Phase 1	$11,039.20	62	22	20	20
PHASE 2					
Survey Development & Analysis	$2,536.00	14	10	2	2
Department Interviews	$4,268.80	24	8	8	8
Focus Groups & Public Meetings (5)	$5,737.60	32	16	8	8
Implementation of Additional Strategies	$1,468.80	8	8	0	0
Total - Phase 2	$14,011.20	78	42	18	18
PHASE 3					
Market and Economic Development Analysis	$10,500.00	60	0	30	30
Transportation Network /Utilities	$4,590.00	25	25	0	0
Natural Resources Evaluation	$918.00	5	5	0	0
Draft Preferred Land Use Plan/Design Concepts	$10,672.00	60	20	20	20
Maps & Graphics	$5,336.00	30	10	10	10
Total - Phase 3	$42,688.00	240	80	80	80
PHASE 4					
Village Staff Review	$2,134.40	12	4	4	4
Incorporation of Feedback	$3,201.60	18	6	6	6
Community Review and Incorporation of Feedback	$2,134.40	12	4	4	4
Finalization and Delivery of Master Plan	$2,134.40	12	4	4	4
QA/QC	$4,268.80	24	8	8	8
Total - Phase 4	$13,873.60	78	26	26	26
Direct Costs (Anticipated Mileage)	$2,211.00				
PROJECT TOTAL	$92,027.80				

Average Hourly Rates - Chastain: $180, The 1861 Group: $175, Development Planning Partners: $175

HOLY HILL GATEWAY DISTRICT

REQUEST FOR PROPOSAL

VILLAGE OF GERMANTOWN

DECEMBER 19TH, 2025

CONFLUENCE

325 W HURON STREET, SUITE 602
CHICAGO, ILLINOIS 60654
312.663.5494
WWW.THINKCONFLUENCE.COM

COVER LETTER	SECTION ONE	1
PROJECT UNDERSTANDING & APPROACH	SECTION TWO	2
FIRM EXPERIENCE & REFERENCES	SECTION THREE	7
KEY PERSONNEL	SECTION FOUR	14
PROJECT SCHEDULE	SECTION FIVE	20
PROJECT COST	SECTION SIX	21

December 19, 2025

CONFLUENCE

Attn: Jeffrey W. Retzlaff, AICP
Director
N112 W17001 Mequon Rd
Germantown, WI 53022
262.250.4735

REQUEST FOR PROPOSALS: HOLY HILL GATEWAY DISTRICT MASTER PLAN

We are thrilled to present our proposal in response to the Holy Hill Gateway District RFP.
With a track record of successful urban planning and community revitalization endeavors, our team is eager to collaborate with the Village of Germantown for the development of a gateway master plan to transform the future of the Holy Hill District.

Having undertaken similar projects, we recognize the pivotal role of rejuvenating urban areas, particularly in rapidly expanding communities like the Village of Germantown. Our experience aligns seamlessly with the goals set forth in your RFP.

We are particularly enthused about our involvement in identifying optimal land uses, devising development strategies, and developing a master plan in alignment with the 2050 Comprehensive Plan for this significant opportunity area.

Our approach emphasizes a thorough analysis that integrates market realities, stakeholder insights, and innovative methodologies to foster reinvestment and attract a diverse range of retail and consumer profiles to the area. Our proposed methodology leverages reinvestment strategies to precisely meet the Village's goals. By utilizing a combination of quantitative and qualitative data analysis, including advanced consumer profiling and a comprehensive SWOT analysis, our aim is to provide actionable recommendations guiding the Village's endeavors for this gateway district.

Furthermore, we are committed to delivering top-tier, easily understandable deliverables encompassing concise documentation, visually engaging infographics, and interactive presentations designed to effectively engage stakeholders.

In conjunction with this cover letter, enclosed is our detailed proposal, delineating a master plan to realize the vast potential of the Holy Hill Gateway District. We are wholeheartedly enthusiastic about the prospect of contributing to the Village of Germantown's vision for this area and are readily available for further discussions or presentations as needed.

We eagerly anticipate the opportunity to collaborate and contribute to the reinvigoration of the Holy Hill Gateway District.

Terry Berkbuelger
816-729-0882
terryb@thinkconfluence.com

PROJECT APPROACH

PROJECT UNDERSTANDING

The Holy Hill Gateway District is a critically important "opportunity area" in the Village of Germantown located east of I-41 near the Holy Hill Road interchange. As identified in the Village of Germantown 2050 Comprehensive Plan (the 2050 Plan), the Holy Hill area is a high priority area for residents and the entire community as it has the greatest potential for change and growth over the next 30 years.

Much of the 930 acres of land in the Holy Hill Gateway District is currently undeveloped. According to the 2050 Plan, the goal for future development is as an industrial, warehousing, and mixed-commercial district which accounts for the existing rural character of the area, existing residences, and existing natural resources. While growth is anticipated and desired, future development must be thoughtfully designed with land uses, building orientation, and density deserving of this Gateway District and representative of the goals of the community.

Through a combination of inventory research and analysis, meaningful public engagement, and intergovernmental cooperation, our team will facilitate discussions and guide the Village towards identifying the steps and strategies necessary to recognize and realize the Holy Hill Gateway District's dynamic potential. This will be realized through development of a Holy Hill Gateway District Master Plan.

SCOPE OF WORK

PLANNING AREA IDENTIFICATION & BACKGROUND

We will perform a detailed analysis of the existing planning area as currently defined, considering prior planning activities and studies, existing natural resources, existing infrastructure, as well as identification of issues and opportunities to then provide you with a recommendation regarding the existing planning boundary.

EXISTING CONDITIONS & PROPERTY REDEVELOPMENT ANALYSIS

We believe that successful design master planning requires thorough analysis of existing conditions. Our team will start by performing a series of analysis including land use, zoning, demographic, economic development and market analyses in the Holy Hill Gateway District. Results from this effort will help to identify inconsistencies with the 2050 Plan that we will then be in a position to address.

2050 PLAN CONSISTENCY

The resulting Master Plan will be grounded in a firm understanding of the culture and expectations of Village residents, business owners, and elected officials as well as community goals established in the Village of Germantown 2050 Comprehensive Plan. Recently adopted in 2022, the 2050 Plan lays the groundwork for the future vision for the Germantown community through nine (9) Plan Elements. These nine Plan Elements include Issues & Opportunities, Housing, Transportation, Utilities & Community Facilities, Natural & Agricultural Resources, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation. There will be critical components to the creation of the Master Plan and incorporated every step of the way as described below. Other plans and studies adopted by the Village will also be utilized to ensure the desires of the community is realized.

INTERGOVERNMENTAL COOPERATION

Throughout the entire planning process, our team will meet regularly with Village staff, stakeholders, community leaders, as well as members of various local governments such as the Germantown School District, the Village of Richfield, Washington County, the Southeast Wisconsin Regional Planning Commission, the Milwaukee Metropolitan Sewerage District, and the Department of Natural Resources. Partnerships with these governmental agencies is crucial for the development and success of the future of the Holy Hill Gateway District.

NATURAL RESOURCES

As both a landscape architecture, urban design and planning firm, Confluence has vast experience in natural resource planning. Within the Holy Hill Gateway District lies several environmental corridors, a tributary to the north of the railroad and another which runs north-south along this District parallel to 1-41. Growth should be thoughtful and respectful of existing natural resources and not be a disruption to the system. We will analyze all existing natural resources in the planning boundary including all environmental corridors and recommend protection and preservation regulations for these special areas.

MARKET AND ECONOMIC DEVELOPMENT ANALYSIS

Our team will establish a baseline of existing market conditions grounded in factual real estate, demographic, employment, and economic data utilizing U.S. Census, ESRI Business Analyst, CoStar, and a variety of other state and regional data sources. This is an opportunity to develop a plan that will create jobs and enhance the quality of life of Germantown residents, further strengthening economic opportunities specifically in the Holy Hill Gateway District.

TRANSPORTATION NETWORK ANALYSIS

Our team will perform a high-level analysis of the existing local and regional transportation system within and surrounding the Holy Hill Gateway District. Working closely with Village staff, we will analyze existing and future roadway potential capacity to ensure future, safe access and mobility for both pedestrians and vehicular traffic in and around the area. Efficient and safe circulation and connectivity recommendations will go hand in hand with land use and street design principles and recommendations.

PREFERRED LAND USE PLAN, CONCEPTUAL RENDERINGS AND SITE PLANS

Our team often works with fast growing suburbs with a strong residential base and a growing employment base. Through decades of experience, we have found tying land use decision-making to real world data such as population projections and market conditions is key. We often deploy scenario-based land use planning that can show how different levels of density can enhance an area and drive economic change. According to the 2050 Plan, the vision for this area includes areas for environmental protection with the center of the district identified for continued industrial and warehouse development, portions dedicated as business park, and a mix of medium to high density residential with commercial land uses serving the area. How these uses develop in terms of design, connectivity, and compatibility is of the utmost importance. Our team will make recommendations for zoning, land use, site layout, density, intensity, and design to achieve the community goals and vision for this area established in the 2050 Plan. In addition, conceptual renderings and site plans will be included in the Master Plan for specific areas as identified by Village staff.

DESIGN GUIDELINES

The best approach to planning is one that balances the desire to be visionary with the need to be practical. Throughout the process, we will strive for bold, yet sound approaches to planning. We leverage our team's technical knowledge of planning, land use scenario planning, urban design, landscape architecture, traffic planning, and engineering, mapping and graphics to develop a cohesive design for the area. Design guidelines will be created for this project tailored to ensure quality architectural design and construction across a myriad of building types. Coupled zoning and land use recommendations, this smart growth plan prescribes sustainable development practices and open space preservation.

IMPLEMENTATION STRATEGIES

We are committed to delivering plans that can be implemented and as such we prioritize the process of developing your implementation strategy. We work closely with Village staff and other supporting organization leaders to understand variables and resources. In addition to identifying "what" will be implemented and "how" it will be funded, it is also important to understand "who" will be responsible and accountable for various parts of the plan. Partnerships are key to realizing goals and it will take devoted project champions to implement the community vision for the Holy Hill Gateway District.

QUALITY CONTROL

Our team will have regular check-ins and coordination with Village staff to share our progress and along each step of the project. We will also share drafts of the Master Plan along the course of the project for Village staff's review and feedback.

VILLAGE STAFF COMMITMENTS

Village staff will be an integral partner with us in the development of the Master Plan. While we understand and respect staff's time and commitment to other Village responsibilities, we will maintain ongoing and open communication with Village staff throughout the life of this project. We will also coordinate with Village staff to ensure we have all corridor plans, master plans, and other important resources for incorporation into the drafting of the Master Plan. Our team will also rely on Village staff to assist with identifying key stakeholders and community leaders to include in the project, collaborate with us on public outreach efforts, and assist with any existing data.

ENGAGEMENT PLAN

Community engagement will be a major component of this project, and the process will include multiple approaches. It will be structured in a manner that allows stakeholders to be involved in several ways throughout the process. Key elements include:

- Communication Plan
- Use of an Advisory Committee
- Interactive Online Engagement Site
- Key Project Partner and Stakeholder Interviews
- Public Workshop and Open House
- Plan Commission and Village Board Public Hearings

COMMUNICATION PLAN

The Communication Plan will be reviewed and confirmed at the project kick-off meeting, and we will continue to monitor and advise Village staff regarding ongoing needs, issues and opportunities throughout the planning process. At the kick-off meeting, we will also formalize the public outreach and meeting advertising techniques. While we create an outline and a plan for the array of meetings at the outset of every project, we also believe the process helps to define the final product. In this way, our team provides flexibility to adapt to issues that may arise during the planning process, and to address them appropriately to maintain progress.

In addition to community newsletters, emails, and postings on the Village's social media pages, we have found success in utilizing interactive yard signs displayed throughout the community, allowing residents to scan a QR code and learn more about the public meetings and interactive website.

Throughout the entire planning process, our team will meet regularly with Village staff, stakeholders, Village leadership, and individuals to maintain communication regarding our team's findings, planning progress and next steps. The intent is for the final plan to receive community support and to keep the planning process running smoothly and efficiently.

Prior to each public meeting, our team will review with Village staff the meeting agenda and presentation materials, as well as regularly meet with Village staff and the Advisory Committee (noted below) as needed to provide progress reports, seek input on alternatives, review preliminary reports and plan drafts. We will also prepare agendas and minutes for all meetings to track progress and decisions made.

ADVISORY COMMITTEE

Our team endorses the use of an Advisory Committee to provide regular input and guidance on all phases of the planning project. We have a history of successful collaboration and facilitation with these types of committees in communities across the country, and we look forward to engaging these appointed representatives and volunteers in helping to move this planning effort forward with momentum, energy, and purpose.

INTERACTIVE ONLINE ENGAGEMENT WEBSITE

Our team is prepared to provide virtual engagement opportunities to meet community demands and expectations for flexibility and safety. We utilize a variety of online public meeting platforms such as Zoom and Teams and interactive websites such as Social Pinpoint for gathering interactive, location-based input.

Our team will create a project-specific website to centralize public information related to the planning effort and provide regular updates to the project schedule, ideas being considered, and other public content to keep the community and interested stakeholders engaged and informed. This

website will integrate technology to provide a unique and compelling digital experience for this Area Plan and can be integrated into or linked with the Village's existing website.

PHASE 1 | PROJECT KICK-OFF, RESEARCH + ANALYSIS

1.1 PROJECT KICK-OFF MEETING WITH ADVISORY COMMITTEE (AC MEETING #1)

The Consultant Team will facilitate a project kick-off meeting with the Village staff and the Advisory Committee. The Advisory Committee can consist of a technical committee of Village staff members, or a more formal committee of Village selected elected officials, Village staff, and community stakeholders.

The purpose of this meeting is to:

- Establish roles, responsibilities, and project contacts;
- Determine any initial data needs;
- Review the project scope, schedule, and key meeting dates and finalize the Communication Plan; and,
- Identify key stakeholders and desired public input process and outcomes.

Communication Plan

Prior to each public meeting and each Advisory Committee meeting, the Consultant Team will review with Village staff the meeting agenda and presentation materials. These meetings may be in person or via conference call. We will further provide agendas and minutes for all meetings. The Communication Plan for the planned stakeholder and public outreach will be reviewed and confirmed at the project kick-off meeting. With the input and review of the Village, the Consultant Team will develop web-ready content for the Village's website to keep the general public and interested stakeholders engaged and informed on the planning project.

1.2 PRELIMINARY ANALYSIS REVIEW MEETING WITH ADVISORY COMMITTEE (AC MEETING #2)

The Consultant Team will present to Village staff and the Advisory Committee an overview of the Team's initial analysis of the planning area as detailed in the RFP, including:

- Identification of property ownership, tenants, vacancies, under-utilized buildings and properties, and the general age and condition of buildings and properties;
- Preliminary analysis of existing traffic volumes, patterns, and level of service based on data provided by the Village;
- Land Use analysis including valuation history;
- Traffic and Infrastructure assessment;

The purpose of this preliminary analysis review is to help confirm general direction of the gateway master plan as well as the desired results of public engagement and stakeholder input.

PHASE 2 | VISION, INPUT + DIRECTION

2.1 PUBLIC WORKSHOP

The Consultant Team will facilitate a structured public workshop in order to identify key issues, priorities, opportunities, and land use and community design preferences that will guide the direction of the master plan.

2.2 KEY STAKEHOLDER INTERVIEWS

Members of the Consultant Team will schedule interviews with property owners, community stakeholders, and community groups as identified by the Advisory Committee. These will be a combination of small group and one-on-one meetings. To ensure candor and build an atmosphere of trust from those interviewed, we will summarize general themes but will not attribute comments to any participant.

2.3 JOINT VILLAGE BOARD AND PLANNING COMMISSION VISIONING WORKSHOP

During the same week as the stakeholder interviews, the Consultant Team will facilitate a joint workshop of the Village Board and Planning Commission. At this meeting, the Consultant Team will:

- Review the project goals, initial analysis, and the stakeholder and public input; and,
- Verify and update the Board's and the Commission's vision for future and identify areas of concern and focus.
- Intergovernmental Workshop – was thinking to do this as either a separate workshop or joint one with the village board and commission above.

The Consultant Team will also facilitate an intergovernmental workshop with Village staff, and members of various local governments such as the Germantown School District, the Village of Richfield, Washington County, the Southeast Wisconsin Regional Planning Commission, the Milwaukee Metropolitan Sewerage District, and the Department of Natural Resources.

2.4 INPUT, VISIONING, AND GOALS REVIEW MEETING WITH ADVISORY COMMITTEE (AC MEETING #3)

The Consultant Team will present to Village staff and the Advisory Committee an overview of the public input received and identify key issues and themes. The purpose of this meeting will be to set the preferred direction of the Master Plan.

PHASE 3 | DRAFT PLAN + EVALUATION

3.1 DRAFT PLAN

Based upon the analysis in Phase 1 and the feedback and general vision and direction received in Phase 2, the Consultant Team will complete drafts of the remaining scope items listed in the RFP and prepare a draft plan with the following elements:

PROJECT NARRATIVE

1. Public and Stakeholder Input Summary
2. Land Use and Development Opportunities Identification and Analysis
3. Market/Economic Analysis
   a. We will develop a comprehensive market analysis that sets a baseline of existing conditions grounded in factual real estate, demographic, and economic data utilizing U.S. Census, ESRI Business Analyst, CoStar, and a variety of other state and regional data sources. As a forward-looking plan, we will specifically address:
   - Changes to the retail economy as a result of ecommerce, shifting consumer preferences, autonomous delivery, and other emerging trends.
   - Housing opportunities that address housing needs, attainability, and demand for a range of housing types and price points.
   - Information will be presented with significant use of infographics, charts, and maps to ensure readability and to help it serve as an educational tool.
4. Zoning and Land Use Analysis and Recommendations
5. Design recommendations including but not limited to building orientation, connectivity, land use, landscaping, and density.
6. Transportation and Walkability Analysis and Recommendations
7. Infrastructure Analysis and Recommendations
8. Environmental Protections
9. Parks, Trails, and Facilities

A draft will be prepared and submitted to the Village staff for review and comment. The Consultant will address Village staff comments and submit a revised draft.

3.2 DRAFT PLAN PRESENTATION REVIEW SESSION WITH ADVISORY COMMITTEE (AC MEETING #4)

The Consultant Team will present elements/chapters of the draft master plan to the Village staff, Intergovernmental Representatives, and Advisory Committee, record feedback and comments, and update and modify the drafts as requested.

3.3 JOINT VILLAGE BOARD AND PLANNING COMMISSION DRAFT REVIEW WORKSHOP

The Consultant Team will present an overview of the draft Comprehensive Plan to the Village Board, Planning Commission, and Advisory Committee. The Consultant Team will record feedback and comments received at the workshop and update and modify the draft as requested. If desired, intergovernmental representatives can be invited to participate in this workshop as well.

PHASE 4 | FINAL DRAFT PLAN

4.1 FINAL DRAFT PLAN

The Consultant Team will prepare a final draft of the gateway master plan and submit it to the Village staff for review and comment. The Consultant will address Village staff comments and submit a revised final draft to Village staff.

4.2 FINAL DRAFT PLAN REVIEW WITH ADVISORY COMMITTEE (AC MEETING #5)

The Consultant Team will review with the Advisory Committee the final draft Plan and comments received at the Joint Workshop record feedback and comments, update and modify the Plan as requested.

4.3 VILLAGE BOARD PUBLIC HEARING

The Consultant Team will attend the Village Board Public Meeting to present the final draft plan for public comment and review by the Board. The Consultant will make changes to the plan as may be requested by the Board and submit updated final copies to the Village staff.

LINCOLN TRAIL GREAT STREETS PLAN

Following the principles of the Great Streets Initiative, Confluence is currently leading a team to reimagine the future of the Lincoln Trail Corridor into an economically vibrant and accessible local hub for the community.

Confluence, along with a dynamic multi-discipline team, is working in partnership with the City of Fairview Heights and East-West Gateway. During this project, we have engaged with a series of stakeholders throughout the planning process. The formation of a Community Advisory Group, Technical Advisory Group, virtual and in-person stakeholder interviews, and an online interactive engagement website have supported the project to ensure that we are creating a community-supported vision for the Lincoln Trail Corridor.

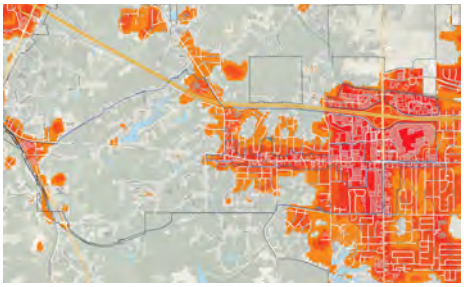
Lincoln Trail has evolved over time in its appearance and function, and it is time to reimagine what could be. This project's primary goal is to develop a consistent and comprehensive economic development strategy, land use plan, and urban design approach. Collaborative efforts with the team and community will result in the creation of a redevelopment plan that can be used both as a guide for future growth and implementation, and also as a marketing tool to promote this corridor to the public and potential investment partners. We are currently in the preliminary design concept review phase, and anticipate this project will be complete by Winter 2025.

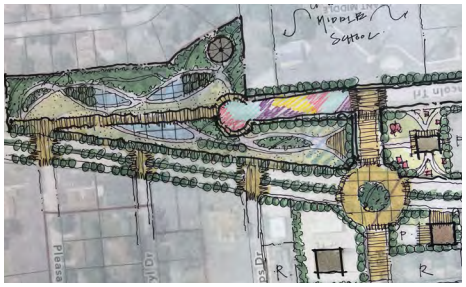
PROJECT DETAIL

Location
Fairview Heights, Illinois

Client
City of Fairview Heights +
East-West Gateway

Contact
Dallas Alley
Director of Land Use and Economic Development
City of Fairview Heights
alley@cofh.org
618.489.2060





6TH AVENUE CORRIDOR PLAN

Confluence was retained by the City of Stillwater, Oklahoma to develop a plan to revitalize 6th Avenue, a primary artery through town, and surrounding neighborhoods and the downtown district.

The study was a collaborative effort to assess the feasibility and implementation of a strategic active transportation network around 6th Avenue in conjunction with planned ODOT roadway improvements. Redevelopment opportunities, future land use considerations and urban design elements along key corridors were also discussed and recommended in this plan with the active transportation network providing the connective tissue and support for all these strategies. This study relied on past planning efforts and a strong public engagement process to form a cohesive vision that accommodates all road users in Stillwater safely and comfortably, connects commercial and activity nodes within the city and spurs further economic development and quality placemaking. Three catalyst redevelopment sites were studied as part of this effort. Campus Corner was identified as a new mixed use entertainment district for university students. Other locations were also reimagined to further enhance the economic viability of the corridor and improve the "front door" to Oklahoma State University and Downtown Stillwater.

PROJECT DETAIL

Location

Stillwater Oklahoma

Client

City of Stillwater

Size

N/A

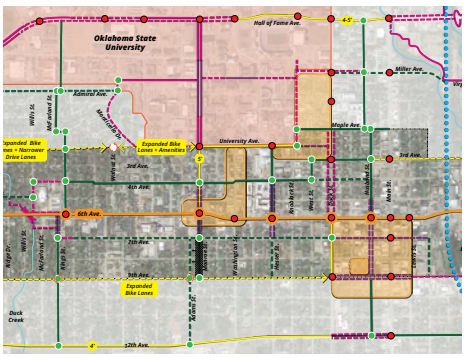
Contact

Brady Moore

Deputy City Manager, Stillwater

Ph: 405.533.8497

Brady.moore@stillwater.org



KETTLESTONE / GRAND PRAIRIE PARKWAY

This master plan guides future growth and development of a large residential and commercial mixed-use district within this vital new corridor connecting I-80 into Downtown Waukee.

Strategically located on the western edge of the Des Moines metropolitan area, Grand Prairie Parkway has long been an economic development priority for the City. Confluence led a multi-disciplinary effort to craft a comprehensive Master Plan that knits the area together through connected open spaces, streets and trail networks. Our team also created a new identity for this entire district - Kettlestone. Based on a detailed market study, our team crafted land use alternatives and illustrated how the corridor could be developed to its full potential while achieving the City's vision and goals.

Upon completion of the Master Plan, our team's role continued in multiple projects including the design of an extensive greenway and trails system that functions as a regional stormwater detention facility, a set of comprehensive development design guidelines, and an overlay zoning district supporting future growth. Additional information regarding the Kettlestone development can be found on the City's website at: https://www.waukee.org/1125/Kettlestone-Development
A copy of the approved plans can be found at this link:
https://tinyurl.com/fr5nj7mp

PROJECT DETAIL

Location
Waukee, Iowa

Client
City Of Waukee, Iowa

Size
1,300 acres

Awards

Honor Award – Planning & Analysis: Iowa Chapter ASLA

Communications Initiative Award - Iowa Chapter, American Planning Association (APA)

Contact

Brad Deets
City Administrator
bdeets@waukee.org
515.978.7899

ROE BOULEVARD + JOHNSON DRIVE CORRIDOR PLAN

This corridor plan focuses on two strategic areas within the City - establishing a community-supported vision for future redevelopment opportunities.

Leading a multi-disciplinary team, we engaged stakeholders and the community in exploring options for revitalizing these key areas of the City. The project included creating ideas for improving access to the City's existing Community Center and Aquatics facility from Roe Boulevard, exploring mixed-commercial and residential redevelopment opportunities for both site locations, identifying transit mobility hub locations and multi-modal access to these sites, and integrating new community-oriented open spaces and gathering areas as a place to host public festivals and events.

The plan also explored a variety of development density alternatives through the use of extensive visualization techniques, helping residents to understand the planning implications and scale of each redevelopment scenario. The successful completion of this plan led to the City engaging Confluence to subsequently complete an update to the City's Comprehensive Plan.

PROJECT DETAIL

Location
Roeland Park, Kansas

Client
Mid-America Regional Council/
City of Roeland Park, Kansas

Size
~105 acres

Contact
Keith Moody / City Manager
City of Roeland Park, KS
City Hall - 4600 W 51st Street
Roeland Park, KS 66205
kmoody@roelandpark.org
913.492.0400

Beth Dawson, Planner
Mid-America Regional Council
816.474.4240
bdawson@marc.org

SOUTH OF GRAY'S LAKE MASTER PLAN

The study area includes a mixture of built environment and natural areas with plentiful tree cover and a viewshed into downtown Des Moines.

Confluence was tasked by FHU Engineering and the City of Des Moines, Iowa, to conduct a robust community and stakeholder input process and craft a vision for the area south of Gray's Lake Park. Gray's Lake Park is a highly coveted gem within the Des Moines metro and the adjacent South of Gray's Lake Master Plan Study Area is a key potential redevelopment site. The area is well suited for a mixture of uses given its proximity to Gray's Lake Park, regional trails, key transportation routes as well as Downtown Des Moines. After careful analysis of the area and its existing development and obtaining input for the community and area stakeholders, Confluence crafted a series of land use alternatives for review and input that resulted in a detailed conceptual master plan. The final report to the City included a summary of the site opportunity analysis, public and stakeholder input, specific implementation steps, and a 3D animated video of the master plan.

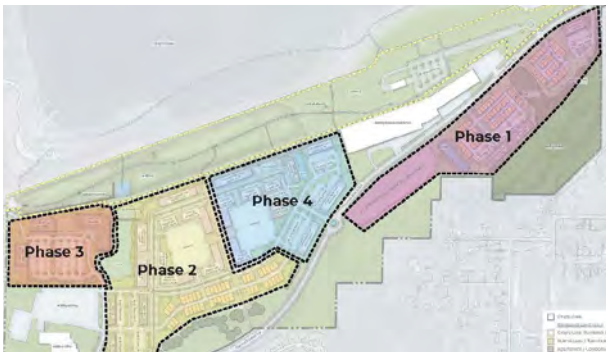
PROJECT DETAIL

Location
Des Moines, Iowa

Client
City of Des Moines;
FHU Engineering

Size
140 acres

Contact
Bert Drost
Urban Design Deputy Administrator
City of Des Moines, Iowa
badrost@dmgov.org
515.283.4257



THE CROSSINGS CORRIDOR MASTER PLAN

Confluence led the effort to create a unified vision for a key commercial, mixed, use and residential corridor area in growing Omaha suburb

The Crossings Corridor Master Plan identified a unified vision and a plan for the future growth and development of the Highway 31 and I-80 corridor area in the growing suburb of Gretna, Nebraska. The Crossings Corridor represented a rare opportunity for the City of Gretna to create a unique and vibrant addition to the community – that provides new housing, businesses, retail, and recreational amenities for not only Gretna residents but for the entire Omaha metro. Confluence led a multi-disciplinary team to identify an overall master plan that identified land use, multi-modal, infrastructure, and market recommendations. Design guidelines for the corridor were also created in a supplemental report.

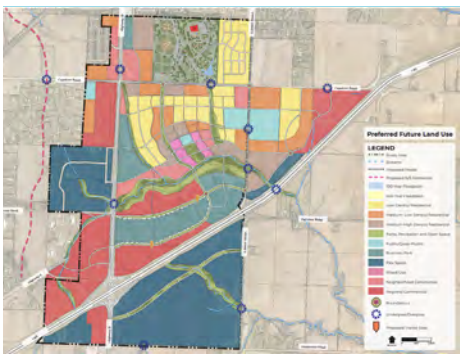
PROJECT DETAIL

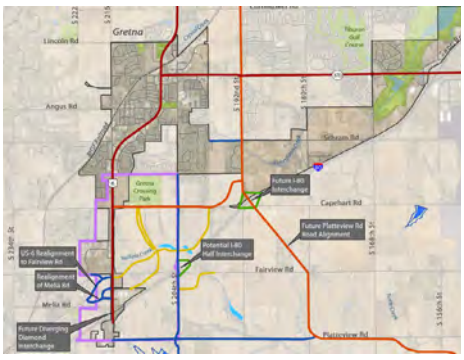
Location
Gretna, Nebraska

Client
City of Gretna, Nebraska

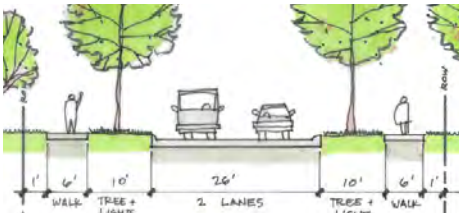
Size
5,088 (2021)

Contact
Paula J. Dennison, AICP
City Administrator
204 N. McKenna Ave; PO Box 69
Gretna, NE 68028
Paula@cityofgretna.com
P 402.332.3336 x1204



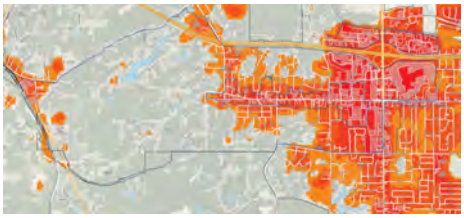


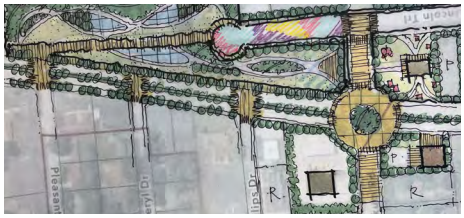
REFERENCES



PAULA J. DENNISON | CITY OF GRETNA, NEBRASKA

City Administrator | 402.332.3336 X 1204 | Paula@cityofgretna.com
Confluence led a multi-disciplinary team to identify an overall master plan that identified land use, multi-modal, infrastructure, and market recommendations. Design guidelines for the corridor were also created in a supplemental report.



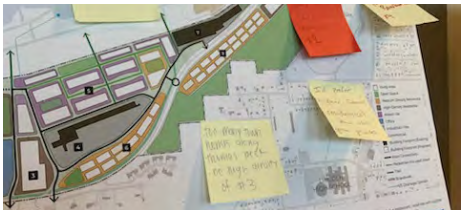


DALLAS ALLEY | CITY OF FAIRVIEW HEIGHTS, ILLINOIS

Director of Land Use and Economic Development | 618.489.2060 |alley@cofh.org
Confluence has provided engagement with series of stakeholder to create a plan for comprehensive economic strategy, land use plan, and urban design approach.

KEITH MOODY | CITY OF ROELAND PARK, KANSAS

City Manager | 913.492.0400 | kmoody@roelandpark.org
Confluence led a corridor Planning with stakeholder engagement, mixed-use redevelopment, mobility solutions and community - focused design.



BURT DROST | CITY OF DES MOINES, IOWA

Urban Design Deputy Administrator | 515.283.4257 | badroast@dmgov.org
Confluence assisted the City of Des Moines, and FHU Engineering to create robust community engagement to shape the downtown area of Des Moines. The final report to the City included a summary of the site opportunity analysis, public and stakeholder input, specific implementation steps, and a 3D animated video of the master plan.

CONFLUENCE | FIRM PROFILE

WHO WE ARE

Confluence is a professional consulting firm comprised of landscape architects, urban designers and planners. Our staff of 75+ includes 40 licensed landscape architects and AICP certified planners—and our firm is comprised of energetic, creative, and passionate people who are involved in making our communities better places to live. We assist our clients on a wide range of public, educational, institutional and private sector projects. Our landscape architects are licensed to practice in Alaska, Arkansas, California, Colorado, Connecticut, Georgia, Kansas, Idaho, Illinois, Iowa, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, Nevada, North Dakota, Ohio, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Wisconsin, and Wyoming—and this list continues to grow to meet our clients' needs.

WHAT WE DO

Simply stated—we create places full of life. The diversity of our work and expertise has become a hallmark of our firm, and it's a big reason why our clients engage us again and again to help establish their next creative vision for the future. We offer a wide array of design and planning capabilities, handling everything from stakeholder and community engagement activities, to crafting urban design and community planning solutions, to representing our clients during construction implementation. With over twenty years of award-winning experience and hundreds of completed projects, Confluence has shaped the practice of landscape architecture, planning and urban design across the Midwest, and we love what we do. *What can we do for you?*

HOW WE WORK

Our creative process is focused on collaboration and insightful interaction with our clients, consultants and the community in which we work. We begin by gaining an insightful and objective understanding of each project, including how it fits into the surrounding context. From vision to completion, our team excels in collaborating to shape and achieve your "what's next"—while also planning ahead on your long-term strategy. The diversity of our practice and professional experience provides a solid framework upon which to build successful strategies for achieving our client's goals.

LOCATIONS

CHICAGO
325 W Huron Street, Suite 602
Chicago, Illinois 60654
thinkconfluence.com

Des Moines
Sioux Falls
Kansas City
Cedar Rapids
Minneapolis
Omaha
Fargo
Denver

PSOMAS

Civil Engineering (Utilities, Survey + Geotechnical)

LOCATION

WENATCHEE

23 South Wenatchee Avenue, Suite 223
Wenatchee, WA 98801
509.663.2711

Founded in 1946, Psomas is a 100% employee-owned, medium-sized survey, engineering, environmental permitting, landscape architecture, and construction management firm. Continually ranked one of the top engineering firms in the United States, our talented staff of 750+ operates from 19 regional offices in Washington, California, Arizona, and Utah. Psomas' local Illinois team, operating out of our Glen Ellyn, IL office, specifically targets municipal planning and infrastructure projects.

WORKING WITH LOCAL MUNICIPAL AND PUBLIC AGENCIES

Psomas has built a first-rate reputation for delivering interdisciplinary solutions to hundreds of local cities, villages, towns, counties, and agencies. Today, they continue to progress and expand our service offerings with the synergy of highquality engineering standards and planning creativity through a range of in-house professional expertise. Our local team exclusively supports municipal clients and we value and strive to improve the communities we live, work, and play within.

IN-HOUSE PLANNING SERVICES

Psomas offers a wide range of in-house planning services:

- Comprehensive Planning: Our planning team, has extensive experience in developing and implementing comprehensive plans that align with local and regional goals.
- Infrastructure Planning: Our engineering team, including Tom and Bryce, deliver high-quality solutions, with project budget estimates, that align with the strategic goals identified in the comprehensive plan.
- GIS and Data Analysis: Our GIS capabilities enable us to create detailed and accurate maps and data layers that support informed decision-making.

RELEVANT INFRASTRUCTURE PLANNING EXPERIENCE

- Citywide Bicycle Master Plan, El Centro, CA
- American Fork Active Transportation & Trails Master Plan, American Fork, UT
- Capital Improvement Plan Update, City of Tukwila, WA
- Transportation Improvement Plan Update, City of Mercer Island, WA
- West Bank Trails Master Plan & Capital Facilities Plan, Grantsville, UT
- Local Road Safety Plan, Fife, WA
- Neighborhood Traffic Safety Improvement Program, Tukwila, WA

TERRY BERKBUEGLER, ASLA, PLA, LEED AP
PRINCIPAL IN CHARGE + SENIOR PRINCIPAL + LANDSCAPE ARCHITECT

Terry brings hard work, the pursuit of design excellence and a tireless commitment to client satisfaction to all of his projects. His direct and personal communication leads to strong relationships and successful projects while inspiring loyalty in so many of our clients.

CURRENT + NOTABLE PROJECT EXPERIENCE

Lincoln Trail / Highway 50 Corridor Plan / Fairview Heights , Missouri

Altoona Strategic Planning Assistance / Altoona, Iowa

Crete Comprehensive Plan / Crete, Nebraska

Grain Valley 2050 Comprehensive Plan Update / Grain Valley, Missouri

Lansing Comprehensive Plan Update / Lansing, Kansas

Indianola Strategic Plan Update / Indianola, Iowa

Shawnee Mission Parkway Corridor Plan / Shawnee Mission, Kansas

6th Avenue Corridor Plan / Stillwater, Oklahoma

Destination Downtown Gardner / Gardner, Kansas

Downtown Public Realm Study / Urbana, Illinois

EDUCATION

Kansas State University, BA,
Landscape Architecture / 1992

PROFESSIONAL REGISTRATIONS

Licensed Landscape Architect:

Illinois / 157.001823 | Kansas / #568|Missouri / #179

CLARB Certified
LEED Accredited Professional

AIMEE NASSIF, AICP
PRINCIPAL

Aimee Nassif previously served as Deputy Director of Development Services for the City of Lee's Summit, where she led planning, development engineering, and strategic initiatives including the Ignite! Comprehensive Plan. With 28 years in public service and extensive leadership experience, Aimee has written zoning, development, and land use codes for multiple communities, she is an AICP-certified planner, active in professional organizations, and passionate about community development.

CURRENT + NOTABLE PROJECT EXPERIENCE

175th Land Use Corridor Study / Olathe, Kansas *

Cedar Creek Area Plan & Overlay District Implementation / Olathe, Kansas*

1-35/Santa Fe Corridor Study / Olathe, Kansas*

Healthy Neighborhoods Initiative Program/ Olathe, Kansas*

Chesterfield's first Unified Development Ordinance / Chesterfield, Missouri*

Scherer Road Alignment Study / Lee's Summit, Missouri*

** Work performed prior to joining Confluence*

EDUCATION

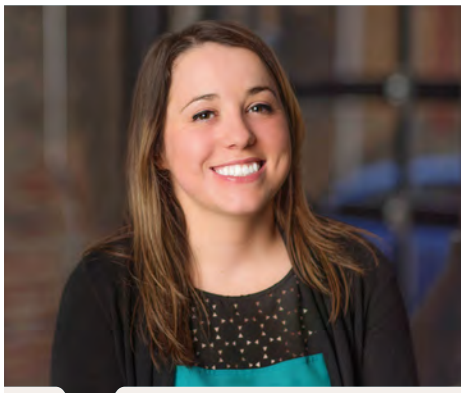
University of Missouri-St. Louis/
Master of Arts, Political Science with Public Policy Administration emphasis / January 2003

University of Missouri-St. Louis
Bachelor of Science / August 1997

PROFESSIONAL REGISTRATIONS

American Institute of Certified Planners: #022733

JANE REASONER, AICP
ASSOCIATE



Jane brings an interest in the environment and sustainability to every project. She has worked on many comprehensive plans across the Midwest designing interactive engagement strategies and providing population, environmental, parks and economic analyses.

CURRENT + NOTABLE PROJECT EXPERIENCE

Building Bondurant Comprehensive Plan / Bondurant, IA

Grain Valley Comprehensive Plan / Grain Valley, MO

Pleasant Hill Comprehensive Plan / Pleasant Hill, Iowa

2035 Downtown Sioux Falls Master Plan Public Facilitation / Sioux Falls, South Dakota

Envision Adel 2040 / Adel, Iowa

S Ankeny Boulevard Corridor / Ankeny, Iowa

Ankeny Parks + Facilities Comprehensive Plan Update / Ankeny, Iowa

Ankeny Zoning/Subdivision Code Rewrite / Ankeny, Iowa

Apple Valley Parks Master Plans / Apple Valley, Minnesota

Ashland Comprehensive Plan / Ashland, Kansas

Cedar Falls Master Plan / Cedar Falls, Iowa

EDUCATION

Georgia Institute of Technology, MA, City and Regional Planning | 2016

University of South Dakota, BA, Political Science and Government | 2012

PROFESSIONAL REGISTRATIONS

American Institute of Certified Planners: #31893

ABBEY ECKBERG, AICP
PROJECT PLANNER

Abbey's passion for planning stems from the desire to create communities for all to enjoy through interactive plan making and design.

CURRENT + NOTABLE PROJECT EXPERIENCE

Lincoln Trail / Highway 50 Corridor Plan / Fairview Heights , Missouri

2035 Downtown Sioux Falls Master Plan Public Facilitation / Sioux Falls, South Dakota

Falls Park Master Plan / Sioux Falls, South Dakota

Grand Farm Campus Master Plan / Grand Farm, North Dakota

Grand Island NE Parks Master Plan / Grand Island, Nebraska

Grain Valley 2050 Comprehensive Plan Update / Grain Valley, Missouri

Round Lake Area Park District Master Plan / Round Lake, Illinois

South of Gray's Lake Master Plan / Des Moines, Iowa

The Crossings Corridor Master Plan / Gretna, Nebraska

VA District Master Plan / Knoxville, Iowa

Winterset Comprehensive Plan + Parks Master Plan / Winterset, Iowa

Waukee Neighborhood Masterplan & Design Guidelines / Waukee, Iowa

EDUCATION

Kansas State University, MA, Regional and Community Planning | 2021

PROFESSIONAL REGISTRATIONS

American Institute of Certified Planners : #34834

BRYCE CORRIGAN, PE
SENIOR ENGINEER | PSOMAS

Bryce brings 10 years of experience in planning and engineering, specializing in corridor studies, streetscape design, and roadway safety. Skilled in project phasing, cost estimating, and utility coordination, Bryce combines urban planning and landscape architecture expertise to deliver practical, fundable design solutions that meet client goals.

CURRENT + NOTABLE PROJECT EXPERIENCE

Capital Improvement Plan Update, City of Tukwila, WA
Civil Engineer
Bryce provided preliminary geometric designs and preliminary utility designs for over $25M in capital improvements for the City of Tukwila's 5 year capital improvement plan. Bryce and his team worked with City staff to develop projects that aligned with the City's goals and themes outlined in the comprehensive and sub area planning documents. Bryce played an integral role in developing sustainable green stormwater infrastructure projects that is integrated into capital project plan.

Transportation Improvement Plan Update, City of Mercer Island, WA
Civil Engineer
Bryce provided preliminary geometric designs and preliminary utility designs for over $15M in local capital improvements for the City of Mercer Island's 5 year capital improvement plan. Bryce lead his team and worked with City staff to develop projects that aligned with the City's non-motorized transportation network, development goals, and utility programs. Bryce played an integral role in developing projects that supported growth and sustainability for the community.

EDUCATION

2015/BS/Civil Engineering/
University of Wisconsin-Platteville

PROFESSIONAL REGISTRATIONS

2023/IL/Professional Engineer/
Civil/062.075792

2020/WA/Professional Engineer/
Civil/20100320

TOM KRIZENESKY, PE
PROJECT PLANNER

Tom Krizenesky is a civil engineer with 28+ years in street and highway design, leading end-to-end transportation projects—from scoping and budgeting through construction and evaluation. He manages ~40 highway projects annually, integrates life-cycle cost and multimodal improvements, and excels in value engineering, municipal coordination, environmental documentation, public engagement, and stakeholder resolution.

CURRENT + NOTABLE PROJECT EXPERIENCE

IH 39, WIS 54 to North 2nd Street, VE Study –Stevens Point, WI: Study Lead for a Value Engineering study on 12-mile IH 39 in Stevens Point, WI. The VE study considered 20- and 40-year scenarios for rehabilitating the corridor and capacity needs. Tom developed the scope of the study, selected the team, managed the study and coordinated the Accept/Reject decisions of the study recommendations.

US 8, Firekeepers Road Intersection, Sight Improvements – Forest County Potawatomi, WI: Planning Engineer. This intersection is part of a 12-mile resurfacing project. The intersection is main entrance to the Stone Lake Community where most of the Forest County Potawatomi tribal government and community buildings are located. This intersection had poor site distance but was not considered enough of a safety problem to warrant improvements by Wisconsin DOT. By coordinating with the tribe, I was able to come up with a cost share strategy that allowed the tribe to seek BIA funding to improve the intersection.

EDUCATION

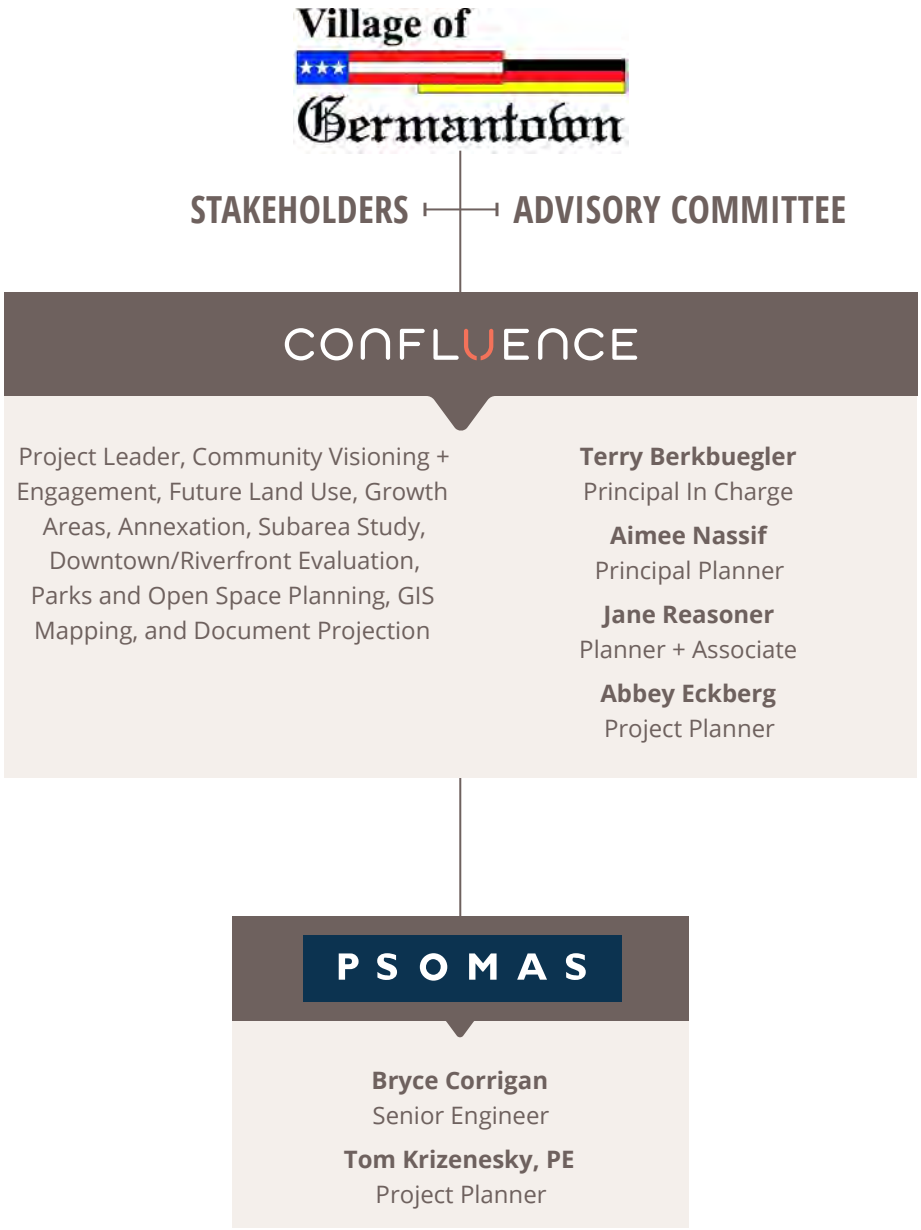
1996/BS/Civil and Environmental Engineering/University of Wisconsin, Madison

PROFESSIONAL REGISTRATIONS

2025/CA/Professional Engineer/
Civil/98234
2005/WI/Professional
Engineer/37815

KEY STAFF AVAILABILITY

All key staff indicated in the organization chart have the capacity and availability in their schedules to begin work on your project immediately. While there will likely be additional staff involved in a supportive role on this project, the key team members listed will be involved throughout the duration of the project. By selecting Confluence, you are selecting a team with 9 offices and a staff of over 75+ people. We have a long history of meeting project timelines and are dedicated to meeting all of your schedule needs and project expectations and will staff this project as needed.



We are projecting that this project will take approximately 9 months to complete (approximately 300 days). Therefore, with an anticipated contract award date of January 20-23, 2026, this project will be completed by end of October 2026. As part of the project kick-off, we will outline a detailed work plan and public meeting schedule to meet the needs of the Village.

PROPOSED PROJECT TIMELINE	FEB 2026	MAR 2026	APR 2026	MAY 2026	JUN 2026	JUL 2026	AUG 2026	SEP 2026	OCT 2026
NOTICE TO PROCEED									
PHASE 1 - PROJECT KICK-OFF, RESEARCH+ ANALYSIS									
1.1 Project Kick-Off Meeting with Advisory Committee (AC Meeting #1)	●								
1.2 Preliminary Analysis Review Meeting with Advisory Committee (AC Meeting #2)		●							
PHASE 2 - VISION, INPUT + DIRECTION									
2.1 Public Workshops			●						
2.2 Key Stakeholder Interviews				●					
2.3 Joint Village Board and Planning Commission Visioning Workshop					●				
2.4 Input, Visioning, and Goals Review Meeting with Advisory Committee (AC Meeting #3)						●			
PHASE 3 - DRAFT PLAN + EVALUATION									
3.1 Draft Plan					●				
3.2 Draft Plan Presentation Review Session with Advisory Committee						●			
3.3 Joint Village Board and Planning Commission Draft Review Workshop (AC Meeting #4)							●		
PHASE 4 - FINAL DRAFT PLAN									
4.1 Final Draft Plan								●	
4.2 Final Draft Plan Review with Advisory Committee (AC Meeting #5)									●
4.3 Village Board Public Hearing									●

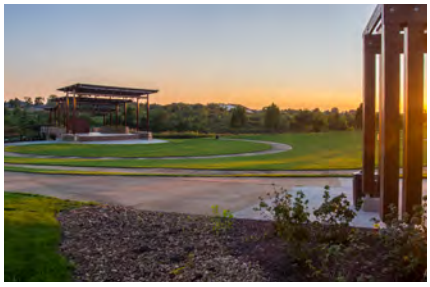
STANDARD HOURLY RATES

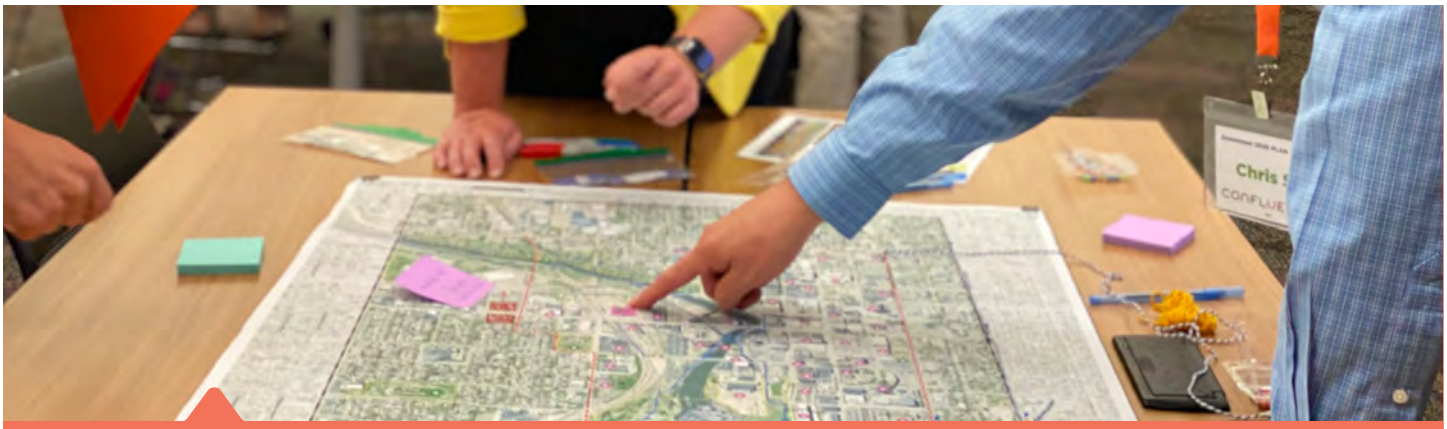
Senior Principal	$175.00 - $275.00 per hour
Principal	$160.00 - $250.00 per hour
Associate Principal	$140.00 - $200.00 per hour
Associate	$115.00 - $185.00 per hour
Senior Project Manager	$105.00 - $165.00 per hour
Project Manager	$95.00 - $145.00 per hour
Senior Landscape Architect	$95.00 - $185.00 per hour
Landscape Architect	$85.00 - $135.00 per hour
Senior Project Planner	$95.00 - $145.00 per hour
Planner II	$85.00 - $135.00 per hour
Planner I	$75.00 - $125.00 per hour
Landscape Architect-In-Training / Landscape Designer	$75.00 - $125.00 per hour
Landscape Architect Intern / Landscape Designer	$65.00 - $100.00 per hour
Draftsperson	$55.00 - $100.00 per hour
Graphic Designer	$75.00 - $115.00 per hour
Clerical / System Staff	$75.00 - $135.00 per hour

REIMBURSABLE EXPENSES

Social Pinpoint Public Engagement Tool	$1,500.00
Costar Real Estate Tool	$1,000 (project use), $150 per report
Placer.AI Analytics Tool	$1.15 x cost
Filing Fees	$1.15 x cost
Materials and Supplies	$1.15 x cost
Meals and Lodging	$1.15 x cost
Mileage	$.70 per mile
Postage	$1.15 x cost
Printing by Vendor	$1.15 x cost
B/W Photocopies/Prints 8½ x 11	$.10 each
B/W Photocopies/Prints 11x17	$.20 each
Color Photocopies/Prints 8½ x 11	$.75 each
Color Photocopies/Prints 11x17	$1.50 each
Large Format Plotting – Bond	$2.50/SF
Large Format Plotting - Mylar	$4.50/SF
Large Format Plotting - Photo	$5.00/SF
Flash Drives	$10.00 each
Booklet Binding (cover, coil, back)	$4.50 each
Foam Core	$8.00 each
Easel Pads	$32.75 each
Online Meeting Service	$35.00 each

Effective 1/1/2025





COST ESTIMATE

The estimated fees for providing the professional services as detailed in our proposal is on an hourly basis not to exceed the amounts as detailed below.

Phase 1 / Project Kick-Off, Research + Analysis	$18,490
Phase 2 / Vision, Input + Direction	$21,530
Phase 3 / Draft Plan + Evaluation	$33,890
Phase 4 / Final Draft Plan	$10,950
Reimbursable Expenses	$5,000
Total Fee Estimate	**$89,860**

COST BREAKDOWN BY PHASE PER PERSON

Holy Hill Gateway District Master Plan - Hours and Fee Spreadsheet	**Confluence**				**Psomas**			**Expenses**	**Subtotal**
	A. Nassif	J. Reasoner	A. Eckberg	T.Berkbuegler	B. Corrigan	T. Krizenesky			
Hourly rates	$210	$125	$105	$235	$210	$210			
Phase 1 - Research + Analysis									
Pre-Kick-Off Meeting with City Staff	3	3	3	3	1	1			
Kick-Off Meeting with advisory Committee (AC)	3	4	4	3				$200	
Public Outreach Plan	4	6	6	2					
Existing Conditions Review + Analysis	6	8	8	4	4	4			
Existing Conditions Analysis Review Meeting with AC	4	8	8	2				$200	
Existing Conditions Analysis Review Joint Workshop w PC and CC	4	4	4	2				$200	
Subtotal	**24**	**33**	**33**	**16**	**5**	**5**		**$600**	**116**
Fee	**$5,040**	**$4,125**	**$3,465**	**$3,760**	**$1,050**	**$1,050**			**$18,490**
Phase 2 - Public & Stakeholder Engagement									
Online Engagement	2	6	6	2				$1,500	
Stakeholder Interviews	4	8	8	6					
Public Workshops (Joint Village & Commission, Intergovernmental Agencies)	6	8	8	8	4			$500	
Other Public Engagement (pop-up events, youth workshop, or box city)	6	8	8	6	4			$500	
Public & Stakeholder Engagement Review Meeting w/ AC	4	6	6	4	4			$200	
Subtotal	**22**	**36**	**36**	**26**	**12**	**0**		**$2,700**	**132**
Fee	**$4,620**	**$4,500**	**$3,780**	**$6,110**	**$2,520**	**$0**			**$21,530**
Phase 3 - Draft Plan + Evaluation									
Scenario Planning + Draft Plan	12	32	32	12	10	10			
Draft Plan Review Sessions w/ AC	8	20	20	8	4	4		$600	
Draft Plan Joint Workshop w VB & CC & Intergovernmental Agencies	8	14	14	6	2	2		$200	
Subtotal	**28**	**66**	**66**	**26**	**16**	**16**		**$800**	**218**
Fee	**$5,880**	**$8,250**	**$6,930**	**$6,110**	**$3,360**	**$3,360**			**$33,890**
Phase 4 - Final Plan + Adoption									
Final Draft Plan	6	12	10	6	2	2			
Planning Commission Public Hearing	2	4	4	2				$200	
Village Board Public Hearing	2	2	2	2	1	1		$200	
Final Deliverables (including printed copies)	2		4	2				$500	
Subtotal	**12**	**18**	**20**	**12**	**3**	**3**		**$900**	**68**
Fee	**$2,520**	**$2,250**	**$2,100**	**$2,820**	**$630**	**$630**		**$0**	**$10,950**
Total Hours	**86**	**153**	**155**	**80**	**36**	**24**			**534**
Reimbursable Expenses									**$5,000**
Fee	**$18,060**	**$19,125**	**$16,275**	**$18,800**	**$7,560**	**$5,040**			**$84,860**
	Confluence Fee $72,260				**Psomas Fee** $12,600			**Expenses** $5,000	**Grand Total** **$89,860**

HOLY HILL GATEWAY DISTRICT MASTER PLAN

VILLAGE OF GERMANTOWN, WI

Village of Germantown

PRIME CONTACT
Craig Huebner, AICP
Project Manager
414 / 266.9228
Craig.Huebner@graef-usa.com

275 W Wisconsin Ave.
Suite 300
Milwaukee, WI 53203
www.graef-usa.com

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Milwaukee, WI 53203
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December 19, 2025

Jeffrey W. Retzlaff, AICP, Director
Community Development Department
N112 W17001 Mequon Road
Germantown, WI 53022

Subject: Request for Proposals: Holy Hill Gateway District Master Plan

Dear Mr. Retzlaff:

View Germantown As A Village At A Crossroads

Germantown has become a leading village in the transformation of our metropolitan area and region. Germantown finds itself at the crossroads of major development trends. To address this situation the village has developed a unique long-term plan to maximize the potential value of future growth. Now Germantown needs a more detailed scenario. In fact, Germantown needs several scenarios – to guide the investments of both the private and public sector in the Holy Hill Gateway area.

Make One Plan With Multiple Scenarios

From GRAEF's perspective, the key questions is not "What is the best plan?" but "What is the best set of plans?" That is, Germantown needs plans with choices that fit both the community's current vision as well as the trends and changes Germantown may encounter over the next decade. GRAEF's planning and development team can provide a series of such detailed scenarios, all based on the same foundation of infrastructure and regulatory policies.

Create Feasible & Desirable Choices

One possible set of choices, for example, would be plan scenarios that include only those uses labeled as "desirable" in the comprehensive plan. Other choices might include more "allowable" uses which, perhaps, involve less risk from the standpoint of financial value and tax base. Another approach might be to develop two or three scenarios corresponding to projected market conditions over the next ten years for different expected commercial as well as residential land uses.

Continue What The Village Has Started

GRAEF's consulting team has worked for numerous communities generating pragmatic options for both public investment as well as private sector development. Whatever the development issue, our firm has the experience and talents to provide pragmatic and visionary concepts for consideration.

GRAEF is prepared to build on what Germantown has started and deliver clear, flexible scenarios needed to guide the Holy Hill Gateway District forward.

Sincerely,

Craig Huebner, AICP
Project Manager
414 / 266 9228
Craig.Huebner@graef-usa.com

TABLE OF CONTENTS

SECTION 1: QUALIFICATION DETAILS

Cover Letter 01
Table of Contents 02
Experience 06
References 11

SECTION 2: PROJECT DETAILS

Scope of Work 12

SECTION 3: PROJECT MANAGEMENT DETAILS

Key Personnel 17
Quality Control 24
Village Staff Commitments 16
Project Schedule 25

SECTION 4: PUBLIC ENGAGEMENT PLAN

Engagement Plan 14

SECTION 5: MEETINGS & COMMUNICATION

Meetings 25
Communication with Village Staff 16

SECTION 6: PROJECT COST AND LABOR HOURS

Cost 25

YOUR PARTNER FOR GERMANTOWN'S FUTURE

Why GRAEF. Why NOW

The Holy Hill Gateway District is an active implementation challenge. With development pressure increasing and major infrastructure investments already in place, the Village needs a master plan that delivers clear direction, defensible standards, and immediate usability. **GRAEF is uniquely positioned to do that.**

As co-authors of the Comprehensive Plan, Trail Master Plan, and Comprehensive Outdoor Recreation Plan alongside the Village, our team has intimate knowledge of the planning area. We are ready to validate the vision laid out in adopted plans and refine the vision based upon present-day market realities and community expectations.

Our familiarity with Germantown is what allows this plan to move quickly, address known compatibility issues, and deliver zoning and policy-ready solutions.

At this moment, continuity with GRAEF is not a risk; it is a strategic advantage.

WE ARE A FULL SERVICE PLANNING, ENGINEERING, AND DESIGN FIRM

For more than 60 years, GRAEF has been shaping more than just the built environment. We've been designing with purpose, creating meaningful spaces for people, communities, and the planet. Grounded in loyalty, quality, integrity, and service, our enduring values guide everything we do, from the way we work with clients to how we support each other and the communities we serve.

As a trusted partner, we bring curiosity and foresight to every engagement. We don't just keep up with change, we lead it. By embracing innovation and anticipating what's ahead, we deliver thoughtful, high-performing engineering, planning, and design solutions that stand the test of time.

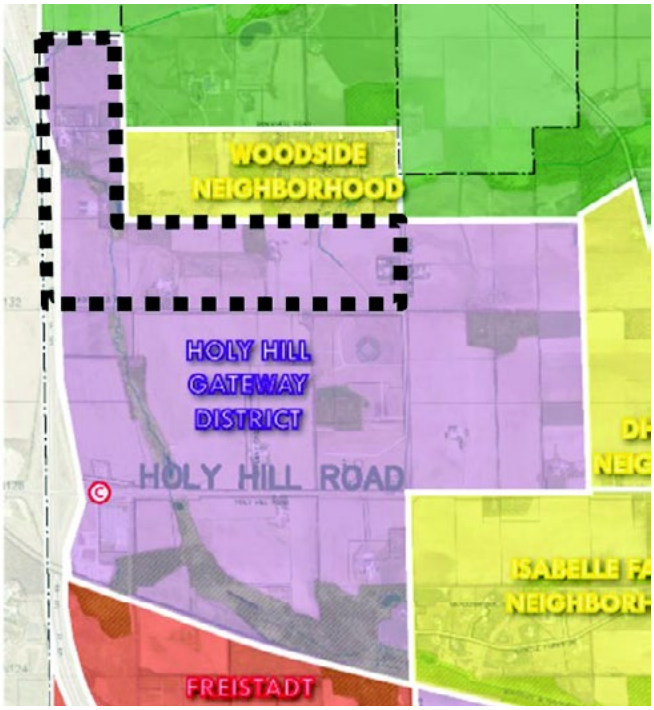
At the forefront of the industry, GRAEF continues to evolve; adapting to emerging trends, integrating new technologies, and consistently delivering excellence. Our clients know they can rely on us for forward-thinking design and unmatched technical expertise.

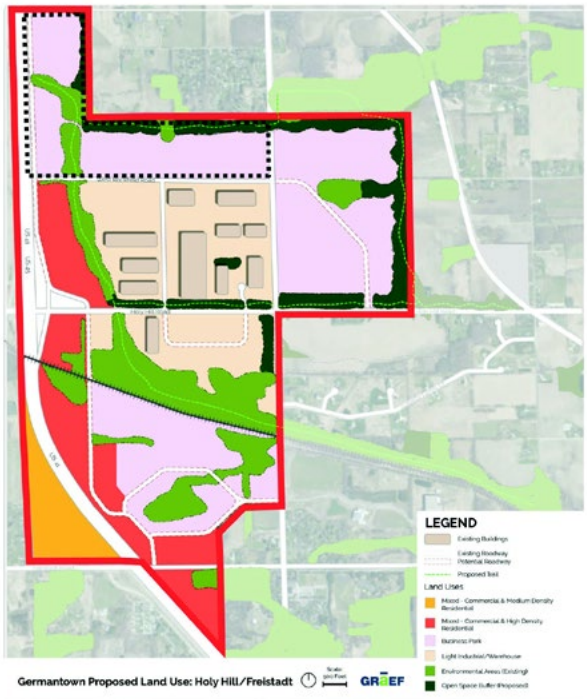
OUR CORE PURPOSE

To improve the physical environment for the benefit of society in a sustainable manner

WE ARE

- Planners & Urban Designers
- Municipal Engineers
- Structural Engineers
- Transportation Engineers
- Water Resource Engineers
- Mechanical, Electrical & Plumbing Engineers
- Environmental Scientists
- Landscape Architects
- Surveyors
- Architects





LOCAL, INVESTED, AND NATIONALLY RESPECTED

AREAS OF PLANNING EXPERTISE

- Master Planning
- Ongoing Municipal Planning
- Comprehensive Plans/Master Plans
- Urban Design/Conceptual Design
- Park and Open Space Planning
- Transportation Planning
- Codes, Ordinances, & Guidelines
- Public Participation/Engagement
- Economic Development & Grants
- Resilience & Sustainability

The Planning & Urban Design Group is focused on advancing the sustainability and resilience of our communities. We aspire to collaboratively innovate with our partners and clients. Listening and engaging are paramount to our work. Equity and inclusion are central principles in our practice. We like to prepare detailed plans, guidelines, and concepts that enhance development, preserve or restore the environment, and add value to a community. We integrate new development and redevelopment with existing neighborhoods, districts, and corridors to create livable, walkable, active public places – places tailored to fit local social, economic, and cultural activities. We view planning and urban design as simultaneously building on community traditions and crafting new and sustainable pathways for communities to evolve.

As planners and urban designers, we recognize the importance of a good working relationship with public officials, business operators, and local citizens. Through meaningful dialogue with public agencies, community leaders, and residents, we aim to catalyze consensus-based planning that leads to action.

Every GRAEF plan is guided by four core principles that align directly with the Village's needs:

- Foster Community Citizenship and Pride
- Honor Local Heritage and Tradition
- Protect, Respect and Appreciate the Environment
- Expand Social and Economic Well-Being

Drexel Town Square

Oak Creek, WI

Full Report Linked Here

Oak Creek is a large suburban city which lacked a downtown. The Mayor, born and raised on a farm in Oak Creek, had the vision to create a downtown on an 80-acre abandoned, contaminated, industrial site. Public controversy erupted over the cost, desirability, and feasibility of the vision.

GRAEF's planners created a public engagement process, financial subsidy analysis (TIF), and environmental and economic development grants. Collectively these efforts brought the community together and led to major market-driven interest by local developers. GRAEF developed a series of different design options for the redevelopment of the former 80-acre Delphi site, now known as Drexel Town Square. This work included several public workshops, economic analysis, and the creation of plan alternatives to address multiple visions for the site. GRAEF also analyzed the public costs and revenues associated with development options. GRAEF's work helped support the creation of a new Town Square featuring the City Hall and Library as a premier destination place.

GRAEF prepared a Planned Development ordinance to regulate and guide the vision set forth in the prior conceptual master planning phase. The ordinance includes design standards that regulate both physical appearance and social activity within the development. The document is amply illustrated and includes standards for site design, buildings (broken down by building types), landscaping, streetscape, community places, signage, and lighting, as well as an embedded section on detailed sustainability options for the district.

PUBLIC PARTICIPATION

GRAEF directed the initial public participation and concept design for the Town Square. The participation process included multiple public meetings and workshops intended to gather input regarding the ideal density and mix of uses on the site.

SUSTAINABLE DEVELOPMENT GUIDE

With grant assistance from the MMSD, GRAEF prepared a Sustainable Development Guide to examine potential interventions on the site. The guide includes information on best practices, design considerations, costs, and the interrelationships of various techniques.

INFRASTRUCTURE DESIGN

GRAEF is providing storm water management, utility design, grading, and site layout. Other services include development of site demolition, layout, grading, and utility plans for the public infrastructure, a wetland park, a town square, and streetscape design.

BROWNFIELDS GRANT ASSISTANCE

GRAEF prepared and helped win approval for the largest grant awarded as part of Wisconsin's Blight Elimination and Brownfield Redevelopment (BEBR) program. This $1.1 million award was used to clean up the site to help transform it into this catalytic development.

Port Washington Downtown + Lakefront Plan

Port Washington, WI

Full Report Linked Here

GRAEF developed architectural and streetscape design guidelines as part of the Port Washington Downtown + Lakefront Master Plan to guide development downtown. The guidelines are developed to be actionable and relevant to developers, City Staff, and public officials to ensure a singe vision for the development of new buildings and infrastructure. City Staff can print a concise checklist to guide decision making for design review based upon an easy-to-use rubric.

The design guidelines cover a range of design elements from building composition and materials to street level activation, signage, and building orientation. The guidelines also cover public spaces, parking and loading areas. Each element of the design guidelines is customized for the City to create a unique character in the downtown supportive of the needs of local residents, businesses, and tourists. Diagrams and examples of desirable building types are included throughout to assist developers and architects with the implementation of their plans.

As an element of the City's Comprehensive Plan, the guidelines are enforceable but also flexible enough to allow the City the ability to accommodate economic conditions. GRAEF collaborated with City Staff to determine an approach that was most useful for their community in the face of increasing development pressure, generational changes, and shifts in the local economy. The guidelines are helping to position the City well for future updates to their zoning code and contribute to the 25+ year vision laid out in the Downtown + Lakefront Master Plan.

West Bend Downtown Master Plan

West Bend, WI

Full Report Linked Here

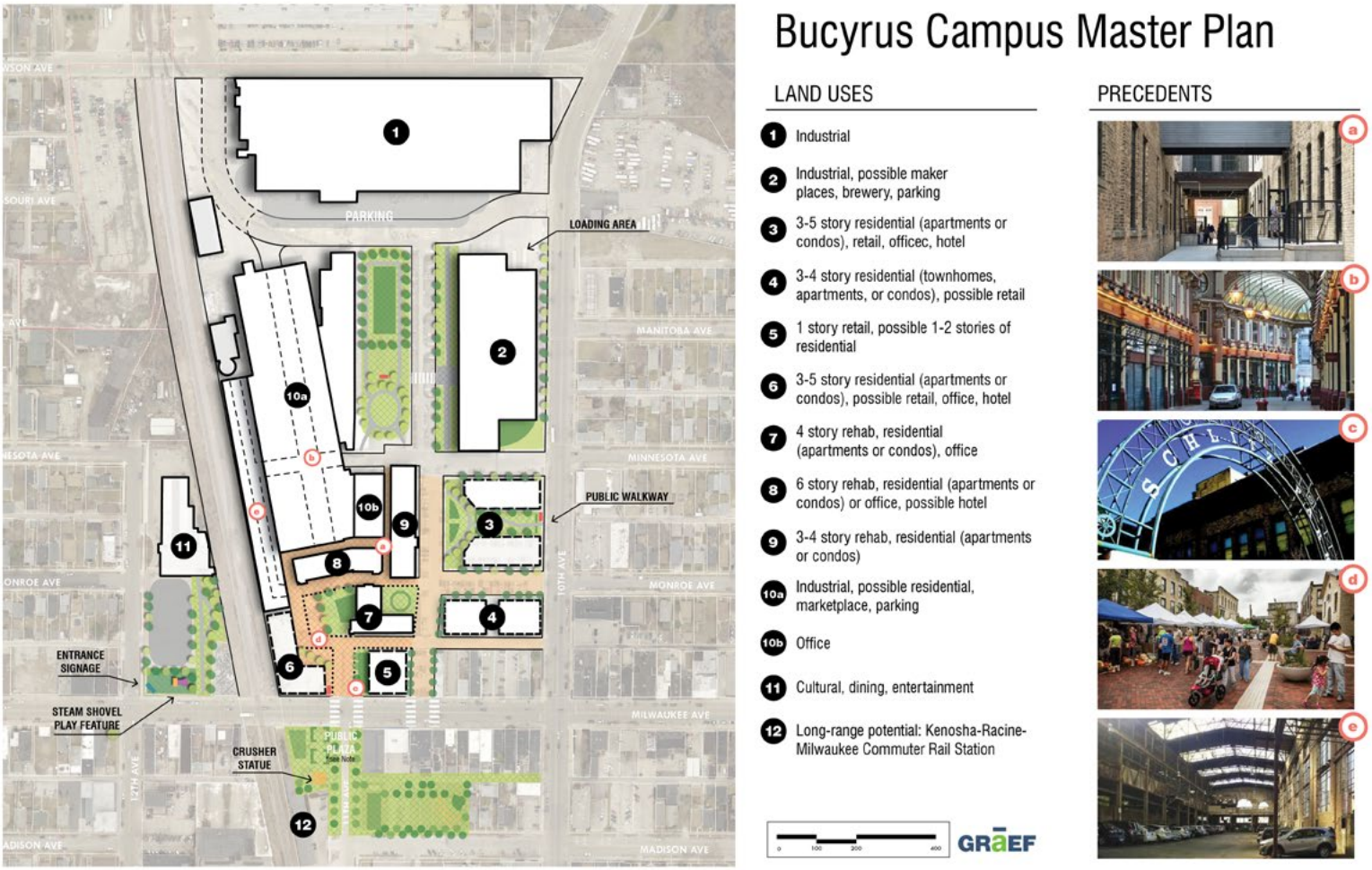
The recommendations of this plan culminated over an intensive 10-month stakeholder engagement process, accelerated in response to growing development pressures and investment potential in the Downtown. The outcomes of the plan include immediate activation and placemaking strategies which position the community to catalyze investments over the medium-term within an overall urban design framework. Activation and placemaking strategies are focused on getting people to occupy places during longer periods of the day and extending beyond the peak May-October tourism season with strategies for outdoor dining, kid-friendly outdoor activities, and enhanced landscaping to improve walkability and tree canopy.

The urban design framework and streetscape master plan provide a foundation for how catalytic projects will invest in the public realm. The GRAEF Planning + Urban Design team worked closely with local developers, business owners, community groups, and long-time residents to provide a focused direction for investment and development.

DELIVERING RESULTS

The plan is strategic as much as it is a long-range comprehensive area plan. The plan is organized to produce an action plan the identifies key responsibilities – both at City Hall and on Main Street – to assist with the daily planning efforts. Discrete implementation actions are arranged as line items to assist with Capital Improvement Planning. Priority projects are identified to organize strategic planning over the first few years of implementation, and additional time frames are included for all other recommendations. The implementation plan is designed to give an executive a one-stop shop for providing direction, to give city staff the tools they need to develop detailed programs, and to provide State and County agencies the details they need to begin the process of reviewing and approving plans that need intergovernmental coordination. The plan is also designed to make it easier to qualify and apply for a range of grant funding opportunities. Every investment in Downtown West Bend will be able to use this plan to inform decision making, provide direction, and inspire confidence in the future of the community.

Since Plan adoption in February 2024, the community has already begun implementing the recommended streetscape activation strategies including hanging flower baskets, sidewalk planter pots including oversized pots with street trees, and custom seating elements.



[Full Report Linked Here (see pages 120-123)]

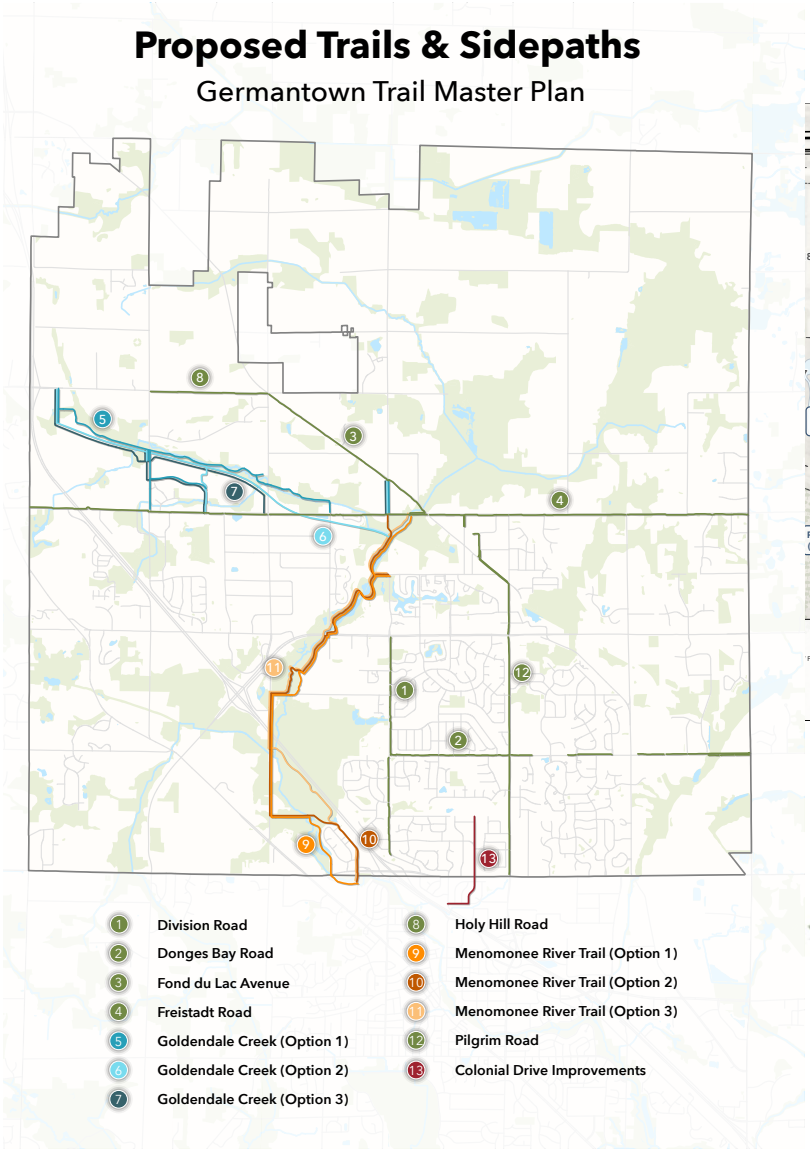
Bucyrus Campus Master Plan

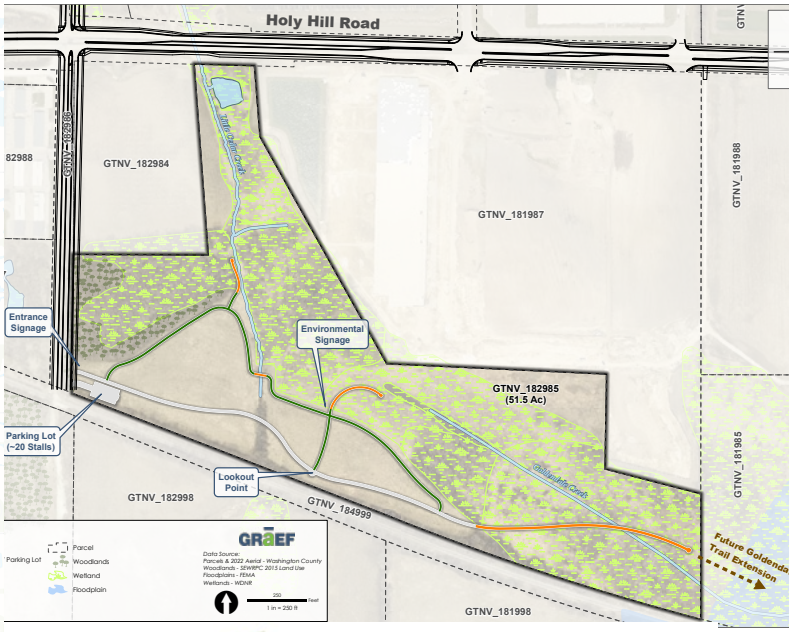
South Milwaukee, WI

For more than a century, the Bucyrus Campus – its people, projects and products – was the economic engine that spurred the growth of South Milwaukee. Manufacturing was the lifeblood of the community, and Bucyrus was an international leader in producing the heavy equipment and machinery that fueled decades of economic development in our nation and beyond. Over time, and with the decline of manufacturing, many Bucyrus Campus buildings became empty shells. Yet the potential for renewal remained strong. GRAEF was hired by the City in 2021 to perform site analysis and redevelopment scenarios for the campus. This included collaboration with private-sector developers to envision market-real adaptive reuse and redevelopment solutions. In 2024, GRAEF is on the project team leading site design/engineering for new mixed-use redevelopment that was envisioned as part of the master plan.

The redevelopment approach relies on key assumptions:

1. Redevelopment of the campus as an active mixed-use district will dramatically improve the downtown and the City.
2. The conceptual plan will facilitate incremental change, with significant flexibility,while focusing on the goal noted above.
3. Actions by the City, landowners, and investors will receive public support.
4. Multiple market opportunities for the campus will increase the likely realization of potential value.
5. Redevelopment will emphasize preservation and reuse of existing structures.
6. A coordinated private/public effort towards redevelopment will yield the best outcomes.





Germantown Trail Master Plan

Germantown, WI

[Full Report Linked Here]

GRAEF created a Trail Master Plan for Germantown, outlining routes for the Menomonee River Trail and Goldendale Creek Trails to fulfill the “Route of the Badger” vision for Southeast Wisconsin. This offers scenic access to environmental corridors and waterways with trails situated near water sources and alternate routes for connectivity.

The plan also identifies six major roadway corridors for sidepath trails, establishing an evaluation framework to prioritize segments and amenities, along with a phased implementation plan detailing action steps, performance metrics, partnerships, funding opportunities, and policy considerations.

Designs for trail facilities included elevated boardwalks, bridges, and intersections, with cost estimates provided for each recommendation to aid in budgeting and decision-making.

REFERENCES

West Bend Downtown Master Plan

Jay Schambeau, ICMA-CM, MPA
Innovative Public Advisors, Partner
West Bend, WI
262-355-6102
jay@public-advisors.com

Port Washington Downtown + Lakefront Master Plan

Robert Harris
Director of Planning & Development
City of Port Washington, WI
RHarris@portwashingtonwi.gov
262-284-2600 x1017

Northridge Mall Redevelopment Strategy

Tanya Fonseca, AICP
City Planning Director
Department of City Development
City of Milwaukee, WI
tanya.fonseca@milwaukee.gov
414-286-5716

PROJECT APPROACH

Our team recognizes the unique opportunity to transform this planning area into a vibrant, economically productive, and environmentally responsible redevelopment that aligns with both market realities and community priorities.

TASK 1: PROJECT INITIATION AND PROJECT MANAGEMENT

GRAEF will conduct a kick-off meeting with Village staff and the Plan Commission. This meeting will seek to confirm goals, deliverables and data-sharing protocols, schedules, level of effort, and preliminary engagement strategy. Ultimately, this meeting will set the stage for successful communications, outcomes, and implementation. In addition, we will begin the substantive process of determining a meaningful, achievable development plan. In preparation for this meeting, we'll conduct a review of existing site conditions and present current conditions to the Plan Commission along with the vision and community voice reflected in the Comprehensive Plan. Our team is adept at leveraging existing data with a deep portfolio of comparable plans, projects and lessons learned.

In addition to the kick-off meeting, GRAEF will maintain regular contact with the Village with monthly virtual staff meetings. These meetings will be used to provide progress updates, coordinate efforts, receive direction from staff, and discuss any needed adjustments to the schedule, engagement program activities, or scope of work.

TASK 2: EXISTING CONDITIONS & PROPERTY REDEVELOPMENT ANALYSIS

Reflect the past, current, and future of the site and context

The Project Area offers unique characteristics in terms of its visual character, natural environment, social and economic conditions, circulation systems and infrastructure. All of these issues must be addressed. As co-authors of the Comprehensive Plan, Trail Master Plan, and Comprehensive Outdoor Recreation Plan alongside the Village, our team has intimate knowledge of the planning area. While the Comprehensive Plan includes one concept plan, our team explored multiple alternatives for each subarea within the planning area and will refine the vision for specific sites based upon present-day market realities as well as current community voices.

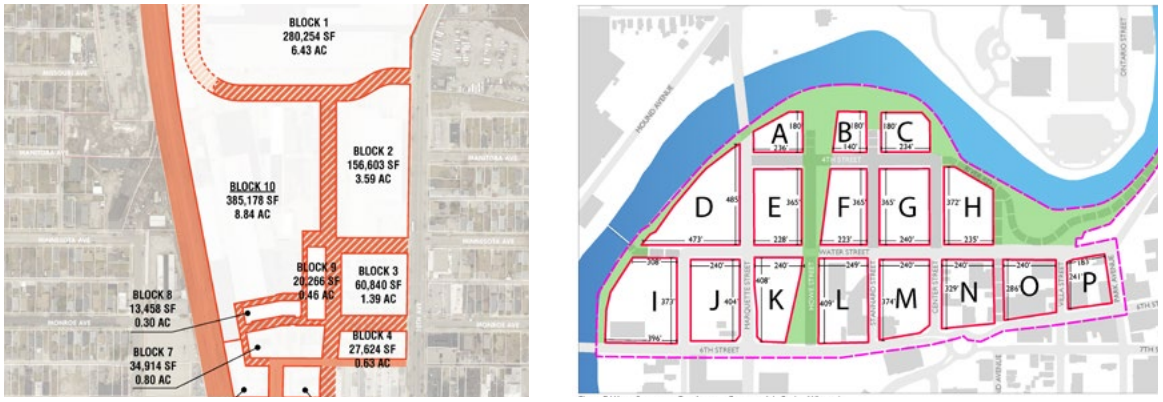
GRAEF will create a series of map-based diagrams in addition to a summary that describes the opportunities and limitations based on initial review and research of ongoing or prior investigations for the Project Area. We will also include data from comparable projects that bring new knowledge to the table. Map-based diagrams could include:

- Future land use bubble diagrams
- Site susceptible to change and underused sites relative to the potential value of the property or importance to achieving the 2050 Plan "vision"
- Key sites for built vs. unbuilt environment (open space, trails, and natural resources)
- Existing and planned circulation including vehicular, rail, bicycle, and pedestrian facilities or other planned infrastructure development and connection to the village-wide network
- Existing and planned utility infrastructure considerations
- Other key opportunities, including those related to neighborhood revitalization, preservation, and equitable development
- Any limitations or conditions that will impact the feasibility of recommendations, including but not limited to natural resources

TASK 3: CONCEPTUAL REDEVELOPMENT FRAMEWORK AND DESIGN GUIDELINES

The GRAEF team has completed numerous master plans and (re)development projects over the past several years, and our team members have extensive experience developing and visualizing development scenarios. Each urban design and redevelopment opportunity has multiple "good" solutions. The key question is "What can the community actually implement?" Answering this question is not a theoretical or abstract exercise. It requires detailed evaluation of existing conditions and feasible actions as well as consideration of prior analyses. We generate multiple concepts as ways to elicit issues regarding details, constraints and opportunities. We consider both past plans as well as new ideas.

Our team will begin this task by meeting with Village staff and Plan Commission to discuss desired uses and any past ideas the group has had for the project site. This will include conversations regarding how the current Land Use vision outlined in the Comprehensive Plan is "working" or "not working". As part of this task, our team will develop a series of infrastructure, land division, open space, and development concept sketches to portray alternative development scenarios that each bring varying benefits. We'll conduct a working meeting with Village staff and Plan Commission to present the concept sketches and ultimately narrow down the concept sketches to 1-3 refined "development framework diagrams" or concept alternatives.



Sample graphics of development framework diagrams

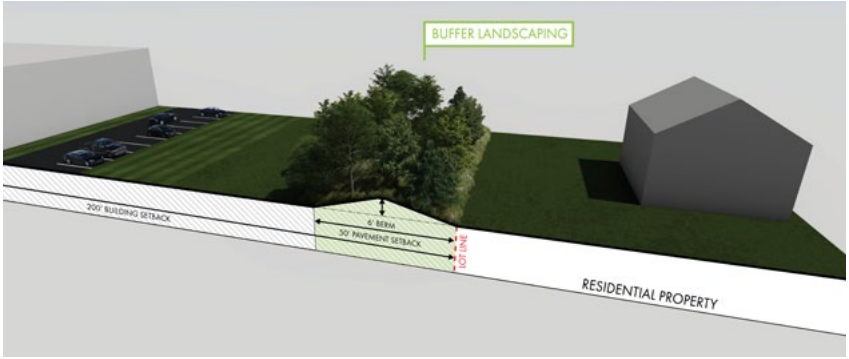
These development framework diagrams often allow for multiple future use scenarios depending on market realities and development timing for different subareas. Our team will facilitate a variety of stakeholder engagement activities (outlined in Task 4) to obtain feedback on the 1-3 development frameworks.

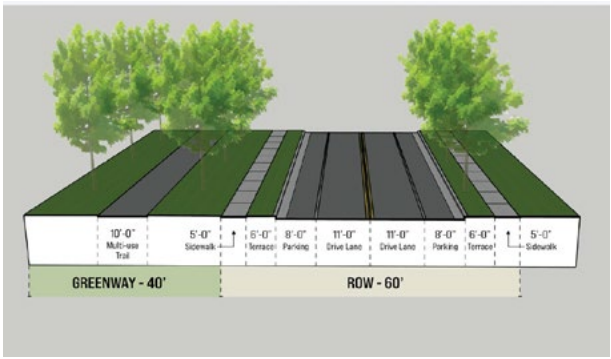
Next, our team will develop an analysis matrix for the 1-3 development frameworks mentioned previously. The analysis will identify constraints and opportunities that will aid in the Village's decision-making process for the planning area. This analysis will include clearly delineated infrastructure and cost assumptions and be evaluated based on a variety of criteria such as environmental, economic, and community feedback.

After another round of engagement, the GRAEF team will present and refine a preferred development framework based upon Village and community feedback. As part of the preferred development framework, the GRAEF team will create visualization concepts for key locations within the planning area.

- Holy Hill Storage & MLG properties in the southeast quadrants of the Holy Hill Road @ I-41 interchange;
- Properties east of Goldendale Road and north of Holy Hill Road;
- The recommended cross-section(s) around the perimeter of the Holy Hill Gateway District depicting the recommended setback depth, berming, and landscape buffering requirements along the common boundary with the abutting neighborhoods

Concepts may include land use, development intensity, and general building characteristics. Visualizations will be designed to show important site design elements (building placement, parking, green infrastructure/stormwater, etc.), circulation (pedestrian, multi-modal, vehicular, freight, etc.), important design elements (general building size, massing, height, orientation, etc.), and public/semi-public spaces (passive, spontaneous, programmed).





Sample graphics of landscaping design and roadway design visuals

Check out some recent design guideline work from our GRAEF team:

Port Washington

West Bend

Design Guidelines

Redevelopment plans are realized through a series of policies, programs, and regulations. Often these are referred to as guidelines. In this case, there may be a need for several types of guidelines that fit different parts of the process including, for example, guidelines for:

- Applicant review procedures and stages
- Architectural design based on building types
- Signage
- Site/Infrastructure/Landscape design
- Street/streetscaping design
- Land division

GRAEF is experienced in creating many types of award-winning guidelines to fit different circumstances. We tailor our guidelines to the unique administrative procedures in each community. At times, this includes the use of some attributes found in "form-based" codes. In most cases, especially those in which future markets for urban development cannot be readily predicted, we use a combination of approaches. The goal for the guidelines is to ensure that outcomes meet community expectations while still accommodating changes in market trends, the needs of investors, and social/cultural attitudes.

GRAEF will prepare zoning code level site, building and landscaping design principles & guidelines for the preferred land uses and (re)development in the project area. This could include representative renderings, photos and dimensioned illustrations to adequately convey the design principles & principles. GRAEF will also identify recommended street and streetscaping enhancements within the project area.

TASK 4: PUBLIC ENGAGEMENT PLAN

Community engagement provides the foundation for action. Successful redevelopment depends on dovetailing the needs, aspirations, and resources among all key parties, from local residents and property owners to national investors. Community engagement must be customized for Germantown, inclusive, and accessible. No single "engagement" method offers the best approach and our team will work with you to understand what has worked best for the Germantown and what new approaches we may introduce. Our Team uses many communication techniques including: surveys, charrettes, virtual meetings, in-person meetings, interviews, and other interactive methods. We uncover the values of both special interest groups (private and public) as well as the general public. We integrate the use of websites, messaging analysis, social media, on-line surveys and comparable methods. The GRAEF team will work closely with staff to create a public engagement strategy that aligns with project goals.

Public Engagement Strategy

GRAEF will create a draft public engagement strategy that establishes goals, responsibilities, strategy, timeframes, and methods for community engagement throughout the project for review and approval by the Client. Using the Village's guidance and our experience in designing inclusive outreach strategies, we will conduct the engagement tactics approved by the Village. The GRAEF team proposes the following engagement tactics:

Online Presence and Community Engagement

The GRAEF team proposes the following cadence of community-wide meetings and presentations.

1. Community Meeting #1: Virtual kick-off meeting (early in project): This meeting will include an interactive presentation that outlines project goals, schedule, and desired outcomes. It will also introduce the public to the public webpage that will be a central landing page for public comment and updates throughout the project duration. The meeting will be virtual-only and be recorded for future viewing. Part of this presentation will include interactive polling questions that present the current Comprehensive Plan and also walk through future use categories and ideas for participants to provide feedback. Additionally, participants will be asked to utilize the webpage to share issues and opportunities in the planning area and surrounding lands. GRAEF will utilize Social Pinpoint as an online interactive mapping tool to allow for open-ended map-based comments.
2. Community Meeting #2: Interactive, workshop-style public meeting (beginning of Task 3): The planning team suggestions the following activities:
   - Present draft plan priorities and potential spatial land use planning for the site.
   - Provide information about stormwater management, transportation planning, and any possible land use changes that will help support these plan priorities.
   - Listen to the ideas, needs, and concerns of the public to refine our understanding of the specific issues that the Master Plan should be addressing and gather suggestions for how to improve initial concepts.
3. Community Meeting #3: Interactive, open house public meeting (near the end of Task 3):
   - Present revised plan priorities.
   - Present preferred development framework diagram and concept visualizations.

Stakeholder and Focus Group Meetings

The GRAEF team proposes the following cadence of stakeholder meetings and presentations.

1. Alongside GRAEF, project team partner Kevin Schmoldt will conduct a series of one-on-one interviews/phone calls with developers, brokers, select property/business owners, and investors. These interviews will help to identify opportunities, challenges, and implementation next steps to inform redevelopment concepts. Our Team has numerous local, regional, and national contacts with high-quality developers in industrial, commercial, and residential markets who are always looking for new, innovative opportunities. Kevin will assist our team to validate economic realities of current Comprehensive Plan or any future alternative future use scenarios.
2. GRAEF will conduct a virtual focus group design workshop during Task 3. The invitees of this focus group will be property owners and business owners within the planning area. GRAEF will present preliminary master plan priorities and concepts and understand property/business owner aspirations. Input received from stakeholders will help inform refinement of master planning concepts.

Plan Commission, Village Board, and Staff Meetings

The GRAEF team proposes the following cadence of meetings and presentations to the Plan Commission and staff. All Plan Commission meetings would be publicly advertised and allow for varying levels of public comment depending on the meeting. NOTE: Plan Commission and Village Board will also be invited to all community-wide meetings.

1. Task 1: Joint kick-off meeting with Plan Commission and staff. Staff meeting prior to regularly scheduled Plan Commission meeting. Meeting will include presentation outline for community meeting #1.
2. Task 1: Monthly virtual staff meetings. These meetings will be used to provide progress updates, coordinate efforts, receive direction from staff, and discuss any needed adjustments to the schedule, engagement program activities, or scope of work. Some meetings will include direct invites to different departments such as engineering, public works, and parks to advance master planning efforts.
3. Task 3: After the preliminary draft of Task 2 deliverables are created by GRAEF and at the onset of Task 3, GRAEF will present preliminary findings and 1-3 proposed development framework diagrams to the Plan Commission for feedback and discussion. GRAEF will also present presentation outline for community meeting #2.
4. Task 3: After community meeting #2, GRAEF will present a draft preferred development framework diagram that resulted from past analysis and community feedback. GRAEF will also present presentation outline for community meeting #3.
5. Task 5: GRAEF team will present the draft master plan report to the Plan Commission and gather final feedback. This would include public comment.
6. Task 5: GRAEF team will present revised draft master plan report to the Plan Commission for possible recommendation action to Village Board.
7. Task 5: GRAEF team will present final draft master plan report to the Village Board for possible action.

TASK 5: IMPLEMENTATION STRATEGIES AND MASTER PLAN DOCUMENT

The GRAEF Team has extensive experience creating beautiful and intuitive plan documents in contemporary graphic styles. As part of this final task, we will prepare a Master Plan report that integrates all technical analyses, engagement outcomes, design guidelines, and all deliverables outlined in Section V of the RFP. The final deliverable will include a graphic-rich report, GIS-compatible materials, and formal presentations to the Plan Commission and Village Board for review and adoption consideration. Presented to the Plan Commission and Village Board, actionable strategy and a roadmap for phasing and implementation will be key elements of this final deliverable.

Sample graphic of site master plan concept

VILLAGE COMMITMENTS

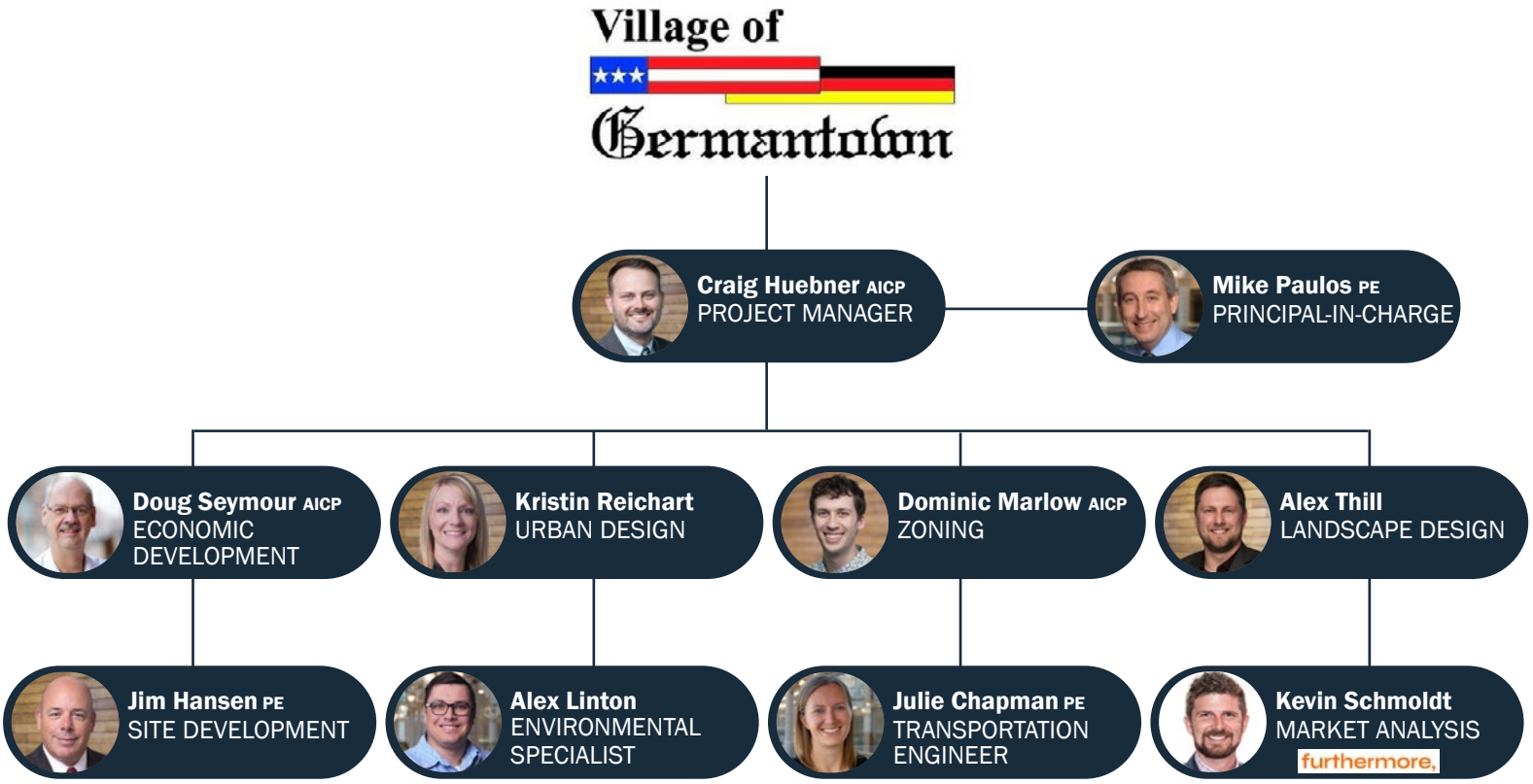
- Village Staff will serve as the point of contact for public inquires during the planning process, will attend all public meetings, will maintain a project website (other than interactive mapping to be led by GRAEF), and provide public outreach of planning activities through existing Village social media outlets, electronic and community newsletters (if any are employed for the project). Village Staff to provide existing GIS data as available.
- Village staff will be coordination lead with property owners and other project stakeholders.
- Village staff responsible for invitations, mailings, locations, proper notices, and logistics for all meetings.
- Village responsible for all meeting minutes.

Project Management Details

Craig Huebner, AICP PROJECT MANAGER

Craig Huebner, AICP will serve as Project Manager for the Holy Hill Gateway District Master Plan. Craig was the Project Manager for the Village's 2050 Comprehensive Plan, leading development of the Neighborhood/District/Corridor framework that guides future growth and development.

This project represents a critical implementation step of the 2050 Plan, and Craig's familiarity with its intent, policies, and community context allows the planning process to focus immediately on execution. His leadership ensures continuity, efficiency, and clear outcomes for a district experiencing active development pressure.



Craig Huebner AICP

PROJECT MANAGER

Craig is the Practice Team Leader for GRAEF's Planning+Urban Design group. Craig has experience working collaboratively with both public and private sector developers to envision redevelopment solutions ranging from green fields, brownfields, and urban infill projects. Craig has extensive experience in the creation of innovative public participation plans for a variety of planning projects. Craig is currently leading two site master planning projects including the City of Milwaukee Former Northridge Mall Redevelopment Plan and Milwaukee County Public Museum Redevelopment Plan. Both of these projects include extensive public engagement strategies surrounding the future uses of publicly-owned facilities.

EDUCATION

Master of Architecture, 2012, University of Wisconsin - Milwaukee, Milwaukee, WI

Master of Urban Planning, 2012, University of Wisconsin - Milwaukee, Milwaukee, WI

Certificate in Real Estate Development, 2012, University of Wisconsin - Milwaukee, Milwaukee, WI

B.S., Architectural Studies, 2009, University of Wisconsin-Milwaukee, Milwaukee, WI

CERTIFICATIONS

American Institute of Certified Planners (AICP)

AFFILIATIONS

American Planning Association (APA)

Wisconsin Chapter of the American Planning Association (APA-WI)

PROJECT EXPERIENCE

MUNICIPAL PLANNING

Craig has extensive experience acting as an extension of municipal staff in the role of ongoing planning consultant in over a dozen communities across Wisconsin. In this role, Craig analyzes existing land use and zoning codes and policies, understands and interprets municipal master plans and ordinances, prepares staff reports for private sector development approval procedures, assists in economic development tasks (TIF analysis, grant assistance, etc.), and leads special planning projects (master plans, design guidelines, incentive programs, ordinance amendments, site planning/ design, etc.). Craig's experience in different municipalities allows him to share best practices found in other communities for current projects.

PUBLIC PARTICIPATION

Craig's experience in public participation includes the creation and facilitation of public meetings in a variety of settings, stakeholder involvement strategies, focus groups, outreach techniques for multiple constituencies, programs for involving business leaders, image preference surveys, and community education programs.

URBAN DESIGN & PROPERTY DEVELOPMENT

Craig leads urban design strategies throughout the firm's work. His focus exemplifies coordination between the multiple disciplines that make visions into realities. At GRAEF he combines his urban design concepts with technical needs through his clear coordination with civil engineering, landscape architecture, architecture, transportation and traffic engineering, and environmental planning. Craig's experience in urban design includes developing design strategies for a variety of commercial corridors and specific properties as well as corresponding design guidelines. He has conducted detailed site analyses, including parking analyses, and used this information to develop achievable design solutions. Craig develops graphic maps, diagrams, and illustrations to communicate a range of urban design concepts and solutions.

Mike Paulos PE, LEED AP

PRINCIPAL-IN-CHARGE

Mike is a principal and the Municipal and Water & Wastewater Market Area Leader at GRAEF with experience on a variety of public works projects. For over 30 years, he has managed projects involving water distribution system modeling and design, sanitary sewer and storm sewer design, roadway design, and site development. Additionally, Mike has extensive experience as a City engineer in multiple communities and has been a project manager on several public works facilities.

EDUCATION

Master of Urban Planning, University of Wisconsin-Milwaukee, Milwaukee, WI

B.S., Land Use Planning, Carrol College, Waukesha, WI

REGISTRATION

American Planning Association (APA)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PROFESSIONAL AFFILIATIONS

Commercial Association of Realtors - Wisconsin (CARW)

PROJECT EXPERIENCE

Germantown Department of Public Works Facility Site Evaluation and Design, Village of Germantown, WI - Project Manager: GRAEF partnered with Germantown to develop a solution for their currently outdated and undersized Public Works Garage. After completing an assessment and inventory of the Village's site, vehicles, and equipment as part of the programming phase, it became apparent that the current DPW site was not large enough to accommodate the new building and outside spaces required for the present and into the future as Germantown grows. GRAEF assisted the Village to evaluate other potential properties within the Village to find a home for their new DPW building. In addition to the typical DPW yard functions, the Village was also interested in including the recycling center functions within the same site.

Village of Germantown Public Works Facility, Germantown, WI – Project Manager: The $44 million, 30-acre Village consolidation project included site design and road design, designed concurrently and consisting of 100,000 CY of excavation, 7,500 SY paving, and 4,000 lineal feet of utilities. Operations, Water Department, Sanitary Department, and Recycling all moved into this new central location. GRAEF provided full-service design that included architecture, structural, surveying, environmental, and civil.

Doug Seymour AICP

ECONOMIC DEVELOPMENT SPECIALIST

Doug joined GRAEF's Planning + Urban design team as a Senior Planner after serving as the Director of Community Development for the City of Oak Creek for over 30 years. In his role at GRAEF, Doug focuses his time on municipal ongoing planning services, bringing his technical expertise and experience to every project. Doug is an innovative problem-solver with a passion for urban planning and economic development and has a demonstrated commitment for the betterment of all communities he serves.

EDUCATION

Master of Urban Planning, University of Wisconsin-Milwaukee, Milwaukee, WI

B.S., Land Use Planning, Carrol College, Waukesha, WI

REGISTRATION

American Planning Association (APA)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PROFESSIONAL AFFILIATIONS

Commercial Association of Realtors - Wisconsin (CARW)

PROJECT EXPERIENCE

MUNICIPAL PLANNING: Doug has extensive experience leading municipal planning efforts, resulting in successful outcomes for the communities he has served. For over 30 years, Doug served as the Director of Community Development for the City of Oak Creek, where he oversaw the City's major zoning code rewrite, created and managed fifteen incremental financing districts and two redevelopment districts, and played a crucial role in the City's planning and economic development efforts. Doug's contribution was integral to Oak Creek's success today.

Drexel Town Square Redevelopment, Oak Creek, WI – Director of Community Development: As the Director of Community Development, Doug led the development of an 85-acre mixed-use project on the former Delco plant site. He spearheaded the creation of a new city center for Oak Creek, which included a new City Hall, Library, Town Square, and wetland park, leveraging additional residential, mixed-use, hospitality, medical, office and retail development.

Kristin Reichart

URBAN DESIGN

Kristin is a multidisciplinary design professional with over 10 years of experience creating and managing architectural and environmental graphics projects from conception through implementation. Specializing in the development of impactful brand experiences for consumers, while keeping client objectives and future planning in mind.

EDUCATION

Master of Architecture, Master of Urban Planning - University of Wisconsin – Milwaukee, 2011

B.S., Architectural Studies, Cert. of Urban Planning University of Wisconsin – Milwaukee, 2008

PROJECT EXPERIENCE

Northridge Mall Master Plan, Milwaukee, WI – Planner/Urban Designer: Kristin is currently engaged in a study of the former Northridge Mall property in Milwaukee, WI. In her role, she is involved in diagramming and visualizing future development opportunities for the site. Additionally, she assists in generating urban design and development concept scenarios, contributing to the strategic planning and revitalization efforts for this significant project.

Reimagining WIS 175 Study - Planner/Urban Designer: Kristin was involved in the Reimagining Wis-175 Study, which focused on the corridor between Wisconsin Avenue and Lisbon Avenue in Milwaukee, WI. In her role, she contributed to generating and analyzing alternatives for the corridor. She also played a key role in visualizing land use development scenarios for these alternatives. Kristin's expertise in graphics and visualization was instrumental in creating maps and exhibits that effectively communicate the project's vision. Additionally, she was involved with public engagement efforts to ensure community input and support for the project.

Random Lake Master Plan - Planner/Urban Designer: Kristin developed urban design strategies and innovative development concepts for the downtown area and lakefront properties. She contributed to the creation of a comprehensive report, offering recommendations for redevelopment opportunities, activation, and placemaking strategies for the downtown area. Additionally, Kristin designed detailed maps and exhibits to highlight opportunities and development concepts, which were instrumental in facilitating effective public engagement.

Dominic Marlow AICP

ZONING

Dominic's experience sits at the intersection of urban planning and architectural design, ranging from research and demographic studies to spatial planning, mapping, and architectural rendering. Dominic's work seeks to manage the complexities of systems in the physical environment to improve public spaces and help cities become adaptable to new or unforeseen changes. He is passionate about using design as a communication tool to help cities and communities envision the future they want to build.

EDUCATION

Master of City Design from University of Illinois at Chicago; BA Urban Studies;

BA Architectural Studies from University of Illinois at Chicago

REGISTRATION

American Planning Association (APA)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PROJECT EXPERIENCE

Downtown + Lakefront Plan, Form-Based Code, Urban Design Guidelines, City of Port Washington, WI – Planner/Urban Designer: Recommended development and redevelopment opportunities for the City of Port Washington to accommodate economic pressure from residential development, steering the vision for the future of the Downtown and Lakefront in a Master Plan. Recommendations included streetscaping, redevelopment concepts, park design, and form-based design guidelines for private development and public-private partnerships. Ongoing projects with the City of Port Washington include a full rewrite of their zoning code including a form-based code for their Downtown.

Form-Based Code and Downtown Zoning, South Milwaukee, WI – Project Manager: Developed a form-based code and developers agreement for South Milwaukee's downtown where former industrial sites were identified for redevelopment with a new street and block pattern and building design guidelines. The code determines a general pattern with flexible development guidelines to allow for innovative proposals and a mix of uses from residential to office and light manufacturing. The overarching vision ensures that the new pattern of development celebrates the local history of the once nationally recognized industrial core while enhancing the neighborhood fabric for 21st century living and sustainability.

Alex Thil

LANDSCAPE DESIGN

Alex brings a robust collection of site design and planning experience to the project team. He has been involved in a large breadth of design projects ranging from both urban and rural spaces, waterfront design, mixed use development, public park design, and master planning exercises. Specifically, he has been integral to the site design process on projects; evaluating options, proposing alternatives, and identifying ways that enhance the space for users and the environment. Having been in the profession almost ten years, Alex has the experience to help bring a project from concept to construction. Additionally, Alex currently serves as the Chapter President for the Wisconsin Chapter of the American Society of Landscape Architects.

EDUCATION

Master of Landscape Architecture, 2016, University of Minnesota-Twin Cities, Minneapolis, MN

Bachelor of Environmental Design, 2014, University of Minnesota-Twin Cities, Minneapolis, MN

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architecture (ASLA)

Wisconsin Chapter of the American Society of Landscape Architecture (WI ASLA)

PROJECT EXPERIENCE

Drexel Avenue Streetscape Plan, Oak Creek, WI – Landscape/Site Designer: This project charged the team with designing the concept and schematic design for approximately 1.5 miles of Drexel Avenue. The challenge from the City was to create something that was iconic and symbolized the City of Oak Creek. During the process, it was evident that movement should be the focus of the design. The site contains many different types of moment, from vehicles on the road, to the wind off Lake Michigan. With movement in mind, the design reflects lush plantings of quaking aspen that rustle in the wind, undulating planters that create topographic movement within the medians, and lighting elements that dance and illuminate the corridor at night. Overall, this design transformed Drexel Avenue from a traditional street to a must-see attraction. Techniques to realize this vision included sketching, 3D modeling and other computer-generated methods of creating design.

Plymouth City Center Master Plan, Plymouth, MN – Landscape/Site Designer: This planning project focused on a reimagined City Center in the heart of Plymouth Minnesota. Plagued by excessive parking and struggling retail, the city was seeking a vision that would outline how their City Center could become a more sustainable and livable community.

Jim Hansen PE

SITE DEVELOPMENT

Jim brings 30 years of experience to site development and public works engineering projects at GRAEF. He is responsible for the design engineering and management of site development projects. Jim's approach to designing and managing projects ensures that clients are satisfied, and projects are completed on time and within budget. His site development services include site grading, storm water management, sanitary and storm sewers, water mains, roadways, paving, erosion control, and permitting. His experience includes design and construction engineering for airport projects, including runways, taxiways, aprons, drainage, marking and lighting.

EDUCATION

B.S., Civil Engineering, 1994, University of Wisconsin-Platteville, Platteville, WI

REGISTRATION

Professional Engineer: WI, FL

CERTIFICATIONS

American Society of Civil Engineers (ASCE)

PROJECT EXPERIENCE

Drexel Town Square, Oak Creek, WI – Site Civil Engineer: 85-acre mixed-use redevelopment. The site/civil engineering included site demolition; sanitary sewer, storm sewer and water mains; permitting; grading and paving; erosion control; and stormwater management.

Bayshore North Expansion, Glendale, WI – Project Manager: Redevelopment of an urban mixed-use outdoor retail/residential/office complex. The newly re-imagined space offers visitors a place to shop, gather, relax, and have fun. Originally constructed in 1954, and re-imagined in 2006, it became Bayshore Town Center converting the traditional mall into a mixed-use attraction.

Caterpillar (Bucyrus), South Milwaukee, WI – Project Engineer: Design services related to continued expansion of Bucyrus' facilities on 30 acres of land. Designed site infrastructure and performed engineering services during construction, including site demolition; new site sanitary sewer, storm sewer, permitting water mains and grading and paving. Prepared stormwater management plan and design of water quality management facilities to improve water quality by removing 40% Total Suspended Solids from the project.

Alex Linton

ENVIRONMENTAL SPECIALIST

Alex is an Environmental/Wetland Scientist with over ten years of experience relating to natural resources ecology, restoration, permitting/surveying, and management. His relevant areas of coursework include wildlife ecology, plant taxonomy and anatomy, land and resource management, conservation biology, and aquatic/wetland ecology and management. He has professional training and experience in wetland delineations, environmental surveying, and plant identification. Alex has worked in various ecosystem types all over the Midwest for both the public and private sector.

EDUCATION

B.S. – Wildlife Ecology Minor – Biology, 2014, University of Wisconsin – Stevens Point, Stevens Point, WI

P.S.M. – Conservation Biology, 2021 University of Wisconsin – Stout, Menomonie, WI

PROFESSIONAL CERTIFICATIONS

Basic Wildland Fire Fighter Certification, (S-190, S-130, L-180, ICS-100, ICS-700), National Wildfire Coordinating Group

Endangered Resources Reviewer, WI Department of Natural Resources

WI Certified Commercial Pesticide Applicator (2.0, 5.0, 6.0),

WI DATCP

Professional Wetland Scientist

PWS #3842

Society of Wetland Scientists

PROJECT EXPERIENCE

Breakwater 233 Environmental Services, Racine, WI – Environmental Wetland Scientist: Engineering services to address environmental challenges, including soil and groundwater contamination at the site of a new 5-story, 202-unit luxury lakefront apartment development. The site was remediated with barriers, grout solidification, and a groundwater recovery system. Construction involved significant soil excavation and disposal. A vapor recovery system was installed to meet EPA standards, ensuring safe living conditions.

Wisconsin DOT Wetland Mitigation Banking Program, Statewide WI: Primary responsibilities included leading and supervising field crews in restoration- based activities. Specifically, these activities targeted the successful removal of invasive plant species as well as the establishment of native plant species based on wildlife and habitat restoration goals.

Sucker Creek Restoration, Ozaukee County, WI – Lead Ecologist: The primary responsibilities include field surveying and desk top analysis, development of a vegetative restoration plan, grant research and applications, state and federal permitting, hydrological analysis, supervising restoration-based activities, and overall project coordination. Development of environmental restoration plans for creek realignment, project permitting, field investigations, data collection.

Julie Chapman PE

TRANSPORTATION ENGINEER

Julie provides transportation engineering design services to various clients throughout the State of Wisconsin. Responsibilities include the design and preparation of plan documents for transportation and traffic projects. Julie's transportation project involvement has included conceptual design layout, alternative analysis, environmental impact studies, public involvement, utility coordination, preliminary design, pavement design, analysis of traffic data, and the preparation of plans, specifications and estimates. Specific traffic project improvements include analysis of intersection improvements, traffic signal design, parking studies and traffic animation models.

EDUCATION

B.S. Civil Engineering, 2010, Certificate in Technical Communications,2010, University of Wisconsin-Madison, Madison, WI

REGISTRATION

Professional Engineer: WI

PROJECT EXPERIENCE

Freistadt Road & Maple Road HSIP Project, WisDOT/Village of Germantown - Project Engineer: This highway safety improvement program (HSIP) project addressed high severity angle crashes at the Freistadt Road & Maple Road intersection. The project involved spot safety and operational improvements including the installation of a new traffic signal with intersection lighting, widening of the intersection to accommodate turn lanes, replacement of curb ramps, and pavement marking and roadway signing upgrades.

Village of Germantown 10-Year Road Program Development - Project Manager: Performed PASER for all Village roadways and developed the 10-year Road Program and Seal Coating Program based on evaluation and inspection. Developed and identified priority and types of rehabilitation improvements. Assisted in the development of plans and specs for 2021 Road Program improvements.

Kevin Schmoldt

furthermore,

MARKET ANALYSIS

With nearly 20 years of experience in commercial real estate, Kevin Schmoldt is a trusted leader in Wisconsin's commercial real estate market and an active investor in commercial real estate locally and nationwide. His prior experience also includes a broad spectrum of industry exposure ranging from being a Managing Director with a national brokerage company focusing on capital markets and asset advisory services to serving as a chairman of a statewide real estate organization, and passionate participation as a board member for various real estate, educational, and charitable organizations.

Mr. Schmoldt actively oversees a portfolio of retail, restaurant, and industrial assets and a management company which oversees operations. In addition to this portfolio of properties, he is an investor in several private real estate funds and syndications which include multifamily, self-storage, and mobile home parks.

EDUCATION

Bachelor of Business Administration – Finance (certificates in Real Estate & Entrepreneurship)

University of Wisconsin–Milwaukee

PROJECT EXPERIENCE

- Owner and managing partner in a growing portfolio of retail, industrial, and multifamily assets across Wisconsin.
- Lead decision-maker on redevelopment, leasing strategy, capital improvements, and repositioning of commercial assets.
- Direct experience with ground-up development, tenant buildouts, construction oversight, and valueadd execution.
- Utilize advanced tax planning including maximizing investor returns.
- Responsible for deal sourcing, underwriting, capital stack structure, and lender/ investor relations.

Quality Control

QUALITY AT GRAEF IS NOT JUST A GOAL , IT'S A SYSTEMIZED APPROACH THAT GUIDES HOW WE PLAN, DESIGN, EXECUTE, AND DELIVER EVERY PROJECT.

THROUGH DEFINED PROCESSES AND TOOLS, WE ENSURE THAT TECHNICAL EXCELLENCE, ACCOUNTABILITY, AND CONTINUOUS IMPROVEMENT ARE BUILT INTO EVERY STAGE OF OUR WORK.

OUR PHILOSOPHY

We believe that quality is the foundation of everything we do — from technical deliverables to client relationships. Rooted in our core values of **Loyalty**, **Service**, **Integrity**, and **Quality**, our firm-wide approach to quality ensures that each project reflects our commitment to excellence, collaboration, and accountability.

OUR SYSTEM

At the start of each project, the Project Manager will develop a Quality Assurance Plan (QA Plan) tailored to the project's specific needs, client standards, and overall complexity. The plan is reviewed and approved by the Project Executive (PEx) at project initiation to ensure it meets client expectations and GRAEF's standards for quality.

Each plan designates qualified Quality Control Reviewer(s) responsible for milestone reviews. Milestones are selected in accordance with the project schedule to allow sufficient time for reviews to be completed and incorporated into the design process. Upon completion, reviewers sign off to confirm the review and provide a documented record for future audits. Formal Quality Control (QC) reviews are conducted at key stages of each project. These milestone reviews are designed to ensure that technical deliverables meet all relevant codes, industry standards, and project requirements.

QC reviews are performed by experienced professionals who are not part of the core design team, providing an independent and objective perspective. Each review focuses on the completeness, clarity, accuracy, and constructibility of the work. Deliverables are checked against discipline-specific checklists to verify compliance. All QC reviews are documented, and the reviewer is required to formally sign off in accordance with the approved QA Plan.

OUR RESPONSIBILITY

We firmly believe that quality is everyone's responsibility, and that quality exists in all of the work that we do. Project Managers and Technical Community Leaders at GRAEF have an additional level of responsibility as these are the roles which develop, manage, and enforce the GRAEF Quality Management System.

- The Project Manager (PM) plays a central role in the QA/QC process. They are responsible for initiating the QA Plan, assigning appropriate reviewers, coordinating review timelines, and ensuring all feedback is addressed.
- The Quality Control Reviewer provides a technical evaluation of the work product at designated milestones. Their review focuses on both technical soundness and adherence to GRAEF's internal standards.
- Technical Community Leaders (TCLs) oversee the firm's discipline-specific quality standards. They identify and train qualified reviewers and provide mentorship and oversight to technical staff across projects.
- The PEx reviews and approves the QA Plan and supports the PM in resolving client or quality-related challenges that may arise during the project. The TCLs oversee firmwide quality strategy, and foster a culture of continuous improvement and technical excellence.

OUR TOOLS

GRAEF maintains a consistent firmwide structure for quality management through the use of centralized project folders, templates, and tracking tools. These systems ensure all employees follow standard processes for document management. Each project QA Plan and QC review is tracked within our project management platform, providing transparency and accountability across the firm.

Resources such as checklists, standards manuals, and training materials are made available on the GRAEFVine, GRAEF's intranet system, ensuring staff always have access to the most current guidance.

OUR COMMITMENT TO IMPROVEMENT

GRAEF's Quality Management System includes both monthly and annual reviews of project QA Plans and quality compliance outcomes. These audits help identify areas of strength as well as opportunities for improvement. Following project completion, teams are encouraged to conduct 'lessons learned' sessions to reflect on what worked well and what could be improved. Insights are documented and shared firmwide to benefit future projects.

Germantown Holy Hill Master Plan

Anticipated Schedule (Schedule can adjust to accommodate Village expectations)

				1	2	3	4	5	6	7	8	9	10	11	GRAEF										furthermore,	
				Feb '26	Mar '26	Apr '26	May '26	Jun '26	Jul '26	Aug '26	Sep '26	Oct '26	Nov '26	Dec '26	$ 256	$ 218	$ 201	$ 164	$ 183	$ 183	$ 241	$ 188	$ 218	$ 143	$ 325	
															Paulos	Huebner	Seymour	Reichart	Marlow	Thill	Hansen	Linton	Chapman	Support	Schmoldt	
1	**Project Initiation & Project Management**	$	4,932																							Total Hrs
1.1	Conduct kick-off meeting	$	1,444													4								4		8
1.2	Project management	$	3,488													16										16
2	**Existing Conditions & Property Redevelopment Analysis**	$	7,154																							0
2.1	Data collection and review of exisitng conditions, past planning, and comparable projects	$	1,908													2		2						8		12
2.2	Property redevelopment analysis	$	5,246												1	2	4	8			2	2	2	8		29
3	**Conceptual Redevelopment Framework & Design Guidelines**	$	35,745																							0
3.1	Develop up to 3 development framework diagrams including the following: Land use, circulation, open space, and stormwater	$	12,340												1	8		32		2	2	2	2	24		73
3.2	Constraints and opportunities matrix for 2-3 concepts	$	2,184													4		8								12
3.3	Revise 1 preferred redevelopment concept (including visualizations)	$	13,477													8		24		16	2	2	2	25		
3.4	Create design guidelines	$	7,744													8	8		24							40
4	**Public Engagement Plan**	$	31,781																							0
4.1	Create public engagement strategy document	$	1,534													2			6							8
4.2	Create project webpage and ongoing maintenance	$	3,280															20								
4.3	Community-wide meetings (3)	$	12,656													12		12	12					32	4	72
4.4	Stakeholder and focus group meetings	$	5,488													8								8	8	24
4.5	Plan Commission meetings (5)	$	3,813													16									1	17
4.6	Village Board meetings (1)	$	872													4										4
4.7	Staff meetings (11)	$	4,138													16									2	18
5	**Implementation Stategies & Master Plan Document**	$	10,320																							0
5.1	Create draft Plan document outline and branding	$	4,808													4		24								28
5.2	Implementation strategies	$	3,508													2	8		8							
5.3	Revise and present final plan	$	2,004												1	2		8								11
	Estimated Hours														3	118	20	138	50	18	6	6	6	109	15	372
	Level of Effort %														1%	32%	5%	37%	13%	5%	2%	2%	2%	29%	4%	
	$														$ 768.00	$ 25,724.00	$ 4,020.00	$ 22,632.00	$ 9,150.00	$ 3,294.00	$ 1,446.00	$ 1,128.00	$ 1,308.00	$ 15,587.00	$ 4,875.00	

Estimated Fee **$ 89,932**

Ongoing tasks, meetings, and revisions

Major meetings/milestones

PROPOSAL TO PROVIDE

Holy Hill Gateway District Master Plan

Prepared for:
Village of Germantown
December 19, 2025

MSA planning + design studio

TABLE OF CONTENTS

COVER LETTER
An introduction to our team and qualifications
1

FIRM EXPERIENCE
A summary of who we are and what we do
2

EXPERIENCE AND REFERENCES
Past successful projects like yours that we've completed
4

SCOPE OF WORK | VILLAGE STAFF COMMITMENTS
Our plan to complete your project
11

KEY PERSONNEL | QUALITY CONTROL
Resumes for key personnel. Our process and methods to ensure efficient documentation and issue resolutions
16

PROJECT SCHEDULE
Key milestones to complete your project
21

PUBLIC ENGAGEMENT PLAN | MEETINGS & COMMUNICATION WITH VILLAGE
Our process for the engagement plan with methods and strategies to gather public input. The anticipated Village assistance through the planning process
22

PROJECT COST AND LABOR HOURS
A breakdown of anticipated costs
24

Request for Proposals to Provide:
HOLY HILL GATEWAY DISTRICT MASTER PLAN

December 19, 2025

Jeffrey W. Retzlaff, AICP, Director
Community Development Department
N112 W17001 Mequon Road, P.O. Box 337
Germantown, WI 53022

Laurie Miller-Facey
Project Lead | Contact Person

MSA Professional Services, Inc.
247 W. Freshwater Way
Suite 200
Milwaukee, WI 53204

(414) 392-3013
lmiller-facey@msa-ps.com

Dear Jeff,

This coordinated planning effort will help the Village of Germantown attract and manage growth in the Village's Holy Hill Gateway District. This district is a critical gateway not only to the Village but to the Milwaukee Metropolitan Area. As described in the 2050 Comprehensive Plan, this area can accommodate a broad mix of residential, commercial, warehouse, and industrial uses, including some high intensity use in balance with buffering and transitional use strategies to mitigate conflict with nearby rural and low-density housing uses. This planning process is the opportunity to guide investment so that new development meets the Village's economic, social, and environmental objectives for decades to come.

At MSA Professional Services, Inc. (MSA), we understand what it takes to develop property. From single-lot, single-use projects to large, mixed-use neighborhoods, our staff of experienced planners, surveyors and engineers have positively impacted the communities we work in. Our team, including urban design and development specialists Steve Tremlett and Olivia Bolton, have worked on both sides of the table – part of development teams and also with public clients developing and administering regulations to guide development. We also provide targeted advisory services on economic development, including market review and implementation strategies to arm the Village with an action plan to grow the Germantown economy. MSA has the expertise and capacity to successfully support the Village in this endeavor.

Our project team recognizes the importance of the following core aspects of this project.

- Effective Stakeholder Engagement to engage all populations with additional considerations for neighboring lands outside of the district.
- Sound Infrastructure Planning that is economical and provides opportunities for growth.
- Understanding of Market Demand Characteristics that provides for realistic development potential.
- Quality Design, focusing on compatibility with neighboring districts/subdivisions and establishing an identity for the district.
- Integration with the Comprehensive Plan, reinforcing the general intent and policies outlined for the Comp Plan with additional public input, design, and zoning parameters, and implementation strategies to see intentional growth in the district.

Our project team understands the many facets to achieving a well-designed, quality place that is both market-viable and also attractive, walkable, and livable. We are ready to work alongside Germantown to create an attainable development plan. We look forward to continuing this conversation with you. Please contact me directly with any questions by phone at (414) 392-3013 or lmiller-facey@msa.ps-com.

Sincerely,
MSA Professional Services, Inc. | Planning + Design Studio

Laurie Miller-Facey
Project Lead | Client Contact
(414) 392-3013 | lmiller-facey@msa-ps.com

Steve Tremlett, AICP, CNU-A
Project Manager | Principal-in-Charge
(608) 242-6621 | stremlett@msa-ps.com

*MSA has received and acknowledges Question and Responses document dated December 5, 2025.
*Steve is authorized to commit MSA to the terms of this proposal.

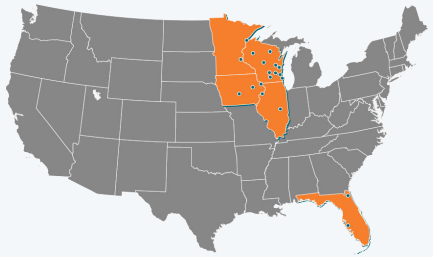
FIRM PROFILE

MSA Professional Services, Inc. (MSA) specializes in the sustainable development of communities. We achieve this by building honest, open relationships that go beyond the project to become a trusted source of expertise and support for immediate challenges and long-term goals. Big or small, we do whatever it takes to meet each need, working to make communities stronger in the process. **It's more than a project. It's a commitment.**

MSA's roots reach back to 1919. Our firm is over 500 employees strong, including engineers, architects, landscape architects, planners, funding experts, surveyors, GIS specialists, environmental scientists, and other specialists who serve clients nationally. MSA excels at helping clients identify grant and funding sources and then delivering high-quality, cost-effective solutions.

WE'RE PROUD TO BE 100%
EMPLOYEE-OWNED

500+ TEAM MEMBERS



19 OFFICE LOCATIONS

POSITIVELY IMPACTING THE LIVES OF OTHERS SINCE 1919

44 INDUSTRY AWARDS EARNED SINCE 2017

$625+ MILLION
GRANTS & LOW-INTEREST LOANS
We've helped our clients secure to help offset the cost of infrastructure projects

CLIENT EXPERIENCE

As part of our ongoing quality assurance program, we periodically request feedback from clients and project stakeholders to create better project outcomes for you.

These easy-to-complete surveys offer you the opportunity to comment on several areas of our performance throughout the duration of your project, which in turn helps us adapt our processes to your unique needs. Your feedback is specific to your project, and is returned directly to the people working with you. We pledge to respond to any issues you identify as the project proceeds.

To the right, you'll find the percentage of clients who say MSA met or exceeded their expectations based on the following categories.

98% ACCURACY

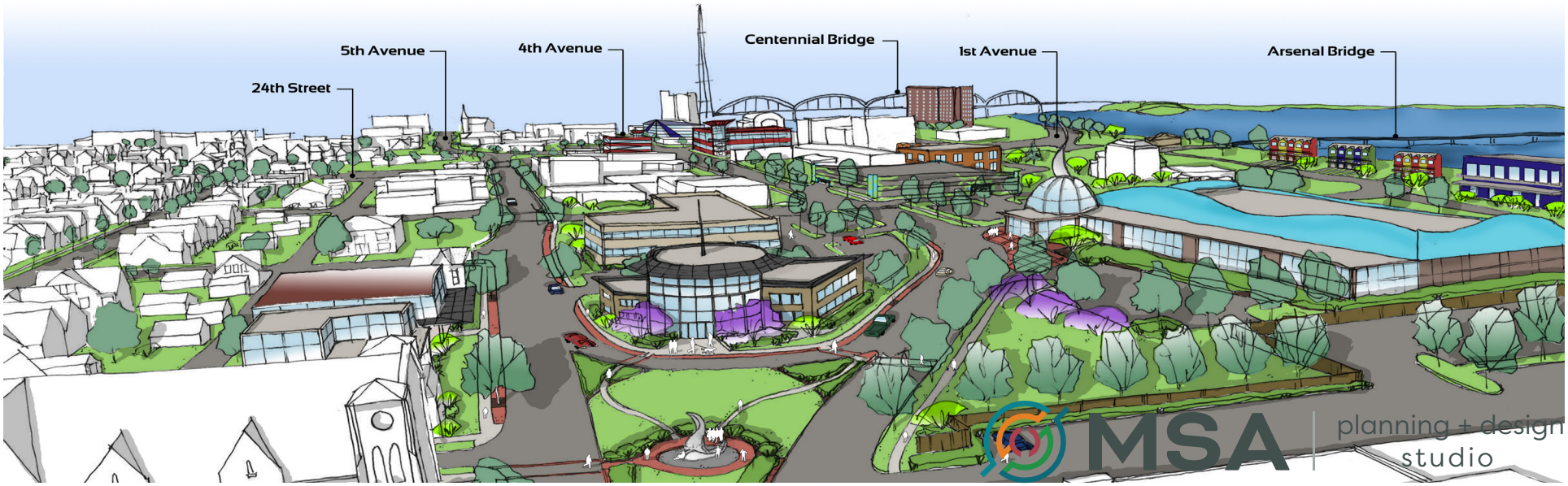
96% HELPFULNESS

99% QUALITY

98% RESPONSIVENESS

98% SCHEDULE

97% SCOPE & FEES



PLANNING + DESIGN STUDIO

At MSA, we know that every project starts with a plan – a clear and consensus-driven vision for the future that can be realistically implemented. Our Planning + Design Studio is 29 strong consisting of:

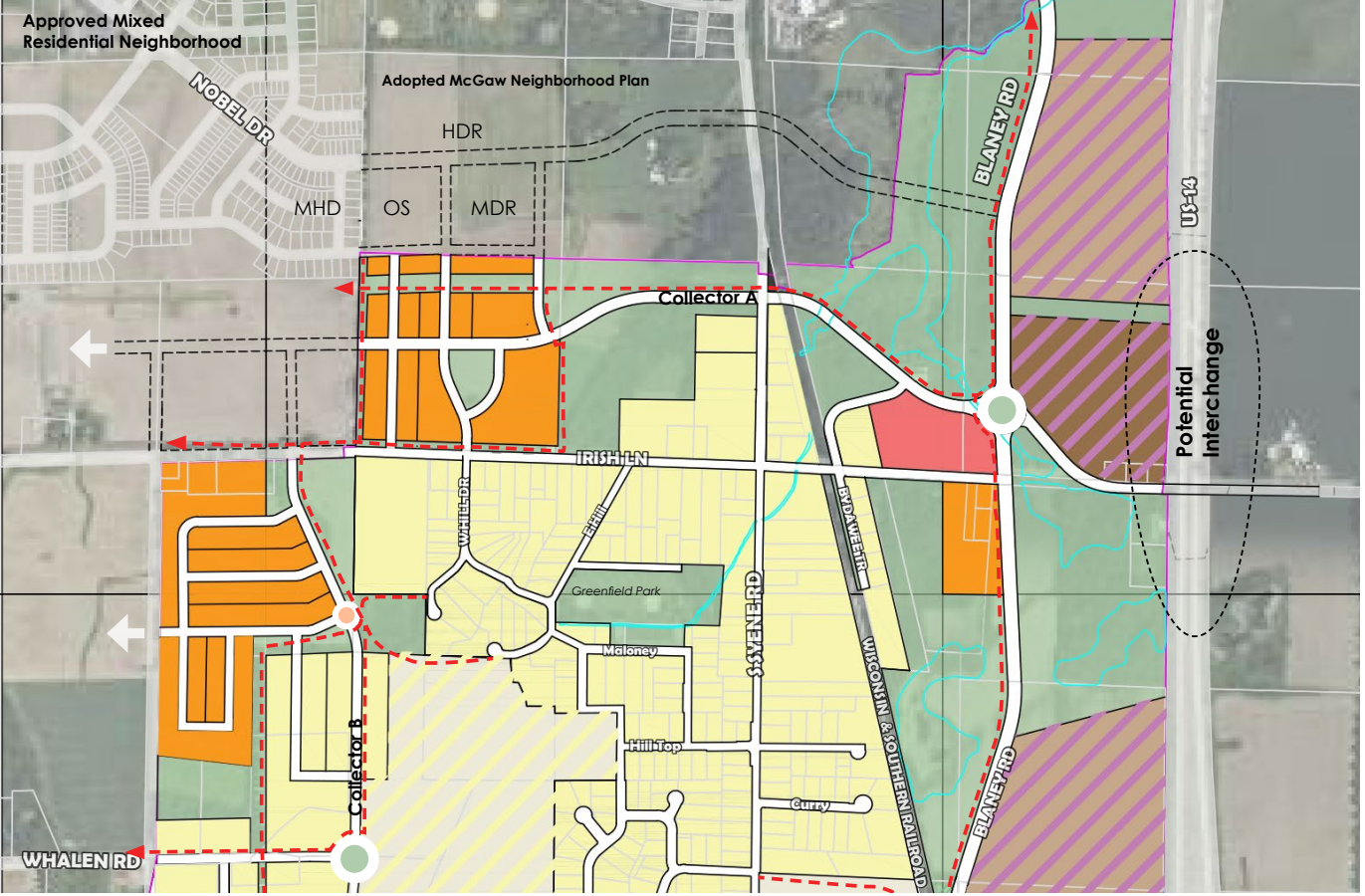
- 13 American Institute of Certified Planners (AICP)
- 7 Planning & Economic Development Specialists
- 4 Professional Landscape Architects (PLA)
- 2 Landscape/Urban Designers
- 3 Housing Specialists

Members of our Studio regularly give presentations on various planning topics at state and national conferences. The professional planners that comprise the Studio have helped hundreds of communities and private organizations define their vision, obtain funding, and implement the improvements they seek. And, because our planners are part of a multi-disciplinary firm, they are able to engage our professional engineers and architects in the planning processes to aid our clients in developing sustainable, implementable plans.

CORE SERVICES

Below is a sample of the services that MSA's Planning + Design Studio can offer.

- Capital Improvement and Strategic Plans
- Comprehensive Plans
- Zoning: Ordinance Creation, Code Rewrites, Development Regulations and Zoning Administration
- Community Blight Studies
- Cooperative Boundary Agreements
- Economic Development: Market Analysis, Tax Increment Financing, Feasibility Studies
- Funding: Grant Writing, Grant Administration, Fundraising
- Housing Studies: Analysis of Impediments to Fair Housing, Market Analysis
- Impact Fee Studies
- Landscape Architecture
- Park and Recreation Planning: Park Master Plans, Comprehensive Outdoor Recreation Plans, ADA Studies
- Public Engagement
- Redevelopment Studies: Downtown, Neighborhood, Corridor, and Site Planning
- Transportation Planning: Bicycle + Pedestrian Plans, Safe Routes to Schools Plans, Access Management Studies
- Urban Design: Wayfinding, Streetscaping, and Design Standards



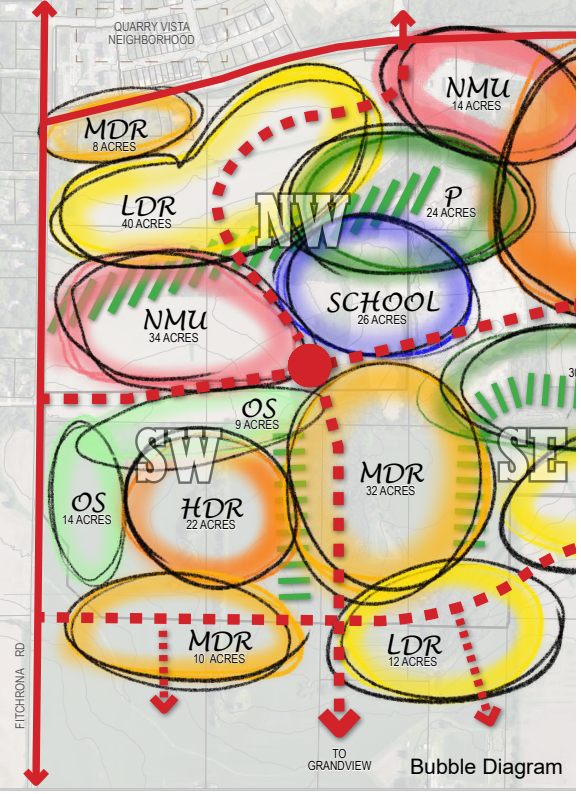
GREENFIELD NEIGHBORHOOD PLAN

FITCHBURG, WI

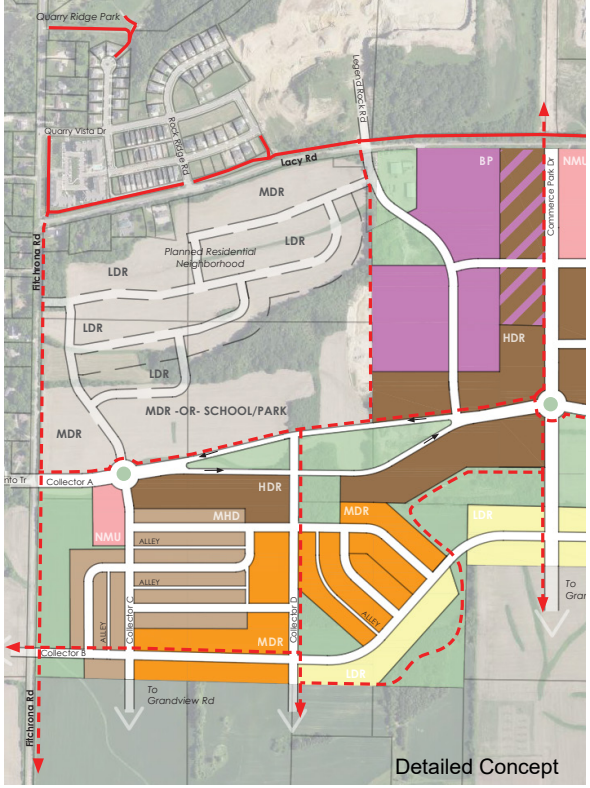
LINK TO FINISHED PRODUCT:
https://issuu.com/msaprofessionalservices/docs/fitchburg_greenfield_neighborhood_plan

Today the study includes a rural residential subdivision on well and septic at the edge of urbanized Fitchburg—where growth pressures meet a strong desire to maintain rural character and to improve and protect natural sensitive areas. To guide this transition, the City undertook the Greenfield Neighborhood Plan, building on its designation as a Future Urban Development Area (FUDA) in Fitchburg's 2009 Comprehensive Plan. The plan envisions future land use, transportation, utilities, and recreational opportunities to encourage thoughtful growth while prioritizing the protection of neighborhood identity.

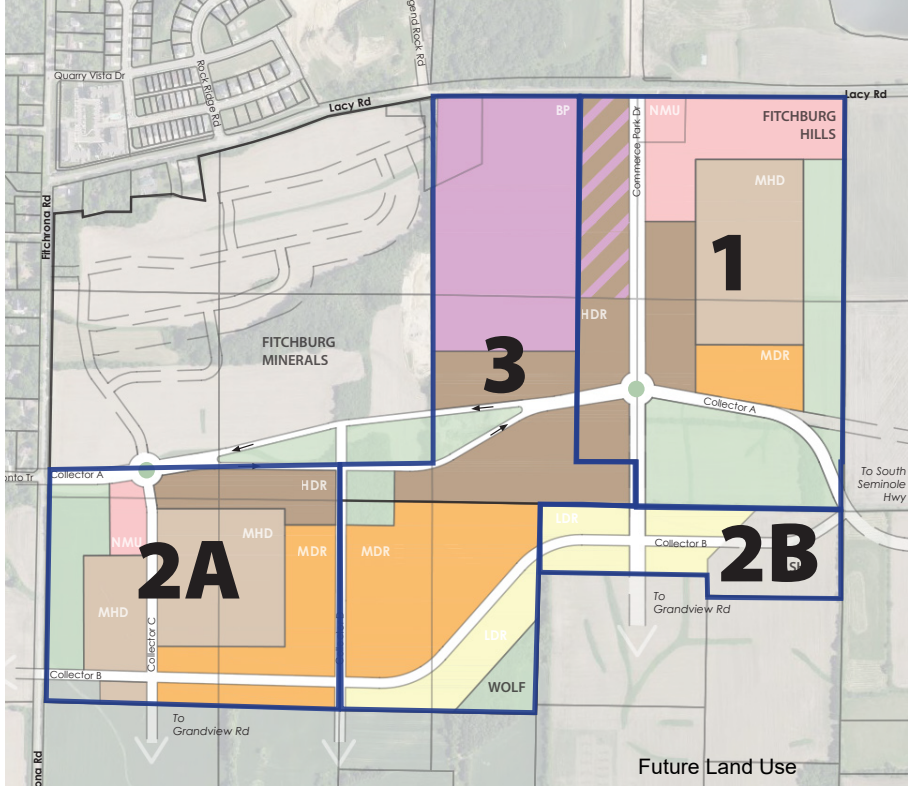
MSA partnered with Fitchburg to lead the Neighborhood Plan with an extensive public engagement process, ensuring residents' voices shaped future development types and amenities. Through surveys, public meetings, and interactive neighborhood workshops, community members shared their priorities to balance necessary growth with the preservation of Greenfield's heritage. Using this input, MSA developed a future land use map amendment, preliminary engineering, design standards, and placemaking strategies that respect rural character while creating opportunities for thoughtful development and improved services. The result is a neighborhood plan that reflects community values and positions Greenfield for a future that honors its past while embracing progress.



Bubble Diagram



Detailed Concept



Future Land Use

SOUTH STONER PRAIRIE NEIGHBORHOOD PLAN

FITCHBURG, WI

LINK TO FINISHED PRODUCT:
https://issuu.com/msaprofessionalservices/docs/fitchburg_south_stoner_prairie_neighborhood_plan

Located just south of Madison, the City of Fitchburg is one of Wisconsin's fastest-growing communities, known for its balance of urban amenities and rural character. To guide this growth, Fitchburg identified Future Urban Development Areas (FUDAs) in its 2009 Comprehensive Plan, designating South Stoner Prairie as a key neighborhood for long-term development.

The South Stoner Prairie Neighborhood Plan provides a detailed vision for this historically rural area (currently occupied by active quarry operations) to grow over the next twenty years into a fully established neighborhood that will complement surrounding residential developments, industrial uses, and growing employment centers. The plan addresses land use, transportation systems, utility expansion, recreation spaces, and environmental/open spaces protections, ensuring that future development is sustainable and aligned with Fitchburg's long-term goals.

MSA partnered with the City to lead an inclusive planning process, engaging residents and stakeholders through surveys, meetings, and interactive tools to capture community priorities. Building on this input, MSA developed concept plans and strategies that balance growth with conservation, creating opportunities in the final design concept for up to 3,173 new residential units and up to 34 acres of business park development.

Through this thorough planning and engagement process, the final South Stoner Prairie Plan establishes a collaborative framework for a vibrant, connected neighborhood that aptly reflects Fitchburg's vision for the future.

ANTON DRIVE REDEVELOPMENT PLAN

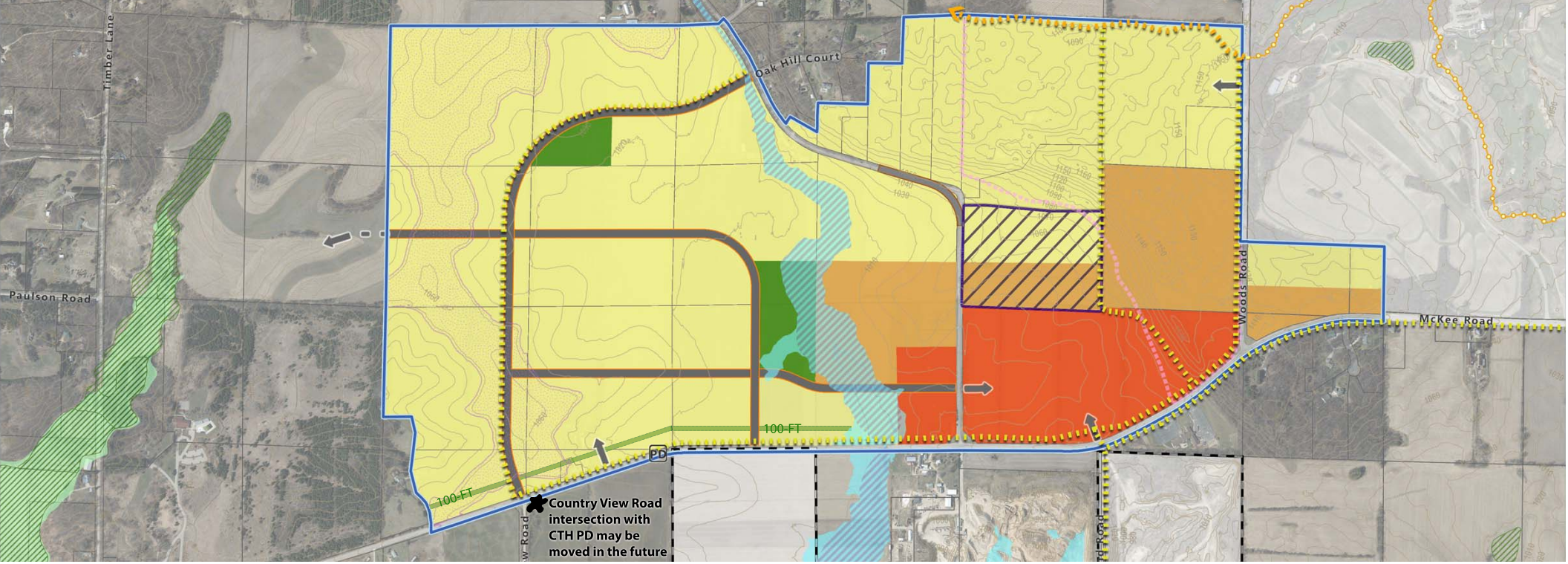
FITCHBURG, WI

LINK TO FINISHED PRODUCT:
https://issuu.com/msaprofessionalservices/docs/fitchburg_anton_drive_plan

The purpose of this study was to create a redevelopment plan and implementation strategy for lands in the northwest quadrant of the US 18/151 and CTH PD intersection. The impetus for this study is a Wisconsin Department of Transportation's (WisDOT) major reconstruction project of US 18/151 (Verona Road), which started near the end of the planning process. The primary improvements planned with impacts on the planning area include two new grade-separated interchanges, a roundabout intersection conversion, and the extension of a major collector street through a large undeveloped portion of the study area (i.e., Wingra Stone Quarry). These changes will improve the overall regional transportation network, but will reduce the visibility of some Anton Drive parcels (from US 18/151) and change access routes to and from the planning area. The plan's overall vision will help guide land use, urban design, transportation, utilities and stormwater decisions during and after the US 18/151 reconstruction project and it was finished in 2020.

The objectives of this study included:

1. Identify development and redevelopment opportunities in the planning area, including planning for any sites where a change in use is likely or desirable.
2. Identify market opportunities and trends likely to influence redevelopment decisions and outcomes.
3. Identify any infrastructure improvements (water, wastewater, stormwater, etc.) needed to accommodate new development.
4. Project future traffic patterns and volumes to identify any traffic-related constraints on new uses in the planning area.
5. Enhance bike, pedestrian and transit accessibility throughout the planning area.
6. Identify opportunities to support and improve the adjacent Jamestown neighborhood.
7. Establish a plan for new development, including uses, intensity of use and urban design guidance, within the constraints of public infrastructure systems.
8. Create an action plan for things the City can do to implement the plan.

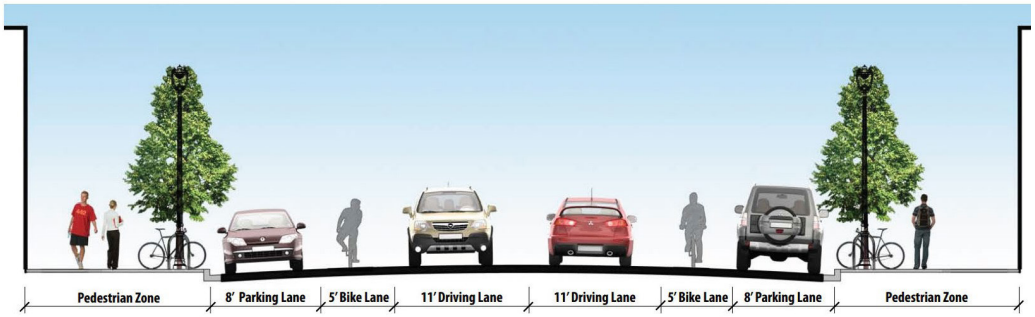


NORTHWEST NEIGHBORHOOD PLAN

VERONA, WI

LINK TO FINISHED PRODUCT:
https://www.ci.verona.wi.us/578/Northwest-Neighborhood-Plan

Recommended Road Cross Sections



The City of Verona, located just outside of Madison, is a growing community in size and population due to a strong school system and local employment growth, including Epic Systems Corporation. Development pressures led to the desire to plan for a mostly undeveloped area on the northwest side of the City. This neighborhood plan evaluated land use, development standards, transportation and utilities. During this six-month process, MSA – in coordination with the City – interviewed adjacent property owners, held a public informational meeting, and two plan commission meetings. The adopted plan's vision promotes a balanced neighborhood, including a mix of residential unit types and sizes, and commercial properties that serve the neighborhood and adjacent commuter traffic on CTH PD (10,000 AADT).

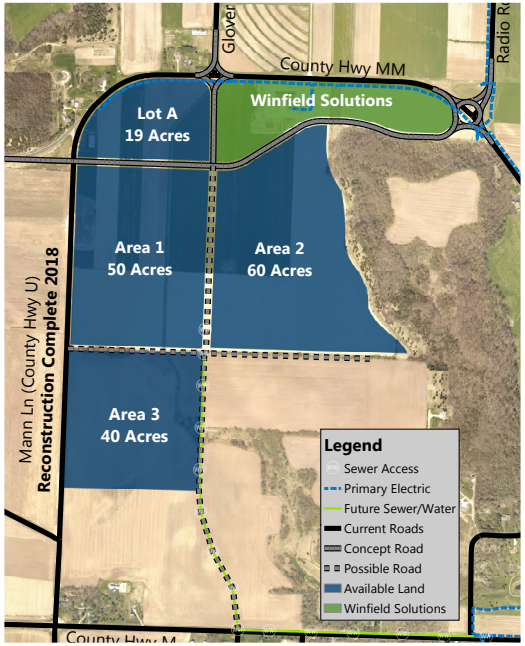
MANN VALLEY MIXED NEIGHBORHOOD

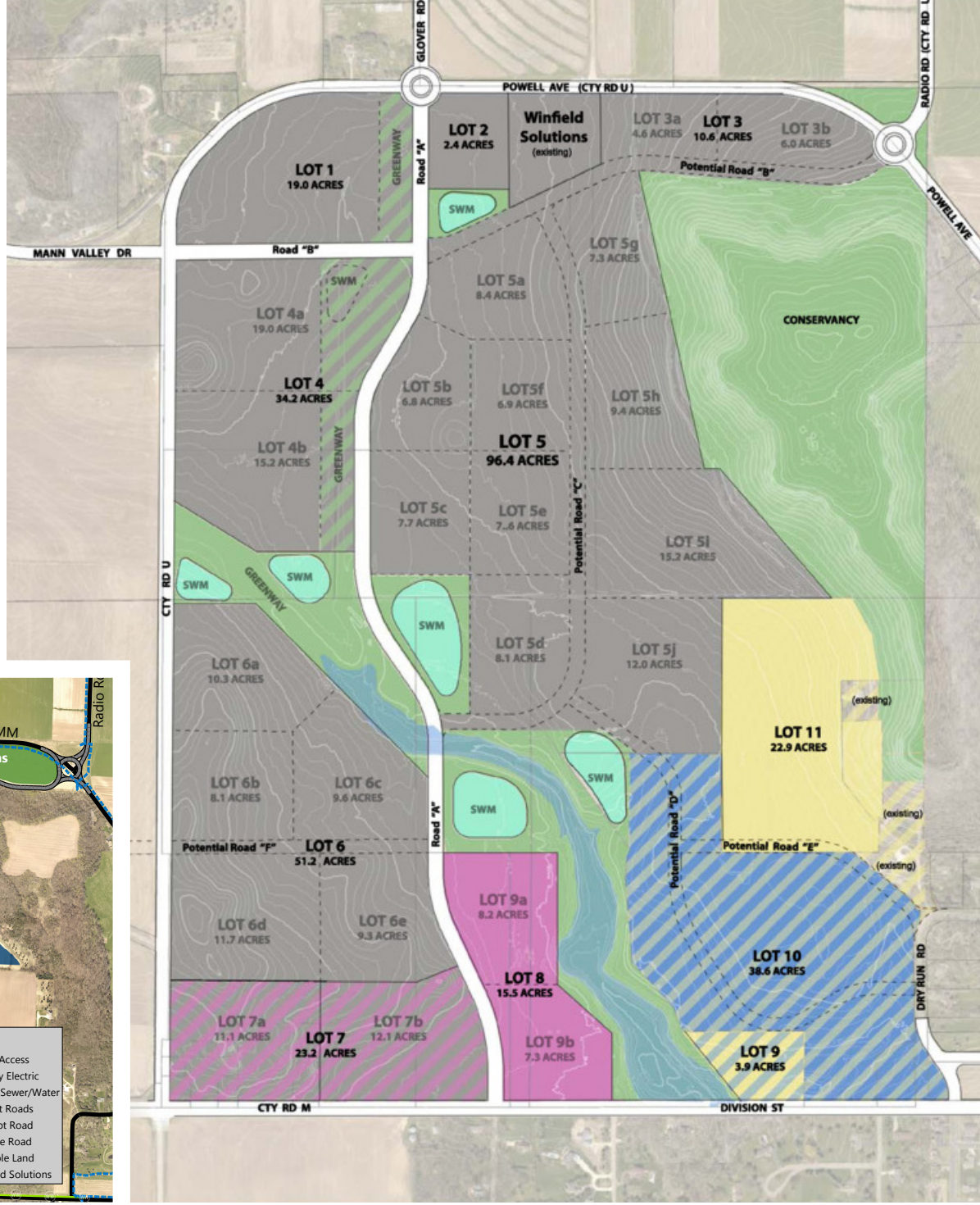
RIVER FALLS, WI

The City contacted MSA regarding 500 acres of undeveloped land on the northwest side of the community. The primary focus of concept plan was to provide marketable industrial/manufacturing lots based on market research conducted during the project.

In working with City staff, MSA developed several land use and road alternatives culminating with a final preferred concept that established the primary road network, dividable industrial sites and areas for potential residential, institutional and mixed use growth near adjacent developed lands.

This concept and market research has been used by the City to support conversations with a wider set of stakeholders to plan for and fund future infrastructure projects. The City has completed preliminary engineering and are marketing nearly 285 acres of Mann Valley Corporate Park along the north end of the planning area.





EAST SIDE PLAN

MCFARLAND, WI

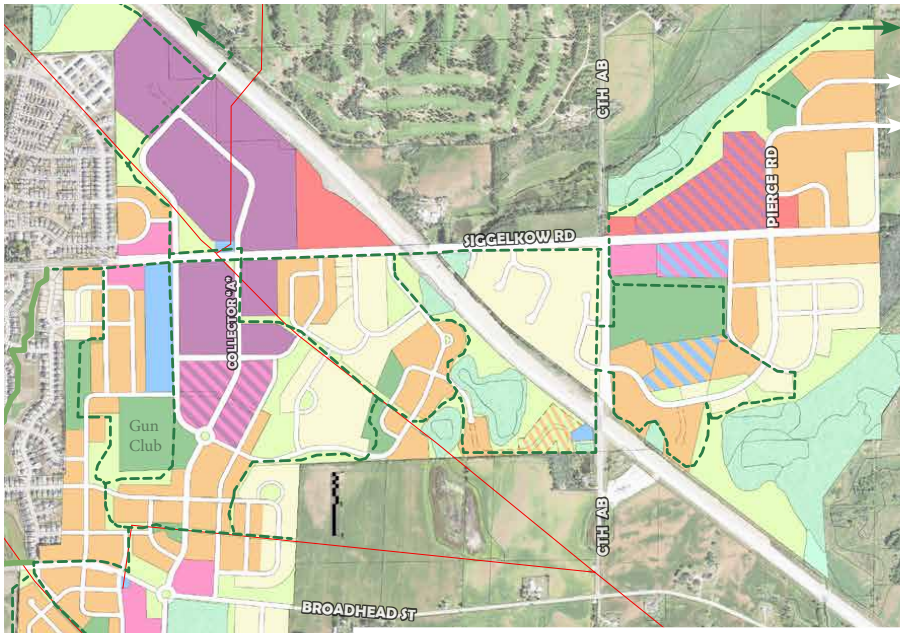
MSA was hired in 2022 to reimagine an East Side Growth Area Plan dating back to 2008. This plan encompasses over 900 acres of land, and is the Village's primary growth area with restrictions and development limitations in all other directions. Since adoption there has been changes to land ownership, municipal boundaries, and local/regional market conditions. These circumstances prompted the Village to consider fresh look at the east side growth area.

The East Side Plan established an ambitious community-oriented guidebook that is economically practical, environmentally focused and locally sustainable following these six key principles.

1. The Plan will balance environmental protection, mobility, economic development, and local social objectives.
2. The local economy will be expanded through this growth area to support existing and future residents of the Village of McFarland.
3. Housing developments will provide a variety of options that focus on diverse and affordable price points consistent with regionally representative incomes within sustainable walkable neighborhoods.
4. The transportation system will be designed for efficiency and convenience with multimodal transportation options interwoven throughout the East Side.
5. The public realm is an essential component of the neighborhood, featuring welcoming, enjoyable, walkable, and multi-functional spaces that integrates green infrastructure and ease of mobility.
6. The Plan promotes environmental stewardship throughout the East Side planning area to increase the overall efficiency, sustainability, and resiliency of the McFarland community.

Through this planning process, MSA assisted the Village of McFarland identify initiatives and strategies to guide sustainable and responsible growth of the Village's East Side Neighborhood. We provided a full range of planning services, including background analysis, review of all market sectors (with assistance from redevelopment resources), business park development plan, neighborhood master plan and design standards, implementation strategy, and a public outreach and engagement plan.

LINK TO FINISHED PRODUCT:
https://issuu.com/msaprofessionalservices/docs/village_of_mcfarland_wi_east_side_plan



REFERENCES

CITY OF MCFARLAND, WI

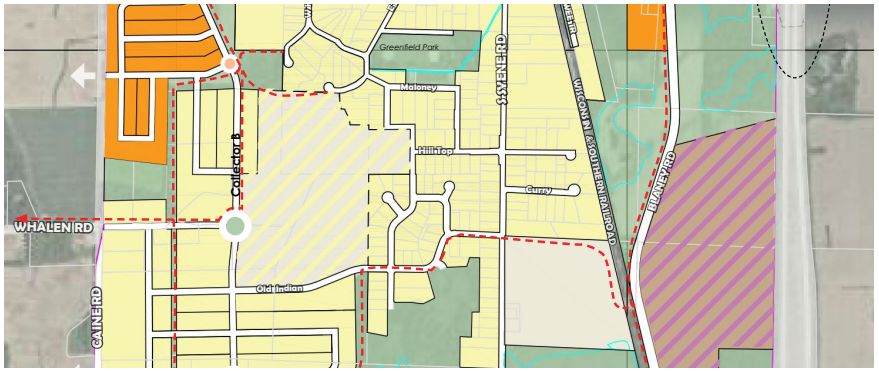
Andrew Bremer, Community & Economic Development Director
andrew.bremer@mcfarland.wi.gov
(608) 838-2313
Services Provided: MSA developed a growth plan for an eastern neighborhood that is largely undeveloped. The plan establishes goals, land use and design policies, future land use map, proposed infrastructure improvements and an implementation plan.

CITY OF VERONA, WI

Adam Sayre, Deputy City Administrator (former Verona Administrator)
(608) 270-4209
Adam.Sayre@fitchburgwi.gov
Services Provided: Development pressures led to the desire to plan for a mostly undeveloped area on the northwest side of the City. MSA developed a neighborhood plan that evaluated land use, development standards, transportation and utilities.

CITY OF FITCHBURG, WI

Brad Sippel, Community Development Planner
(608) 270-4258
Brad.Sippel@fitchburgwi.gov
Services Provided: Recently developed two neighborhood plans with completely different issues and outcomes. First, South Stoner Prairie included largely quarry lands that will impact the landscape that will be transitioned to urban redevelopment once the quarry operations conclude. Second, Greenfield Neighborhood included an existing single-family neighborhood that is surrounded by farmland, rural residential and sensitive environmental areas. The latter plan required additional meetings both with the existing neighborhood and with decisions makers to result with a vetted adopted plan.



SCOPE OF WORK | APPROACH

MSA will work with the Village to craft a final scope, work plan and budget; however, based on our experience, we recommend the following approach per the RFP scope of work.

PLAN ITEM #1: BACKGROUND RESEARCH + CONSISTENCY

Task 1.1: Review Relevant Plans (Plan Consistency)

MSA will review relevant Village and regional documents as noted in the RFP, especially the Village's Comprehensive Plan and CORP, and summarize issues, concerns, policies, and recommendations that should be shared and considered in developing a long-term vision and policies for the Holy Hill Gateway District.

Task 1.2: Intergovernmental Cooperation

We will outline existing intergovernmental cooperation and discuss regional issues that are impacting Germantown and the neighboring jurisdiction(s). Through the engagement process (see Public Engagement Plan – page 22), we will also document potential opportunities for expanded cooperation to resolve or mitigate the issues and protect against foreseeable growth impacts. Some existing and proposed entities to involve in this process include the Germantown School District, the Village of Richfield, Washington County, the Southeast Wisconsin Regional Planning Commission (SEWRPC), the Milwaukee Metropolitan Sewerage District (MMSD), and the Department of Natural Resources (DNR). .

Task 1.3: Site Tour and Photo Inventory

MSA will tour the district and adjacent areas to identify and document with photos noteworthy features and conditions of the natural and built environment.

Task 1.4: Planning Area Identification

Based on the Tasks 1.1–1.3, MSA will work with the Village staff to identify the full extents of the planning area, setting the extents of existing conditions mapping and analysis. The boundaries for analysis and improvement planning will be verified by Plan Commission at a working session with the project team.

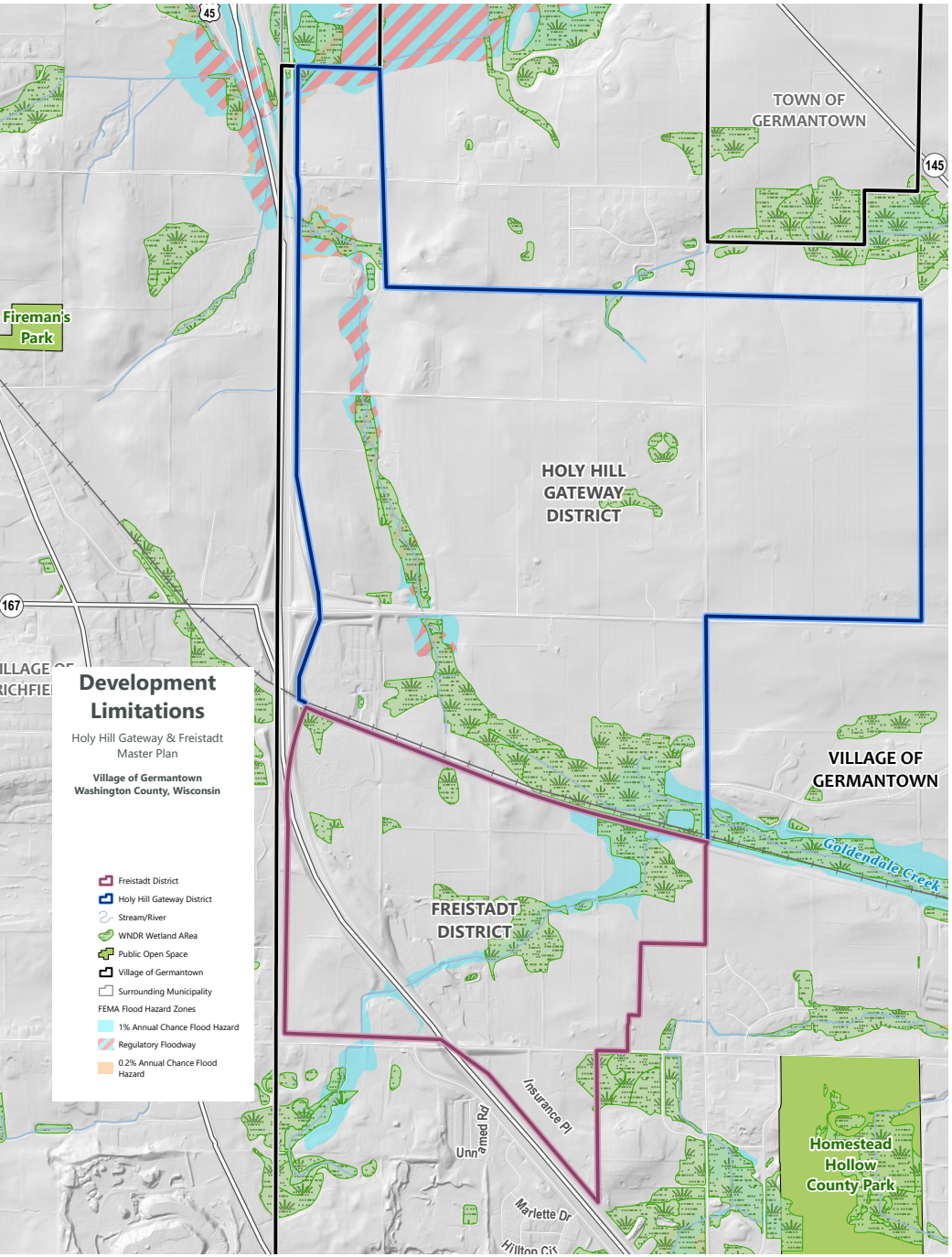
PLAN ITEM #2: OPPORTUNITIES / ISSUES IDENTIFICATION + SYSTEM ANALYSIS

Task 2.1: Historical, Cultural, Unique Features Review

Our team will conduct a preliminary cultural resource screening for the project area and immediately adjacent or contiguous properties using the Wisconsin Historic Preservation Database (WHPD) maintained by the Wisconsin Historic Society. The following categories of WHPD will be searched:

- Archaeological Site Inventory (ASI).
- Architectural Historic Inventory (AHI).
- Bibliography of Archaeological Reports.

The project team will review the Natural Heritage Inventory database to identify suspected, threatened or endangered species in the town/section(s) covering the study area.



Task 2.2: Natural Resources Review

We will identify and map existing natural resources within the study area and adjacent to the study area, including the following:

- Soils types and steep slopes.
- Woodlands and other natural features.
- Surface waters, including wetlands, floodplains, and waterbodies.
- Stormwater flowlines and existing engineered stormwater management facilities.
- Threatened or endangered species, per the Natural Heritage Inventory (NHI).

Task 2.3: Transportation Network Review

We will map existing roads with any available traffic count data, any existing bike and pedestrian infrastructure, and the railroad with identification of existing crossings. Drawing from existing plans we will show on one map the routes and/or connection points for any critical network improvements already identified in those existing plans.

Task 2.4: Utility Systems Review

Using data provided by the Village, we will map approximate locations of sewer and water mains available to serve the study area, and identify any constraints on development due to pipe capacity or topography (affecting water pressure or sewer gravity flow). We will scan for and report on any concerns related to private utilities (gas, electric, telecommunication).

Task 2.5: Market Analysis

MSA will take a streamlined evaluation designed to validate the feasibility of preferred land uses anticipated in the planning area without conducting a full market study. Data sources to determine these components may include SEWRPC data, Milwaukee 7 reports, municipal planning documents, U.S Census, building permit data, and broker/real estate listings. This analysis will have the following components:

1. ***Context Snapshot.*** Population & employment trajectory (5-10 yr outlook using regional sources); workforce availability, including manufacturing/logistic pool and commute patterns.
2. ***Market Pulse Check.***
   - ***Business Park***: Overview summary of existing, ready to build sites in the study area; review of available sites in the I-41 corridor and broader Milwaukee Market.
   - ***Industrial/Warehouse:*** Current vacancy, rental range, and pipeline of industrial/warehouse projects.
   - ***Commercial/mixed-use:*** Summary of existing retail/office demand direction (e.g., stabilization vs. contraction) + housing demand signals (multi-family and single-family starts, price/rent direction per housing type)

3. ***Business Park.*** Inventory of existing, ready-to-build sites within the Holly Hill Gateway District.

Task 2.5A: Detailed Market Analysis (ADDITIONAL COST)

Should the community determine a more detailed market analysis should be conducted, MSA is prepared to offer a premium market analysis as an add-on service which can include your selection of the following components:

- Detailed Demand Forecasting: Quantitative projections for industrial, warehouse, office, retail, and residential uses over 10-20 years; Scenario modeling for alternative growth assumptions.
- Competitive Market Assessment: Comparative analysis of competing sites in the I-41 corridor and Milwaukee Metro area, including pricing, absorption rates, and vacancy trends.
- Economic Drivers & Employment Trends: Analysis of regional employment sectors, wage trends, and their impact on land-use demand.
- Stakeholder Validation: Interviews or surveys with developers, brokers, and major employers to gauge market sentiment.
- Financial Feasibility: High-level pro forma or return-on-investment considerations for key land uses.
- Sensitivity Analysis: Impact of potential changes in transportation, infrastructure, or policy on market viability.

Task 2.6: Opportunities and Issues Summary

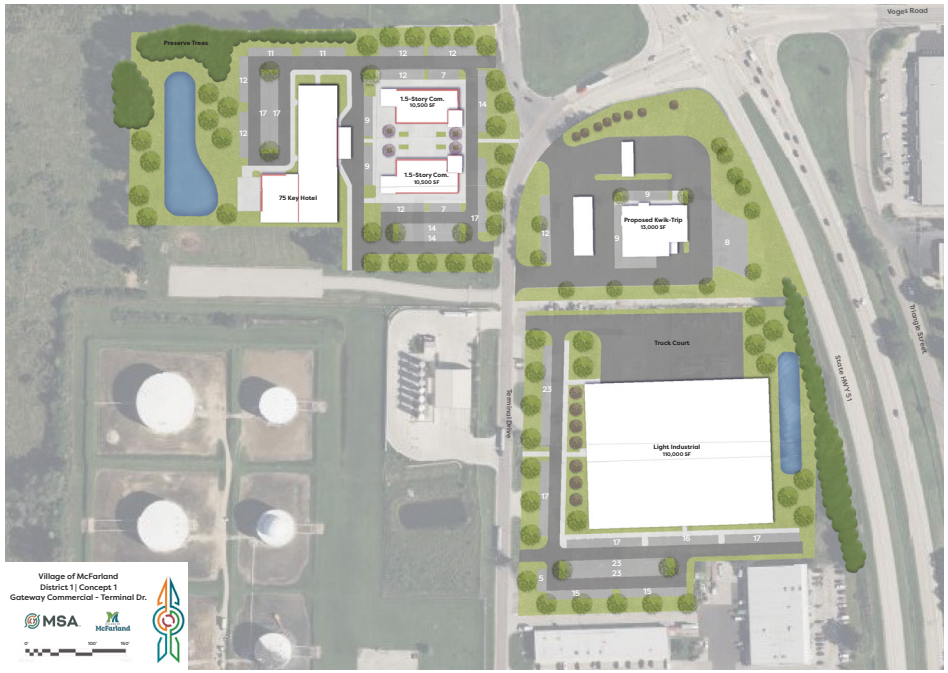
Based on Tasks 2.1-2.5, the project team will summarize the findings, implications, and any recommendations to support the land use scenario planning efforts and reinforce the master plan goals and policies (in Plan Item #3 for both of these).

PLAN ITEM #3: LAND USE PLANNING

Task 3.1: Land Use Scenario Planning

The MSA team excels at the ability to see the “big picture.” The land use scenarios will incorporate the findings and needs previously identified for transportation, utilities, and market expectations, as well as evaluation of previous plan’s recommendations (especially the Village’s Comprehensive Plan). As part of our analyses, we will consider the current and planned uses of adjoining areas, including road network and natural/open space protection. The land use scenario planning is broken into two parts, as outlined below, and further detailed in the Master Plan.

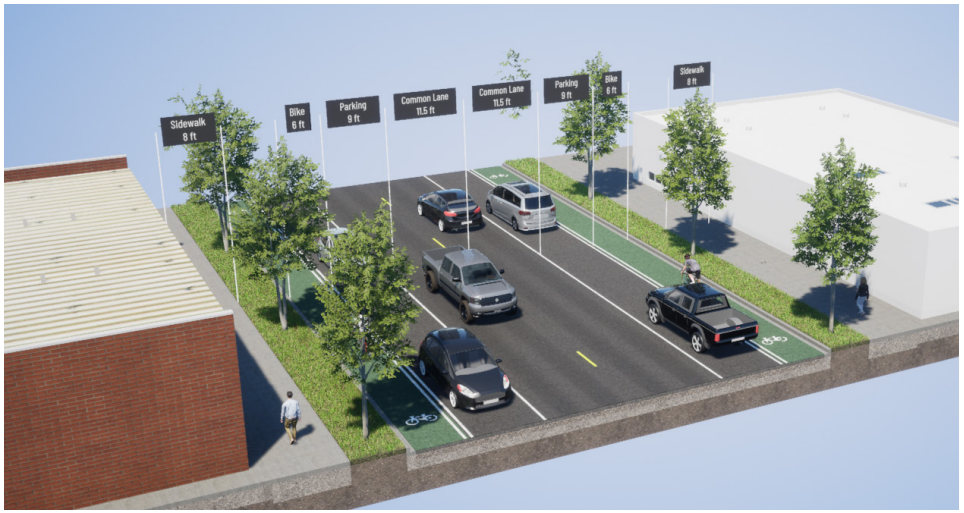
1. ***Initial Concepts.*** The project team will draft two (2) development alternatives for staff consideration, including road layouts, land use and intensity designations, stormwater management areas, and off-street paths (if desired). For each alternative we will indicate, by use, the total acreage and developable acreage (after accounting for steep slopes, wetlands and floodplains). We will also provide representative photos of potential development, and a bulleted list of strengths and weaknesses of each alternative for your review. Based on recent trends in the market there is need for larger industrial sites, so it is assumed at least one concept will provide flexibility with a larger lot(s) that could be subdivided (with additional roads as necessary) to support smaller lot sizes (e.g., 2-5 acres ,6-10 acres). These will be vetted by Plan Commission and the general public through a community online survey (see Plan Item #6 for more details).
2. ***Preferred Vision Concept.*** A preferred concept will be developed per stakeholder and Village feedback. This concept will receive edits per outcomes from public feedback. Tasks 3.2-3.4 tasks will be developed based on the updated preferred concept.



McFarland - Development Concepts

Scale & Articulation

Village-Wide Design Standards (multiple design districts) | Holmen, WI



Typical Section | Juneau, WI

Task 3.2: Vision Policies

Based on the preferred concept, we will craft policies to meet the new vision, as well as incorporate best practices and cover all elements defined in the RFP (e.g., location of preferred land uses, development density and intensity, recommended building height, floor area ratios, principal building setbacks, minimum or maximum parking requirements, and other typical zoning code requirements).

Task 3.3: Design Guidelines

We understand there is interest in design guidelines that can be codified into zoning ordinance. We recommend a standalone design standard handbooks (included as an appendix to the plan) that meets the desired outcome for an illustrative, user-friendly guide that outlines design parameters by element, as well as a checklist that makes it easy to administer the standards. Results from the Vision Preference Survey will serve to inform decisions regarding design guidelines and standards. If preferred, these guidelines/standards can be included in the base document, or provide as an appendix to the plan as a handbook (as recommended). A design handbook may include the following sections: Administration; Site Design (setbacks, building orientation, parking, service areas, stormwater and rear frontages adjacent to public parking); Building Design (height, massing, roof, projection features, colors and materials); and, Checklist (to be filled out by the applicant and reviewed by the Village).

Generally, the handbook includes both recommendations (guidelines) and standards for each aspect of site and building design. Guidelines will be considered best practice but generally not enforceable by ordinance. Standards will be requirements that must be adhered to by ordinance. The distinction allows the Village to provide flexibility to the property owner for certain aspects of construction projects while provide a mechanism to make sure that some design elements are specifically adhered to. The Village may choose to make some or all guidelines requirements if the applicant is seeking tax increment financing assistance.

Task 3.4: Conceptual Development Illustrations

Vision graphics can be provided to support the vision statement and policies. This likely will be 2-3 images from one area of the district establishing the general character and/or highlighting a primary node. We will also prepare more detailed conceptual renderings of site development options for the following sites, as outlined in the RFP:

- Holy Hill Storage & Kasten Marine properties in the southeast quadrant of the Holy Hill Road @ I-41 interchange (plan view).
- Properties east of Goldendale Road and north of Holy Hill Road.

- The recommended cross-section(s) around the perimeter of the Holy Hill Gateway District, depicting the recommended setback depth, berming, and landscape buffering requirements along the common boundary with the abutting neighborhoods (plan view and section view).

Task 3.5: Master Plan

A preferred master plan will be developed and receive one (1) further update following review by Plan Commission.

PLAN ITEM #4: IMPLEMENTATION STRATEGY

Task 4.1: Implementation Strategy

The reward of completing a Neighborhood Plan is watching it become a reality. Creating a detailed implementation plan is a critical step towards that reality, including identifying key activities to implement the short-term and long-term goals. We will provide implementation strategies and actions addressing housing, marketing commercial/industrial development, sustainability, transportation, and open space/parks. Tools to be reviewed include Village ordinances (e.g., zoning, subdivision, etc.), the capital improvement plan, and the outdoor recreation plan.

1. ***Future Land Use.*** Based on the preferred neighborhood concept, we will provide a future land use map (using land use categories consistent with the Comprehensive Plan) to guide future development proposals. Additional land use-specific policies may be considered to further define geographic placement of uses consistent with the overall plan goals and vision.
2. ***Action Plan.*** There will be an assortment of action steps necessary to enable development as described in the plan. We will provide an action plan that categorizes actions by the type of activity and indicates key responsible parties and expected timing, at least in terms of development phase.
3. ***Phasing Plan.*** The implementation plan will include a staging and urban service entry plan by outlining standards to be met.
4. ***Cost Estimates.*** For actions and improvements expected to be incurred as public costs, we will offer ballpark cost estimates.
5. ***Value Projections.*** Using a sampling of assessed values for comparable properties in the local market we will offer an approximate value projection for all new development in the planning area.

PLAN ITEM #5: MAPPING

Task 5.1: Existing Conditions Maps

We will provide the following maps to aide in the plan development:

- Planning Area w/ location map within Germantown relative to abutting NDC
- Existing Land Use.
- Natural Resources. (i.e., WDNR wetlands, FEMA Floodplains, steep slopes, hydric soils, surface water, woodlands, existing SEWRPC mapped Environmental Corridors, etc.)
- Existing Infrastructure. Locations of existing public utilities and stormwater management areas, SEWRPC SSSA, etc.

Task 5.2: Implementation Maps

We will provide the following maps to aide in the plan development:

- Potential Redevelopment Site/Property Map.
- Planned Utility Infrastructure. Locations of existing and future public utilities and stormwater management areas.
- Planned Transportation Network, including conceptual locations for future collector, arterial, and local streets, bike and pedestrian facilities, parks, etc.
- Future Land Use Map with preferred uses, conceptual road improvements, bike/ped facilities, drainage areas and stormwater management facilities, etc.

PLAN ITEM #6: PUBLIC ENGAGEMENT PLAN

See Page 22

VILLAGE STAFF COMMITMENTS

We value local perspective, knowledge, and leadership, and we see staff as critical stakeholders. Working knowledge of current conditions and other stakeholder needs is your daily work – and we see your input as vital to project success. MSA asks the following of Village staff during this process:

- All coordination and arrangement for engagement and outreach efforts, including the location, publishing and posting of public meeting notices, printing and distribution of draft meeting materials to committee members.
- A list of interview candidates and focus group with contact information and space to meet, if needed.
- Copies of all relevant studies that have been completed prior to this project.
- Assistance with obtaining existing relevant building permit, GIS and CADD data (e.g. land use, zoning, utilities, etc.) for the project.

ORGANIZATIONAL CHART

The team we have organized includes experienced planners and technical service leads who bring an efficient blend of skills that will assist the Village of Germantown with the upcoming project. What you may not see, however, is that this team is backed by more than 500 engineers, architects, planners, funding experts, surveyors, GIS experts and environmental scientists. **Rest assured, you will always have the support necessary to achieve a successful project.**

MAIN POINT OF CONTACT At MSA, our client service approach is simple: We strive to be our clients' trusted partner. We proactively communicate opportunities and identify potential issues early on so small concerns do not grow into big problems. To do this, you need a trusted planner who is well versed in managing a full range of projects and can effectively communicate back to all vested stakeholders. ***Laurie is just that.*** *She believes that effective, efficient communication is critical to project success. Laurie will serve at the Village's main point of contact throughout the project.*

AVAILABILITY: Based on our honest commitment to our clients, we immediately establish accountability of all personnel involved in a project's completion. When our team starts a project, we analyze the proposed schedule and compare it to each team member's potential workload. We then obtain commitments from all individuals on the project team to complete the work as identified within the proposed schedule. This approach helps to foster a team mentality and results in personal accountability of all team members involved.

QUALITY CONTROL: Steve Tremlett, as project manager, will provide QA/QC review at identified milestones in the project, and will utilize our project management to review hours and budget based on regular basis to verify individual tasks are staying on budget.

Stephen Tremlett, AICP, CNU-A
Project Manager | Principal-in-Charge

Laurie Miller - Facey
Project Lead | Client Contact

Olivia Bolton
Urban Designer

Village of Germantown

Brian Wiedenfeld, AICP
Public Engagement

Eric Thompson, PE
Senior Water Resources Engineer

Brian Huibregtse, PE, PTOE
Traffic Engineer

Sarah Morrison
GIS Specialist

Stephen Tremlett, AICP, CNU-A

PROJECT MANAGER | PRINCIPAL-IN-CHARGE

Steve will be responsible for the planning, coordinating and conducting the majority of the work, including meeting attendance with Village Staff, Plan Commission and CDA.

With more than 18 years of consulting experience, Steve has taken on primary roles in downtown planning and design projects, commercial/residential development concept plans, bike/pedestrian plans, and the development of comprehensive plans and design standards. His architectural and planning background includes emphases in site planning, urban redevelopment, zoning administration and urban design using a variety of applications, including AutoCAD, Photoshop, InDesign, Illustrator, GIS, SketchUp, Lumion and Microsoft Office applications.

EDUCATION

M.S., Architecture & Urban Planning
University of Wisconsin-Milwaukee

B.S., Architecture
University of Wisconsin-Milwaukee

CERTIFICATIONS

American Institute of Certified Planners

AFFILIATIONS

Congress of New Urbanism – Accredited American Planning Association

AREAS OF EXPERTISE

- **Urban Design and Redevelopment**
- Comprehensive Planning
- Park Planning
- Streetscape Planning
- 3-D Modeling

SELECTED PROJECT EXPERTISE

East Side Neighborhood Economic Development and Land Use Plan, McFarland, WI

Project manager for an ambitious community-oriented guidebook that is economically practical, environmentally focused and locally sustainable. Provided a full range of planning services from background analysis to neighborhood master plan and design standards and implementation strategy.

Greenfield Neighborhood, Fitchburg, WI

Project manager for a neighborhood that may see future growth around its existing well-established single-family subdivision, which is surrounded by agricultural lands and sensitive natural areas (creeks, wetlands, etc.). This process required significant public engagement throughout the process to achieve a balance between low levels of development desired by many within the neighborhood and growth desired by others in the community and per the adopted Comp Plan.

South Stoner Prairie Neighborhood, Fitchburg, WI

Project manager for a unique future neighborhood inclusive of mostly quarry lands that will alter the landscape and require filling to support safe vehicle access, stormwater management and development. Working with MSA engineers and the City staff, a final plan developed goals, policies and future land use amendment to guide future redevelopment of the quarries once they close operation.

Additional Neighborhood/Corridor Plans:

Cross Plains, WI; Holmen, WI; McFarland, WI; Middleton, WI; Fitchburg, WI; Rothschild, WI; Sun Prairie, WI; Verona, WI; Rock Island, IL

Downtown Plans:

Over 20 communities across the Upper Midwest

Economic Development Strategies:

Black River Falls, WI; LeRoy, IL; Casey, IL

Industrial/Business Park:

Alliant Energy (Beaver Dam | Sheboygan properties); Fitchburg, WI; Prairie du Sac, WI; River Falls, WI; Sparta, WI; Whitewater, WI

Private Development:

Cambridge, WI; DeForest, WI; Lodi, WI; Madison, WI; Merrimac, WI; Richfield, WI; Stoughton, WI; Sun Prairie, WI; Sussex, WI

Laurie Miller -Facey

PROJECT LEAD | CLIENT CONTACT

Laurie brings over 17 years of experience in land use and redevelopment planning, specializing in transforming underutilized and environmentally challenged sites into community assets. She has guided teams through critical phases of brownfield projects, with a strong focus on site assessment, feasibility analysis, and positioning properties for their highest and best use once ready for redevelopment. Her approach includes thorough due diligence, including site and zoning analysis, environmental review, infrastructure planning and identify funding sources to support revitalization. Laurie prioritizes the human element, applying sensitivity and strategic public engagement to projects with deep community significance, and works collaboratively with local staff, elected officials, agencies, and stakeholders to make sure that redevelopment efforts reflect shared values and goals.

EDUCATION

B.S., Geography, University of Wisconsin-Milwaukee

AREAS OF EXPERTISE

- Brownfield Revitalization and Redevelopment
- Business Park Development
- Land Use Planning
- Strategic Public Engagement Outreach and Solutions
- Grant Writing

** Denotes experience prior to MSA.*

SELECTED PROJECT EXPERTISE

Turtle Lake Creamery Redevelopment Plan (Wisconsin Department of Natural Resources), Turtle Lake, WI*

As project manager, lead planner, and public engagement specialist, Laurie led the redevelopment planning effort for the former Turtle Lake Creamery site. The project required a strategic response to shifting land use patterns, including the growing conversion of downtown commercial spaces to residential use and the closure of the adjacent Puris industrial facility. Laurie guided the planning team through a comprehensive site analysis, zoning review, and stakeholder engagement process to develop two redevelopment scenarios, each responsive to the site's evolving context. She facilitated multiple public workshops, surveys, and outreach events to make sure community input shaped the final concept. The plan also addressed environmental remediation needs and proposed short- and long-term implementation strategies to support future development aligned with community goals.

Marshall Mountain Ski Resort Reuse and Funding Resource Plan (Kansas State University Technical Assistance to Brownfields), Missoula, MT*

As project manager and funding resource specialist, Laurie led the reuse planning effort for the former Marshall Mountain Ski Resort. The project aims to transform this brownfield site into a year-round community amenity for mountain biking, outdoor recreation, and events. Laurie worked closely with the architecture team to develop a building and site reuse plan that balances environmental stewardship with active public use. She also led the creation of a funding resource map that identifies key funding sources and strategic approaches to position the project for competitive grant applications. The plan supports Missoula County's vision for sustainable recreation and economic development by repurposing a legacy skill hill into a vibrant, multi-use destination.

Epione Pavilion Redevelopment Plan (Wisconsin Department of Natural Resources), Cuba City, WI*

As project manager, lead planner and public engagement specialist, Laurie led a redevelopment planning effort, devising two redevelopment concepts and actionable implementation strategies for the nine-acre brownfield site, Epione Pavilion. While the site initially appeared ripe for redevelopment, strong public sentiment and results of the feasibility analysis revealed unforeseen challenges that required a nuanced approach. Drawing on her extensive experience in public engagement and strategic planning, Laurie worked closely with community members, local officials, and stakeholders to address concerns and create a plan to build consensus. Her leadership resulted in two viable redevelopment concepts and actionable implementation strategies that balanced market feasibility with the community's deep emotional connection to the site, which once housed the community hospital and later a senior living facility, a place that represented life's milestones from birth to end-of-life for many residents.

Olivia Bolton

Urban Designer

Specializing in urban design and sustainable land use, Olivia is committed to building vibrant, inclusive and environmentally conscious communities through forward-thinking design solutions. She is skilled in public engagement, data analysis and visualization, and graphic and written communication – all key to her role in supporting your project. Her approach to synthesizing public input is grounded in capturing the collective voice of a community; as an urban designer, she looks for unexpected ways to "connect the dots." Through cultivating relationships and bridging disciplines,

Education

M.Arch, Architecture, University of Kansas | M.U.P., Urban Planning, University of Kansas | B.A., Architectural Studies, University of Kansas

SELECTED PROJECT EXPERIENCE

South Stoner Prairie Neighborhood Plan, Fitchburg, WI

Supported design for future neighborhood currently occupied by active quarry uses; supported public engagement efforts to develop goals and strategies to facilitate development after the quarry's anticipated closure, ensuring a cohesive neighborhood develops with compatible land uses.

District Redevelopment Plans, McFarland, WI

Crafted plan updates to McFarland's Redevelopment Districts #1 and #2 Plans to re-envision infill redevelopment in USH 51 corridor and the downtown. Supported conceptual design process with goal to balance the Village's need for increasing densities, provide for more marketable industrial and mixed use sites and provide for public infrastructure improvements.

Bicycle, Pedestrian, & Trail Plans

- Bristol, WI; Fitchburg, WI; Marathon County, WI

Comprehensive Plans

- Hillsboro, WI; Menomonee Falls, WI; Wrightstown, WI

Outdoor Recreation Plans

- Lake Delton, WI; Madison, WI; Menomonee Falls, WI

Brian Wiedenfeld, AICP

Public Engagement

Brian assists in comprehensive plan development, data analysis,community engagement strategies, and redevelopment studies. Additionally, he has experience with state-level governmental planning (Wisconsin DOT and Wisconsin Economic Development Corporation) and on-the-ground community work through various projects such as developing an ecosystem services metric, engaging with agricultural producers, studying climate-resilient green spaces, and working with youth to revision a struggling commercial area. He is passionate about helping communities be the best they can be.

Education

M.S., Urban and Regional Planning, University of Wisconsin-Madison
B.S., Agricultural and Applied Economics, University of Wisconsin-Madison

Certification

American Institute of Certified Planners (AICP)

SELECTED PROJECT EXPERIENCE

East Side Neighborhood Plan, McFarland, WI

Brian contributed to plan development through reviewing previous planning efforts, producing policy recommendations, and organizing final plan content and maps.

Comprehensive Plans

- Menonomee Falls, WI, Genoa City, WI; Osceola, WI; Hortonville, WI; Cambridge, WI; Deerfield, WI; Morrison, WI; Eden, WI

Outdoor Recreation Plans

- Menomonee Falls, WI; Oak Creek, WI; Madison, WI; Osceola, WI; Deerfield, WI; Campbellsport, WI; Belleville, WI; Stoughton, WI

Bike and Pedestrian Plans

- Sheboygan, WI; Bristol, WI; Lannon, WI; Fitchburg, WI; Marathon County, WI; Park Falls, WI; St. Francis, WI; Somerset, WI; Waunakee and Westport, WI

Eric Thompson, PE

Senior Water Resources Engineer

Eric leads MSA's water resources team of nine professionals. He has over 32 years' experience in water resources engineering and has experience working on projects throughout the united states. His experience includes planning, study, and design of water resources system at all levels. Eric has been active in water resources issues for his entire career at MSA.

Education

M.S., Civil Engineering, University of Minnesota
B.S., Civil Engineering, University of Minnesota

Registration | Certification

Professional Engineer, WI, IA, MN, IL

Selected Project Experience

- **Stormwater Master Plans**. Eric has completed stormwater master plans including review of local stormwater management ordinances for the following communities (partial list)
  - City of Sun Prairie, WI
  - City of New Richmond, WI
  - City of Middleton, WI
  - City of Beaver Dam, WI
  - City of Waupun, WI
  - City of Monroe, WI
  - Village of Belleville, WI
  - Village of Cottage Grove, WI

Brian Huibregtse, PE, PTOE

Traffic Engineer

Brian's expertise includes project management and design engineering for transportation and traffic projects. Project experience includes urban design, environmental documentation, multi modal assessment, public involvement and all aspects of the WisDOT design process. He has also been lead design engineer for a variety of projects similar to Dewey Avenue. Brian has been one of MSA's lead engineers focusing on ADA compliance. He has given multiple presentations to public and private section engineers on current ADA compliant practices and curb ramp design.

Education

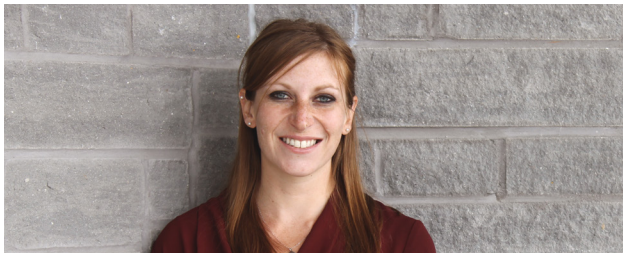
B.S. Civil Engineering, University of Wisconsin - Madison

Registration

Professional Engineer, WI, MN
Professional Traffic Operations Engineer

Selected Project Experience

- Downtown Transportation and Corridor Study, Verona, WI
- Riverview Expressway Traffic Study, Wisconsin Rapids, WI
- WIS 19 Corridor Study, Dane County, WI
- Traffic Engineering Services, Wisconsin Rapids, WI
- WIS 113 Rehabilitation and Intersection Safety Improvements, Madison/Waunakee, WI



Sarah Morrison

GIS Specialist

Sarah has more than six years of GIS experience, varying from planning corridor studies, to housing studies, to stormwater modeling, to producing applications in ArcGIS Online. She is familiar with creating maps and exhibits for both internal and external clients, and has experience coordinating with utilities and municipalities, assisting with public involvement meetings, and discussing projects with project staff, officials, and members of the public.

Education

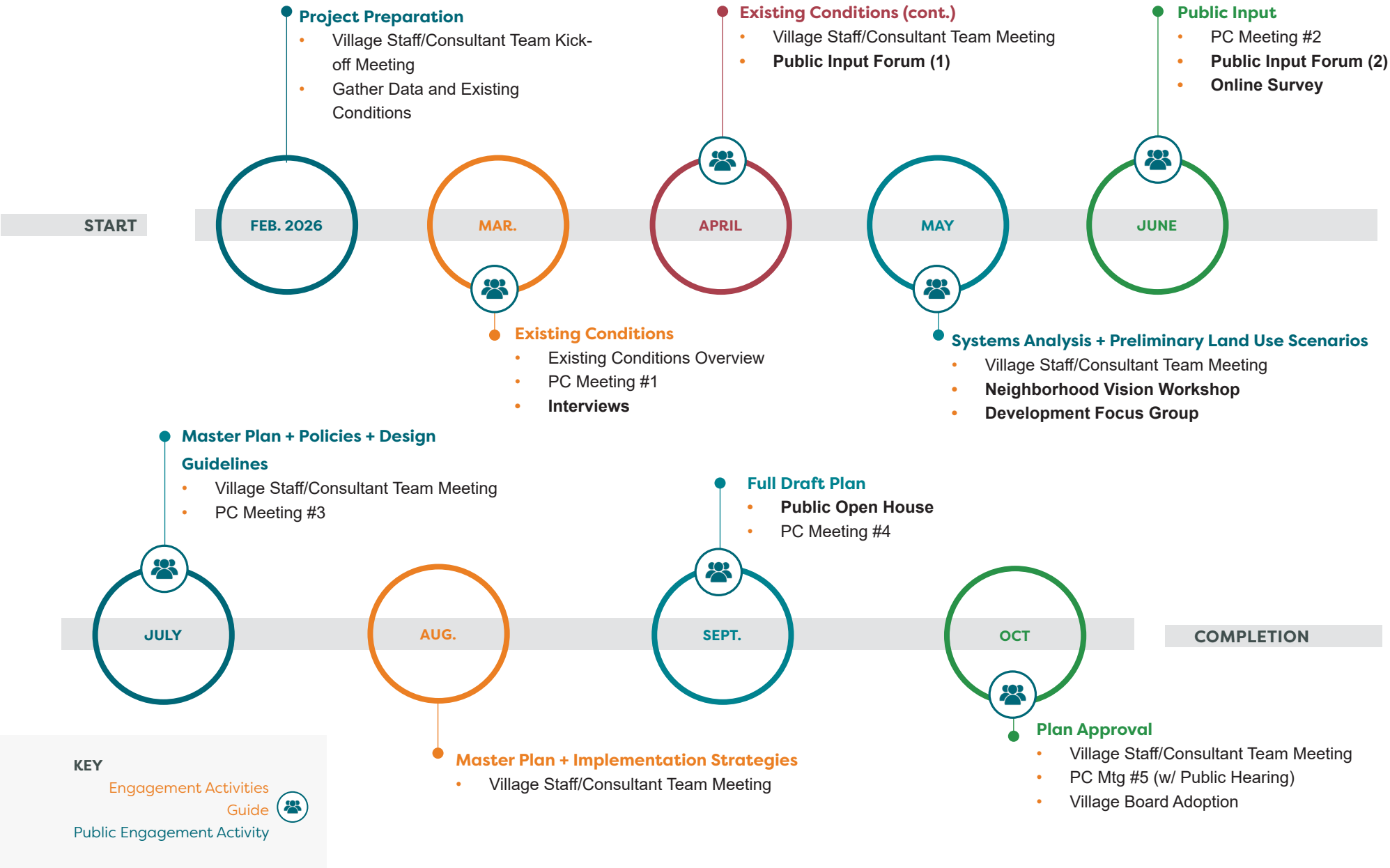
B.S., Geography, University of Wisconsin-La Crosse

Selected Project Experience

- East Side Neighborhood Economic Development and Land Use Plan, McFarland, WI
- **Master Plans**
  - Lake Geneva, WI; Wausau, WI; Baraboo,WI
- **Comprehensive Plans**
  - Fond du Lac, WI and Belleville, WI
- **Housing Studies**
  - Green Bay, WI; Beaver Dam, WI; Verona, WI; Lake Delton, WI; Monticello, MN; Central City; Springville, IA; Price County Region, WI

PROPOSED TIMELINE

MSA anticipates the following estimated project schedule to meet the nine-month proposed timeline:



Verona - Downtown Visioning Workshop

PUBLIC ENGAGEMENT PLAN | MEETINGS & COMMUNICATION WITH VILLAGE

OUTREACH + ENGAGEMENT PLAN

1. Outreach Plan.

Providing opportunities for elected officials, property owners and other stakeholders will offer valuable input and increase support of the final plan. Based on our past successful public outreach projects, we are recommending the following process to involve a diverse population with varying interests.

A. Promotional Methods. The success of our participation methods relies on knowledge of the opportunities for involvement. We propose the following methods to inform people about the comprehensive plan update, which we can review with staff to provide comments and suggestions:

- ***Project Website (Story Map):*** We will develop and populate a dedicated story map to provide background information, outline the planning process, share links to online engagement, and make draft materials available to the public. This story map can be linked to the Village's website to promote and drive additional traffic to the story map.
- ***Village Mailer/Billing Notice:*** Open houses and online feedback tools (such as surveys) can be promoted through the Village's mailers or (utility) billings. MSA can support this effort by providing draft language/images to include in the notice(s).
- ***Flyers/Posters:*** Physical flyers or posters can be used to help reach people who are otherwise relatively hard to reach, such as renters and minority residents. We suggest the posting of flyers, with permission, at churches, laundromats, and large multi-unit complexes.
- ***Emails:*** Email announcements can help to promote events and provide input opportunities. We can provide draft content and messaging that can be part of email blasts through existing channels (e.g., Village, Community Organizations, etc.).

B. (Remote) Interviews. Our team proposes facilitating up to four (4) remote (via Microsoft Teams) interviews to explain the planning process and facilitate discussion about issues and opportunities for the planning area and beyond. Interviews should take place near the beginning of the planning process and is suggested after Plan Items #1 and #2 have been completed.

C. (Remote) Developer Focus Group. We will facilitate a remote focus group meetings with local developers and real estate brokers, community leaders and business leaders. We will utilize this meeting to verify our market conditions analysis, and review the initial concepts. Remote meetings utilizing Microsoft Teams allows greater flexibility for the participants to identify a time that works into their daily lives (vs. in-person interviews designated to time slots over one or couple days).

D. Adjacent Neighborhood Vision Working Session. We will hold a working session with direct invite to properties in the study area and adjacent to the planning area. This meeting will include a visioning "mini-charette" session where MSA presents the existing condition summary and sets up tables allowing participants to work with MSA staff to explore potential land use and transportation network improvements adjacent to the existing neighborhoods. An additional activity could be looking through an array of development images of plausible land use and building types that would be acceptable in the Holy Hill Gateway District.

E. Public Meetings. We will hold three (3) public meetings with an open invitation. The general format will be a combination of open house time, formal presentations of draft material, and Q&A dialogue facilitated by MSA. At each of these meetings, we will provide comment forms to allow the general public to provide feedback. There are a few points in the process that call for a more interactive approach.

- ***Public Input Forums (2).*** There will be two (2) public input forums approximately 1.5 hours long. During the first input forum, we want to solicit ideas and concerns about the planning area in a more open-ended format. During the open house phase of this meeting, we will have large maps of the planning area on tables and will ask participants to use comment forms and numbered stickers to identify and spatially locate ideas and concerns. During the second public input forum, we will have two primary activities. The first is reviewing overall project goals on boards with opportunities to vote for those they support. The second utilizes a worksheet that asks participants to identify specific likes and dislikes for each of the scenarios, and also to rate their overall support for each scenario.

- ***(Remote) Draft Plan Open House.*** Facilitate one (1) virtual public review meeting after steering committee meeting #3 to garner feedback and review the draft Neighborhood Master Plan. We can record the meeting and have it available online with a short questionnaire available to provide feedback for 1-2 weeks following the meeting.

1A. Outreach Plan - Optional Value-Added Tasks.

Community Event Pop-Up Booth (ADDITIONAL COST)

One of the best ways to get public input is to meet people where they are. At a local event, there is an opportunity to engage residents who may not attend traditional public meetings and facilitate fun, family-friendly activities to gather feedback on community priorities. It's also a great way to advertise the online survey.

Community Input Mapping (ADDITIONAL COST)

This interactive, online tool allows for engagement at the fingertips of the public and at their leisure. We can provide a shareable link to an online map with opportunities to identify strengths and weaknesses spatially within the planning area. The online tool is simple: 1) pick a topic and identify it as an issue or opportunity; 2) select a location on the map to place the point; and 3) leave your thoughts for the plan. The application allows anyone, anywhere, to conveniently contribute to an Issues and Opportunities Map using a computer or mobile device.

2. Communication Plan.

We understand the need for quality and frequent communication to make the process run smoothly as outlined below.

A. Staff Meetings. We will hold a staff meeting to kick-off the project prior to the first Plan Commission meeting, as well as meet virtually prior to each future Plan Commission working session (discussed above in the typical schedule). Additionally, we will work with Village staff via email and phone/Teams conversation to move the plan along and work through any issues or opportunities which may arise. Village committee chairs (or other members) can join these calls dependent on the topic to be discussed.

B. Plan Commission Working Sessions. We will attend five (5) Plan Commission Meetings at the following stages (in-person or virtual dependent on local preference):

1. Discuss existing conditions (Plan Item #1 + Plan Item #6.1). The intent of this meeting will be to understand the existing conditions, get Plan Commissions thoughts on the neighborhood and confirm the neighborhood planning area boundary.
2. Review market analysis (Plan Item #2) and review draft Neighborhood Plan + Design sections (Plan Item #3). The intent of this meeting is to provide initial feedback on general policies and standards, as well as feedback on the initial concepts.
3. Review updated Neighborhood Plan + Design sections (Plan Item #3), inclusive of Implementation Maps (Plan Item #5), and draft Implementation Strategies (Plan Item #4). Intent of this meeting will be to vet the full Neighborhood Master Plan, and initial feedback on implementation strategies.
4. Review the full plan, discuss feedback from the public draft review, and consider any edits to include in the public hearing draft.
5. Hold a public hearing with recommendation to the Village Board.

C. Village Board Meetings. We will attend remotely a Village Board meeting to adopt the plan.

NOT-TO-EXCEED COST

$79,050

**this cost is broken down in the tables on pages 24 and 25*

COST AND PAYMENT COMMENTARY

- This cost and the associated scope represent our current understanding of the needs of the project. We are open to adjustments in effort and cost allocation during final scoping and contracting.
- This not-to-exceed cost includes all direct costs, including limited printing needs related to public meetings, and travel.
- Time and costs are typically billed on a monthly basis, covering work completed in the preceding month. We are open to a milestone-based billing arrangement and we acknowledge that the final 10% will be reserved until project completion.

HOURLY RATES

NAME	RATE/HR	HOURS
Stephen Tremlett, AICP, CNU-A	$210	46
Laurie Miller-Facey	$184	110
Olivia Bolton	$126	228
Brian Wiedenfeld, AICP	$137	64
Eric Thompson, PE	$184	24
Brian Huibregste, PE, PTOE	$210	10
Sarah Morrison	$142	32
TOTAL HOURS		514

COST DETAIL

PLAN ITEM 1 - EXISTING CONDITIONS OVERVIEW	HOURS	COST
Stephen Tremlett, AICP, CNU-A	4	$840
Laurie Miller-Facey	4	$736
Olivia Bolton	12	$1,512
Brian Wiedenfeld, AICP	8	$1,096
TOTAL	**28**	**$4,184**

PLAN ITEM 2 - ISSUES/ OPPORTUNITIES AND SYSTEMS ANALYSIS	HOURS	COST
Stephen Tremlett, AICP, CNU-A	6	$1,260
Laurie Miller-Facey	12	$2,208
Olivia Bolton	32	**$4,032**
Brian Wiedenfeld, AICP (Market)	22	$3,014
Eric Thompson, PE	12	$2,208
Brian Huibregste, PE, PTOE	4	$840
TOTAL	**88**	**$13,562**

PLAN ITEM 3 - LAND USE PLANNING	HOURS	COST
Stephen Tremlett, AICP, CNU-A	16	$3,360
Laurie Miller-Facey	8	$1,472
Olivia Bolton	100	$12,600
Brian Wiedenfeld, AICP	4	$548
Eric Thompson, PE	6	$1,104
Brian Huibregste, PE, PTOE	2	$420
TOTAL	**136**	**$19,504**

COST DETAIL (CONT.)

PLAN ITEM 4 - IMPLEMENTATION STRATEGY	HOURS	COST
Stephen Tremlett, AICP, CNU-A	6	$1,260
Laurie Miller-Facey	12	$2,208
Olivia Bolton	16	$2,016
Eric Thompson, PE	4	$736
Brian Huibregste, PE, PTOE	4	$840
TOTAL	**42**	**$7,060**

PLAN ITEM 5 - MAPPING	HOURS	COST
Stephen Tremlett, AICP, CNU-A	2	$420
Laurie Miller-Facey	2	$368
Olivia Bolton	8	$1,008
Eric Thompson, PE	**2**	$368
Sarah Morrison	32	$4,544
TOTAL	**46**	**$6,708**

PLAN ITEM 6 - ENGAGEMENT PLAN	HOURS	COST
Stephen Tremlett, AICP, CNU-A	12	$2,520
Laurie Miller-Facey	72	$13,248
Olivia Bolton	60	$7,560
Brian Wiedenfeld, AICP	30	$4,110
Expenses (Mileage)		$594
TOTAL	**174**	**$28,032**

NAME	HOURS	COST
Stephen Tremlett, AICP, CNU-A	46	$9,660
Laurie Miller-Facey	110	$20,240
Olivia Bolton	228	$28,728
Brian Wiedenfeld, AICP	64	$8,768
Sarah Morrison	32	$4,544
Eric Thompson, PE	24	$4,416
Brian Huibregste, PE, PTOE	10	$2,100
SUBTOTAL LABOR	514	$78,456
SUBTOTAL EXPENSES	Mileage	$594
TOTAL	**514**	**$79,050**

ADDITIONAL TASKS	ESTIMATED COST
Community Event Booth (per event)	**$2,000**
Online Mapping Feedback Tool	**$2,800**
Detailed Market Study	**$17,500**

Village of Germantown

PROPOSAL FOR:

VILLAGE OF GERMANTOWN
HOLY HILL GATEWAY DISTRICT MASTER PLAN

DECEMBER 19, 2025

VANDEWALLE & ASSOCIATES INC.

raSmith

MILWAUKEE OFFICE: Global Water Center, 247 Freshwater Way, Milwaukee, WI 53204 | P: 414.988.8654
MADISON OFFICE: 120 E. Lakeside Street, Madison, WI 53715 | P: 608.255.3988 | vandewalle.com
PROJECT MANAGER: Meredith Perks, Primary Planner | Email: mperks@vandewalle.com

TABLE OF CONTENTS

TITLE PAGE	1
QUALIFICATION DETAILS	3
PROJECT DETAILS	12
PROJECT MANAGEMENT DETAILS	16
PUBLIC ENGAGEMENT PLAN, MEETINGS, + COMMUNICATION	25
PROJECT COST + LABOR HOURS	28

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

raSmith

White River Redevelopment - Muncie, IN

QUALIFICATION DETAILS

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

raSmith

Jeffrey Retzlaff, AICP, Director
Village of Germantown, Community Development Department
N1112 W17001 Mequon Road | Germantown, WI 53022
jretzlaff@germantownwi.gov

RE: Holy Hill Gateway District Master Plan Request for Proposals

Dear Mr. Retzlaff:

Vandewalle & Associates is pleased to submit this proposal for the Village of Germantown's Holy Hill Gateway District Master Plan. Our firm has been supporting communities across the Midwest with Planning and Economic Development efforts for over 40 years. This includes a wealth of experience with development and master planning scenarios ranging from greenfield sites to downtown redevelopment, for residential, commercial, and industrial uses.

We are also excited to include raSmith Engineering as a part of our team. raSmith has provided various reviews, recommendations, planning efforts and multiple designs for areas within the Holy Hill Gateway District, and they are highly familiar with the area and the improvements to date. This experience will be invaluable for blending the past improvements with future considerations.

Project Understanding and Approach

With our prior experience in the private and public sectors on large-scale greenfield development projects across the Great Lakes region, our team has the land use acumen, design skillset, project management experience needed for this project.

To deliver an exemplary Master Plan and deliverables for the Village of Germantown and the Holy Hill Gateway District, we must:

- Evaluate land uses, both existing and proposed in the 2050 comprehensive plan, and determine their desirability, economic and market feasibility, and appropriateness.
- Articulate clear Development Objectives for the Holy Hill Gateway District supported by the community
- Bring community engagement and other stakeholders to the forefront of the planning process while keeping in mind those who may not make themselves heard.
- Provide a detailed plan for a district that includes a mix of market-feasible uses that is mindful of geographic context and nearby Neighborhoods, Districts, and Corridors.
- Develop design guidelines for development in the district that considers local context, culture, and taxpayer interests.
- Identify opportunities and specific strategies to implement plan and ensure compatibility with surrounding land uses

Our approach, as detailed below and throughout this proposal, will build from our tested methodology and tailor it to the unique circumstances and dynamics of Germantown and the greater region.

Analysis of Existing Conditions

Data collection and analysis is crucial to developing a shared understanding of the site and its constraints and opportunities. The Vandewalle team uses layers of data analysis, including the site's physical conditions and position, environmental assessment, and local, regional, and national market conditions to build a picture of the current site. This analysis will not only inform the Master Plan's development but will create a common understanding among the project leaders and stakeholders about the realities of the site and its potential for the future.

Clear Communication Documents and Tools

While the quality and content of the Master Plan's analysis and site concepts are important, so too are the clarity and usefulness of the plan materials and communication documents. The Vandewalle team will prepare highly visual and attractive summaries, assessments, graphics, presentations, and plans that are useful to the project team and stakeholders while being inspiring, accessible, and readable for residents. The Master Plan will feature essential text with user-friendly maps, infographics, summary tables and charts, images, call-out boxes, concept plans, and more. The plan materials will serve as a tool for communication and centering the community on strategic and actionable implementation.

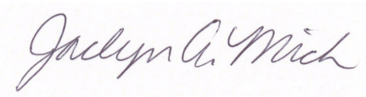
Roadmap to Implementation

As highlighted in our approach and scope, project implementation drives our team. We are unique in our field in that our plans are focused on grounded recommendations that are feasible and economically viable. We know first-hand what does and doesn't work and how to craft and carry out high-level, yet practical visions, strategies, and recommendations. The Holy Hill Gateway Master Plan will lay out a roadmap to implementation that provides actionable steps, defines project partnership roles, identifies potential roadblocks, and highlights opportunities for funding sources and new development partnerships. Having a clear guide to implementation can help build community-buy in for the project, making it more resilient in the face of future challenges.

Thank you for your consideration of our proposal. We look forward to discussing this project in more detail.

Sincerely,

Meredith Perks
Project Manager



Jackie Mich, AICP
Principal-in-Charge

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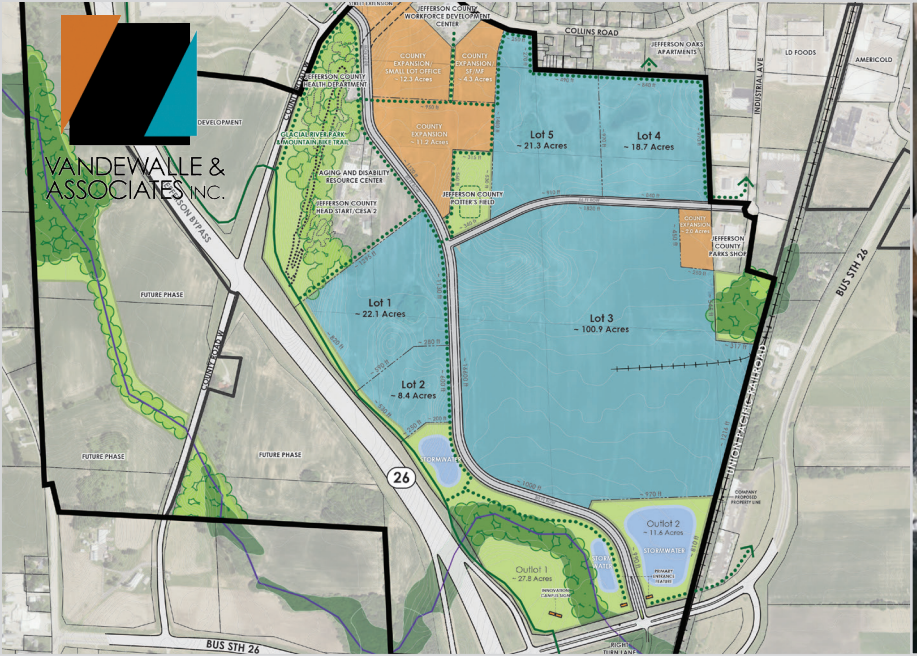
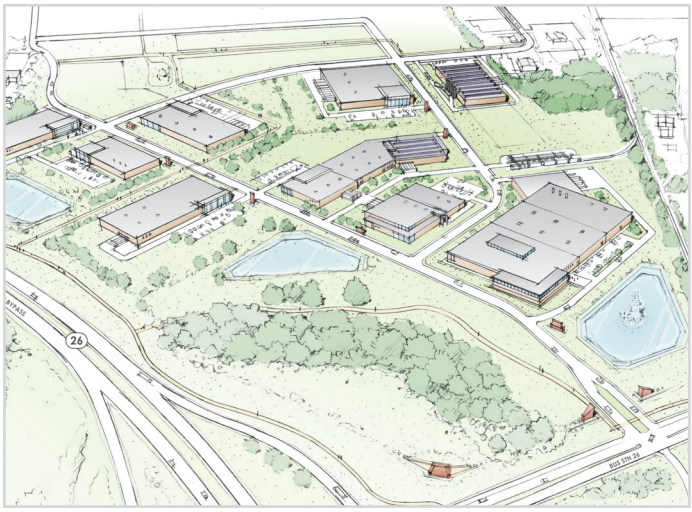
Madison . Milwaukee



FOOD AND BEVERAGE INNOVATION AND RESEARCH PARK ECONOMIC IMPACT ANALYSIS - JEFFERSON, WI

DATES: 2024

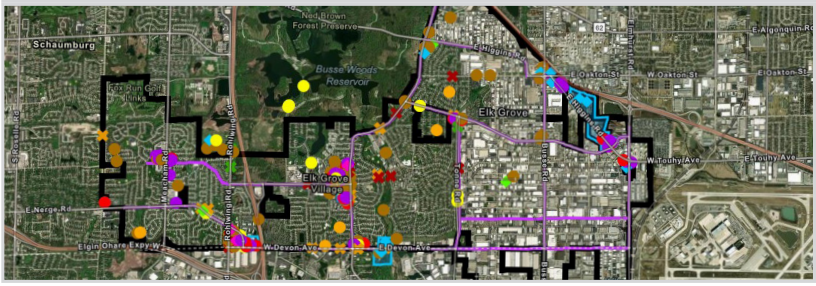
NEED: Vandewalle & Associates prepared the City of Jefferson Economic Recovery Plan (2017) which outlined key strategies to begin the process of reviving and advancing the economy in the City of Jefferson, WI. The Plan identified the potential for a Food and Beverage Innovation and Research Park in southwestern Jefferson – as an area with significant opportunity for future business and employment center growth. Since that time, City of Jefferson has been working in coordination with Jefferson County and Thrive Economic Development to proactively plan the new business park site and seize the opportunity to attract new businesses, create local jobs, initiate economic development in the community, and build on Jefferson's legacy food processing businesses.



ROLE: In support of these efforts, Vandewalle & Associates prepared a high-level economic impact analysis in 2024 to help the City of Jefferson envision the potential economic effects of the development of a Food and Beverage Innovation and Research Park. The analysis estimated figures for potential projected investment values, jobs created, assessed values of new development at full occupancy, and annual property taxes levied for new development in the Business Park.

RESULTS: The analysis revealed that the Food and Beverage Innovation and Research Park could ultimately provide Jefferson with approximately $36.85 million in new development, 322 new jobs for residents, and $650,000 in annual property taxes for the community. All told, the development of this available site will have a tremendous impact on the City of Jefferson as it looks to strengthen its local economy and position itself for a more prosperous future by creating more local job opportunities. More immediately, the economic impact analysis animated private sector interest in the Business Park, supporting the attraction of Onego Bio and Kikkoman as anchor tenants in 2024-2025.

REFERENCE: Tim Freitag, City Administrator | City of Jefferson | TFreiag@jeffersonwis.com | (920) 674-7700

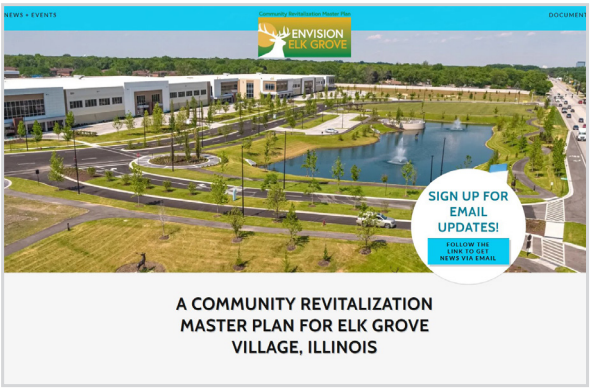


ENVISION ELK GROVE, COMMUNITY REVITALIZATION MASTER PLAN - ELK GROVE VILLAGE, IL

NEED: Elk Grove Village, IL, retained Vandewalle & Associates to prepare *Envision Elk Grove*, a community revitalization master plan intended to coordinate the Village's efforts in business services, business park enhancement, corridor aesthetics and design, and strategic redevelopment. This ambitious plan was designed to guide decision making and ensure that Elk Grove Village remains a premier community of choice across Chicagoland and the Midwest.

ROLE: As lead consultant, Vandewalle & Associates managed and collaborated with Gary R. Weber & Associates, Engineering Resource Associates, and Opportunity Alliance to complete this multifaceted, multi-year project. V&A explored redevelopment opportunities across six strategic sites , establishing desired development objectives and presenting high-level concept plans and alternatives to guide future investment. The resulting **Redevelopment Potential** element of the plan positions these sites for revitalization that aligns with the Village's economic objectives and community aspirations. It seizes on emerging opportunities, by providing immediate direction to sites current under redevelopment pressure, while providing vision and guidance for sites with longer-term redevelopment timelines.

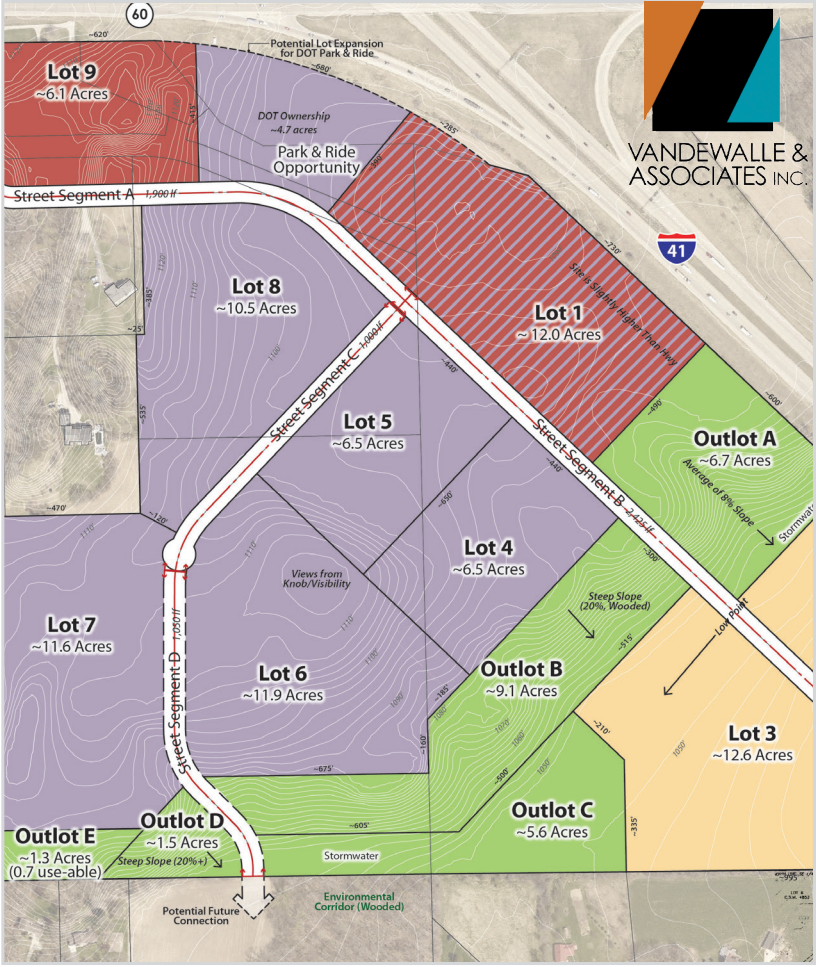
COMPONENTS: Complementary work elements led by the consultant team further strengthened the plan's impact. These include:



- **Corridor Design Preferences** for ten key roadways, integrating tailored streetscape elements, pedestrian enhancements, and gateway features to create a cohesive and visually compelling public realm.
- A comprehensive evaluation of the **Elk Grove Business Park**, with recommendations for infrastructure upgrades and redevelopment opportunities.
- A strategic review of **Business Services**, aimed at enhancing support for local enterprises.
- An exploration of **Funding Resources** to ensure the successful execution of the plan's ambitious goals.
- **Industrial/Commercial Design Guidelines** outlining the Village's design expectations for revitalization of existing industrial and commercial buildings/properties.

IMPACT AND OUTCOMES: Through *Envision Elk Grove*, the Village demonstrates its commitment to a cohesive vision, proactive planning, and strategic thinking. This plan positions Elk Grove Village as a model of economic vitality, and community excellence for years to come.

Reference: Maggie Jablonski, Deputy Village Manager | Elk Grove Village | mjablonski@elkgrove.org | (847) 357-4006



MERCHANT VILLAGE BUSINESS PARK - SLINGER, WI

DATES: 2015 - present

NEED: Vandewalle & Associates has advised the Village of Slinger on economic development and downtown redevelopment since 2015. The firm's role began with an economic opportunity analysis which identified a need for more industrial land within the Village. This led to the identification of several potential business park locations. In particular, the school district-owned land on the Highway 60 and I-41 interchange presented a prime opportunity.

ROLE: In subsequent years, Vandewalle & Associates participated in complex conversations with the Village, School District, and other parters to prepare the property for a future business park. V&A advised on economic impact studies led by Economic Development Washington County (EDWC) and provided input into the creation of the TIF district (TID #8).

Moving from planning to design, Vandewalle & Associates also prepared the initial site concept plan for the business park, working with various stakeholders to determine desirable land uses, a suitable transportation network, and compatibility with surrounding land uses. This was successful in attracting a developer for the site.

IMPACT AND OUTCOMES: The Merchant Village Park has seen implementation and growth—from a vacant cornfield owned by the school district to over 130 acres of future business park. It is planned for a mix of commercial uses – convenience, hospitality, senior living, medical, financial services and light industrial / manufacturing. The first buyer was Fireside Market, a modern convenience store, with other users still to be announced.

REFERENCE: Margaret Wilber, Village Administrator | Village of Slinger | mwilber@vi.slinger.wi.gov | (262) 644-5265

DOWNTOWN REVITALIZATION AND IMPLEMENTATION - MIDDLETON, WI

DATES: 1990 - present

NEED: Revitalize and expand a disconnected downtown central business district.

ROLE: Redevelopment opportunity identification, vision management, and implementation including: brownfields redevelopment planning, design, and economic restructuring; property marketing and developer recruitment; design review; master planning for street circulation; private sector development standards; detailed land use and freeway traffic access evaluation.

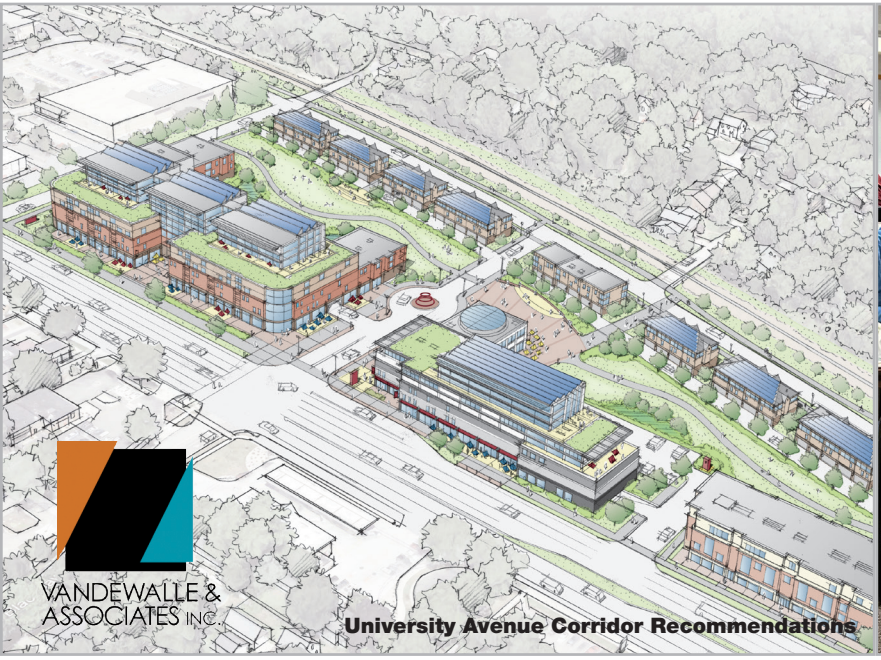
Economic Development: Leveraging public infrastructure projects to spur economic development should always be a goal of a TIF-funded project. Vandewalle & Associates created and managed a TIF District to fund the downtown implementation.

- Tax base **value of the TIF increased from $34.1 million to well over $1 billion**
- TID now hosts 3,000 high-tech and biotech jobs

RESULTS: Middleton's downtown was successfully transformed from an aging commercial strip to a vital community and employment destination linking downtown Middleton and the other activity and employment centers in the area. In 2007, Money Magazine named Middleton their #1 choice for "America's Best Place to Live".

- Relocation of the U.S. Highway 12 bypass
- Multiple redevelopment and re-use projects in the historic downtown
- Greenway Center, a 285-acre planned unit development incorporating a commercial expansion of the city's downtown historic business district
- Floodplain, stormwater and water quality improvements
- Streetscaping and circulation improvements, including bike paths and roadways

REFERENCE: Abby Attoun, Director of Planning & Community Development | City of Middleton | aattoun@cityofmiddleton.us | (608) 821-8343



UNIVERSITY AVENUE CORRIDOR PLAN - SHOREWOOD HILLS, WI

DATES: 2023

NEED: Vandewalle & Associates has worked with the Village Shorewood Hills on planning, economic development, and redevelopment for over 30 years and most recently completed the University Avenue Corridor Plan in 2023. Recognizing the potential of this corridor, the Village prioritized the planning effort due to its growth and tax base constraints, creating a situation where University Avenue held the greatest future potential for addressing existing challenges and capitalizing on future opportunities.

ROLE: The process featured several public input sessions, engaging over 200 residents through both in-person and online formats. This input helped shape the corridor's vision and guiding redevelopment principles and recommendations. Key recommendations focused on the integration of sustainable features, promoting mixed-use and diverse housing formats, ensuring interconnected multi-modal transportation opportunities, green spaces, and gathering spaces, providing density, height, and articulation standards, and establishing an architectural character for future redevelopment projects.

RESULTS: The corridor was split into defined subareas for further analysis, planning, and recommendations. Additionally, the guiding principles in action features conceptual examples and graphical representations of what the corridor would look like through this transformation. Finally, as part of the plan's implementation efforts, V&A remains involved in assisting the Village with key action items.

REFERENCE: John Imes, Village President | Village of Shorewood Hills | jimes@shorewood-hills.org | (608) 712-7898

Holy Hill Road

Germantown, WI

The Village of Germantown reconstructed and expanded Holy Hill Road, making the corridor safer, more accessible, and more attractive for developers and businesses. Spanning from the I-41 northbound ramps to Goldendale Road, this project has the potential to create hundreds of new jobs and generate millions of dollars in economic activity. The project is considered a regional improvement that will benefit many communities, including the Village of Richfield and the surrounding areas of Washington County. There are also more than 300 acres of industrial parks, 50 acres of retail, and 100 acres of mixed-use and residential areas zoned in close proximity to the Holy Hill Road corridor. The area is primed for new economic activity due to its proximity to I-41 and is expected to develop rapidly over the next decade.

The project included a four-lane divided urban cross-section from the I-41 northbound ramps to Goldendale Road, turn bays at intersections, improvements to the vertical geometry along Holy Hill Road to improve sight distances and drainage and decrease long slopes, street lighting, and traffic signals at the intersections of Holy Hill and Gateway Crossing and Holy Hill and Goldendale Road. Additionally, the project included a 10-foot-wide asphalt shared-use (off-road) path on the south side of Holy Hill Road, and a six-foot-wide asphalt sidewalk along the north side. Storm sewer, water mains, and sanitary sewer were also extended.

Holy Hill Road is an important east-west roadway that spans nearly all of Washington County and is viewed by the Village of Germantown as a gateway to the region. The I-41 interchange provides easy access for commuters, employers, product distribution, and residents. The expanded corridor is expected to create a strong, safe, and reliable transportation network for the numerous potential industrial and corporate facilities planned for the area.

Client

Village of Germantown

Project Team

Troy Hartjes, P.E.
Michael Gasper, P.E.
John Bruggeman, P.E., PTOE

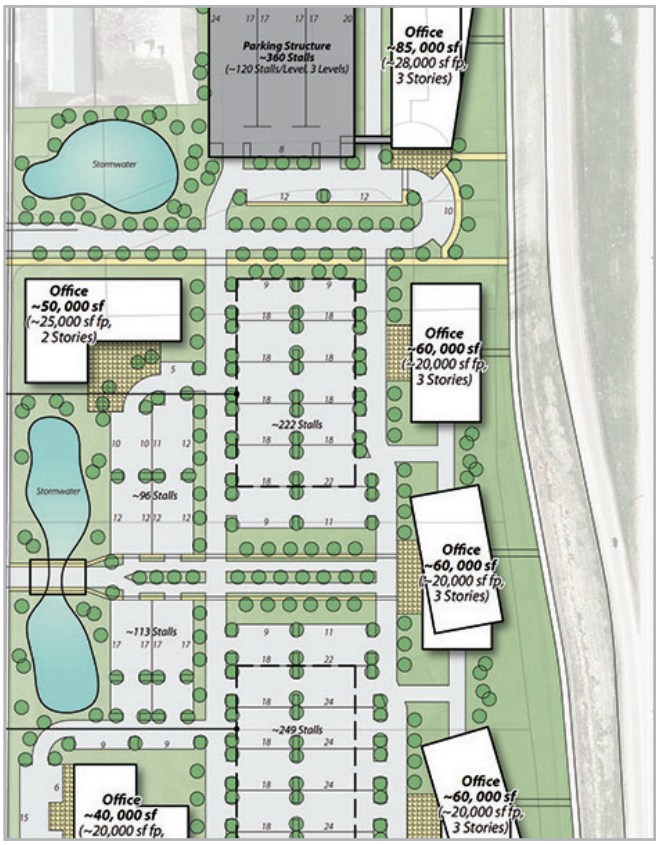
raSmith
CREATIVITY BEYOND ENGINEERING

PROJECT DETAILS

SCOPE OF WORK

PHASE 1: PROJECT KICKOFF

The initial project phase will bring Village staff and consultant team members together to lay out the foundation and direction for the remainder of the planning process and confirm project expectations, scope, and goals. The team will work together to finalize the public engagement plan, communication strategies, and identify key stakeholders to provide input in the planning process.



PHASE 1 ACTIVITIES:

1. Project Team Kickoff Meeting:
   a. Expectation setting, scope refinement, and goal development
   b. Public Engagement Plan refinement
   c. Communication Strategy development
   d. Project Team Site Visit & Initial Field Work

PHASE 2: DUE DILIGENCE, SITE ANALYSIS, AND MARKET ASSESSMENT

This phase will focus on establishing data, facts, and input that will inform the rest of the planning process. Using data collection, reviews of past plans, base mapping, public engagement, and stakeholder input, the project team will begin to develop a picture of the site's existing conditions and regional context.

Creating an achievable and actionable Master Plan requires an understanding of the site's position in the local and regional economy and market. Work in this phase will involve an analysis of market conditions including reviews of data related to housing, workforce and labor, education, income, industry, retail and commercial, drive radius, etc.

At the end of this phase, we will identify and document shared Development Objectives to guide the site's future development. These Development Objectives will be based on existing site conditions, market potential, Village goals, and input from the public, stakeholders, Plan Commission, and staff. The Development Objectives will guide the development of the Land Use and Transportation Alternatives and will clearly articulate the Village's goals to prospective developers, residents, and other stakeholders.

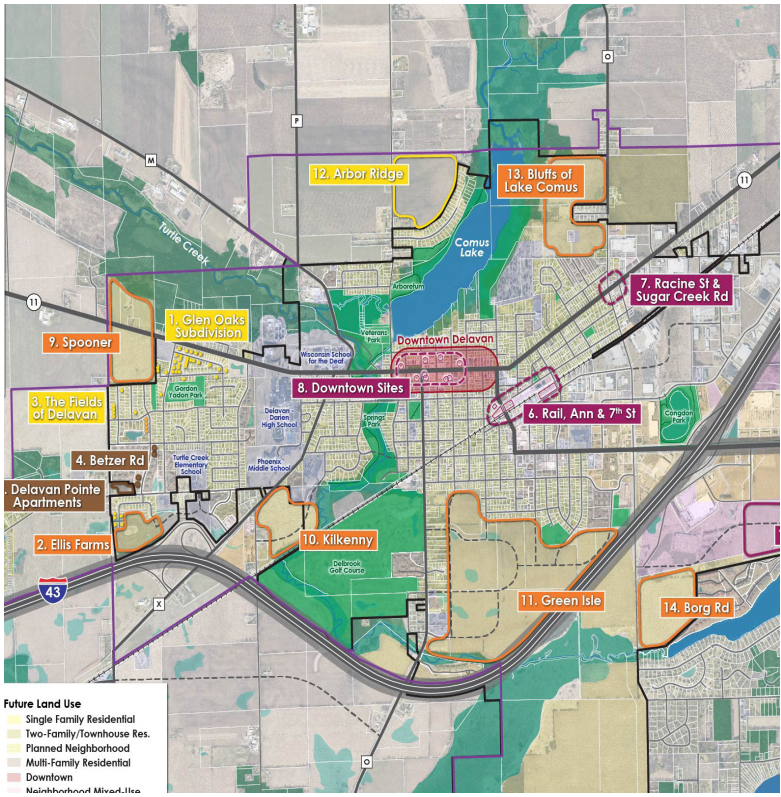
PHASE 2 ACTIVITIES:

1. Existing Conditions Analysis:
   a. Confirm planning area boundaries
   b. Existing Conditions and Past Plans Review
   c. Land Use & Regulatory Analysis
   d. Transportation Network Analysis
   e. Community Analysis and reflection of findings from intergovernmental partners
   f. Natural Resources Analysis
2. Redevelopment Analysis to identify redevelopment targets and Potential Redevelopment Site/Property Map
3. Market Assessment - Perform a basic market and economic development analysis to ensure recommended land uses are realistic and viable
4. Existing Conditions Mapping, including Planning Area Boundary Map, Location Map, Existing Land Use and Zoning Map, Natural Resources Map, and Existing Public Facilities Map
5. District Development Objectives
6. Existing Conditions Summary

PHASE 3: DEVELOPMENT OF MASTER PLAN

Phase 3 will develop alternatives that are grounded by the physical constraints of the site, market realities, and initial public and stakeholder input into the process. The project team will bring the leading concepts and alternatives to the project's various stakeholder groups to continue building community trust and buy in for the Master Plan. Resident and taxpayer input will be prioritized throughout the plan development process. The plan will identify not only economic opportunities but will also identify potential short- and long-term hurdles to prepare the community for implementation. The draft recommendations will include:

- **Land Use and Transportation Alternatives:** V&A will prepare 2-3 Land Use and Transportation Alternatives for the District that align the Village's established Development Objectives. The Alternatives will be in the form of highly conceptual site plans, which will foster productive conversations about options for the District, evaluating tradeoffs and seeking consensus. Elements that may be varied within the alternatives include locations of and types of land uses; development density/intensity; landscaping and buffering; and general locations of site access points, roads, sidewalks, trails, parking, and stormwater facilities.
- **Preferred Land Use Plan and Site Plan Designs:**
  - Following an iterative review process, the Preferred Land Use Alternative will be elaborated as a more detailed land use plan conceptual rendering that reflects input from the Village and community.
  - Scaled Site Plans will be prepared for the three areas described in the Village's RFP (Holy Hill Storage/ MLG, east of Goldendale, and a District perimeter cross-section). These site plans will be accompanied by supportive images, representative photos, and text. Site plans may include details such as land uses; development density/intensity; building footprints, heights, or orientations; building materials; landscaping and buffering; site access points; locations of roads, sidewalks, and trail; parking and loading locations; and stormwater/drainage.
- **Preferred Transportation Network:** Develop proposed road, sidewalk, and trail networks; recommend street widths, streetscaping, and bicycle and pedestrian facilities; conceptual roadway cross-sections.



Delavan Residential Housing Opportunity Analysis

PHASE 3 ACTIVITIES:

1. Draft #1: Staff Review Version
2. Draft #2: Plan Commission Review Version
3. Draft #3: Updated Plan Commission Review Version
4. Draft #4: Public Review Version
5. Draft #5: Public Hearing Version
6. Final, Adopted Plan

- **Recommended Improvements Mapping**, including Future Public Facilities Map and Future Land Use & Transportation Map.

The draft plan will also include information and strategies to implement the plan recommendations such as:

- Preparation of preliminary cost estimates for proposed recommendations
- Assessing impacts on future property values and tax increment
- Identification of potential funding resources for plan implementation

SCOPE OF WORK

PHASE 4: PRELIMINARY PUBLIC ENGAGEMENT PLAN

Refer to the Public Engagement Plan, Meetings, & Communication section on page 27 of this proposal.

PHASE 5: DESIGN GUIDELINES TEXT

V&A will develop design guidelines to ensure cohesive and visually appealing development within the District. The guidelines will be primarily text with a limited number of illustrative photos or illustrations for each land use type. Guideline text will address sites, building exteriors, and landscaping. Whenever possible, guidelines will be written in such a way that they could be adopted into the zoning code in the future.

PHASE 5 ACTIVITIES:

1. Draft Design Guidelines Text
2. Final Design Guidelines Text

OPTIONAL TASK (BEYOND RFP BUDGET): ILLUSTRATED DESIGN GUIDELINES

This task is above and beyond the Village's established budget for this project. Typically, highly illustrative design standards require multiple rounds of revisions to ensure a product that works well for Village staff and public and captures the Village's aesthetic goals. This extra effort is worthwhile and results in a more user-friendly document that will be used and followed by the community.

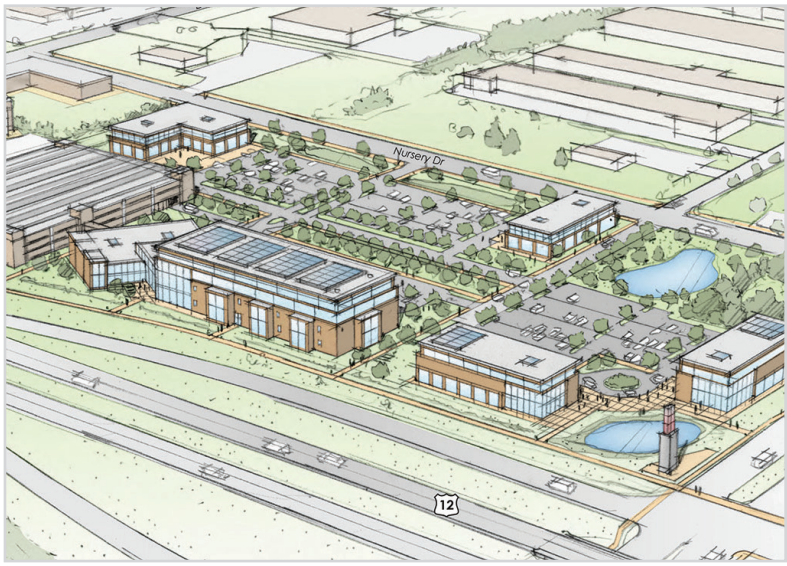
After the Design Guidelines text is finalized in Phase 5, V&A will prepare a highly visual version of the guidelines with illustrative graphics, numerous photos, and diagrams to convey design ideas and principles and illustrate elements of the "Germanic" theme. The resulting text and graphics will be packaged in a user- and web-friendly booklet.

ILLUSTRATED DESIGN GUIDELINES ACTIVITIES:

1. Draft #1: Design Guidelines Graphics
2. Draft #2: Design Guidelines Graphics
3. Final Design Guidelines

PHASE 6: MEETINGS AND COMMUNICATION

Refer to the Public Engagement Plan, Meetings, & Communication section on page 27 of this proposal.

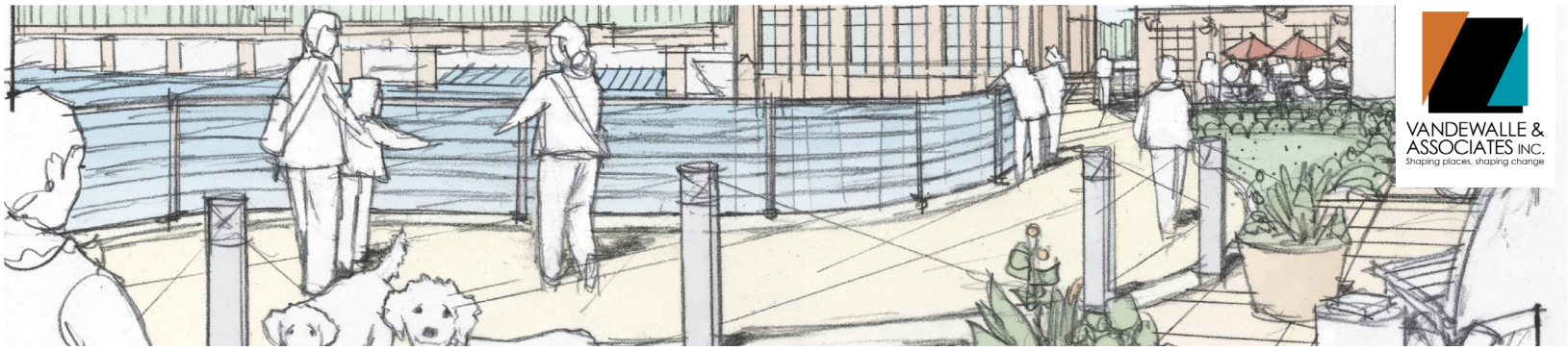


City of Middleton - Airport Road Birds-Eye Perspective

DELIVERABLES FOR PHASES 1 - 6:

- User-friendly master plan with graphics, designed for integration with the 2025 Comprehensive Plan
  - Existing Conditions Summary
  - Public Input Summary
  - Intergovernmental Cooperation Documentation
  - Land Use and Transportation Alternatives
  - Preferred Land Use and Transportation Plan
  - Implementation Strategies
- Design Guidelines as a standalone deliverable[

PROJECT MANAGEMENT DETAILS



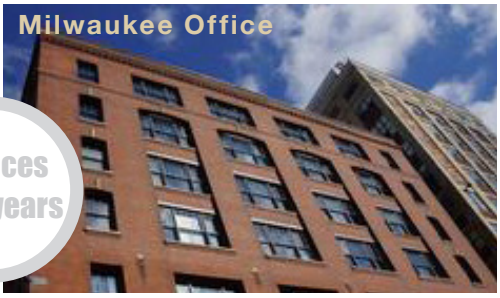
V&A: FIRM OVERVIEW

VISION-DRIVEN PLANNING FOR PEOPLE, PLACE, AND PROSPERITY

Vandewalle & Associates is a collection of passionate professionals with expertise in disciplines that converge to best impact change and make places work better for people.

Established in 1976, V&A has been a Midwest leader in community planning, zoning, public participation, place-based analysis, economic strategies, visioning, and implementation for more than 40 years. We work in partnership with our clients to identify core, place-based opportunities and translate them into strategic plans, innovative projects, and custom regulations.

Vandewalle & Associates stands as a premier leader in Wisconsin for delivering exceptional, cost-effective municipal planning services tailored to the unique needs of each community we serve. Our municipal planning practice is built on a foundation of deep expertise, proven experience, and a commitment to providing customized teams and solutions that directly address our clients' evolving challenges. Our approach to municipal planning is comprehensive and collaborative. Having served many communities as their trusted on-call planner for years—even decades—we offer unmatched consistency, institutional knowledge, and a genuine connection to the local context. This long-term presence allows us to deliver high-quality, responsive service that truly understands community priorities. Please visit our website for more information on our firm: www.vandewalle.com.



▶ WHO WE ARE:

Transforming places, shaping communities, building economies, and creating lasting impact since 1976

▶ AREAS OF EXPERTISE:

- Community planning & zoning
- Park & open space facility planning
- Land use & neighborhood design
- Intergovernmental relations & grant assistance
- Economic strategy & market analysis
- Asset, demographic & economic data analysis
- Redevelopment, design & architecture
- Marketing, branding & real estate
- Public-private partnerships

▶ OUR APPROACH:

Collaborative partnerships to identify place-based opportunities, delivering strategic plans, innovative projects, and customized regulations

▶ LEADERSHIP:

Over 40 years as a Midwest leader in community planning, site design, public participation, economic development strategies, and implementation

▶ WEBSITE:

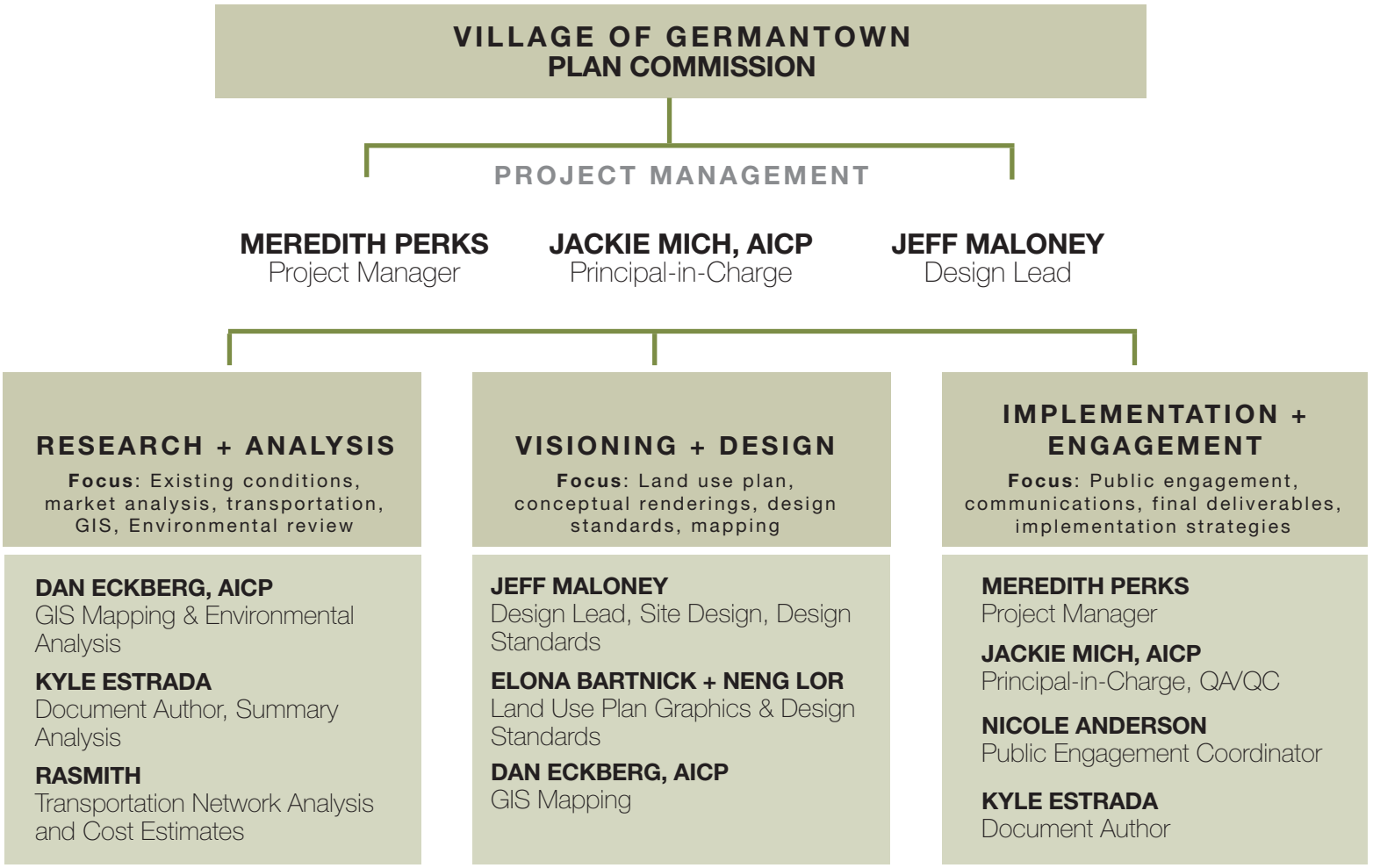
Visit our website at vandewalle.com to see some of our highlighted projects

PROJECT TEAM & ROLES

Vandewalle & Associates + raSmith. With offices in Madison and Milwaukee, Vandewalle & Associates is comprised of nearly 20 talented professionals including urban designers, landscape architects, economic development specialists, planners, and placemakers and storytellers. Our Project Team brings a depth and breadth of experience, knowledge, skills, and perspective to the Village of Germantown and the Holy Hill Gateway District Master Plan. We pride ourselves on our ability to work with our clients, to be sensitive to community needs, to satisfy functional and practical requirements, to discover meaningful and impactful stories, to find creative solutions, and create successful places.

Our firm's approach to overall management and integration of all activities in our scope of services is guided through the designation of a project manager to oversee all aspects of the project - within the firm and directly with the client. Meredith Perks will serve as the Project Manager and be the face of the project, responsible for planning, coordinating, and conducting the majority of the work, including meeting attendance with Village Staff and Plan Commission. Jackie Mich will serve as the Principal-in-Charge and advise on public engagement strategy, land use, and design standards. All Project Team members will be available and have the capacity to complete the project.

PROJECT TEAM ORGANIZATION



KEY PERSONNEL

Due to page limitations, abbreviated resumes are provided. Full resumes available upon request.

Meredith Perks, Associate Planner | Project Manager

Phone: 574.904.3119 | Email: mperks@vandewalle.com

Meredith Perks brings a unique combination of professional experience along with an avid interest in planning, public service, local community and economic development, downtown redevelopment, active transportation plans, and a deep love of her city. Meredith works on a variety of projects as a project manager, document author, and public input leader. Meredith leads the current planning teams for the City of Glendale, WI and Village of Thiensville, WI, leading development review, zoning code updates, plan implementation, TIF development and implementation and other community planning efforts. Meredith also leads numerous longterm economic and urban revitalization implementation projects.

Applying her experience with community outreach and public speaking, Meredith is skilled at effectively facilitating an inclusive planning process that is meaningful to a wide range of stakeholders and clients, including elected officials, non-profit advocacy groups, and community residents. She is excited by opportunities to engage with communities in a variety of innovative ways that foster communication, dialogue, and understanding.

EDUCATION

M.U.P.P. Urban Planning and Policy
University of Illinois at Chicago

B.A. Political Science
University of Notre Dame

Jackie Mich, AICP, Principal Planner | Principal-in-Charge

Phone: 608.772.0132 | Email: jmich@vandewalle.com

As Director of V&A's Milwaukee office, Principal Planner Jackie Mich leads a diverse portfolio of redevelopment and implementation projects across the Greater Milwaukee area. She heads the Milwaukee team in redevelopment planning, community planning, and bicycle and pedestrian planning, bringing deep expertise and strategic insight to each of her projects.

Over her decade-plus with the firm, Jackie's work spans community planning, zoning assistance, economic development implementation, transportation planning, and project management. She has managed a wide range of economic development efforts including the Downtown Slinger Vision & Strategy. Jackie has led over 15 ten-year Comprehensive Plan updates for communities across Wisconsin, including Greenfield, Brookfield, Manitowoc, Lake Geneva, Shorewood, Bayside, and Altoona. Her experience also includes numerous park and open space plans.

EDUCATION

M.S. Urban and Regional Planning
B.A. History / Spanish
University of Wisconsin - Madison

Jeff Maloney, Principal Designer | Design Lead

Phone: 608.255.3988 | Email: jmaloney@vandewalle.com

Jeff Maloney is a Principal Urban Designer specializing in urban redevelopment, mixed-use neighborhood design, and streetscape/riverwalk design. Jeff has over two decades of experience leading design and public processes for redevelopment projects by envisioning site reinvestment opportunities through place-based assets. Working with public and private sector clients throughout the Midwest, Jeff prepares site plans, and recommends and designs associated public improvements. He leads diverse public engagement efforts, and works closely with municipal staff to implement projects including development recruitment, TIF District establishment, and grant funding procurement. He further expertly guides private projects through the entitlement process, focusing on site design, landscape architecture, and site rezoning.

EDUCATION

B.S. Landscape Architecture
University of Wisconsin - Madison

KEY PERSONNEL

Kyle Estrada, Assistant Planner | Vandewalle & Associates
Phone: 414.988.8631 | Email: kestrada@vandewalle.com

Kyle is an Assistant Planner working with the V&A team out of the Milwaukee office. As a young, community-oriented practitioner, he has dedicated himself to the field of urban planning and community development - particularly as it shapes neighborhoods and impacts diverse populations in the city.

From an undergraduate background of geography and social sciences, Kyle has shaped both his post-graduate urban planning studies and career around the belief that access to affordable housing, vibrant public spaces, and reliable transportation are keys to a thriving community.

Kyle has facilitated group discussions on race and diversity, and led students of diverse backgrounds through difficult conversations and complex topics. Kyle is also experienced in intergovernmental collaborations, fielding zoning questions, and service as point of contact for residents working through the complexities of the development process.

EDUCATION

M.S. Urban and Regional Planning
University of Wisconsin - Madison

B.S. Geography / Social Sciences
Florida State University

Nicole Anderson, Project Assistant | Public Engagement Coordinator
Phone: 608.255.3988 | Email: nranderson@vandewalle.com

Nicole is an experienced administrative professional and communications specialist at Vandewalle & Associates. She has been with the firm for more than two decades. Nicole also has a keen eye for detail and has proven herself an unmatched asset in project assistance and communications. She specializes in formatting and production of outgoing documents, presentations, public engagement keypad polling, and surveys. Nicole provides intensive multitasking capabilities and a commitment to getting things done. Challenges are her specialty and she understands the value of building the loyalty and trust of staff and clients alike. A Madison-area native, Nicole enjoys seeing the impact that planning and economic development can have on her community.

EDUCATION

Business Studies Program, Madison College

Susan Hansen, Principal | Communications and Website Content
Phone: 608.255.3988 | Email: shansen@vandewalle.com

Susan is a marketing communications leader focused on development of communication materials and concepts. Susan helps to strategize and create marketing solutions for Vandewalle & Associates and its clients, and she directs, designs, writes and produces communications across all media.

Susan brings more than fifteen years of advertising agency experience as copywriter, designer, and creative director. She has worked to create selling concepts, marketing platforms, design, and copy for local, national, and international clients using print materials, radio, television, and video. Having also studied landscape architecture in addition to her journalism and graphic design background, she is uniquely equipped to deliver planning, conceptual, and community-positioning products with clear presentation of place-based concepts and their differing relevance to a variety of users.

EDUCATION

B.A. Journalism
Studies in Professional Landscape Architecture
University of Wisconsin - Madison

KEY PERSONNEL

Elona Bartnick, Lead Associate Designer | Land Use Plan, Graphics and Design Standards

Phone: 608.255.3988 | Email: ebartnick@vandewalle.com

Elona Bartnick is a Lead Associate Urban Designer involved in a broad range of projects involving site analysis, site planning and design, neighborhood design, landscape design, urban open space and park design. These skills are utilized and communicated through a variety of graphic styles, CAD design, and SketchUp modeling.

In her 20 years with V&A, Elona has contributed to a diverse range of projects including land and development plans for mixed-use and traditional neighborhood projects. She has worked on numerous redevelopment and downtown master plans, identifying areas that would benefit from reinvestment, and revitalization and developing guidelines and site designs for future redevelopment. Her involvement in comprehensive plan development includes creating regional and local asset and opportunity analysis maps, future growth or redevelopment scenarios and site designs, and additional graphics specific to each plan. She often leads the design component of comprehensive plans.

EDUCATION

B.S. Landscape Architecture
University of Wisconsin - Madison

Neng Lor, Assistant Designer | Graphic Assistance

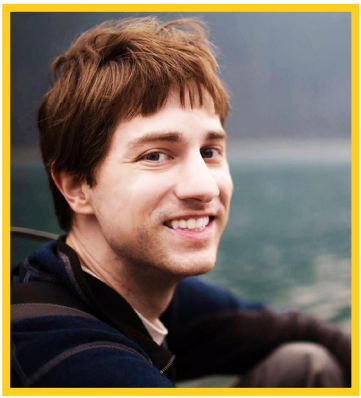
Phone: 608.255.3988 | Email: nlor@vandewalle.com

Neng is an Assistant Designer with Vandewalle & Associates. Neng believes strongly in the value of places designed to support equality and positive connection to their environment. Her work with people from many different backgrounds, identities, and values in both her internship and her volunteerism has helped deepen her understanding of human needs and potential solutions for creating inclusive spaces for people.

Skilled with AutoCAD, Adobe Creative Suite (Illustrator, Photoshop, InDesign), SketchUp and Lumion, Neng is also skilled in computer and hand drawn to create evidence-based designs, site analysis, maps, and renderings. Neng is multi-lingual; fluent in both English and Hmong.

EDUCATION

B.S. Landscape Architecture
Certificate - Asian American Studies
University of Wisconsin - Madison



Dan Eckberg, AICP, GIS Planner | Mapping and Data Analysis

Phone: 608.255.3988 | Email: deckberg@vandewalle.com

Dan Eckberg is a GIS Planner whose primary responsibilities include map creation and spatial data acquisition, organization, manipulation, and analysis. Dan has led multiple enrollment projection projects for the Monona Grove School District, which involved detailed review of City of Monona adopted plans, and mapping of planned and potential development sites within the City. Dan utilizes extensive experience with ESRI's ArcDesktop GIS software, including Python scripting, to apply cartographic techniques to a range of planning projects. Dan is a licensed commercial Unmanned Aircraft System (drone) pilot registered with the FAA and is able to provide clients with high quality aerial video footage.

EDUCATION

B.A. Geography, Minor: GIS
University of Minnesota

KEY PERSONNEL

Troy T. Hartjes, P.E., Senior Project Manager | Transportation Network Analysis and Cost Estimates

Phone: 262.317.3305 | Email: Troy.Hartjes@raSmith.com

Troy has over 31 years of experience in municipal public works projects, specializing in urban and rural roadway rehabilitation and construction, utility design, stormwater management, and site development. He partners with communities as an extension of their team, delivering responsive, dependable solutions for complex projects. From capital improvement planning and regulatory compliance to securing funding and agency approvals, Troy leverages deep technical expertise and a client-first approach to ensure practical, cost-effective results that strengthen infrastructure and serve communities for the long term.

EDUCATION

B.S. Civil Engineering, Transportation and Municipal Emphasis
University of Wisconsin - Milwaukee

John Bruggeman, P.E., PTOE, Senior Traffic Project Manager | Transportation Analysis and Cost Estimates

Phone: 262.317.3353 | Email: John.Bruggeman@raSmith.com

John has 20 years of transportation engineering experience, including traffic signal design, traffic impact studies, and traffic analysis. He oversees raSmith's traffic signal design efforts, which has included over 100 traffic signal designs in the last five years. He has managed intersection improvement and traffic signal retiming projects, including WisDOT Highway Safety Improvement Program (HSIP), WisDOT permit projects, and municipal projects. As a trusted advisor, John combines technical expertise with strategic insight to deliver tailored solutions that enhance safety and efficiency.

Additionally, John is actively involved in the transportation engineering profession, providing technical conference presentations, serving on the ITE Wisconsin Section executive board, and teaching transportation engineering courses at Marquette University.

EDUCATION

M.S. Engineering & Urban Planning
University of Wisconsin - Milwaukee

B.S. Civil Engineering
Marquette University

PROJECT MANAGEMENT

The Project Management team ensures the master plan is delivered on time, within scope, and aligned with the Village's vision. Responsibilities include:

- **Coordination:** Oversee all planning activities, manage schedules, and maintain communication between the Village, Steering Committee, and project team.
- **Budget & Scope Control:** Monitor costs, approve changes, and ensure compliance with contractual obligations.
- **Decision-Making:** Resolve issues, prioritize tasks, and maintain alignment with project objectives.
- **Leadership:** Provide guidance to team members and ensure stakeholder expectations are met.

QUALITY CONTROL

Quality control is embedded throughout the planning process to guarantee accuracy, consistency, and compliance with Village standards:

- **Review & Approval:** Conduct systematic reviews of deliverables, including maps, graphics, and written content.
- **Compliance:** Ensure adherence to best planning practices.
- **Design Integrity:** Validate that conceptual renderings, land use plans, and design standards meet professional and community expectations.
- **Final QA/QC:** Principal-in-Charge (Jackie Mich) provides executive oversight and final approval before submission.

ROLE OF VILLAGE STAFF

In an effort to maximize efficiency and control costs, we suggest Village staff maintain the following responsibilities throughout the project:

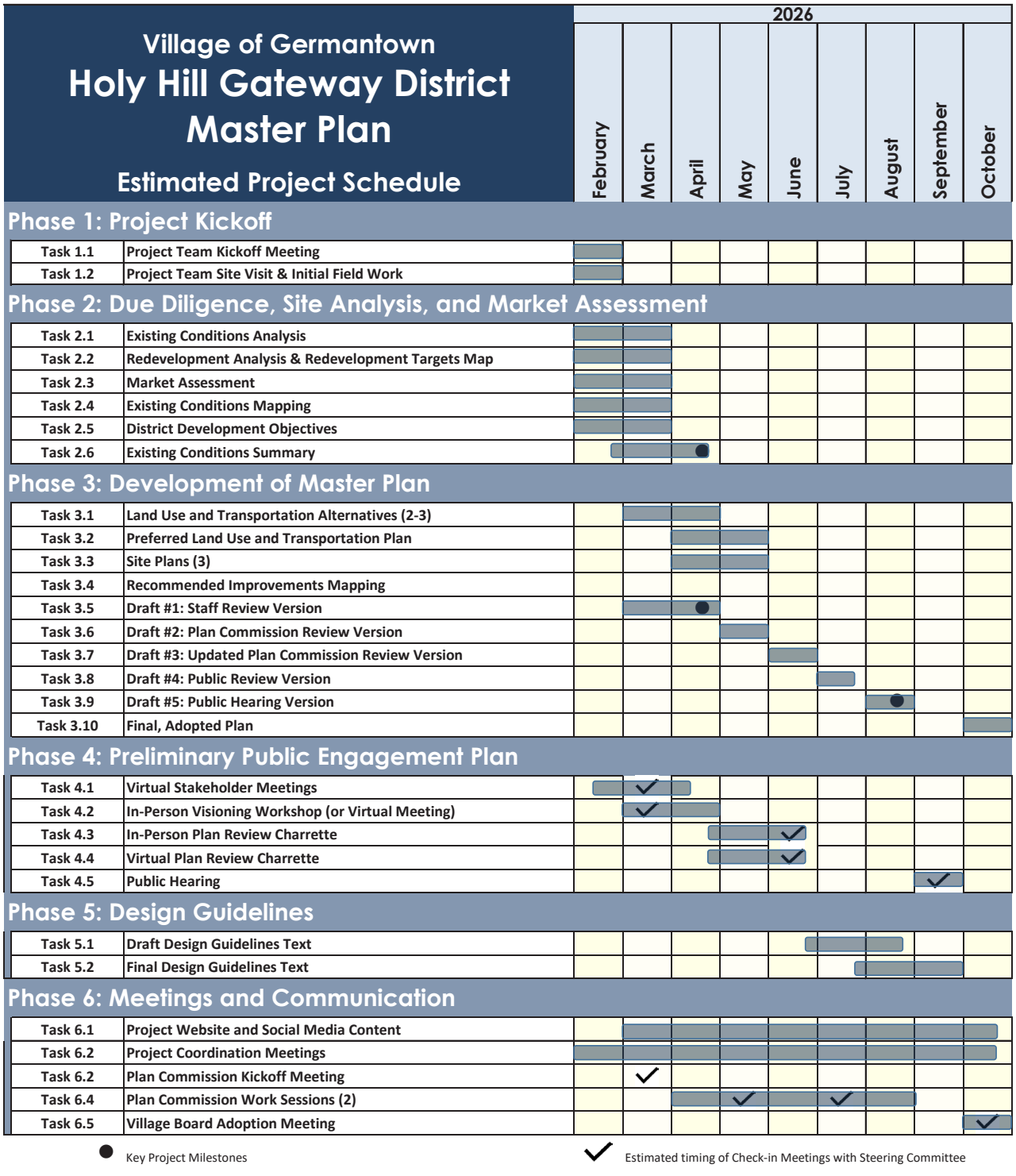
- Provide detailed insights about the community, key issues, and property owners, not readily available or apparent to the consultant.
- Provide V&A with copies of all existing plans and ordinances, research, inventory information, and digital mapping data relevant to this process, as needed.
- Review and provide Vandewalle & Associates with professional feedback on all draft documents.
- Print/copy and distribute all documents and meeting materials, in addition to providing any meeting refreshments. Post all official notices as needed.
- Identify and reserve adequate meeting facilities, finalize meeting dates and times, and provide all accommodations for disabled participants as may be required by law.
- Provide parcel-based GIS data including existing zoning, existing land use, planned land use, property ownership, and addresses for each parcel.

PROJECT SCHEDULE

Based on the proposed Scope of Work, detailed in the Project Details section of our proposal, the V&A and raSmith team has the capacity and ability to complete the Holy Hill Gateway District Master Plan in the timeframe outlined in the Village's RFP.

As shown below, the proposed project schedule is broken down by task. Working with Village staff and the Plan Commission, the proposed project schedule can be further refined during contract development to best fit the Village's existing meeting schedules and other ongoing work.

Overall, we have a strong commitment to providing on time and on budget deliverables throughout the planning process.



Eau Claire Cannery District - Eye Level Perspective

PUBLIC ENGAGEMENT PLAN, MEETINGS, + COMMUNICATION

PRELIMINARY PUBLIC ENGAGEMENT PLAN

V&A matches quantitative analysis with qualitative data collection and analysis in creating any community plan. Most importantly, this includes diverse, robust, equitable, and continuous public input integrated throughout the process. Resident and taxpayer input will be prioritized throughout the plan development process. Using a seamless combination of virtual and in-person opportunities, we aim to build consensus around key ideas, generate feedback from a wide-ranging audience of representative groups, and utilize different formats, techniques, and technologies to make for fun, engaging, and quality experiences. Feedback from the community will be generated at various stages of the process to provide the building blocks for the development and review of deliverables, work products, and the overall Master Plan. Leveraging technological tools and time-tested strategies, our approach broadens opportunities for participation to create a more inclusive planning process.

The Preliminary Public Engagement Plan outlined below provides a variety of events and activities; the plan will be finalized through discussions between V&A and the Village.

UPFRONT PUBLIC ENGAGEMENT

- **Virtual Stakeholder Meetings:** We use stakeholder meetings (individuals or groups) to gather insights directly from the subject matter experts in the community. Participants in stakeholder focus groups will be selected in consultation with Village staff, but are likely to include local government entities and agencies (Village, School District, Richfield, Washington County, SEWRPC, MMSD, DNR, etc.), area realtors and developers, property owners and businesses in the District, area and regional employers, economic development organizations, and representatives from key Village committees, among others. Up to six focus groups will be held following Phase 2 to identify potential issues and opportunities.

  Target Audience: Subject matter experts and District stakeholders

- **In-Person Public Visioning Workshop (or Virtual Workshop):** This event will generate the feedback needed to establish the Development Objectives for the District. The Vision Workshop will be facilitated by V&A's experienced team members and will be highly interactive to solicit a wide variety of input. It will include an overview of existing conditions and solicit input on the 2050 Plan recommendations as well as community ideas and wishes. Workshop materials will also be posted to the project website for individuals unable to attend in person to contribute feedback. If desired, this meeting could instead be conducted as a virtual event.

  Target Audience: General public able to attend a meeting during a specified time

Virtual Meetings:
Using Technology Effectively

Vandewalle & Associates has ready access to a diverse array of web tools to engage a diverse range of stakeholders, keep projects moving, information flowing freely, and all team members on the same page:

Online Public Engagement. As remote work has allowed many to adapt to new working styles, a combination of in-person and virtual tools may reach the broadest audience for community participation. We have access to virtual tools such as:

- Online surveys through SurveyMonkey or Polco
- Interactive online map-based surveys through Map.Social or ESRI
- PowerPoint presentations recorded with full audio and the option to auto advance, which can be distributed electronically
- Interactive webinars held through Adobe Connect or Zoom
- Virtual meetings with interactive components (surveys, breakout groups, etc.)
- Broadcast announcements through an email blast
- Video summary recordings of key milestones, draft documents, or project updates

Client Communication and Project Management. As alternatives to face-to-face communication, we have several options available that allow the exchange of ideas, documents, and more. These options are immediately available and regularly used by V&A staff:

- Microsoft Teams
- GoToMeeting
- Zoom / Webex
- Adobe Connect
- ESRI Crowdsource Reporter

PLAN REVIEW

After the Draft Master Plan is prepared, V&A will take the plan to the public for their input on the ideas generated in the plan.

- **In-Person Plan Review Charrette:** At this event, participants will be asked to review the Alternatives, design ideas, and other plan recommendations in an interactive, charrette-style meeting. This event will be specifically advertised to property owners in and around the district, as well as the general public. Workshop materials will also be posted to the project website for individuals unable to attend in person to contribute feedback.

  Target Audience: local property owners and other members of the public able to attend a meeting during a specified time

- **Virtual Plan Review Charrette:** This virtual opportunity will cover similar content as the Plan Review Charrette, but it will be modified to suit an online format.

  Target Audience: members of the public unable to attend a public meeting and who need more flexibility

- **Public Hearing:** V&A will attend one public hearing at a meeting of the Plan Commission to collect additional public testimony on the plan.

  Target Audience: General public able to attend a meeting during a specified time

Meetings + Communication

V&A recognizes the importance of delivering a final product that drives change through implementation. Our approach features the generationing of community buy-in throughout the planning process, a strategic set of steps for development and adoption of the Plan and leveraging the momentum at the conclusion of the process to begin implementation. This work element is proposed to feature the following steps:

Project Coordination Meetings

- Staff kickoff meeting to finalize engagement plan (described in Phase 1)
- Bi-weekly project coordination meetings with the core consultant team and Village staff (virtual meetings)

Plan Commission Meetings: Throughout the process, the Plan Commission will provide feedback, insight, and direct policy decisions associated with the Master Plan development.

- Plan Commission Kickoff Meeting
- Plan Commission Work Session 1
- Plan Commission Work Session 2
- Public Hearing

Village Board Adoption Meeting

COMMUNICATIONS - METHODS AND STRATEGIES

This communication strategy has been crafted to ensure that the public is informed throughout the planning process, with the aim of providing maximum transparency and building trust and buy-in for the plan.

- **Project Website and Social Media Content:** The project website is a crucial tool for public awareness and participation in the planning process. V&A will provide informative communication materials for the Village-hosted website throughout the process to keep residents informed. The website will serve as a primary communication channel for the project, encourage and obtain public input, and be a repository for key work products and deliverables. The Public Input Summary and Existing Conditions Summary will be posted on the project website as soon as they are ready. We will also develop content for social media posts at key stages of the process and use all available channels for promotion of public engagement events.

Optional Task (beyond RFP budget): FAQ Handout

This task is above and beyond the Village's established budget for this project. This is a beneficial addition because it builds transparency and trust, improves engagement, is an effective way to share key information quickly.

- **FAQ Handout:** V&A will prepare a detailed FAQ sheet for distribution and posting on the project website that addresses key issues and areas of concern about the project so that all stakeholders are working from the same information. (Example)

PROJECT COST + LABOR HOURS

COST OF SERVICES

The Vandewalle & Associates + raSmith Team is focused on providing the Village of Germantown with a project that provides excellent value and clear direction

We are presenting a Draft Budget for your consideration and are willing to revise to best serve the project and community. The Proposed Project Budget below outlines estimated costs for each phase and task and an overall cost. While the actual cost of individual tasks may ultimately be more or less than the amounts presented, the **work described in the Scope of Work will not exceed a lump sum fee amount of $90,000**.

Costs quoted in this proposal will be honored for a minimum of 90 days. Additional tasks not included in the final contract may be addressed through a separate scope and budget, or Work Order, billed on a time and materials basis.

Village of Germantown **Holy Hill Gateway District Master Plan** Estimated Project Budget		Jackie Mich *Principal-in-Charge* $200	Meredith Perks *Project Manager* $150	Jeff Maloney *Principal Designer* $240	Kyle Estrada *Assistant Planner* $115	Nicole Anderson *Communications* $80	Susan Hansen *Marketing Principal* $175	Elona Bartnick *Associate Designer* $175	Neng Lor *Assistant Designer* $115	Dan Eckberg *GIS Planner* $135	Troy Harfjes *raSmith* $192	John Bruggeman *raSmith* $150	Expenses	Total
Phase 1: Project Kickoff														
Task 1.1	Project Team Kickoff Meeting	3	5		5		2						$20	$2,295
Task 1.2	Project Team Site Visit & Initial Field Work	2	2										$20	$720
Phase 2: Due Diligence, Site Analysis, and Market Assessment														
Task 2.1	Existing Conditions Analysis	2	11		22	6	0	4	4	10	4	40		$14,338
Task 2.2	Redevelopment Analysis & Redevelopment Targets Map	2	2		2				4					$1,390
Task 2.3	Market Assessment		2	2	2									$1,010
Task 2.4	Existing Conditions Mapping							4	4	16				$3,320
Task 2.5	District Development Objectives	2	2		8									$1,620
Task 2.6	Existing Conditions Summary				8	4								$1,240
Phase 3: Development of Master Plan														
Task 3.1	Land Use and Transportation Alternatives (2-3)	2	12	6	6			12	24	4	2	2		$10,414
Task 3.2	Preferred Land Use and Transportation Plan		4	2	4									$1,540
Task 3.3	Site Plans (3)		4	4	1			12	36					$7,915
Task 3.4	Recommended Improvements Mapping				4					10				$1,810
Task 3.5	Draft #1: Staff Review Version	1	4		8									$1,720
Task 3.6	Draft #2: Plan Commission Review Version	1	2		8			2	8					$2,690
Task 3.7	Draft #3: Updated Plan Commission Review Version		2		2			2	6					$1,570
Task 3.8	Draft #4: Public Review Version		2		2			2	4					$1,340
Task 3.9	Draft #5: Public Hearing Version	1	2		2			2						$1,080
Task 3.10	Final, Adopted Plan		2		2									$530
Phase 4: Preliminary Public Engagement Plan														
Task 4.1	Virtual Stakeholder Meetings		8		8	12								$3,080
Task 4.2	In-Person Visioning Workshop (or Virtual Meeting)		4		8	16			2				$200	$3,230
Task 4.3	In-Person Plan Review Charrette		4		8	16			2				$200	$3,230
Task 4.4	Virtual Plan Review Charrette		4		8	2			2				$20	$1,930
Task 4.5	Public Hearing	4	4		4								$20	$1,880
Phase 5: Design Guidelines														
Task 5.1	Draft Design Guidelines Text	10		2										$2,480
Task 5.2	Final Design Guidelines Text	10												$2,000
Phase 6: Meetings and Communication														
Task 6.1	Project Website and Social Media Content		2		10		4							$2,150
Task 6.2	Project Coordination Meetings		36		18						4			$8,238
Task 6.3	Plan Commission Kickoff Meeting		4		4								$20	$1,080
Task 6.4	Plan Commission Work Sessions (2)		8		16								$40	$3,080
Task 6.5	Village Board Adoption Meeting		4		4								$20	$1,080
												Total Cost-not-to-exceed:		$90,000
		40	136	16	174	56	6	40	96	40	10	42	$560	
Optional Add-On Services														
Task A	Illustrated Design Guidelines	8	2	8	10	4	10	30	50					$18,040
Task B	FAQ Handout	1	2		8	3	2							$2,010

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Purchase of Rifle Suppressors for 25 rifles (ACTION)

SUBMITTED BY: Patrick Merten, Police Chief

SUMMARY EXPLANATION:

ATTACHMENT:

1. Rifle Suppressors
2. Suppressor Quote

STAFF RECOMMENDATION:

ACTION BY COMMITTEE:

BUSINESS OF THE PUBLIC SAFETY COMMITTEE
GERMANTOWN, WI

MEETING DATE: January 5, 2026

AGENDA ITEM: Action

ITEM TITLE: Rifle Suppressor Purchase

SUBMITTED BY: Chief Patrick Merten

SUMMARY EXPLANATION:

The Germantown Police Department is seeking approval to purchase 25 firearm suppressors for patrol rifles. After evaluating and testing several suppressor manufacturers, the department selected Dead Air Silencers as the preferred vendor based on performance and reliability.

The total estimated cost of this purchase is $18,475.00, which has been budgeted in the FY 2026 Police Administration – Capital Expenditure account.

This investment will enhance officer and civilian safety by reducing noise exposure and improving communication during critical incidents, lower long-term liability related to hearing damage, and ensure the department remains aligned with best practices in modern law enforcement.

ATTACHMENT: ORDINANCE___ RESOLUTION_____ OTHER__X__

RECOMMENDATION:

A motion to recommend approval to proceed with the purchase of 25 rifle suppressors.

Quote

Date	Order#
11/24/2025	EST176

Bill To

Germantown Police Department
N112W16877 Mequon Road
Germantown WI 53022
United States

TOTAL

$18,475.00

Expires: 2/24/2026

Expires	Exp. Close	Sales Rep	Partner	Shipping Method
2/24/2026	11/24/2025			

Item	Description	Quantity	Unit Price	Ext Amount
LZ6XNBLK	Dead Air Lazarus 6 5.56/6MM GMS™ Low Back Pressure Silencer in w/ Xeno Adapter & DA129 1/2-28 Xeno 3Prong FH	25	$739.00	$18,475.00

Subtotal	$18,475.00
Tax Total (0%)	$0.00
Total	$18,475.00

EST176

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Action Item

ITEM TITLE: Police Department Building Feasibility Assessment and Next Steps (ACTION)

SUBMITTED BY: Steve Kreklow, Administrator

SUMMARY EXPLANATION:

At the direction of the Village Board, staff engaged the Graef/PRA/Moore team to evaluate the feasibility and estimate the cost of constructing the new police station on the site of the existing station and the old Kwik Trip sites, and compare those costs to the old DPW site. The full report is attached and the cost estimates for the three options are summarized below:

Current Police Station Site	$28,910,556
Old Kwik Trip Site	$30,766,298
Old DPW Site	$30,860,301

All three sites are potentially feasible locations for the construction of the new police station and appear to meet the criteria for police operations. Building a new station on the current site would create temporary inconvenience for the Police Department and public visitors to the police station, but it is the lowest cost option. The 2026 Adopted Capital Budget includes $3 million for project design.

ATTACHMENT:

1. Police Department_Site Assessment 260119

STAFF RECOMMENDATION:

Staff recommends that the Village Board select a site and direct staff to move forward with an RFP for design services.

ACTION BY COMMITTEE:

POLICE DEPARTMENT BUILDING FEASIBILITY ASSESSMENT

Prepared For:

Village of Germantown

Prepared By:

GRAEF pra MOORE CONSTRUCTION SERVICES YOUR CONSTRUCTION PARTNER

January 19, 2026

Primary Contact:
Mike Paulos, PE
Project Manager | Principal-in-Charge
Mike.Paulos@graef-usa.com
414 / 266 9086

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

TABLE OF CONTENTS

1.0 Executive Summary 3

2.0 Existing Police Department Architectural Report 4
- **2.1** Existing Grounds Assessment 5
- **2.2** Existing Facility Assessment 6
- **2.3** Conclusion 8

3.0 Site Assessment #1: Mequon Road 9
- **3.1** Site Overview 10
  - **3.1.1** Site Map 11
  - **3.1.2** Environmental Conditions 12
  - **3.1.3** Project Fact Sheet 13
  - **3.1.4** Site Plan 15
- **3.2** Probable Cost Information 16

4.0 Site Assessment #2: Maple Road 17
- **4.1** Site Overview 18
  - **4.1.1** Site Map 19
  - **4.1.2** Environmental Conditions 20
  - **4.1.3** Project Fact Sheet 21
  - **4.1.4** Site Plan 24
- **4.2** Probable Cost Information 25

5.0 Site Assessment #3: Fond Du Lac Avenue 26
- **5.1** Site Overview 27
  - **5.1.1** Site Map 28
  - **5.1.2** Environmental Conditions 29
  - **5.1.3** Project Fact Sheet 30
  - **5.1.4** Site Plan 32
- **5.2** Probable Cost Information 33

1.0 EXECUTIVE SUMMARY

The Village of Germantown is considering three potential sites for the construction of a new two-floor, 30,000-square-foot police department facility. Each location was evaluated for zoning compliance, infrastructure availability, environmental constraints, and overall feasibility. Analysis was limited to a desktop review, and no field verifications of wetlands, floodplains, geotechnical, or rock explorations were completed. Table 1.0 below summarizes the findings.

TABLE 1.0 - SUMMARY OF FINDINGS

CRITERIA	POTENTIAL SITES		
Address	N112W16877 Mequon Road (Existing PD Site)	W188N10963 Maple Road (Existing Kwik Trip Site)	N122W17177 Fond Du Lac Avenue (Former DPW Site)
Owner	Village No Reduction of Taxable Land	Private (3 Parcels) Reduction of Taxable Land	Village No Reduction of Taxable Land
Approx. Land Cost	N/A	$1,900,000 (Does Not Include 3rd Parcel)	N/A
Approx. Add. Demolition	N/A	$200,000	$200,000
Approx. Project Cost	$28,910,556	$28,666,298	$30,660,301 (Includes Utility Extension)
Approx. Total Cost	$28,910,556	$30,766,298	$30,860,301
Floor Orientation	1 Floor Above Grade 1 Floor Below Grade	2 Floors Above Grade	1 Floor Above Grade 1 Floor Below Grade
Zoning	Institutional (I) No Rezoning Required	B-1 & B-5 Requires CSM & Rezoning	Institutional (I) No Rezoning Required
Utilities	Power, Water, Sewer Available	Power, Water, Sewer Available	Power Available ~2,250 Ft Water/Sewer Extension Required
Stormwater	Detention Needed	Detention Needed Regional Pond May Assist	Detention Needed
Floodplain Zone	Zone X Low Risk	Zone A & Zone X High Risk	Zone X Low Risk
Wetlands	None Low Risk	Yes High Risk	None Low Risk
Bedrock	High Risk	Low Risk	High Risk
Environmental Risks	Phase 1 ESA Recommended Potential Fueling Station Contamination	Phase 1 ESA Recommended Potential Fueling Station Contamination	Phase 1 ESA Recommended Potential Fueling Station Contamination
Complexity	High Phased Construction to Maintain PD Operations	High Rezoning, CSM, Wetland, Groundwater, & Floodplain Constraints	Moderate Significant Utility Extension
Overall Suitability	Well-Suited Central Location Public Familiarity	Likely Suitable Significant Risk & Complexity	Well-Suited Central Location Good Site Access
Critical Notes	Communication Towers Remain. PD Operations to Continue Through Duration of Construction Cost of Additional Connectivity to Division Rd Not Included.	Prior To Land Purchase, Field Locating Floodplain & Wetlands to Confirm Site Suitability. Commerce Cir. to Become Public Roadway.	Significant Utility Extension, Likely Through Bedrock

2.0 EXISTING POLICE DEPARTMENT ARCHITECTURAL REPORT

2.1 EXISTING GROUNDS ASSESSMENT

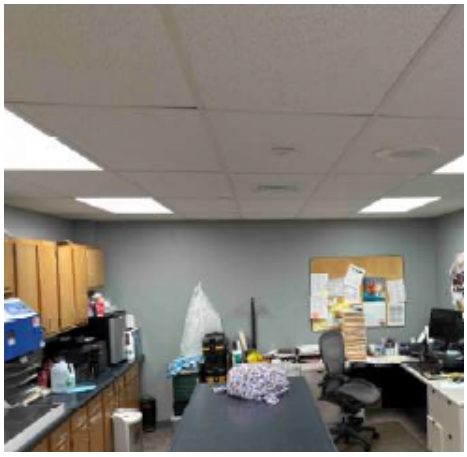
The police department consists of three separate buildings located on one site that fronts Mequon Road, with the entry on Western Avenue. Some buildings were purpose built and others were remodeled (former Library now used for office, conference, and training space). It is understood that the primary building has been added onto over the years. The buildings are located at the current civic campus in the Village of Germantown.

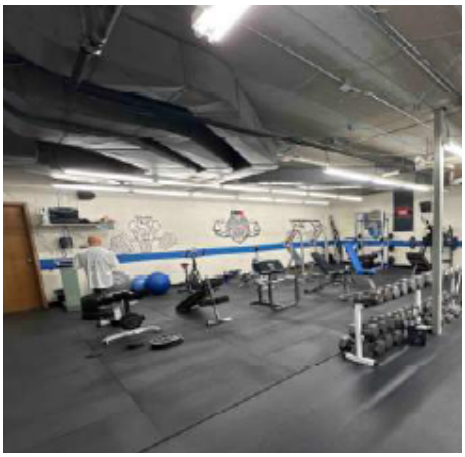
The site also contains two smaller outbuildings, a fueling station and towers that serve for local, county-wide and cellular communications.

Generally speaking, the current site is “maxed out” with no obvious area for any major expansion.

From a way finding standpoint, the main public entrance needs to be determined by signage, as visually, without the signage, it is unclear where the general public should enter.

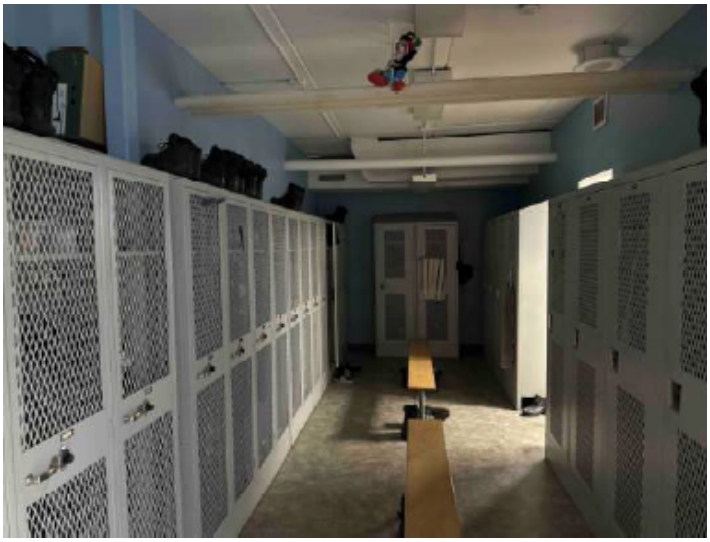
2.2 EXISTING FACILITY ASSESSMENT

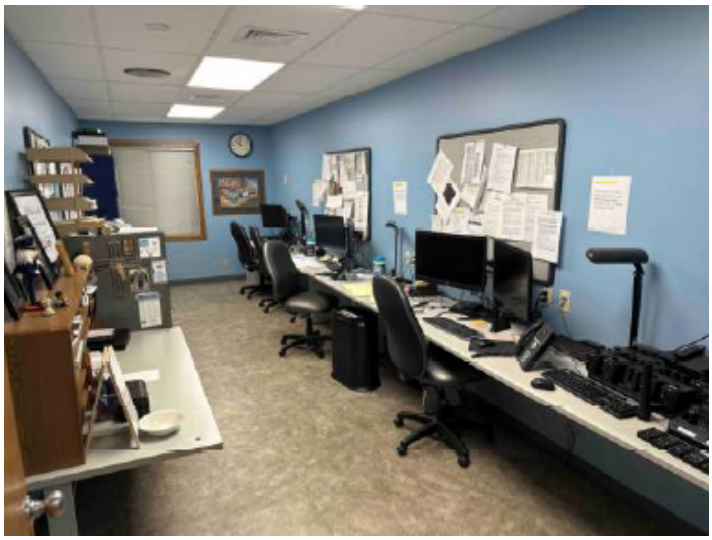


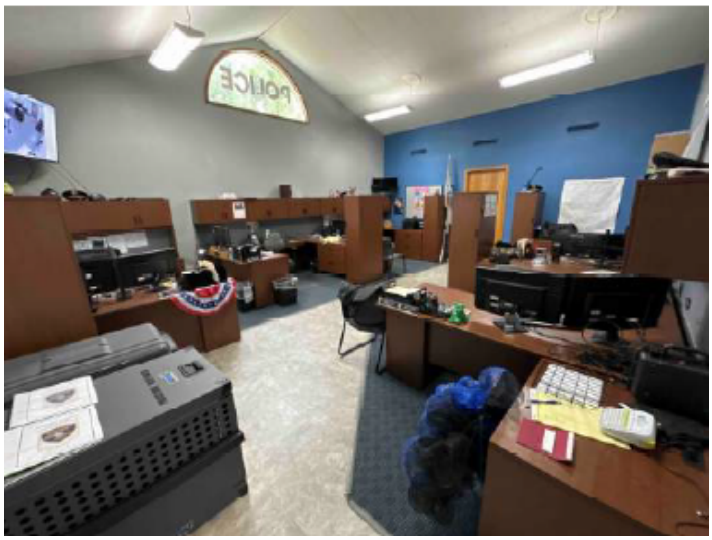


The exterior of the two personnel related buildings consist of masonry, EIFS or stucco finish, and wood trim. Other building materials used are vinyl and metal sidings, which are used on the storage/garage buildings. The roofs are dimensional asphalt shingles. Generally speaking the exterior materials have been maintained and are in good shape. Interior materials appeared to be well maintained and are in decent condition throughout.

2.2 EXISTING FACILITY ASSESSMENT (CONTINUED)







From a function standpoint, the building is poorly organized:

- Existing public lobby is too small
- Staff offices are not grouped together
- Common corridors do not exist
- Numerous spaces are undersized
- There is not enough indoor parking for police vehicles
- A proper training center does not exist
- An emergency operations center does not exist
- Work areas are shared
- There is no space for future staff
- General storage is lacking
- The locker room is not the appropriate size for female staff
- More showers should be available for all staff
- An indoor shooting range should be provided

The building clearly requires replacement in the near future to address the space needs challenges that are currently present.

2.3 CONCLUSION

As previously established, both the existing police department and fire station have become too small for current operations. This will be exacerbated at the start of 2025 as additional police and fire staff will be joining the departments as a result of the passed operational referendum. After reviewing the buildings and discussing functions and future staffing with the Village, it has become apparent that new buildings are needed for police and fire.

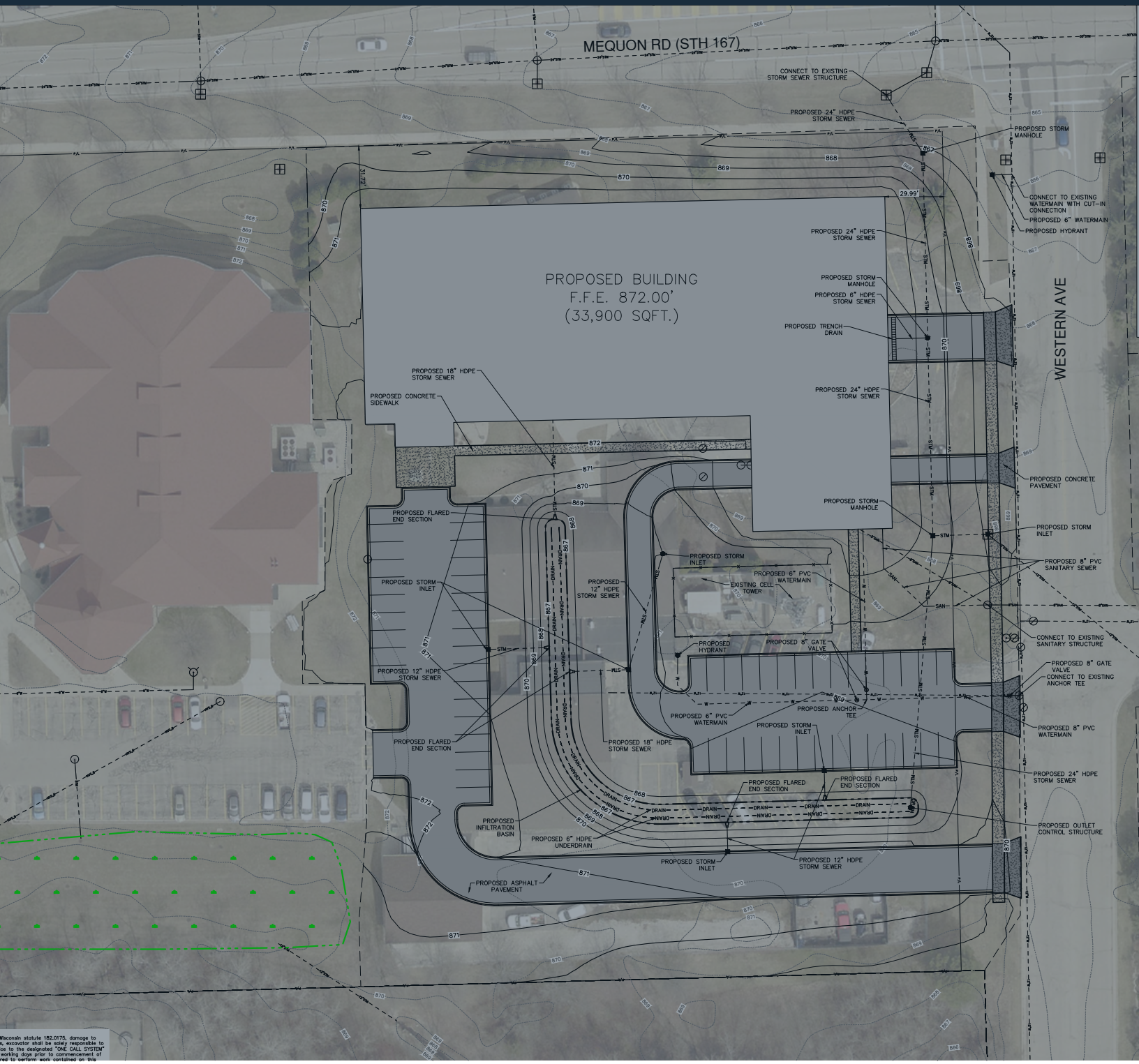
A space program was assembled for both new buildings and reviewed with leadership. From that information, it was derived that a new police station would be approximately 64,500-66,500 square feet. The proposed design includes indoor parking, a sallyport, ample storage and a shooting range on the lower level. The first floor would house all the staff workspace, training areas, locker rooms and public spaces.

The proposed fire station would be approximately 24,000-26,000 SF. Offices, training space, living quarters and the public lobby are designed on one half of the building, while the other half includes a five bay apparatus floor with storage for different functions and emergencies.

Refer to other documents developed by GRAEF, PRA and Moore Construction that identify potential building locations, site plans, floor plans, and probable overall budget cost information for the new fire and police stations.

3.0 SITE ASSESSMENT #1: MEQUON ROAD

N112W16877 Mequon Road, Germantown, WI



3.1 SITE OVERVIEW

This summary evaluates the suitability of the Mequon Road site for a new two-floor, 30,000-square-foot police department facility in Germantown. The site consists of four buildings totaling approximately 30,000 square feet that require demolition and includes fenced-in towers that serve local, county-wide and cellular communications that must remain. Because the site is the active location of the Germantown Police Department, construction activities will need to be phased to allow continued operations throughout the project. The phased construction approach adds 5.5% to the total construction cost. The additional cost to add connectivity between the Police Department and Division Road, addressing local complaints about traffic on Western Avenue, has not been included in project costs.

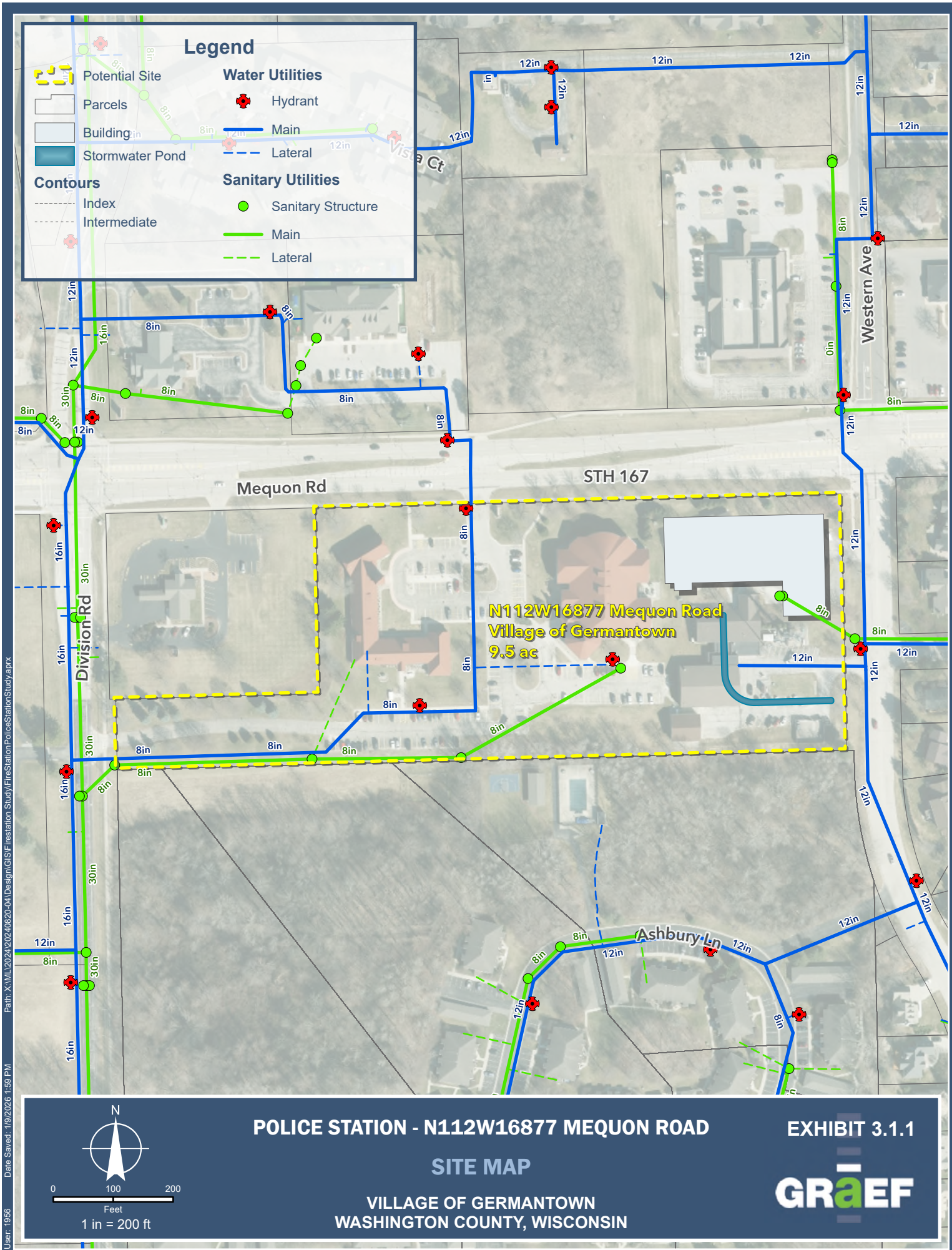
The site is surrounded by single-family, one-family, and multi-family residential areas, as well as neighborhood businesses and other government buildings. This parcel is already owned by the Village of Germantown and is zoned Institutional (I), allowing for the police station development without rezoning. Power, water, and sanitary sewer services are available to the site. Existing access is provided from Mequon Road and Western Avenue, and the property features a 4-foot elevation change across the site.

The property is entirely located in Floodplain Zone X and does not contain wetlands; however, wetland indicators are present nearby—west of the project site on the same parcel and south of the site on an adjacent parcel. Existing stormwater infrastructure includes piping, but a detention pond may be necessary to manage runoff with additional construction. Bedrock and densic soil layers may present construction challenges, and further geotechnical exploration is recommended to determine site constraints. A Phase 1 environmental assessment is also advised to determine if there is any contamination from the existing fueling station

The site falls under the jurisdiction of the Village of Germantown Community Development Department, Village of Germantown Public Works Department, Wisconsin Department of Natural Resources, Wisconsin Department of Transportation, and Milwaukee Metropolitan Sewerage District.

CONCLUSION:

The site is well-suited for the proposed 30,000 sf (two-floor) police department facility due to its central location within the village, is a location the public is already familiar with, and its strategic access to Mequon Road, provided effective stormwater management and erosion control measures are implemented.



POLICE STATION - N112W16877 MEQUON ROAD

SITE MAP

VILLAGE OF GERMANTOWN
WASHINGTON COUNTY, WISCONSIN

EXHIBIT 3.1.1

GRAEF

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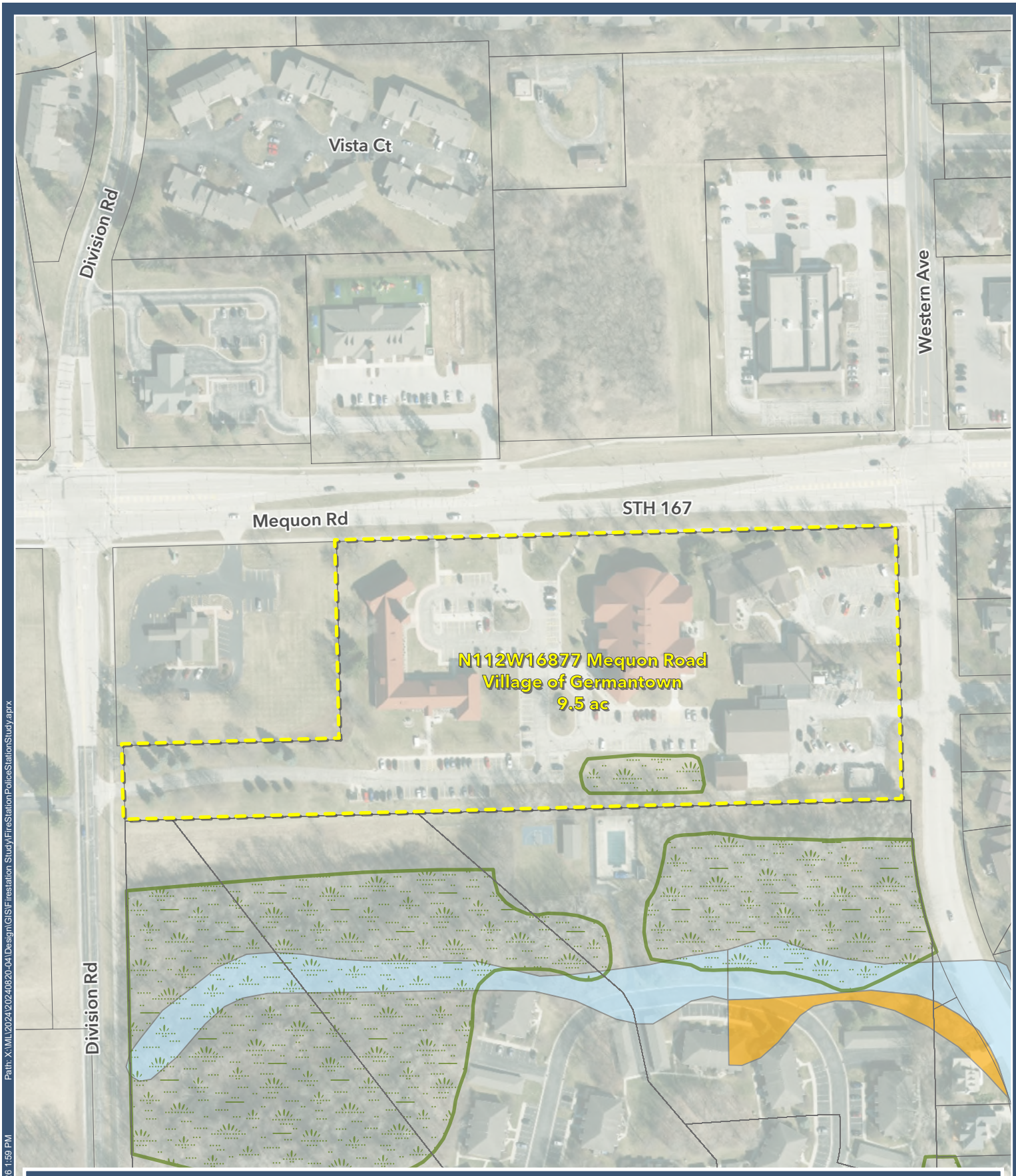
Proj. Number: 2024-0820.04
Source: Washington County | WDNR | FEMA



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Feet

1 in = 200 ft

POLICE STATION - N112W16877 MEQUON ROAD

ENVIRONMENTAL CONDITIONS

VILLAGE OF GERMANTOWN
WASHINGTON COUNTY, WISCONSIN

FIGURE 3.1.2

GRAEF

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Date Saved: 1/9/2026 1:59 PM
User: 1956

Proj. Number: 2024-0820.04

Source: Washington County | WDNR | FEMA

Project Fact Sheet:	
Project Name	Germantown – Police Department
Project No.	2024-0820.04
Property Statistics	
Property Address	N112W16877 Mequon Rd – Village of Germantown
AHJ's	Village of Germantown Community Development Department Village of Germantown Public Works Department Wisconsin Department of Natural Resources (DNR) Wisconsin Wisconsin Department of Transportation (WisDOT) Milwaukee Metropolitan Sewerage District (MMSD)
Building Size	9,200 sf and 17,700 sf
Site Context (surrounding land uses)	Mix of government, residential, commercial and medical
Surrounding Zoning	B-1 Neighborhood business RD-2 One-Family Residential RM-1 Multiple-Family Residential RS-7 Single Family Residential
Utilities	
Sanitary	Available
Water	Available
Power	Available
Environmental	
Wetlands	Yes — WDNR-mapped wetland in the southwestern portion of the site, indicating constructed BMP
Wetland Indicators	No
Floodplain	Zone X
Site Access	2 existing entrances off Western Ave and one existing entrance off Mequon Road (STH 167)
Stormwater	Development will require detention. Layout suggests bio-basin is preferred BMP. Shallow bedrock on 37% of site may present some challenges with this BMP. Existing BMP southwest of site. It is unlikely this BMP has any capacity for this development. 7325B – Dresden silt loam: Location - Central and western portions of the site. Well drained. 7823B – Knowles silt loam: Location - Southern and eastern portions of the site. Well drained. Shallow bedrock. 784B2 – Theresa silt loam: Location - Northern edge of the site. Well drained. Reduced water-holding capacity. Shallow densic material.
Site Constraints	N/A
Bedrock	Bedrock and densic material will possibly be encountered on portions of site. Historic soil borings indicate bedrock is, on average, 4.75' below existing grade. 7325 B – Dresden silt loam: No immediate bedrock constraints. 7823B – Knowles silt loam: Shallow bedrock 33-40 inches. Impacts excavation and foundation design 784B2 – Theresa silt loam: Densic materials at 24-40 inches. Likely excavation impacts.
Grading Issues	7325 B – Dresden silt loam: Minimal grading constraints. 7823B – Knowles silt loam: Grading constraints due to shallow bedrock. 784B2 – Theresa silt loam: Elevated erosion risk; permanent erosion control measures needed.
Distance to Nearest Police Station	N/A, existing police station

Adopted Plans, Goals, and Policies	
Overlay Zones	N/A
Development Regulations for Current Zoning Designation	
Zoning Designation	I – Industrial

Permitted Land Uses	• PERMITTED PRINCIPAL USES
	  ○ Churches and synagogues, Hospitals, sanatorium, nursing homes and clinics, Libraries, museums and art galleries, Public or private schools, colleges and universities, Public utility offices, Public administrative offices, including fire and police stations
	• PERMITTED ACCESSORY USES
	  ○ Garages for storage of vehicles, Residential quarters for caretakers or clergy, Service buildings and facilities normally accessory to the permitted uses.
	• CONDITIONAL USES.
	  ○ Airport, landing fields, heliport pads and aircraft storage and equipment maintenance, provided that the site is not less than 20 acres in size, Bus terminals and related equipment storage and maintenance, Cemeteries and mausoleums, Electrical generation plants and electricity regulating substations, , Public service uses, garages and storage areas, Radio and television transmitting and receiving towers, microwave relay stations and water towers, Transit and car pooling parking areas, Wastewater treatment plant, Water storage tanks and towers, Recycling collection centers.
	• TEMPORARY USES. (Cr. Ord. #32-91; Am. Ord. #20-09)
	  ○ Sale of farm produce, flowers, plants and similar seasonal items.

Rezoning required?	No
Setbacks	**Front yard, minimum**: A minimum building setback from the right-of-way of all streets or highways equal to the average setback on each side of the use parcel or districts **Rear yard, minimum**: A minimum side yard equal to the side yard on adjacent use parcels or districts. **Side yard, minimum**: 25 feet

MEQUON RD (STH 167)

WESTERN AVE

ESQUIRE CT

PROPOSED BUILDING
F.F.E. 872.00'
(33,900 SQFT.)

CONNECT TO EXISTING STORM SEWER STRUCTURE
PROPOSED 24" HDPE STORM SEWER
PROPOSED STORM MANHOLE
CONNECT TO EXISTING WATERMAIN WITH CUT-IN CONNECTION
PROPOSED 6" WATERMAIN
PROPOSED HYDRANT
PROPOSED 6" HDPE STORM SEWER
PROPOSED TRENCH DRAIN
PROPOSED 18" HDPE STORM SEWER
PROPOSED CONCRETE SIDEWALK
PROPOSED CONCRETE PAVEMENT
PROPOSED FLARED END SECTION
PROPOSED STORM INLET
PROPOSED 12" HDPE STORM SEWER
PROPOSED 6" PVC WATERMAIN
EXISTING CELL TOWER
PROPOSED 8" GATE VALVE
PROPOSED 8" PVC SANITARY SEWER
CONNECT TO EXISTING SANITARY STRUCTURE
PROPOSED 8" GATE VALVE
CONNECT TO EXISTING ANCHOR TEE
PROPOSED ANCHOR TEE
PROPOSED 8" PVC WATERMAIN
PROPOSED 24" HDPE STORM SEWER
PROPOSED OUTLET CONTROL STRUCTURE
PROPOSED INFILTRATION BASIN
PROPOSED 6" HDPE UNDERDRAIN
PROPOSED ASPHALT PAVEMENT

0 10' 20' 40'
SCALE: 1" = 20'

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED VERTICAL CURB
- PROPOSED ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- EXISTING WETLAND
- PROPERTY LINE
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATER MAIN
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED GATE VALVE
- PROPOSED HYDRANT

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:

PROJECT TITLE:
GERMANTOWN POLICE STATION

N122W16877 MEQUON RD,
GERMANTOWN, WI, 53022

ISSUE:

NO.	DATE	REVISIONS	BY

DRAFT - NOT FOR CONSTRUCTION

PROJECT INFORMATION:

PROJECT NUMBER:	2024-0820.04
DATE:	01/12/2026
DRAWN BY:	AIB
CHECKED BY:	DAS
APPROVED BY:	DSR
SCALE:	AS NOTED

SHEET TITLE:
CONCEPT LAYOUT, GRADING & UTILITIES

SHEET NUMBER:
3.1.4.

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3.2 PROBABLE COST INFORMATION

1/12/2026

Village of Germantown
Existing PD Location
Budget

MOORE CONSTRUCTION SERVICES LLC
YOUR CONSTRUCTION PARTNER

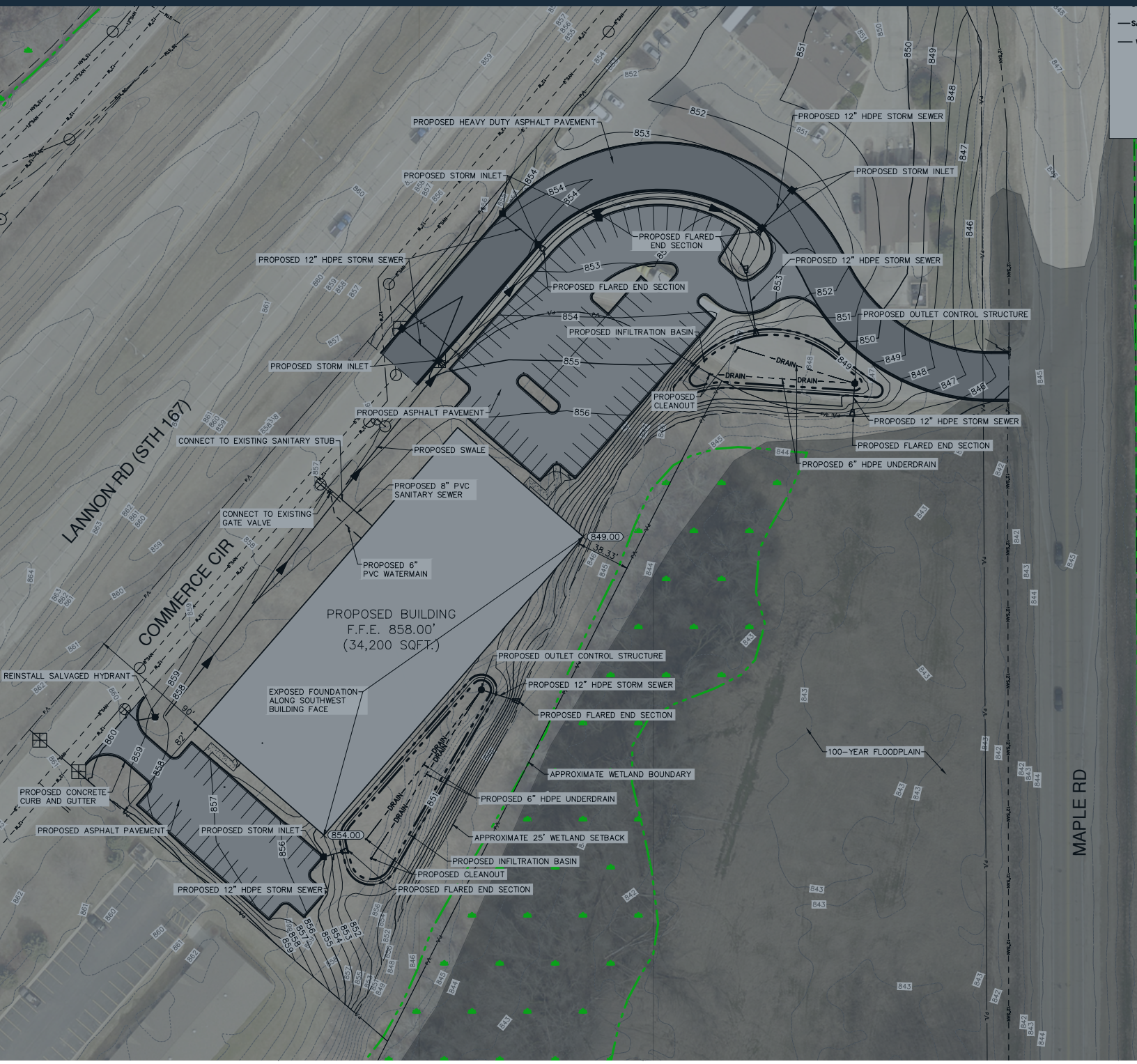
Area Cost Summary	Quantity	Unit		Unit Cost		Totals
Building Cost						
Building Cost	60,600	SF		$424		$25,694,400
Potential Bedrock Blasting	1	Allow		$250,000		$250,000
Excavation for lower level	31,700	SF		$10		$317,000
Phased Construction	1	Allow		$1,500,000		$1,500,000
Site Cost						
Building Demo	1	Allow		$200,000		$200,000
Retention Pond	1	Allow		$200,000		$200,000
Earthwork	1	Allow		$250,000		$250,000
Curb & Gutter	2,169	LF		$30		$65,070
Concrete Approach	807	SF		$10		$8,070
Asphalt Paving	3,049	SY		$45		$137,225
Sidewalks	3,477	SF		$8		$27,816
Utilities						
Utility Demo	1	Allow		$10,000		$10,000
Sanitary	81	LF		$130		$10,530
Storm	593	LF		$100		$59,300
6" HDPE Underdrain	619	LF		$45		$27,855
Storm Inlets	10	EA		$5,500		$55,000
Flared Ends	5	EA		$5,000		$25,000
Control Structure	1	EA		$6,000		$6,000
Connections	3	EA		$5,000		$15,000
Water	289	LF		$110		$31,790
Hydrants	2	EA		$7,500		$15,000
Trench Drain	22	LF		$250		$5,500
Public Improvements						NA
Total	**60,600**	**SF**				$28,910,556

Area Cost Summary - Other	
	$0
Cell Tower Modifications or Relocation	Not Included
Temporay Relocation Cost & Moving	Not Included
Total	$0

Grand Total	$28,910,556

4.0 SITE ASSESSMENT #2: MAPLE ROAD

W188N10963 Maple Road, Germantown, WI



4.1 SITE OVERVIEW

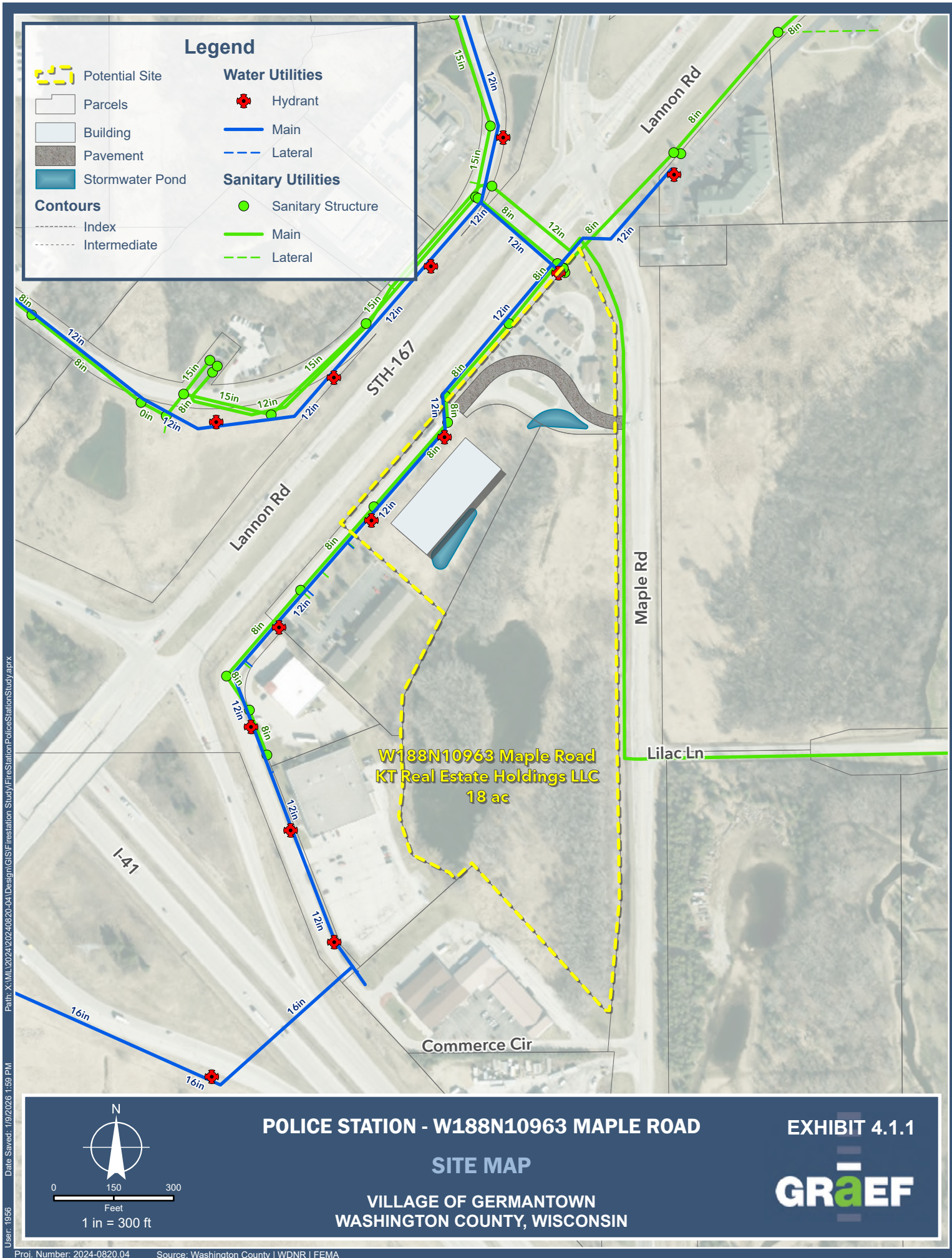
This summary evaluates the suitability of the Maple Road site for a new two-floor, 30,000-square-foot police department facility in Germantown. The site consists of two buildings totaling approximately 10,000 square feet as well as underground fuel tanks that require demolition and is surrounded primarily by retail and hospitality uses. The project site comprises three taxable parcels, none of which are owned by the Village of Germantown. Two parcels are zoned B-1 Neighborhood Business and one is zoned B-5 Highway Business. These parcels would require a Certified Survey Map (CSM) to combine and rezoning to Institutional (I) to allow for the police station development. Commerce Circle would also need to be relocated to accommodate the proposed facility and become a public roadway to the extents shown.

Power, water, and sanitary sewer services are available to the site. Existing access is provided from Commerce Circle and Maple Road, and the property features a 15-foot elevation change between these roads. The site is partially located in Floodplain Zone A along the eastern perimeter and Floodplain Zone X for the remainder of the property. Wetlands and wetland indicators are present along the east edge of the site. Existing stormwater infrastructure includes piping; however, a detention pond may be necessary to manage runoff with additional construction. A regional detention pond may have some capacity for this development.

Bedrock is not expected to present challenges. The primary constraints include wetlands, high water table, and floodplain conditions. An official wetland delineation and topographic survey to confirm floodplain limits are recommended prior to property acquisition, as this analysis was limited to a desktop review and any movement of these boundaries pose significant risk to the suitability of the site. A Phase 1 environmental assessment is also advised to determine if there is any contamination from the existing gas station.

CONCLUSION:

The site is well-suited for the proposed 30,000 sf (two-floor) police department facility due to its central location within the village and strategic access to Lannon Road, provided effective stormwater management and erosion control measures are implemented. This site does contain risk, depending on results of the field verified wetland delineation and floodplain elevation.


Legend
Potential Site
Parcels
Building
Pavement
Stormwater Pond
Contours
Index
Intermediate
Water Utilities
Hydrant
Main
Lateral
Sanitary Utilities
Sanitary Structure
Main
Lateral
Lannon Rd
STH-167
Maple Rd
Lilac Ln
Commerce Cir
I-41
W188N10963 Maple Road
KT Real Estate Holdings LLC
18 ac
N
0
150
300
Feet
1 in = 300 ft
POLICE STATION - W188N10963 MAPLE ROAD
SITE MAP
VILLAGE OF GERMANTOWN
WASHINGTON COUNTY, WISCONSIN
EXHIBIT 4.1.1
GRAEF
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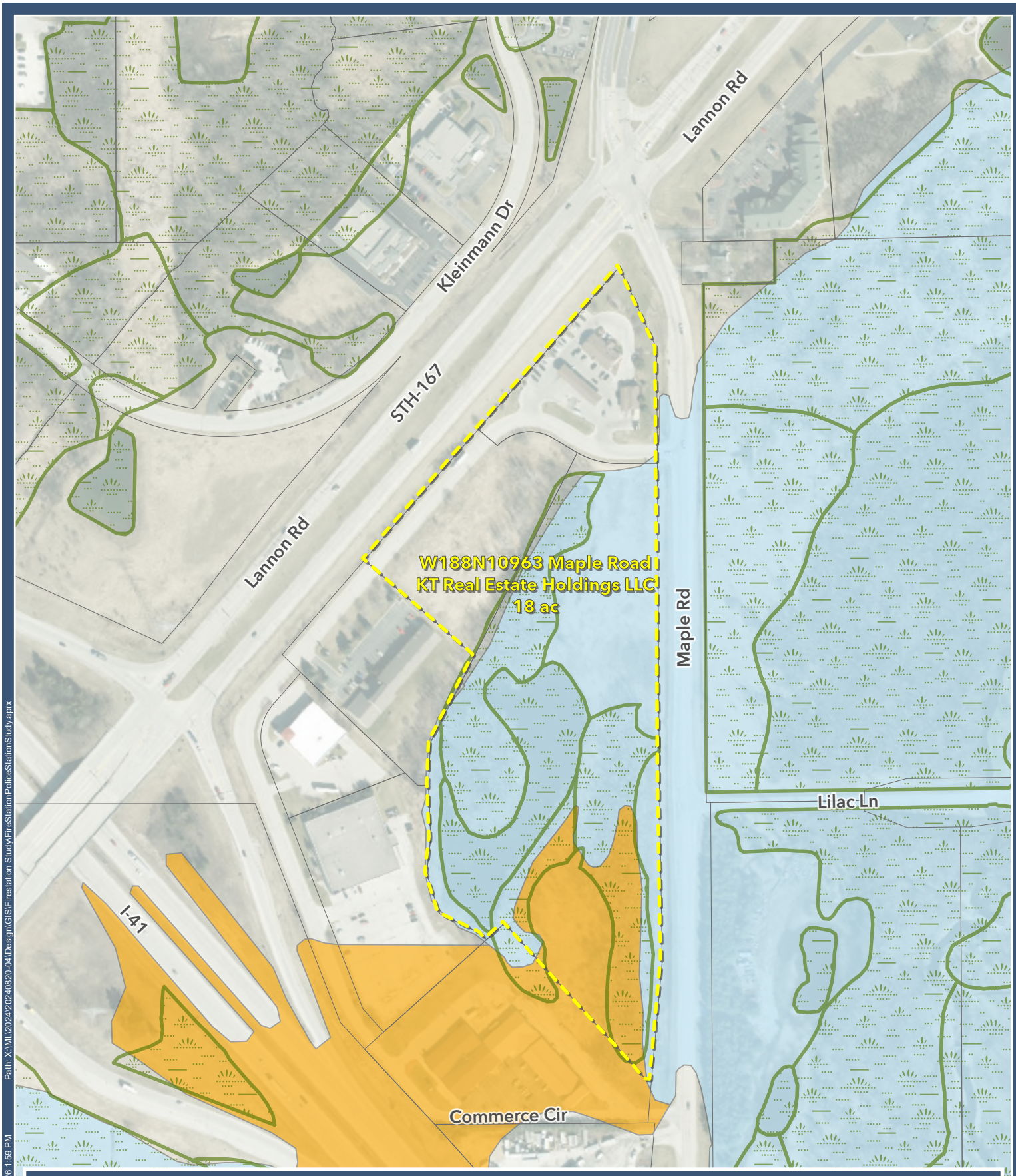
Proj. Number: 2024-0820.04
Source: Washington County | WDNR | FEMA



N

0 150 300

Feet

1 in = 300 ft

POLICE STATION - W188N10963 MAPLE ROAD

ENVIRONMENTAL CONDITIONS

VILLAGE OF GERMANTOWN
WASHINGTON COUNTY, WISCONSIN

FIGURE 4.1.2

GRAEF

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User: 1956

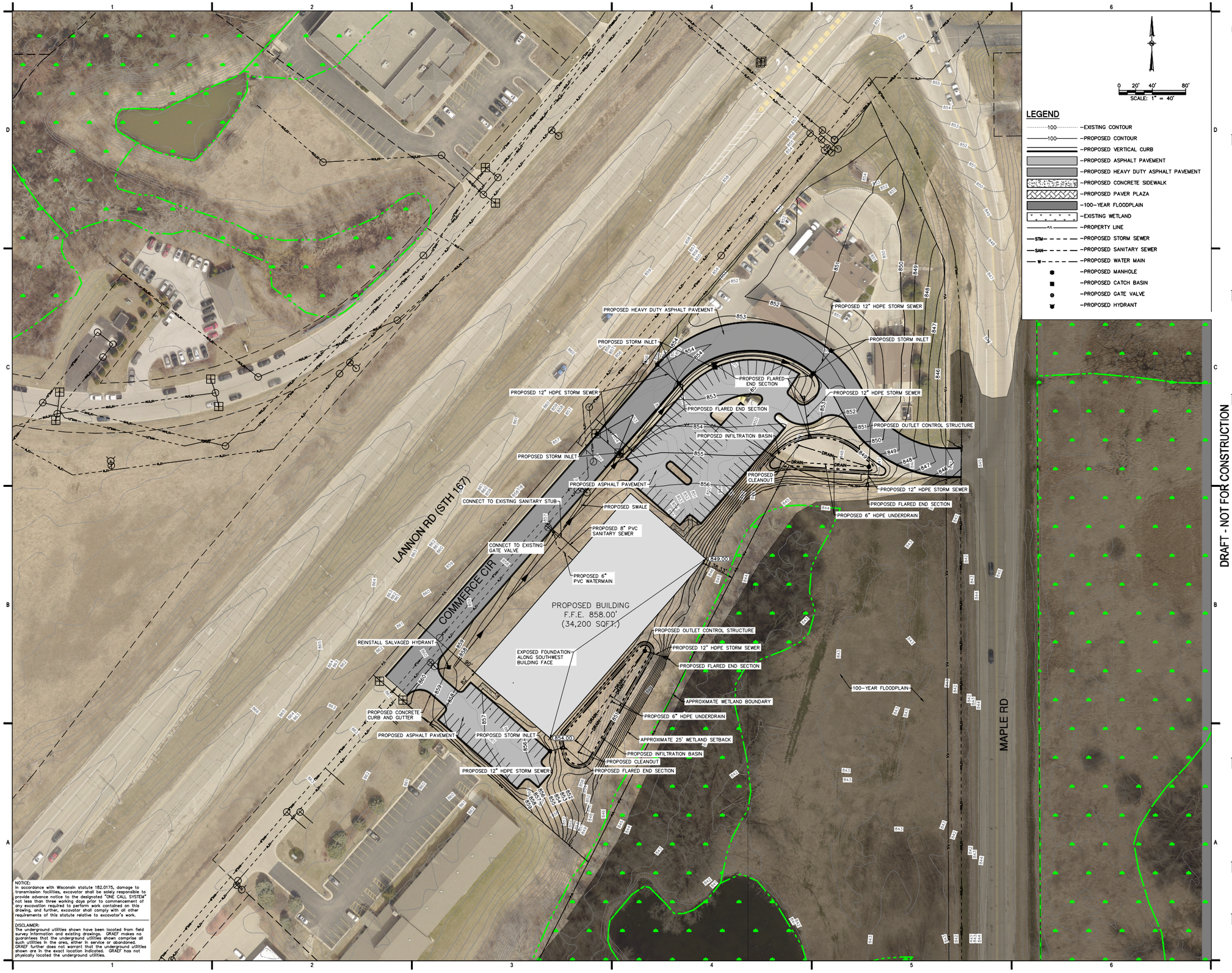
Proj. Number: 2024-0820.04

Source: Washington County | WDNR | FEMA

Project Fact Sheet:	
Project Name	Germantown – Police Department
Project No.	2024-0820.04
Property Statistics	
Property Address	W188N10963 Maple Road – KT Real Estate Holdings LLC GTNV_291959 - Commerce Circle - KT Real Estate Holdings LLC GTNV_291960 - Maple Rd - Anderson Brothers Construction
AHJ's	Village of Germantown Community Development Department Village of Germantown Public Works Department Wisconsin Department of Natural Resources (DNR) Wisconsin Wisconsin Department of Transportation (WisDOT) Milwaukee Metropolitan Sewerage District (MMSD)
Building Size	Kwik Trip: 4,300 SF (North Building), 3,400 SF (Southwest Building), 2,700 SF (Southeast Building)
Site Context (surrounding land uses)	Gymnastics gym and autobody to the NW, Hotel to NE
Surrounding Zoning	B-5 Highway Business B-1 Neighborhood Business I Institutional RS-5 Single-Family Residential (hotel)
Utilities	
Sanitary	Available
Water	Available
Power	Available
Environmental	
Wetlands	Yes — WDNR mapped wetlands in east portion of site.
Wetland Indicators	Yes — hydric soils (including Mzb and Dt, each mapped as 100% hydric)
Floodplain	Zone A, 1% annual-chance floodplain along eastern perimeter of site. Zone X remainder of site.
Site Access	Existing access off commerce Circle
Stormwater	Development will require detention. Layout suggests bio-basin is preferred BMP. Potentially low groundwater may present some challenges with this BMP. Existing regional retention pond present. Potential reduction in required on site treatment. 7969D2 – Casco-Rodman complex: Location - Western area of site. Well drained. 7325B – Dresden silt loam: Location – Band spanning though eastern portion of site. Well drained. 7029A – Houghton mucky peat: Location - Eastern depressional areas within wetlands and floodplain. Very poorly drained. 7465A – Montgomery silty clay loam: Location - Band spanning though eastern portion of site within wetlands and floodplain. Very poorly drained.
Site Constraints	
Bedrock	7969D2 – Casco-Rodman complex: Bedrock generally deep. 7325B – Dresden silt loam: Bedrock generally deep. 7029A – Houghton mucky peat: Consists of thick organic soils, bedrock generally deep. 7465A – Montgomery silty clay loam: Bedrock generally somewhat deep.
Grading Issues	7969D2 – Casco-Rodman complex: Significant erosion control impacts

	7325B – Dresden silt loam: Minimal grading challenges. 7029A – Houghton mucky peat: Very poor load-bearing capacity 7465A – Montgomery silty clay loam: Grading to be minimized due to environmental protections.
Adopted Plans, Goals, and Policies	
Overlay Zones	Highway Interchange Area District
Development Regulations for Current Zoning Designation	
Zoning Designation	B-5 Highway Business B-1 Neighborhood Business
Permitted Land Uses	B-1 Neighborhood Business • PERMITTED PRINCIPAL USES ○ Antique stores, Art, dance or music studios, Bakeries, retail sales only, Banks, savings and loan associations and other financial institutions, Barber and beauty shops, Book stores, Business offices, Candy and confectionery stores, Clock/watch shops, Clothing repair shops, Clothing stores, Computer sales and service, Convenience food stores, Delicatessens, Dentist, physician or other similar professional health offices, Drug stores, Financial or tax consultants, Florists, Furniture stores, Garden supplies, horticultural services, Gift stores, Grocery stores, Hardware stores, Hobby shops, Liquor stores, Meat, fish or poultry markets, Optical stores, Photo and film pickup stores, Photo studios, Professional offices, Restaurants, indoor service only, Self-service laundries, Shoe repair shops, Soda fountains, Sporting goods stores, Variety stores, Video sales/rental, Secondhand stores less than 5,000 square feet in area. • PERMITTED ACCESSORY USES. ○ Off-street parking and loading areas, Roof-mounted satellite transmitting and receiving fixtures, Outdoor vending • CONDITIONAL USES. ○ Animal hospitals, clinics, shelters and kennels, Any use similar to a permitted principal use, Dry cleaning pickup and delivery establishments, Funeral homes, mortuaries, Indoor health and recreation establishments, Interior decorators, Museums, Paint, glass and wallpaper stores, Petroleum service stations, Real estate and insurance offices, Recycling collection centers, Self-serve carwashes, Taverns, Attached and detached accessory buildings, Automobile accessory sales and service uses, except establishments that perform engine, auto body or transmission repair services, Child care, day care centers or preschool centers, Churches, Drive-through establishments and facilities, other than restaurants, Tattoo and body piercing establishments. B-5 Highway Business • PERMITTED PRINCIPAL USES. ○ Appliance sales and services, Art, dance or music studios, Banks, savings and loan associations and other financial institutions, Business offices, Cellular phone retail store, Convenience food stores, Delicatessens, Dentist, physician or other similar professional health offices, Hotels and motels, Indoor health and recreation establishments, Petroleum service stations, Professional offices, Restaurants, Transit bus station • PERMITTED ACCESSORY USES ○ Off-street parking and loading areas, Roof-mounted satellite transmitting and receiving fixtures, Drive-through establishments, Outdoor vending • CONDITIONAL USES ○ Any use similar to a permitted use, Convention center, Indoor theaters, Motor vehicle sales and service, New and used marine sales and service, Recreational vehicle sales and service,

	Self-serve carwashes, Tractor and other farm implement sales and service, Trailer sales and rentals, Transit and car pooling areas, Truck stops, Attached and detached garages for storage of vehicles used in conjunction with the operation of a business, Churches, Construction services, contractor shops, Animal hospitals, clinics, Dry cleaning pickup and delivery establishments, Heating supply stores, Plumbing supply stores, Auto accessory sales and service, Tattoo and body piercing establishments, Off-site parking areas.
Rezoning required?	Yes
Setbacks	B-1 Neighborhood Business Front yard, minimum: 30 feet Rear yard, minimum: 30 feet for principal building; 25 feet for accessory building Side yard, minimum: 20 feet for principal building; 20 feet for accessory building B-5 Highway Business Front yard, minimum: 40 feet Rear yard, minimum: 25 feet for principal building; 5 feet for accessory building Side yard, minimum: 10 feet for principal building; 5 feet for accessory building
Dimensional Standards	Building Standards: Building height, maximum: 35 feet, maximum of 2 stories Coverage Standards: Building coverage, maximum: 75 percent (B-1), 80 percent (B-5) Lot Standards: Lot area, minimum: 20,000 sq.ft (B-1), 30,000 sq. ft. (B-5) Lot width, minimum: 100 feet at setback line (B-1), 120 feet at setback line (B-5)



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.

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GRAEF
275 West Wisconsin Avenue
Suite 300
Milwaukee, WI 53203-3318
414 / 259 1500

CLIENT:

PROJECT TITLE:
GERMANTOWN POLICE STATION

W188N10963 MAPLE RD,
JACKSON, WI 53037

ISSUE:
NO. DATE REVISIONS BY

DRAFT - NOT FOR CONSTRUCTION

PROJECT INFORMATION:

PROJECT NUMBER:	2024-0820.04
DATE:	01/12/2026
DRAWN BY:	AIB
CHECKED BY:	DAS
APPROVED BY:	SJF
SCALE:	AS NOTED

SHEET TITLE:
CONCEPT LAYOUT, GRADING & UTILITIES

SHEET NUMBER:
4.1.4.

4.2 PROBABLE COST INFORMATION

1/12/2026

Village of Germantown
Kwik Trip Location
Budget

MOORE CONSTRUCTION SERVICES
YOUR CONSTRUCTION PARTNER

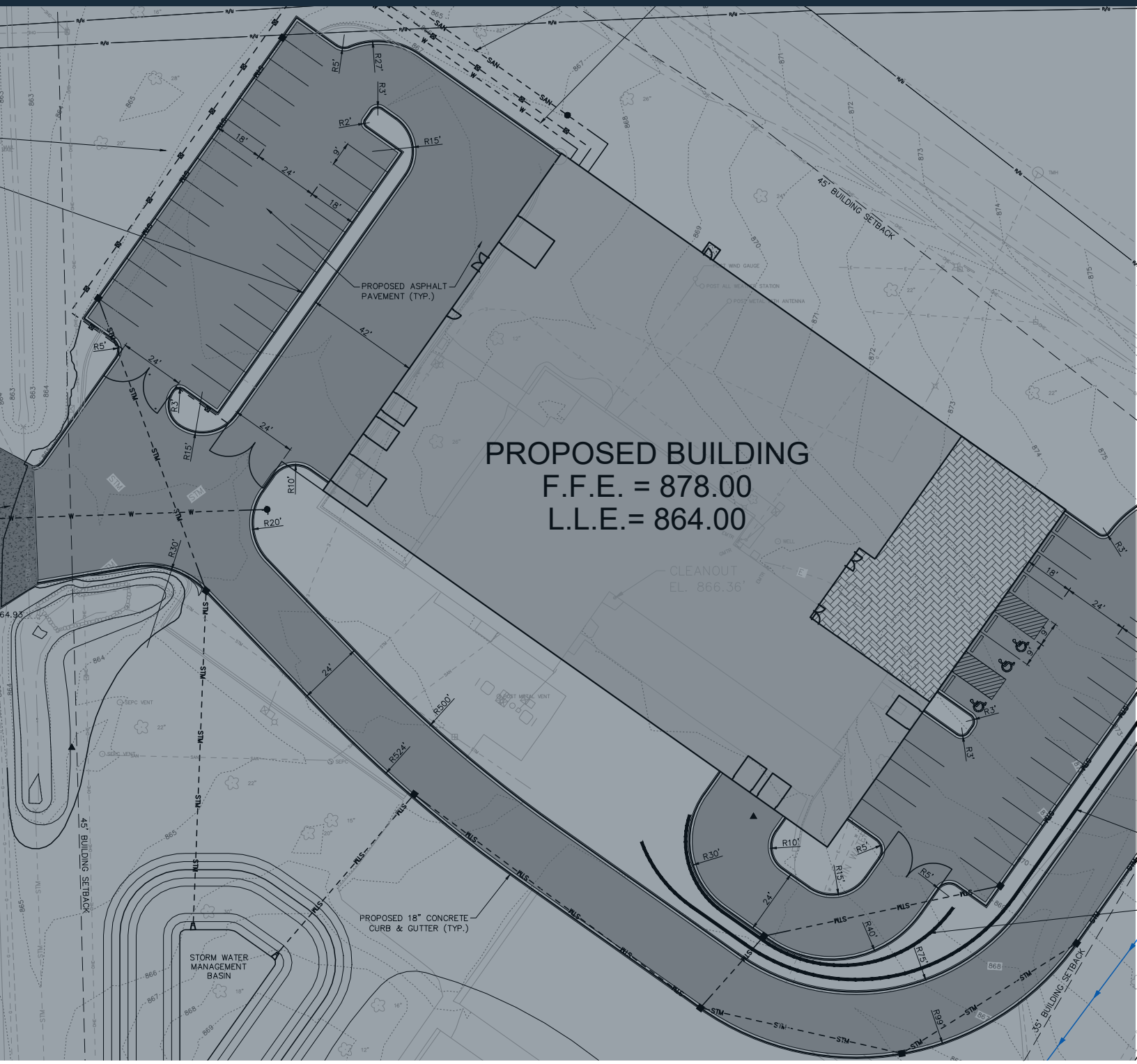
Area Cost Summary	Quantity	Unit		Unit Cost		Totals
Building Cost						
Building Cost	60,600	SF		$424		$25,694,400
Premium for 1st Level above grade	31,700	SF		$50		$1,585,000
Site Cost						
Building Demo	1	Allow		$100,000		$100,000
Tank Removals	1	Allow		$200,000		$200,000
Retention Pond	2	EA		$100,000		$200,000
Earthwork	1	LS		$250,000		$250,000
Curb & Gutter	1,512	LF		$30		$45,360
Asphalt Paving	3,566	SY		$42		$149,767
Sidewalk	384	SF		$8		$2,880
Utilities						
Misc Demo	1	LS		$15,000		$15,000
Sanitary	60	LF		$150		$9,000
Storm	206	LF		$110		$22,660
6" HDPE Underdrain	485	LF		$45		$21,825
Storm Inlets	7	EA		$5,500		$38,500
Flared Ends	6	EA		$5,000		$30,000
Control Structure	2	EA		$6,000		$12,000
Connections	2	EA		$5,000		$10,000
Water	81	LF		$120		$9,720
Hydrants	1	EA		$7,500		$7,500
Public Improvements						
Curb & Gutter	1,042	LF		$35		$36,470
Heavy Duty Pavement	2,053	SY		$48		$98,565
Earthwork Site Cost	2,053	SY		$50		$102,650
Cap Utilities	1	Allow		$25,000		$25,000
Total	**60,600**	**SF**				$28,666,298

Area Cost Summary - Other	
	$0
	$0
Land Purchase & Legal Fees	$1,900,000
Total	$1,900,000

Grand Total	$30,566,298

5.0 SITE ASSESSMENT #3: FOND DU LAC AVENUE

N122W17177 Fond Du Lac Avenue, Germantown, WI



5.1 SITE OVERVIEW

This summary evaluates the suitability of the Fond du Lac Avenue site for a new two-floor, 30,000-square-foot police department facility in Germantown. The site consists of two buildings totaling approximately 11,000 square feet that require demolition and is surrounded by agricultural land and park areas. The parcel is already owned by the Village of Germantown and is zoned Institutional (I), which allows for police station development without rezoning.

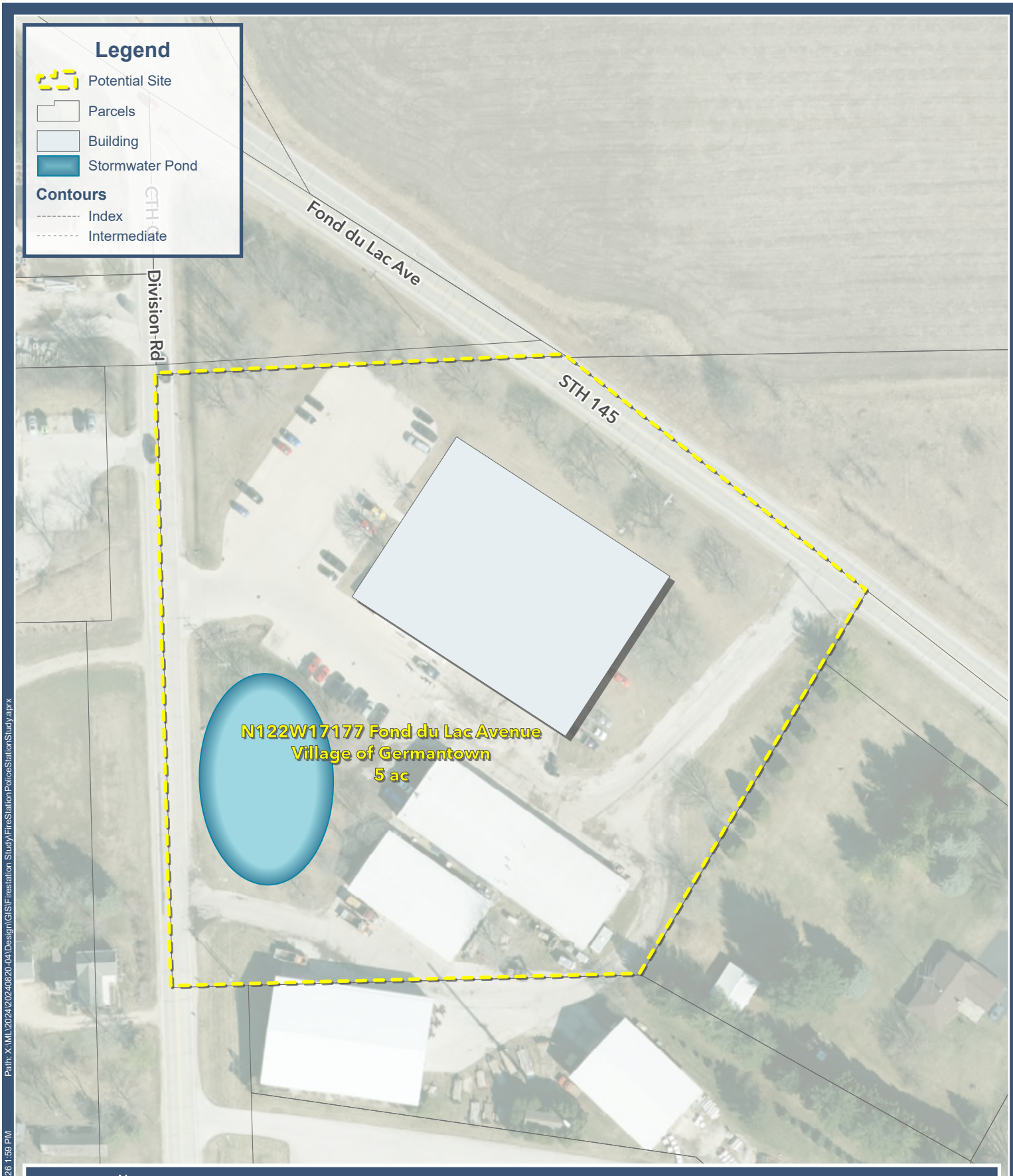
Power is available adjacent to the site, and water and sanitary sewer service will need to be extended approximately 2,250 linear feet. Existing access is provided from Fond du Lac Road (STH 145) and Division Road (CTH G), and the property features a 10-foot elevation change between these roads. The site is partially located in Floodplain Zone X but does not contain wetlands or wetland indicators. Existing stormwater infrastructure includes piping; however, a detention pond may be necessary to manage runoff with additional construction.

Bedrock may present construction challenges, and further geotechnical exploration is recommended to determine site constraints. A Phase 1 Environmental Site Assessment (ESA) is also advised to identify potential environmental liabilities.

The site falls under the jurisdiction of the Village of Germantown Community Development Department, Village of Germantown Public Works Department, Wisconsin Department of Natural Resources, Wisconsin Department of Transportation, Milwaukee Metropolitan Sewerage District, and Washington County Highway Department.

CONCLUSION:

The site is well-suited for the proposed 30,000 sf (two-floor) police department facility due to its central location within the village and strategic access to Fond du Lac Avenue, provided effective stormwater management and erosion control measures are implemented.



N

0 40 80

Feet

1 in = 100 ft

POLICE STATION - N122W17177 FOND DU LAC AVENUE

SITE MAP

VILLAGE OF GERMANTOWN
WASHINGTON COUNTY, WISCONSIN

EXHIBIT 5.1.1

GRAEF

Path: X:\MIL\2024\2024082004\Design\GIS\Firestation Study\FireStationPoliceStationStudy.aprx
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User: 1956

Proj. Number: 2024-0820.04

Source: Washington County | WDNR | FEMA

N

0 40 80

Feet

1 in = 100 ft

POLICE STATION - N122W17177 FOND DU LAC AVENUE

ENVIRONMENTAL CONDITIONS

VILLAGE OF GERMANTOWN
WASHINGTON COUNTY, WISCONSIN

FIGURE 5.1.2

GRAEF

Path: X:\MIL\2024\2024082004\Design\GIS\Firestation Study\FireStationPoliceStationStudy.aprx
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User: 1956

Proj. Number: 2024-0820.04

Source: Washington County | WDNR | FEMA

Project Fact Sheet:	
Project Name	Germantown – Police Department
Project No.	2024-0820.04
Property Statistics	
Property Address	N122W17177 Fond du Lac Avenue – Village of Germantown
AHJ's	Village of Germantown Community Development Department Village of Germantown Public Works Department Wisconsin Department of Transportation (WisDOT) Washington County Highway Department
Building Size	North Building : 10,500 SF Middle: 11,500 SF South Building: 5,700 SF
Site Context (surrounding land uses)	Agricultural and Park surroundings
Surrounding Zoning	I-Institutional A-2 – Agricultural RS-3 Single Family residential B-3 Neighborhood business
Utilities	
Sanitary	Available – Need to extend ~2,500 LF
Water	Available – Need to extend ~2,500 LF
Power	Available
Environmental	
Wetlands	No
Wetland Indicators	No
Floodplain	Zone X
Site Access	Existing access off FonDuLac Road (STH 145) Permit required from WisDOT Existing access off Division RD (CTH G) Permit required from Washington County Highway department
Stormwater	Has the pipes but might need detention pond with added construction
Site Constraints	~10' elevation change
Bedrock	ScA - St. Charles silt loam, 1 to 3 percent slopes: Typically deep bedrock, minimal excavation issues expected. KwB - Kidder loam, 2 to 6 percent slopes: Moderate bedrock depth, may require deeper foundations, site-specific checks recommended. KwC2 - Kidder loam, 6 to 12 percent slopes, eroded: Moderate bedrock depth, higher likelihood of encountering bedrock due to erosion, detailed geotechnical survey needed.
Grading Issues	ScA - Minimal erosion risk; needs proper grading for water runoff and compaction management. KwB - erosion risk; requires erosion control, good drainage planning, and proper runoff management. KwC2 - High erosion risk; needs significant erosion control, potential terracing, critical drainage management, and careful runoff planning.

Adopted Plans, Goals, and Policies	
Overlay Zones	
Development Regulations for Current Zoning Designation	
Zoning Designation	I-Institutional
Permitted Land Uses	a) Churches and synagogues. b) Hospitals, sanatorium, nursing homes and clinics. c) Libraries, museums and art galleries. d) Public or private schools, colleges and universities. e) Public administrative offices, including fire and police stations. f) Public utility offices
Rezoning required?	No
Setbacks	Front yard, minimum: Equal to average setback on each side of the use or districts Rear yard, minimum: 25 feet Side yard, minimum: Equal to side yard on adjacent use parcels or districts
Dimensional Standards	Building Standards: • Building height, maximum: 35 feet Coverage Standards: • Building coverage, maximum: 70 percent • Lot coverage, maximum: Building coverage limited to 70 percent Lot Standards: • Lot area, minimum: 7,200 sq. ft. • Lot width, minimum: 60 feet at setback line

PROPOSED HYD (TYP.)

PROPOSED MH (TYP.)

PROPOSED 8" PVC SANITARY SEWER

PROPOSED 18" CONCRETE CURB & GUTTER (TYP.)

APPROXIMATELY 2,600 LF OF 12" WATER MAIN EXTENDED FROM FREISTAD ROAD TO SITE

PROPOSED CONCRETE PAVEMENT (TYP.)

APPROXIMATELY 2,250 LF OF 8" SANITARY SEWER EXTENDED FROM FREISTAD ROAD TO SITE

PROPOSED 6" PVC SANITARY SEWER

PROPOSED 6" PVC WATER MAIN

DIVISION RD.

PROPOSED ASPHALT PAVEMENT (TYP.)

PROPOSED BUILDING
F.F.E. = 878.00
L.L.E.= 864.00

45' BUILDING SETBACK

CLEANOUT
EL. 866.36'

PROPOSED 18" CONCRETE CURB & GUTTER (TYP.)

PROPOSED STRUCTURAL RETAINING WALLS (TYP.)

STORM WATER MANAGEMENT BASIN

35' BUILDING SETBACK

25' BUILDING SETBACK

0 10' 20' 40'
SCALE: 1" = 20'

LEGEND

- 100 – EXISTING CONTOUR
- 100 – PROPOSED CONTOUR
- PROPOSED VERTICAL CURB
- PROPOSED STRUCTURAL RETAINING WALL
- (R) – PROPOSED ADA RAMP WITH TRUNCATED DOMES
- PROPOSED ASPHALT PAVEMENT
- PROPOSED PAVER PLAZA
- STM – PROPOSED STORM SEWER
- SAN – PROPOSED SANITARY SEWER
- W – PROPOSED WATER MAIN
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED GATE VALVE
- PROPOSED HYDRANT

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.

X:\ML\2024\20240820-04\Design\Civil\000\C_04_Concept Layout, Grading, & Utilities_R1
1/12/2026 2:26 PM

GRAEF
275 West Wisconsin Avenue
Suite 300
Milwaukee, WI 53203-3318
414 / 259 1500

CLIENT:

PROJECT TITLE:
GERMANTOWN POLICE STATION

N122W17177 FOND DU LAC AVE
GERMANTOWN, WI 53022

ISSUE:

NO.	DATE	REVISIONS	BY

DRAFT - NOT FOR CONSTRUCTION

PROJECT INFORMATION:

PROJECT NUMBER:	2024-0820.04
DATE:	10/01/2025
DRAWN BY:	AIB
CHECKED BY:	DSR
APPROVED BY:	DSR
SCALE:	AS NOTED

SHEET TITLE:
CONCEPT LAYOUT, GRADING & UTILITIES

SHEET NUMBER:
5.1.4

1/12/2026

Village of Germantown
Original DPW Site
Budget

MOORE CONSTRUCTION SERVICES LLC
YOUR CONSTRUCTION PARTNER

Area Cost Summary	Quantity	Unit		Unit Cost		Totals
Building Cost						
Building Cost	60,600	SF		$430		$26,058,000
Site Cost						
Total Site Improvements	1	LS		$2,306,851		$2,306,851
Utilities						
Water						Included Above
Sanitary						Included Above
Storm						Included Above
Public Improvements						
Sewer & Water Extension to front of Site (Graef Estimate)	1	Allow		$2,295,450		$2,295,450
Total	**60,600**	**SF**				$30,660,301

Area Cost Summary - Other		
		$0
		$0
Total		$0

Grand Total	$30,660,301

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 19, 2026

PLACEMENT: Presentation

ITEM TITLE: Report on Planning of 4th of July Activities (DISCUSSION)

SUBMITTED BY: Steve Kreklow, Administrator

SUMMARY EXPLANATION:

Staff have been working diligently on preparations for the 250th anniversary of the signing of the Declaration of Independence this July 4th. Here is a summary of plans as they are shaping up thus far:

- The Chamber of Commerce is taking the lead on the parade and are planning an 11:00 AM start.
- The Parks & Rec Director is working with our Farmers' Market vendor to change their hours so they compliment and do not conflict with the parade or other activities.
- The Parks & Rec Department is lining up musical entertainment at the Gehl's Pavilion in Fireman's Park starting at 5:00 or 6:00 and continuing until dusk.
- We are planning concessions in Fireman's Park starting at approximately 5:00. We are looking for a volunteer group to staff the concessions.
- We are recruiting food trucks to serve in Fireman's Park during the pre-fireworks activities.
- The Police Department has contacted the military to request demonstrations before the fireworks.
- The Chamber of Commerce and Village staff are holding an information session on January 28th to recruit volunteer organizations to provide additional games and childrens' activities in Fireman's Park before the fireworks.
- We have our regular fireworks vendor lined up to provide an outstanding display of pyrotechnics.
- I am working with the Village President and others to attempt to find more organizations interested in providing or funding additional activities for the celebration.

I will report back to the Board a spring meeting to update you and the Board of our progress.

ATTACHMENT:

STAFF RECOMMENDATION:

No action is necessary.

ACTION BY COMMITTEE: