



Plan Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<http://www.de-pere.org>

Agenda

Monday, June 24, 2019

7:00 PM

De Pere City Hall Council Chambers

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Plan Commission** of the City of De Pere will be held on **June 24, 2019** at **7:00 PM** in the **De Pere City Hall Council Chambers**, 335 S. Broadway Street, De Pere, WI 54115.

This meeting can be viewed LIVE at www.depere.tv. This meeting is also rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at www.depere.tv.

Call to Order

1. Roll Call
2. Approval of the minutes of the May 28, 2019 Plan Commission meeting.
3. Staff recommendation and possible action regarding a Proposed Extraterritorial 47 Lot and 2 Outlot Preliminary Plat of Lawrence Parkway at French Road in the Town of Lawrence (Parcels L-454-3, L-455-2, L-455-1, L-457-1, and L-453 & L-458-3). Submitted by David M. Schmalz, McMahon Associates, authorized representative for the Town of Lawrence, CCLW LLC, and Integrated Public Resources LLC, property owners.*
4. Staff recommendation and possible action regarding a Precise Implementation Plan (PIP) for 1881 Southbridge Road (Parcels WD-1831 through WD-1838). Submitted by Brandon Robaidek, EIT, authorized representative for Crosspoint Church INC ETAL, property owner.*
5. Staff recommendation and possible action regarding a Rezoning and PDD General Plan application for proposed Notre Dame School at 100 S Huron Street (Parcel ED-1013). Submitted by Groth Design Group. *
6. Staff recommendation and possible action regarding a Rezoning Request from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*
7. Staff recommendation and possible action regarding a Conditional Use Permit request for a proposed new health and medical institution (dental office) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*
8. Staff recommendation and possible action regarding a Site Plan for a new dental office and off-street parking areas at 221-233 S. Erie Street (Parcels ED-1112, ED-1113, ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.
9. Status report of City of De Pere Zoning Ordinance and Sign Ordinance rewrite -- June 2019.

Adjournment

Any person wishing to attend this meeting, who, because of disability, requires special

accommodations should contact the City Planner's office at 339-4043 by noon on the day of the meeting so that arrangements can be made.

*Items with an asterisk require City Council approval.

Agenda Sent To:

Alderspersons

City Administrator

Mayor

Department Heads

TV, Newspapers & Radio Stations

Kress Family Library

De Pere Chamber of Commerce

David M. Schmalz, McMahon Associates

Town of Lawrence

Integrated Public Resources LLC

CCLW LLC

Brandon Robaidek, EIT, Robert E. Lee & Associates

Jerry Lewin, Crosspoint Church, Inc.

Peter Schneider, Groth Design Group

Marv Wall, Notre Dame of De Pere

Katie Nemitz, Design Unlimited

HNH LLC



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Approval of the minutes of the May 28, 2019 Plan Commission meeting.

ATTACHMENTS:

- PC_May2019_Minutes_Draft (PDF)



Plan Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<http://www.de-pere.org>

Draft Minutes

Tuesday, May 28, 2019

7:00 PM

De Pere City Hall Council Chambers

Call to Order

The meeting was called to order at 7:00 PM by Mayor Michael J. Walsh

Attendee Name	Title	Status	Arrived
Michael J. Walsh	Mayor	Present	
James Boyd	Alderman	Present	
Derek Beiderwieden	Commissioner	Present	
Brenda Busch	Commissioner	Present	
Mark Higgins	Commissioner	Present	
Dean Raasch	Alderman	Present	
Grant Schilling	Commissioner	Present	

Also present: Development Services Director Kim Flom and members of the public.

2. Approval of the minutes of the April 22, 2019 Plan Commission meeting.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderman
SECONDER:	James Boyd, Alderman
AYES:	Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

3. Staff recommendation and possible action regarding a Site Plan for a new playground, two softball diamonds with dugouts and concessions area, electrical conduit, and additional parking for the Westwood Elementary School and West De Pere Middle School at 1155 Westwood Drive (Parcel WD-D0022 & WD-D0220). Submitted by Dan Peplinski, Point of Beginning INC, authorized representative for School District of West De Pere, property owner.

Development Services Director Kim Flom reviewed the site plan for the West De Pere School District to add two softball diamonds at 1155 Westwood Drive. This item was initially presented at the April Plan Commission meeting but was referred back to staff to allow for the school district to hold an open house and notify neighbors within 300 feet of the proposed site plan. The open house was held on May 9, 2019 and a total of two people attended. Kim reported that the only change that has been made since the April meeting was that the petitioner has added 41 trees to strengthen the buffer to the residential neighborhood. Mayor Walsh moved, seconded by Derek Beiderwieden, to open the meeting for public comment. Upon vote, motion carried unanimously. A resident, Jennifer Mornard, who lives on Meadow View Lane and whose house abuts the property, thanked the School Board and the Plan Commission for their consideration of the residents in the area. She spoke about the lighting provision and her concern that there will not be any public notification when the school district decides to put in the lighting. She asked the Plan Commission to require the school district to have a public notification as a condition of approval of the site plan. Mayor Walsh moved, seconded by Alderman Raasch, to go back to regular order. Upon vote, motion carried unanimously. Mayor Walsh asked Development Services Director Kim Flom to address the lighting condition. Kim noted that there is nothing in the Municipal Code that requires the school district to notify the neighbors when they decide to add lighting to the ball diamonds. Kim suggested that the Plan Commission could add a provision for the school district to

notify the neighbors, but she is not sure of the legal ramifications and if it could be enforced. Mayor Walsh moved, seconded by Alderperson Raasch, to open the meeting. Upon vote, motion carried unanimously. John Zegers, the superintendent of West De Pere School District, addressed the commission. He stated that the motivation from the administration and the School Board was to save taxpayers' money by adding the conduit now rather than later. Mayor Walsh asked if the plan includes a fence along the property line. John replied that he feels we should wait and see if it becomes an issue and then possibly add the fence if it is needed. Mayor Walsh moved, seconded by Alderperson Raasch, to go back to regular order. Upon vote, motion carried unanimously. Alderperson Raasch moved, seconded by Alderperson Boyd, to approve the site plan. Alderperson Boyd questioned the lighting and if a public notification could be added as a condition of approval. Alderperson Raasch stated that the School Board would have to agree on such a condition and since they were not in attendance, it would be difficult to add it as a condition without holding up the project even further. The rest of the commission agreed and decided not to add it as a condition. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	James Boyd, Alderperson
AYES:	Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

4. Staff recommendation and possible action regarding a proposed extraterritorial Two Lot Certified Survey Map at 5813 Blake Road in the Town of Rockland (Parcel R-376). Submitted by Aaron P. Schroeder, PLS, CQM INC, authorized representative for Timothy J. & Lynn A. Jonet, property owners.*

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	Derek Beiderwieden, Commissioner
AYES:	Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

5. Staff recommendation and possible action regarding a Site Plan for a new dental office and off-street parking areas at 221-233 S. Erie Street (Parcels ED-1112, ED-1113, ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.

Development Services Director Kim Flom reviewed the site plan for the proposed expansion for MAC Dental. The original dental office was built in 1973, when a conditional use permit was approved to allow a dental office at the current location on Erie Street. The proposed expansion is to demolish the existing building and replace it with a new 5300 sq.ft. building that is 33 feet high. This project requires several different reviews, including a site plan, rezoning, conditional use, and a setback variance. The first three reviews will occur tonight, while the setback variance will be reviewed at the June Board of Appeals meeting on June 24, 2019. Kim noted that the proposed building is very residential in nature, with cement board siding as opposed to masonry. The proposed plan centralizes the building on the site and shifts the parking lot to the south with access on Lewis Street. It will have the look of a two story structure from the outside, but with only one story on the interior. The plan also proposes substantial landscaping, well above code requirements as well as a fence along the north property line. Three parking stalls located on the alley will be reserved for staff parking while the new parking lot will be accessed from Lewis Street, with 17 parking stalls. Earlier in May, the petitioner hosted an open house to allow neighbors to provide feedback on the project. Staff recommended

approval of the site plan subject to conditions in the staff report. Mayor Walsh moved, seconded by Grant Schilling, to open the meeting. Upon vote, motion carried unanimously.

Elaine & Dave Flora, residents in the area who have lived here since 1972 presented the commission with 111 signed petitions in objection to the proposal. Dave reported that 75% of the petitioners live directly in the surrounding neighborhood, while the other 25% are residents of De Pere who also object to the project. Elaine and Dave stated that they vehemently opposed the expansion.

Next, Jack Pasterski voiced his objection to the expansion. He has lived in the neighborhood for 72 years and is concerned with the added traffic he perceives will follow with this new development.

Lisa Cherney purchased her home in 2017 and stated that she would not have purchased it had she known about this proposed development. Her house is next door to the vacant property owned by MAC Dental, which has not been maintained since they purchased the lot. She reported that the lawn was not kept up and the front door was left unsecured throughout the winter.

Chris Button also spoke against the development. He has lived on Erie Street for 22 years and wants to preserve the charm of the old neighborhood. He added that he does not feel the expansion will fit in with the rest of the neighborhood.

Alderspersion Jonathon Hansen spoke next. He represents District 2, where the MAC dental site is located. He noted that a lack of trust has built up between MAC Dental and the residents in the area due to the fact that the vacant property was not maintained after MAC Dental purchased it.

Alderspersion Ryan Jennings, the other alderspersion in District 2, spoke next. He noted that the architects did a good job with the layout of the new building. However, he does not believe that the site plan would be approved if it was a brand new development being brought before the Plan Commission now.

Noah Wentland, whose house faces the proposed parking lot, voiced his opposition to the development also.

Development Services Director Kim Flom explained the reason for the agenda order. Typically, rezoning and conditional uses are approved first, followed by the site plan. However, in this case, staff felt that reviewing the site plan first was a good way to explain the project in less complex terms. She added that all reviews are contingent upon one another; therefore, the order does not matter. The authorized representative, Chris Halwig, the architect with Design Unlimited addressed the commission. He stated that aspects of the site plan were altered after hearing neighbors concerns regarding the proposed site plan. One of the changes was the addition of a 6 foot high fence along the north property line to screen the office from the residential properties. Other changes made included altering the office hours from 8 am to 8 pm to 8 am to 7 pm, turning off the exterior lighting at 7 pm, and increasing the landscaping on the site. Mayor Walsh asked if the owners plan on leasing any of the office space and Chris replied no. Mayor Walsh then asked if there are any assurances that the owner will keep up the landscaping since it wasn't kept up in the past. Kim replied that the City can issue violation notices and citations if the landscaping is not kept up since it is a condition of the site plan.

Alderspersion Raasch asked if the height of the building is an issue, would the owners be willing to reduce the height. Chris replied that it is structurally feasible to reduce the height, but cannot answer whether the owners are amenable to reducing the height.

Mayor Walsh moved, seconded by Derek Beiderwieden, to go back to regular order. Upon vote, motion carried unanimously. Mark Higgins moved, seconded by Alderspersion Boyd, to refer the item back to staff in order for the owner to attend the June 24 Plan

Commission meeting and answer questions about the project. Upon vote, motion carried unanimously.

RESULT: **REFERRED BACK TO STAFF [UNANIMOUS]**

Next: 6/24/2019 7:00 PM

MOVER: Mark Higgins, Commissioner

SECONDER: James Boyd, Alderperson

AYES: Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

6. Staff recommendation and possible action regarding a Rezoning Request from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*

Development Services Director Kim Flom reviewed the rezoning request for 221 S Erie Street. Mayor Walsh moved, seconded by Grant Schilling, to open the meeting. Upon vote, motion carried unanimously. No one wished to speak. Mayor Walsh moved, seconded by Derek Beiderwieden, to close the meeting. Upon vote, motion carried unanimously. Discussion followed that it would be difficult to act on the rezoning since the site plan was referred back to staff. Alderperson Raasch moved, seconded by Alderperson Boyd, to refer the item back to staff. Upon vote, motion carried unanimously.

RESULT: **REFERRED BACK TO STAFF [UNANIMOUS]**

Next: 6/24/2019 7:00 PM

MOVER: Dean Raasch, Alderperson

SECONDER: James Boyd, Alderperson

AYES: Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

7. Staff recommendation and possible action regarding a Conditional Use Permit request for a proposed new health and medical institution (dental office) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*

Development Services Director Kim Flom suggested that the Plan Commission refer this item back to staff since the conditional use cannot be approved unless the rezoning is approved. Alderperson Raasch moved, seconded by Mayor Walsh, to refer the item back to staff. Upon vote, motion carried unanimously.

RESULT: **REFERRED BACK TO STAFF [UNANIMOUS]**

Next: 6/24/2019 7:00 PM

MOVER: Dean Raasch, Alderperson

SECONDER: Michael J. Walsh, Mayor

AYES: Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

8. Consideration and staff recommendation regarding Planned Development District Pre Application Concept Meeting for proposed Notre Dame School at 100 S Huron Street (Parcel ED-1013). Submitted by Groth Design Group.

Development Services Director Kim Flom introduced the design consultants for the Notre Dame School to the Plan Commission. She explained that this is a pre-application

conference where the applicant meets with the Plan Commission for a preliminary discussion as to the scope and nature of the proposed development. Mayor Walsh moved, seconded by Alderperson Raasch, to open the meeting. Upon vote, motion carried unanimously. The petitioners, Peter Schneider with Groth Design Group along with Craig Sachs from Miron Construction addressed the commission. The proposal is for the redevelopment of the Notre Dame Middle and Elementary schools into one new combined school on the existing elementary school site. Because of the constraints of the site, the school building will be placed at the northern end of the property with primary street frontage along George Street and the northern parts of Superior and Huron Street. The design shows two drop off sites: a car drop off on Superior Street and a bus drop off on Huron Street. The project has a very tight timeline, since they are planning on the school being open in time for the 2020 school year. Mayor Walsh commented that this is a great project. However, his major concern is the traffic pattern. Derek Beiderwieden also voiced his concern with the traffic, especially the parking and drop off sites. Huron Street is a narrow street, which would be hard to maintain a drop off lane and a drive lane. He commented that one way streets would probably help the situation. In addition, having temporary traffic control in the morning and after school would help alleviate traffic. Alderperson Raasch added that the petitioner should conduct traffic studies. The petitioner noted that the traffic studies are underway and that the review of traffic analysis will be a big part of the next project review. Mayor Walsh asked when construction would begin and the petitioner replied September 1, 2019, with an opening of Fall 2020. Development Services Director Kim Flom commented that the rest of the Plan Commission reviews will likely occur in June and July. Mayor Walsh moved, seconded by Brenda Busch, to go back to regular order. Upon vote, motion carried unanimously. Brenda Busch moved, seconded by Alderperson Raash, to approve the concept for the new Notre Dame School and Planned Development District. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Brenda Busch, Commissioner
SECONDER:	Dean Raasch, Alderperson
AYES:	Walsh, Boyd, Beiderwieden, Busch, Higgins, Raasch, Schilling

9. Presentation, discussion, and possible action regarding the DRAFT De Pere Zoning Code Rewrite, portion of Module 2 of 3, related to Districts and Uses, by Leslie Oberholzer, Codametrics, consultant.

The consultant, Leslie Oberholzer, with Codametrics presented a review of Module 2 of the zoning code rewrite. She reported that Module 2 is still under staff review. This item was a discussion only item, so no action needed to be taken at this time.

RESULT:	NO ACTION
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Adjournment

Mayor Walsh moved, seconded by Alderperson Raasch, to adjourn the meeting at 9:43 PM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Staff recommendation and possible action regarding a Proposed Extraterritorial 47 Lot and 2 Outlot Preliminary Plat of Lawrence Parkway at French Road in the Town of Lawrence (Parcels L-454-3, L-455-2, L-455-1, L-457-1, and L-453 & L-458-3). Submitted by David M. Schmalz, McMahon Associates, authorized representative for the Town of Lawrence, CCLW LLC, and Integrated Public Resources LLC, property owners.*

ATTACHMENTS:

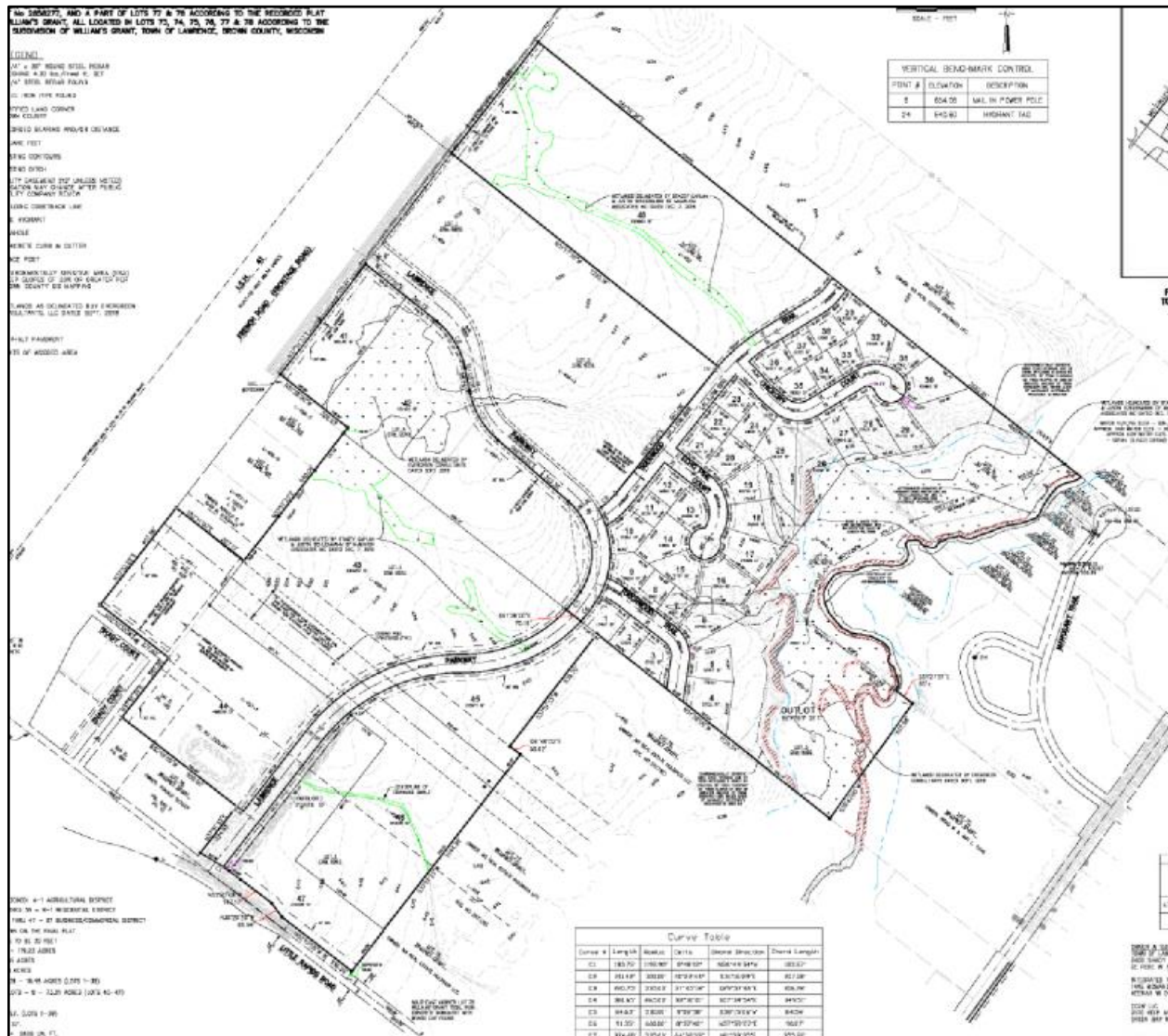
- Ex PrePlat - Lawrence Parkway - Plan Commission Report (DOCX)
- Application Form (PDF)
- Preliminary Plat (PDF)

- ITEM 3:** Staff recommendation and possible action regarding a Proposed Extraterritorial 47 Lot and 2 Outlot Preliminary Plat of Lawrence Parkway at French Road in the Town of Lawrence (Parcels L-454-3, L-455-2, L-455-1, L-457-1, and L-453 & L-458-3). Submitted by David M. Schmalz, McMahon Associates, authorized representative for the Town of Lawrence, CCLW LLC, and Integrated Public Resources LLC, property owners.*

SITE MAP



PROPOSED PRELIMINARY PLAT



REQUESTED ACTION: Extraterritorial Preliminary Plat Approval.

COMMON DESCRIPTION: Located in the Town of Lawrence between French Road (Frontage Road) and Little Rapids Road with Lawrence Parkway intersecting the plat.

PARCEL NUMBER(S): L-454-3, L-455-2, L-455-1, L-457-1, L-453, L-458-3

EXISTING ZONING: Agricultural/Business in Town of Lawrence. Proposed for Residential and Commercial/Business by the Town.

SURROUNDING LAND USES: Residential to North and East. Agricultural to West and South.

COMPREHENSIVE PLAN:	Commercial and Residential for Town of Lawrence.	
APPLICANT/OWNER NAME:	David M. Schmalz, McMahon Associates Authorized representative 1445 McMahon Drive Neenah, WI 54956	Owner of L-457-1: Town of Lawrence 2400 Shady Court De Pere, WI 54115 Owner of L-453, L-455-1 & L-458-3: Integrated Public Resources LLC 1445 McMahon Drive Neenah, WI 54956 Owner of L-454-3 & L-455-2: CCLW LLC 2170 Velp Avenue, Suite 106 Green Bay, WI 54303-6596
SITE HISTORY:	After a review of historic air photographs, the site has remained vacant for agricultural use since 1938. On June 7, 2019 the applicant submitted a proposed extraterritorial preliminary plat for City review. The proposed land division includes 39 single family lots, 8 commercial/recreational lots, and 2 outlots. The City of De Pere reviewed three extraterritorial CSM's for property in this area in 2018 and early 2019. The land division is within the Sewer Service Area for the Town of Lawrence. There are known environmentally sensitive areas on the site that will be addressed by Brown County Planning & Land Services.	
STAFF REVIEW:	When reviewing the plat, staff considers Sections 46-3 through 46-7 of the De Pere Platting and Division of Land Code requirements in order to address land divisions in residential and business districts. Staff also considers the future land use recommendation of the Comprehensive Plan, surrounding land uses, and desired development patterns. • The site has 47 lots and 2 outlots. • 39 of the lots are single family residential, and 8 of the lots are commercial and recreational/sports related. • Outlot 1 is mostly an Environmentally Sensitive Area with wetlands, located next to a tributary of Ashwaubenon Creek. • Outlot 2 is a narrow strip of land that is adjacent to the Lawrence Parkway right-of-way, with no ESA's. Lawrence proposes that Outlot 2 will become a business zone that caters to the neighborhood sports parks and resident uses. • The street pattern for Lawrence Parkway is the main arterial, with Tigerwood Trail as an offshoot connecting into two cul-du-sacs in the residential area.	

- For the residential lots, De Pere requires 8,000 sq. ft. minimum lots with 75 ft. of street frontage. The Town of Lawrence requires 12,000 sq. ft. minimum lots with 100 foot widths.
- For the business lots, De Pere has no specific minimum requirement aside from being adequate to provide for the required off-street service and parking facilities. The Town of Lawrence requires 12,000 sq. ft. minimum lots and a street frontage of no less than 100 feet and a minimum of 25% greenspace.

All of the lots meet the minimum land division criteria of the De Pere Platting and Division of Land chapter and the Lawrence Municipal Code.

In summary, the preliminary extraterritorial plat meets the criteria of State of Wisconsin Statutes 236 and Sections 46-3 through 46-7 of the De Pere Platting and Division of Land Chapter. The proposed land division does not impact the Comprehensive Plan negatively. The proposed lot size, street frontage, and setbacks meet acceptable City requirements.

REVIEW PROCESS:

For extraterritorial preliminary plat petitions, the Plan Commission provides either an approval, rejection with reason, or approval with conditions decision. The Common Council also reviews preliminary extraterritorial plats. The Common Council is expected to review the City plat on July 16, 2019.

**STAFF
RECOMMENDATION:**

Staff recommends APPROVAL of the preliminary extraterritorial plat and forwarding the plat to the Common Council for preliminary approval, subject to:

1. Meeting all other state and local regulations, including the Town of Lawrence, City of De Pere, and Brown County Planning Commission.
2. The City of De Pere Certificate should be modified to reference the date the Clerk/Treasurer signs the document AND the date the City of De Pere approved the document.



CITY OF DE PERE

APPLICATION FOR
PLAT REVIEW

CITY OF DE PERE
RECEIVED
JUN 17 2019
PLANNING DEPT.

Fee: \$3610.00
Receipt #: 143414
Date: 6-17-19

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) McMahon Associates	Authorized Representative David M. Schmalz	Title Preliminary Plat Lawrence Parkway	
Mailing Address 1445 McMahon Drive	City Neenah	State WI	ZIP Code 54956
Email Address DsSchmalz@mcmgrp.com	Phone Number (incl. area code) 920-751-4200 ext 240	Fax Number (incl. area code) 920-751-4284	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Town of Lawrence	Contact Person Patrick Wetzel	Title Town Administrator	
Mailing Address 2400 Shady Court	City De Pere	State WI	ZIP Code 54115
Email Address patrickw@townoflawrence.org	Phone Number (incl. area code) 920-347-3710	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description French Road - Town of Lawrence	Parcel No. L-454-3, L-455-2, L-455-1, L-457-1, L-453 & L-458-3
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SECTION 4: Plat Review

Review Type:	☒ Preliminary Plat ☐ Final Plat	
Fee:	Preliminary Plat Fee: \$278 + (49 # of lots and outlots x \$68) Final Plat Fee: \$195	\$3610.00
Present Use of Parcel:	Agricultural/Business	
Proposed Use of Lots:	Residential & Commercial/Business	

Please submit 1 hard copy, 1 PDF copy, and 1 CAD copy of the Plat if the property is located within the City or if the property is located within the extraterritorial jurisdiction.

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) David M. Schmalz	Title Land Surveyor	Phone Number 920-751-4200
Signature of Applicant <i>David M. Schmalz</i>		Date Signed June 7, 2019

TO BE COMPLETED BY CITY STAFF

Plat Review authorized by the De Pere Municipal Code, Chapter 46.

Attachment: Application Form (8439 : Staff recommendation and possible action regarding a Proposed Extraterritorial 47 Lot and 2 Outlot p)

ALL OF LOT 1 OF VOLUME 52 OF CERTIFIED SURVEY MAPS PAGES 56-59 AS MAP No. 7579, RECORDED AS DOCUMENT No. 2283695 AND ALL OF LOT 1 OF CERTIFIED SURVEY MAP No. 9002, RECORDED AS DOCUMENT No. 2849078 AND PART OF LOT 2 AND ALL OF LOTS 3 AND 4 OF CERTIFIED SURVEY MAP No. 9050, RECORDED AS DOCUMENT No. 2858277, AND A PART OF LOTS 77 & 78 ACCORDING TO THE RECORDED PLAT OF THE SUBDIVISION OF WILLIAM'S GRANT, ALL LOCATED IN TOWNS 73, 74, 75, 76, 77 AND 78 ACCORDING TO THE RECORDED PLAT OF THE SUBDIVISION OF WILLIAM'S GRANT, TOWN OF LAWRENCE, BROWN COUNTY, WISCONSIN

- - 1 1/4" x 30" ROUND STEEL REBAR WEIGHING 4.30 lbs./linear ft. SET
- - 1 1/4" STEEL REBAR FOUND
- - 1" I.D. IRON PIPE FOUND
- - CERTIFIED LAND CORNER BROWN COUNTY
- - RECORDED BEARING AND/OR DISTANCE
- - SQUARE FEET
- - EXISTING CONTOURS
- - EXISTING DITCH
- - UTILITY EASEMENT (12' UNLESS NOTED) LOCATION MAY CHANGE AFTER PUBLIC UTILITY COMPANY REVIEW
- - BUILDING DSETBACK LINE
- - FIRE HYDRANT
- - MANHOLE
- - CONCRETE CURB & GUTTER
- - FENCE POST
- - ENVIRONMENTALLY SENSITIVE AREA (ESA) STEEP SLOPES OF 20% OR GREATER PER BROWN COUNTY GIS MAPPING
- - WETLANDS AS DELINEATED BY EVERGREEN CONSULTANTS, LLC DATED SEPT. 2018
- - ASPHALT PAVEMENT
- - LIMITS OF WOODED AREA

NOTES:

THIS PROPERTY IS CURRENTLY ZONED: A-1 AGRICULTURAL DISTRICT

PROPOSED ZONING: LOTS 1 THRU 39 = R-1 RESIDENTIAL DISTRICT

LOTS 40 THRU 47 = B1 BUSINESS/COMMERCIAL DISTRICT

UTILITY EASEMENTS TO BE SHOWN ON THE FINAL PLAT

FRONTYARD BUILDING SETBACKS TO BE 30 FEET

TOTAL AREA OF DEVELOPMENT = 119.23 ACRES

DEDICATED STREET AREA = 8.05 ACRES

NET SUBDIVIDED AREA = 111.18 ACRES

TOTAL SINGLE FAMILY LOTS = 39 - 18.48 ACRES (LOTS 1-39)

TOTAL BUSINESS/COMMERCIAL LOTS = 8 - 73.21 ACRES (LOTS 40-47)

TOTAL OUTLOTS = 2

AVERAGE LOT SIZE = 20,617 S.F. (LOTS 1-39)

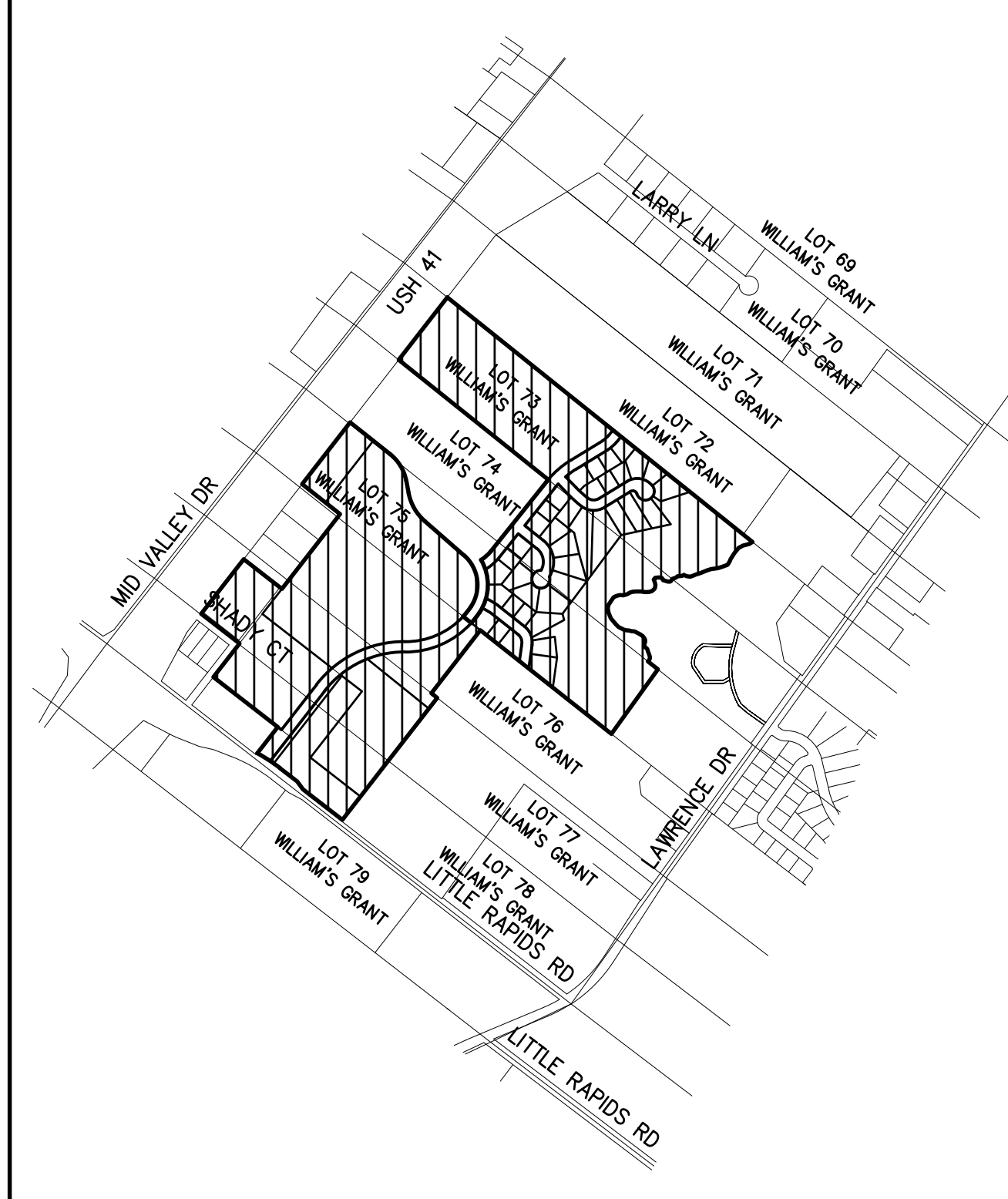
SMALLEST LOT SIZE = 12,500 S.F.

LINEAL FEET OF NEW STREETS = 5805 LN. FT.

SEWER AND WATER SERVICE FROM THE TOWN OF LAWRENCE

OUTLOTS 1 & 2 ARE TO BE OWNED & MAINTAINED BY THE TOWN OF LAWRENCE

VERTICAL BENCHMARK CONTROL		
POINT #	ELEVATION	DESCRIPTION
6	654.06	NAIL IN POWER POLE
24	640.60	HYDRANT TAG



LOCATION MAP
PLAT OF THE SUBDIVISION OF WILLIAMS GRANT,
TOWN OF LAWRENCE, BROWN COUNTY, WISCONSIN

SURVEYOR'S CERTIFICATE

The property as shown and described on this map was surveyed under my direction and control according to the Wisconsin Administrative Code, Chapter A-E7 of Minimum Standards for Property Surveys, and is a correct representation of said survey, to the best of my knowledge and belief.

June 7, 2019 David M. Schma
date Professional Land Surveyor

SUBDIVIDER OWNERSHIP			
OWNER	TAX PARCEL		AREA
	PART OF	ALL OF	
TOWN OF LAWRENCE	L-454-3 & L-455-2	L-455-1, L-457-1	39.78
INTEGRATED PUBLIC RESOURCES LLC		L-453 & L-450-3	63.66
CCLW, LLC	L-454-3 & L-455-2		27.60

OWNER & SUBDIVIDER:
TOWN OF LAWRENCE
2400 SHADY CT
DE PERE WI 54115

INTEGRATED PUBLIC RESOURCES LLC
1445 MCMAHON DR
NEENAH WI 54956

CCLW LLC
2170 VELD AV STE 106
GREEN BAY WI 54303-6596

LAND SURVEYOR:
DAVID M. SCHMALZ
MCMAHON ASSOCIATES
1445 MCMAHON DRIVE
NEENAH, WISCONSIN 54956
PHONE #920-751-4200

OBJECTING AUTHORITIES:
- DEPARTMENT OF ADMINISTRATION

APPROVING AUTHORITIES:
 - TOWN OF LAWRENCE
 - CITY OF DE PERE
 - BROWN COUNTY PLANNING COMMISSION

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	183.75'	1195.92'	8°48'12"	N56°44'54"W	183.57'
C2	211.42'	300.00'	40°22'44"	S31°16'29"E	207.08'
C3	220.75'	335.00'	37°45'18"	S29°57'46"E	216.78'
C4	381.65'	265.00'	82°31'01"	S07°34'54"E	349.51'
C5	84.63'	530.00'	9°08'58"	S38°15'06"W	84.54'
C6	90.35'	600.00'	8°37'42"	N39°59'27"E	90.27'
C7	374.40'	335.00'	64°02'03"	N01°39'35"E	355.22'
C8	89.48'	265.00'	19°20'45"	N48°22'47"E	89.05'
C9	16.24'	635.00'	1°27'56"	N36°26'23"E	16.24'



NOTES:
A SHORELAND PERMIT FROM THE BROWN COUNTY ZONING ADMINISTRATOR'S OFFICE IS REQUIRED FOR OUTLOT 1 AND LOTS 16, 17, 28, 25 AND 26 PRIOR TO CONSTRUCTION, FILL OR GRADING ACTIVITY WITHIN 300 FEET OF A STREAM.

LOTS 6, 7, 15, 16, 18, 19, 25, 26, 27, 28 & OUTLOT 1 INCLUDE WETLAND AREAS THAT MAY REQUIRE PERMITS FROM THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES, ARMY CORP OF ENGINEERS, BROWN COUNTY PLANNING COMMISSION, OR THE BROWN COUNTY ZONING ADMINISTRATOR'S OFFICE PRIOR TO ANY DEVELOPMENT ACTIVITY.

THE WDNR SURFACE WATER VIEWER MAP IDENTIFIES WETLAND INDICATOR SOIL TYPES WITHIN THE SUBJECT PROPERTY. DUE TO WETLANDS INDICATOR SOILS, AND/OR WATERWAYS WITHIN THE SUBJECT PROPERTY, COORDINATE WITH WISCONSIN DEPARTMENT OF NATURAL RESOURCES REGARDING POTENTIAL PROTECTIVE AREAS.

THE PROPERTY OWNERS, AT THE TIME OF CONSTRUCTION, SHALL IMPLEMENT THE APPROPRIATE SOIL EROSION CONTROL METHODS OUTLINED IN THE WISCONSIN CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL TECHNICAL STANDARDS (AVAILABLE FROM THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES) TO PREVENT SOIL EROSION. HOWEVER, IF AT THE TIME OF CONSTRUCTION THE TOWN HAS AN ADOPTED SOIL EROSION CONTROL ORDINANCE, IT SHALL GOVERN OVER THIS REQUIREMENT. THIS PROVISION APPLIES TO ANY GRADING, CONSTRUCTION, OR INSTALLATION-RELATED ACTIVITIES.

ESA RESTRICTIVE COVENANT:
LOTS 6, 7, 8, 15, 16, 17, 18, 19, 25, 26, 27, 28 AND OUTLOT 1 CONTAIN AN ENVIRONMENTALLY SENSITIVE AREA (ESA) AS DEFINED IN THE BROWN COUNTY SEWAGE PLAN. THE ESA INCLUDES WETLANDS, ALL LAND WITHIN 35 FEET OF WETLANDS 2 ACRES OR GREATER, FLOODWAY, ALL LAND WITHIN 35 FEET OF THE FLOODWAY OR 75 FEET BEYOND THE ORDINARY HIGH WATER MARK, WHICHEVER IS GREATER NARROWABLE WATERWAYS, ALL LAND WITHIN 75 FEET OF THE ORDINARY HIGH WATER MARK OF NARROWABLE WATERWAYS, STEEP SLOPES OF 20% OR GREATER ADJACENT TO THE FOREMENTIONED WATER OR NATURAL RESOURCE FEATURES, AND A 20-FOOT SETBACK FROM TOP AND BOTTOM OF STEEP SLOPES DEVELOPMENT, ANY LAND DISTURBING ACTIVITIES ARE RESTRICTED IN THE ESA UNLESS AMENDMENTS ARE APPROVED BY THE BROWN COUNTY PLANNING COMMISSION AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES.

LOT DRAINAGE RESTRICTIVE COVENANT:
THE LAND ON ALL SIDE AND REAR LOT LINES OF ALL LOTS SHALL BE GRADED BY THE LOT OWNER AND MAINTAINED BY THE ABUTTING PROPERTY OWNERS TO PROVIDE FOR ADEQUATE DRAINAGE OF SURFACE WATER.

WQNR NOTES:
THE PARCEL HAS MAPPED WETLANDS AND/OR WETLAND INDICATOR SOILS PRESENT. IF THE CURRENT OR FUTURE LANDOWNER HAS PLANS FOR LAND DISTURBANCE, CONSTRUCTION WORK, GRADING/FILLING, ETC., THE LANDOWNER SHOULD CONSIDER HIRING A WETLAND PROFESSIONAL TO REVIEW THE AREA FOR THE PRESENCE OF WETLANDS. A PROJECT THAT RESULTS IN FILLING OF WETLANDS THROUGH LAND DISTURBING ACTIVITIES WILL NEED TO COMPLY WITH WETLANDS REGULATIONS. FOR MORE INFORMATION ON WETLANDS, PLEASE VISIT [HTTP://DNR.WI.GOV/Topic/Waterways/Construction/Wetlands.html](http://dnr.wi.gov/Topic/Waterways/Construction/Wetlands.html).

A PUBLIC (NAVIGABLE) WATERWAY MAY EXIST ON/WITHIN 500 FT OF THE PROPERTY. PERMITS MAY BE REQUIRED FOR PROPOSED PROJECTS IN/AROUND A PUBLIC WATERWAY. FOR MORE INFORMATION ON WATERWAY ACTIVITIES, PLEASE VISIT THE DEPARTMENT'S HOMEPAGE ON WETLAND/WATERWAY ACTIVITIES AT [HTTP://DNR.WI.GOV/TOPIC/WATERWAYS/](http://DNR.WI.GOV/TOPIC/WATERWAYS/).

FOR PLANNED LAND DISTURBANCES OVER 1 ACRE, PLEASE VISIT [HTTP://DNR.WI.GOV/TOPIK/STORMWATER/](http://DNR.WI.GOV/TOPIK/STORMWATER/) TO LEARN IF YOU NEED A STORM WATER CONSTRUCTION SITE PERMIT.

FOR FEDERAL WETLAND REGULATIONS, PLEASE CONTACT THE ARMY CORPS OF ENGINEERS AT 920-448-2824
TO LEARN IF A FEDERAL WETLAND APPROVAL IS REQUIRED FOR SITE DEVELOPMENT.

PLANNED MUNICIPAL IMPROVEMENTS TO INCLUDE UTILITIES SUCH AS STORM SEWER, SANITARY SEWER, WATER MAIN, ASPHALT STREETS WITH CONCRETE CURB & GUTTER.

ELEVATIONS AS SHOWN ON THIS PLAN ARE REFERENCED TO PREVIOUS PROJECTS WITHIN THIS AREA. NAVD 88 DATUM (07 ADJUSTMENT).

THE LOCATION OF THE APPROXIMATE ORDINARY HIGH WATER MARK SHALL BE THE POINT ON THE BANK OF THE NAVIGABLE STREAM UP TO WHICH THE PRESENCE AND ACTION OF SURFACE WATER IS SO CONTINUOUS AS TO LEAVE A DISTINCTIVE MARK BY EROSION, DESTRUCTION OF TERRESTRIAL VEGETATION, OR OTHER RECOGNIZED CHARACTERISTICS.

ANY LAND BELOW THE ORDINARY HIGH WATER MARK OF A LAKE OR A NAVIGABLE STREAM IS SUBJECT TO THE PUBLIC TRUST IN NAVIGABLE WATERS THAT IS ESTABLISHED UNDER ARTICLE IX, SECTION 1, OF THE STATE CONSTITUTION.

PROPERTY DESCRIPTION:
 All of Lot 1 of Volume 52 of Certified Survey Maps Pages 56-59 as Map No. 7579, recorded as Document No. 2283695 and all of Lot 1 of Certified Survey Map No. 9002, recorded as Document No. 2849078 and part of Lot 2 and all of Lots 3 and 4 of Certified Survey Map No. 9050, recorded as Document No. 2856277, and a part of Lots 77 & 78 according to the recorded plat of the Subdivision of William's Grant, all located in Lots 73, 74, 75, 76, 77 & 78 according to the recorded plat of the Subdivision of William's Grant, Town of Lawrence, Brown County, Wisconsin containing 119.23 acres of land and described as follows:

Commencing at the Southwest corner of said Lot 78;
Thence N38°04'30"E, 2729.85 feet along the Northwestern line of Lots 66 thru 78 of said recorded plat of the subdivision of William's Grant to the Northwestern corner of the Northernly line of Lot 1 of said Certified Survey Map No. 9050;
Thence S51°27'51"E, 369.22 feet along the Northwestern extension to the Northwest corner of Lot 1 of said Certified Survey Map No. 9050, also being the Point of Beginning;
Thence N37°51'33"E, 535.38 feet along the Easternly right-of-way line of French Road (frontage road to I.S.H. "41") to the North line of said Lot 73;
Thence S51°16'38"E, 2562.81 feet to the start of a Meander line to a tributary of Ashwaubenon Creek, said Point being NS16°38'W, 80 feet more or less from said Tributary;
Thence S69°27'12"W, 622.05 feet along said meander line;
Thence S60°12'28"W, 375.12 feet along said meander line;
Thence S20°45'05"W, 199.10 feet along said Meander line to the Northernly line of said Lot 75 and a point hereafter described as Point A;
Thence S51°27'51"E, 428 feet more or less along said Meander line and the Northernly line of said Lot 75 to the centerline of said Tributary of Ashwaubenon Creek and the termination of said meander line;
Thence continuing S51°27'51"E, 85 feet more or less along the Northernly line of Lot 75 of Williams Grant to the Northeast corner of lands described in Document No. 21440083, said Point being S51°27'51"E, 33.52 feet from the above described Point A;
Thence S35°42'00"W, 537.58 along the Easternly line of Lot 1 of said Certified Survey Map No. 9050 to the Southeast corner thereof;
Thence N51°38'00"W, 1129.54 feet along the Southerly line of Lot 1 of said Certified Survey Map No. 9050 to the Northeast corner of Lot 1 of said Certified Survey Map No. 9002;
Thence S37°51'33"W, 539.70 feet along the Easternly line of Lot 1 of said Certified Survey Map No. 9002;
Thence S51°49'02"E, 50.62 feet along the Easternly line of Lot 1 of said Certified Survey Map No. 9002;
Thence S37°51'33"W, 1044.38 feet along the Easternly line of Lot 1 of said Certified Survey Map No. 9002 to the Southeast corner thereof;
Thence N52°10'55"W, 336.26 feet along the Southerly line of Lot 1 of said Certified Survey Map No. 9002;
Thence N36°29'25"W, 66.04 feet along the Southerly line of Lot 1 of said Certified Survey Map No. 9002;
Thence N52°20'48"W, 147.17 feet along the Southerly line of Lot 1 of said Certified Survey Map No. 9002 to the start of a 1195.92 foot radius curve to the left;
Thence 183.75 feet along the arc of said curve being the Southerly line and its Westerly extension of Lot 1 of said Certified Survey Map No. 9002 having a 183.57 foot chord which bears N58°45'44"W to the Westerly of lands described in Document No. 2320294;
Thence S37°51'33"E, 224.93 feet along the Westerly line of said Document No. 2320294 to the Northwest corner thereof;
Thence N52°10'55"W, 550.00 feet along the Southerly line of Document No. 2320294 to the Southwest corner thereof;
Thence N37°51'33"E, 287.00 feet along the Westerly line of Document No. 2320294 to the Northernly right-of-way line of Shady Court;
Thence S20°10'55"W, 327.93 feet along said Northernly right-of-way line to the Easternly right-of-way line of French Road (frontage road to I.S.H. "41");
Thence N75°25'51"E, 467.96 feet along said Easternly right-of-way line of French Road (frontage road to I.S.H. "41");
Thence S52°11'00"E, 327.17 feet;
Thence N37°51'33"E, 640.06 feet along the Easternly line of Lots 1 and 2 of Certified Survey Map filed in Volume 62 of Maps on Page 265 to the Southerly line of Lot 4 of said Certified Survey Map No. 9050;
Thence N51°38'00"W, 326.93 feet along the Southerly line of Lot 4 of said Certified Survey Map No. 9050 to the Southwest corner thereof;
Thence N37°51'33"E, 528.80 feet along the Westerly line of Lot 4 of said Certified Survey Map No. 9050 to the Northeast corner thereof;
Thence S51°27'51"E, 346.79 feet along the Northernly line of Lot 4 of said Certified Survey Map No. 9050 to the start of a 300.00 foot radius curve to the right;
Thence 211.42 feet along the arc of said curve being the Northernly line of Lot 4 of said Certified Survey Map No. 9050 having a 207.08 foot chord which bears B31°58'29"E;
Thence S51°06'06"E, 88.28 feet along the Northernly line of Lot 4 of said Certified Survey Map No. 9050 to the start of a 335.00 foot radius curve to the left;
Thence S20°12'00"E, 120.70 feet along the Northernly line of Lot 4 of said Certified Survey Map No. 9050 having a 125.78 foot chord which bears S29°57'42"E;
Thence S48°50'25"E, 353.35 feet along the Northernly line of Lot 4 of said Certified Survey Map No. 9050 to the start of a 265.00 foot radius curve to the left;
Thence 381.65 feet along the arc of said curve being the Northernly line of Lot 4 of said Certified Survey Map No. 9050 having a 349.51 foot chord which bears S07°34'54"E to the start of a 530.00 foot radius curve to the right;
Thence 84.63 feet along the arc of said curve being the Easternly line of Lot 4 of said Certified Survey Map No. 9050 having a 84.54 foot chord which bears S38°15'06"W to the Southerly line of said Certified Survey Map No. 9050;
Thence S51°38'00"E, 70.19 feet along the Southerly line of said Certified Survey Map No. 9050 to the start of a 600.00 foot radius curve to the left;
Thence 90.45 feet along the arc of said curve being the Westerly line of Lot 3 of said Certified Survey Map No. 9050 having a 90.27 foot chord which bears N35°59'27"E to the Northernly line of Lot 4 of said Certified Survey Map No. 9050;
Thence 374.30 feet along the arc of said curve being the Northernly right-of-way line of Lawrence Parkway Lot 4 of said Certified Survey Map No. 9050 having a 377.22 foot chord which bears N01°39'36"E to the start of a 265.00 foot radius curve to the left;
Thence 89.48 feet along the arc of said curve having a 89.05 foot chord which bears N48°22'47"E;
Thence N38°42'25"E, 603.08 feet to the start of a 635.00 foot radius curve to the right;
Thence 124.44 feet along the arc of said curve having a 16.24 foot chord which bears N39°26'23"E to the Northernly line of Lot 2 of said Certified Survey Map No. 9050;
Thence N51°17'35"W, 1295.16 feet along the North line of Lots 1 and 2 said Certified Survey Map No. 9050 to the Point of Beginning.

Also including all those Lands lying between the above described meander line and the centerline of the tributary to Ashwaubenon Creek and the respective lot lines extended to said centerline.



David M. Schatz
June 7, 2019

SURVEYED DMS	DRAWN MJA
PROJECT NO. L0017 9-18-00860	
DATE 05/2019	
SHEET NO.	



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Staff recommendation and possible action regarding a Precise Implementation Plan (PIP) for 1881 Southbridge Road (Parcels WD-1831 through WD-1838). Submitted by Brandon Robaidek, EIT, authorized representative for Crosspoint Church INC ETAL, property owner.*

ATTACHMENTS:

- Report to Plan Commission - PIP (DOCX)
- Application Form (PDF)
- Site Plan & PIP - Preliminary - 11 Jun 2019 (PDF)

- ITEM 4:** Staff recommendation and possible action regarding a Precise Implementation Plan (PIP) for 1881 Southbridge Road (Parcels WD-1831 through WD-1838). Submitted by Brandon Robaidek, EIT, authorized representative for Crosspoint Church INC ETAL, property owner.*

SITE MAP



- REQUESTED ACTION:** Precise Implementation Plan (PIP)
Required follow up to General Plan and Rezoning approvals granted on May 21, 2019.
- COMMON DESCRIPTION:** 1881 Southbridge Drive, located west and south from the Southbridge Road and Lawrence Drive intersection.
- PARCEL NUMBERS:** WD-1831 & WD-L183-1-1
- EXISTING ZONING:** R-1 (Single Family Residential District) with a Planned Development District overlay.
- PROPOSED ZONING:** Parcel WD-1831 to become R-2 PDD (Single and Two-Family Residential)
Parcel WD-L183-1-1 to become R-1 without a PDD overlay

SURROUNDING LAND USES: Crosspoint Church and vacant agricultural to the north.
 Single family residential to the south and east.
 Natural spaces to the west.

COMPREHENSIVE PLAN: Multifamily Residential.

APPLICANT / OWNER:	Brandon Robaidek, EIT Robert E. Lee & Associates Authorized representative 1250 Centennial Centre Boulevard Hobart, WI 54155	Crosspoint Church INC ETAL ATTN: Jerry Lewin Property Owner 1880 Southbridge Road De Pere, WI 54115
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SITE HISTORY: The subject site had agricultural buildings at the south end from the 1950's until the mid-2000's. The remainder of the subject area remained vacant.

In 2007, a Planned Development District overlay was established with a Precise Implementation Plan, which covers areas that are now identified as Parcels WD-1831 through WD-1838 (outlined in red on the Site Map) and also WD-L183-1-1 (outlined in blue on the Site Map). The 2007 PDD allowed for the development of four twindominium buildings, totaling 8 residential units, on the property. Parcel WD-L183-1-1 became part of a City owned storm water management pond system at the south end of the site.

In 2008, the Precise Implementation Plan was amended to change the front yard setback from 50 feet to 45 feet, and the rear yard setback from 30 feet to 25 feet, in order to allow the proposed buildings to fit better. Also, "The Fields Condominiums" plat was recorded to reflect the Precise Implementation Plan.

From 2008 to 2019 the ownership of the condominium property changed but no development occurred. The approved Precise Implementation, which is similar to a site plan, expired in 2009.

On April 22, 2019, the Plan Commission recommended approval of a rezoning to R-2 with a Planned Development District overlay and General Development Plan to allow for 4 twindominium units on the site, similar to the 2007 request. Common Council approved the request on May 21, 2019.

The Precise Implementation Plan request is the last step of the Planned Development District.

STAFF REVIEW: This submittal is the required final zoning review for the Planned Development District overlay for this property. The PIP functions as a site plan for Planned Development properties. Municipal Code Chapter 14, Article XI provides specific regulations for Planned Development Districts but other sections of the Zoning Code are also utilized when reviewing this application.

PIP REVIEW CONSIDERATIONS

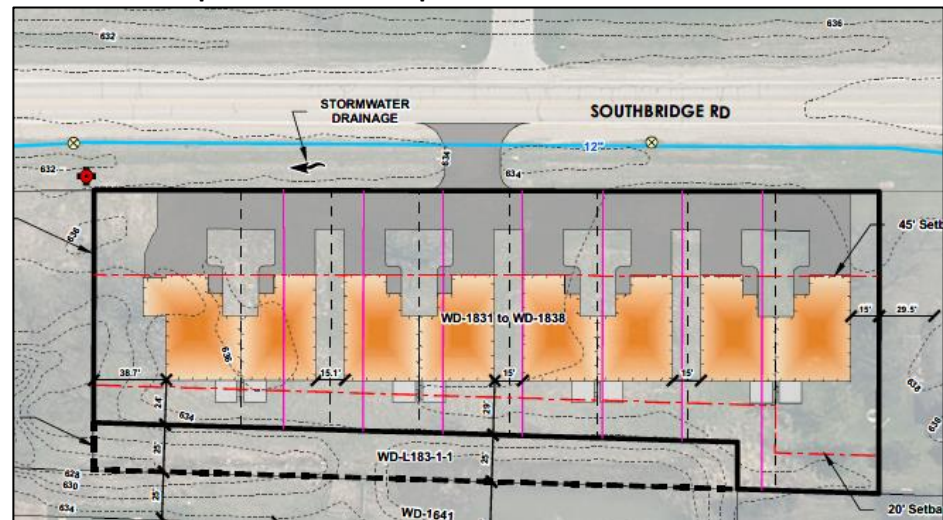
SUMMARY

The site plan submitted as part of the PIP application is similar to the plan that was reviewed by Plan Commission during the Rezoning/General Development Plan process in April, 2019. The site plan is also relatively similar to an expired

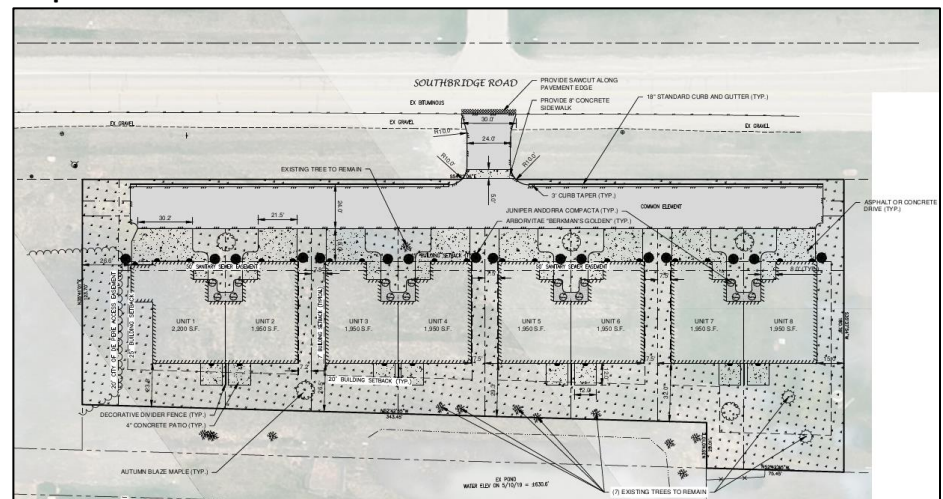
PIP that was approved in 2007.

The proposed site includes 4 buildings, each of which is a twindominium (two-family residential) for a total of 8 residential units. Each residential unit has a two-stall garage with the exception of the westernmost unit, which has a three-stall garage. Building materials are stone, vinyl, and shakes in earth tone colors. One shared driveway connects to Southbridge Road, to the north. To improve traffic safety, the drive connection will shift eastward in order to align with an existing driveway across the street. Storm water will be accommodated with an existing city-owned storm water management pond, located to the south. Public sewer and water is proposed to connect under Southbridge Road.

General Development Plan Conceptual Plan



Proposed PIP Site Plan



1. Adequacy of Design

The condominium project fits within the future vision for De Pere as the site was proposed for multifamily development. Although the development includes two-unit residential buildings, there are 8 units on the site. Each building is one story tall (*approximately 22 feet at the highest roofline*). The

exterior of the buildings include stone, vinyl, and shakes in earth tone colors (allowed in the existing R-2 zoning District). The design is similar to newer home construction that would be found in De Pere.

All properties are accessed via a frontage drive with a singular connection to Southbridge Road. The frontage drive is setback approximately 2' from the property line. Allowing only one access point to Southbridge that aligns with the church driveway, will help support the development of Southbridge Road into a corridor for the Southern Bridge in the future.

2. Consideration of Comprehensive Plan

The Comprehensive Plan lists the future land use of this property as Multi-Family Residential, and that is likely due to the neighborhood transition to an adjacent "future urban collector" street. This is defined as busier than a local street like the residential neighborhood to the south. In May, 2019 the site was rezoned to R-2 to comply with the change in density and to better accommodate a proposed condominium/twindominium development on the property. The entire area to the south of the site is an established single family neighborhood, zoned R-1. The area to the north is also zoned R-1 with single family, a church, and agricultural uses.

As designed, the project aligns with a number of the goals of the Comprehensive Plan including:

- Promote an adequate supply and mix of housing types for individuals of all life stages, physical abilities, and income levels.
- Strive for a compact, efficient land use pattern by promoting the development of existing vacant and underutilized lots.
- Ensure the compatibility of adjoining land uses for both existing and future development.
- Provide for a mix of residential uses and housing types within neighborhoods through the establishment of flexible zoning standards and the promotion of planned developments.

3. Consideration of Adjacent Development

The proposed project has been designed to reflect materials used on nearby residential areas and will buffer existing housing, located to the south, from a potentially expanding Southbridge Road. The proposed one story twindominiums offer a highly desired type of housing product in the area. The applicant designed the twindominium to integrate within the surrounding area.

The new development has been proposed so that the closest distance from the rear of the new development from an existing house to the south is 115.2 feet away. There is also a regional storm water management system between the properties. The distance between the development and the house to the west is 44.5 feet away.

Landscaping is being added to the south, but not in a method to screen the development from adjacent properties.

4. Unsafe or hazardous Conditions

The property does not have any unsafe or adequate conditions that would limit the development potential of the site.

5. Allowable Densities

Area: A total of 44,000 s.f. is needed (R-2 requires 11,000 s.f. per building) for the entire condominium site. The site adequately provides 56,204 s.f.

Frontage: A total of 360 linear feet of street frontage is needed (R-2 requires 90 linear feet per building) for the entire condominium site. The site adequately provides 418.6 linear feet along Southbridge Road.

Additionally, as designed, the project provides an average of 7,025.5 s.f. per dwelling unit. The condominium site has 8 “lot equivalents” for each residential unit, which range in size from 5,039 s.f. to 8,247 s.f., and the 8,372 s.f. drive at the north end of the site is shared/owned in common by all 8 units.

6. Site Design Standards

Natural features. Physical layout and form of all structures shall be designed with regard to the topography and natural features of the site.

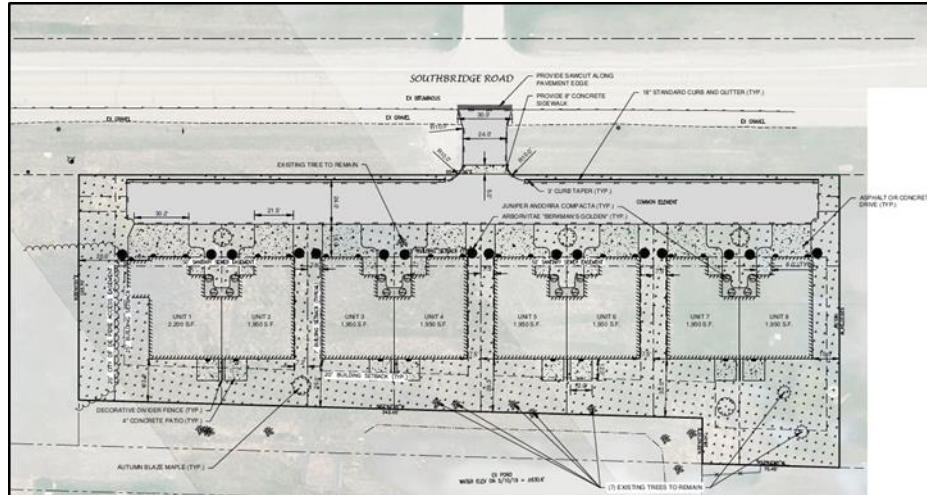
- Project has been designed to preserve the majority of the trees on the vacant site, most of which are located in the south end, between the development and the storm water pond and existing developments.

Visual aspects. The overall design shall provide for the appearance of external unity throughout the development. Variations of building elevations and materials used therein shall be encouraged insofar as they reinforce rather than hamper the design harmony. Housing and other facilities near the periphery of the planned development shall be designed so as to be harmonious with the neighboring area.

- The design of the project reinforces design harmony and will integrate well into the surrounding neighborhood. Although the 4 buildings are similar in design and materials, there are options for owners to have variations in the selected earth tone colors

Landscaping. Where natural or existing topographic features contributed to the beauty and utility of a development, consideration shall be given to this preservation. Modification to topography features should only occur where it contributes to good appearance. R-2 zoning does not trigger the need for landscaping, however, the landscaping requirements for R-3 zoning was applied to the property (8 trees and 10% open space).

- The landscaping plan identifies that 8 existing trees on the site will remain. There will also be 5 new trees added (total 13 trees). Additionally, 16 arborvitaes will be added along with 16 juniper shrubberies. The site will have 45.4% greenspace when the project is fully developed (including pavement).

Proposed Landscape Plan**Lighting**

In order to integrate into the existing residential neighborhood, there will be no pole lighting for the private driveway so as not to impact the surrounding residential homes. Wall lighting at the garage and the back patios is proposed, as would be found on a typical house, with minimal light spill from the property.

7. Accommodation of Pedestrian Traffic

There are no sidewalks along Southbridge Road at this time. However, the driveway connection has been designed with a sidewalk section in order to accommodate future sidewalk installation.

8. Parking and Refuse Collection

The zoning code requires 2 spaces/units for two-family dwellings. 16 stalls are required and 34 spaces are provided as detailed below:

Unit One – Three driveway stalls and three in-garage stalls

Units Two through Eight (each) – Two driveway stalls and two in-garage stalls

Refuse collection will need to occur privately or garbage bins will need to be brought to Southbridge Road as city garbage trucks will not pull into the private driveway.

9. Building Design

Each of the four twindominium buildings are designed as a one story building with garage doors that open on the north side, facing Southbridge Road. The rears of the structures, facing the storm water pond and adjacent neighborhood, have at-grade patios to continue to be in the theme of a typical residential neighborhood.

NOTE: The following images are shown in reverse of the actual design as the three stall garage is proposed to be on the west end (right side of the front elevation).

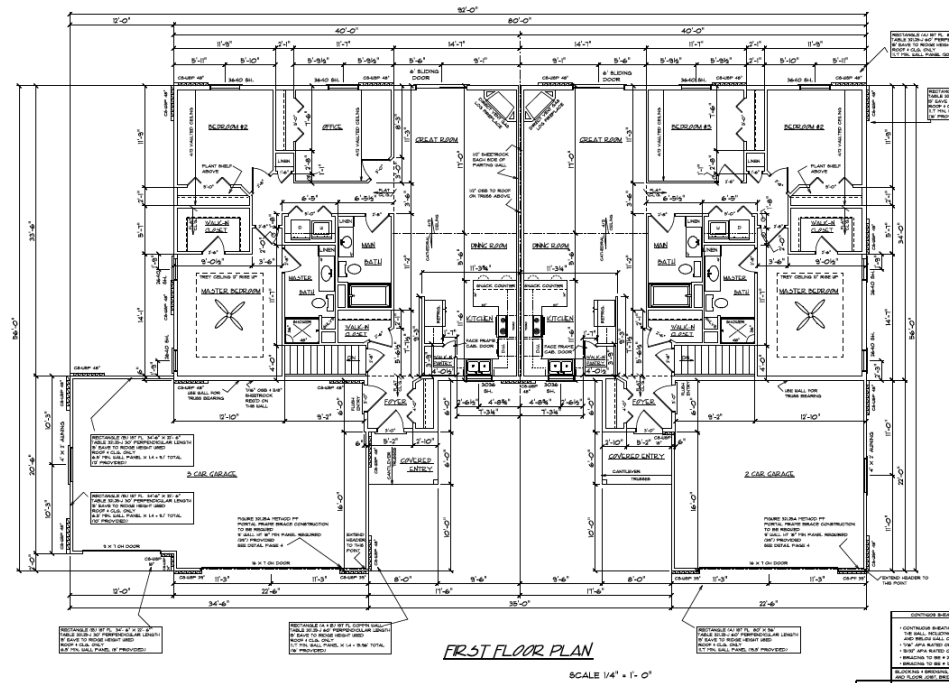
Elevations of Proposed Twindominium Units 1-2



Photo Samples of Similar Structures



Interior Floor Plan Layout



The twindominiums are designed with 12:6 pitched roofs and utilize a façade of stone, vinyl siding and shakes. The adjacent homes to the south are one and two story and include a combination of brick and vinyl siding in various architectural styles for newer neighborhoods. As designed, the townhomes should integrate well into the surrounding neighborhood.

The townhome height is not specified on the elevations, but appears to be approximately 22-feet at the highest roofline, well within the Code required 35-feet.

10. Bulk Requirements & Setbacks

The Municipal Code requires a 30-foot Front, 10-foot Interior Side and 30-foot rear setbacks in the R-2 Zoning District. However, Planned Development projects often include bulk requirement modifications in order to accommodate the unique features proposed by the project. The applicant requests the following modified setbacks as part of the Planned Development overlay for this property.

- Rear Setback: 20 Feet
- Interior Side Setback 7 feet from Lot Equivalent Lines
- Lot Equivalent Width: 45 feet
 - *The City typically does not review condominium lot equivalents*
- Lot Equivalent Area: 5,000 square feet
 - *The City typically does not review condominium lot equivalents*

The requested modifications align with the design intent of the project.

11. Construction Time Schedule

Per code requirements, condominium information and the following phasing schedule have been provided for the project, but may be subject to change due to timing for sewer and water infrastructure related to Construction Sequence #3:

Construction Sequence:

1. Tracking pad and silt fence will be installed. (August 2020)
2. City of De Pere will construct sanitary extension and water laterals to the property line. (September 2020)
3. Utilities will be constructed, and inlet protection will be placed on all storm inlets. (September 2020)
4. Buildings will be constructed (January 2021)
5. Grade/Pave of drive aisle and pour concrete driveways, sidewalks and curb and gutter. (May 2021)
6. Final Grading (June 2021) topsoil, seed and mulch. Germination in Fall of 2021.

STAFF COMMENTS:

The following staff comments are conditions that need to be acknowledged or addressed via resubmittals, prior to final approval of the PIP.

Engineering:

1. Installation of sanitary sewer, sanitary sewer lateral, and water laterals would be subject to a Public Improvements Agreement that the Developer would need to enter with the City. All costs of utility construction to service this site will be billed to the developer. Construction of these facilities is tentatively scheduled as part of the 2020 construction season. Agreement execution will be required prior to work start. City will draft the Agreement.
2. The City will need to see a storm water report showing basins for onsite, captured storm water and that the post development flows leaving the site to the regional pond to the south are at or reduced in comparison to existing conditions flow rate.
3. Water meter size should be determined early in the process such that the City Water Department can order it if it is larger than 1".
4. Sheet C: Include property address and parcel ID. These can be included in the location map if need be.
5. Sheet 1: Label 12-foot utility easement along the right-of-way line.
6. Sheet 2: 8-inch sidewalk should not have a radius. Square off the sidewalk for ease of future construction.
7. Sheet 2: Identify the amount of pavement being saw cut on Southbridge Road. Due to the age of the roadway surface, excessive cutting may result in the pavement being replaced to the centerline.
8. Sheet 2: Label 12-foot utility easement along the right-of-way line.
9. Sheet 2: Buildings are shown to be constructed within the 50-foot sanitary sewer easement. This is not permitted without further action. Consider narrowing or releasing the easement to eliminate the concern.
10. Sheet 3: Construction of new sanitary sewer to service this development will be subject to WisDNR Sanitary Sewer Permitting and NEW Water Sanitary Sewer Connection Permit. Permit approval will be required to City construction start. City will submit all permits for approval.
11. Sheet 3: City previously misspoke with regard to sanitary sewer alignment. Sanitary sewer will be tapped into ex. San MH 2 and will come directly south onto

the site. The sanitary sewer will not be extended from Lawrence Drive. City will provide elevations, grades, and alignment for sanitary sewer as it is designed for 2020 bidding and construction.

12. Sheet 3: No gas or electric is located. Provide information on plans.
13. Sheet 3: Deciduous tree in front of unit 4 will most likely be lost as part of lateral construction. Call out to be removed. Replace elsewhere.
14. Sheet 3: Culvert under the driveway will need end walls and rip rap w/ geotextile fabric. Culvert at pond will need geotextile fabric as well.
15. Sheet 5: Identify where ditch checks or erosion mat are being used. Is sheet 10 needed? Stockpiling locations should be called out on this plan with appropriate erosion control protection.
16. Will need WisDNR soil loss/discharge calculations with appropriate corresponding map.
17. Will need staging plan calling out construction sequence for order of unit construction and the sequence of construction for each unit. Also, site constructability should be considered for choosing stockpile locations. If more than one location is needed, please call out on the plan with typical protection for each.
18. Sheet 7: City to construct valve box and water taps. These can be removed.
19. The following should be addressed prior to obtaining occupancy permits:
 - a. Sheet 3: You may lower the apron end wall elevation another six inches to be a foot above the permanent pool elevation of the pond. This will allow for greater slopes on storm sewer pipes throughout the site.
 - b. Sheet 6: May want to consider anchoring end wall to connecting pipe. This is required plus rip rap and geotextile fabric

Fire:

None.

Forestry:

None.

Health:

None.

Planning:

1. The Landscaping Plan must include a timeline for vegetation installation, along with a timeline/process for replacement of vegetation that does not survive.
2. Additional landscaping should be added to the rear of the site to further separate and soft-screen the development from the neighborhood to the south. Only two trees were added to the south side on the provided plan. A reference to a fence was not found in the submitted plans.
3. Identify how and where garbage pickup will occur on the site. If pickup is public (at the street) indicate when approval occurred from Department of Public Works.
4. Please be aware that the driveway could become a future right-in / right-out only, should Southbridge Road be expanded in the future.

Building/Inspection:

None.

REVIEW PROCESS:

The Common Council approved the General Plan and Planned Development District Zoning for this project on May 21, 2019. The Precise Implementation Plan review is the last step of the Planned Development District.

The PIP is reviewed by the Plan Commission and Common Council. Common Council review for this project is anticipated to occur at the July 16, 2019 meeting. Residents within 300' of this property have been notified regarding this application.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the Precise Implementation Plan (PIP) at 1881 Southbridge Road, subject to compliance with the staff conditions outlined in this report.

The following summarizes modifications that were approved during the Plan Commission review of the General Development Plan, which match the modifications identified in the PIP:

- Rear Setback: 20 Feet
- Interior Side Setback 7 feet from Lot Equivalent Lines
- Lot Equivalent Width: 45 feet
- Lot Equivalent Area: 5,000 square feet



CITY OF DE PERE
APPLICATION FOR
REZONING
"THE PIP / SITE PLAN"

Fee: \$ 305.00
 Receipt #: 00141050
 Date: 03 Apr 2019

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) Robert E Lee and Associates	Authorized Representative Brandon Robaidek	Title E.I.T.	
Mailing Address 1250 Centennial Centre Blvd	City Hobart	State WI	ZIP Code 54155
Email Address brobaidek@releeinc.com	Phone Number (incl. area code) 920-662-9641	Fax Number (incl. area code)	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Crosspoint Church Inc.	Contact Person Jerry Lewin	Title President	
Mailing Address 1880 Southbridge Road	City De Pere	State WI	ZIP Code 54115
Email Address jerry@crosspointgb.com	Phone Number (incl. area code) 920-366-7113	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description 1881 Southbridge Road & City Parcel to South	Remove PDD from all parcels. Rezone R-2 w/ new PDD for WD-1831 to WD-1838 only.	Parcel Number(s): WD-1831 to WD-1838 + WD-L183-1-1
--	---	--

SECTION 4: Proposed Rezoning Use

Existing Zoning:	R-1 with PDD Overlay		
Proposed Zoning:	R-2 with PDD Overlay (for WD-1831 to WD-1838 only)		
Adjacent Zoning: North R-1	Adjacent Zoning: South R-1	Adjacent Zoning: West R-1	Adjacent Zoning: East R-1
Present Use of Parcel	Empty Lot		
Proposed Use of Parcel	Twindominium Development (4 buildings w/ 8 units)		

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Brandon Robaidek	Title Representative	Phone Number 920-662-9641
Signature of Applicant <i>[Signature]</i>		Date Signed 3/29/19

Attached additional sheets if necessary.

PRECISE IMPLEMENTATION PLAN – 1855 - 1881 SOUTHBRIDGE ROAD

Project Description:

The proposed project involves constructing four twindominium buildings with a shared driveway on parcel WD-1831 to WD-1838. The development will require connections to public watermain along Southbridge Road and an extension of the public sanitary sewer along Lawrence Drive. The site will also be treated by a regional wet detention pond to the south of the proposed project. The development will be serviced by individual water laterals off the watermain on the south side of Southbridge Road. There will also be a private sanitary sewer that will be connected to the proposed public sanitary sewer extension along the south side of Southbridge Road. The sanitary sewer will be bored under Lawrence Drive to avoid a shutdown of the road during construction. Due to the City of De Pere not bidding any more projects in 2019 to extend the sanitary sewer along Southbridge Road, the majority of the construction will not start until the summer of 2020. The proposed plan satisfies the City ordinances of the R-2 zoning with PDD overlay

Construction Sequence:

All dates in parenthesis are approximate end dates.

1. Tracking pad and silt fence will be installed. (August 2020)
2. City of De Pere will construct sanitary extension and water laterals to the property line. (September 2020)
3. Utilities will be constructed, and inlet protection will be placed on all storm inlets. (September 2020)
4. Buildings will be constructed (January 2021)
5. Grade/Pave of drive aisle and pour concrete driveways, sidewalks and curb and gutter (May 2021)
6. Final Grading (June 2021) topsoil, seed and mulch. Germination in Fall of 2021.

PDD:

We are proposing that the following PDD overlay of just Parcels WD-1831 to WD-1838 include the below variations from the proposed R-2 zoning to fit the proposed development.

1. Minimum Lot Area Square Footage
 - a. R-2 zoning: 11,000 square feet
 - b. PDD overlay request: 5,000 square feet
2. Minimum Lot Width
 - a. R-2 zoning: 90 feet
 - b. PDD overlay request: 45 feet
3. Minimum Rear Yard Setback
 - a. R-2 zoning: 30 feet

- b. PDD overlay request: 20 feet
- 4. Interior Side Yard Equivalent Setback
 - a. R-2 zoning: 10 feet
 - b. PDD overlay request: 7 feet
- 5. Includes a lot line between units 1 & 2, 3 & 4, 5 & 6, and 7 & 8
 - a. R-2 zoning side yard setback: 10 feet
 - b. PDD overlay request: 0 feet

All other requirements will remain permitted under the R-2 zoning.

Summary:

Attached is the proposed layout of the development along with a utility and a grading plan. The proposed buildings will be constructed 45 feet from the front property line to allow for adequate space in front of each garage for parking vehicles and allow room for a 24-foot shared driveway. The proposed buildings will also contain an on-grade concrete patio that is allowed within the rear building setback. Ultimately, the only minor change to the submitted General Development Plan was that the side yard equivalent is proposed to be 7 feet instead of the 10 feet as called out in the R-2 zoning.



Robert E. Lee & Associates, Inc.
Engineering • Surveying • Environmental Services

1250 Centennial Centre Boulevard • Hobart, WI 54155 • 920-662-9641 • www.releeinc.com

June 10, 2019

Mr. Eric Rakers, City Engineer
CITY OF DE PERE
925 South Sixth Street
De Pere, WI 54115

RE: Southbridge Condominium Development
Storm Water Letter
Parcel # WD-1831 to WD-1838

Dear Mr. Rakers:

Robert E. Lee & Associates, Inc., is submitting the Southbridge Condominium Development site design for your review. The proposed site was modeled in the past to be treated by the wet detention pond to the south of the site and will have to be confirmed that the proposed design meets the treatment requirements for the City of De Pere and the Wisconsin Department of Natural Resources. Storm water from the site will drain to inlets before being discharged to the wet detention pond. All building downspouts will drain to grade.

If you have any questions or comments regarding this matter, please feel free to contact our office.

Sincerely,

ROBERT E. LEE & ASSOCIATES, INC.

Prepared By:

Brandon Robaidek
E.I.T.

Unit #	Address
Unit 1	1881 Southbridge Road
Unit 2	1879 Southbridge Road
Unit 3	1873 Southbridge Road
Unit 4	1871 Southbridge Road
Unit 5	1865 Southbridge Road
Unit 6	1863 Southbridge Road
Unit 7	1857 Southbridge Road
Unit 8	1855 Southbridge Road

The Fields Condominiums

~ A Land Only Condominium ~

~ Second Addendum ~

All of The Fields Condominiums, A Land Only Condominium, First Addendum, (Volume 5, Condo Plats, Page 152, Document No. 2390219) being all of Lots 1, 2, 3 & 4, Volume 50, Certified Survey Maps, page 275, Map Number 7407, Document Number 2226006, Brown County Records, and part of Lot 2, Volume 48, Certified Survey Maps, page 187, Map Number 7138, Document Number 2137653, Brown County Records, all being located in part of Government Lot 2, Section 6, T22N-R20E, in the City of DePere, Brown County, Wisconsin.

All of The Fields Condominiums, A Land Only Condominium, First Addendum, (Volume 5, Condo Plats, Page 152, Document No. 2390219) being all of Lots 1, 2, 3 & 4, Volume 50, Certified Survey Maps, page 275, Map Number 7407, Document Number 2226006, Brown County Records, and part of Lot 2, Volume 48, Certified Survey Maps, page 187, Map Number 7138, Document Number 2137653, Brown County Records, all being located in part of Government Lot 2, Section 6, T22N-R20E, in the City of DePere, Brown County, Wisconsin, more fully described as follows:

Beginning at the Northeast corner of Lot 4, Volume 50, Certified Survey Maps, page 275, Map Number 7407, Document Number 2226006, Brown County Records; thence S54°23'03"E, 20.00 feet along the Southerly right of way of Southbridge Road; thence S35°36'57"W, 160.79 feet; thence N52°43'52"W, 75.46 feet along the South lines of Lot 2, Volume 48, Certified Survey Maps, page 187, Brown County Records and said Lot 4; thence N35°39'13"E, 25.01 feet along a West line of said Lot 4; thence N52°43'52"W, 343.45 feet along the South line of said Certified Survey Map; thence N35°40'04"E, 123.70 feet along the West line of Lot 1, said Certified Survey Map; thence S54°23'03"E, 398.60 feet along said Southerly right of way of Southbridge Road to the point of beginning.

Parcel contains 56,204 square feet / 1.29 acres, more or less.
Parcel subject to easements and restrictions of record.

- 1) Setbacks:
- | | |
|-------------|---|
| Front yard: | 45' from right of way (Variance granted by the City of De Pere) |
| Side yard: | 7' from property line between Units 2 & 3, 4 & 5 and 6 & 7. (Variance)
No setback between Units 1 & 2, 3 & 4, 5 & 6 and 7 & 8. |
| Rear yard: | 20' from property line (Variance granted by the City of De Pere) |

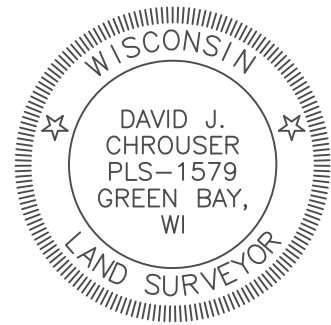
There are no objections to this condominium plat with respect to Sec. 703.115 Wis. Stats. and is hereby approved for the Brown County Plan Commission.

Dated this _____ day of _____, 20____

Terry L. Van Hout
Brown County Property Lister

I, David J. Chrouser, Professional Land Surveyor, PLS-1579, do hereby certify that I have surveyed the above described property and that this survey is an accurate representation of the exterior boundary lines and the location of each unit within the property.

This plat is a correct representaion of "THE FIELDS CONDOMINIUMS, A LAND ONLY CONDOMINIUM, SECOND ADDENDUM" as proposed at the date hereof, and the identification and location of each unit and the common elements can be determined from the plat.



March 13, 2019

Legend

- 1.32" (o.d.) x 18" iron pipe weighing 1.68 lbs/lin ft set
- 1" iron pipe found
- ⊕ Brown County monument — type noted

OWNER

Crosspoint Church Inc.

Robert E. Lee & Associates

TAX PARCEL NO.

WD-1831

WD-1838

Data File: H-3405.txt

Mau & Associates, LLP
LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Website: www.mau-associates.com
400 Security Blvd Ste 1, Green Bay, WI 54313-9712

SCALE
1"=50'

DRAWN BY
MRA

PROJECT NO.
H-3405

SHEET NO.
1 of 1

DRAWING NO.
X-888

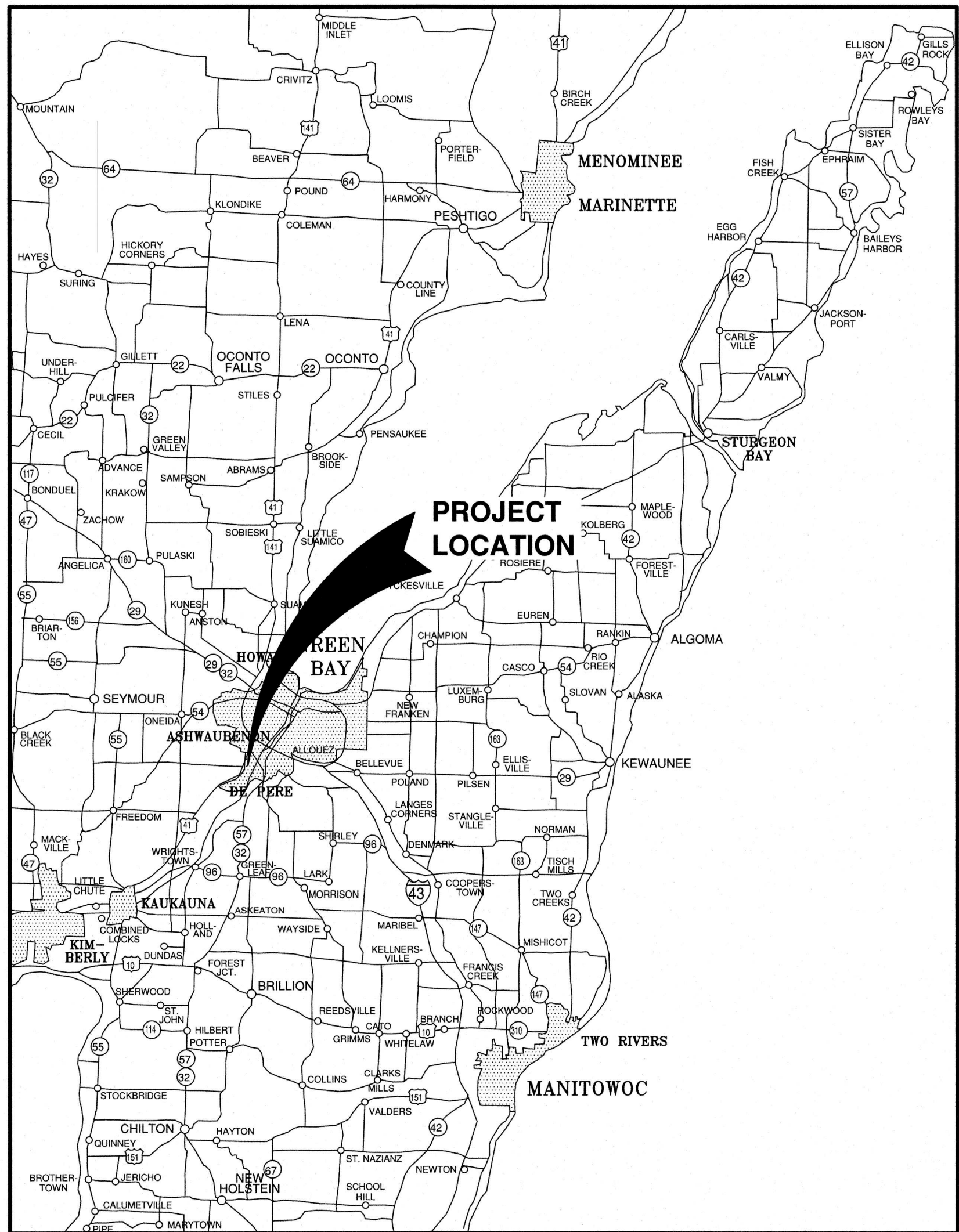
File: H-3405Condo 2nd Addendum 031319.dwg

SOUTHBRIDGE CONDO DEVELOPMENT

CITY OF DE PERE

BROWN COUNTY, WISCONSIN

ATTENTION!
DOWNLOADED PLANS ARE NOT SCALEABLE, NEITHER THE OWNER OR THE ENGINEER SHALL BE HELD RESPONSIBLE FOR THE SCALE OR PRINT QUALITY OF DOWNLOADED PLANS. ONLY PRINTED PLANS FROM BLUE PRINT SERVICE CO., INC. SHALL BE CONSIDERED TO BE SCALEABLE PLANS.



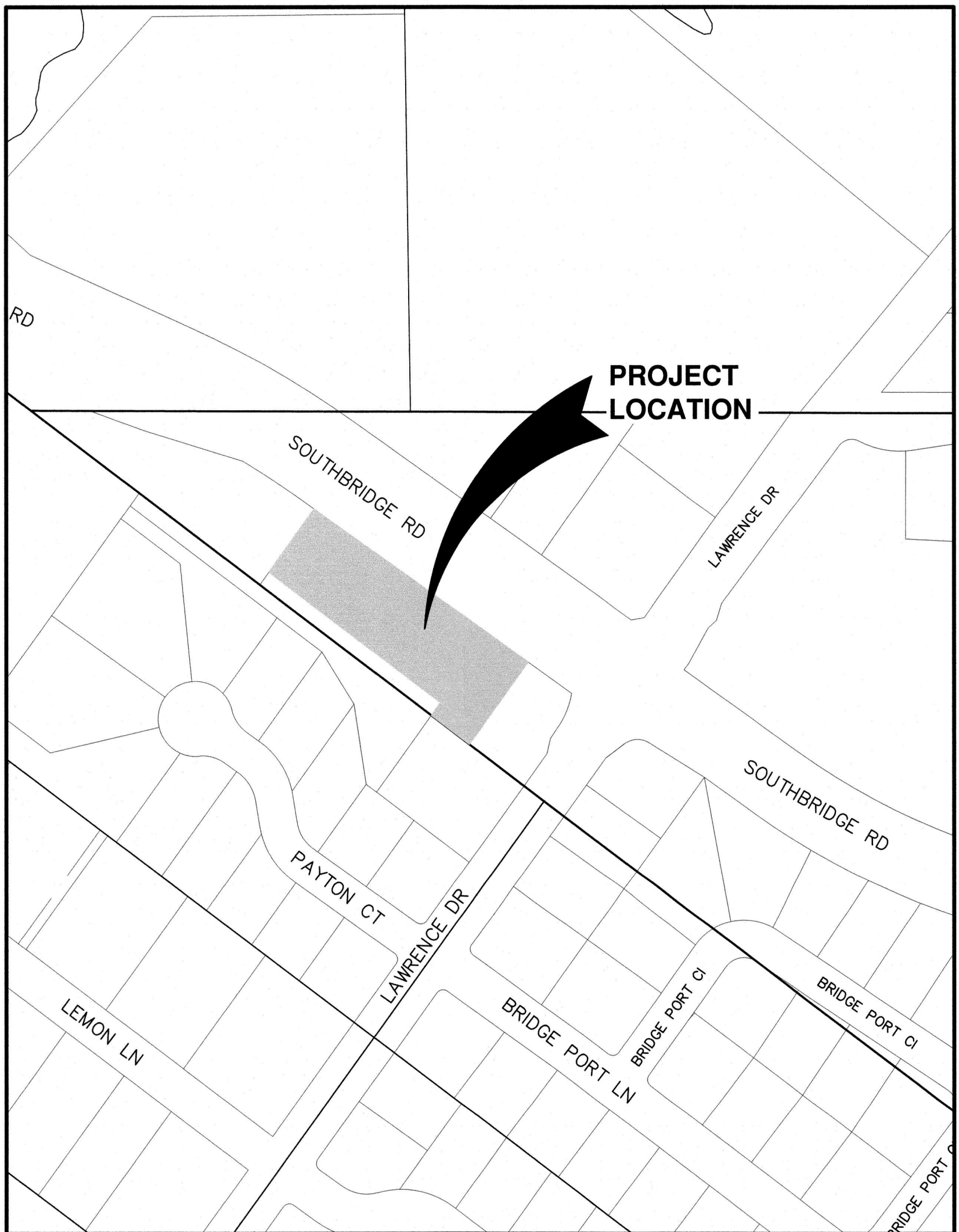
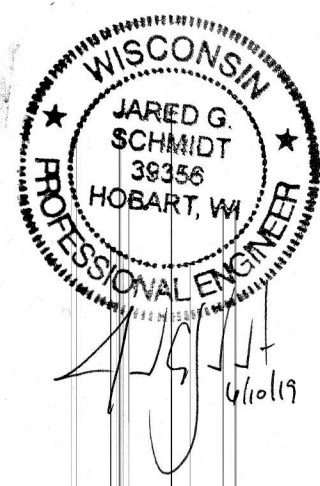
VICINITY MAP

NOTE:
EXISTING UTILITIES SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND ELEVATIONS OF ALL UTILITIES, WHETHER SHOWN OR NOT, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED FOR LOCATES BY THE CONTRACTOR 72 HOURS PRIOR TO EXCAVATION.

NOTE:
ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO CONSTRUCTION AND SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES CONSTRUCTION SITE EROSION CONTROL AND TECHNICAL STANDARDS.

INDEX TO DRAWINGS

SHT. NO.	DESCRIPTION
C	LOCATION MAPS AND INDEX TO DRAWINGS
1	EXISTING SITE CONDITIONS
2	SITE PLAN
3	UTILITY PLAN
4	GRADING PLAN
5	EROSION CONTROL PLAN
6	MISCELLANEOUS DETAILS
7	MISCELLANEOUS DETAILS
8	EROSION CONTROL - INLET PROTECTION TYPES A, B, C AND D
9	EROSION CONTROL - INLET PROTECTION TYPE D-HR AND TYPE D-M
10	EROSION CONTROL - DITCH CHECK DETAILS
11	EROSION CONTROL - SHEET FLOW DETAILS
12	EROSION CONTROL - TRACKOUT CONTROL PRACTICES
13	LIGHTING PLAN

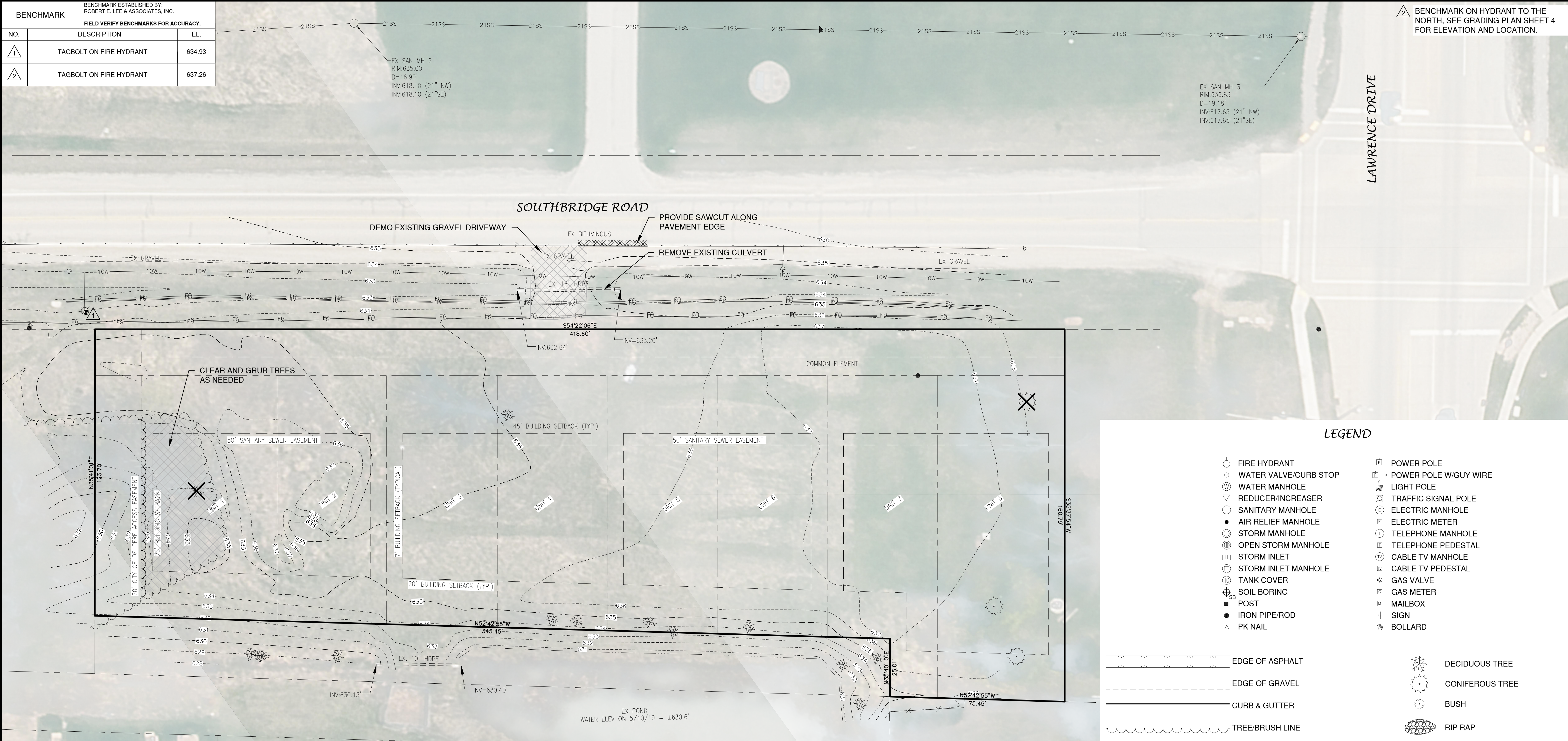


LOCATION MAP

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN	LOCATION MAP AND INDEX TO DRAWINGS	DATE 03/23/18	 Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBART, WI 54155 920-662-9641 www.releeinc.com	SHEET NO. C
								CHECKED JGS			FILE 5569020C		
								DESIGNED BDR			JOB NO. 5569020		

BENCHMARK		
BENCHMARK ESTABLISHED BY: ROBERT E. LEE & ASSOCIATES, INC. FIELD VERIFY BENCHMARKS FOR ACCURACY.		
NO.	DESCRIPTION	EL.
1	TAGBOLT ON FIRE HYDRANT	634.93
2	TAGBOLT ON FIRE HYDRANT	637.26

BENCHMARK ON HYDRANT TO THE NORTH, SEE GRADING PLAN SHEET 4 FOR ELEVATION AND LOCATION.



UTILITY INFORMATION:

UTILITIES PRESENT:
CITY OF DE PERE UTILITIES, AT&T DISTRIBUTION, WISCONSIN PUBLIC SERVICE, GREEN BAY METROPOLITAN SEWERAGE DISTRICT, NET LEC, TIME WARNER CABLE, AND CENTURYLINK.

UTILITIES SHOWN ON THIS MAP ARE BASED ON LOCATES FROM:

DIGGER'S HOTLINE TICKET NUMBER #20191721523 & DATE 05/05/2019, VISIBLE OBSERVATION AND RECORD UTILITY PLAN DOCUMENTS. UTILITY LINE LOCATIONS SHOULD BE VERIFIED PRIOR TO ANY DIGGING. THIS SITE MAY CONTAIN BURIED UTILITIES NOT IDENTIFIED ON THIS MAP.

DIGGERS HOTLINE = 1-800-242-8511

WATER/SANITARY/STORM SEWER:
DEPARTMENT OF PUBLIC WORKS
CITY OF DE PERE
925 SIXTH ST.
DE PERE, WI 54155

(920) 339-8076

TELECOMMUNICATIONS:
NET LEC / NSIGHT / CELLCOM
C/O MI TECH SERVICES
1700 INDUSTRIAL DR.
GREEN BAY, WI 54302

(920) 288-8908

TELECOMMUNICATIONS:
AT & T / SBC
205 S. JEFFERSON ST.
GREEN BAY, WI 54301

(920) 433-4147

TELECOMMUNICATIONS:
TIME WARNER CABLE
2580 W. MASON ST.
GREEN BAY, WI 54303

(920) 944-1581

GAS & ELECTRIC:
WISCONSIN PUBLIC SERVICE CORP.
700 N. ADAMS ST.
GREEN BAY, WI 54307

(800) 797-7434

TELECOMMUNICATIONS:
CENTURY LINK
P.O. BOX 260
WAUSAUKEE, WI 54177

(715) 856-9738

SANITARY SEWER:
GBMSD
2231 N. QUINCY ST.
GREEN BAY, WI 54302

(920) 432-4893

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.

OWNER INFORMATION:

CROSSPOINT CHURCH, INC.
1880 SOUTHBRIDGE ROAD
DE PERE, WI 54115

920-366-7113

CONTACT: JERRY LEWIN

GR. GRAVEL
BIT. BITUMINOUS
ASPH. ASPHALT
CONC. CONCRETE
SW SIDEWALK
BLDG BUILDING
HSE HOUSE
PED PEDESTAL
PP POWER POLE
LP LIGHT POLE
BM BENCH MARK

VPC VERTICAL POINT OF CURVATURE
VPI VERTICAL POINT OF INTERSECTION
VPT VERTICAL POINT OF TANGENCY
PC POINT OF CURVATURE
PI POINT OF INTERSECTION
PT POINT OF TANGENCY
R RADIUS
EX EXISTING
PR PROPOSED
EOR END OF RADIUS
BOC BACK OF CURB

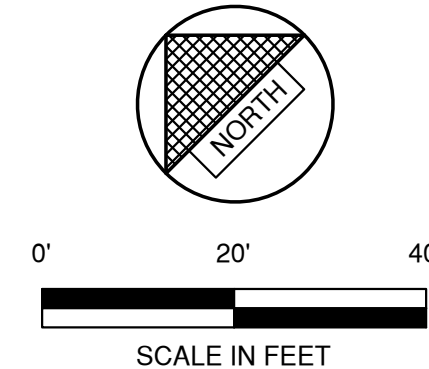
WM WATERMAIN
HYD. HYDRANT
WV WATER VALVE
SAN SANITARY SEWER
MH MANHOLE
ST STORM SEWER
CB CATCH BASIN
TELE TELEPHONE
ELEC ELECTRIC
TV TELEVISION
STA. STATION

B-B BACK TO BACK (OF CURB)
F-F FACE TO FACE (OF CURB)
R/W RIGHT OF WAY
T/C TOP OF CURB
F/L FLOW LINE
C/L CENTERLINE
R/L REFERENCE LINE
INV. INVERT
CMP CORRUGATED METAL PIPE
RCP REINFORCED CONCRETE PIPE
CULV. CULVERT

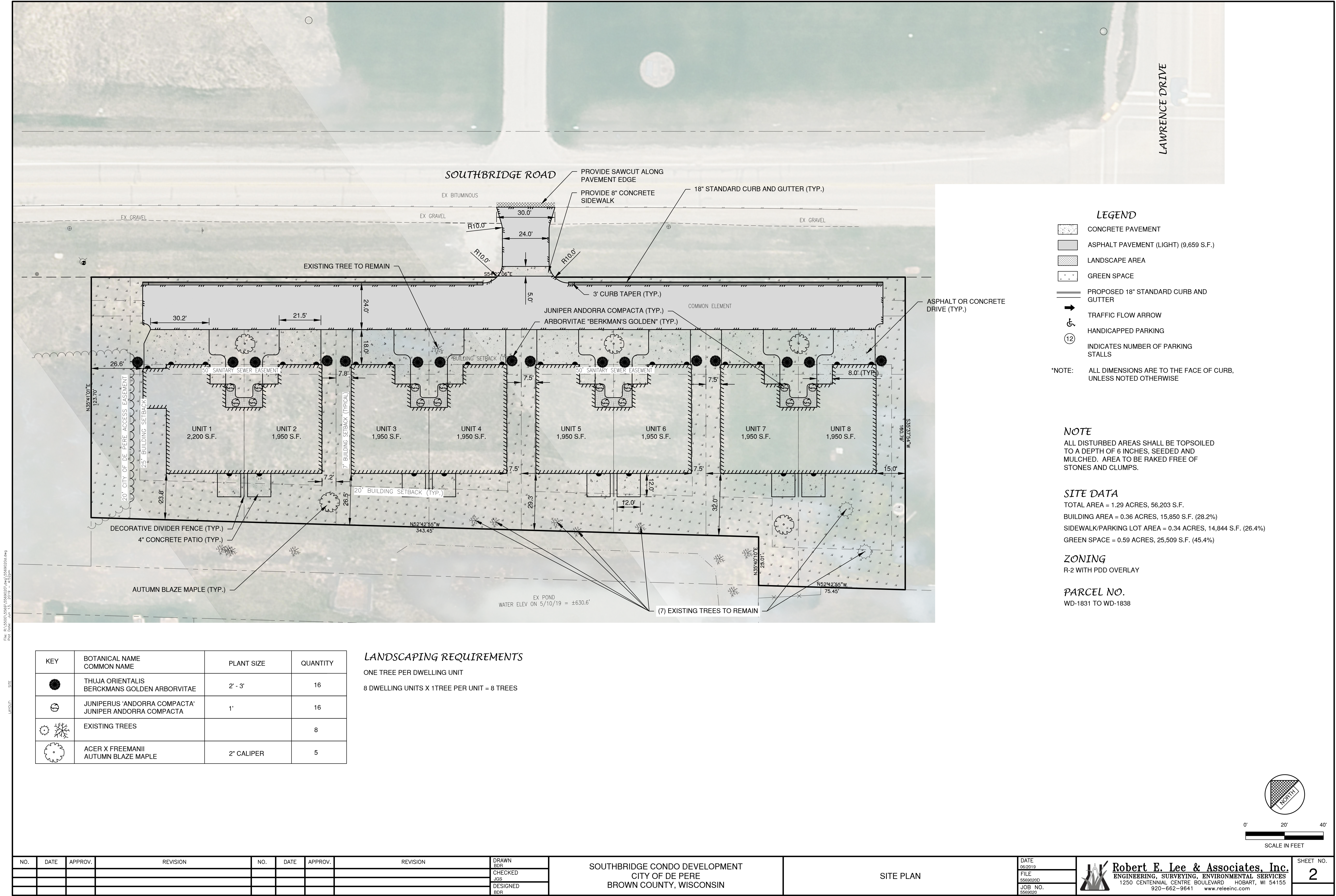
LEGEND

- FIRE HYDRANT
- WATER VALVE/CURB STOP
- WATER MANHOLE
- REDUCER/INCREASER
- SANITARY MANHOLE
- AIR RELIEF MANHOLE
- STORM MANHOLE
- OPEN STORM MANHOLE
- STORM INLET
- STORM INLET MANHOLE
- TANK COVER
- SOIL BORING
- POST
- IRON PIPE/ROD
- PK NAIL
- POWER POLE
- POWER POLE W/GUY WIRE
- LIGHT POLE
- TRAFFIC SIGNAL POLE
- ELECTRIC MANHOLE
- ELECTRIC METER
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- CABLE TV MANHOLE
- CABLE TV PEDESTAL
- GAS VALVE
- GAS METER
- MAILBOX
- SIGN
- BOLLARD

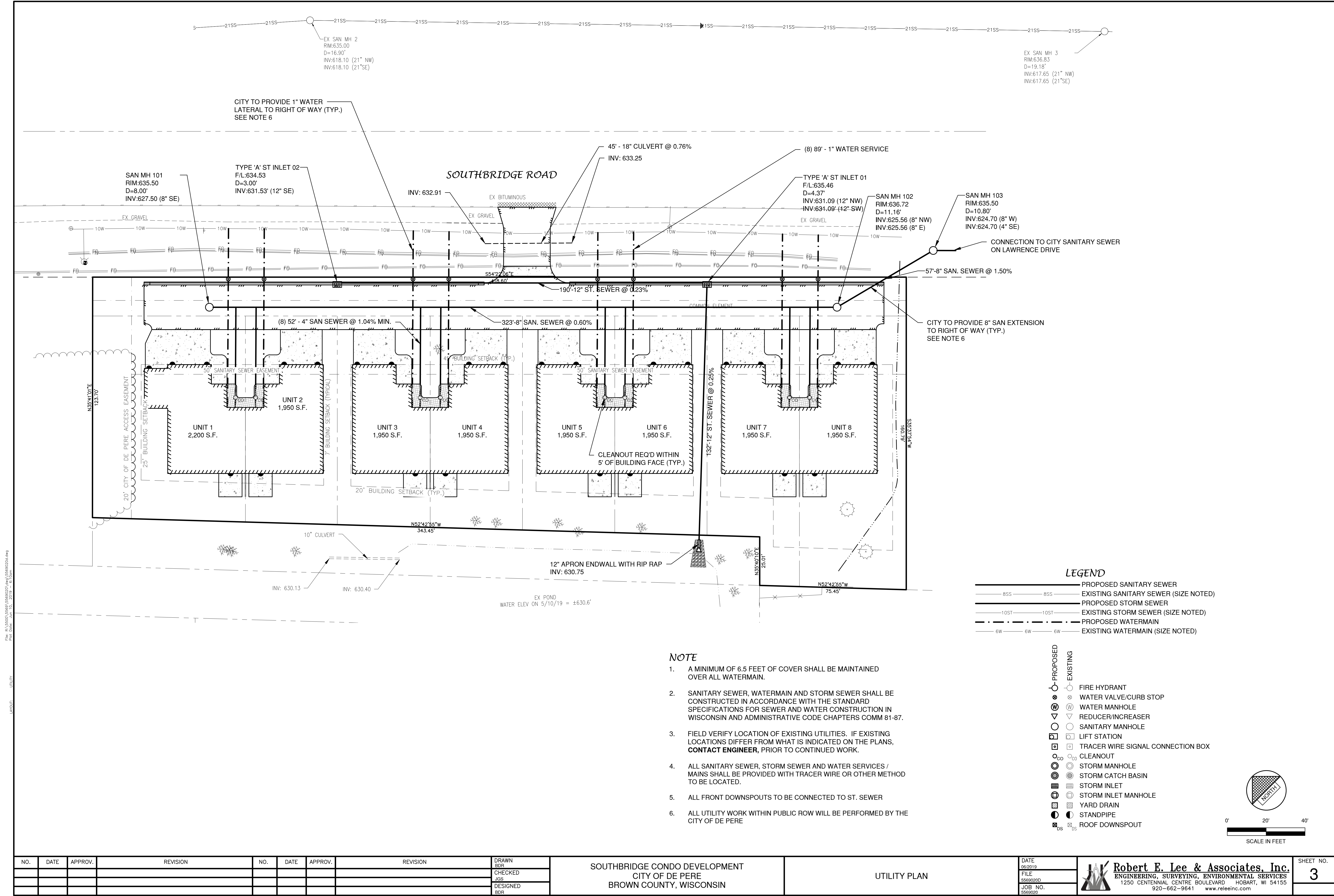
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- CURB & GUTTER
- TREE/BRUSH LINE
- CONTOUR LINE
- RETAINING WALL
- GUARD RAIL
- FENCE
- SANITARY SEWER (SIZE NOTED)
- FORCEMAIN (SIZE NOTED)
- STORM SEWER (SIZE NOTED)
- WATERMAIN (SIZE NOTED)
- GAS LINE
- OVERHEAD TELEPHONE LINE
- UNDERGROUND TELEPHONE LINE
- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD CABLE TV LINE
- CABLE TV LINE
- FIBER OPTIC LINE
- R/W LINE
- PROPERTY LINE
- EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- DECIDUOUS TREE
- CONIFEROUS TREE
- BUSH
- RIP RAP
- CULVERT
- CONCRETE
- WETLANDS
- HANDICAP PARKING
- TO BE DEMOLISHED
- TREE/SHRUB TO BE REMOVED



NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN		EXISTING SITE CONDITIONS AND DEMOLITION PLAN		DATE 06/2019	Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBART, WI 54155 920-662-9641 www.releec.com		SHEET NO. 1
								CHECKED JGS					FILE 5569020T			
								DESIGNED BDR					JOB NO. 5569020			



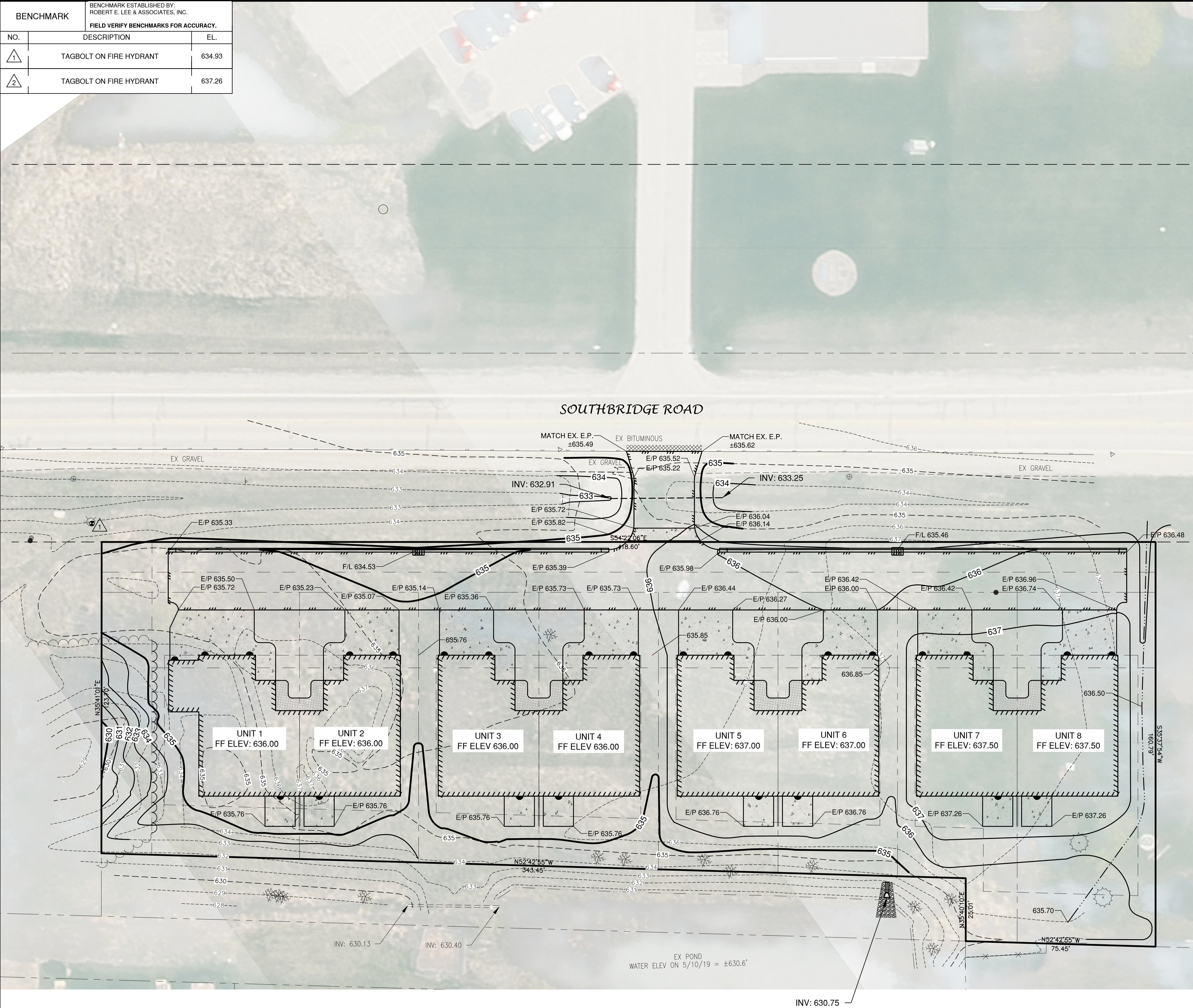
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Plot Date: Jun 13, 2019 4:43:20pm
LAYOUT: SITE



File: R:\35000\55690\55690200.dwg Plot Date: Jun 10, 2019 6:10am LAYOUT: UTILITY

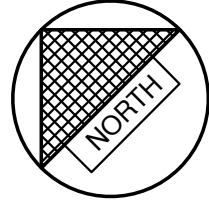
NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN	UTILITY PLAN	DATE 06/2019	 Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBART, WI 54155 920-662-9641 www.releinc.com	SHEET NO. 3
								CHECKED JGS			FILE 55690200		
								DESIGNED BDR			JOB NO. 55690200		

BENCHMARK		BENCHMARK ESTABLISHED BY: ROBERT E. LEE & ASSOCIATES, INC.
		FIELD VERIFY BENCHMARKS FOR ACCURACY.
NO.	DESCRIPTION	EL.
1	TAGBOLT ON FIRE HYDRANT	634.93
2	TAGBOLT ON FIRE HYDRANT	637.26



LEGEND

- T/C 999.99 TOP OF CURB ELEVATION
- F/L 888.88 FLOW LINE ELEVATION
- S/W 666.66 TOP OF SIDEWALK ELEVATION
- E/P 555.55 EDGE OF PAVEMENT ELEVATION
- R/W 444.44 TOP OF RETAINING WALL ELEVATION
- 333.33 GROUND ELEVATION
- DRAINAGE SWALE
- - - - - DRAINAGE DIVIDE
- FLOW ARROW



NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR
								CHECKED JGS
								DESIGNED BDR

SOUTHBRIDGE CONDO DEVELOPMENT
CITY OF DE PERE
BROWN COUNTY, WISCONSIN

GRADING PLAN

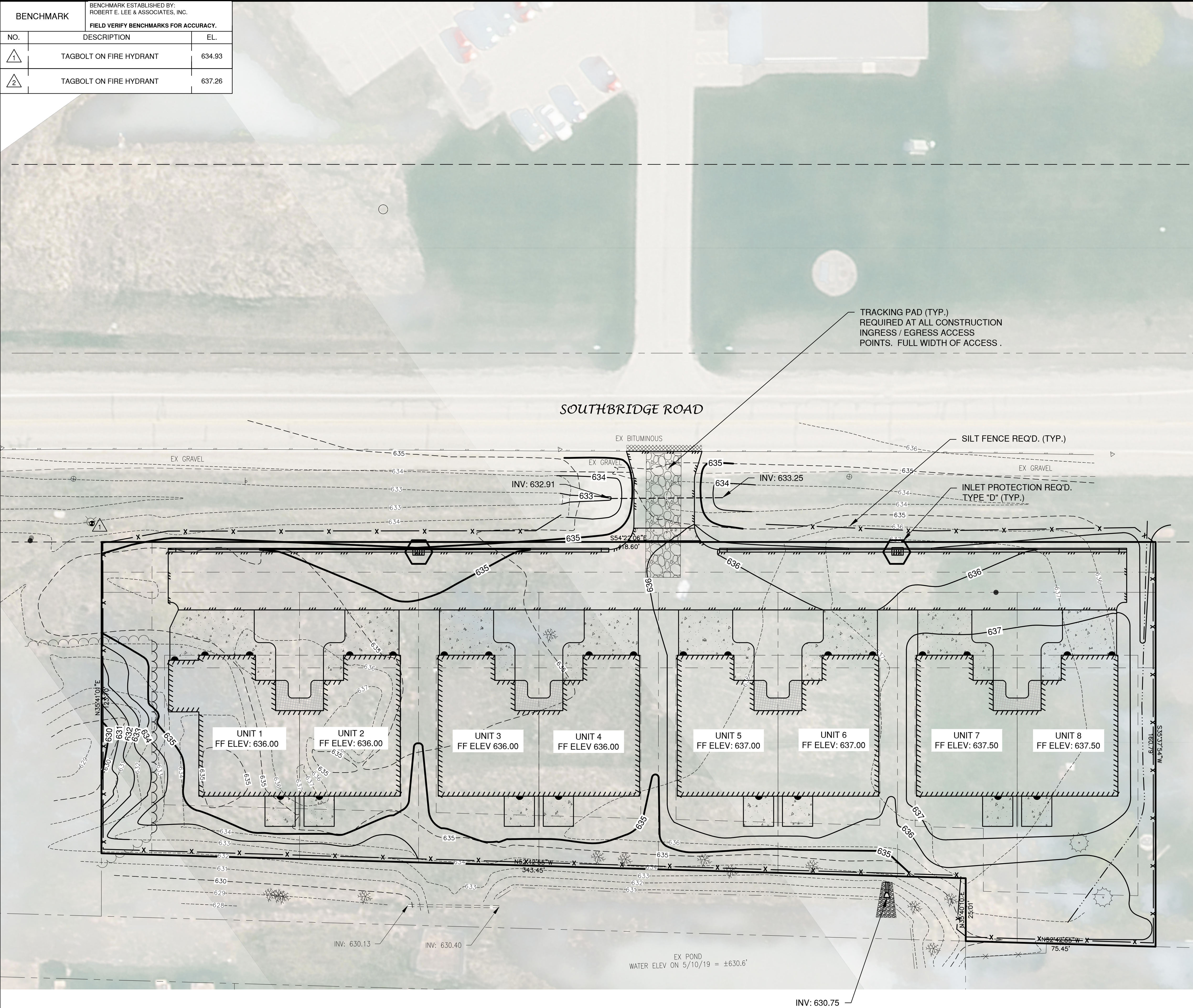
DATE 06/2019
FILE 5560020D
JOB NO. 5560020



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SHEET NO.
4

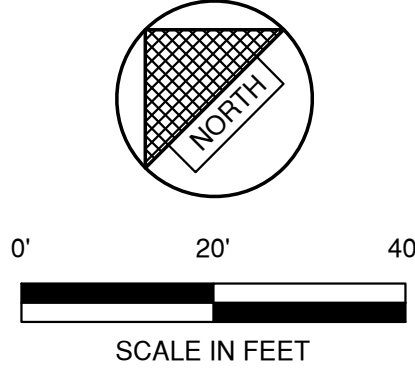
BENCHMARK		BENCHMARK ESTABLISHED BY: ROBERT E. LEE & ASSOCIATES, INC.
		FIELD VERIFY BENCHMARKS FOR ACCURACY.
NO.	DESCRIPTION	EL.
1	TAGBOLT ON FIRE HYDRANT	634.93
2	TAGBOLT ON FIRE HYDRANT	637.26



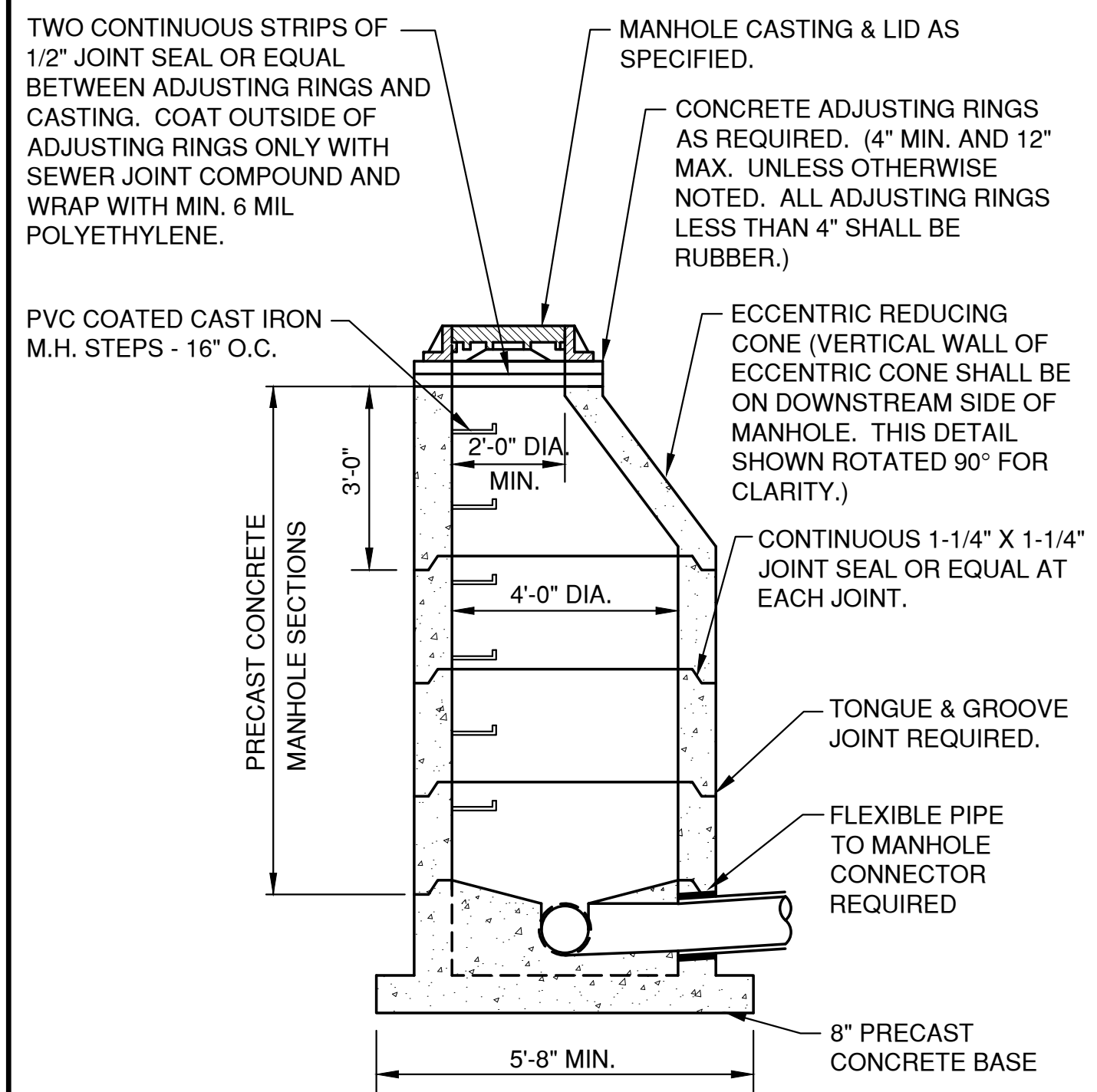
LEGEND

	T/C 999.99	TOP OF CURB ELEVATION
	F/L 888.88	FLOW LINE ELEVATION
	S/W 666.66	TOP OF SIDEWALK ELEVATION
	E/P 555.55	EDGE OF PAVEMENT ELEVATION
	R/W 444.44	TOP OF RETAINING WALL ELEVATION
	333.33	GROUND ELEVATION
		DRAINAGE SWALE
		DRAINAGE DIVIDE
		FLOW ARROW
		SILT FENCE (PER WDNR TECHNICAL STANDARD 1056)
		DITCH CHECK (PER WDNR TECHNICAL STANDARD 1062)
		TRACKING PAD (PER WDNR TECHNICAL STANDARD 1057)
		EROSION MAT (PER WDNR TECHNICAL STANDARD 1053)
		INLET PROTECTION (PER WDNR TECHNICAL STANDARD 1060)

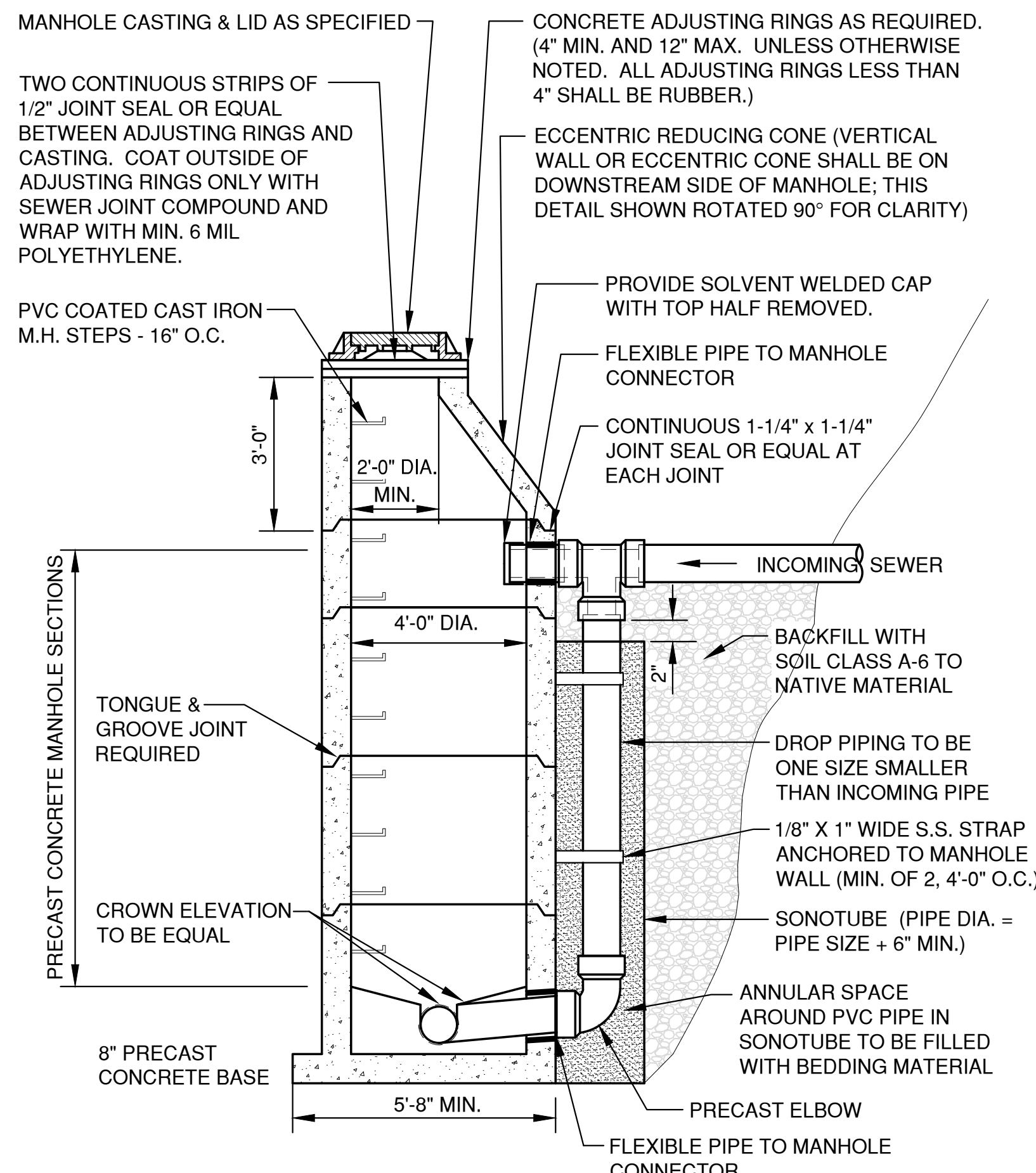
- EROSION CONTROL**
- ALL EROSION CONTROL PRACTICES INDICATED ON THIS PLAN ARE APPROXIMATE LOCATIONS ONLY. THE ACTUAL SITE MAY REQUIRE MORE OR LESS EROSION CONTROL DEPENDING ON THE CURRENT CONDITION OF THE SITE.
1. SILT FENCE IS REQUIRED DOWNSLOPE OF ANY DISTURBED LAND THAT MAY CARRY SEDIMENTS OFF SITE.
 2. A TRACKING PAD IS REQUIRED AT ANY INGRESS/EGRESS LOCATION, WHERE SEDIMENT MAY BE TRACKED OFF-SITE.
 3. PROPER INLET PROTECTION SHALL BE USED DEPENDING ON THE INLET TYPE.
 4. ALL NECESSARY SITE DEWATERING SHALL BE PERFORMED IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1061.



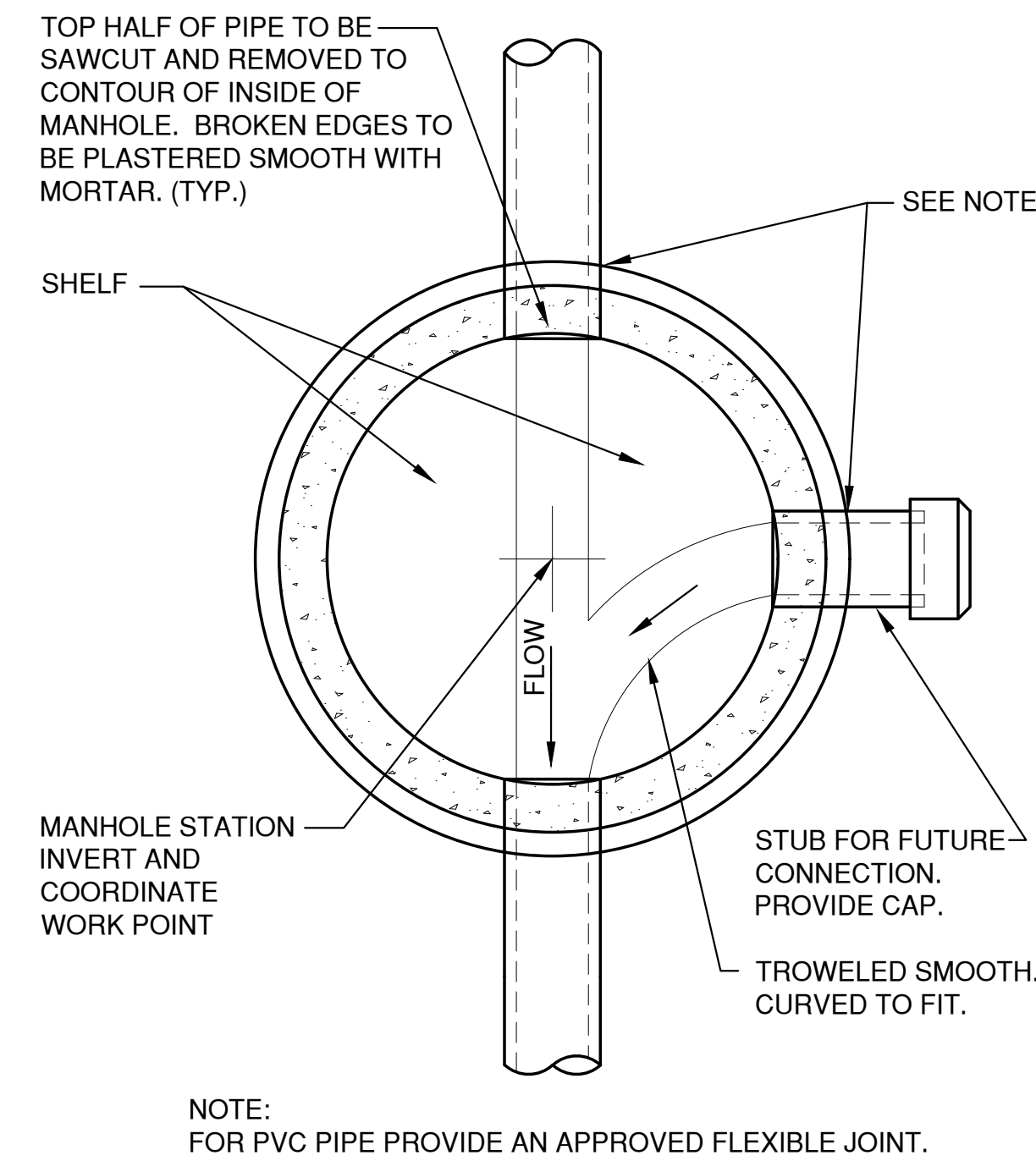
NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN	EROSION CONTROL PLAN	DATE 06/2019	Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBERT, WI 54155 920-662-9641 www.releinc.com	SHEET NO.
								CHECKED BBB			FILE 5569020D		5
								DESIGNED BDR			JOB NO. 5569020		



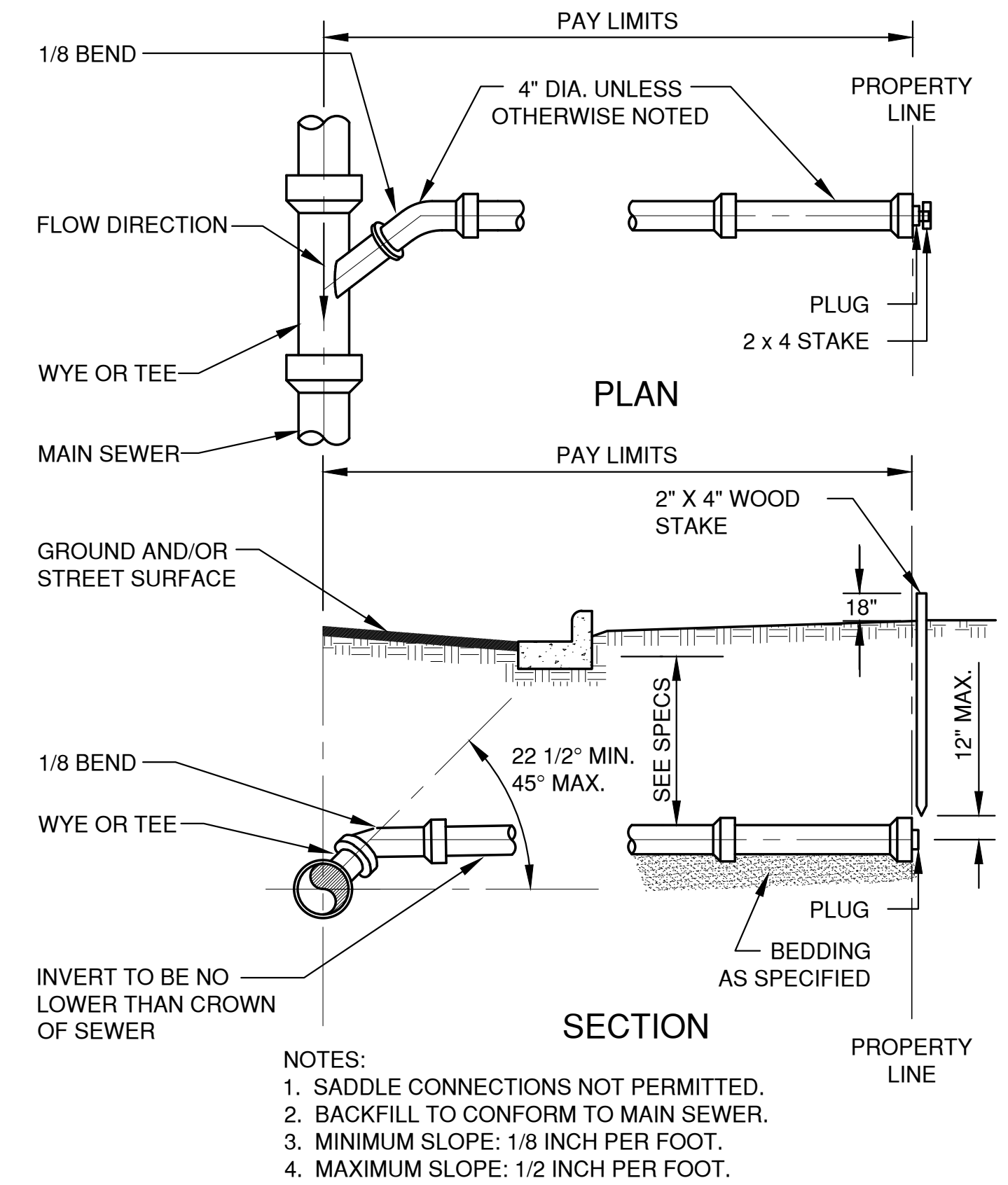
SANITARY AND STORM STANDARD MANHOLE
8"-24" (INCLUSIVE)



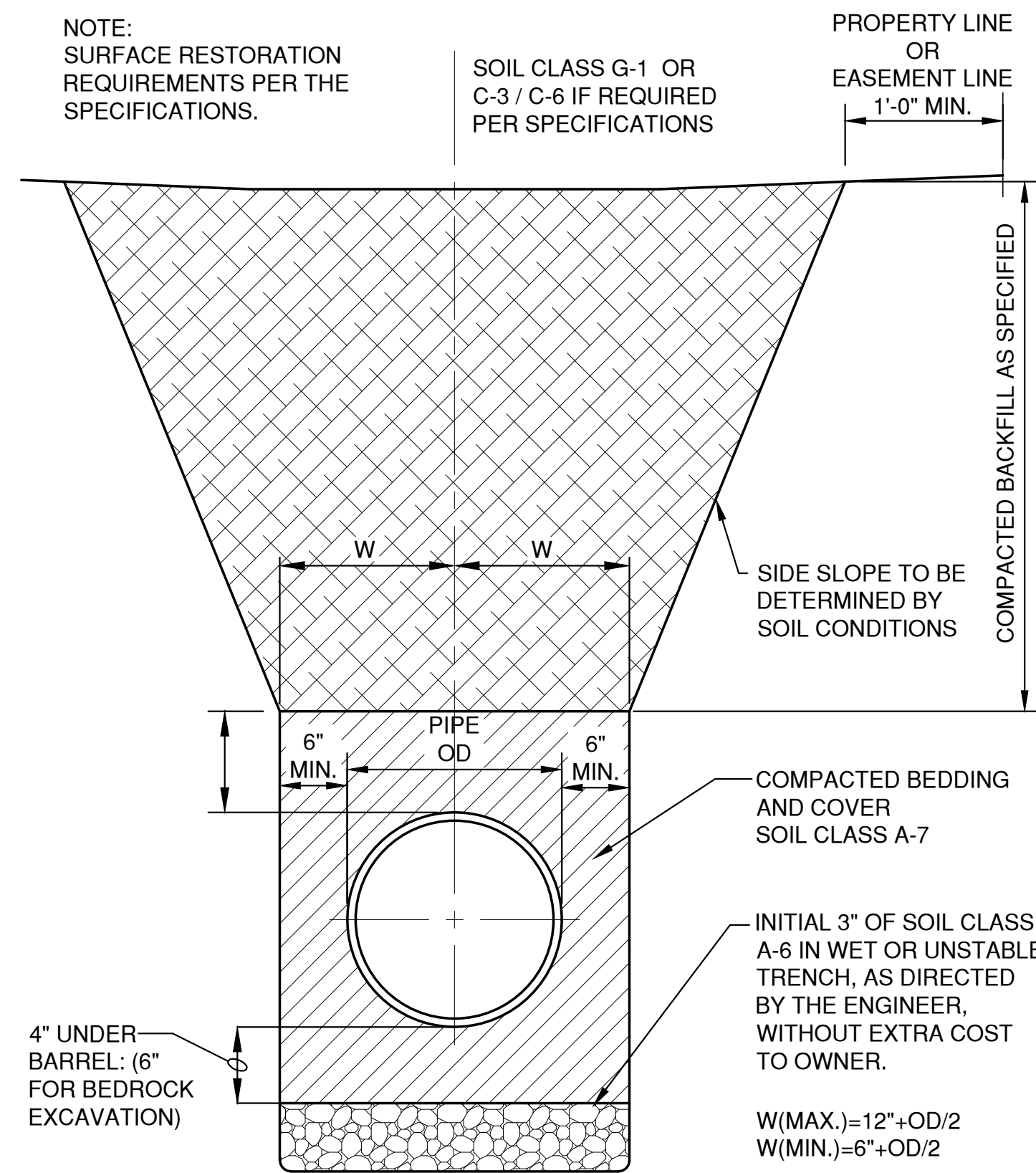
STANDARD CAST IN PLACE DROP MANHOLE
8" - 24" (INCLUSIVE)



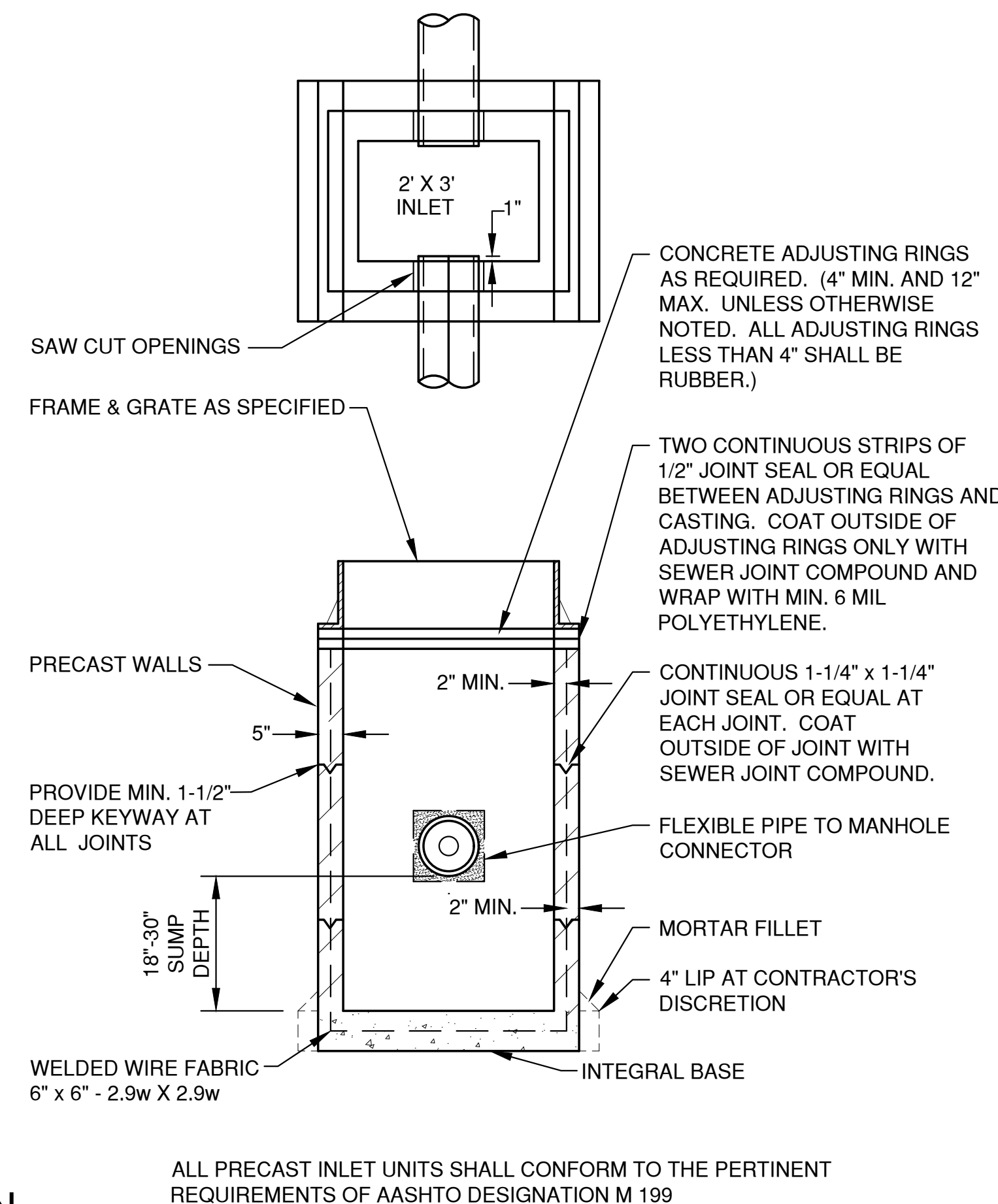
MANHOLE BASE PLAN
8" - 60" (INCLUSIVE)



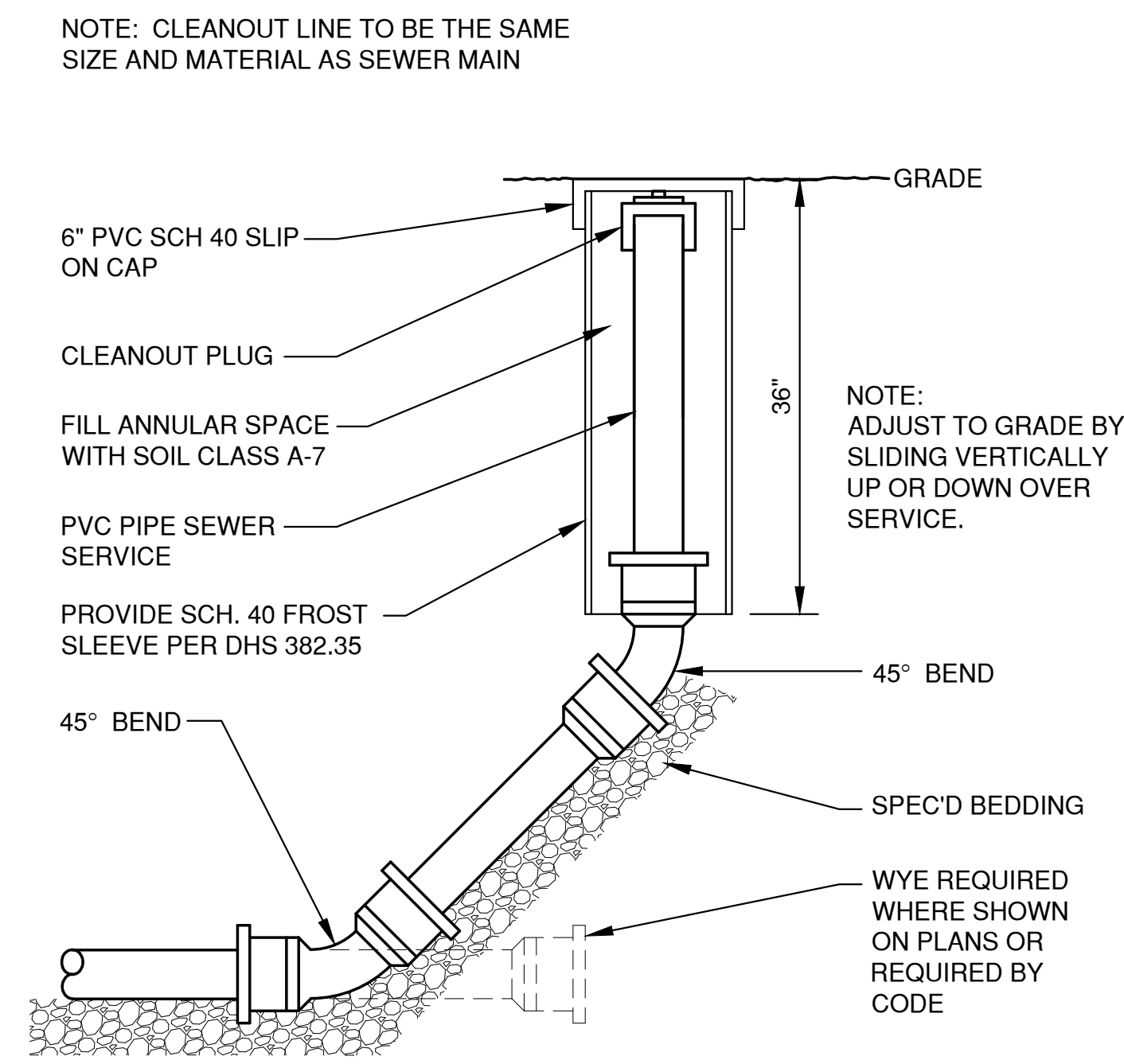
STANDARD SERVICE LATERAL



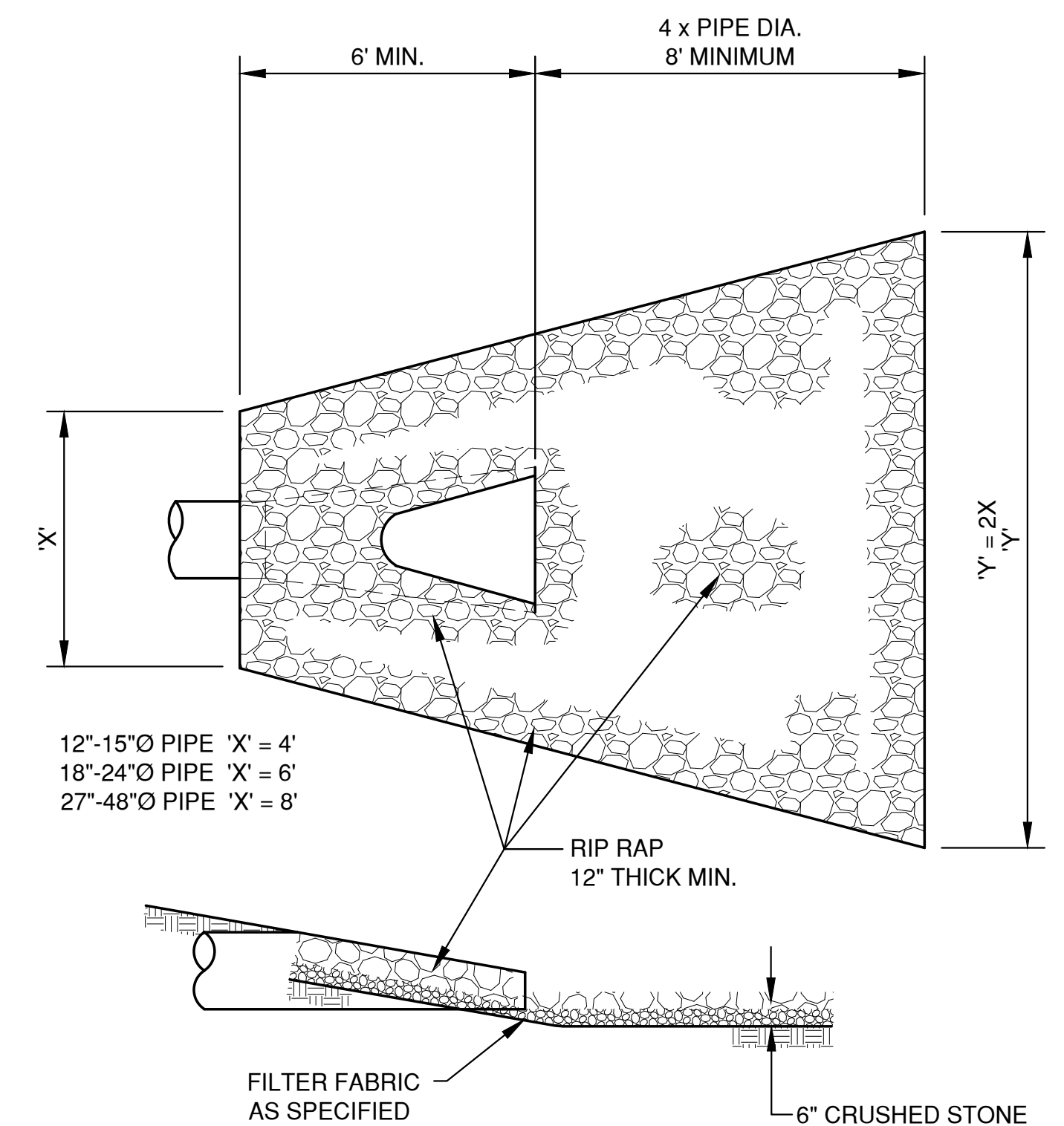
HDPE /PVC SEWER, WATERMAIN AND FORCEMAIN
BEDDING AND TRENCH DETAIL



TYPE 'B' STORM INLET



CLEAN-OUT DETAIL
(NON-TRAVELED AREAS)



ENDWALL RIP RAP DETAIL

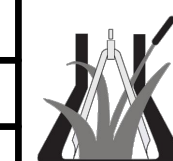
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LAYOUT: DETAILS (1)

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR
								CHECKED JGS
								DESIGNED BDR

SOUTHBRIDGE CONDO DEVELOPMENT
CITY OF DE PERE
BROWN COUNTY, WISCONSIN

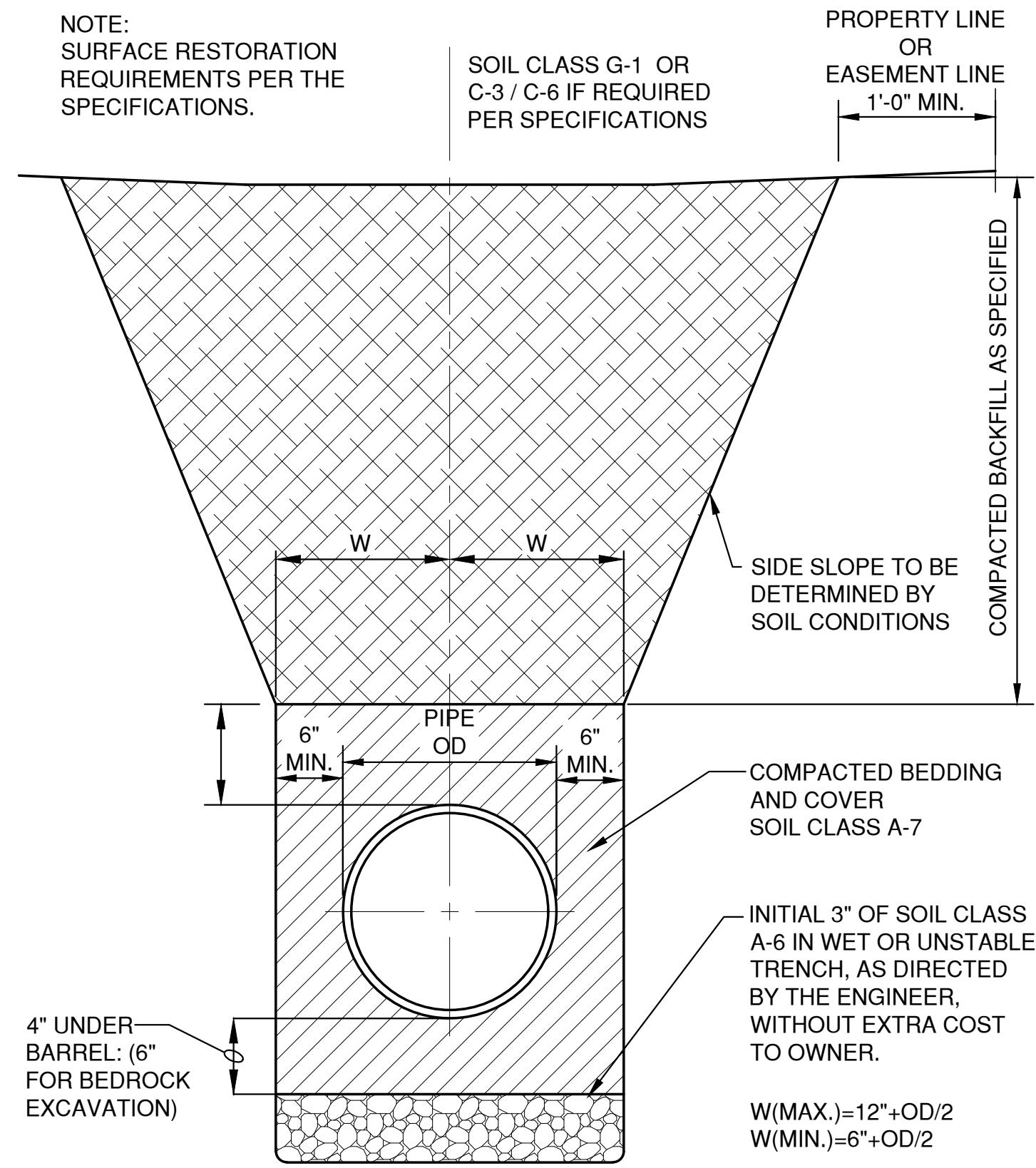
MISCELLANEOUS DETAILS

DATE 06/2019
FILE DETAILS
JOB NO. 5569020

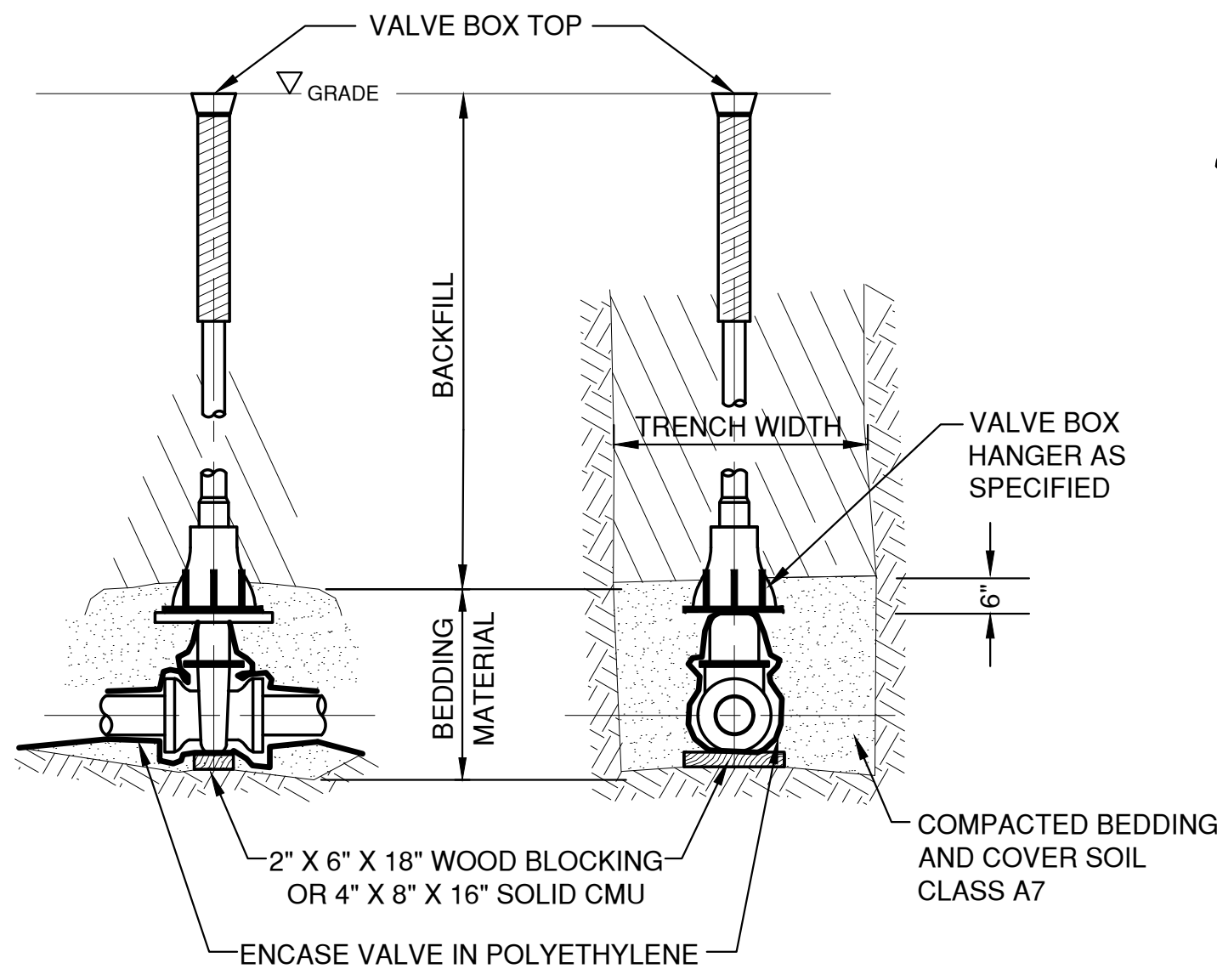


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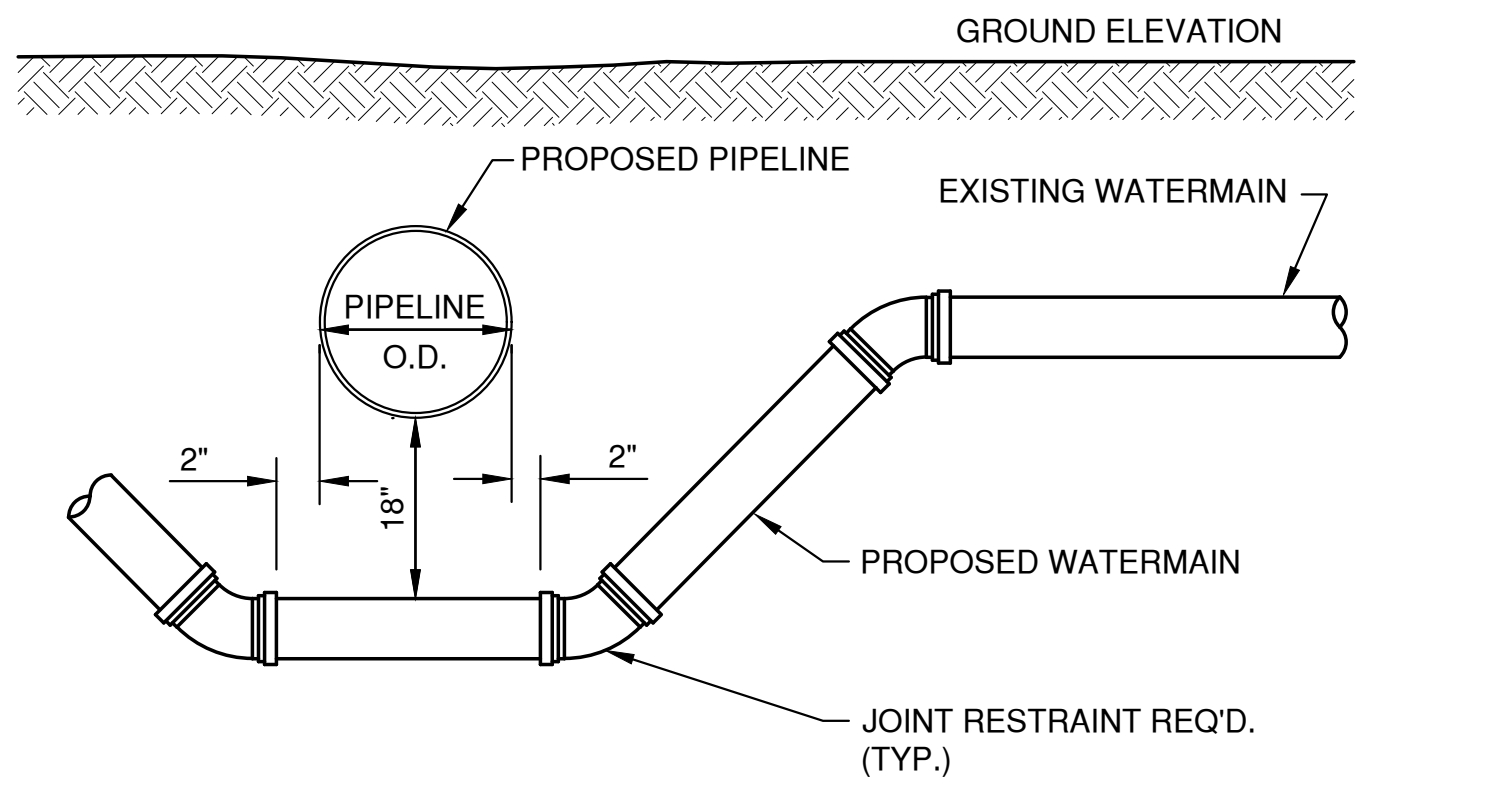
SHEET NO.
6



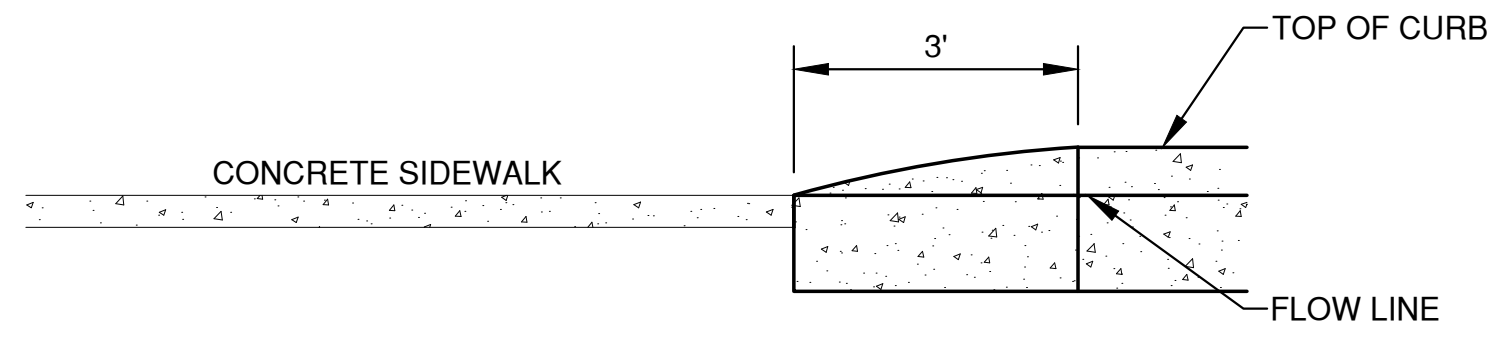
HDPE /PVC SEWER, WATERMAIN AND FORCEMAIN BEDDING AND TRENCH DETAIL



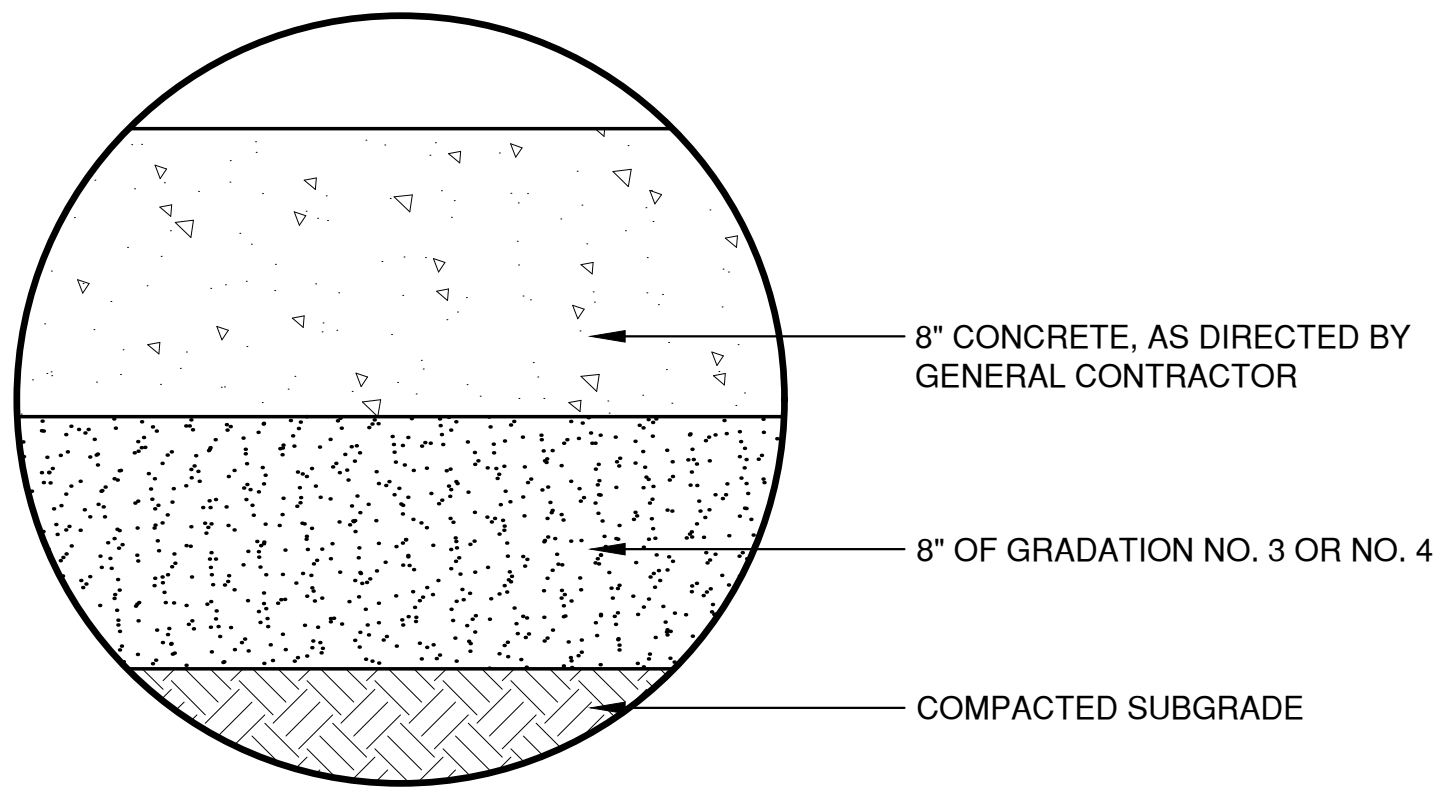
SIDE VIEW FRONT VIEW
VALVE BOX SETTING



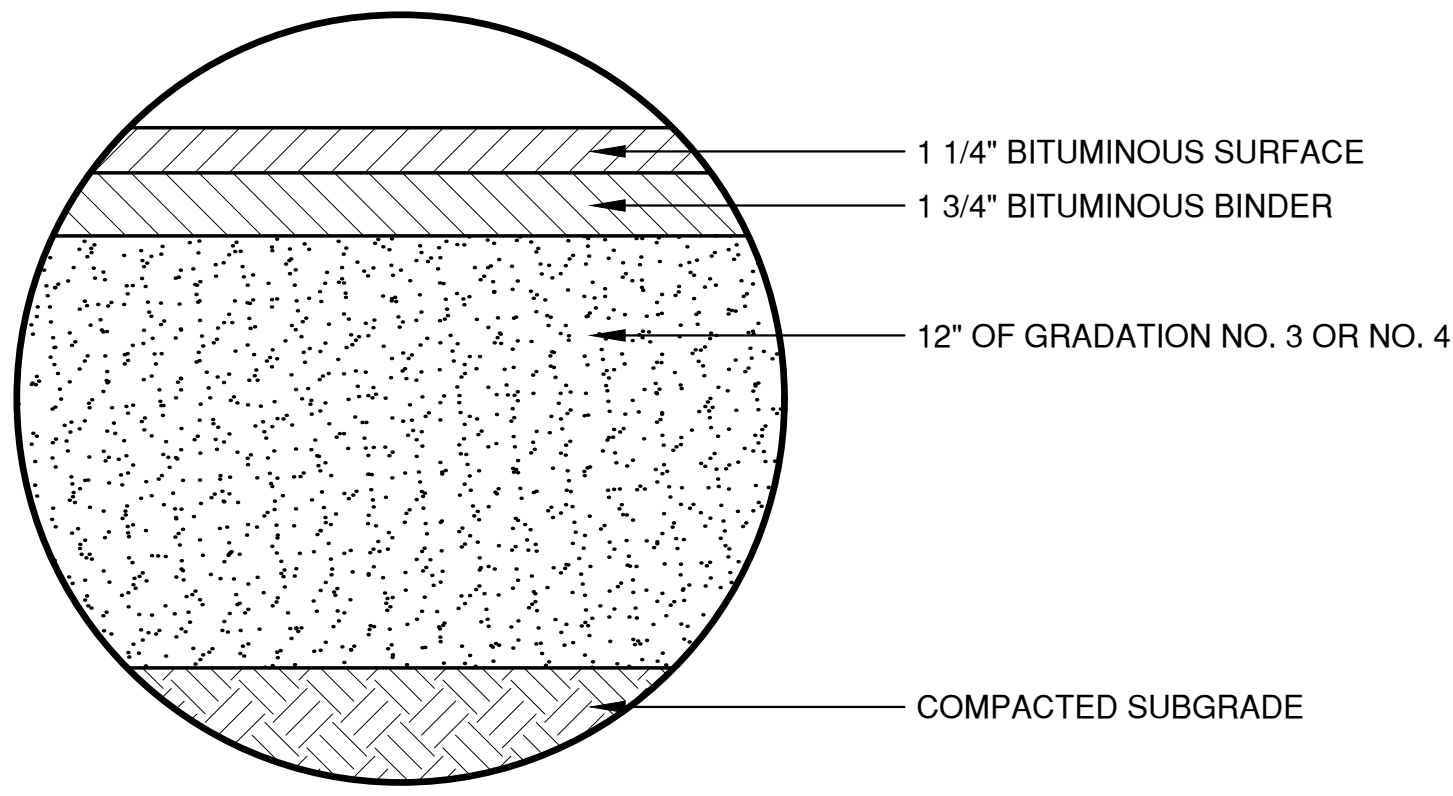
DETAIL FOR WATERMAIN OFFSET



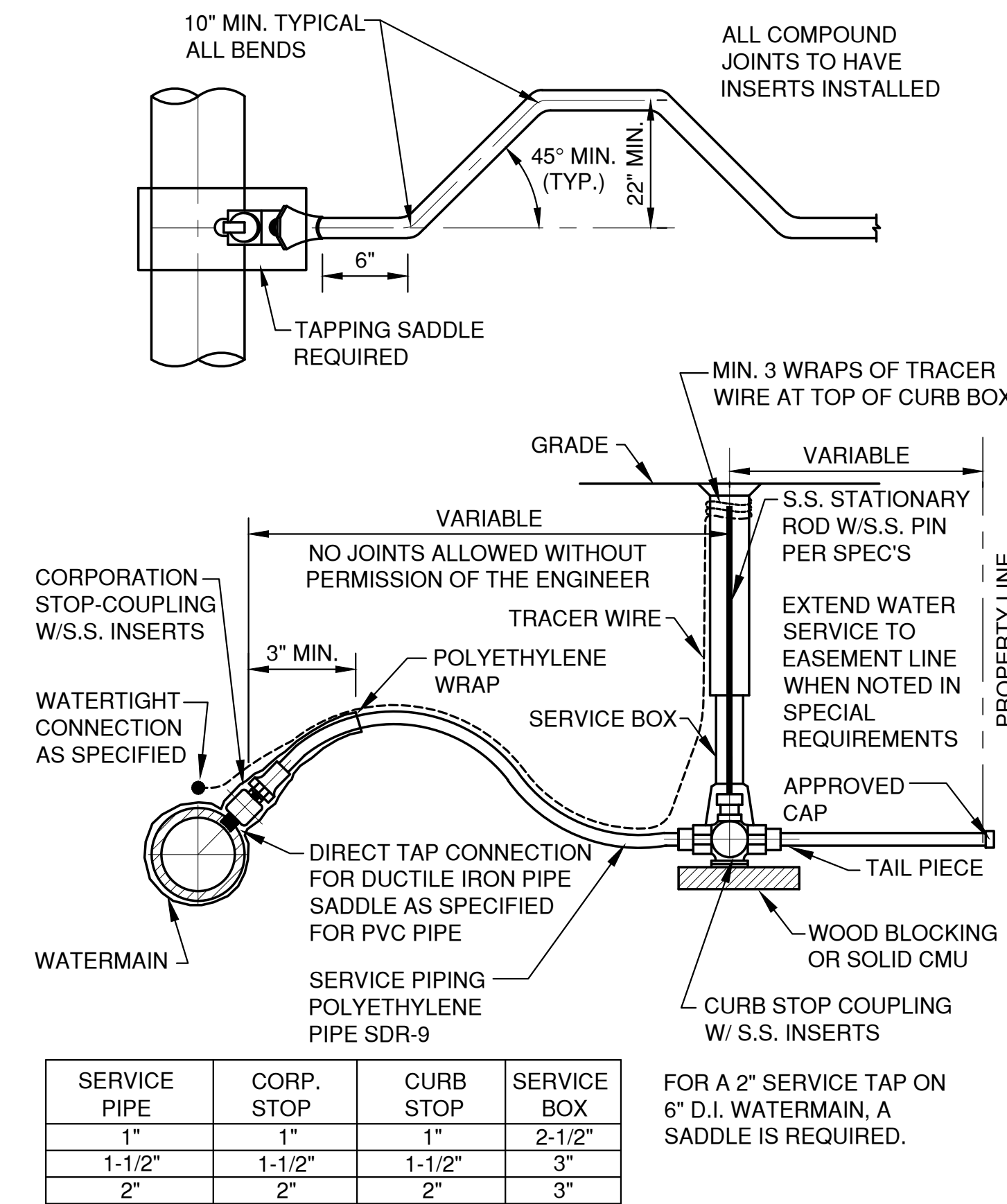
CURB TAPER DETAIL



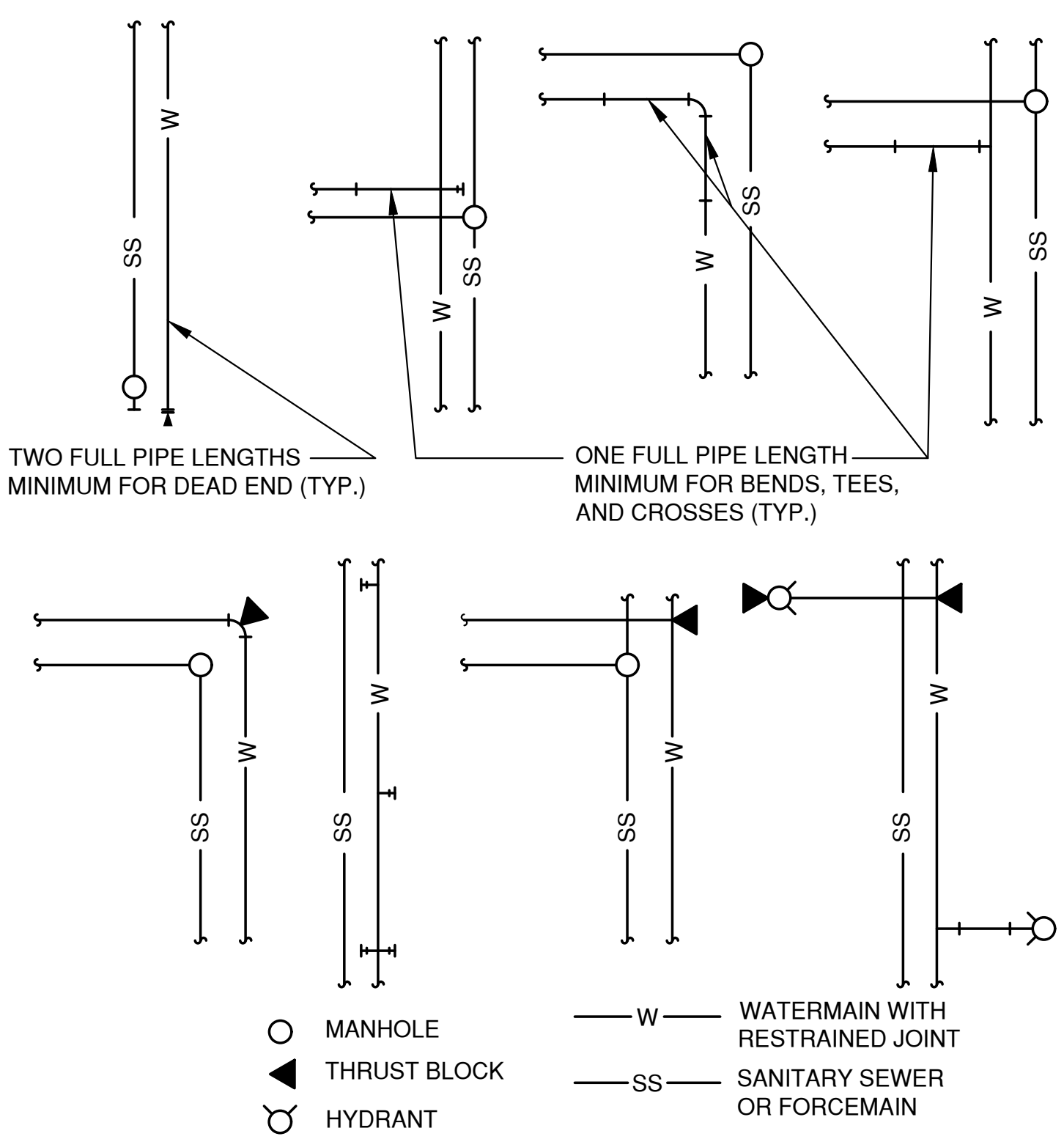
CONCRETE PAVEMENT



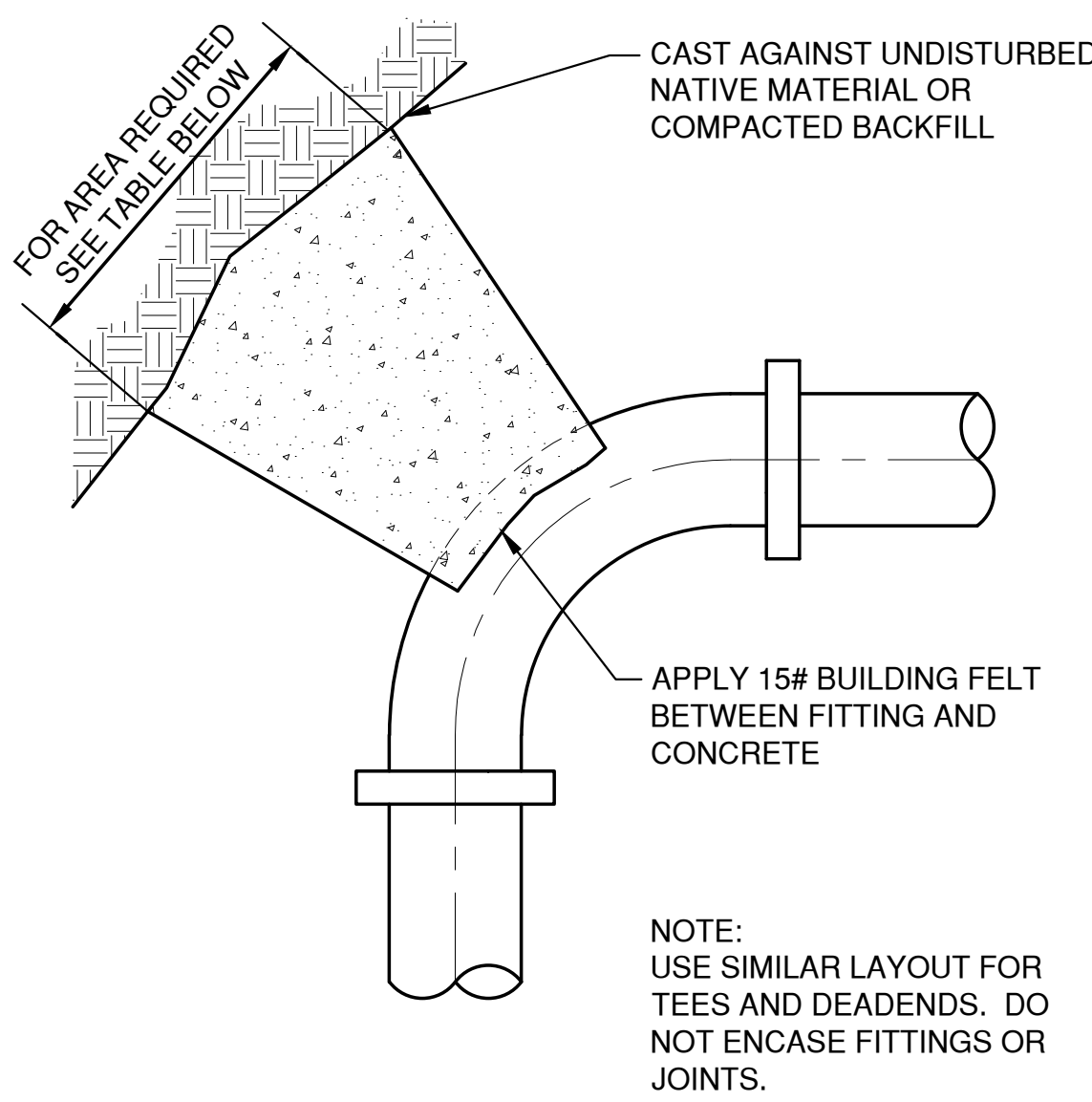
LIGHT DUTY ASPHALT PAVEMENT



TAP SERVICE PIPING (POLYETHYLENE)

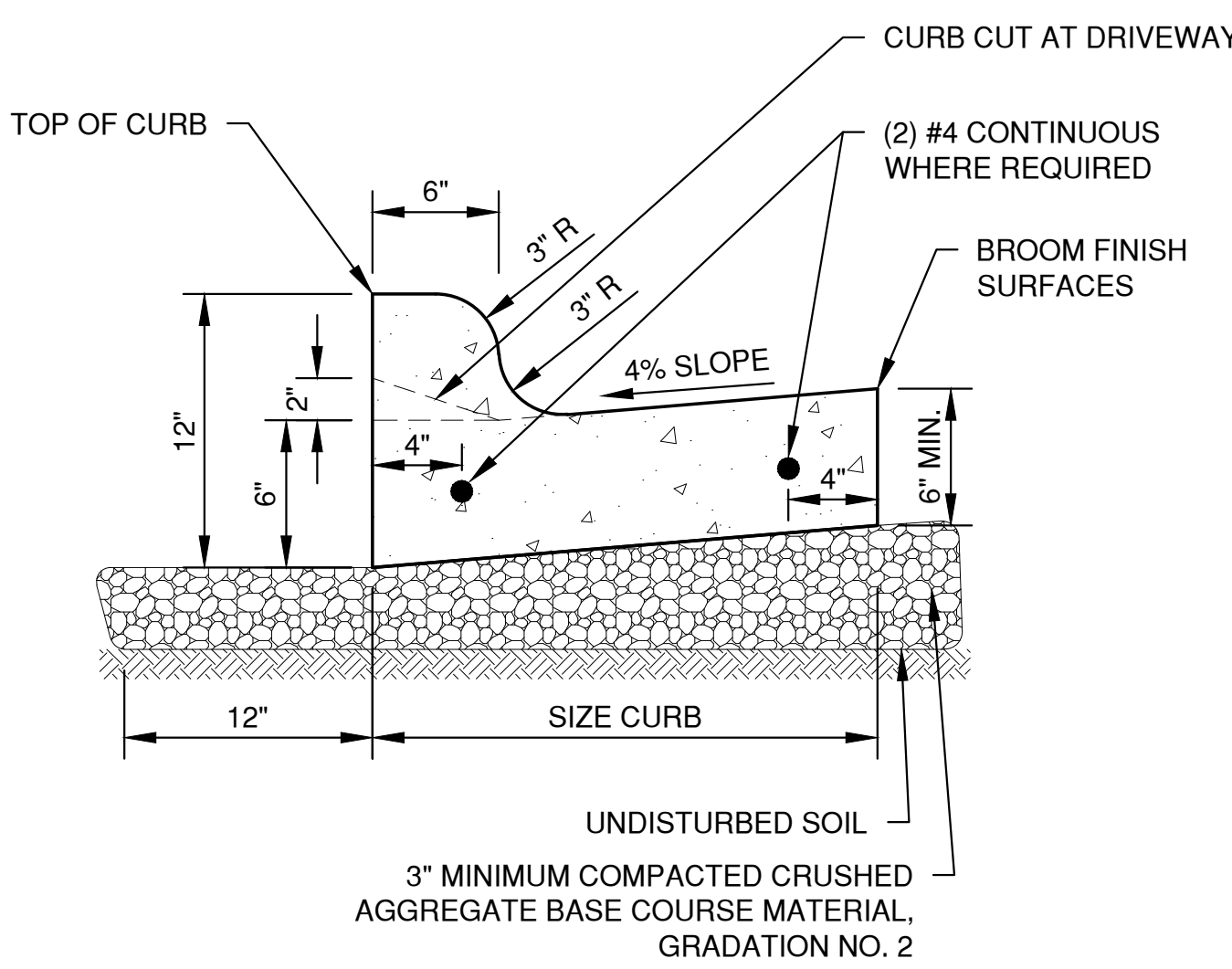


TYPICAL WATERMAIN RESTRAINT REQUIREMENTS FOR COMMON TRENCH CONSTRUCTION



THRUST BLOCK AREA REQUIREMENTS, S.F.					
DEGREE OF BEND	4" PIPE	6" PIPE	8" PIPE	10" PIPE	12" PIPE
5° TO 22.5°	1.0	1.0	2.0	3.0	4.0
23° TO 45°	1.0	2.0	4.0	6.0	8.0
46° TO 90°	2.0	4.0	7.0	11.0	15.0
TEE OR DEAD END	2.0	3.0	5.0	8.0	10.0

TYPICAL THRUST BLOCK



- NOTES:
- PROVIDE 1" EXPANSION JOINTS AT 300' INTERVALS OR AS SPECIFIED. PROVIDE CONTRACTION JOINTS EVERY 30' OR AS DIRECTED.
 - AT REMOVAL AND REPLACEMENT AREAS AND AT TIE-INS TO EXISTING CURB AND GUTTER, PROVIDE (2) #4 BARS, 18" LONG. DRILL AND GROUT INTO EXISTING CURB AND GUTTER 9". MATCH EXISTING SLOPE OF EXISTING GUTTER PAN.

STANDARD CURB AND GUTTER

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR
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SOUTHBRIDGE CONDO DEVELOPMENT
CITY OF DE PERE
BROWN COUNTY, WISCONSIN

MISCELLANEOUS DETAILS

DATE 06/2019
FILE DETAILS
JOB NO. 5569020



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SHEET NO. 7

INLET PROTECTION NOTES:

INLET PROTECTION DEVICES SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1060, STORM DRAIN INLET PROTECTION FOR CONSTRUCTION SITES.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE WDOT PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

MAINTENANCE NOTES:

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED IN THE FABRIC DOES NOT FALL INTO THE STRUCTURE. MATERIAL THAT HAS FALLEN INTO THE INLET SHALL BE IMMEDIATELY REMOVED.

INSTALLATION NOTES:
TYPE "B" AND "C"

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE "D"

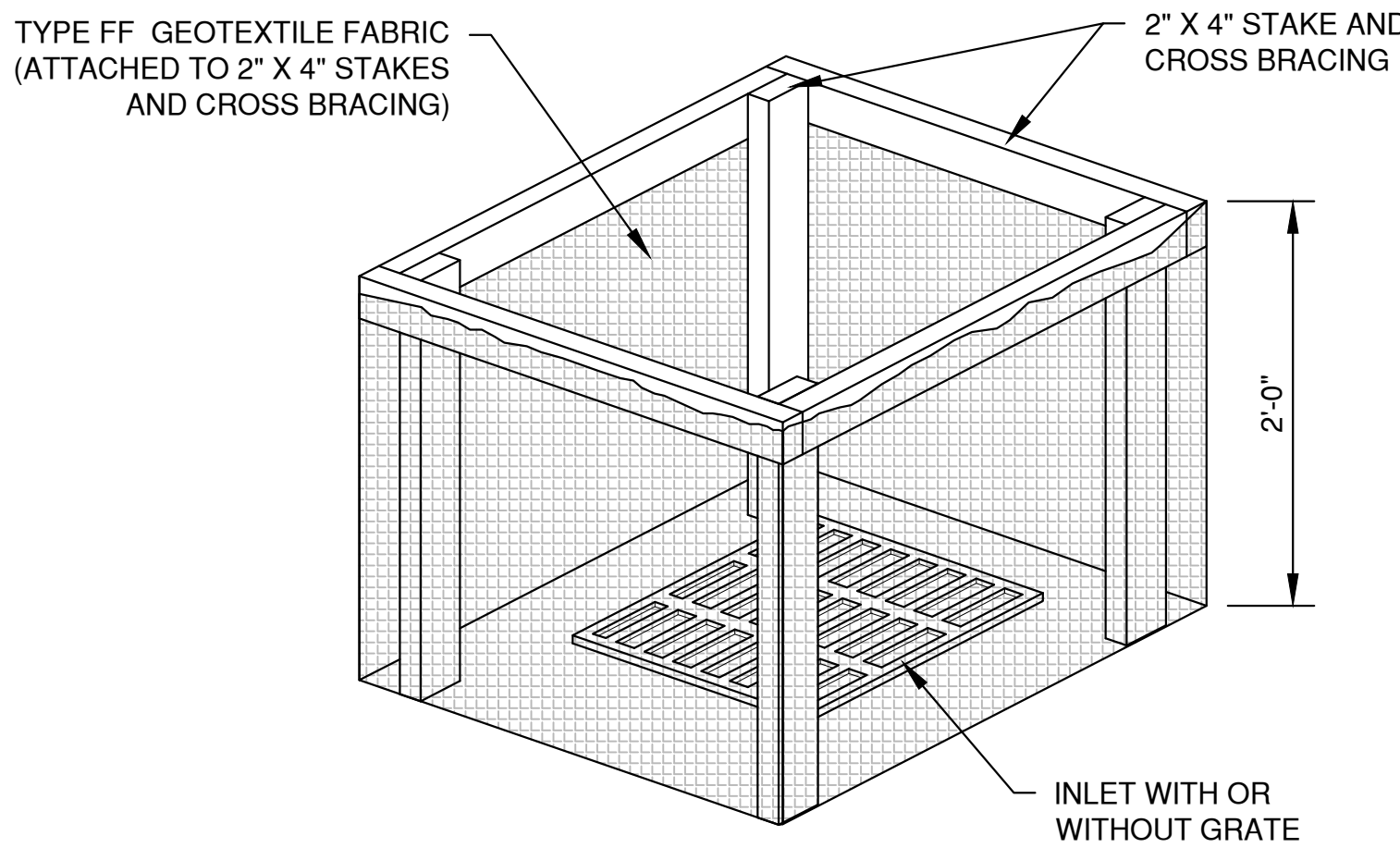
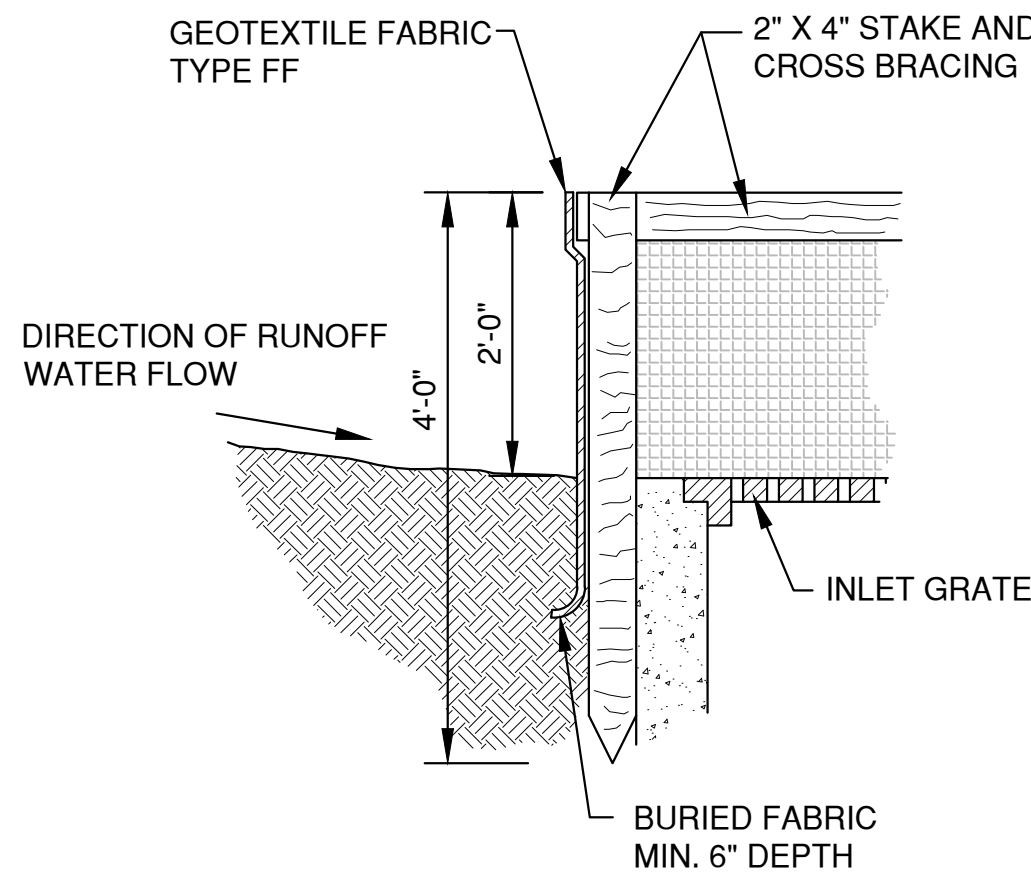
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30" MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

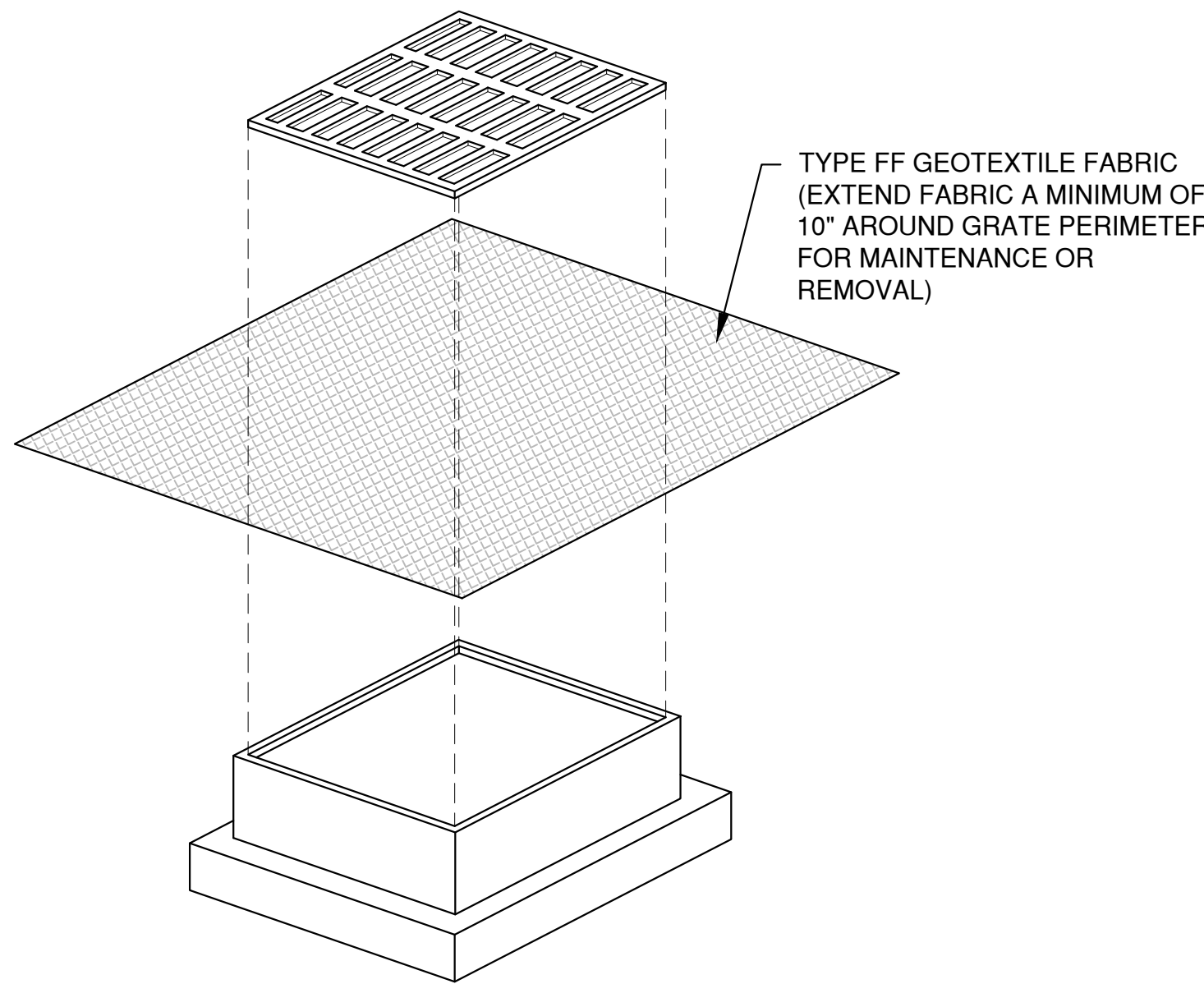
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY, CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT THE MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

NOTES:

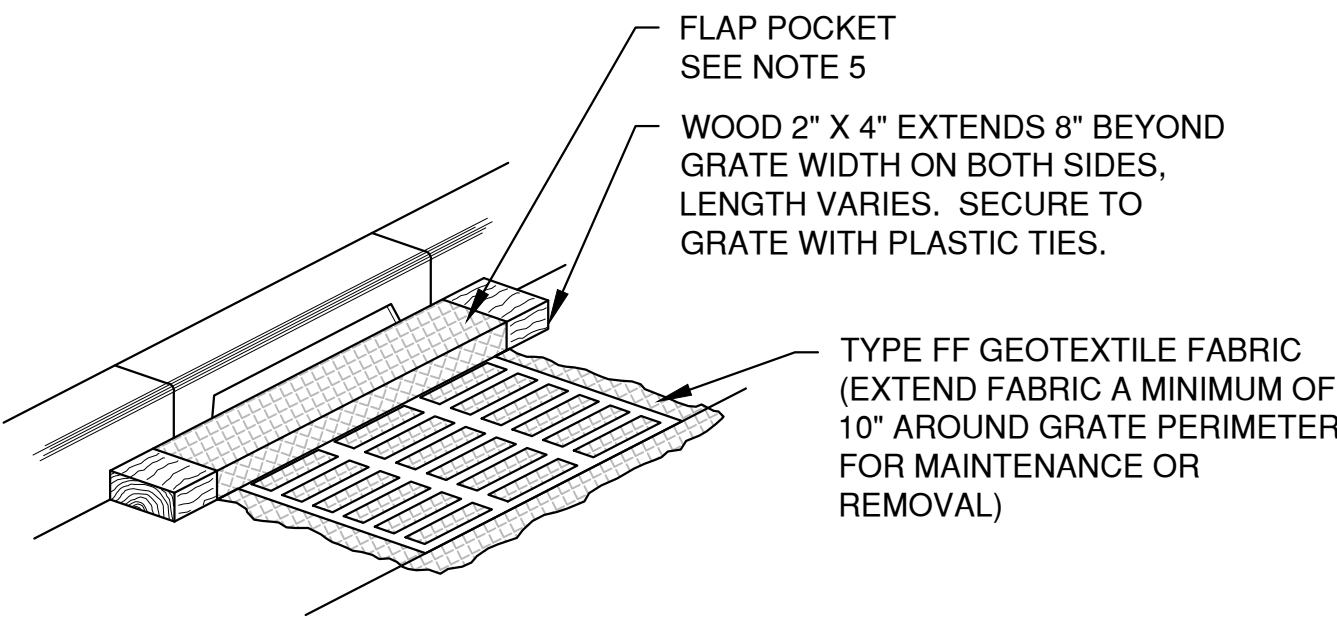
1. TAPER BOTTOM OF BAG TO MAINTAIN THREE INCHES OF CLEARANCE BETWEEN THE BAG AND THE STRUCTURE, MEASURED FROM THE BOTTOM OF THE OVERFLOW OPENINGS TO THE STRUCTURE WALL.
2. GEOTEXTILE FABRIC TYPE FF FOR FLAPS, TOP AND BOTTOM OF THE OUTSIDE OF FILTER BAG. FRONT, BACK AND BOTTOM OF FILTER BAG BEING ONE PIECE.
3. FRONT LIFTING FLAP IS TO BE USED WHEN REMOVING AND MAINTAINING FILTER BAG.
4. SIDE FLAPS SHALL BE A MAXIMUM OF TWO INCHES LONG. FOLD THE FABRIC OVER AND REINFORCE WITH MULTIPLE STITCHES.
5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" X 4". THE REBAR, STEEL PIPE, OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.



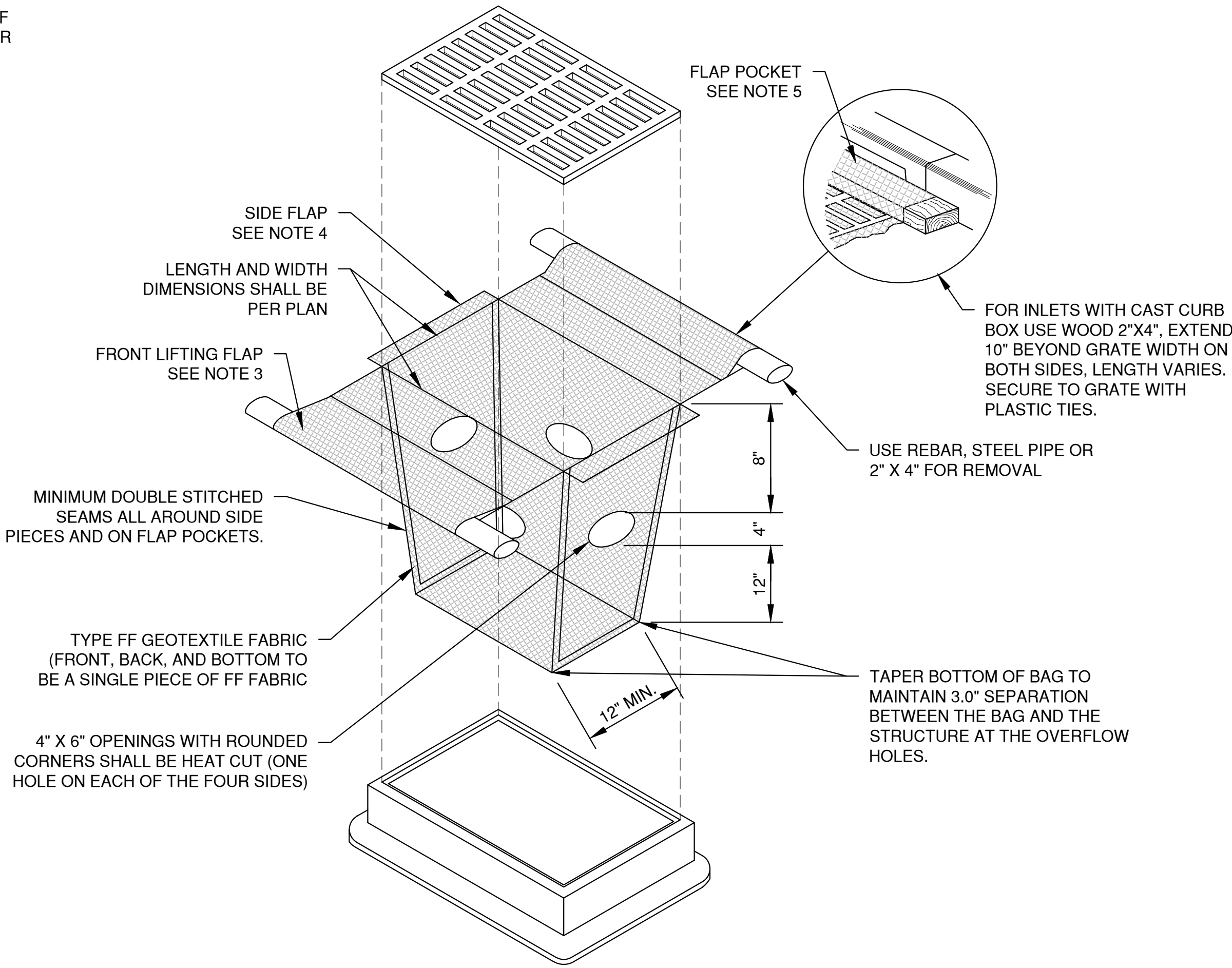
INLET PROTECTION, TYPE A



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



INLET PROTECTION, TYPE C
(WITH CURB BOX)



INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN INLETS WITH OR WITHOUT CURB BOXES)

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN	EROSION CONTROL INLET PROTECTION TYPES A, B, C AND D	DATE 06/2019	 Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBART, WI 54155 920-662-9641 www.releinc.com	SHEET NO.
								CHECKED JGS			FILE EROSION CONTROL		8
								DESIGNED BDR			JOB NO. 5569020		

NOTES:

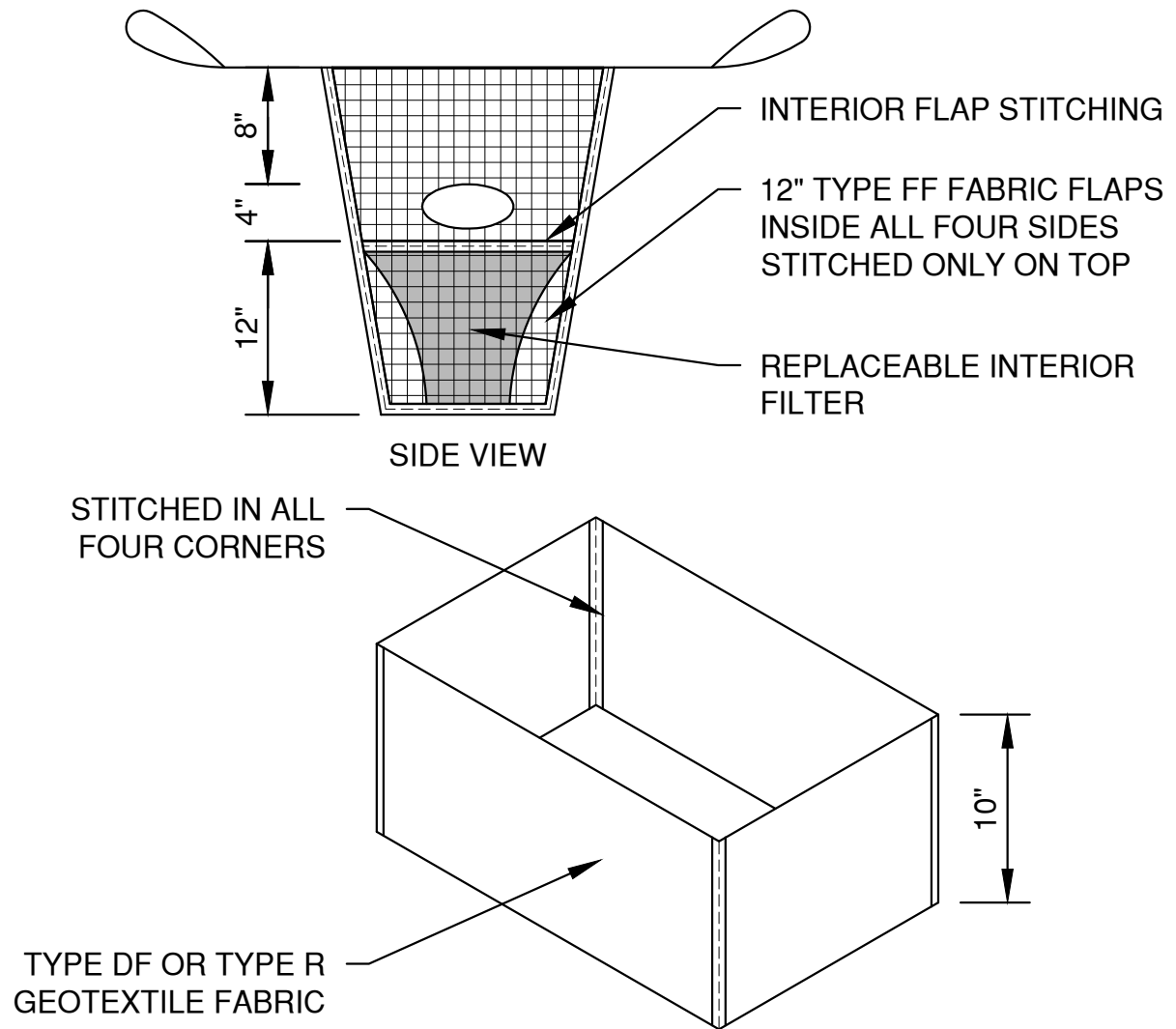
- 1. TAPER BOTTOM OF BAG TO MAINTAIN THREE INCHES OF CLEARANCE BETWEEN THE BAG AND THE STRUCTURE, MEASURED FROM THE BOTTOM OF THE OVERFLOW OPENINGS TO THE STRUCTURE WALL.
- 2. GEOTEXTILE FABRIC TYPE FF FOR FLAPS AND TOP HALF OF FILTER BAG. GEOTEXTILE FABRIC TYPE HR FOR BOTTOM HALF OF FILTER BAG. FRONT, BACK AND BOTTOM OF FILTER BAG BEING ONE PIECE.
- 3. FRONT LIFTING FLAP IS TO BE USED WHEN REMOVING AND MAINTAINING FILTER BAG.
- 4. SIDE FLAPS SHALL BE A MAXIMUM OF TWO INCHES LONG. FOLD THE FABRIC OVER AND REINFORCE WITH MULTIPLE STITCHES.
- 5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" X 4". THE REBAR, STEEL PIPE, OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.

MAINTENANCE NOTES:

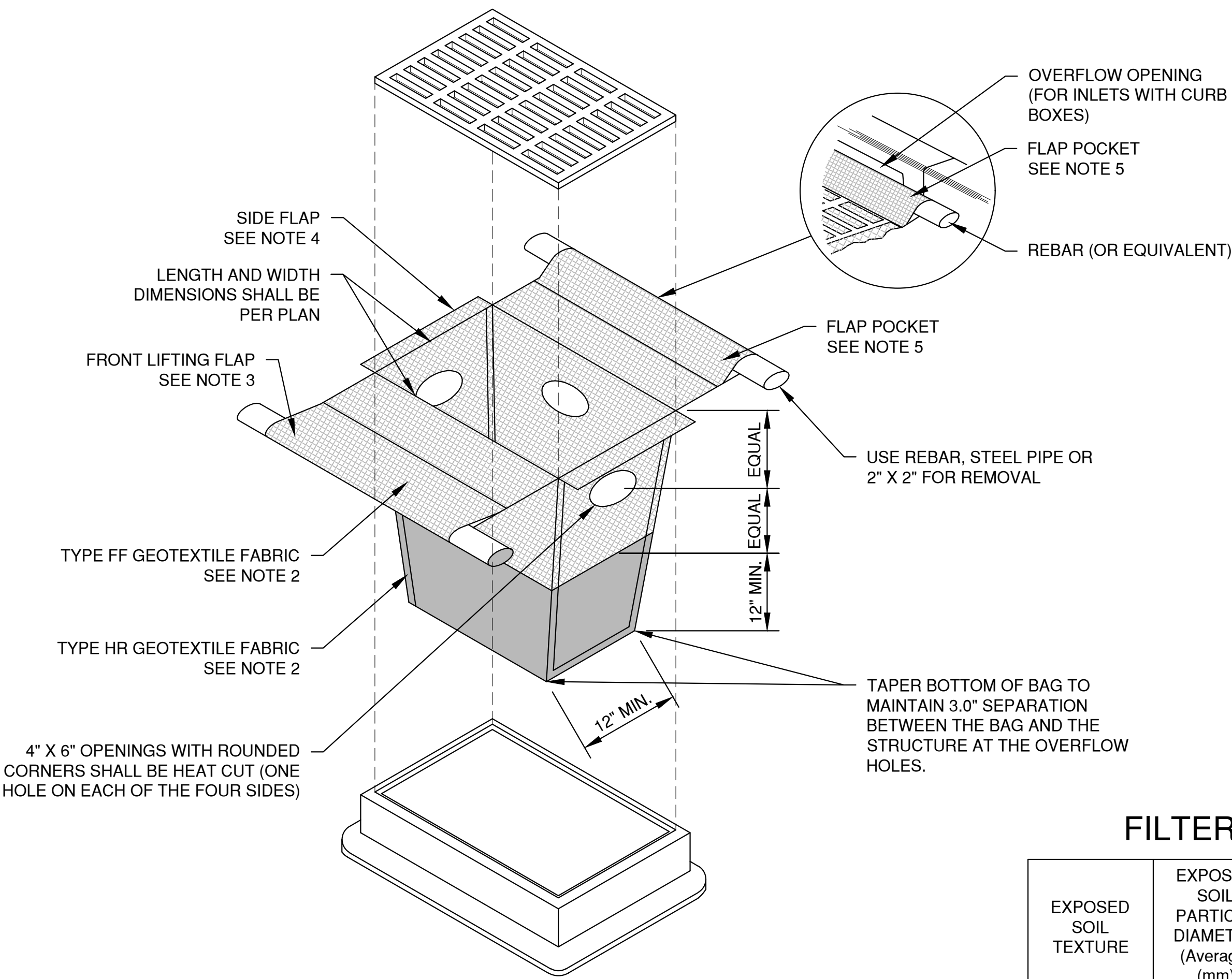
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED IN THE FABRIC DOES NOT FALL INTO THE STRUCTURE. MATERIAL THAT HAS FALLEN INTO THE INLET SHALL BE IMMEDIATELY REMOVED.

NOTES:

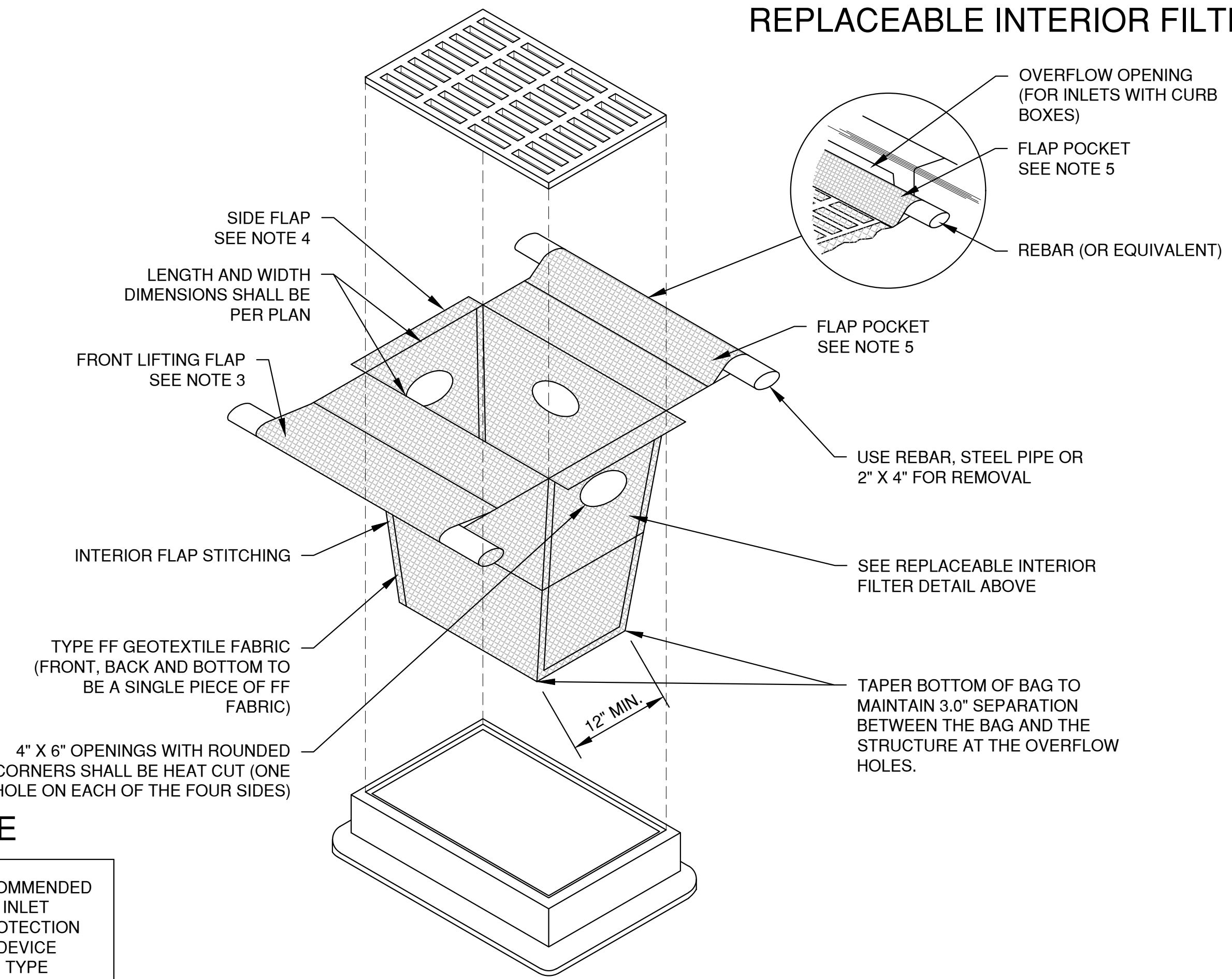
- 1. TAPER BOTTOM OF BAG TO MAINTAIN THREE INCHES OF CLEARANCE BETWEEN THE BAG AND THE STRUCTURE, MEASURED FROM THE BOTTOM OF THE OVERFLOW OPENINGS TO THE STRUCTURE WALL.
- 2. GEOTEXTILE FABRIC TYPE FF FOR FLAPS, TOP AND BOTTOM OF OUTSIDE OF FILTER BAG. FRONT, BACK AND BOTTOM OF FILTER BAG BEING ONE PIECE.
- 3. FRONT LIFTING FLAP IS TO BE USED WHEN REMOVING AND MAINTAINING FILTER BAG.
- 4. SIDE FLAPS SHALL BE A MAXIMUM OF TWO INCHES LONG. FOLD THE FABRIC OVER AND REINFORCE WITH MULTIPLE STITCHES.
- 5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" X 4". THE REBAR, STEEL PIPE, OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.



REPLACEABLE INTERIOR FILTER



INLET PROTECTION, TYPE D-HR
(CAN BE INSTALLED IN INLETS WITH OR WITHOUT CURB BOXES)



INLET PROTECTION, TYPE D-M
(CAN BE INSTALLED IN INLETS WITH OR WITHOUT CURB BOXES)

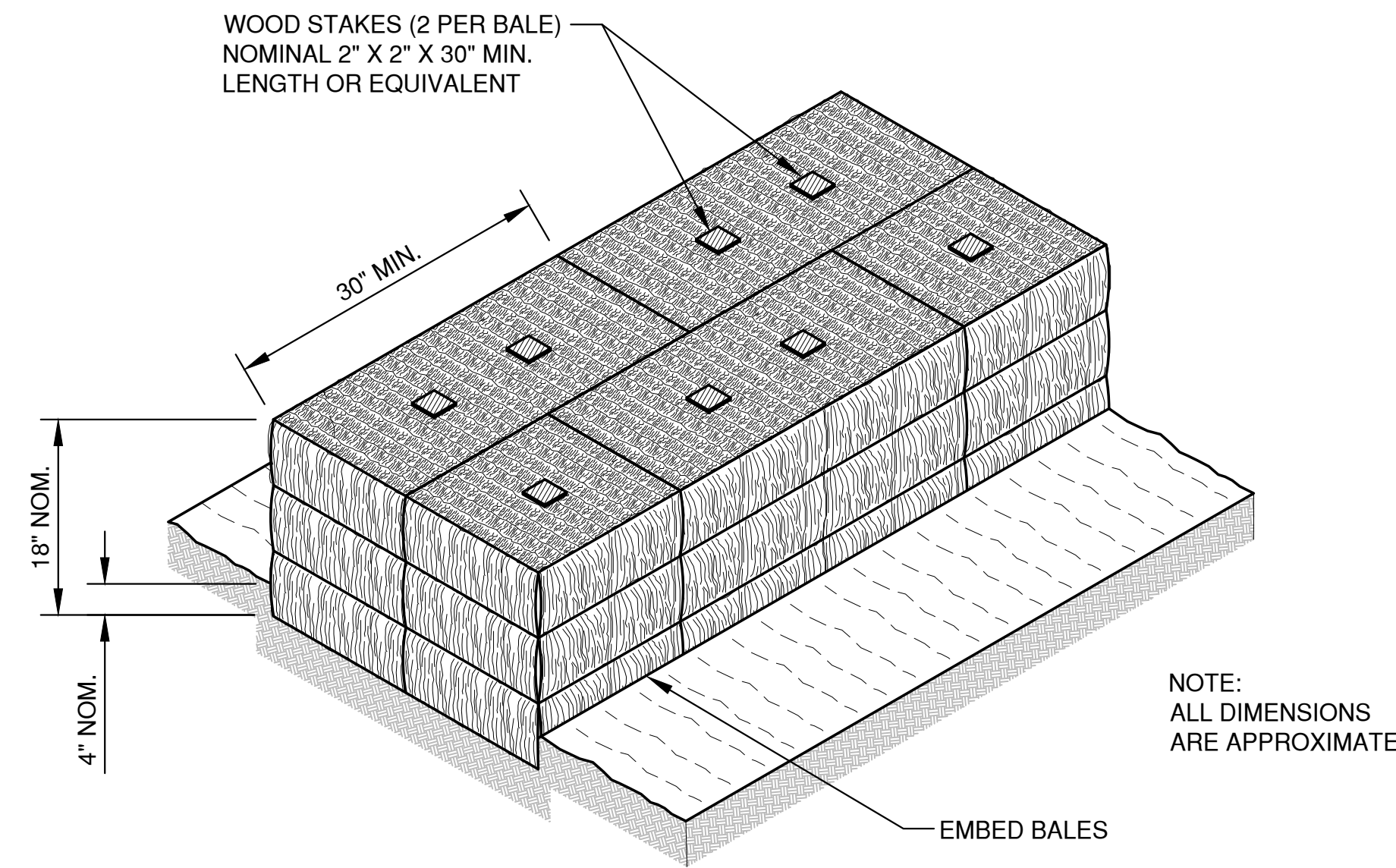
FILTER FABRIC TYPE

EXPOSED SOIL TEXTURE	EXPOSED SOIL PARTICLE DIAMETER (Average) (mm)	FILTER FABRIC TYPE*	RECOMMENDED INLET PROTECTION DEVICE TYPE
COARSE (SAND)	≥0.0625	FF	D, D-M
MEDIUM (SILT LOAM)	0.0624 - 0.005	DF	D, D-M
FINE (CLAY)	≤ 0.004	R	D-M
		HR	D-HR

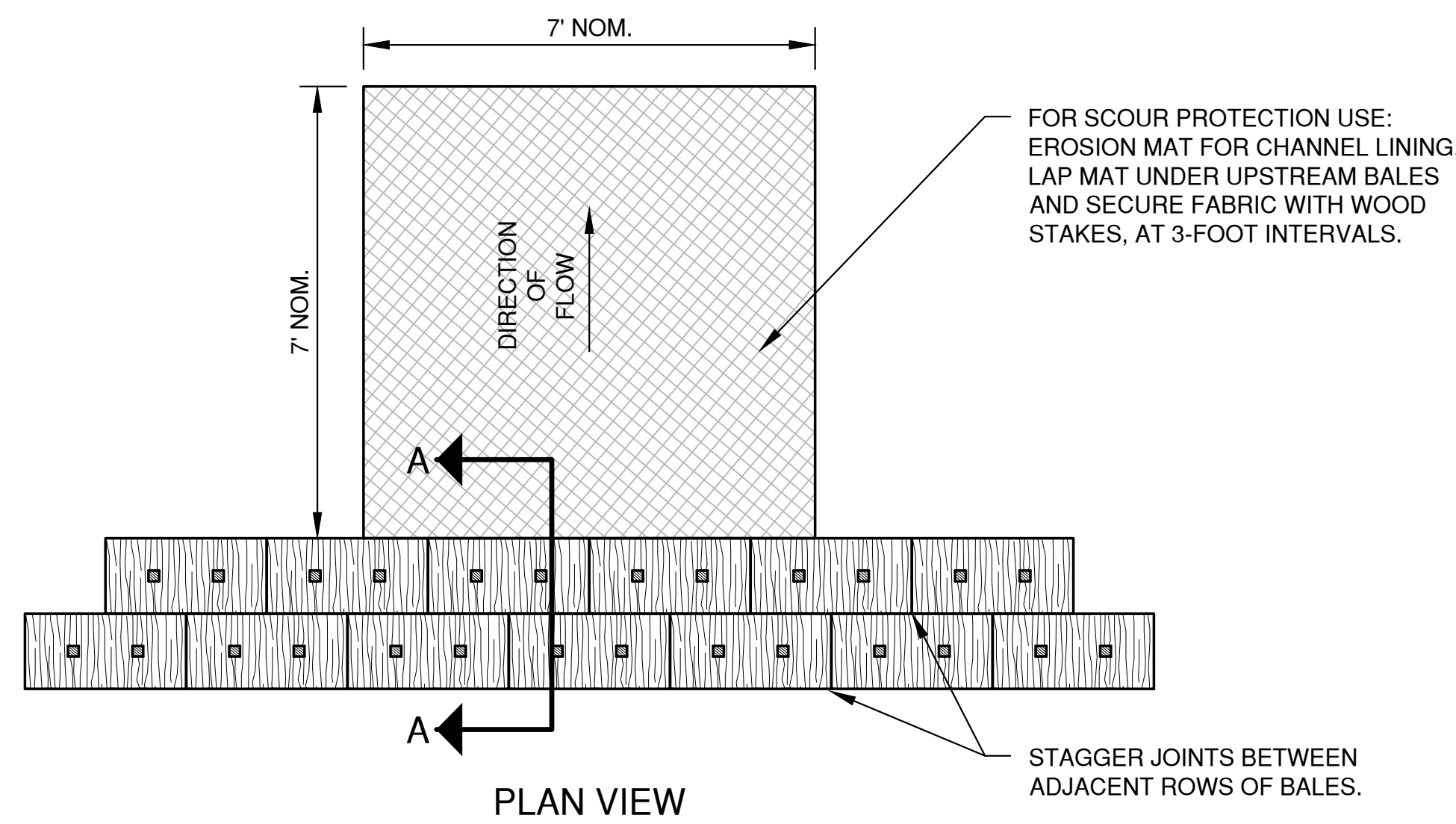
* DF, R OR HR FILTERS MAY BE USED WHERE FF IS THE REQUIRED MINIMUM STANDARD. R OR HR MAY BE USED WHERE DF IS THE REQUIRED MINIMUM STANDARD.

** FOLLOW DESIGN CRITERIA OF WDNR TECHNICAL STANDARD 1060

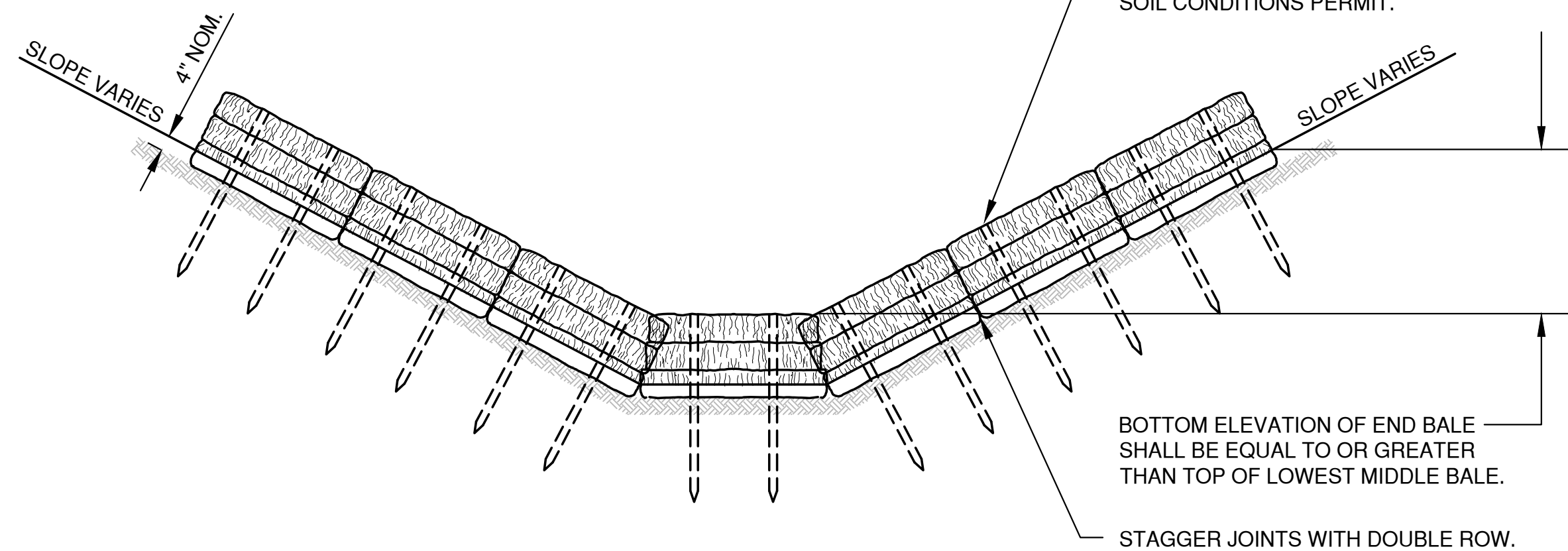
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LAYOUT: 2 - INLET PROTECTION



SECTION A-A

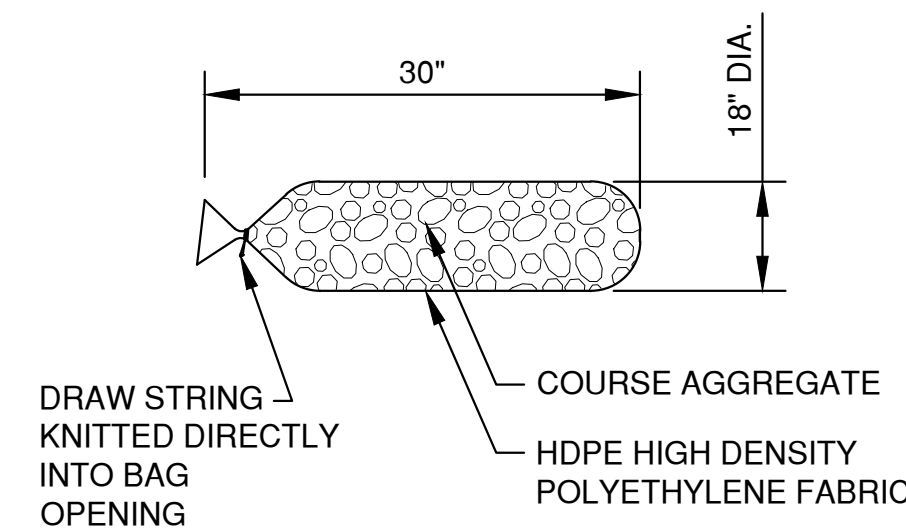


PLAN VIEW



FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES
TYPE A



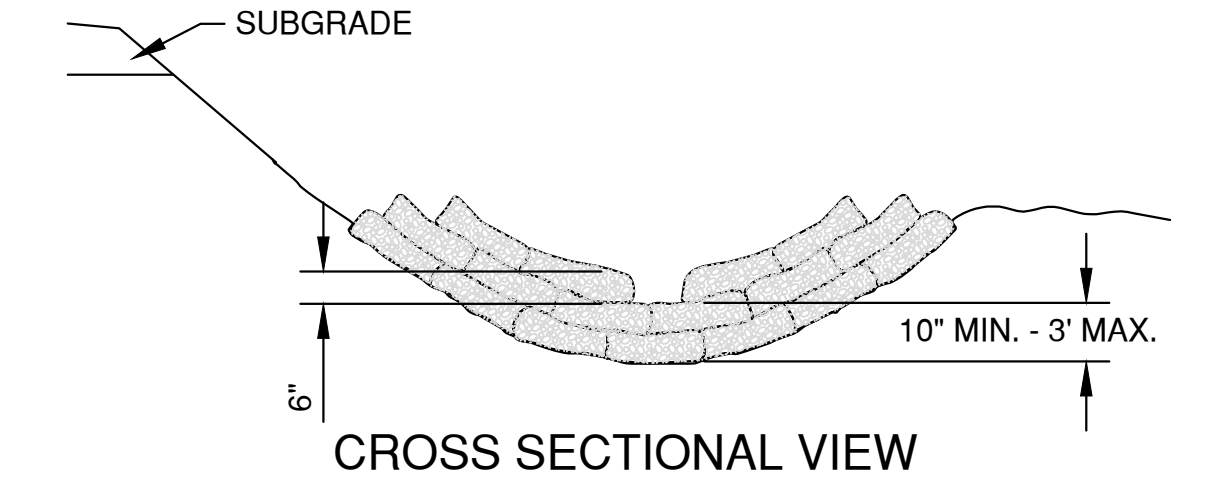
FILTER BAG DETAIL

NOTES:

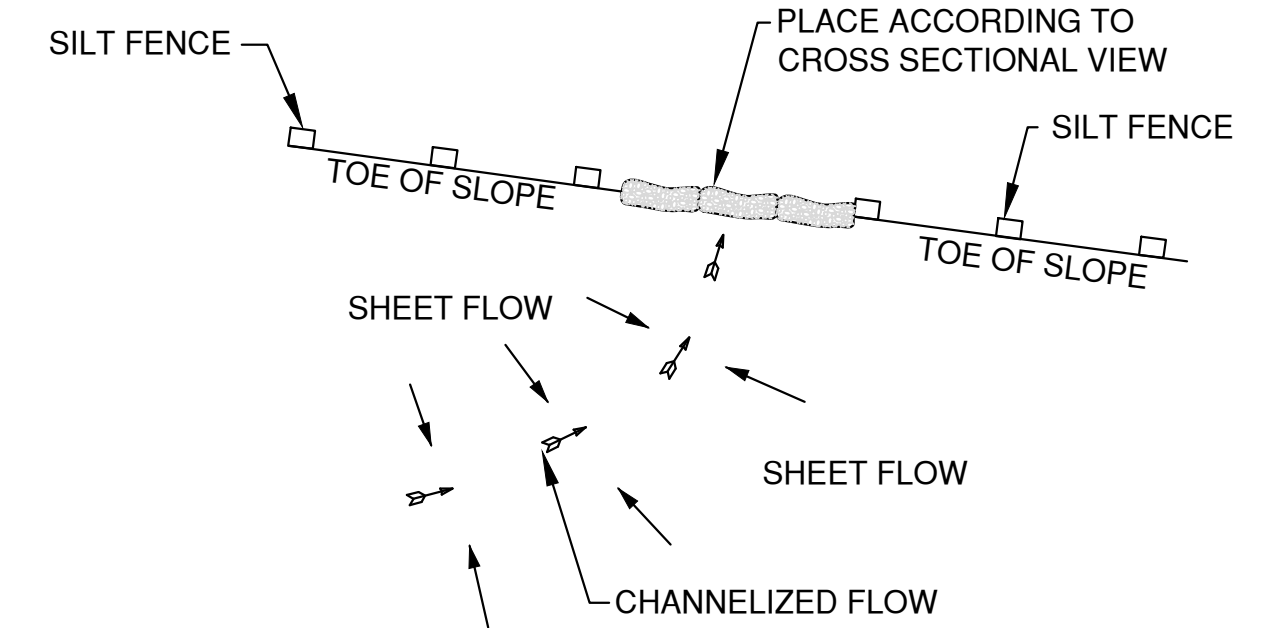
- 18" X 30" ROCK FILLED FILTER BAG SHALL BE COMPRISED OF THE FOLLOWING:
HDPE HIGH DENSITY POLYETHYLENE
HDPE HIGH DENSITY POLYETHYLENE DRAW STRING KNITTED DIRECTLY INTO BAG OPENING.
80% FABRIC CLOSURE WITH APPARENT OPENING SIZE NO LARGER THAN 1/8" X 1/8"
ROLLED SEAM USING A MINIMUM OF 480 DENIER POLYESTER SEWING YARN FOR STRENGTH AND DURABILITY.
- USE WELL GRADED COURSE AGGREGATE CONFORMING TO THE FOLLOWING GRADATION REQUIREMENTS

SIEVE SIZE	SIZE NO. AASHTO No. 67 (1)
2 INCH (50 mm)	-
1 1/2 INCH (37.5mm)	-
1 INCH (25.0 mm)	100
3/4 INCH (19.0mm)	90-100
3/8 INCH (9.5mm)	20-55
No. 4 (4.75mm)	0-10
No. 8 (2.36mm)	0-5

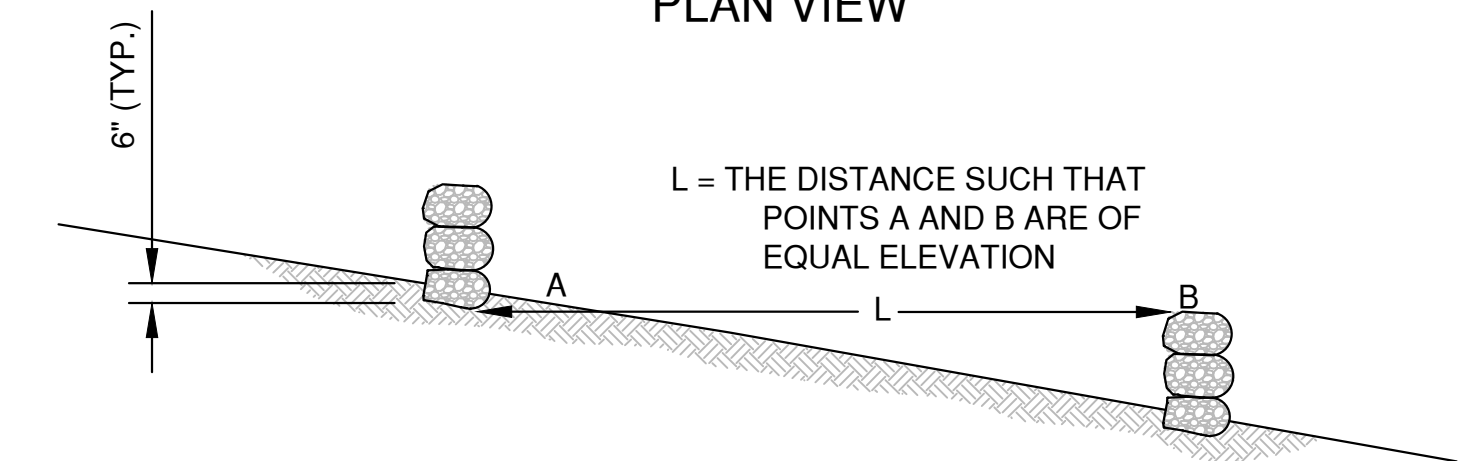
(1) SIZE No. ACCORDING TO AASHTO M 43



CROSS SECTIONAL VIEW



PLAN VIEW



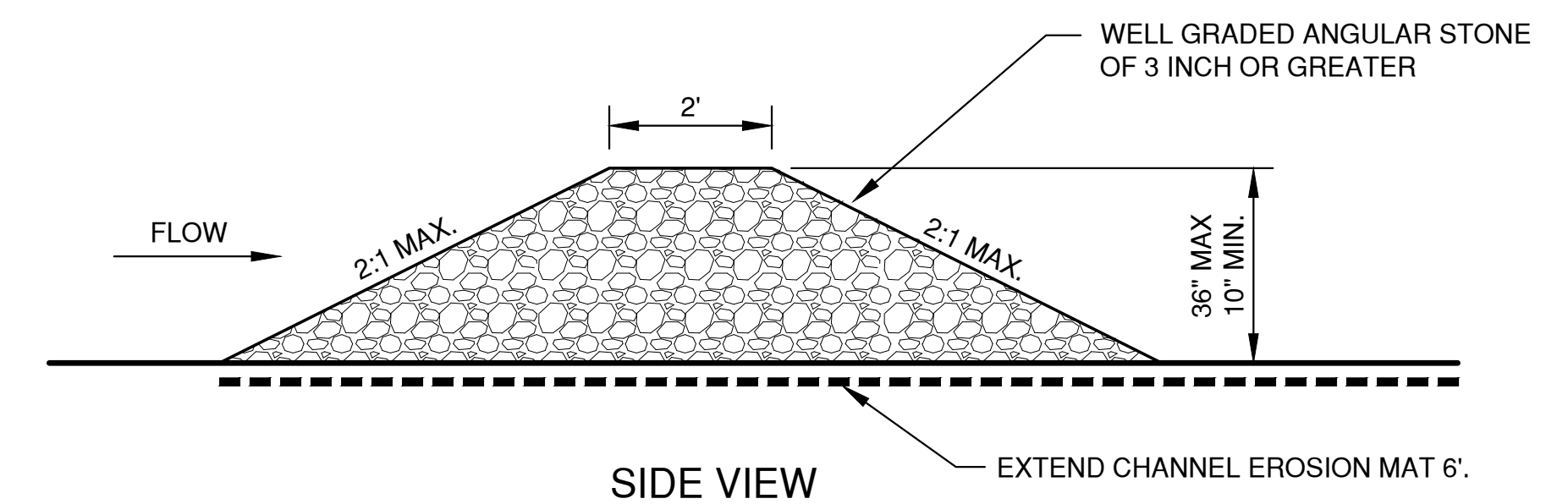
SIDE VIEW

DITCH CHECK DETAIL

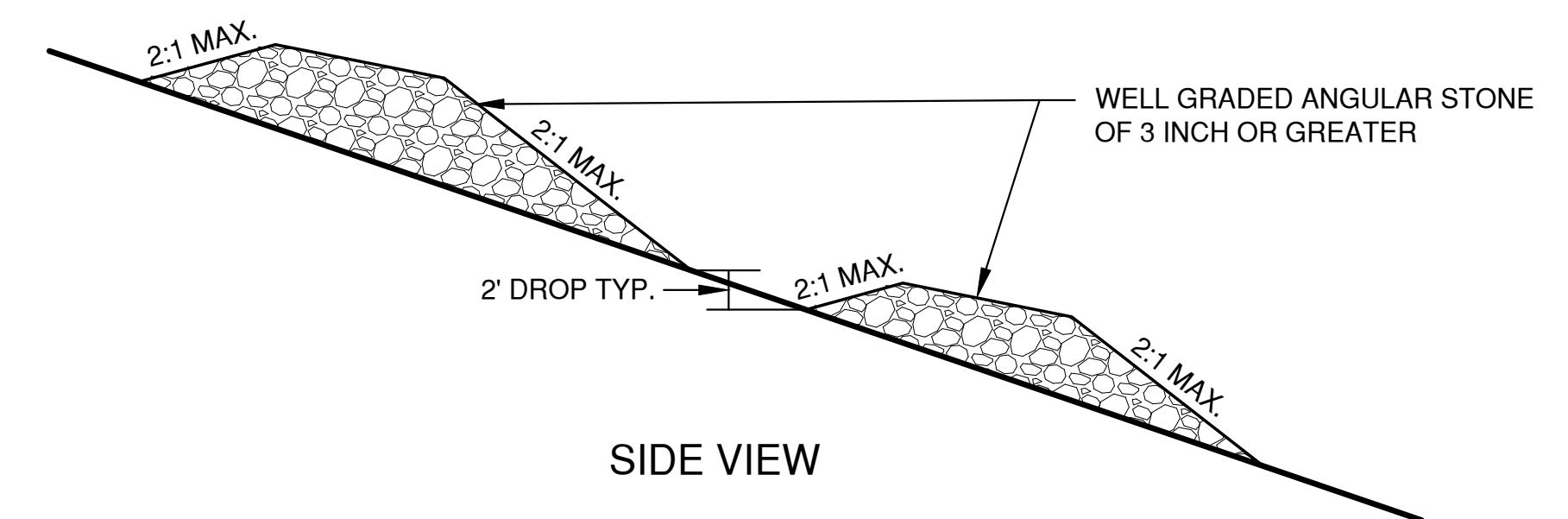
ROCK FILLED EROSION CONTROL BAGS
TYPE B

DITCH CHECK GENERAL NOTES:

- DITCH CHECKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1062.
- AT A MINIMUM, INSTALL ONE DITCH CHECK FOR EVERY 2 FEET OF VERTICAL DROP.
- DITCH CHECKS SHALL BE PLACED SUCH THAT THE RESULTING PONDING WILL NOT CAUSE AN INCONVENIENCE OR DAMAGE TO ADJACENT AREAS.



SIDE VIEW



SIDE VIEW

TEMPORARY DITCH CHECK USING STONE
TYPE C

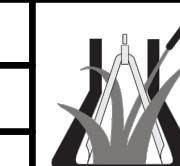
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LAYOUT: 3. DITCH CHECKS

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR
								CHECKED JGS
								DESIGNED BDR

SOUTHBRIDGE CONDO DEVELOPMENT
CITY OF DE PERE
BROWN COUNTY, WISCONSIN

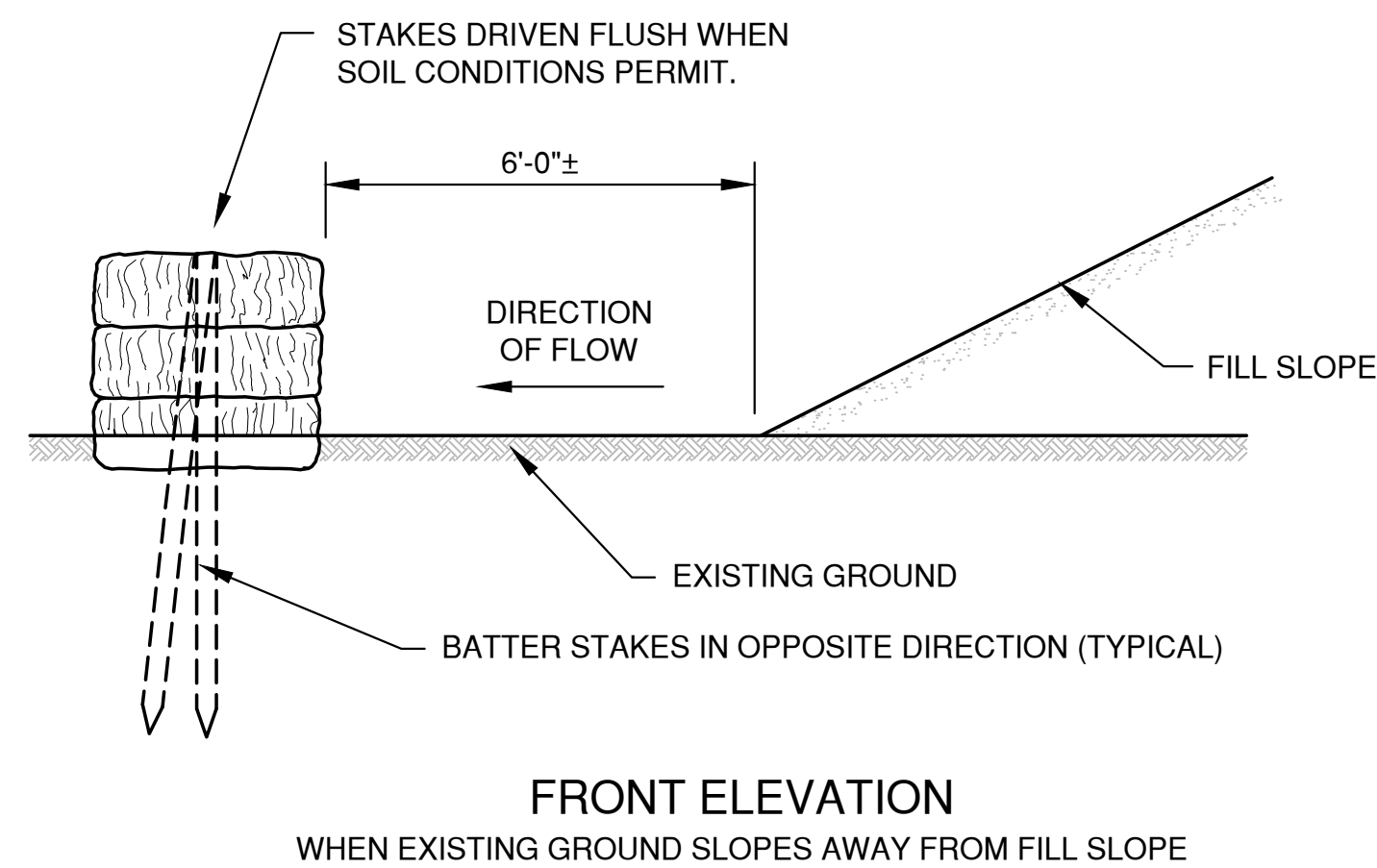
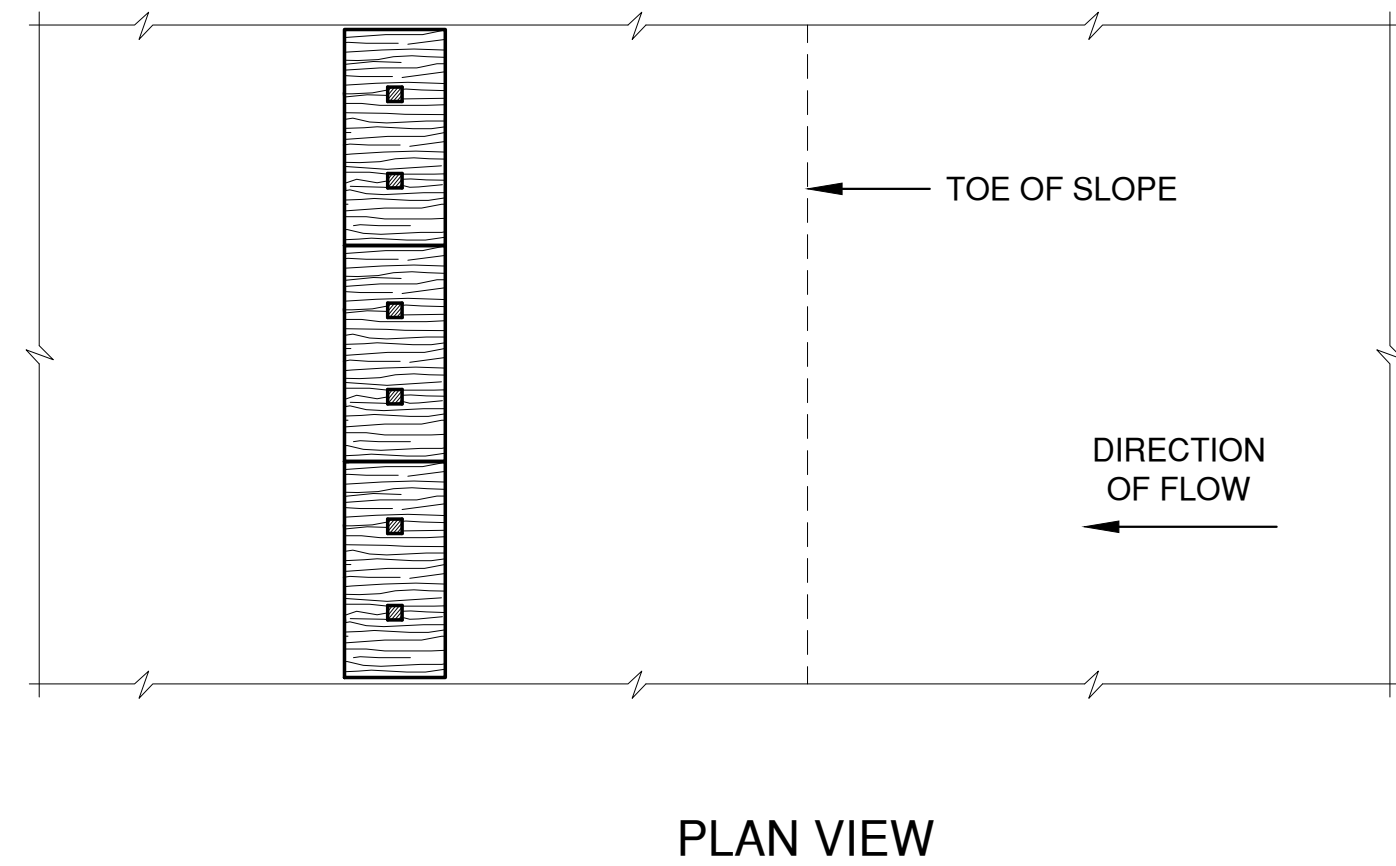
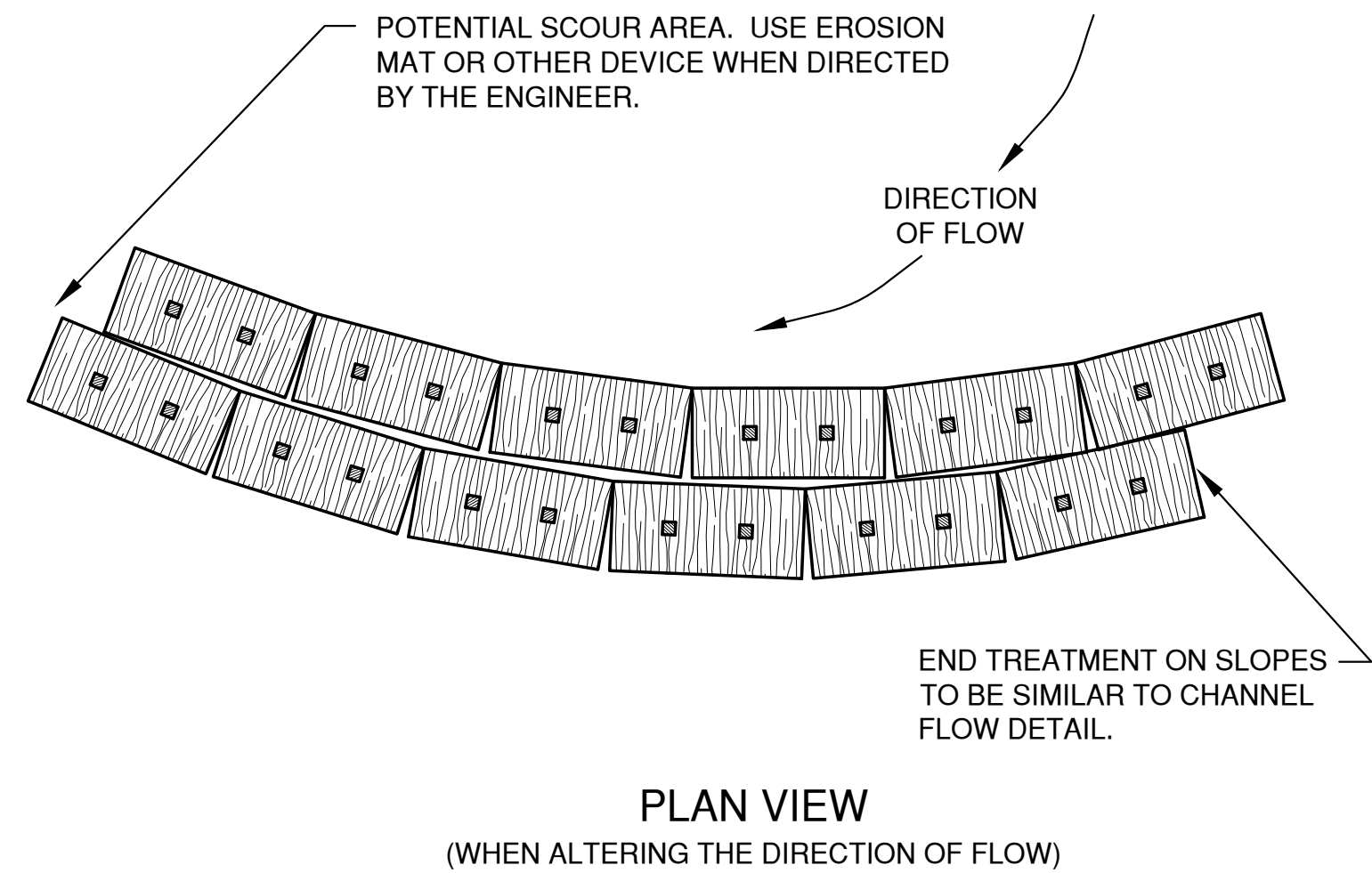
EROSION CONTROL
DITCH CHECK DETAILS

DATE 06/2019
FILE EROSION CONTROL
JOB NO. 5569020

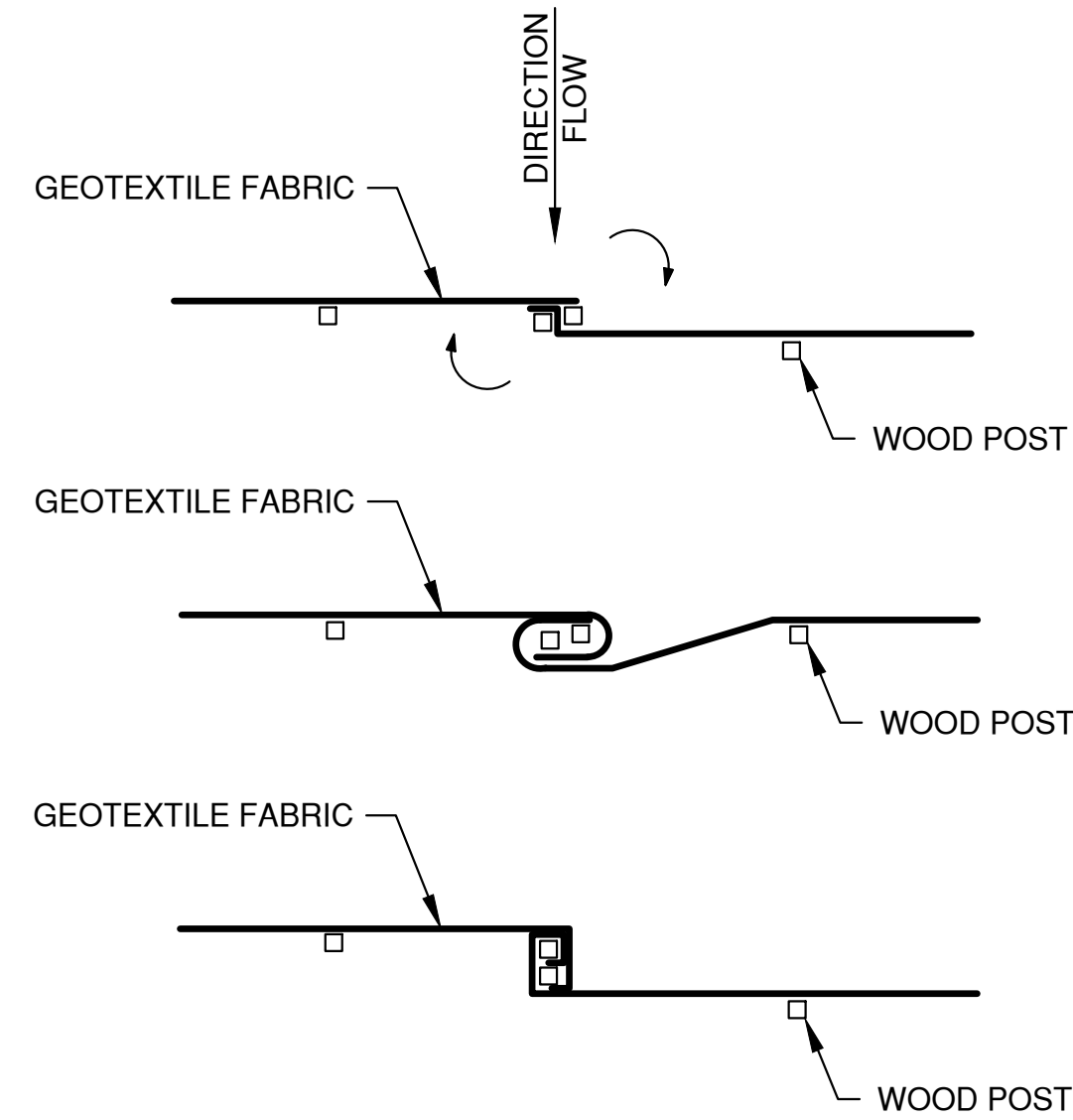
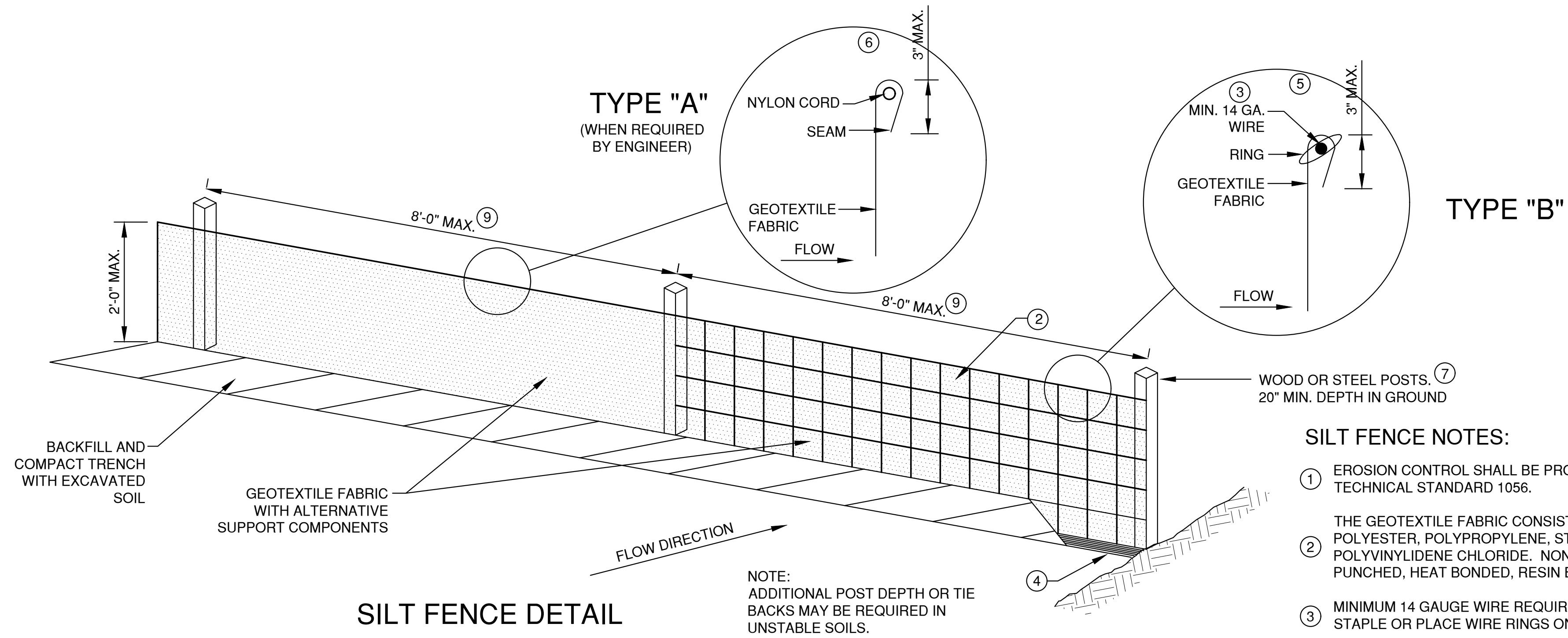


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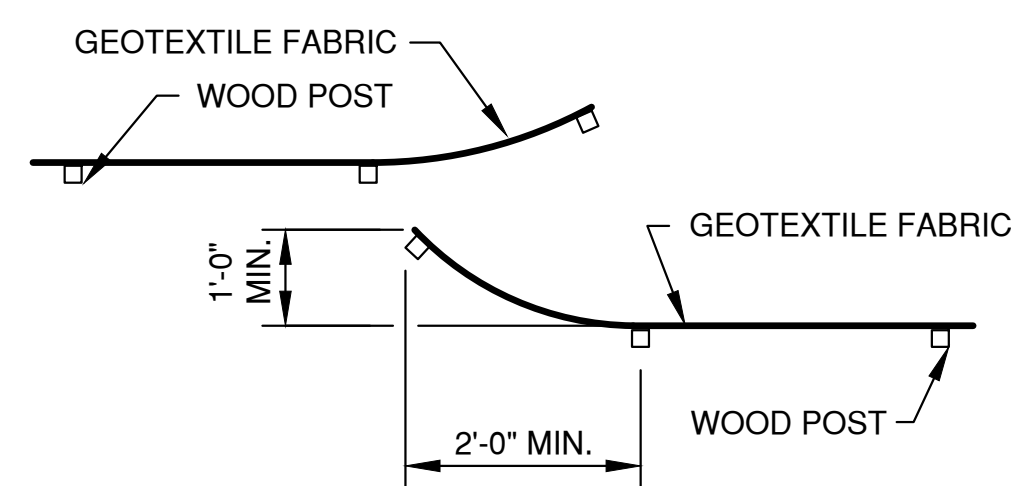
SHEET NO.
10



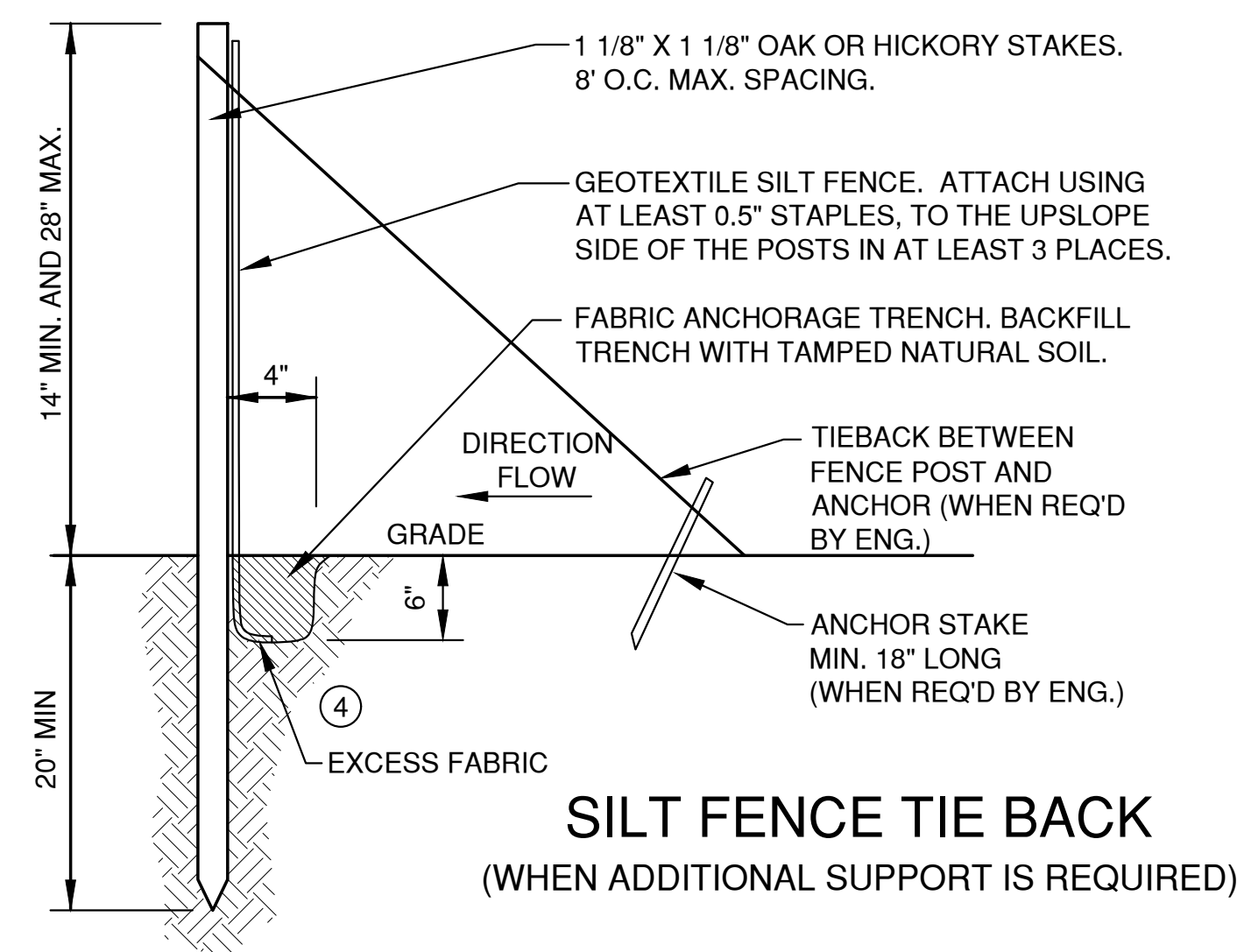
EROSION BALES FOR SHEET FLOW



HOOK METHOD



JOINING TWO LENGTHS OF SILT FENCE



EROSION CONTROL SHEET FLOW NOTES:

1. ANY SOIL STOCKPILED THAT REMAINS FOR MORE THAN 7 DAYS, SHALL BE COVERED OR TREATED WITH STABILIZATION PRACTICES SUCH AS TEMPORARY OR PERMANENT SEEDING AND MULCHING.
2. A MINIMUM OF 4" OF TOPSOIL MUST BE APPLIED TO ALL AREAS TO BE SEEDDED OR SODDED.
3. ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE, DEBRIS, CLEANING WASTES, WASTEWATER, TOXIC MATERIALS, OR HAZARDOUS MATERIALS) SHALL BE PROPERLY DISPOSED OF AND NOT ALLOWED TO BE CARRIED OFF-SITE BY RUNOFF OR WIND.
4. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH DAY. **FLUSHING SHALL NOT BE ALLOWED.**
5. ANY SOIL EROSION THAT OCCURS AFTER FINAL GRADING AND/OR THE APPLICATION OF STABILIZATION MEASURES MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
6. FOR ANY DISTURBED AREA THAT REMAINS INACTIVE FOR GREATER THAN 7 WORKING DAYS, OR WHERE GRADING WORK EXTENDS BEYOND THE PERMANENT SEEDING DEADLINES, THE SITE MUST BE TREATED WITH TEMPORARY STABILIZATION MEASURES SUCH AS SOIL TREATMENT, TEMPORARY SEEDING AND/OR MULCHING.
7. ALL TEMPORARY EROSION CONTROL PRACTICES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED WITH 70% VEGETATION AND A NOTICE OF TERMINATION HAS BEEN APPROVED BY THE WDNR.
8. WIND EROSION SHALL BE KEPT TO A MINIMUM DURING CONSTRUCTION. WATERING, MULCH OR A TACKING AGENT MAY NEED TO BE UTILIZED TO PROTECT NEARBY RESIDENCES/WATER RESOURCES.
9. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL THE EROSION CONTROL MEASURES IN CONFORMANCE WITH THE WDNR CONSERVATION PRACTICE STANDARDS LATEST EDITION.
10. UPON COMPLETION OF STORM INLET CONSTRUCTION, INSTALL STORM DRAIN INLET PROTECTION FOR CONSTRUCTION SITE AS SPECIFIED.
11. FINE SEDIMENT ACCUMULATIONS SHALL BE CLEANED FROM STREETS, PRIVATE DRIVES, OR PARKING AREAS BY MANUAL OR MECHANICAL SWEEPING A MINIMUM OF ONCE A WEEK AND BEFORE ALL IMMINENT RAINS
12. EROSION AND SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF RAINFALL OF 0.5" OR MORE.

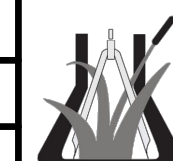
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LAYOUT: 4 SHEET FLOW
SHEET NO. 11

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR
								CHECKED JGS
								DESIGNED BDR

SOUTHBRIDGE CONDO DEVELOPMENT
CITY OF DE PERE
BROWN COUNTY, WISCONSIN

EROSION CONTROL
SHEET FLOW DETAILS

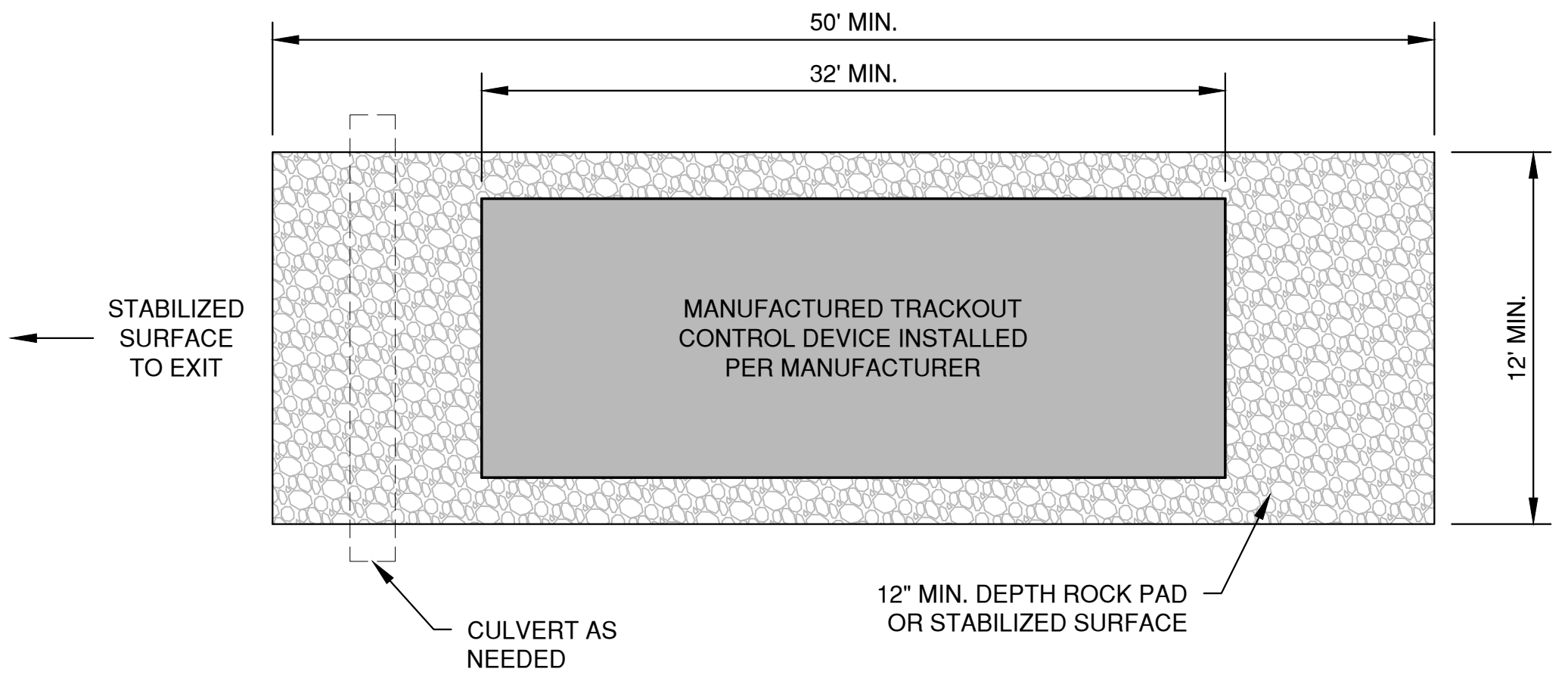
DATE 06/2019
FILE EROSION CONTROL
JOB NO. 5569020



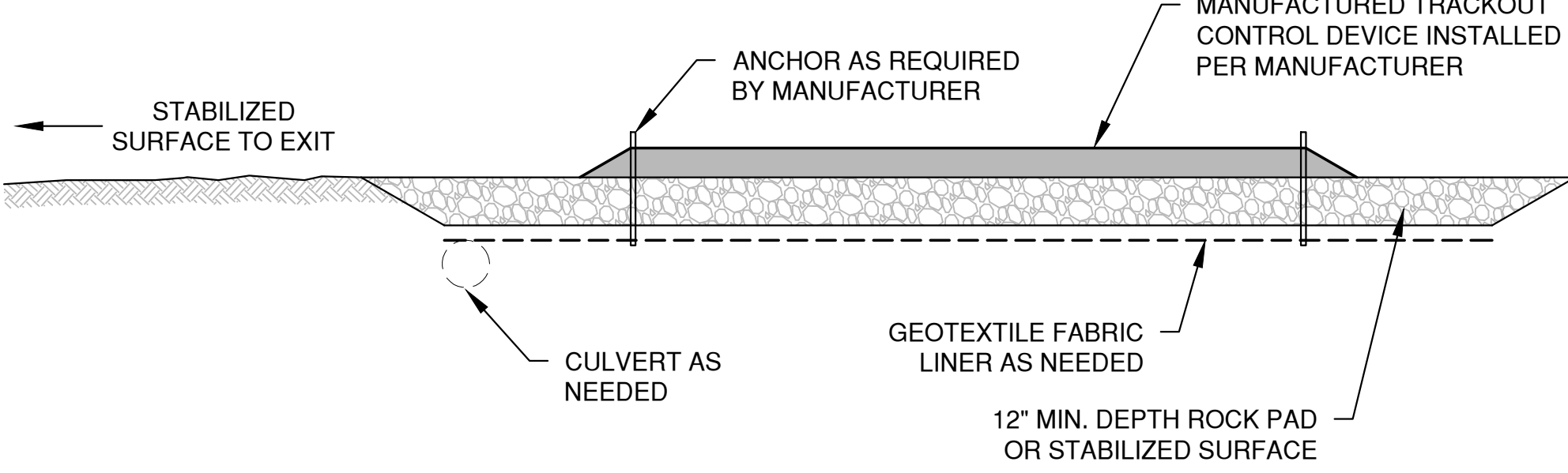
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SHEET NO.
11

* TRACKOUT CONTROL TO BE PROVIDED PER DETAILS BELOW AND IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1057



PLAN VIEW
(NTS)

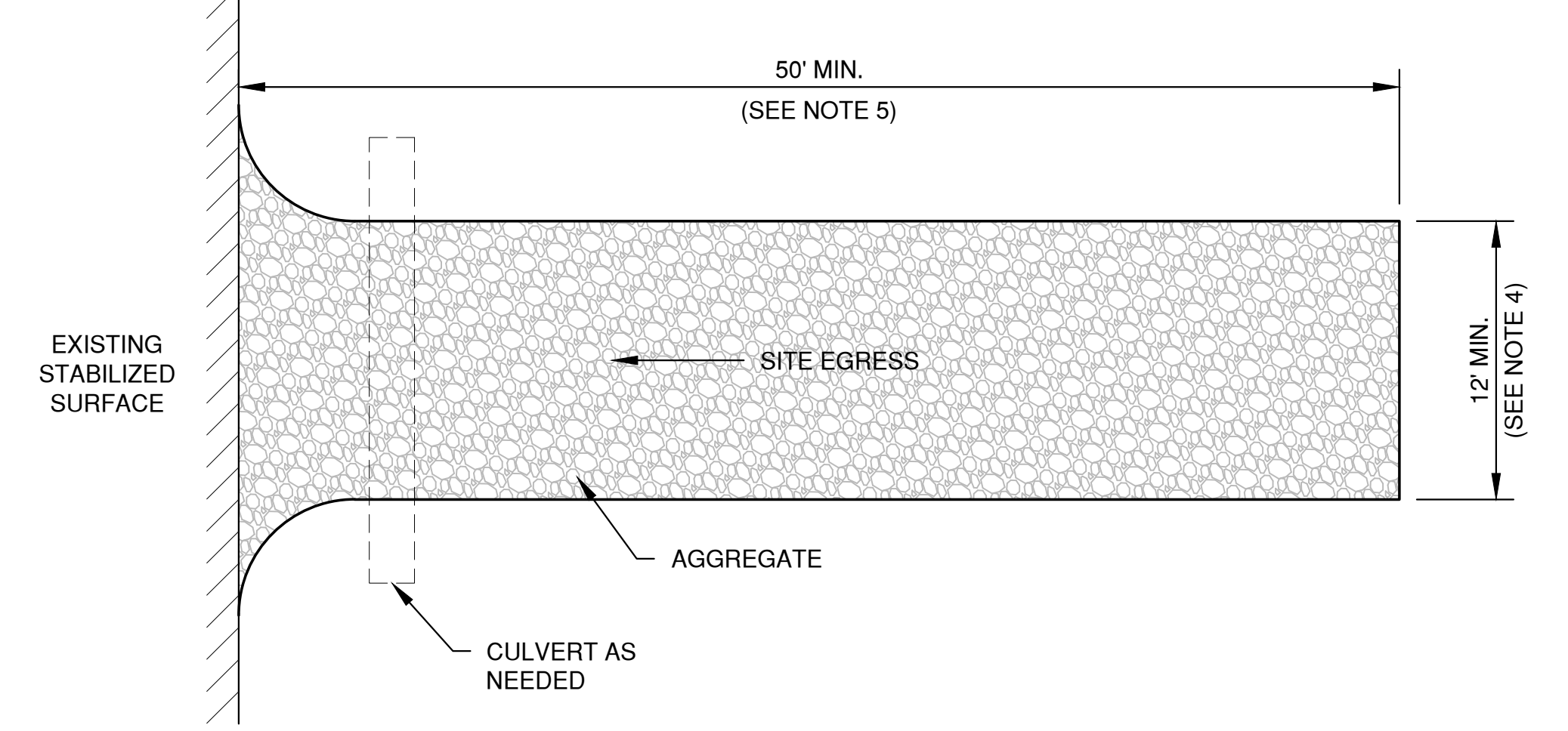


SECTION VIEW

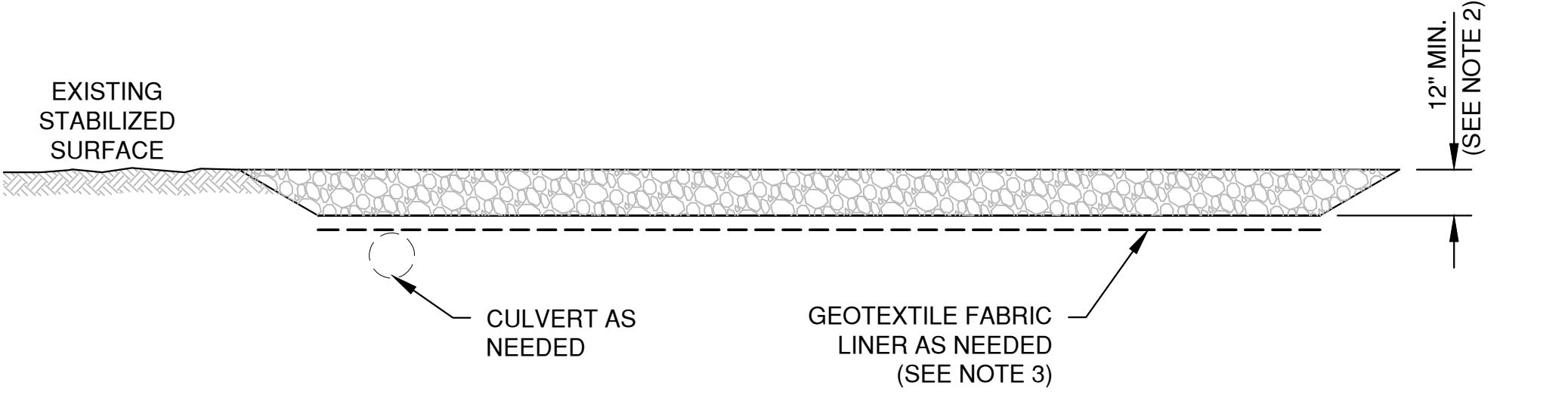
NOTES:

1. THIS DETAIL IS PROVIDED AS AN EXAMPLE. COMPLY WITH MANUFACTURER'S SPECIFICATIONS WHILE ALSO MEETING THE MINIMUM MANUFACTURED TRACKING PAD LENGTH AND WIDTH DESCRIBED IN THIS TECHNICAL STANDARD.
2. INSTALL SUCH THAT RUNOFF FLOWS TO AN APPROVED TREATMENT PRACTICE.
3. A THINNER STONE LAYER OR OTHER STABLE SURFACE MAY BE ACCEPTABLE SUCH THAT RUTTING IS MINIMIZED AS VEHICLES MOUNT OR DISMOUNT FROM THE MANUFACTURERS TRACKOUT CONTROL DEVICE.
4. SELECT FABRIC TYPE BASED ON SOIL CONDITIONS AND VEHICLES LOADING.
5. DIRECT ALL EXISTING VEHICLES OVER MANUFACTURED TRACKOUT CONTROL DEVICE. STONE TRACKING PAD INSTALLATION ACROSS REMAINING ACCESS WIDTH IS RECOMMENDED. A 12' MINIMUM CAN BE USED WHEN EXITING TRAFFIC IS RESTRICTED TO A DEDICATED EGRESS LANE.
6. IF MINIMUM INSTALLATION LENGTH IS NOT POSSIBLE DUE TO SITE GEOMETRY, INSTALL THE MAXIMUM LENGTH PRACTICABLE AND SUPPLEMENT WITH ADDITIONAL PRACTICES AS NEEDED.
7. ACCOMMODATE EXITING VEHICLES IN EXCESS OF MANUFACTURED TRACKOUT CONTROL DEVICE WEIGHT CAPACITY WITH OTHER TREATMENT PRACTICES.

MANUFACTURED TRACKOUT CONTROL DETAIL



PLAN VIEW
(NTS)



SECTION VIEW

NOTES:

1. USE HARD, DURABLE, ANGULAR STONE OR RECYCLED CONCRETE, MEETING THE FOLLOWING GRADATION:

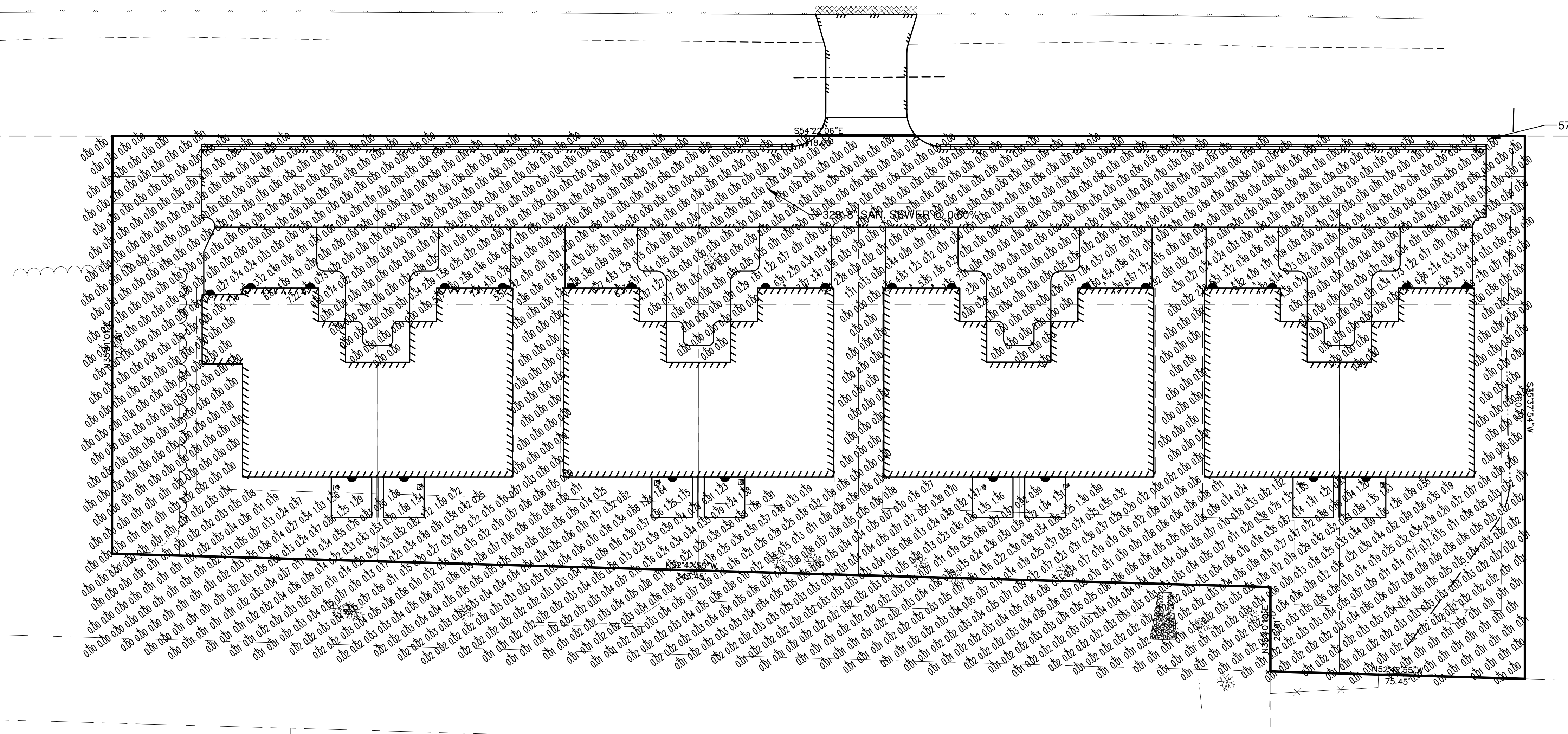
SIEVE SIZE:	PERCENT BY WEIGHT PASSING:
3"	100
2 1/2"	90-100
1 1/2"	25-60
3/4"	0-20
3/8"	0-5
2. SLOPE THE STONE TRACKING PAD IN A MANNER TO DIRECT RUNOFF TO AN APPROVED TREATMENT PRACTICE.
3. SELECT FABRIC TYPE BASED ON SOIL CONDITIONS AND VEHICLES LOADING.
4. INSTALL TRACKING PAD ACROSS FULL WIDTH OF THE ACCESS POINT, OR RESTRICT EXISTING TRAFFIC TO A DEDICATED EGRESS LANE AT LEAST 12 FEET WIDE ACROSS THE TOP OF THE PAD.
5. IF A 50' PAD LENGTH IS NOT POSSIBLE DUE TO SITE GEOMETRY, INSTALL THE MAXIMUM LENGTH PRACTICABLE AND SUPPLEMENT WITH ADDITIONAL PRACTICES AS NEEDED.

STONE TRACKING PAD DETAIL

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Plot Date: Jun 10, 2019 1:06:17pm
LAYOUT: 4 SHEET FLOW

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN	EROSION CONTROL TRACKOUT CONTROL PRACTICES	DATE 06/2019	 Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBART, WI 54155 920-662-9641 www.releeinc.com	SHEET NO. 12
								CHECKED JGS			FILE EROSION CONTROL		
								DESIGNED BDR			JOB NO. 5569020		

SOUTHBRIDGE RD



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CALCULATION SUMMARY										
AREA NAME	DIMENSIONS	GRID / TYPE	# PTS	SPAC	GROUP	AVE	MAX	MIN	MAX/MIN	AVE/MIN
New Area	484.90x455.50ft	Grade / H-H	1998	5.00	<->	0.23	7.99	0.00	N/A	N/A

Southridge Condos (BR6060719) LUMINAIRE SCHEDULE							
TYPE	SYMBOL	DESCRIPTION	LAMP	LUMENS	MOUNTING/BALLAST	LLF	QTY
D	.	Elite LD6-A1-EIMTR-120/RL630W-1200L	(1) LED	1200	N/A	0.88	32
OW	□	ELITE OWP-SL-102 EITR (1) "W OWP-SL-102-LED-700L-MVOLT-40K(B)EIKED-PCB-40K		969		1.00	8

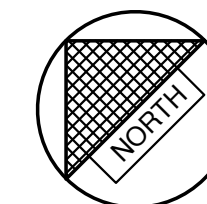
AREA SUMMARY SCHEDULE					
AREA NAME	I/O	DIMENSIONS	LUMS / <ASMS>	WATTS / SQ FT	QTY
New Area	OUT	484.90x455.50ft	D (32) <OW > (8)	0.00	1

LIGHT PLAN CREATED BY:
VISUAL IMPACT LIGHTING

1724 INDUSTRIAL DRIVE
GREEN BAY, WI 54302

920-437-2069

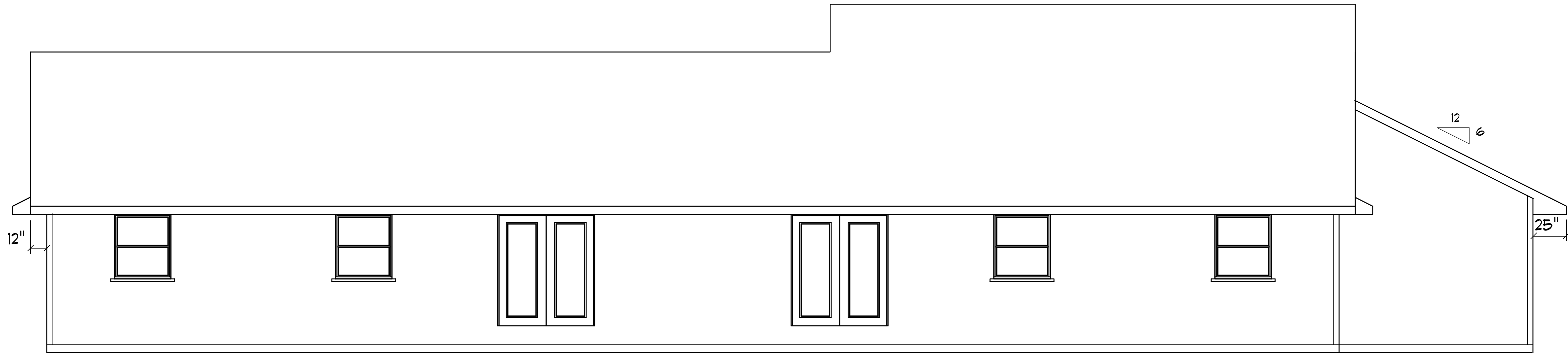
CONTACT: DAVE ZOCHERT



0' 20' 40'

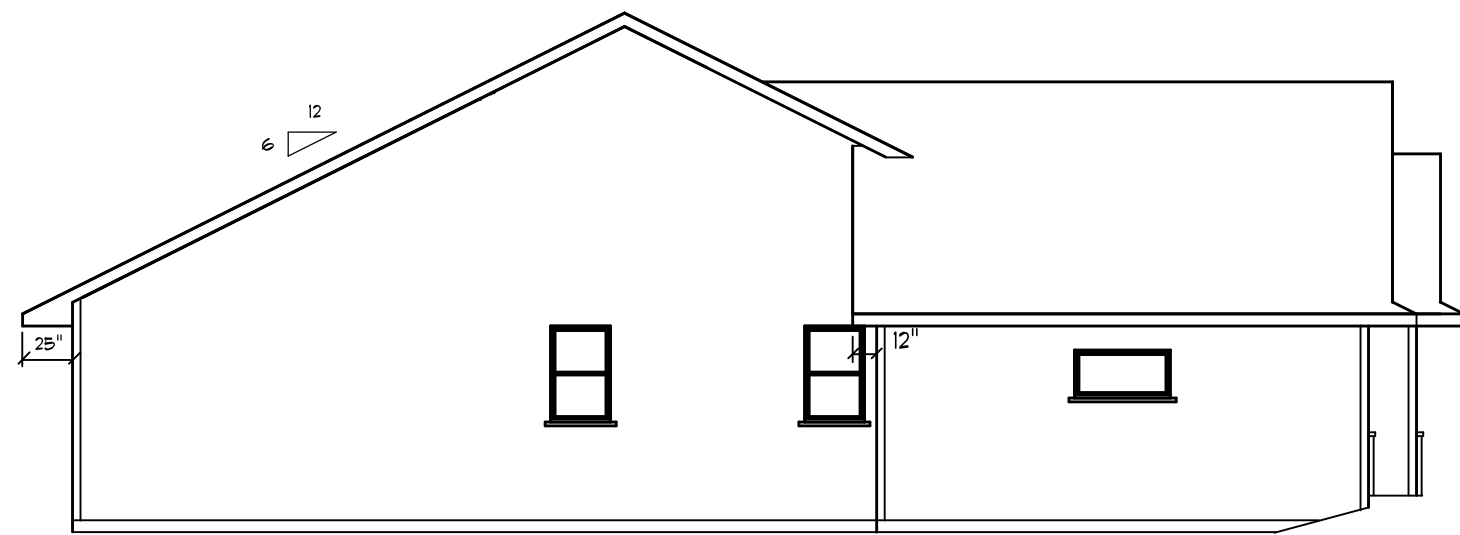
SCALE IN FEET

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION	DRAWN BDR	SOUTHBRIDGE CONDO DEVELOPMENT CITY OF DE PERE BROWN COUNTY, WISCONSIN	LIGHTING PLAN	DATE	 Robert E. Lee & Associates, Inc. ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES 1250 CENTENNIAL CENTRE BOULEVARD HOBART, WI 54155 920-662-9641 www.releeinc.com	SHEET NO.
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								DESIGNED BDR			FILE		
											5569020 LIGHTING		
											JOB NO. 5569020		



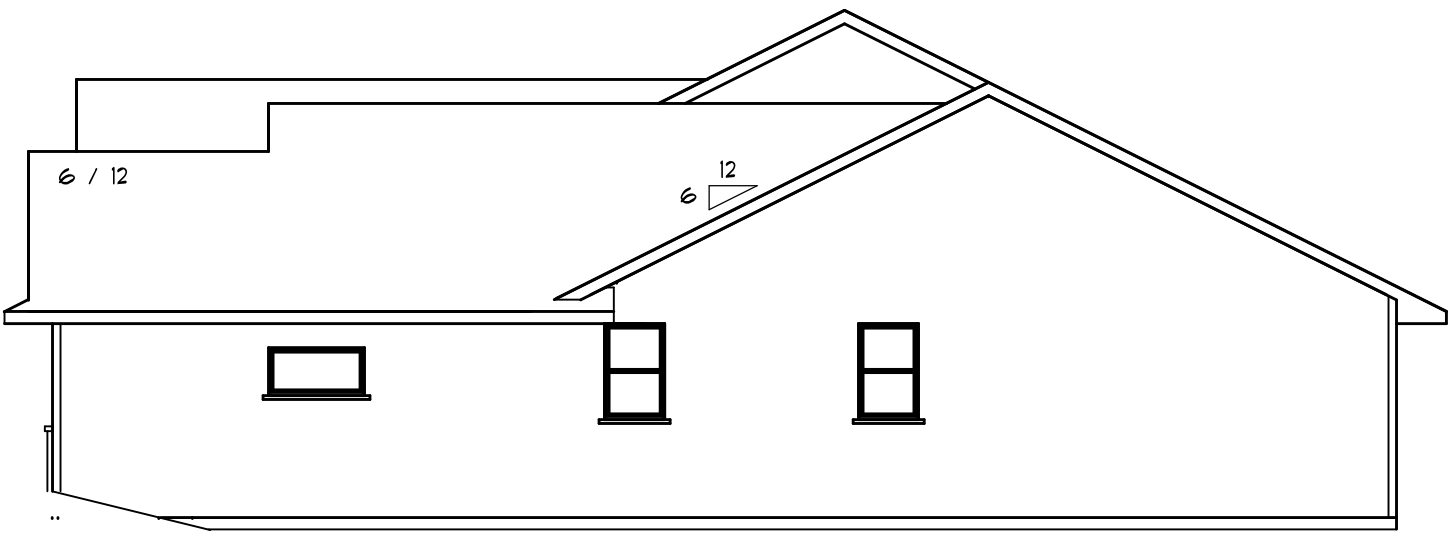
REAR ELEVATION

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



LEFT ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

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



RESIDENTIAL
DESIGN & CONSULTING

715 - 276 - 3249

JEFF
HUEHNERFUSS
ARCHITECTURAL
DESIGNER

ALM ENTERPRISES LLC

E-MAIL: residentialdesin@centurytel.net

SHEET

1 OF 4

LAST REVISION DATE:

11 - 10 - 15 3 - 7 - 16 4 - 11 - 16

FILE:

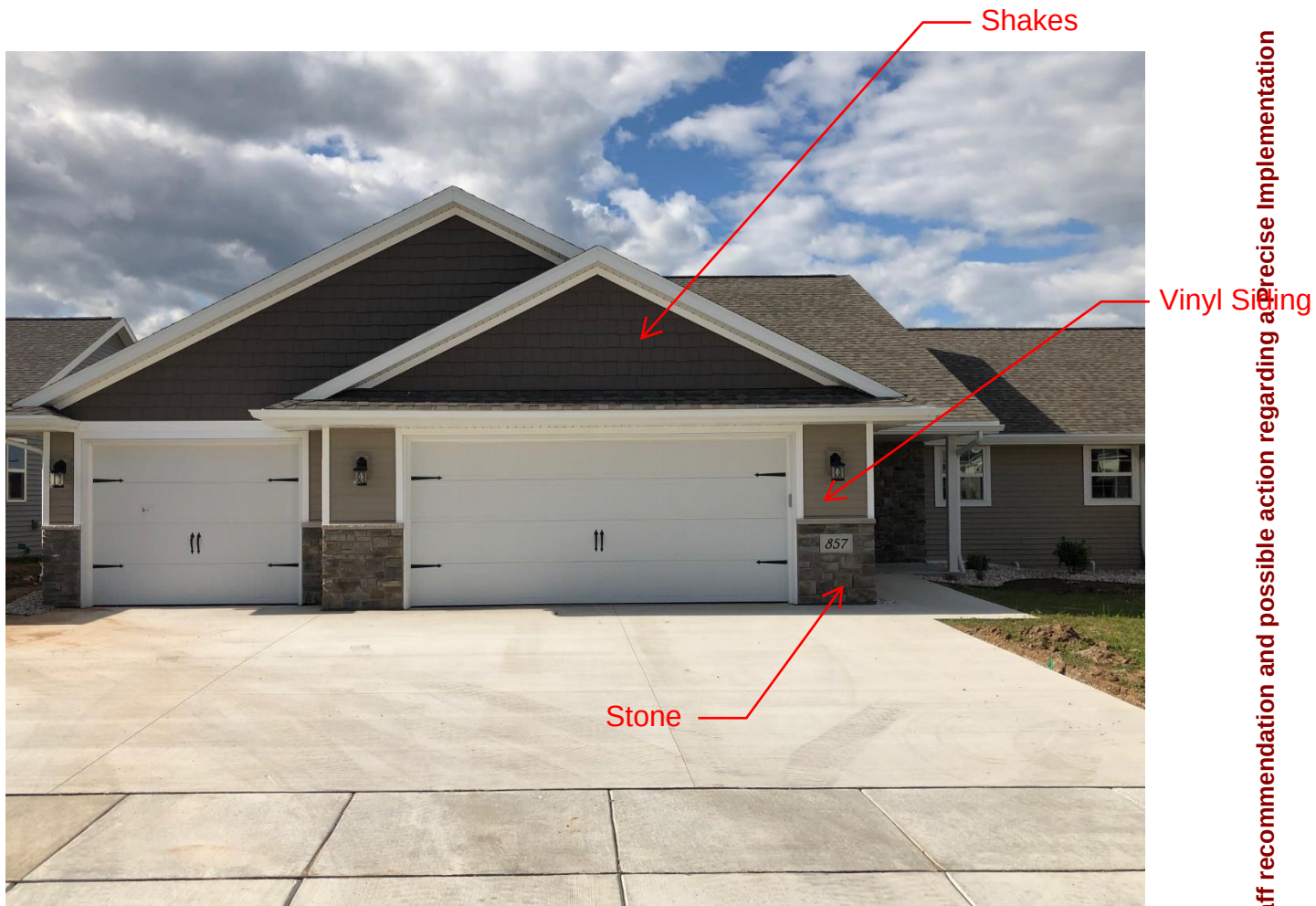
15 - 166 - R (B)

LEGAL NOTE:

THE GENERAL CONTRACTOR / HOME OWNER AGREE THAT, BY PAYING FOR THESE PLANS, RESIDENTIAL DESIGN HAS MADE EVERY EFFORT IN PREPARING & CHECKING THESE PLANS FOR ACCURACY. THE GENERAL & SUB CONTRACTORS, HOME OWNER, AND ANY OTHERS USING THESE PLANS, SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, AND FOR VERIFYING ALL NOTES BEFORE ORDERING MATERIALS OR BEGINNING ANY CONSTRUCTION AND ARE HEREBY HELD RESPONSIBLE FOR ANY FOUND DISCREPANCIES UNLESS BROUGHT TO THE ATTENTION OF RESIDENTIAL DESIGN FOR CORRECTION.



Packet Pg. 49



Attachment: Site Plan & PIP - Preliminary - 11 Jun 2019 (8440 : Staff recommendation and possible action regarding a Precise Implementation







City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Kimberly Flom

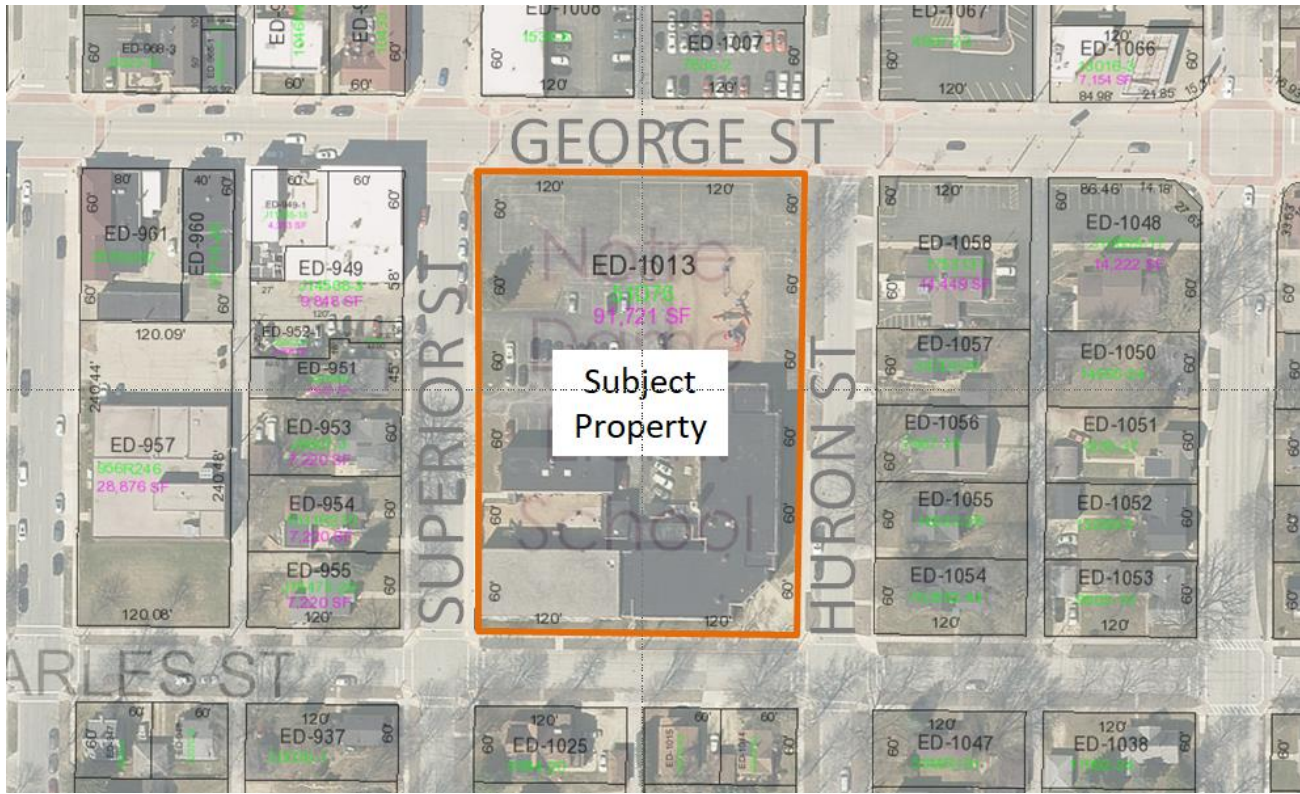
SUBJECT: Staff recommendation and possible action regarding a Rezoning and PDD General Plan application for proposed Notre Dame School at 100 S Huron Street (Parcel ED-1013). Submitted by Groth Design Group. *

ATTACHMENTS:

- PC Report RZ General Plan PD Notre Dame School 6-24 Final (PDF)
- Rezoning and General Plan Notre Dame Comments (PDF)
- Zoning App - Notre Dame of De Pere - Signed (PDF)
- 2019-0612 - NDDP - Rev General Plan Development Narrative(PDF)
- 2019-0610 PDD GENERAL DEVELOPMENT SUBMITTAL (PDF)
- 22946 Notre Dame School TIA Report Shortened (PDF)

- ITEM 5:** Staff recommendation and possible action regarding a Rezoning and PDD General Plan application for proposed Notre Dame School at 100 S Huron Street (Parcel ED-1013). Submitted by Groth Design Group. *

SITE MAP



REQUESTED ACTION: Rezoning Request.

Rezone Parcel ED-1013 (100 S Huron St) from R-2 Single and Two-Family Residential to R-2 PDD Single and Two-Family Residential with a Planned Development District overlay to facilitate the construction of a new K-8 private school.

COMMON DESCRIPTION: 100 S. Huron Street. The city block bordered by Charles Street, Superior Street, George Street and Huron Street.

PARCEL NUMBERS: ED-1013

EXISTING ZONING: R-2 Single and Two-Family Residential

PROPOSED ZONING: R-2 Single and Two Family Residential with Planned Development Overlay

SURROUNDING LAND USES: North (across George) B-1 & B-3 (Auto Display/Sales)
East (across Huron) – B-1 and R-2 (Business & Single Family homes)
South (across Charles) – R-2 (Single Family homes)
West (Across Superior) – B-1 & R-2 (Business & Single Family homes)

COMPREHENSIVE PLAN: Institutional/Governmental Facilities

APPLICANT / OWNER:	Groth Design Group Peter Schneider 700 W. Virginia Street – Ste B105 Milwaukee, WI 53204	Parcel ED-1013 Owner: Notre Dame of De Pere Marv Wall 100 S Huron Street De Pere, WI 54115
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SITE HISTORY: Notre Dame Elementary School currently operates on the subject property (sometimes referred to as the St. Mary Catholic School). The building was constructed in 1952 with an addition in 1960. The 2017 intensive survey reviewed this property, which currently does not have local, state or national designation as a historic building.

The full city block sized site includes frontage on George St. Superior St., Huron St. and Charles St.

St. Francis Xavier Parish and St. Mary Catholic Church support the Notre Dame School of De Pere. The two parishes conducted a study of the facilities five years ago that identified that both buildings were in need of significant maintenance and repair.

On May 14, 2019, The Mulva family announced plans to help fund the redevelopment of the two schools into one school on the project site. The substantial \$27 million gift is intended to be used to construct the new school and a new parish center for St. Francis Church.

On May 28, 2019, the Plan Commission approved the school project in concept as part of a Pre Application Planned Development District review. At that meeting, the Commission raised concerns about traffic impacts during school drop off and pick up.

PROJECT SUMMARY: Planned Development Districts (PDD) require a multistep review process. This staff report covers the Rezoning and General Development Plan portion.

The applicant requests a very condensed review schedule in order to facilitate a tight construction window so that the new school will be available for use for the 2020-21 school year. The timing of this project is also linked to the timing of the proposed Mulva Cultural Center. The planning review schedule, summarized below, is not ideal for projects of this size and scope. Maintaining this schedule means that certain aspects of the project that would typically be available for Plan Commission review will not be available until the project is reviewed by the Common Council. It also means that the Precise Implementation Plan must be submitted for review before the neighborhood open house and before the Common Council public hearing and review of the Rezoning and General Development Plan.

Proposed Project Schedule

1. Plan Commission Pre Application Review - approved May 28, 2019.
2. Plan Commission Rezoning & General Plan Review –scheduled June 24.
3. Neighborhood Open House – scheduled July 9.
4. Precise Implementation Plan (PIP) Submittal – anticipated July 8.
5. Common Council Public Hearing and Ordinance Review for Rezoning and General Plan- anticipated July 16.
6. Plan Commission PIP Review - anticipated July 22.
7. Common Council PIP Review – anticipated August 6.



Street view northwest corner (Superior & George St)

The applicant provided the attached information for the PDD Rezoning and General Plan review. The project scope includes constructing a new Pre-K-8 Notre Dame School on the northern half of parcel ED-1013. The school is designed to accommodate a maximum capacity of 450 students. Currently, Notre Dame serves approximately 230 elementary students and 120 middle school students. The applicant anticipates enrollment to grow to about 400 total students twenty years after construction.



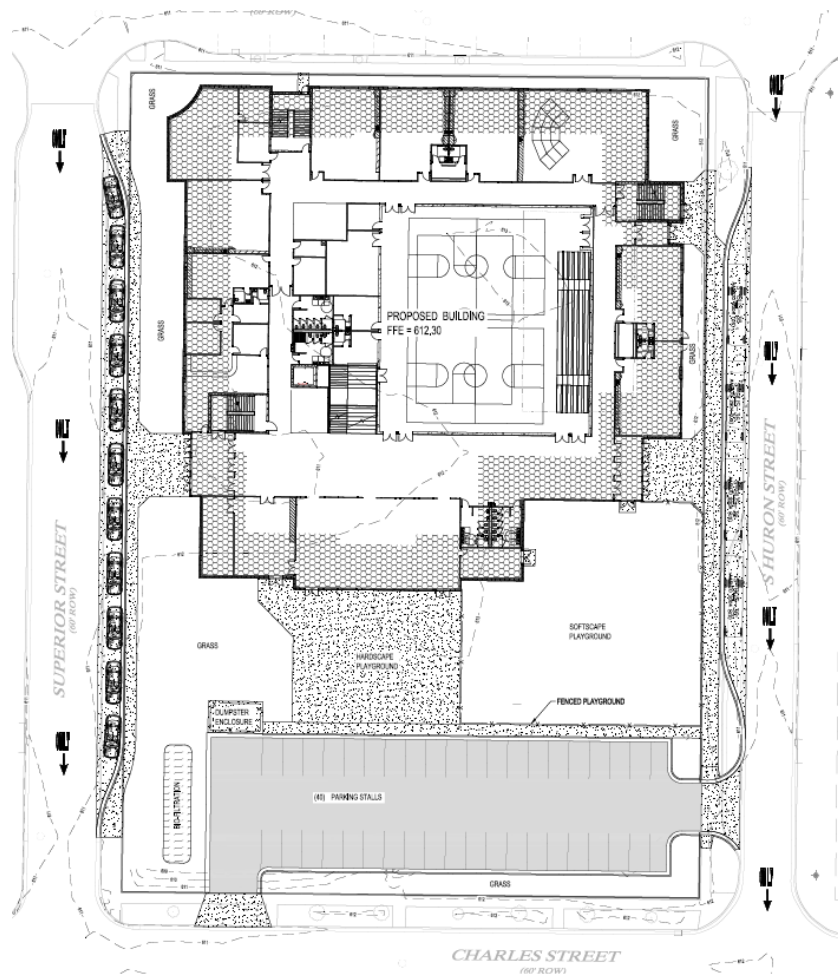
Rendering showing varying roof height

drop off on Huron Street. Both streets are proposed to be converted from two-way traffic pattern to a one-way southbound traffic pattern.

The site plan shows the proposed school building located at the northern 2/3 of the property with primary entrances on Superior and Huron Streets. The plan also includes hardscape and softscape play areas and a 40 stall parking lot. Two drop off areas are shown, a car drop off on Superior Street and a bus

A variety of materials (glass, masonry, metal) organized into a contemporary architectural style are proposed for the building. Staggered heights, with a maximum height of 3 stories at the north end and then stepping down with various rooflines to one story on the south end provide a transition from the George Street commercial corridor to Charles Street residential area. The three story section of the building is proposed to be 48' (will have the massing feel of a 4 or 4.5 story building). The staggered height provides an opportunity for additional outdoor space via a roof top plaza. As designed, the project requires several Zoning Code modifications, which are not uncommon for Planned Development Districts, and are discussed in more detail later in this report.

- *NOTE: A General Development Plan identifies the general concept for a property and does not always include the same details reviewed in a Precise Implementation Plan (PIP).*



STAFF REVIEW:

General Development Plan Criteria

Per Code, "the approval of a planned development proposal shall be within the discretion of the Common Council and shall be based upon determination as to compliance with the following criteria:"

1) That the proposed development is consistent with the spirit and intent of these regulations and has been prepared with competent professional advice and guidance and produces significant benefits in terms of improved environmental design sufficient to justify the application of the planned development concept instead of conventional zoning restraints.

The proposed development is utilizing the Planned Development Zoning designation in order to provide the needed flexibility to develop a school in an urban setting. The land use (educational institution) is permitted in the R-2 Zoning District. Current code bulk requirement for R-2, however, require larger setbacks and density more typical of a large greenfield site in a suburban location. This property includes frontage on George Street, which is a key commercial corridor on the east side of downtown De Pere. The site is also surrounded by B-1 zoning along the northern border. The building design and site plan appropriately focus density and activity at the north side of the site, closer to the George Street corridor. To accommodate a design solution that fits within the character of George Street and also transitions to the surrounding residential areas, the following code modifications are requested:

Setbacks (for education and cultural institutions):

Front (George Street) – Required 50'

Proposed – 5'

Corner Side (Huron & Superior) – Required 35'

Proposed – 15' on Superior and 10' on Huron

Building Height – Maximum 35'

Proposed – 48' (for 3 story portion of the building)

Floor Area Ratio (F.A.R.) – Maximum 0.5

Proposed – Maximum 1.0

De Pere Public Works Department also provided a cursory review of the project. Most comments relate more directly to the PIP, but they are attached for reference.



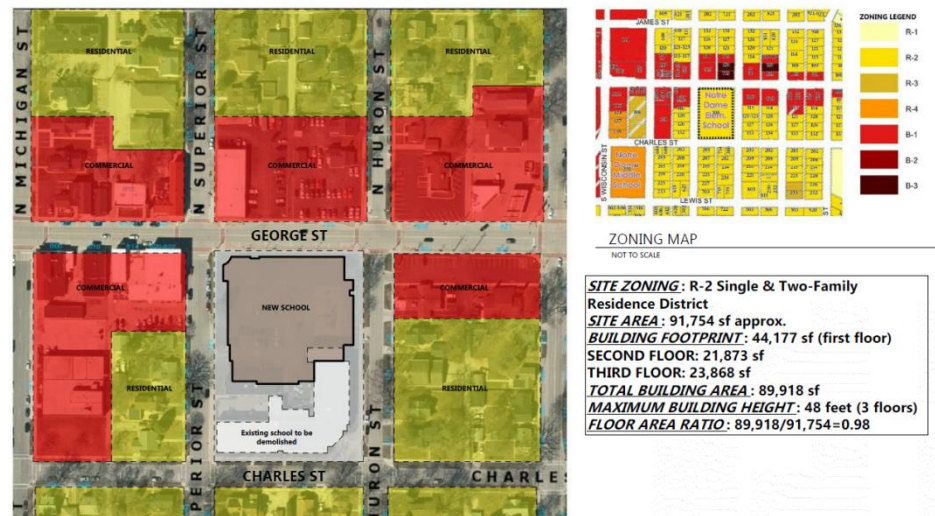
VIEW FROM NORTHEAST CORNER (GEORGE & HURON ST)

2) That the site development plan reflects sensitive consideration of the physical nature of the site with particular concern for conservation of natural features, preservation of open space, and careful shaping of terrain to ensure proper drainage and preservation of natural features wherever appropriate.

The property is currently located in an urban location and is primarily flat. There are no significant natural features that would benefit from preservation.

3) That the general character and intensity of use of the development produces an attractive environment appropriate to the uses proposed and which is compatible with existing developments in the surrounding area and with general community development plans and policies.

The project team designed the building to reflect modern influences and appropriate materials for Downtown De Pere. As an institutional building, the design includes unique elements that will differentiate the building from other land uses. The building is located at the north end of the site, properly sited to align with other downtown buildings. The building also includes transitioning heights that reduce from George Street to the south, in order to better integrate into the surrounding residential neighborhood.



Site Diagram and Zoning Data Summary

4) That the development can be provided with appropriate municipal services.

The building can be provided with appropriate municipal services, which are already available in the surrounding street right of ways.

5) That proposed design standards provide adequately for practical operation and maintenance based on actual functional need in terms of circulation, parking, emergency services, delivery services, snow plowing, and garbage and refuse collection.

As a school, the site will experience heavy traffic volumes during specific times in the mornings and afternoons during the school year. The applicant proposes:

To turn both Superior and Huron Streets into one-way streets along the east and west borders of the site. This will eliminate any direct congestion from school traffic at George Street and allow for drop-off and pick-up times to minimize the impact to local traffic. The proposed facility will generate traffic that, when added to the existing roadway network results in decreased levels of service on the approach roadways for the George Street intersections. Additionally, the proposed facility will attract 181 trips during the AM peak hour and 121 trips in the PM peak hour. Many of these trips are parents and guardians dropping off or picking up students. As they stop to drop off students or wait to pick up students, these parents and guardians will require on-street parking. The existing on-street parking is not adequate to accommodate proposed parking needs and one-way, southbound only traffic is proposed. If one-way southbound traffic is applied, parents and guardians will use on-street parking to drop off and pick up students. S Huron Street is expected to accommodate about 12 passenger vehicles on the east side of the street. Buses will use the west side of the street for drop-offs and pick-ups. S Superior Street is expected to accommodate about 12 passenger vehicles on each side of the street. No on-street parking will be allowed during school hours on Charles Street. (source – Project Narrative)

The building can be served by emergency services, delivery services, snow plowing and garbage/refuse collection with the existing circulation pattern. Converting S Huron to a southbound one-way, however, may cause issues related to garbage/refuse collection. Public Works opposes the proposed one-way traffic patterns, but there has not been adequate time to review the TIA or work with the applicant to achieve a shared solution.

The Zoning Code requires one parking space for each employee and adequate visitor space to be determined by the Plan Commission. A maximum of 35 staff are projected for the school and the proposed parking lot includes 40 stalls. The parking lot does not indicate handicap accessible stalls, which may change the parking total. If the bus and car drop off areas are available for parking during events, approximately 60 on-street spaces would be available around the immediate block.

The Code does not include a metric for required visitor stalls and delegates that authority to the Plan Commission. To set a baseline, it is helpful to review the parking currently available to both schools. We summarized on-street parking by totaling the stalls on both sides of the street around the immediate block of each school.

As designed, the proposed school will be served by 150 less parking stalls (in the immediate surrounding block) than the two schools in their current locations. Nearby blocks do include street parking that can help make up the deficit, but unless other parking lots are available to serve visitors during special events, it is possible that a larger portion of the surrounding neighborhood will experience more on-street parking than currently occurs.

Notre Dame General Plan Parking Summary

Proposed K-8 School	
Parking Lot	40
On-Street (immediate block)*	60
Total:	100
<i>*If proposed drop off areas become parking during events.</i>	
Existing Elementary School (K-5)	
Parking Lot	45
On-Street (immediate block)	67
Existing Middle School (6-8)	
Designated Street (perpendicular)	46
On-Street (immediate block)	56
Playground (converted to lot during events)	36
Total:	250

We encourage the applicant to work closely with staff in order to refine the proposed traffic pattern and to identify other possible solutions to increase visitor parking prior to the Council public hearing and meeting.

6) That adequate provision has been made to ensure proper maintenance and preservation of "common open space" which has been provided within the development for the recreational and aesthetic enhancement of the development, or to preserve or protect natural environmental or ecological resources. Such provisions may be made by dedication to the public or by retention in private ownership with appropriate covenants.

The project does not include 'common open space' and this provision is more typical for large residential or commercial PDD applications. The project does propose two playgrounds at ground level on the south side of the site and also a rooftop patio area on the building. Additionally, the site is located only two short blocks from Legion Park.

7) In the case of roadways and other rights-of-way which are not dedicated to the public as part of the conditions for project approval, there shall be granted to the City such easements over the same as may be necessary to enable the City to provide suitable and adequate fire protection, sanitary and storm sewer, water, and other required municipal services to the project area.

No private roads are proposed as part of this development.

8) Ownership and tax responsibility of private open space areas and rights-of-way shall be established in a manner acceptable to the City and made part of the condition of the plan.

The property will be solely owned and maintained by the Notre Dame school.

9) Areas established for public use shall be dedicated to the City on preliminary and final subdivision plats consistent with the approved development plan.

No areas on the plan are designated for public use but the applicant will need to work closely with staff to coordinate the drop off areas because the plan proposes shifting what is currently a public sidewalk onto privately owned property.

10) Any other factors which in the discretion of the Common Council are necessary to protect the public health, safety, and welfare of the area of the community.

The Plan Commission made several traffic and drop-off related comments during the pre-application review in May. The traffic impact analysis submitted for this project recommends changing the circulation pattern for Superior and Huron from two-way to southbound one-way for the street sections between George Street and Charles Street. The Traffic Impact Analysis (TIA) was submitted on June 12, which did not give adequate time for staff to review in time for the Plan Commission meeting.

Traffic circulation changes may also impact adjacent homes and businesses. Property owners within 300' of the property have been notified via mail and have also been invited to an open house to learn more about the proposal. This meeting is scheduled for July 9 and comments generated by that review will be shared with the Common Council.

11) Only nonresidential uses limited to those uses specifically approved by the Plan Commission are permitted in a PDD.

The current underlying zoning district permits elementary and middle schools and the subject property already operates as an elementary school.

13) The project should meet design criteria and other standards as set forth in the Zoning Code.

See below for a review of design criteria based on the submittal. Many of these items will be reviewed in more detail during the Precise Implementation phase of the PDD review.

A) Consideration of comprehensive plan. Consideration shall be given to applicable provisions of the City's Comprehensive Plan as it pertains to future school sites, recreation sites, water supply, and sewage treatment systems, highway and street alignments, environmental integrity, and other public facilities where appropriate.

The proposed project aligns with the Comprehensive Plan designation for the parcel. It also promotes infill development.

B) Consideration of existing adjacent development. The development of the proposed PDD shall take into consideration relevant features of adjacent existing development.

The subject site currently operates as an elementary school so the land use will not change. However, the density of the use will increase by adding the middle school to the same location. As mentioned previously, a neighborhood open house is scheduled for July 9, 2019.

C) Unsafe or hazardous conditions. Land with unsafe or hazardous conditions, such as open quarries, unconsolidated fill, flood plains, or steep slopes, shall not be developed unless the PDD provides for adequate safeguards which are approved by the Plan Commission.

The subject site does not include unsafe or hazardous conditions.

D) Location of structures. Specific lot size, building, location, height size, floor area, and other such requirements shall be based upon determination by the Plan Commission as to their appropriateness to the proposed uses or structures as they relate to the total environmental concept of the planned development, consistent with the criteria set forth in this section, and as near as practicable, consistent with standards established in applicable existing basic zoning districts and regulations, and with those generally accepted basic standards necessary to insure the protection of the public health, safety, and general welfare of the area of the community.

The project generally conforms to the Zoning Code but does seek modifications to certain setbacks, height and floor area ratio. The requested modifications help facilitate a development in an R-2 zoning district that is more compatible with the urban environment on George Street, where most property is zoned B-1. The proposed project also aligns with the recommendations of the Cultural District Master Plan.

E) Natural features. Physical layout and form of all structures shall be designed with regard to the topography and natural features of the site.

The site is currently developed and is primarily paved and flat.

F) Visual aspects. The overall design shall provide for the appearance of external unity throughout the development. Variations of building elevations and materials used therein shall be encouraged insofar as they reinforce rather than hamper the design harmony. Housing and other facilities near the periphery of the planned development shall be designed so as to be harmonious with neighboring area.

The proposed building reflects a modern design and utilizes appropriate materials. The building massing fronts George Street utilizing a minimal setback to continue the street wall in Downtown De Pere. While taller than the neighboring buildings, the height aligns with the recommendations of the Cultural District Master Plan. The building also steps down in height from north to south, creating an appropriate transition into the surrounding residential neighborhood. The proposed building reflects a high quality design and identifies the building as an educational institution. Institutions like schools, museums, libraries, etc., should be designed in a way that they serve as focal points in their neighborhoods.

The applicant is requesting a Code modification to exceed the maximum building height for the R-2 District from 35' to 48' for the three-story portion of the school near George Street. This area of the property is surrounded by B-1 zoned parcels, where height is regulated by Floor Area Ratio. The Cultural District Master Plan recommends building heights of 2-4 stories in this area

along George Street. The PIP review will include a more detailed review of the building design, including confirmation of screening for all mechanical equipment.

G) Landscaping.

Landscaping will be reviewed in more detail during the PIP phase and should address the following:

1. Parking lot screening
2. Foundation landscaping
3. Replacement of any street trees lost due to the drop off areas

H) Accommodation of pedestrian traffic.

Pedestrian traffic is accommodated via an established sidewalk network on adjacent right of ways. School entrances connect to the existing sidewalks and an internal sidewalk is shown adjacent to the proposed parking lot.

The applicant should consider connecting the parking lot sidewalk to the Superior Street sidewalk, possibly around the dumpster enclosure. Consideration should also be given to increase the paved area around the main entrances and/or increase the sidewalk width in these locations, in order to better accommodate pedestrian flow.

Bike parking facilities are not shown on the plan and should be included with the PIP submittal. The Superior Street public sidewalk is proposed to shift onto private property in order to accommodate the car drop off area. The applicant will need to work with the City of De Pere to determine the best ownership solution for the walk, whether that be an easement or right of way dedication.

I) Accessible off-street parking and loading facilities shall be provided as required and specified in Off-Street Parking and Loading Requirements.

Parking counts were reviewed earlier in this report. Staff will review other details like landscaping, in more detail during the PIP phase. Loading/Unloading areas are not shown on the general plan and should be specified in the PIP submittal. The PIP should also include details related to the design and materials proposed for the dumpster enclosure.

J) All parking areas shall be adequately lighted. All such lighting shall be so arranged as to direct the light away from adjoining residences.

A lighting plan will be reviewed in more detail during the PIP phase. Any exterior lighting should be carefully designed to ensure no adverse impact to the surrounding residential area.

REVIEW PROCESS:

Planned Development District Rezoning projects undergo a multiphase review process as follows. The applicant has indicated a strong desire to secure planning approvals by early August 2019.

- Plan Commission Pre Application Review (*approved May 28*)
- Plan Commission Rezoning & General Plan Review * (*scheduled June 24*)
- Class II Public Hearing Notice (*July 2 and July 9*)
- Common Council Public Hearing and Ordinance Review (*anticipated July 16*)
- Plan Commission Precise Implementation Plan (PIP) Review * (*Proposed July 22*)
- Common Council Precise Implementation Plan (PIP) Review (*Proposed August 6*)

*Neighbor notification within 300' of project.

STAFF RECOMMENDATION:

Staff recommends approval of the Rezoning and General Plan to permit for an educational institution at 100 S. Huron Street, submitted for Notre Dame School, with the following zoning modifications,

1. Front Setback (George Street) reduced from 50' to 5'
2. Corner Side Setback (Huron & Superior) reduced from 35' to 15' on Superior and 10' on Huron.
3. Building Height increased from 35' to 48' along George Street.
4. Floor Area Ratio (F.A.R.) maximum increased from .5 to 1.0

subject to the following conditions:

1. Work closely with staff in order to review and possibly refine the proposed traffic pattern in order to best accommodate school drop off and pick up while minimizing disruptions to City services and adverse impacts to the surrounding properties.
2. Identify possible solutions to increase visitor parking.
3. Work with staff to coordinate any required easements or right of way acquisition needed to facilitate the design of the drop off areas.

Site Plan / Construction Tracking Spreadsheet

Parcel ID:					ED-1013		
Address:					100 S Huron Street		
Required before BLD Permit	Approved	Required before Occupancy	Approved	Item that needs to be addressed.		Follow up comment or special note	
Must use "X" for these fields							
				Public Works is opposed to one way streets because it greatly impacts our operations especially for garbage and recycling collection as well as snow plow operations. Final approval would be required by the BOPW. Additional comments will be provided as part of the TIA review.			
				Parking lot will need to meet ADA standards for accessible parking. I believe the 40 stalls will be reduced to 39 to allow for two ADA stalls and an accessible parking aisle. Parking stall and aisle sizes should be clearly indicated.			
				A storm water maintenance agreement will be required for storm water improvements. The City will provide a draft of the agreement to be completed and recorded prior to occupancy.			
				Plans will need erosion control plans, WisDNR soil loss-discharge calculations with corresponding map, and staging plan. Stockpile locations will need to be called out and erosion control provided at these locations. Inlet protection Type D is required at all inlets.			
				All improvements in the Public ROW are to be approved by the BOPW. Costs of said improvements are to be borne by the Developer. The City would need to enter into an agreement for said improvements with the developer.			
				Provide the name and mailing address of the developer/owner on the cover sheet.			
				Site plan will need to contain topographic contours (two-foot) minimum for both existing and proposed conditions.			
				Existing and proposed utilities will need to be shown on the plan. Removals should be called out clearly.			
				Any work in the right-of-way will require an excavation permit and inspection by City personnel. Inspection will require a minimum 48 hour notice. Any new laterals or reestablished laterals shall be inspected by City staff for inclusion on City Lateral Card.			
				Available onsite parking is currently less than existing conditions.			
				Driveway curb cuts shall be made via profile saw cut. Breaking or removal of curb head for new driveways is not permitted. Dimensions of driveways shall be clearly indicated as well as distance from nearby intersections. Existing driveways will need to have curb opening removed and replaced and adjacent pavement replaced pursuant to city standards.			
				All onsite pavement marking shall be 4-inch minimum.			
				TIA is currently being reviewed by Engineering staff. Comments on the TIA will be provided.			
				Sidewalk across driveway access locations is required 8-inch thick concrete.			
				Exterior lighting plan will need to be provided.			
				Staff is evaluating the sidewalk being located outside of the public right-of-way on Superior Street. This may not be permitted, or an easement agreement may be required for issues such as maintenance, snow clearing, etc.			
				Is the overhang on Superior Street extending into public right-of-way?			
				Provide an evaluation / study on drop-off and pick-up around the school.			
				Any abandoned sanitary or storm laterals will need to be excavated and capped at the main and/or capped internally. Coordinate sanitary sewer abandonment with City Engineer. Abandoned water services will need to be disconnected at the corporation and closing the corporation at the main. If the main is PVC, remove the saddle and replace with a solid sleeve coupling. This will need to be coordinated with GBMSD.			
				There are two sanitary sewer laterals servicing the site, both off of Charles Street, one at Huron Street and the other at Superior Street.			
				If the required water meter is greater than one inch, notify Water Department at 920-339-4063 at least a month in advance so that a meter can be ordered.			

Attachment: Rezoning and General Plan Notre Dame Comments (8447 : Staff recommendation and possible action regarding a Rezoning and

Site Plan / Construction Tracking Spreadsheet

Parcel ID:					ED-1013		
Address:					100 S Huron Street		
Required before BLD Permit	Approved	Required before Occupancy	Approved	Item that needs to be addressed.		Follow up comment or special note	
<i>Must use "X" for these fields</i>							
				If the water service is to be larger than 4-inches in diameter, additional testing will be required (e.g. pressure, safe sample).			
				Storm sewer record drawings / as-built will need to be provided as well as an Engineer's certificate of final construction's compliance to the plans.			
				Street closures required for this work need to be approved by the Director of Public works with an approved traffic control plan. No closures of George Street travel lanes will be permitted.			
				This site will require 40% TSS removal for storm water. An incentive is available for achieving 80% TSS removal and 30% TP reduction. If this is achieved the annual storm water management fee will be reduced by half. Peak discharge shall meet or improve from the existing condition.			
				Curb and gutter shall continue through driveway approach locations. Curb and gutter will not be permitted to wrap into the site. The parking lot will be required to have perimeter curbing unless the site plan shows that runoff from the parking lot will not cause an erosion.			
				Standard detail drawings will be required for typical sections of pavements and sidewalks, erosion control details, and utility details.			
				Please provide all information listed Site Plan Checklist.			

Attachment: Rezoning and General Plan Notre Dame Comments (8447 : Staff recommendation and possible action regarding a Rezoning and

	CITY OF DE PERE APPLICATION FOR REZONING	Fee: \$ 305.00
		Receipt #:
		Date:

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) Groth Design Group	Authorized Representative Peter Schneider	Title Architect	
Mailing Address 700 W Virginia Street - Ste B105	City Milwaukee	State WI	ZIP Code 53204
Email Address pschneider@gdg-architects.com	Phone Number (incl. area code) 262-377-8001	Fax Number (incl. area code) 262-377-8003	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Notre Dame of De Pere	Contact Person Marv Wall	Title Project Manager	
Mailing Address 100 S Huron Street	City De Pere	State WI	ZIP Code 54115
Email Address marvw@c3ingenuity.com	Phone Number (incl. area code) 920-475-7273	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description 100 S Huron Street - 3-story Replacement K-8 School on N end of exist. elem. site	Parcel Number(s): ED-1013
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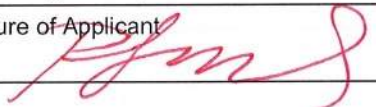
SECTION 4: Proposed Rezoning Use

Existing Zoning:	R-2		
Proposed Zoning:	Planned Development District		
Adjacent Zoning: North B-1/B-3	Adjacent Zoning: South R-2	Adjacent Zoning: West R-2 / B-1	Adjacent Zoning: East R-2 / B-1
Present Use of Parcel	Elementary School		
Proposed Use of Parcel	K-8 School		

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Groth Design Group - Peter Schneider	Title Architect	Phone Number 262-377-8001
Signature of Applicant 		Date Signed 05.13.2019

Attached additional sheets if necessary.

NOTRE DAME OF DE PERE – PROJECT NARRATIVE

June 12th, 2019

To: **City of De Pere – Planning Department**

From: **GROTH Design Group**

INTRODUCTION

Beginning in 1870, Notre Dame of De Pere has been a Pre-K through eighth grade school with a mission to engage the whole child to make them stronger in academics, character and faith. The goal is to lead students on their path to become future leaders of the Catholic faith and the community.

PROBLEM STATEMENT

The current school configuration is an elementary school for grade Pre-K through 5th Grade at the 100 S Huron St, De Pere, WI 54115 and a middle school for 6th through 8th grades and ancillary spaces at 221 S Wisconsin St, De Pere, WI 54115. The middle school property is being transferred to a new owner and the proposed project is to provide a state-of-the-art Catholic education facility that unites the two existing school facilities (middle and elementary) onto one site. The site is the 100 S Huron Street location bound by George Street on the North, S. Huron Street on the East, Charles Street on the South, and S. Superior Street on the West.



OPERATIONAL INFORMATION:

OWNERSHIP STRUCTURE: SINGLE OWNER

CURRENT AND PROPOSED HOURS OF OPERATION:

- | | |
|--|-------------------|
| • ELEMENTARY SCHOOL (Late August – Early June / Late May): | 8:00 AM - 2:55 PM |
| • MIDDLE SCHOOL (Late August – Early June / Late May): | 7:55 AM - 3:00 PM |
| • OFFICE (Year Round): | 7:30 AM - 3:30 PM |

CURRENT ENROLLMENT:

ELEMENTARY SCHOOL (3K - 5TH GRADE):

- Before school program: 5-10
- Regular school session: 237 (some are part time, approx 220 onsite at a time)
- After school program: 10-25

MIDDLE SCHOOL (6TH - 8TH GRADES):

- Before school program: NONE
- Regular school session: 121
- After school program: NONE

CURRENT STAFF:ELEMENTARY SCHOOL (3K - 5TH GRADE):

(24) TOTAL STAFF (this include part-time staff.
There are about 20 staff members on-site at
any given time)

MIDDLE SCHOOL (6TH - 8TH GRADES):

(11) TOTAL STAFF

Staff Arrival (All):

between 7AM - 7:30AM

Staff Departure (All):

between 3:30PM - 4:00PM

BUSSING INFORMATION:

5 school buses currently serve the elementary and middle school and are expected to be used in the future. These school buses also serve Foxview, Heritage, Altmayer, Middle School and the High School. In the morning, they are coming from High School or Foxview and going to Heritage or Altmayer. In the afternoon, they coming from Altmayer, Heritage, or Foxview and going to Middle School or High School. (5) buses Of the (220) current elementary students, about 40 are bus riders and 190 are non-bus riders. Of the (120) current middle school students, about 10 are bus riders and 110 are non-bus riders.

PROPOSED SCHOOL PROJECTIONS

- **ENROLLMENT:**
Expected combined elementary school enrollment (regular school session) when project is complete is a max capacity of 450 students, 425 students would be the max on site at one time (some of our classes are part time). Expected enrollment (regular school session) 20 years after construction is complete is 400 students
- **STAFF:**
Maximum of (35) staff projected for new school
- **BUSSING:**
No plans are currently in place for bussing to change as it runs through De Pere School District

DESIGN SOLUTION

The proposed design solution locates the new school along the north edge of the site along George Street. This allows the building to be built while keeping the elementary school operational during construction and respects the residential nature of the neighborhood on the south end of the site. The building steps down in height and volume as it works south, from a 3story along George Street to a 1-story. The remainder of the south side of the site will then be developed as play area and parking for staff. The building is proposed as a masonry exterior with accents of metal panel material. Landscape will be designed per city standards and to help provide a buffer to the residential neighbors.

The site layout is seeking to turn both Superior and Huron Streets into one-way streets along the east and west borders of the site. This will eliminate any direct congestion from school traffic at George Street and allow for drop-off and pick-up times to minimize the impact to local traffic.

The proposed facility will generate traffic that, when added to the existing roadway network results in decreased levels of service on the approach roadways for the George Street intersections. Additionally, the proposed facility will attract 181 trips during the AM peak hour and 121 trips in the PM peak hour. Many of these trips are parents and guardians dropping off or picking up students. As they stop to drop off students or wait to pick up students, these parents and guardians will require on-street parking. The existing on street parking is not adequate to accommodate proposed parking needs and one-way, southbound only traffic is proposed. If one-way southbound traffic is applied, parents and guardians will use on-street parking to drop off and pick up students. S Huron Street is expected to accommodate about 12 passenger vehicles on the east side of the street. Buses will use the west side of the street for drop-offs and pick-ups. S Superior Street is expected to accommodate about 12 passenger vehicles on each side of the street. No on street parking will be allowed during school hours on Charles Street.

Multiple alternatives were considered including the following:

1. one-way, southbound only traffic
2. one-way, northbound only traffic
3. circular, counterclockwise one-way traffic
4. circular, clockwise one-way traffic
5. two-way traffic, two-way stop controlled
6. all-way stop control at Intersections 1 and/or 2
7. traffic signal control at Intersections 1 and/or 2
8. roundabout control at Intersections 1 and/or 2

Details of the alternative analysis can be found in the Appendix J (ICE Report) of the TIA. Alternative 1 above is the most feasible alternative. Alternatives 2-4 would also meet the needs of the project but would result in greater impacts to adjacent businesses. These alternatives may also be costlier due to approach and intersection reconstruction needs.

Please see and reference the complete TIA as it provides additional information and data that supports the proposed traffic movements stated above.

REQUESTED ZONING MODIFICATIONS

Current Zoning: R-2

Requirements for educational / cultural building in R-2:

- Min. Lot size: 2 acres
- Min. Lot Width: 150 feet
- Minimum yard setbacks:
 - Front: 50 feet
 - Corner side: 35 feet
 - Rear: 75 feet
- Maximum Building Height: 35 feet
- Floor Area Ratio: 0.5

PDD Zoning Modification Requests for this Site:

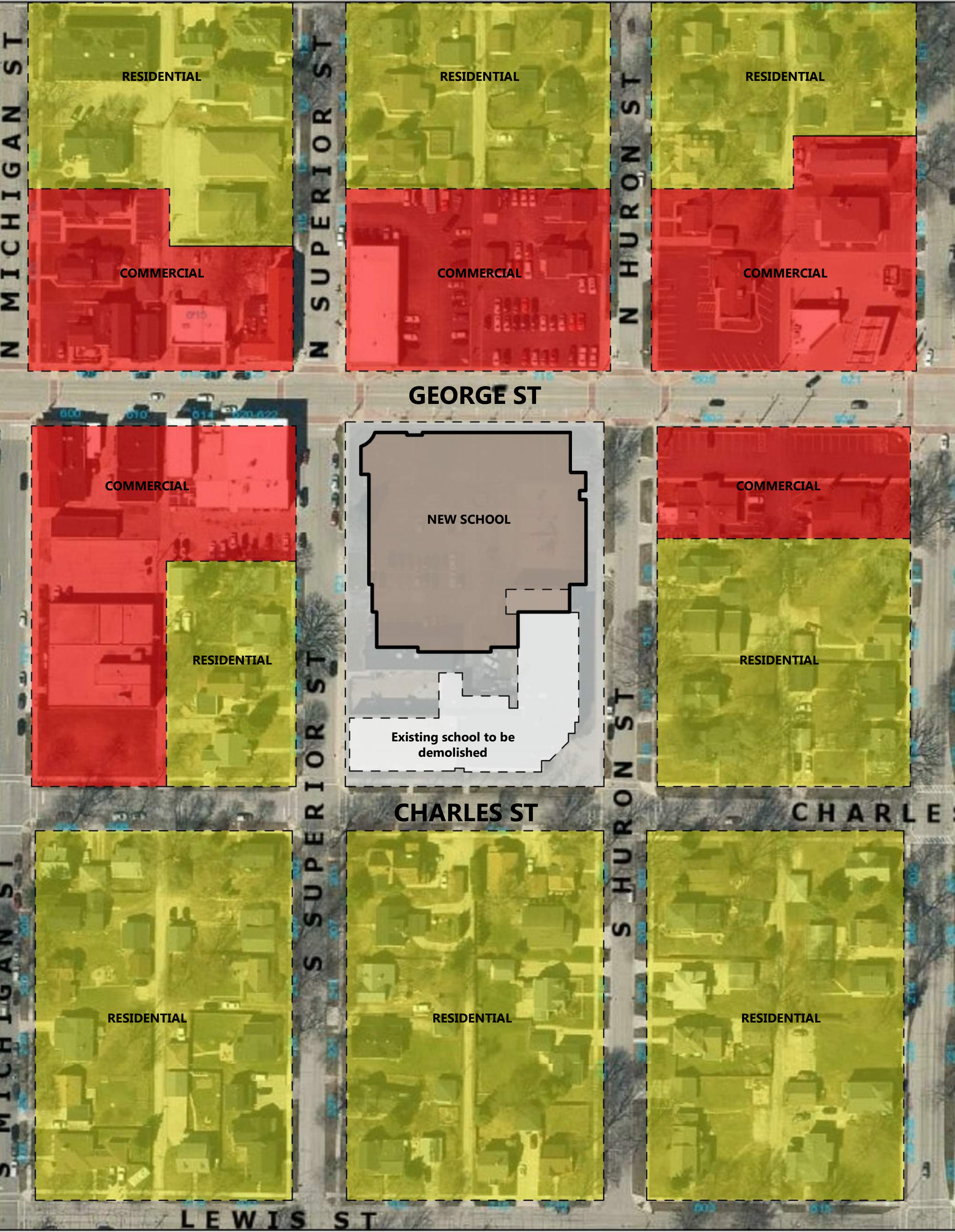
- Minimum yard setbacks:
 - Front: 5 feet (George St)
 - Corner side: 10'-0" (Huron & Superior Streets)
- Maximum Building Height: 48 feet
- Floor Area Ratio: 1.0

End of Narrative

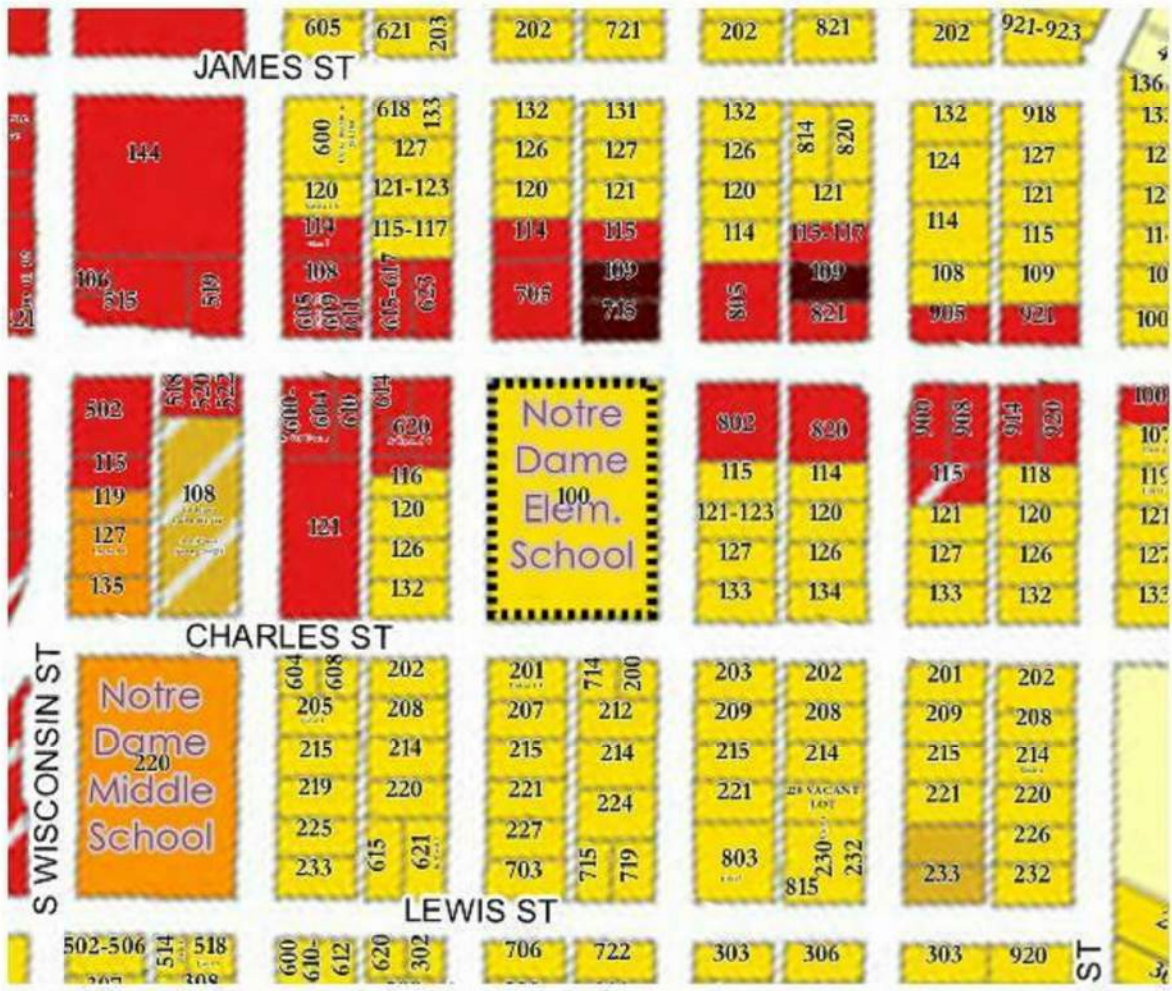
GENERAL DEVELOPMENT PLAN SUBMITTAL

INDEX OF DRAWINGS

G001A	SHEET TITLE, SHEET INDEX, SITE LOCATION & ZONING INFORMATION
C0-10	SITE DATA
C1-10	EXISTING EROSION AND SEDIMENT CONTROL PLAN
C4-10	SITE GRADING PLAN
A1001A	FIRST FLOOR PLAN
A1001B	SECOND & THIRD FLOOR PLANS
A1001C	3D VIEWS
A1001D	3D VIEW



SITE LOCATION PLAN
NOT TO SCALE



ZONING MAP
NOT TO SCALE

SITE ZONING: R-2 Single & Two-Family
Residence District
SITE AREA: 91,754 sf approx.
BUILDING FOOTPRINT: 44,177 sf (first floor)
SECOND FLOOR: 21,873 sf
THIRD FLOOR: 23,868 sf
TOTAL BUILDING AREA: 89,918 sf
MAXIMUM BUILDING HEIGHT: 48 feet (3 floors)
FLOOR AREA RATIO: 89,918/91,754=0.98



GROTH
Design
Group

NOTRE DAME OF DE PERE

100 S HURON STREET
DE PERE, WI 54115

PROJECT TEAM	SEAL
ARCHITECT	GROTH Design Group 700 W Virginia Ave Milwaukee, WI 53024 www.gdg-architects.com PH (414) 810-7613
CIVIL:	ISG Architecture Engineering Environmental Planning 115-3 PINE ST GREEN BAY, WI 54301 PH (920) 434-2128
STRUCTURAL:	CORE4 ENGINEERING 12308 NORTH CORPORATE PKWY SUITE 300 MEQUON, WI 53092
MECHANICAL:	ISG Architecture Engineering Environmental Planning 115-3 PINE ST GREEN BAY, WI 54301 PH (920) 434-2128
PLUMBING:	ISG Architecture Engineering Environmental Planning 115-3 PINE ST GREEN BAY, WI 54301 PH (920) 434-2128
ELECTRICAL:	ISG Architecture Engineering Environmental Planning 115-3 PINE ST GREEN BAY, WI 54301 PH (920) 434-2128
LANDSCAPE:	InSite Landscape Design Inc. 11525 W NORTH AVENUE, SUITE 1B WALUWATOSA, WI 54301 PH (414) 476-1204

PROJECT

NOTRE DAME OF
DE PERE

100 S HURON
STREET
DE PERE, WI
54115

PROGRESS DOCUMENTS

These documents reflect progress and intent and may be subject to change, including additional detail. These are not final construction documents and should not be used for final bidding or construction-related purposes.

PROJECT INFO

Date:

06.10.2019

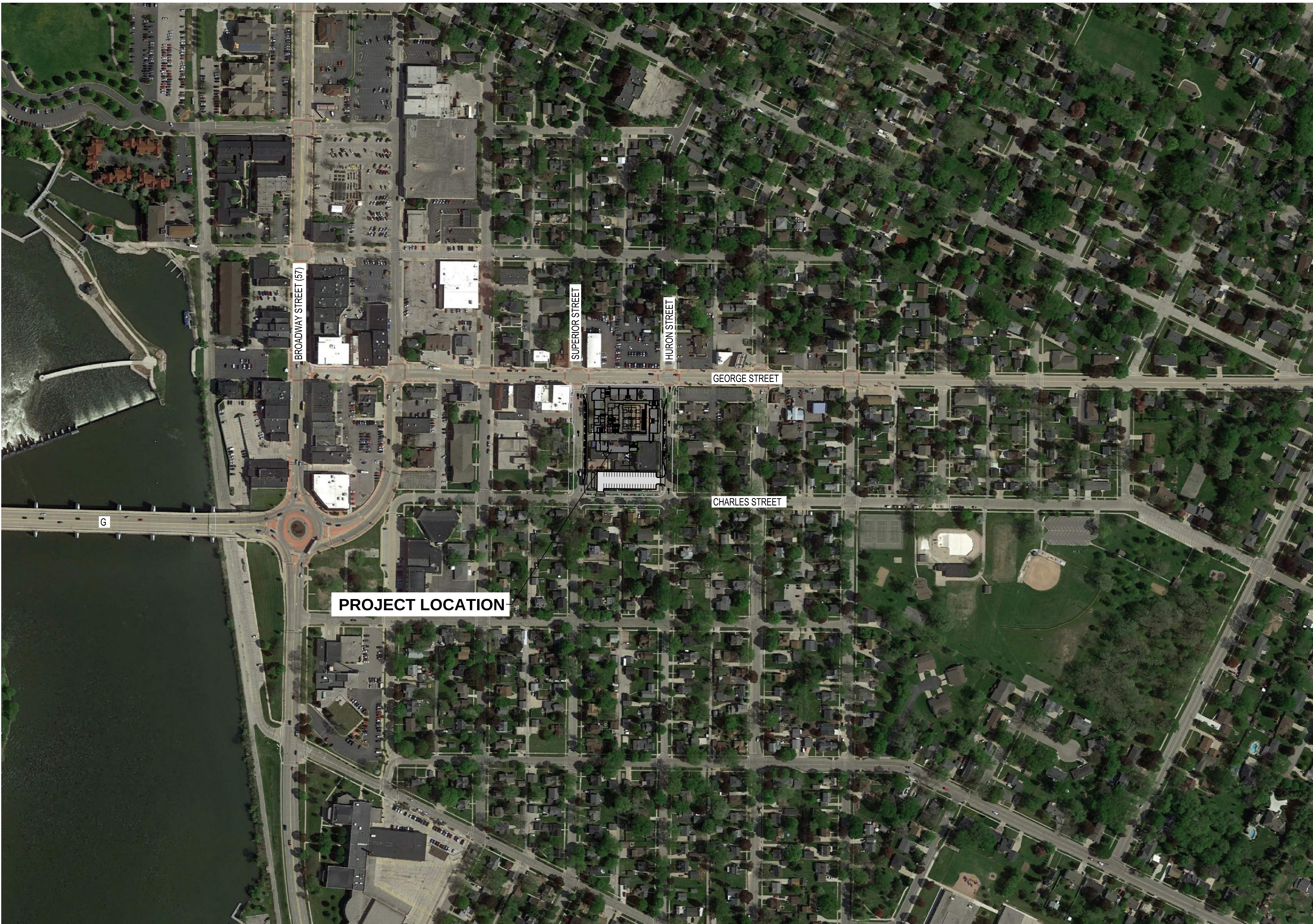
Project No.:

18.099.01

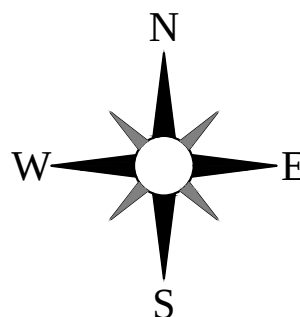
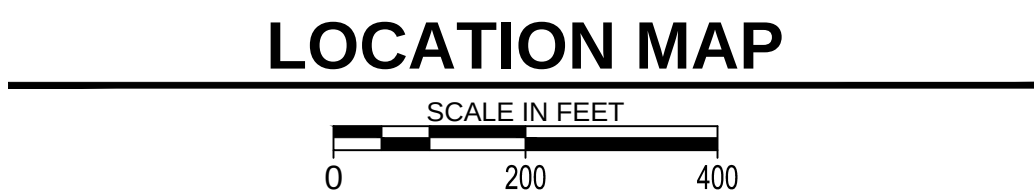
SHEET TITLE

TITLE SHEET, SHEET INDEX, LOCATION
MAP, ZONING INFORMATION

G001A



CITY OF
DE PERE, WISCONSIN



PROJECT
ADDRESS:

100 South Huron Street
De Pere, Wisconsin 54115

PROJECT GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CONTRACT DOCUMENTS, WHICH INCLUDE, BUT ARE NOT LIMITED TO, THE OWNER - CONTRACTOR AGREEMENT, THE PROJECT MANUAL (WHICH INCLUDES GENERAL SUPPLEMENTARY CONDITIONS AND SPECIFICATIONS), DRAWINGS OF ALL DISCIPLINES AND ALL ADDENDA, MODIFICATIONS AND CLARIFICATIONS ISSUED BY THE ARCHITECT/ENGINEER.
2. CONTRACT DOCUMENTS SHALL BE ISSUED TO ALL SUBCONTRACTORS BY THE GENERAL CONTRACTOR IN COMPLETE SETS IN ORDER TO ACHIEVE THE FULL EXTENT AND COMPLETE COORDINATION OF ALL WORK.
3. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
4. FIELD VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
5. DETAILS SHOWN ARE INTENDED TO BE INDICATIVE OF THE PROFILES AND TYPE OF DETAILING REQUIRED THROUGHOUT THE WORK. DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO DETAILS SHOWN. WHERE SPECIFIC DIMENSIONS, DETAILS OR DESIGN INTENT CANNOT BE DETERMINED, NOTIFY ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
6. ALL MANUFACTURED ARTICLES, MATERIALS AND EQUIPMENT SHALL BE APPLIED, INSTALLED, CONNECTED, ERECTED, CLEANED AND CONDITIONED ACCORDING TO MANUFACTURERS' INSTRUCTIONS. IN CASE OF DISCREPANCIES BETWEEN MANUFACTURERS' INSTRUCTIONS AND THE CONTRACT DOCUMENTS, NOTIFY ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
7. ALL DISSIMILAR METALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO AVOID GALVANIC CORROSION.
8. THE LOCATION AND TYPE OF ALL INPLACE UTILITIES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY AND ARE ACCURATE AND COMPLETE TO THE BEST OF THE KNOWLEDGE OF I & S GROUP, INC. (ISG). NO WARRANTY OR GUARANTEE IS IMPLIED. THE CONTRACTOR SHALL VERIFY THE SIZES, LOCATIONS AND ELEVATIONS OF ALL INPLACE UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
9. THE CONTRACTOR IS TO CONTACT "DIGGER'S HOTLINE" FOR UTILITY LOCATIONS, MINIMUM 3 BUSINESS DAYS PRIOR TO ANY EXCAVATION / CONSTRUCTION (811 OR 1-800-242-8511).



SPECIFICATIONS REFERENCE

ALL CONSTRUCTION SHALL COMPLY WITH THE CITY OF DE PERE REQUIREMENTS, WISDOT STANDARD SPECIFICATIONS, 2019 EDITION, WISDOT CONSTRUCTION AND MATERIALS MANUAL, CURRENT EDITION, WISCONSIN DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES STATE PLUMBING CODE, CURRENT EDITION, AND STANDARD SPECIFICATION FOR SEWER & WATER CONSTRUCTION IN WISCONSIN, 6th EDITION, UNLESS DIRECTED OTHERWISE.

PROJECT DATUM

HORIZONTAL COORDINATES HAVE BEEN REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83), 2011 ADJUSTMENT (NAD83(2011)) ON THE BROWN COUNTY COORDINATE SYSTEM, IN U.S. SURVEY FEET.

TOPOGRAPHIC SURVEY

THIS PROJECT'S TOPOGRAPHIC SURVEY CONSISTS OF DATA COLLECTED IN XXXX BY ISG.

B.M. ELEVATION = XXX

TOP NUT OF FIRE HYDRANT LOCATED

XXX

XXX

LEGEND

EXISTING

- | | |
|--|----------------------------|
| | CITY LIMITS |
| | SECTION LINE |
| | QUARTER SECTION LINE |
| | RIGHT OF WAY LINE |
| | PROPERTY / LOTLINE |
| | EASEMENT LINE |
| | ACCESS CONTROL |
| | WATER EDGE |
| | WETLAND BOUNDARY |
| | WETLAND / MARSH |
| | FENCE LINE |
| | CULVERT |
| | STORM SEWER |
| | SANITARY SEWER |
| | SANITARY SEWER FORCEMAIN |
| | WATER |
| | GAS |
| | OVERHEAD ELECTRIC |
| | UNDERGROUND ELECTRIC |
| | UNDERGROUND TELEPHONE |
| | UNDERGROUND TV |
| | OVERHEAD UTILITY |
| | UNDERGROUND UTILITY |
| | UNDERGROUND FIBER OPTIC |
| | CONTOUR (MAJOR) |
| | CONTOUR (MINOR) |
| | DECIDUOUS TREE |
| | CONIFEROUS TREE |
| | TREE LINE |
| | MANHOLE/STRUCTURE |
| | CATCH BASIN |
| | HYDRANT |
| | VALVE |
| | CURB STOP |
| | POWER POLE |
| | UTILITY PEDESTAL / CABINET |

PROPOSED

- | | |
|--|-----------------------------|
| | LOT LINE |
| | RIGHT OF WAY |
| | EASEMENT |
| | CULVERT |
| | STORM SEWER |
| | STORM SEWER (PIPE WIDTH) |
| | SANITARY SEWER |
| | SANITARY SEWER (PIPE WIDTH) |
| | WATER |
| | GAS |
| | OVERHEAD ELECTRIC |
| | UNDERGROUND ELECTRIC |
| | UNDERGROUND TV |
| | CONTOUR |
| | MANHOLE |
| | CATCH BASIN |
| | HYDRANT |
| | VALVE |



GROTH
Design
Group

700 W VIRGINIA AVE
SUITE B105
MILWAUKEE, WISCONSIN 53204

PH. (414) 810-7613

ISG

PROJECT

NOTRE DAME OF
DE PERE

100 S HURON STREET
DE PERE, WI 54115

ISSUE

NO. REV. DATE DESCRIPTION

PROGRESS
DOCUMENTS

These documents reflect progress and intent and may be subject to change, including additional detail. These are not final construction documents and should not be used for final bidding or construction-related purposes.

PROJECT INFO

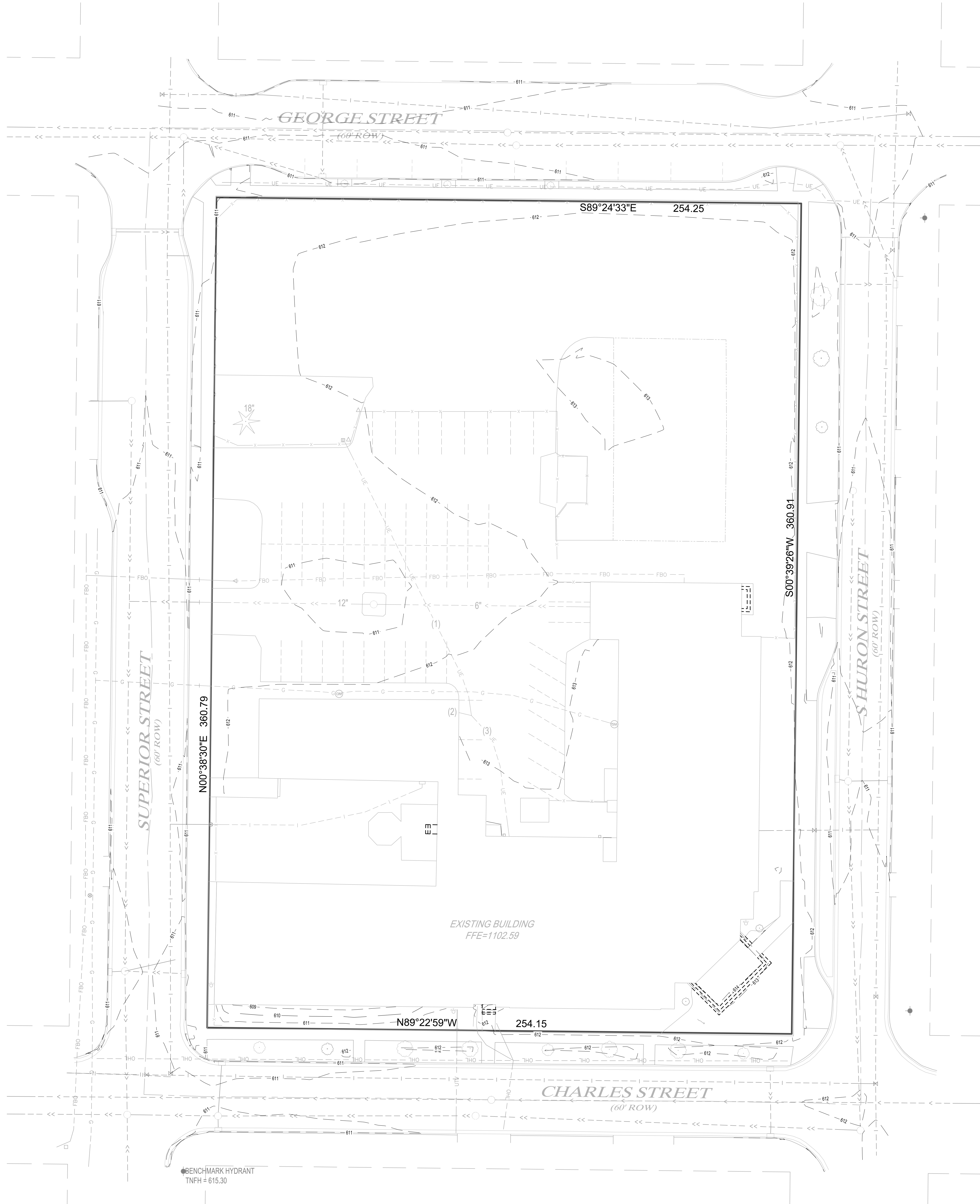
Date

Project No.

SHEET TITLE

SITE DATA

C0-10



EROSION CONTROL LEGEND			
SYMBOL	DESCRIPTION	UNITS	QUANTITY
	LIMITS OF DISTURBANCE		
	EXISTING STORM DRAIN INLET PROTECTION	EACH	5
	EXISTING DRAINAGE ARROW		
	EXISTING CONTOUR (MINOR INTERVAL)		
	EXISTING CONTOUR (MAJOR INTERVAL)		
QUANTITIES ARE FOR INFORMATIONAL PURPOSES TO MEET THE REQUIREMENTS OF THE CONSTRUCTION STORMWATER PERMIT. NO GUARANTEE IS MADE TO THE ACTUAL QUANTITIES REQUIRED.			
THE QUANTITIES SHOWN ARE TOTAL FOR THE ENTIRE PROJECT NOT SPECIFIC TO THIS SHEET.			
SEE SITE RESTORATION PLAN FOR FINAL TURF ESTABLISHMENT			
NOTE: EROSION CONTROL COVERAGE INCLUDES ELECTRIC, GAS, TELEPHONE, AND CABLE INSTALLATION. EACH COMPANY OR THEIR SUBCONTRACTOR IS RESPONSIBLE TO FOLLOW THE REQUIREMENTS OF THIS EROSION CONTROL PLAN INCLUDING PROVIDING THEIR OWN RESTORATION IF INSTALLATION OCCURS AFTER PRIMARY INSTALLATION OF SEEDING/SODDING/MULCHING DURING CONSTRUCTION OF EACH UTILITY.			



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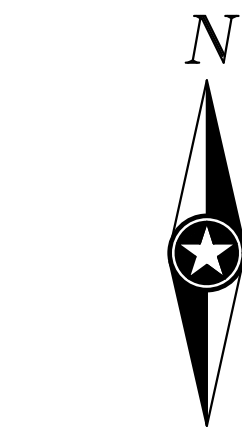
PROJECT INFO

Date

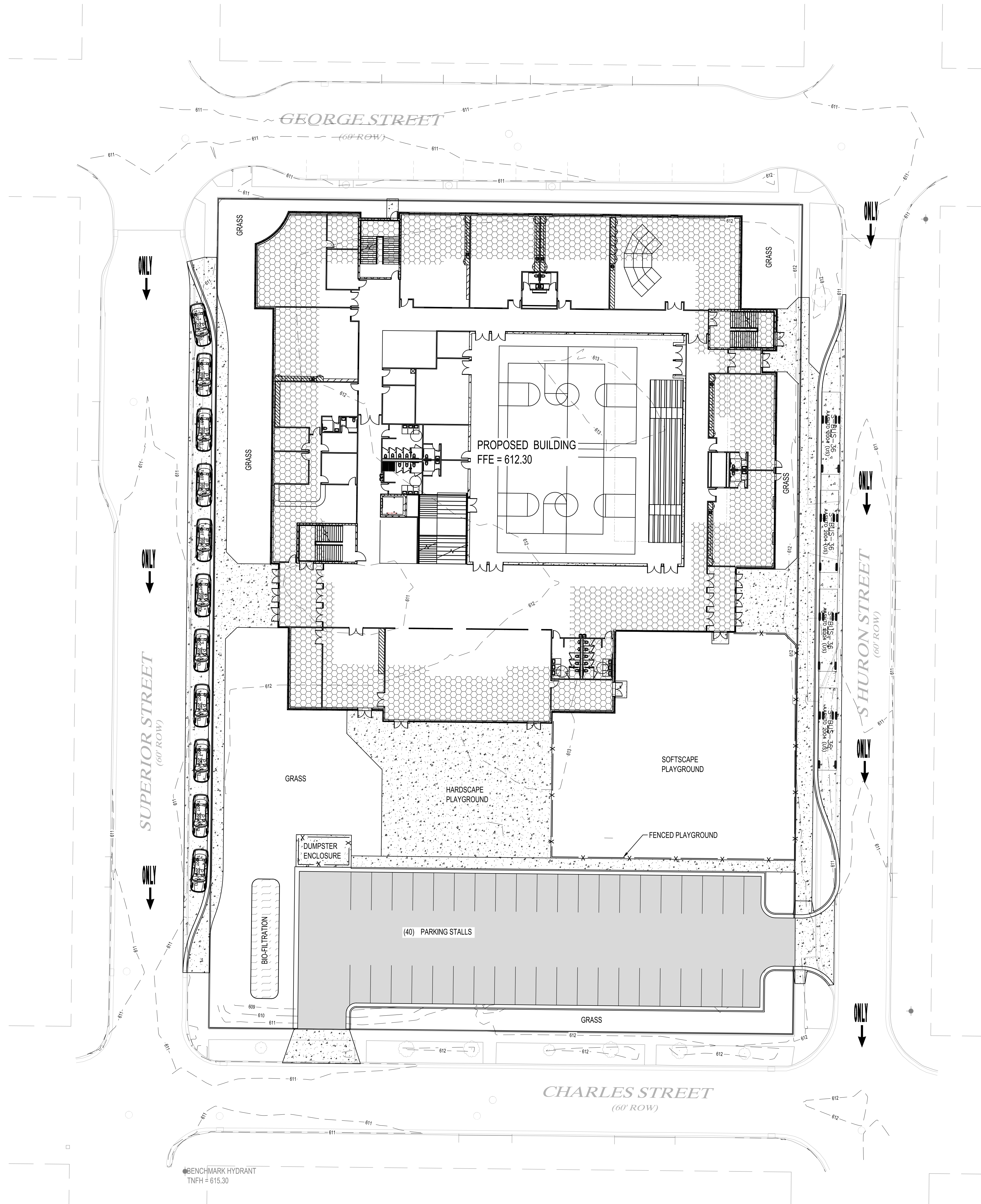
Project No.

SHEET TITLE

EXISTING EROSION AND SEDIMENT
CONTROL PLAN

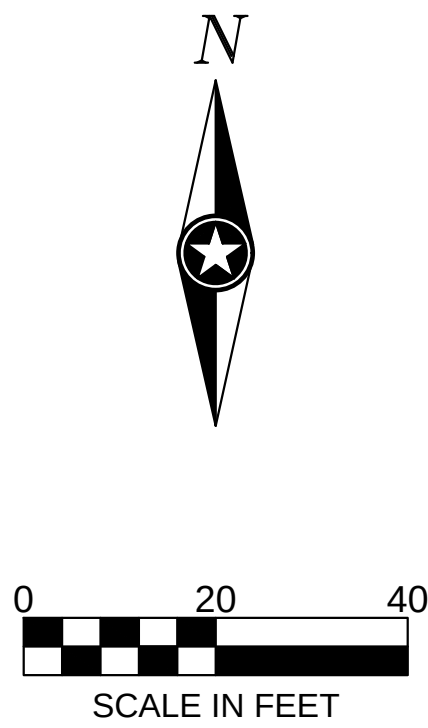


C1-10



Grading Legend	
	EXISTING CONTOUR (MINOR INTERVAL)
	EXISTING CONTOUR (MAJOR INTERVAL)
	PROPOSED CONTOUR (MINOR INTERVAL)
	PROPOSED CONTOUR (MAJOR INTERVAL)
	PROPOSED SPOT ELEVATION
	PROPOSED TOP BACK OF CURB SPOT ELEVATION

General Grading Notes	
EXCAVATED MATERIAL SHALL BE COMPACTED TO 100% PROCTOR DENSITY FOR THE UPPER 3' AND 95% PROCTOR DENSITY BELOW 3' IN ALL BUILDING PADS. REFER TO THE QUALITY COMPACTION METHOD IN ALL OTHER AREAS.	
PROPOSED CONTOURS SHOW FINISHED GRADE ELEVATIONS. BUILDING PAD AND PAVEMENT HOLD DOWNS ARE NOT INCLUDED.	



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SHEET TITLE

SITE GRADING PLAN

C4-10



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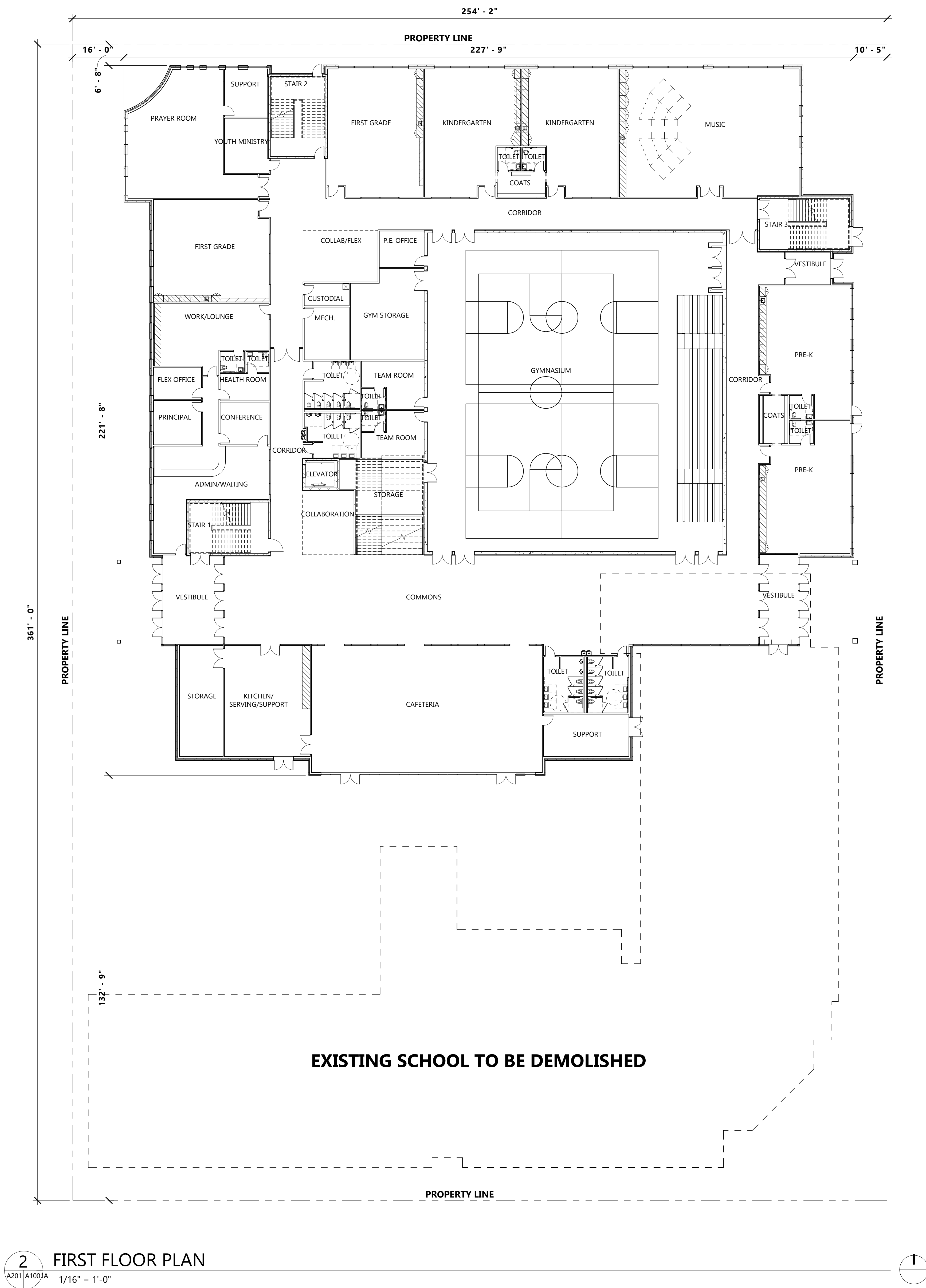
PROJECT INFO

Date
06.10.2019
Project No.
18.099.01

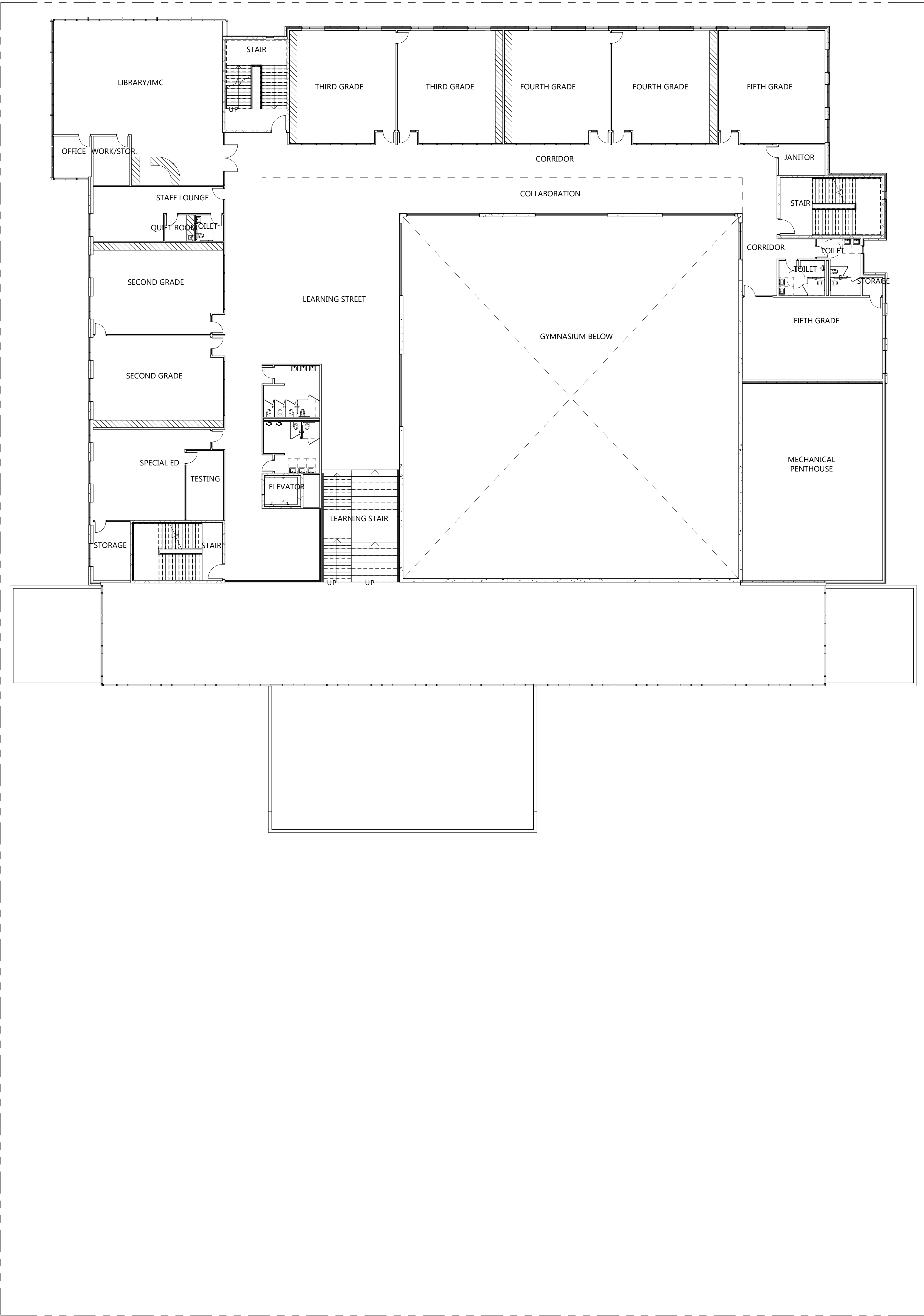
SHEET TITLE

FIRST FLOOR PLAN

A1001A



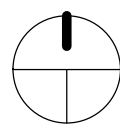
2 FIRST FLOOR PLAN
1/16" = 1'-0"



1
A201 | A1001B

SECOND FLOOR PLAN

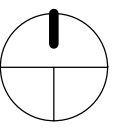
1/16" = 1'-0"



2
A201 | A1001B

THIRD FLOOR PLAN

1/16" = 1'-0"



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Design
Group

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PROJECT INFO

Date

06.10.2019

Project No.

18.099.01

SHEET TITLE

SECOND & THIRD FLOOR PLANS

A1001B

GENERAL DEVELOPMENT PLAN SUBMITTAL



VIEW FROM SOUTHWEST CORNER (SUPERIOR & CHARLES ST)



VIEW FROM NORTHEAST CORNER (GEORGE & HURON ST)



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SUITE 8105
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PROJECT

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DE PERE

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DE PERE, WI 54115

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PROGRESS
DOCUMENTS

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PROJECT INFO

Date: 06.10.2019
Project No.: 18.099.01

SHEET TITLE

3D VIEWS

A1001C



STREET VIEW SOUTHWEST CORNER (SUPERIOR & CHARLES ST)



STREET VIEW NORTHWEST CORNER (SUPERIOR & GEORGE ST)



STREET VIEW SOUTHTHEAST CORNER (HURON & CHARLES ST)



STREET VIEW NORTHEAST CORNER (HURON & GEORGE ST)



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Design
Group

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DE PERE

100 S HURON STREET
DE PERE, WI 54115

ISSUE

NO.	REV.	DATE	DESCRIPTION
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PROGRESS
DOCUMENTS

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PROJECT INFO

Date: 06.10.2019
Project No.: 18.099.01

SHEET TITLE

3D VIEWS

A1001D

ABBREVIATED TRAFFIC IMPACT ANALYSIS

NOTRE DAME SCHOOL DE PERE, WISCONSIN

June 12, 2019

Project No. 19-22946

This report has been abbreviated from the original submittal for purposes of Plan Commission review. The full report is available from the City of De Pere.

ISG

Signature Sheet

I CERTIFY THAT THIS TRAFFIC IMPACT ANALYSIS HAS BEEN PREPARED BY ME OR UNDER MY IMMEDIATE SUPERVISION AND THAT I HAVE EXPERIENCE AND TRAINING IN THE FIELD OF TRAFFIC AND TRANSPORTATION ENGINEERING.

William A. Kratt, PE

License # 40457

I+S Group, Inc.

201 Main Street, Suite 1020

La Crosse, WI 54601

Notre Dame School

De Pere, Brown County, Wisconsin

Engineer's Project Number: 19-22946

Dated this 12th day of June, 2019.

Table of Contents

Table of Contents	i
Chapter 1: Introduction + Executive Summary	1
A. Purpose of Report and Study Objectives	1
B. Executive Summary	1
C. Chapter 1 Exhibits	3
Chapter 2: Proposed Development	4
A. On-Site Development.....	4
1. Development Descriptions and Site Location.....	4
2. Land Use and Intensity	4
3. Site Plan	5
4. Development Phasing and Timing	5
B. Study Area	5
1. Influence Area	5
2. Area of Significant Traffic Impact	6
C. Off-Site Land Use and Development.....	6
D. Site Accessibility.....	7
E. Chapter 2 Exhibits	8
Chapter 3: Analysis of Existing Conditions	9
A. Physical Characteristics	9
B. Traffic Volumes	9
C. Capacity / Level of Service	10
D. Sources of Data	10
E. Chapter 3 Exhibits	11
Chapter 4: Projected Traffic.....	12
A. Background Traffic Forecasting.....	12
B. On-Site and Off-Site Development Traffic Forecasting	12
1. Trip Generation.....	12
2. Mode Split.....	12
3. Determination of Pass-By and Linked-Trip Traffic	13
4. Trip Distribution.....	13
5. Trip Assignment.....	13
C. Build and Total Traffic	14
D. Chapter 4 Exhibits	14
Chapter 5: Traffic and Improvement Analysis	15
A. Site Access	15
B. Capacity / Level of Service Analysis	15
C. Queuing Analysis.....	18

D. Multimodal Considerations	19
E. Speed Considerations / Sight Distance	19
F. Traffic Control Needs	19
G. Traffic Signal Warrant Analysis	20
H. Chapter 5 Exhibits	20
Chapter 6: Conclusions and Recommendation	21
A. Conclusions	21
B. Recommendations	21
C. Chapter 6 Exhibits	21
Appendices	A
Appendix A: Traffic	A
Appendix B: Existing Transportation System with Background Traffic Operational Analysis ..	B
Appendix C: Existing Transportation System with Build Traffic Operational Analysis	C
Appendix D: Existing Transportation System with Total Traffic Operational Analysis	D
Appendix E: Transportation System Improvements with Background Traffic Operational Analysis	E
Appendix F: Transportation System Improvements with Build Traffic Operational Analysis ...	F
Appendix G: Transportation System Improvements with Total Traffic Operational Analysis ..	G
Appendix H: Justification for a Regulatory Speed Limit Change	H
Appendix I: Warrant Analysis for Intersection Traffic Control	I
Appendix J: Intersection Control Evaluation (ICE)	J

Chapter 1: Introduction + Executive Summary

A. Purpose of Report and Study Objectives

The purpose of this report is to document the methodologies, findings, recommendations, and conclusions of the subject study, including the basis for all assumptions, traffic parameters utilized, and conclusions. This report presents data according to the format outlined in the Wisconsin Department of Transportation's Traffic Impact Analysis Guidelines, updated May 2019. Tables may be prepared and placed within narratives in order to accurately and clearly convey the data and its meaning.

The objectives of this study include the following:

- Identify the existing deficiencies in the transportation system and immediate area.
- Analyze operational impacts of the development for proposed conditions.
- Recommend necessary improvements to the transportation system and immediate area to maintain a safe, efficient system.

B. Executive Summary

This Traffic Impact Study (TIS) studied current and future traffic conditions near a proposed private school, Notre Dame of De Pere, in central De Pere, Brown County, Wisconsin. The private school will serve 3K to eighth grade students and will replace the existing Notre Dame Elementary and Notre Dame Middle schools. At the proposed site, Notre Dame Elementary and the Creekside Christian Montessori will be razed in order to provide space for the new facility. The existing enrollment at the Elementary school is about 230 students, the existing enrollment at the Middle school is about 120 students, and enrollment when the proposed school opens for the 2020-2021 academic year is about 425 students.

The proposed site is located on the boundary between De Pere's downtown and one of De Pere's residential neighborhoods. This site is located on a 2.1 acre area of land between George Street, S Huron Street, Charles Street, and S Superior Street. The intersections of these streets make up the four studied intersections in this study. Intersection 1 is the intersection between George Street, also known as CTH D, S Superior Street, and N Superior Street. Intersection 2 is the intersection between George Street, S Huron Street, and N Huron Street. Intersection 3 is the intersection between S Huron Street and Charles Street. Intersection 4 is the intersection between S Superior Street and Charles Street. This study critically analyzes these subject intersections, assesses the current traffic control, and makes recommendations for improvement.

The proposed site plan includes the new school facility, a student play area, a stormwater management area, and a 40-stall employee parking lot. Parents, guardians and buses who drop off and pick up students will utilize on-street parking. While some students walk or bike to school and there is a public bus route that travels George Street, it is expected that the majority of students will be dropped off by parents or guardians. This results in an increased need for on street parking. In order to accommodate this need for on-street parking, maintain efficient traffic operations, and minimize the amount of road reconstruction needed, changing the traffic flow on S Huron Street and S Superior Street from two-way to one-way traffic is proposed as a part of the site plan.

George Street is a well-traveled, recently reconstructed, concrete pavement roadway that serves as De Pere's main downtown corridor. S Huron Street, Charles Street, and S Superior Street are curbed, asphaltic surfaced, low-volume local roads. They are generally wide enough to accommodate two travel lanes and limited parking.

Traffic data was field collected in late May 2019. This data showed that traffic peaked in the morning between 7:15 and 8:15 AM and later when students were released from class,

between 2:30 and 3:30 PM. Traffic operations are currently considered acceptable during the peak hours of traffic. Level of service (LOS) is rated on a scale from A through F where A through D are considered acceptable, E is considered unacceptable, and F is failing. All studied intersections are two-way-stop controlled. At Intersections 1 and 2, vehicles approaching on N/S Huron Street or N/S Superior Street must stop at the intersection. At Intersections 3 and 4, vehicles approaching on Charles Street must stop at the intersection. These side road approaches are operating at a LOS B-D during the peak hours of traffic. All intersections are operating below maximum capacity.

To analyze the future traffic conditions, a trip generation for the proposed facility was estimated based on the difference between the expected 2020-2021 academic year enrollment for the proposed facility and the current 2018-2019 academic year enrollment for the existing Notre Dame Elementary School. Average rates from the ITE Trip Generation Manual, 10th Edition, for Land Use Code 534, Private School (K-8) were used to estimate the generated trips.

Because the existing Notre Dame Middle school is located nearby, some of the proposed traffic will be diverted from the existing traffic stream on George Street. These diverted trips and the new trips are expected to follow a trip distribution where all the traffic starts on George Street, travels south along the one-way streets, S Huron Street and S Superior Street, drop-off or pick-up students, and then continue traveling away from the site. The proposed trips were then assigned to the road network based on this traffic distribution. The road network, including Intersections 1-4 were analyzed using Highway Capacity Manual 6th Edition methods and Synchro (V10) analysis software.

The existing traffic was adjusted to reflect what traffic volumes might look like if S Huron Street and S Superior Street were one-way streets. The proposed traffic was added to this background traffic condition to create build traffic condition. Traffic operations are expected to be acceptable in the build condition. The stop controlled approaches at Intersections 1-4 are expected to experience levels of service ranging from LOS B-D. SimTraffic microsimulation analysis software was used to complete a queuing analysis. Queue lengths are not expected to impact the employee lot driveways as shown in the site plan. There are no turn lanes at the existing intersections, and no turn lanes are needed to accommodate proposed traffic.

An increase in pedestrian and bicycle traffic in the area road network is expected to occur as a result of the proposed development. Due to the infrequency of the existing public bus line on George Street, a negligible increase in bus ridership is expected.

The existing posted and statutory speed limits in the area is 25 MPH. The posted speed limit on George Street is 15 MPH when children are present. This low speeds results in smaller intersection sight distance and vision triangles; however, there are trees located in most of the analyzed sight triangles. No changes in posted speeds are proposed or required.

The existing two-way-stop control at all studied intersections is expected to effectively manage the build traffic conditions. Regardless, because of the change in traffic flow from two-way traffic to one-way, southbound only, traffic on S Huron Street and S Superior Street, an Intersection Control Evaluation (ICE) study was completed.

In conclusion, the analysis shows that the proposed traffic flow and on-street parking changes is sufficient to accommodate proposed traffic. No improvements to the road links are recommended at this time. As area traffic grows and redistributes, the studied area should be reviewed periodically.

Intersections 1-4, including all approaches, are currently operating acceptably. The proposed improvements are expected to improve traffic operations at Intersections 1 and 2 and have little effect on Intersections 3 and 4. The addition of the proposed traffic to the road network impacts operations at Intersections 1-4; however, the proposed traffic flow modification on S Huron Street and S Superior Street, existing intersection geometry, and existing traffic control are together sufficient to manage the proposed traffic. Based on the modeled conditions

described in this report, no intersection improvements are recommended in order to accommodate vehicular traffic.

To accommodate pedestrian traffic, posting a crossing guard at Intersection 1 is recommended during the AM peak hour and recommended but not required during the PM peak hour. Crossing guards at Intersections 2-4 should continue to be utilized during the peak traffic hours. Additionally, a raised crosswalk should be considered but is not required at the proposed facility's west main entrance.

To accommodate bicycle traffic, adding bicycle accommodations or facilities to a stretch of Charles Street from the proposed school to Legion Park should be considered long term as a part of the City's Bicycle Plan.

This report assumes 0% growth between the time of existing traffic count data (2019) and the design year (2020). This growth, or lack thereof, may continue into the future but is subject to change dependent on a variety of political, environmental, and economic factors. Therefore after development, this report recommends that the study area be re-evaluated as growth projections change.

Once the recommended improvements are implemented, the area should be monitored as drivers adjust to the new traffic patterns.

C. Chapter 1 Exhibits

[Exhibit 1-1: Site Plan](#)

[Exhibit 1-3: Base Year Build Traffic Recommended Improvements](#)

PAVEMENT LEGEND	
SYMBOL	DESCRIPTION
	BURIED PAVEMENT
	SURFACE DRAINAGE
	CONCRETE PAVEMENT
	ASPHALT PAVEMENT
	CONCRETE DRIVEWAY
	CONCRETE SIDEWALK
	CONCRETE CURB

GENERAL NOTES:

1. ALL PARKING STALL STRIPING SHALL NOT BE LESS THAN 4" WIDE.
2. REFER TO STRUCTURAL DRAWINGS FOR STIFF FOUNDATIONS.
3. PROVIDE A CONCRETE CURB AND BREAK ALONG CONCRETE AND ASPHALT DRIVEWAYS AND SIDEWALKS IN CONCRETE PAVEMENT AROUND CONCRETE PERKS.

CONSTRUCTION KEY:

- 1 XXXX
- 2 XXXX
- 3 XXXX



PROJECT
NOTRE DAME OF DE PERE

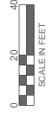
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DE PERE, WI 54115

ISSUE
100 S HURON STREET

PROGRESS DOCUMENTS
This document is for informational purposes only and is not to be used for construction. It is subject to change without notice. There are no field dimensions. This drawing is not to be used for final bidding or construction.

PROJECT INFO
Date: _____
Project No.: _____

SHEET TITLE
PROPOSED SITE PLAN



C3-10

5.f

Post a crossing guard here during the AM peak hour (recommended) and PM peak hour (optional).

Consider constructing a raised crosswalk.

Consider adding bicycle accommodations to Charles Street as a part of the City of De Pere's long term bicycle plan.

#2000-0000-0000-0000
TYPICAL #2000-0000-0000-0000

Chapter 2: Proposed Development

A. On-Site Development

1. Development Descriptions and Site Location

The subject of this study is a proposed school to replace the existing Notre Dame Elementary School and Notre Dame Middle School. The proposed facility will be placed on a 2.1 acre area of land between George Street, S Huron Street, Charles Street, and S Superior Street in De Pere, Brown County, Wisconsin. A project location map is provided in **Exhibit 2-1 Site Location Map**. In order to construct the proposed facility, the existing Notre Dame Elementary School and the Creekside Christian Montessori facilities located on site will be razed.

The proposed development will serve 3K through Eighth Grade. Students who have attended the existing Notre Dame Elementary School or Notre Dame Middle School would instead attend the new facility. Students who would have attended the Creekside Christian Montessori would instead be educated elsewhere. It is expected that some students would be absorbed by the proposed facility. All staff working at the existing Elementary and Middle schools will work at the proposed facility.

Office and Classroom Hours

Office hours at the existing Notre Dame Elementary School are 7:30 AM to 3:30 PM. School hours are from 8:00 AM to 2:55 PM. The school serves 3K through Fifth Grade.

Office hours at the existing Notre Dame Middle School are 7:30 AM to 3:30 PM. School hours are from 7:55 AM to 3:00 PM. The Middle School serves Sixth through Eighth Grades and is located two blocks west and one block south of the proposed facility at 221 S Wisconsin Street, De Pere, WI.

Office hours at the new facility would remain from 7:30 AM to 3:30 PM. Classes would be in session from approximately 8:00 AM to 3:00 PM.

2. Land Use and Intensity

The ITE Trip Generation Manual, 10th Edition, was used to identify Land Use Codes and to guide trip generation. The existing elementary school matches Land Use Code 520, Elementary School, and Land Use Code 534, Private School (K-8). While private schools are included in the Elementary School data set, the proportion of students that use the bus varies widely from study to study. Additionally, the average rates for an Elementary School are lower than those of a Private School (K-8). Statistically, the Elementary School has the advantage of having more studies and data points; however, the data collected under the Private School (K-8) land use correlates well with both the Average Rate lines and Regression Curves, possibly due to more consistent bus utilization. It was determined that for this study, the existing traffic generation conditions at the existing Notre Dame Elementary School is better represented by the Private School (K-8) land use than the Elementary School land use.

Similarly, private schools are included in Land Use Code 522, Middle School / Junior High School, and the same pros and cons of using the Elementary School data set also apply to the Middle School / Junior High School data set. Again, it was determined that for this study, the traffic generation conditions at the Notre Dame Middle School is better represented by Private School (K-8), Land Use Code 534, than the Middle School / Junior High School land use.

In the 2018-2019 academic year, the existing elementary school had approximately 230 students and 20 staff members on site at any given time. Some students and staff were considered part time so student attendance ranged from 220 to 237 and the number of staff ranged from 20 to 24. The elementary school also had a before school program that accommodated 5-10 students and an after school program that accommodated 10-25. Enrollment is expected to be about the same for the 2019-2020 school year. For this study,

the traffic associated with the elementary school will be included in the background traffic for the base year analysis.

The existing middle school had approximately 120 students and 7 to 11 staff members during the 2018-2019 academic year. Enrollment is expected to about the same for the 2019-2020 academic year.

The proposed facility best matches Private School (K-8), Land Use Code 534; however, proposed traffic will consist of trips related to Middle School / Junior High School, Land Use Code 522, land use. Realistically, there will be some efficiencies in combining of the existing elementary school traffic and the existing middle school traffic for a few reasons. One, parents and guardians who typically drop off and pick up students may previously have had to visit both the elementary school and the middle school. With a combined school, they would make fewer trips. Additionally, there may be staff who work at both schools and make trips between the two throughout the day. With a combined school, these trips would be reduced as well. For this study, it is assumed that the number of trips that are saved by combining the schools are negligible and proposed traffic will be estimated using Land Use Code 534 average rates and Students as an independent variable.

Employees and 1000 SF gross floor area are both options when choosing an independent variable. However, the ratio of floor space or employees to student population varies among the schools surveyed. The number of students is considered a more reliable independent variable for this study.

The proposed facility will have a max capacity of 450 students, and 425 students are expected to be the maximum on site at one time when construction is complete in 2020 for the 2020-2021 academic year. This is 20% increase in enrollment between the 2019-2020 and the 2020-2021 academic years. The difference between the total enrollment for the 2020-2021 year and the elementary school student population for the 2018-2019 year students will be used as the independent variable for determining the proposed traffic for the proposed site.

3. Site Plan

The proposed site plan will consist of the new school and play, stormwater management, and employee parking areas. The new school will have a building footprint of 45,000 SF, a total building area of 90,000 SF and a floor area ratio of 1:03. The employee parking lot will be 40 parking spaces large, and the stormwater manage area will be design to accommodate site runoff. Preliminary plans are shown in **Exhibit 2-2: Site Plan**. Buses, parents, and guardians use existing on street parking and parking bump-outs to drop off and pick up students. Turning the segments of S Huron Street and S Superior Street adjacent to the site from two-way traffic to one-way traffic, southbound only, is included as a part of the proposed site plan. This change will allow for the increased on-street parking necessary in order to accommodate the 85% increase in student pick-ups and drop-offs.

4. Development Phasing and Timing

Construction of the new facility is expected to start towards the end of the 2019-2020 academic year. Demolition of the existing Elementary School and the Creekside Christian Montessori is expected to occur in Summer 2020. The new facility is expected to be open for the start of the 2020-2021 academic year.

B. Study Area

1. Influence Area

The proposed development's influence area includes the proposed facility and extends to the following intersections:

- George Street, S Michigan Street, and N Michigan Street, west of the proposed development. George Street is a Primary Arterial people will use to travel to and from the proposed development.

- George Street, S Erie Street, and N Erie Street, east of the proposed development. George Street is a Primary Arterial people will use to travel to and from the proposed development.
- S Erie Street and Charles Street, east of the proposed development. Road users may travel to this intersection in order to get back to George Street via S Erie Street or to travel south.
- S Michigan Street and Charles Street, west of the proposed development. Road users may travel to this intersection in order to get back to George Street via S Michigan Street.

2. Area of Significant Traffic Impact

The study area includes the area of Significant Traffic Impact. This area includes the four intersections adjacent to the proposed facility. The following intersections are studied:

1. Intersection 1: the intersection of George Street (also known as CTH G), S Superior Street, and N Superior Street.
2. Intersection 2: the intersection of George Street, S Huron Street, and N Huron Street.
3. Intersection 3: the intersection of S Huron Street and Charles Street.
4. Intersection 4: the intersection of S Superior Street and Charles Street.

The road segments between each of these intersections will also be analyzed. Recommendations for the road segments will be made in order to maximize efficiency while maintaining sufficient roadway access and providing adequate on-street parking.

A study area intersection map is provided in **Exhibit 2-1 Site Location Map**.

C. Off-Site Land Use and Development

North, northwest, and northeast of the proposed facility are properties zoned as Central Business by the City of De Pere. Across the street to the north of the proposed site, De Pere Auto Center, zoned Motor Vehicle Dependent Business District, offers vehicle servicing and sells used vehicles. This site has driveways that access George Street, N Huron Street, and N Superior Street and attracts a mix of passenger vehicles and truck traffic according to collected traffic data. East of the proposed facility near Intersection 2, Great Harvest Bread Co has both a parking lot and a drive thru window to accommodate both walk-in and drive-up orders. Parking lot accesses are located on S Huron Street, George Street, and S Erie Street. The entrance for the drive thru window is located on S Huron Street. West of the proposed facility near Intersection 1, That Covers It, an upholstery shop, has a downtown store front. This shop shares a parking lot, located behind the building, with the other businesses in the building. These other business include Dame Salon Spa and a restaurant, Chatterhouse. The parking lot connects to the block's alley and has a driveway accessing S Superior Street.

The properties west, east, and south of the proposed facility are zoned Single & Two Family Residence. Most of these homes have access to alleys that run north/south midblock, though many owners have chosen to access their properties from the street including S Huron Street, Charles Street, and S Superior Street.

The existing Notre Dame Middle School is located two blocks west and one block south from the proposed facility. This facility will be razed and the students and staff relocated to the new facility. St. Francis Xavier Catholic Church is also located on this block. Currently, the Notre Dame Elementary School and Notre Dame Middle School students walk to and from the church for mass during the week. The church will be remain when the new school opens.

According to City of De Pere officials, no developments are planned nearby and no roadway studies have been conducted in the last 9 years.

An existing and proposed land use map is provided in **Exhibit 2-4: Existing and Proposed Land Use for Study Area.**

D. Site Accessibility

The proposed facility is located within central De Pere along the boarder between De Pere's commercial downtown area and a residential neighborhood. George Street is functionally classified as a Principal Arterial and is De Pere's main downtown corridor. George Street can be travelled east to Webster Avenue which can be used to access STH 172 that connects the Village of Ashwaubenon and the Village of Bellevue. Travelling on George Street to the west naturally takes a driver to S Wisconsin Street where they can then access STH 32, locally known as Main Avenue, to go over the Fox River to West De Pere or onto the north/south corridor STH 57, locally known as N/S Broadway.

George Street serves as the development's north boundary. George Street has recently been reconstructed as a concrete pavement roadway with 12-foot travel lanes, parallel parking, integral curb and gutter, colored concrete terraces, sidewalks, and intersection bump-outs. George Street is also lighted with matchstick type light poles and landscaped with terrace trees. Curb ramps are located at all quadrants of Intersections 1 and 2, and colored concrete is provided in the crosswalks. There are no bicycle accommodations on George Street.

Charles Street, a local street, serves as the proposed development's south boundary. Charles Street has been recently reconstructed as a curbed, HMA pavement roadway measuring 30 feet from face of curb to face of curb. Parking is allowed on both sides during non-school hours. The roadway is wide enough to accommodate two 11-foot travel lanes and parking on one side of the street. The roadway terrace is grassed and sidewalks are provided on both sides of the street. Curb ramps are provided at all quadrants of Intersection 3 and Intersection 4. There are no bicycle accommodations on Charles Street.

S Huron Street, a local street, serves as the proposed development's east boundary. S Huron Street is a curbed, HMA pavement roadway measuring 24 feet from face of curb to face of curb. This roadway is wide enough to accommodate two travel lanes and no parking. "No Stopping or Standing During School Hours" signs are posted on the right side of the street. "No Parking Loading Zone" signs are posted on the left side of the street. A bump out long enough to accommodate 5 vehicles has been constructed on the left side of S Huron street near the existing Elementary School's main entrance. This bump out is signed as "No Parking Loading Zone". The roadway terrace is grassed and sidewalks are provided on both sides of the street. There are no bicycle accommodations on S Huron Street.

S Superior Street, a local street, serves as the proposed development's west boundary. S Superior Street is a curbed, HMA pavement roadway that varies in width between Intersection 1 and Intersection 4. On the right side of the road, parking is provided for the entire length. A "No Stopping or Standing Here to Corner" sign is provided on the right side near Intersection 4. A "No Parking Loading Zone, 5 Minute Limit" sign is posted to regulate parking on the remainder of S Superior Street's right side. A bump-out long enough to store 4 parked cars is provided on the left side of S Superior Street near Intersection 1. However, a driveway serving commercial property to the west has been placed in the bump-out, so the bump-out can effectively store only 3 cars. Besides this bump-out, there is no space for parking on the left side of S Superior Street. S Superior Street accommodates two 12-foot travel lanes, the terrace is grassed, and sidewalks are provided on both sides. There are no bicycle accommodations on S Superior Street.

The Green Bay Metro services the City of Green Bay, the City of De Pere, the Village of Allouez, the Village of Ashwaubenon, and the Village of Bellevue. The Green Bay Metro's #11 Sky Line makes hourly stops on George Street Monday through Friday from 5:30 AM to 8:30 PM and on Saturdays from 7:15 AM to 6:15 PM. Using this line, users can access residential neighborhoods, Bellin Hospital, St. Vincent Hospital, the YMCA, and St. Norbert College. Users may also transfer to other lines at the #17 Brick Line transfer station or the Metro Transit Center. Proposed school users may use existing transit; however, due to the limited bus

frequency on the adjacent bus route, use is expected to have a negligible impact on proposed trip generation and this study.

City of De Pere officials were consulted and there are no projects that might include new roadway construction or expansion.

E. Chapter 2 Exhibits

Exhibit 2-1 Site Location Map

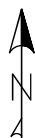
Exhibit 2-2: Site Plan

Exhibit 2-4: Existing and Proposed Land Use for Study Area



ISG

ISG Project No. 19-22946
 SOURCE:
 ORTHOPHOTOGRAPH: GOOGLE EARTH (2018)



0 50 100 200
 REFERENCE SCALE
 1" = 200 FEET

MAY 29, 2019

STUDY AREA MAP
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Chapter 3: Analysis of Existing Conditions

A. Physical Characteristics

George Street, S Huron Street, Charles Street, and S Superior Street are undivided roadways among a transportation network generally laid out in a grid pattern. All studied streets are available to two-way traffic. The studied roadways are two lane roads with a single travel lane in each direction. George Street has a posted speed limit of 25 MPH, and S Huron Street, Charles Street, and S Superior Street have statutory speed limits of 25 MPH. Multiple driveways line George Street, S Huron Street, Charles Street, and S Superior Street, and spacing between driveways and intersections varies.

Intersections 1 – 4 include curb ramps at all quadrants but do not include any other unique intersection geometry features including medians and islands. There are no turn lanes at the studied intersections, and all turning movements are allowed. Intersection 1 is two-way-stop controlled on N Superior Street and S Superior Street. Intersection 2 is two-way stop controlled on N Huron Street and S Huron Street. Intersection 3 and Intersection 4 are both two-way stop controlled on Charles Street.

Buses that stop on George Street can pull off into the on-street parking areas if there are no parked vehicles at the bus stop. Bus shelters are not provided.

An exhibit highlighting the existing roadway characteristics is provided as **Exhibit 3-1A: Existing Transportation System**. There are no planned changes to the existing transportation system within the study area.

B. Traffic Volumes

George Street has shown to have an average annual daily traffic (AADT) of 7,500 (AADT Date 8/28/2018) through the study area according to WisDOT's interactive data mapping tool, TCMMap (Traffic County Map).

To allow for a detailed analysis, existing traffic count data was collected at Intersections 1-4 by ISG employees on Wednesday, May 22, 2019 from 7:00 AM to 8:30 AM and 2:30 PM to 4:00 PM. One person was stationed at each intersection and continuously counted vehicles throughout the study periods, recording tallies on printed intersection diagrams that were changed every 15 minutes. A fifth counter was on site on stand-by to answer questions and help count in case a traffic counter needed a break. The day had a 73 degree high temperature, 48 degree low temperature, and 61 degree average temperature. It was cloudy in the morning and fair/sunny in the evening. It did not rain, and road conditions were dry.

The observed morning traffic peak at all studied intersections occurred from 7:15 AM to 8:15 AM. The peak hour of the adjacent street traffic occurred during the same hour as the Elementary School's peak traffic hour. In the evening, traffic at the George Street intersections (Intersection 1 and Intersection 2) peaked from 3:00 PM to 4:00 PM. Traffic at the Charles Street intersections (Intersection 3 and Intersection 4) peaked during the peak hour of the Elementary school, from 2:30 PM to 3:30 PM. Traffic volumes were higher and traffic operational efficiency was lower during the morning peak hour than the evening peak hour of the School. The peak hour factor (PHF) was also lower during the morning peak hour than the evening peak hour of the School. The addition of the Middle School's traffic to the development is expected to be higher during the morning peak hour than in the evening peak hour due to student participation in after school activities. This is supported by ITE Trip Generation Manual's average rates for the AM and PM peak hour of Land Use Code 522, Middle School / Junior High School. Therefore, it is expected that the morning peak hour of the generator, 7:15 AM to 8:15 AM and the evening peak hour of the generator, 2:30 AM to 3:30 PM, are the critical hours of the proposed development, where traffic generated during these hours would have the greatest impact on the existing transportation system and will generate the highest traffic volume to/from the development. Proposed improvements will meet the needs for the AM peak hour, the hour of highest traffic volume.

Base year background traffic was established by projecting existing traffic from 2019 to 2020 by using a 0% growth rate. For more details on how this growth rate was determined see section **Background Traffic Forecasting** of Chapter 4. This growth rate is consistent with enrollment trends at Notre Dame Elementary School between the 2018-2019 and 2019-2020 academic years. Summaries of existing traffic volumes and base year background traffic volumes are provided in **Exhibit 3-2A: Existing Traffic Volumes** and **Exhibit 3-2B: Base Year Background Traffic Volumes**.

C. Capacity / Level of Service

Synchro (v10), SimTraffic, and the Highway Capacity Manual, 6th Edition, were utilized to analyze the traffic conditions within the study area and model the subject intersections. The traffic analysis worksheets for the base year background traffic conditions during the critical hours are provided in **Appendix A: Traffic**.

Due to the impact of school traffic on Intersections 1-4, the calculated peak hour factor is considered low for the eastbound right and westbound left turning movements at Intersections 1 and 2 and for the whole of Intersections 3 and 4. Most of the eastbound right turning, westbound left turning, and northbound vehicles at Intersections 1 and 2 were related to the school. So at Intersections 1 and 2, the individual peak hour factor was used for the eastbound right and westbound left turning movements, and the northbound approach peak hour factors were used for the northbound approaches. The total peak hour factor was calculated for Intersections 3 and 4 and these peak hour factors were applied to all turning movements and approaches.

For the existing year traffic condition, level of service (LOS) on the stop controlled approaches at Intersections 1 and 2 (N/S Superior Street and N/S Huron Street) range from LOS B to LOS D. Level of service on the stop controlled approaches at Intersections 3 and 4 (Charles Street) are LOS B. The volume to capacity ratio is less than 1.0 for all approaches, and the 95th percentile queue lengths ranged from 26 to 59 feet at the side street approaches. A summary of level of service and queue lengths are provided in **Exhibit 3-3: Base Year Background Traffic Capacity / LOS Analysis, Existing/Planned Transportation System**.

D. Sources of Data

Crash data for the study area was gathered by submitting a request to the Wisconsin Traffic Operations and Safety (TOPS) Laboratory. 5 crashes were reported from May 2014 to May 2019. 1 crash occurred near Intersection 1, 3 crashes occurred near Intersection 2, and 1 crash occurred near Intersection 4. None of the crashes resulted in a fatality (Type K), incapacitating injury (Type A), or non-incapacitating injury (Type B).

The crash at Intersection 1 occurred on December 22, 2014 at approximately 2:00 PM under cloudy weather conditions. An eastbound vehicle rear ended another slowing or stopped eastbound vehicle due to a combination of inattentive driving and following too close. Vehicle damage ranged from very minor to minor, and this crash resulted in a possible injury (Type C).

Of the 3 crashes at Intersection 2, 1 was intersection related. The intersection related crash occurred on November 30, 2016 at approximately 3:00 PM during rainy weather conditions and wet road conditions. A vehicle attempted to turn right onto George Street and failed to yield to the right of way. This vehicle collided with a westbound vehicle going straight. Damage to both vehicles was severe, and the crash resulted in two possibly injured (Type C) persons. One or both injured persons were transported to a medical facility.

One of the non-intersection related crashes at Intersection 2 occurred at approximately 5:00 AM on April 1, 2019, where a vehicle had unsafely backed into a stopped vehicle causing a rear end collision. This crash resulted in minor damage to both vehicles and was reported as property damage only.

The other non-intersection related crash at Intersection 2 occurred approximately 150 feet east of Intersection 2 on February 8, 2015 at approximately 2:00 PM under cloudy weather

conditions. A vehicle was in a driveway, facing south, and attempted to turn right, failing to yield to the right of way, and collided with a westbound vehicle going straight. Damage to vehicles ranged from minor to moderate and was reported as property damage only.

The crash at Intersection 4 occurred on June 19, 2016 at approximately 9:00 AM under cloudy weather conditions. An eastbound vehicle going straight failed to yield to the right of way and collided with northbound vehicle going straight. Damage to vehicles ranged from minor to moderate and was reported as property damage only.

The crash rate for the segment of George Street starting from midblock west of Intersection 1 and ending at midblock east of Intersection 2 is 245 crashes per 100 million vehicle miles traveled (HVMVT) which is less than the 2013-2017 5-year statewide average of 356 HVMVT for urban street type local roads. The crash rates for the analyzed S Huron Street, Charles Street, and S Superior Street segments were 3 to 7 times the statewide average. Due to the low traffic on S Huron Street, Charles Street, and S Superior Street, the calculated crash rates are statistically insignificant.

To summarize, there are no apparent patterns in the crash data to warrant implementing countermeasures designed to reduce the number or severity of crashes.

E. Chapter 3 Exhibits

[Exhibit 3-1A: Existing Transportation System](#)

[Exhibit 3-2A: Existing Traffic Volumes](#)

[Exhibit 3-2B: Base Year Background Traffic Volumes](#)

[Exhibit 3-3: Base Year Background Traffic Capacity / LOS Analysis, Existing/Planned Transportation System](#)

Chapter 4: Projected Traffic

A. Background Traffic Forecasting

The study area is located within central De Pere in an urban area.

The City of De Pere has an estimated population of 25,025 people and according to census data, had a population of 23,800 in 2010. The City has been progressively growing geographically, and according to the City's future land use plan, the City plans to grow to the south, annexing in land from the Town of Rockland. Much of the new land will be used for neighborhood residential development.

According to the 2010 De Pere Comprehensive Plan Update, the City of De Pere's population growth is in line with the City's projections when they were prepared in 2004. The City had revised their growth estimates in 2009; however, these projections are more aggressive and thus far, population growth has not met these estimates. The City of De Pere had anticipated their population to be about 27,000 in 2020 which equates to about 1.3% growth annually.

Examining past traffic volume maps, average traffic has fluctuated on the studied George Street segment between 2006 and 2018. Overall, George Street has experienced a 1.5% decrease in traffic every year between 2006 and 2018. The table to the right lists current and past AADT values for the segment.

Year	AADT	% Annualized Growth
2006	9000	--
2009	9200	0.7%
2012	8700	-1.8%
2015	9000	1.1%
2018	7500	-5.9%

It is assumed that the decreasing traffic present on George Street will be balanced by anticipated residential development and consequent population growth. Therefore, this report assumes there will be 0% average annual growth in traffic volume on all street segments between the time of traffic count data collection (2019) and the base background traffic year (2020).

B. On-Site and Off-Site Development Traffic Forecasting

1. Trip Generation

The proposed traffic trip generation is calculated using the Land Use Code 534 (Private School K-8) average rates for the AM Peak Hour of Generator, the PM Peak hour of Generator, and student independent variable. A detailed discussion on why Land Use Code 534, Private School (K-8) was used is provided in section **Land Use and Intensity** in Chapter 2. The student independent variable is the difference in enrollment between the 2020 year (425 students) and enrollment at the time of traffic data collection (230 students). Using an independent variable of 195 students, the number of generated trips is 181 for the AM peak hour and 121 trips for the PM peak hour. A detailed trip generation table is provided in **Exhibit 4-3: Trip**

Generation Table.

2. Mode Split

Pedestrian and bicycle movements were counted at the time of data collection. Several pedestrians were observed at studied intersections during the studied times. During the AM peak hour, pedestrian movements made up about 1% of traffic at Intersections 1 and 2 and 14% of traffic at Intersections 3 and 4. During the PM peak hour, pedestrian movements made up about 2% of traffic at Intersection 1, 6% of traffic at Intersection 2, 42% of traffic at Intersection 3, and 54% at Intersection 4. Crossing guards were stationed during the AM and PM peak hours at Intersections 2-4. Adults made up about 65% of the pedestrian traffic at Intersections 1 and 2 and about 50% of traffic at Intersections 3 and 4. Approximately 10 cyclist movements were observed at the studied intersections during the AM peak hour and 10 were observed during the PM peak hour. Most of the cyclist movements were observed at Intersections 3 or 4, and some of these cyclists were biking on the road and some were on the

sidewalk. It is expected that when the new facility opens the number of pedestrians and cyclists would increase. This results in an increase of about 50 pedestrian and 5 cyclist movements during the AM peak hour and 190 pedestrian and 5 cyclist movements in the PM peak hour.

A bus route is located on George Street, and a bus comes once an hour per direction. More details about this bus route can be found in the **Site Accessibility** section of Chapter 2. Due to the existing bus infrequency, it is not expected that the proposed development would cause notable increase in bus use.

3. Determination of Pass-By and Linked-Trip Traffic

New trips are trips that were not within the existing transportation network previously. Diverted trips differ from new trips in that diverted trips add traffic to streets with direct access to a site (i.e. Charles Street and S Huron Street), but may not add traffic to the area's major travel routes (i.e. George Street). Pass-by trips are similar to diverted trips; however pass-by trips are pulled from the adjacent roadway only, where the site has direct access, and add no traffic to the area road network. Pass-by trips are often convenience related and often make up a large part of retail-type land uses such as gas stations and convenience stores.

The trips generated because of the proposed development are either new or diverted. Most of the generated trips are new. However, some of the traffic may have been previously traveling either west on George Street in order to turn right on Michigan Street to access the existing Notre Dame Middle School or east on George Street after turning right from Michigan Street after leaving the existing Notre Dame Middle School. Based on existing traffic volumes, this is estimated to be about 60% of existing middle school vehicular traffic for both the AM and PM peak hours. 30% of the existing middle school traffic would have been eastbound on George Street, and 30% of existing middle school traffic would have been westbound on George Street.

The proposed development has a single land use without an internal network of roadways, and therefore, have no internally captured trips.

4. Trip Distribution

As a part of the proposed development the segments of S Huron Street and S Superior Street will change from two-way traffic with limited parking to one-way, southbound only, traffic with increased parking. To determine trip distribution for the proposed development, a gravity model method was used, and the existing traffic patterns, turning movement volumes, and surrounding land uses were analyzed to determine where road users were coming from and going to during both the AM and PM peak hours. These distributions were then modified for a scenario where northbound movements were prohibited from all studied intersections. It was assumed that vehicles intending to travel north and turn onto George Street would still choose to return to George Street as soon as possible despite the one-way traffic restriction. These modified trip distributions were then applied for the AM and PM peak hours. Trip distribution diagrams, including inbound and outbound traffic flow percentages, can be found in **Exhibit 4-4A: Trip Distribution – AM** and **Exhibit 4-4B: Trip Distribution – PM**.

5. Trip Assignment

Because all student drop-offs and pick-ups will occur on the street, most trips for this development will not enter a site driveway. Those parking in the on-site parking lot will be employees only. The majority of staff will likely arrive at the new school between 7:00 AM and 7:30 AM and depart from the school starting at 3:30 PM. About 35 employees are expected to work at the new facility, though about half will likely arrive during the AM peak hour and most will depart after the PM peak hour. Therefore, it is estimated that 20 employees will arrive during the AM peak hour and 5 will depart during the PM peak hour. This is consistent with the Trip Generation table where it's estimated that 101 vehicles will enter the site and 80 vehicles will leave the site during the AM peak hour and 57 vehicles will enter the site and 64 vehicles

will exit the site during the PM peak hour. In this case, “site” is defined as the area used for parking, including the on street parking on S Huron Street and S Superior Street.

C. Build and Total Traffic

The proposed traffic was added to the background/base traffic to create the Build traffic scenario. There are no off-site developments, so a total traffic analysis scenario does not apply. The Build traffic volumes can be viewed in a schematic diagram in **Exhibit 4-11: Base Year Build Development Traffic Volumes**.

D. Chapter 4 Exhibits

Exhibit 4-3: Trip Generation Table

Exhibit 4-4A: Trip Distribution – AM

Exhibit 4-4B: Trip Distribution – PM

Exhibit 4-5: Base Year On-Site Development Traffic Assignment

Exhibit 4-5A: New Trips

Exhibit 4-5B: Linked/Diverted Trips

Exhibit 4-11: Base Year Build Development Traffic Volumes

Chapter 5: Traffic and Improvement Analysis

A. Site Access

A single employee parking lot is included in the proposed site plan. The employee lot includes 40 perpendicular parking stalls, an access aisle and two access driveways. One driveway accesses S Huron Street and is located approximately 30 feet away from Intersection 3, measured from center of driveway to the curb return radius point. The other driveway accesses Charles Street and is located approximately 40 feet from Intersection 4. Both driveways are 24 feet wide measured from face of curb to face of curb. Driveway spacing and widths meet the City of De Pere's driveway design requirements for business use on local streets.

Based on the location of the access points, the layout of the proposed employee lot, and the anticipated traffic flow on the adjacent streets, it is expected that most employees will enter the lot using the S Huron driveway and exit the lot using the Charles Street driveway. One way traffic flow is desirable to minimize conflict points; however, permitting and constructing driveways that are wide enough for two-way traffic allows for flexibility during driveway and roadway maintenance.

Parents and guardians will use on-street parking to drop off and pick up students. S Huron Street is expected to accommodate about 12 passenger vehicles on the east side of the street. Buses will use the west side of the street for drop-offs and pick-ups. S Superior Street is expected to accommodate about 12 passenger vehicles on each side of the street. No on street parking will be allowed during school hours on Charles Street.

Buses will also use on-street parking. This on-street parking plan will allow for 1 southbound travel lane on S Huron Street, 1 westbound travel lane and 1 eastbound travel lane on Charles Street, and 1-2 southbound travel lanes on S Superior Street. S Superior Street has an existing parking area on the east side, and the proposed site plan shows this area bumped out to allow for a buffer between the vehicles and the travel lane. Where there is a bump-out on the west side of the street, there is space for two southbound travel lanes. Where there is no bump-out on the west side of the street, there is space for one southbound travel lane. Alternatively, if the proposed site plan were to utilize the on-street parking area as is, without bumping out parking further, a 12-foot southbound travel lane with parking along the west side of the street can still be maintained.

B. Capacity / Level of Service Analysis

Synchro (v10), SimTraffic, and the Highway Capacity Manual, 6th Edition, were utilized to analyze the base year background and base year build traffic conditions within the study area. The traffic analysis worksheets for the base year background traffic conditions during the critical hours are provided in **Appendix B: Existing Transportation System with Background Traffic Operational Analysis**. The traffic analysis worksheets for the base year background traffic conditions during the critical hours are provided in **Appendix C: Existing Transportation System with Build Traffic Operational Analysis**.

The base year background traffic conditions includes existing year traffic projected by the calculated growth rate. The growth rate in this case is 0%. The traffic volumes are then redistributed to match what the traffic flow may look like if S Huron Street and S Superior Street were one-way streets. Changing the traffic flow from two-way to one-way on S Huron Street and S Superior Street reduces the number of conflict points at Intersections 1-2. This in turn increases the level of service and decreases delay at the intersections' movements and approaches. During the morning peak hour, level of service on N Superior Street changed from LOS C (average delay = 24.9 seconds) to LOS B (average delay = 14.3 seconds). Level of service on N Superior Street changed from LOS D (average delay = 28.1 seconds) to LOS C (average delay = 20.2 seconds).

While changing the traffic flow from two-way to one-way flow on S Huron Street and S Superior Street improves efficiency at Intersections 1 and 2, this also causes increased traffic

volumes at Intersections 3 and 4. This increase in traffic volumes causes an increase in delay but no change in level of service. Level of service remains at LOS B for both Charles Street approaches at Intersections 3 and 4 during the base year background traffic condition. At all approaches for all intersections, volume to capacity ratio is less than 1.0 and the 95th percentile queue length is 1 vehicle or less.

Introducing the new and diverted traffic to the base year background traffic condition results in the base year build traffic condition. The increased traffic volumes at Intersections 1-4 results in changes in level of service and delay. These levels of service are considered acceptable for all approaches at all studied intersections. No turn lanes are required in order to accommodate existing and proposed traffic. During the AM peak hour, N Superior Street operates at LOS B at Intersection 1, and N Huron Street operates at LOS D at Intersection 2. Both Charles Street approaches at both Intersection 3 and Intersection 4 operate at LOS B. The following tables compare levels of service and delay between the existing year traffic condition, base year background traffic condition, and base year build traffic condition.

Intersection 1

	INTERSECTION 1 George St & S Superior St	AM PEAK												
		Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	3.4	0.2			0.4			24.9			17.3		
	LOS	A	A			A			C			C		
Background 2020	Delay (sec)	0.5	0.1			0.4			-			10.3		
	LOS	A	A			A			-			B		
Build 2020	Delay (sec)	0.7	0.1			0.8			-			14.9		
	LOS	A	A			A			-			B		

	INTERSECTION 1 George St & S Superior St	PM PEAK												
		Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	2.2	0.2			0.6			15.3			14.0		
	LOS	A	A			A			C			B		
Background 2020	Delay (sec)	0.6	0.1			0.6			-			12.3		
	LOS	A	A			A			-			B		
Build 2020	Delay (sec)	0.7	0.1			1.1			-			12.8		
	LOS	A	A			A			-			B		

Intersection 2

	INTERSECTION 2		AM PEAK											
	George St & S Huron St	Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	2.5	0.3			1.5			28.1			24.6		
	LOS	A	A			A			D			C		
Background 2020	Delay (sec)	1.7	0.3			2.0			-			20.2		
	LOS	A	A			A			-			C		
Build 2020	Delay (sec)	2.5	0.3			2.9			-			27.5		
	LOS	A	A			A			-			D		

	INTERSECTION 2		PM PEAK											
	George St & S Huron St	Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	1.4	0.1			1.0			18.5			17.8		
	LOS	A	A			A			C			C		
Background 2020	Delay (sec)	1.1	0.1			1.6			-			15.3		
	LOS	A	A			A			-			C		
Build 2020	Delay (sec)	1.5	0.1			2.2			-			16.9		
	LOS	A	A			A			-			C		

Intersection 3

	INTERSECTION 3		AM PEAK											
	S Huron St & Charles St	Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	5.1	11.0			11.1			3.3			2.4		
	LOS	A	B			B			A			A		
Background 2020	Delay (sec)	5.1	11.3			12.0			5.8			2.7		
	LOS	A	B			B			A			A		
Build 2020	Delay (sec)	5.7	12.8			13.9			5.7			3.7		
	LOS	A	B			B			A			A		

	INTERSECTION 3		PM PEAK											
	S Huron St & Charles St	Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	5.3	10.6			10.6			1.9			2.9		
	LOS	A	B			B			A			A		
Background 2020	Delay (sec)	5.3	11.0			11.2			3.0			3.3		
	LOS	A	B			B			A			A		
Build 2020	Delay (sec)	6.2	13.1			13.3			2.9			4.5		
	LOS	A	B			B			A			A		

Intersection 4

	INTERSECTION 4		AM PEAK											
	S Superior & Charles St	Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	5.5	10.8			10.6			0.1			0.3		
	LOS	A	B			B			A			A		
Background 2020	Delay (sec)	5.7	10.5			12.3			7.5			2.9		
	LOS	A	B			B			A			A		
Build 2020	Delay (sec)	4.7	11.3			13.7			7.8			2.0		
	LOS	A	B			B			A			A		

	INTERSECTION 4		PM PEAK											
	S Superior & Charles St	Overall	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Existing 2018	Delay (sec)	5.3	10.9			11.6			0.5			1.9		
	LOS	A	B			B			A			A		
Background 2020	Delay (sec)	5.7	11.3			13.4			3.1			3.2		
	LOS	A	B			B			A			A		
Build 2020	Delay (sec)	5.1	13.8			16.5			3.3			2.3		
	LOS	A	B			C			A			A		

Many pedestrians and cyclists are expected to be present at all studied intersections during the base year build traffic condition. At Intersections 3 and 4 the volumes will be high, but vehicular volumes will be relatively low. As a result, pedestrian level of service, using HCM 6th Edition analysis, is LOS A during the AM and PM peak hours. While a crossing guard may not be required to provide an acceptable pedestrian level of service, a crossing guard is recommended in order to maintain pedestrian safety. At Intersection 2, pedestrian volumes are expected to be lower but vehicular volumes are expected to be much higher than at Intersections 3 or 4. This results in a pedestrian LOS F during the AM and PM peak hours. A crossing guard is currently utilized at this intersection, and this crossing guard will be needed in order to accommodate school-aged pedestrians once the proposed facility is fully operational. At Intersection 1, pedestrian volume will be similar to that at Intersection 2, but the crossing vehicular volume that would conflict with these crossing pedestrians is lower. As a result, pedestrian level of service at Intersection 1 is LOS E-F during the AM peak hour and LOS D during the PM peak hour. Posting a crossing guard is recommended during the AM peak hour, and posting a crossing guard is recommended but not required during the PM peak hour.

C. Queuing Analysis

Microscopic simulation using SimTraffic was used for the base year background traffic and base year build traffic conditions to estimate intersection queue lengths. It was found that 95th percentile queue lengths for the side street approaches ranges from 19 to 44 feet at the side street approaches. The southbound approach to Intersection 3 is expected to have a 95th percentile queue length of 12 feet during the AM peak hour and 24 feet during the PM peak hour. The westbound approach to Intersection 4 is expected to have a 95th percentile queue length of 36 feet in during the AM peak hour and 30 feet during the PM peak hour. Therefore, the proposed driveway locations are acceptable. The expected intersection 95th percentile

queue lengths have no impact on turn lane lengths because there are no existing turn lanes and no turn lanes are required to accommodate existing or proposed traffic.

D. Multimodal Considerations

Pedestrian curb ramps are located at all four quadrants of Intersections 1-4. These curb ramps have been recently replaced so grades are assumed to be ADA compliant. Currently, the school's main entrance is located in the northwest quadrant of Intersection 1, and many pedestrians were recorded at Intersections 1, 3, and 4 during the peak hours. In the proposed site plan, there will be two main entrances to the proposed facility. The west entrance will be the primary student drop-off/pick-up area, and the east entrance will be used by both parents/guardians and buses. Crossing pedestrian traffic will likely increase near these entrances, particularly the west entrance. To better accommodate pedestrians and encourage lower driving speeds near the main entrances, constructing a raised crosswalk should be considered at the west entrance.

Due to the widespread use of private off-street parking, low vehicular volumes, and frequent cyclist use, on-street bicycle facilities on Charles Street should be considered as a part of a long term plan. Implementing on-street bicycle facilities on Charles Street for just the segment between Intersections 3 and 4 would have few benefits. However, if a multiblock length of Charles Street that stretches from Notre Dame School to and past Legion Park was identified for bicycle accommodations, a dedicated bicycle lane or similar accommodation would have value.

E. Speed Considerations / Sight Distance

The minimum stopping site distance required is 200 feet for George Street, S Huron Street, Charles Street, and S Superior Street. The existing road grades are level and straight which allows for adequate stopping sight distance for traveling vehicles along these roadways.

The proposed site plan assumes S Huron Street and S Superior Street would be converted from two-way traffic with limited on-street parking to one-way traffic with increased on-street parking. As a result, traffic would not need to make a left or right turn from S Huron Street or S Superior Street to George Street, and intersection sight distance is no longer a concern for these movements. If S Huron Street and S Superior Street were to remain open to two-way traffic, a structure located in the southwest quadrant of Intersection 1 would be an obstruction to intersection sight distance.

The stops signs at Intersection 3 and Intersection 4 remain in place in the proposed site plan. The proposed driveway entrances will also be stop controlled. Intersection sight distance and vision triangles were assessed at both intersections and driveway entrances for a 30 MPH design speed. Both semi-trailer trucks and single unit trucks were used as a design vehicle for Intersections 3 and 4. Passenger vehicles were used as the design vehicle for the driveways. It was found that trees within the roadway terrace and some private landscaping of the adjacent residences lie within the intersection sight distance triangles. Trees, private landscaping, and structures lie within the vision triangles.

F. Traffic Control Needs

As proposed, no changes in traffic control would be needed. If the proposed site plan did not include turning S Huron Street and S Superior Street from two-way traffic to one-way southbound only, alternative traffic control would be needed at Intersection 2. If two-way stop control were maintained for the proposed development, S Huron Street and N Huron Street at Intersection 2 would experience LOS E. Levels of service would be acceptable (LOS B – LOS D) at all other Intersection 2 approaches. Changing the traffic control at Intersection 2 to all-way-stop controlled results in a LOS F for the westbound movement and LOS A – LOS B for the other Intersection 2 approaches. Adding left or right turn lanes to the side street approaches does not mitigate the LOS E for the two-way-stop controlled condition. A traffic signal or roundabout would need to be considered. The proposed traffic distribution was not modified for

this analysis. The operational analysis of multiple or alternative traffic distributions is considered beyond the scope of this study. If the traffic distribution was modified for this analysis, Intersection 1 and 2 would share about half of the proposed entering and exiting traffic volumes traffic volumes, which would result in slightly lower through street traffic volumes and higher side street traffic volumes. This would result in higher delays and lower levels of service at Intersections 1 and 2 than stated above. If one-way southbound traffic flow on S Huron Street and S Superior Street is not allowed by the City of De Pere, further analysis would be required.

Because a change in traffic flow, from two-way to one-way, is proposed, an Intersection Control Evaluation (ICE) study was performed. The ICE study concludes that one-way southbound only flow for S Huron Street and S Superior Street is the most feasible alternative. Other one-way flow layouts (including northbound only, counterclockwise, and clockwise) are considered feasible, meeting the needs of the project, but they result in greater impacts to adjacent businesses and may be costlier due to approach and intersection reconstruction needs. The ICE study is attached as **Appendix J: Intersection Control Evaluation (ICE)**.

G. Traffic Signal Warrant Analysis

A change in traffic control is not needed for this project, and a traffic signal warrant analysis as described in the Manual

H. Chapter 5 Exhibits

Exhibit 5-9: Capacity/LOS Analysis, Improved Transportation System – Base Year Background Traffic

Exhibit 5-12: Capacity/LOS Analysis, Improved Transportation System – Base Year Build Traffic

Exhibit 5-18: Maximum Queue Lengths, Improved Transportation System – Base Year Background Traffic

Exhibit 5-21: Maximum Queue Lengths, Improved Transportation – Base Year Build Traffic

Exhibit 5-27: Intersection Site Distance Photos/Drawings

Chapter 6: Conclusions and Recommendation

A. Conclusions

The analysis shows that the existing roadway link network is sufficient for the existing traffic and modifying S Huron Street and S Superior Street to accommodate single southbound travel lanes and increased on-street parking is sufficient for the proposed traffic. No improvements are recommended at this time. As area traffic grows and redistributes, the studied area should be reviewed periodically.

Intersections 1-4, including all approaches, are currently operating acceptably. Implementing one-way traffic flow to S Huron Street and S Superior Street is expected to improve traffic operations at Intersections 1 and 2 and have little effect on Intersections 3 and 4. The addition of the proposed traffic to the road network impacts operations at Intersections 1-4; however, the proposed traffic flow modification on S Huron Street and S Superior Street, existing intersection geometry, and existing traffic control are together sufficient to manage the proposed traffic.

B. Recommendations

Based on the modeled conditions described in this report, no improvements are recommended in order to accommodate vehicular traffic.

To accommodate pedestrian traffic, posting a crossing guard at Intersection 1 is recommended during the AM peak hour and recommended but not required during the PM peak hour. Crossing guards at Intersections 2-4 should continue to be utilized during the peak traffic hours. Additionally, a raised crosswalk should be considered but is not required at the proposed facility's west main entrance.

To accommodate bicycle traffic, adding bicycle accommodations or facilities to a stretch of Charles Street from the proposed school to Legion Park should be considered long term as a part of the City's Bicycle Plan.

This report assumes 0% growth between the time of existing traffic count data (2019) and the design year (2020). This growth, or lack thereof, may continue into the future but is subject to change dependent on a variety of political, environmental, and economic factors. Therefore after development, this report recommends that the study area be re-evaluated as growth projections change.

Once the recommended improvements are implemented, the area should be monitored as drivers adjust to the new traffic patterns.

C. Chapter 6 Exhibits

[Exhibit 6-1: Alternative/Location 1 Conceptual Improvements](#)



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Staff recommendation and possible action regarding a Rezoning Request from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*

ATTACHMENTS:

- Memo to Plan Commisison - 24 Jun 2019 (DOCX)
- Report to Plan Commission - Rezoning ED-1114 from R-2 to R-3 (DOCX)
- Application Form with Support Documents (PDF)
- Map of Rezoning Parcels with Street Names (PDF)
- 2nd Neighborhood letter from MAC Dental - 20 May 2019 (PDF)
- Neighbor Email - objection to expansion (MSG)

CITY OF DE PERE MEMO



To: Plan Commission
From: Peter Schleinz, Senior Planner | Zoning Administrator
Date: June 24, 2019

RE: **MAC Dental Agenda Items Referred to June 24, 2019 Plan Commission Meeting
(Rezoning, Conditional Use, & Site Plan at 221-233 S. Erie Street)**

During the May 28, 2019 Plan Commission meeting, the following agenda items, related to MAC Dental at 221-233 S. Erie Street, were referred to the June 24, 2019 Plan Commission meeting:

- A Rezoning petition from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street.
- A Conditional Use petition to allow for health and medical institutions (a dental clinic) in an R-3 Zoning District at 221 S. Erie Street.
- A Site Plan petition for a new dental clinic at 221-233 S. Erie Street.

The Plan Commission referral was made in order to allow an opportunity for the property owner to attend the next Plan Commission meeting and provide answers to questions that the authorized representative was unable to provide on the owner's behalf during the May 28 Plan Commission meeting.

Several people attended the May Plan Commission meeting to express concerns about the proposed project. A petition signed by over 100 nearby residents in objection of the project was also submitted to the Plan Commission at the meeting.

During a June 11, 2019 telephone conference among Development Services staff, the authorized representatives and property owner informed staff that no additional changes or updates would be made to the rezoning, conditional use, and site plan petitions. Thus, staff included the original May 2019 report(s) with this memo. Five new letters and emails, received from the public since the May 28 Plan Commission meeting, are attached to this memo.

After the Plan Commission recommendation, the Common Council will conduct a public hearing and review the rezoning and conditional use applications. That meeting is anticipated to occur on July 16, 2019.

Attachments

Attachment: Memo to Plan Commission - 24 Jun 2019 (8443 : Staff recommendation and possible action regarding a Rezoning Request from R-

Peter Schleinz

From: Lisa Cherney <cherneyla12@gmail.com>
Sent: Tuesday, May 28, 2019 8:55 AM
To: Peter Schleinz
Subject: MAC Dental Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As the property owner at 215 S. Erie, it should come as no surprise to you that, like the majority of my neighbors, I vehemently oppose MAC Dental's proposed rezoning and expansion. Our neighborhood is not the right place for a large commercial expansion.

In reviewing the agenda for this evening's zoning committee meeting, I see that they have very quietly asked for a variance that effects my property as well. Though I am not surprised they have tried to push this through without my knowledge, I am nonetheless continually disappointed in how badly they behave as neighbors.

Can you help me understand exactly what they are asking for? It appears to me that they want to develop closer to my property than would otherwise be allowed. Has the variance issue been resolved yet? Or is yet to go before the Board of Appeals?

I appreciate your prompt response.

Lisa A. Cherney

Peter Schleinz

From: Robert Olmsted <robertolmsted232@gmail.com>
Sent: Friday, June 7, 2019 2:10 PM
To: Peter Schleinz
Subject: Re: Mac Dental

Follow Up Flag: Flag for follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I Am At A Total Loss As To Why We Are Still Discussing Mac Dental That Should Have Been Put To Rest After The Last Meeting We Are Not In Favor Of Any Rezoning We Have A Quite Neighborhood And Want To Keep It That Way Thanks Again.

On Thu, May 23, 2019 at 2:53 PM Robert Olmsted <robertolmsted232@gmail.com> wrote:
 Thank you for the clarification.

On Wed, May 22, 2019 at 4:43 PM Peter Schleinz <pschleinz@mail.de-pere.org> wrote:

Good evening, Mr. Olmsted:

-

I have received both of your emails. I am sorry that I misunderstood that a response to the first email was being requested.

-

I cannot respond to the accuracy comments that may have been made by MAC Dental as the project has not gone before our Plan Commission or Common Council yet for a recommendation. Please note that both of your email comments will be included as attachments to the report that goes to the Plan Commission and Common Council.

-

Let me know if you have any other questions. Many thanks!

-

Peter Schleinz

Senior Planner | Zoning Administrator | City of De Pere

335 S. Broadway | De Pere, WI 54115

Tel: (920) 339-4043 x 2 | Fax: (920) 330-9491

June 12, 2019

To City of De Pere
Attn: Board of Appeals, Plan Commission, Common Council

Re: 221-233 S. Erie Street

I live a half block away from the site, and doubt that it will affect me directly. Traffic increases on Lewis and Erie streets may affect me but the most serious traffic problems in the area are associated with parents delivering children to Dickinson, Foxview and Notre Dame schools in the morning on school days.

However, the decision that permitted the dental office to locate at Lewis and Erie many years ago is a prime example of unwise spot zoning.

There is, in current urban development philosophy, a belief in having some neighborhood service businesses located in otherwise residential areas. This is usually associated with "residential neighborhood walkability," where people can walk to a small shop located in their neighborhood. That was common in the 1920s through the 1960s, when there were small neighborhood grocery stores, with limited grocery offerings, in many urban neighborhoods. They were located there because most families had only one car, and the corner store sold grocery items that were carried home by foot, or pulled along in a child's wagon.

The proposed expansion of the Mac Dental clinic is not such a facility. It is designed to draw customers (patients) from a large geographic area, and most will commute there by car. By design, it will increase traffic on the streets.

Three suggestions:

1. If the real intent is to transition S. Erie Street to a commercial zone, change the comprehensive plan to recognize that instead of expanding spot zoning in conflict with the comp plan. In other words, "be honest."
2. Treat pedestrians, primarily children who walk to and from Legion Park all summer, as the primary consideration. Unfortunately, mechanical traffic counters will not give you data on them.
3. Unless the plan for the site includes Lewis Street as a commercial street, all access to the clinic should be on Erie Street, not Lewis, reducing the conflicts between children walking to and from the park, and traffic entering the clinic's off-street parking lot.

There are available places in the community, in commercial zones, where an expanded clinic could go. Denying Mac Dental expansion on the Erie Street site is not an action without alternatives.

Because I work out of town, and work into the evening every day, I can not appear at any of the upcoming opportunities identified in the letter by Mr. Schleinz.

Edward Byme
303 S. Huron Street
De Pere WI 54115
edwbyme@athenet.net.

Peter Schleinz

From: Dave Flora <dflora@new.rr.com>
Sent: Wednesday, June 19, 2019 8:54 AM
To: Peter Schleinz
Subject: MAC Dental redevelopment - Rezoning, Conditional Use, Variance, Site Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Schleinz,

My wife, Elaine Flora, and I are vehemently opposed to the proposed expansion of MAC Dental, set back variance & rezoning from R-2 to R-3 with a conditional use of 221 South Erie Street.

The decision to allow the dental office at Lewis & Erie, with one dentist & two employees, was made 40+ years ago. Dental practices are vastly different today. This decision appears to be an example of unwise spot zoning. Allowing the expansion of this business will undoubtedly increase traffic & compromise the safety of children utilizing Notre Dame School, Dickinson School, Foxview School, Legion Park & the new aquatic center. We are extremely concerned about child safety.

We feel the expansion of MAC Dental will be the beginning of the 'creep' which will change South Erie Street from a residential neighborhood into a commercial corridor.

The proposed zoning does not fall within the future land use of the city's comprehensive plan.

We attended the Plan Commission meeting in May 2019 & presented the city with 111 signed & dated statements objecting to rezoning & expansion for MAC Dental. The statements are signed & dated by De Pere citizens (75% are from our immediate neighborhood & 25% are outside of our neighborhood).

Please acknowledge receipt of this email.

Thank you,

Elaine Flora
 Dave Flora

220 South Ontario Street
 De Pere, WI 54115

6/18/19

City of DePere Mayor, City
Aldermen & Planners,



- We moved to DePere in October of 2019 with the hope & dream of this being our forever neighborhood. We bought a quaint old home across the street from Legion Park & love the location & all our neighbors. We loved that we were close to the downtown, but that our neighborhood is residential. We live on a corner lot & see so many joggers, bicycles, children walking & playing, Mom's with strollers & dog walkers. We are just a block & a half from the school, so it's a challenge to watch for all the little ones walking to school.

We are very disappointed in the proposal for the dental building to expand into a 5300 sq. foot giant with an undesirable big ugly parking lot. Our garage backs up to the alley they currently use & it's getting busier all the time. We have to watch carefully now - not to get hit as we mow our backyard & back our cars out of our driveway.

2

We can't imagine how much more stress our neighborhood will feel with this expansion.

We feel that it's just being forced upon us with little regard for how the neighborhood tax payers feel. We signed a petition stating we are not for this rezoning & have talked to dozens of people who feel the same.

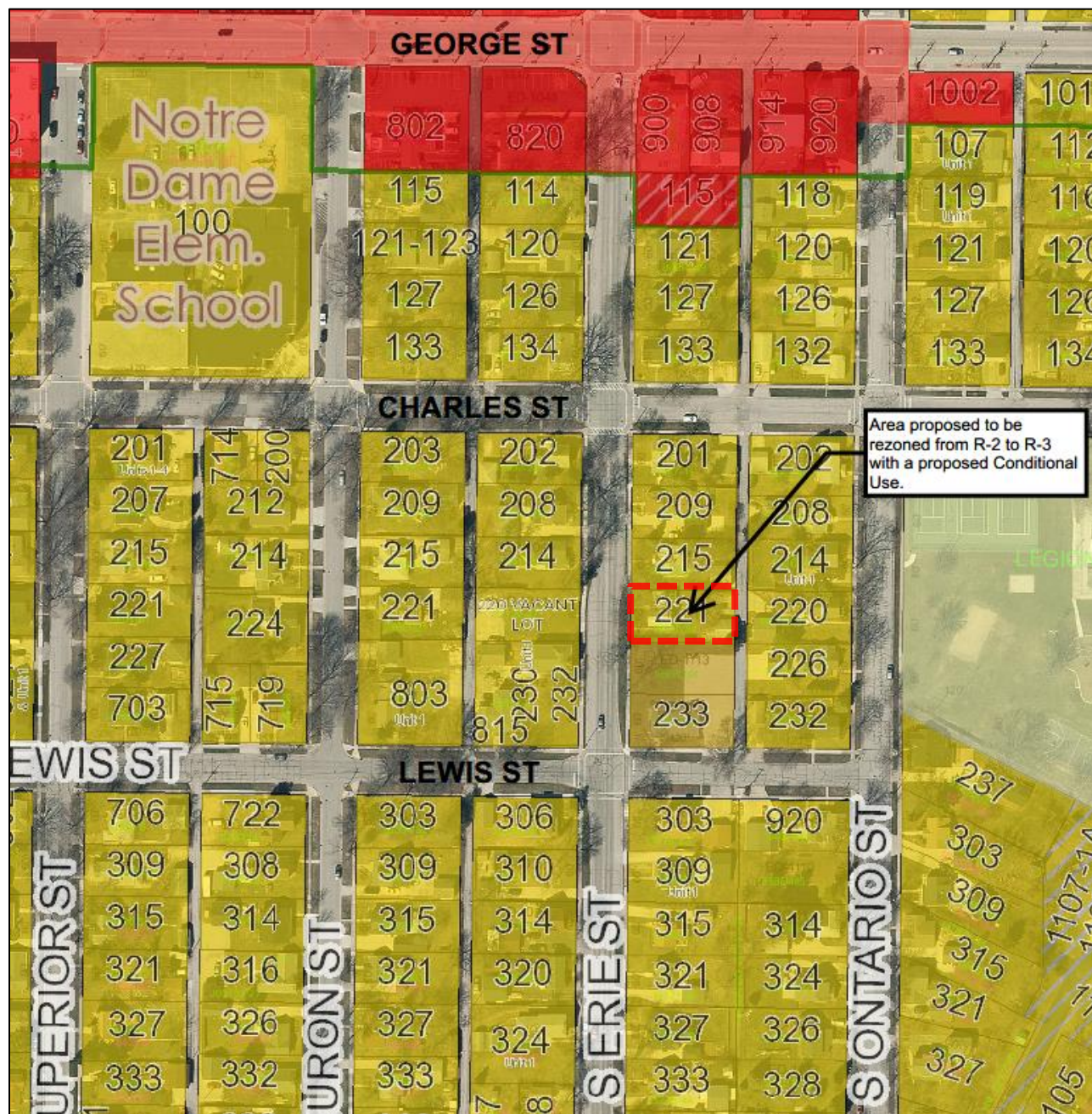
We would not have chosen this area had we known that it may have become zoned commercial. Once this changes, then what's to say more business creeps in.

We are hopeful that the concerns we have will be taken into account & that all the proper steps will be taken to ensure that this area remains family friendly, safe & residential.

We went to meeting - which was at 4pm - not a good time for working folks & felt intimidated with so many dental employees there & no understanding of what we could say or do to stop this.

Thank you -
Chrys Watsh
202 S. Ontario St.
DePere, WI. 54115

- Item 6: Staff recommendation and possible action regarding a Rezoning Request from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*

SITE MAP

REQUESTED ACTION: Rezoning Request.

Rezone Parcel ED-1114 from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District).

COMMON DESCRIPTION: 221 S. Erie Street, located between Charles Street and Lewis Street.

PARCEL NUMBERS: ED-1114

EXISTING ZONING: R-2 (Single and Two-Family Family Residence District)

PROPOSED ZONING: R-3 (Multiple Family Residence District)

NOTE: For over 45 years the two parcels located immediately to the south, now owned by HNM LLC, have been zoned either R-3 or "C" Residential with a conditional use that allows for dental offices (referred to as health and medical institutions in today's Code). Following this rezoning petition, a petition for a conditional use for all three properties will be petitioned to allow for an expanded dental office on all three properties.

SURROUNDING LAND USES: R-2 Zoning. Single and two-family residential to the north, south and east. Vacant, single and two-family residential with a three-family property to the west.

COMPREHENSIVE PLAN: Neighborhood Residential (Including Multi-Family)

APPLICANT / OWNER:

Katie Nemitz, Project Manager	HNM LLC
Design Unlimited	Property Owner
Authorized Representative	704 S. Webster Avenue
1029 West McMillan Street	Green Bay, WI 54301-3528
Marshfield, WI 54449	

PROJECT REVIEWS: This petition reflects a request for a rezoning; however, there are related project reviews being requested, based on a May 8, 2019 petition for a new 5,300 sq. ft. dental office. Reviews required to facilitate this project include:

Plan Commission & Common Council Reviews--

- **Rezone** 221 S. Erie Street from R-2 to R-3.
 - Health and medical institutions (dental offices) may be approved by conditional use on R-3 zoned properties.
 - Adjacent properties to the south are already zoned R-3.
- **Conditional Use** for 221 S. Erie Street to allow for a health and medical institution (dental office)
 - The two properties to the south already have a conditional use for a dental office.

Plan Commission Only Review--

- **Site Plan** for 221-233 S. Erie Street in order to develop a new dental office and parking lot.

Board of Appeals Review—

- **Variance** for 221-233 S. S. Erie Street in order to address a lot line building setback between 221 & 215 South Erie Street being 36 feet.

Staff Only Review—

- **Parcel Combination** for 221-223 S. Erie Street
 - Completed by either De Pere or Brown County staff to

prevent lot lines from dividing structure.

SITE HISTORY:

NOTE: Because this report is tied to a conditional use permit and a site plan review, the 'Site History' section is the same in all three staff reports.

221 S. Erie (ED-1114) Property History

After a review of air photographs, the property and nearby area began developing prior to 1938. The primary use for the subject parcel has been single family residential. Aside from housing code violations being addressed in 2018, the City files have no further record regarding the specific property.

233 S. Erie (ED-1112 & ED-1113) Property History

Development of these properties into the current dental office facility began in 1973. At that time, the properties were zoned "C" Residential, a district that permitted a variety of land uses.

In 1973, a conditional use was approved by Plan Commission and Common Council to allow for dental offices. Also, in 1973 the Board of Appeals approved setback and parking variances for the two properties. At this time the property was identified as being owned by a Mr. Haupt.

In 1974, via a zoning rewrite, the Common Council approved that the "C" Residential District become the R-3 District (General Residence District) and the R-4 District (General Residence Office District).

STAFF REVIEW:

With this request, the applicant proposes rezoning of Parcel ED-1114 from R-2 to R-3 in order to match the zoning for adjacent Parcels ED-1113 & ED-1113, located to the south. The intent is to also request a conditional use for Parcel ED-1114 and obtain site plan approval for a newly built 5,300 sq. ft. dental office on all three parcels.

When reviewing a rezoning request, staff considers the future land use recommendation of the Comprehensive Plan, surrounding land uses and desired development patterns. The proposed rezoning complies with the Comprehensive Plan and surrounding land uses, including matching adjacent existing uses.

Comprehensive Plan—

The 2010 Comprehensive Plan summarizes the following general land use recommendations, among others: 'Develop small, mixed-use neighborhood centers to serve the surrounding neighborhood. Future residential development should maintain an appropriate balance of housing types, while keeping abreast of future demographic and home-buying trends as a result of an aging population.'

The 2010 Comprehensive Plan Future Land Use Map, Figure 2-6, identified the property and surrounding property as Neighborhood Residential (Including Multi-Family), with Commercial for the northeast corner of S. Erie Street and Lewis Street.

Surrounding Land Uses—

The land use is developed single and two-family residential to the north, south and east. There is a vacant lot, single and two-family residential and a three-family property to the west. Also, to the south is a parking lot and building for the existing MAC Dental.

Desired Development Patterns—

The existing zoning for the property allows for single and two-family developments, family day care homes, recreational, and religious facilities. All properties to the north, south, and east also have the same permitted use abilities. If rezoned to R-3, a dental office may be allowed as a conditional use.

The existing zoning for the two adjacent properties to the south allow for the same uses as the subject property, along with multiple family, colleges, day care centers, and lodging houses. The adjacent properties already allow a dental office due to a 1973 conditional use, and a dental office likely would have been allowed without a conditional use at that time.

The property has vehicular and pedestrian access on existing rights of way and an alley. The proposed zoning for this parcel does not match the future land use designation identified by the Comprehensive Plan. However, the property is adjacent to a long established dental office that has proposed an expansion. If designed appropriately, the office building could integrate well into the existing neighborhood. The City does not anticipate that Erie Street will become a commercial corridor.

Neighbor Outreach—

The City encouraged the petitioner to conduct neighbor outreach prior to the project proposal due to the existing residential character of the neighborhood. On April 8, 2019 the petitioners facilitated a neighborhood meeting to inform the residents about the project. At that time some of the neighbors expressed concerns and objections. No changes were made to the rezoning request, but changes were made to the conceptual site plan design, landscaping/screening, lighting, and hours of operation.

All property owners within 300 feet of the subject area have been notified of this application, resulting in two objections: One neighbor visited the office to preview the documents and object, one neighbor submitted an email to object. A copy of the email is included in the meeting packet.

REVIEW PROCESS:

For rezoning applications, the Plan Commission provides a recommendation to the Common Council. A public hearing will be held at the June 18, 2019 Common Council meeting prior to review of the rezoning by the Common Council. Project notification letters have been sent to property owners within 300 feet of the site boundary.

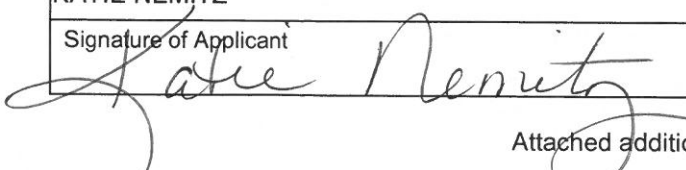
STAFF RECOMMENDATION:

Staff recommends APPROVAL of the request to rezone 221 S. Erie Street from R-2 to R-3, subject to the following:

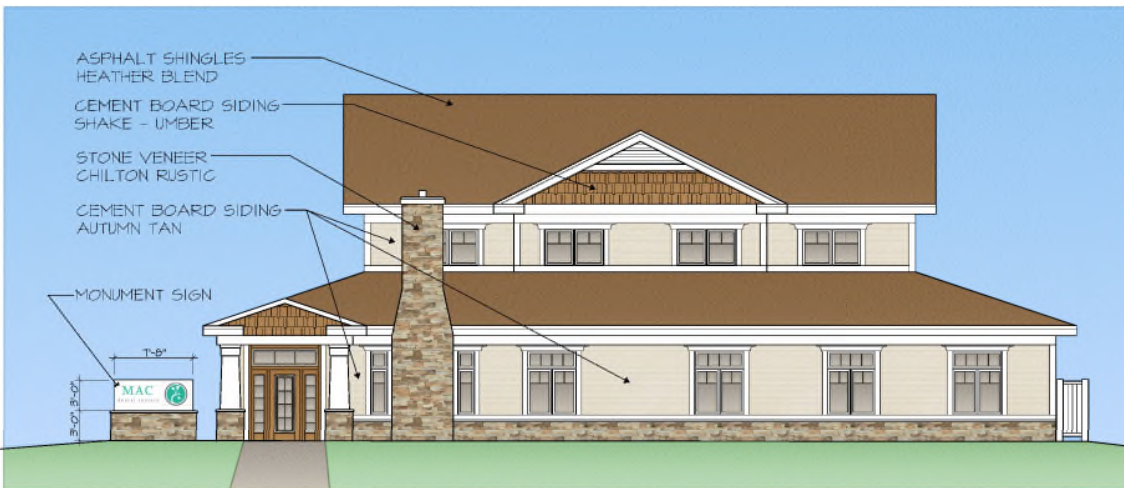
1. Meets all state and local regulations.
2. The approval of all of the other required reviews for this project.

	CITY OF DE PERE APPLICATION FOR REZONING	Fee: \$ 305.00
		Receipt #:
		Date:

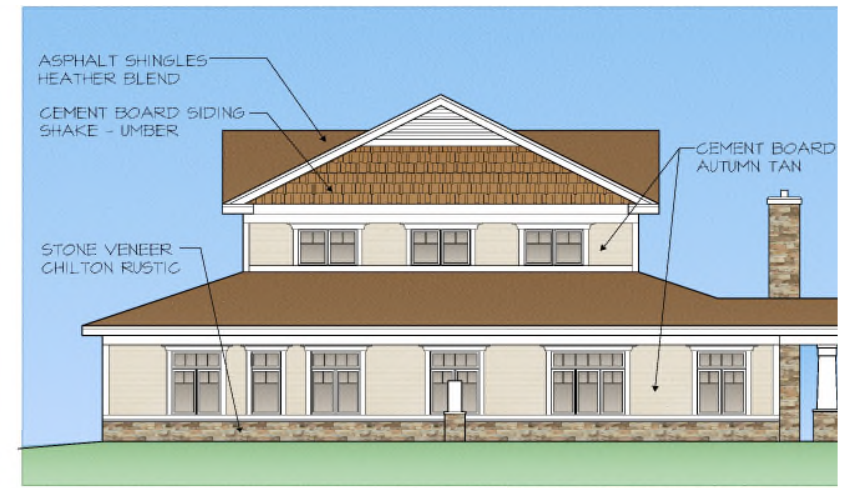
Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information			
Applicant Name (Ind., Org. or Entity) HNM LLC		Authorized Representative KATIE NEMITZ	
Title PROJECT MANAGER			
Mailing Address 704 S WEBSTER AVENUE		City GREEN BAY	State WI
ZIP Code 54301-3528			
Email Address katie@designunlimitedmfl.com		Phone Number (incl. area code) 715-384-3207	Fax Number (incl. area code) 715-384-9922
SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)			
Name (Ind. Org. or Entity) HNM LLC		Contact Person KATIE NEMITZ	
Title PROJECT MANAGER			
Mailing Address 704 S WEBSTER AVENUE		City GREEN BAY	State WI
ZIP Code 54301-3528			
Email Address katie@designunlimitedmfl.com		Phone Number (incl. area code) 715-384-3207	Fax Number (incl. area code) 715-384-9922
SECTION 3: Project or Site Location			
Project Address/Description 233 S ERIE STREET		Parcel Number(s): ED 1112, ED 1113, ED 1114	
SECTION 4: Proposed Rezoning Use			
Existing Zoning:		ED 1112 & ED 1113 - R3, ED 1114 - R2	
Proposed Zoning:		R3	
Adjacent Zoning: North R2	Adjacent Zoning: South R2	Adjacent Zoning: West R2	Adjacent Zoning: East R2
Present Use of Parcel DENTAL OFFICE			
Proposed Use of Parcel DENTAL OFFICE			
SECTION 5: Certification and Permission			
Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws. Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.			
Name of Owner/Authorized Representative (please print) KATIE NEMITZ		Title PROJECT MANAGER	Phone Number 715-384-3207
Signature of Applicant 		Date Signed 05-07-19	

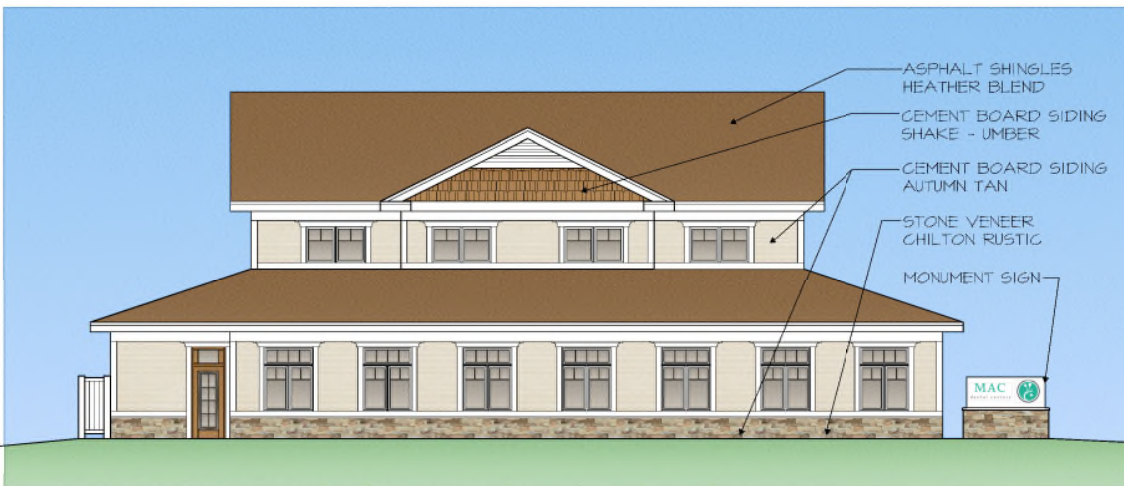
Attached additional sheets if necessary.



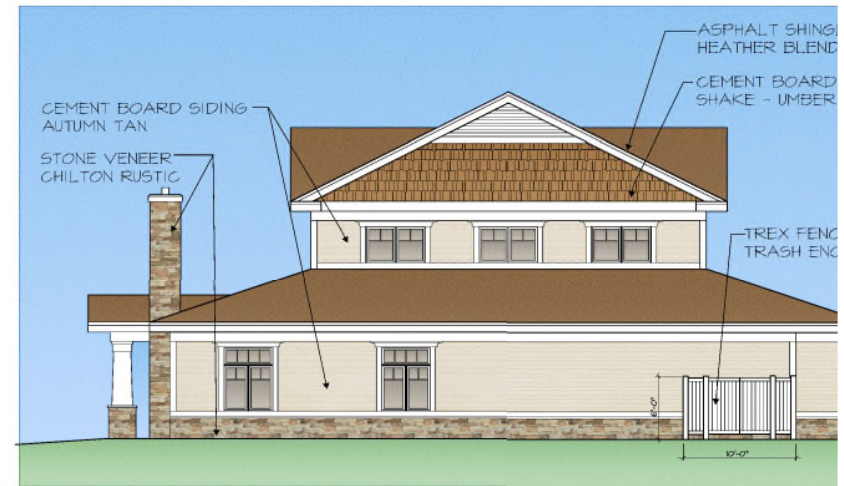
PROPOSED SOUTH ELEVATION - VIEW FROM LEWIS STREET



PROPOSED WEST ELEVATION - VIEW FROM ERIE STREET



PROPOSED NORTH ELEVATION



PROPOSED EAST ELEVATION

MAC DENTAL CENTER - PROPOSED NEW OFFICE

DESIGN UNLIMITED OF MARSHFIELD

**GENERAL NOTES:**

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
4. SEE SHEET C-4.5 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
5. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
6. VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION. ALL BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO SUBMITTING A BID. PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
7. PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
8. SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY CONSTRUCTION MANAGER.
9. ALL SAWCUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
10. ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/CORP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

KEYNOTES:

- ① THICKENED EDGE WALK
- ② 6" CURB HEAD TAPER SECTION
- ③ ADA RESERVED SIGN
- ④ ADA PARKING SPACE
- ⑤ PARKING LOT STRIPING
- ⑥ DUMPSTER ENCLOSURE - SEE ARCHITECTURAL PLANS
- ⑦ 6" BUFFTECH VINYL FENCE-CHESTERFIELD SMOOTH, COLOR WHITE, OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S RECOMMENDATIONS
- ⑧ MONUMENT SIGN- SEE ARCHITECTURAL PLANS

PAVEMENT HATCH PATTERNS:

PROPOSED 3.5" ASPHALTIC CONCRETE PAVEMENT W/9" BASE COURSE



PROPOSED 4" CONCRETE PAVEMENT W/6" DENSE GRADED BASE COURSE



PROPOSED 6" REINFORCED CONCRETE W/6" DENSE GRADED BASE COURSE

**SITE STATISTICS**

PROJECT LOCATION: 233 S. ERIE STREET		
OWNER: HMM LLC, 704 S. WEBSTER AVENUE, SUITE 400, GREEN BAY, WI 54301-3528		
ZONING = R-3 RESIDENTIAL		TOTAL LOT = 21,630 S.F.
FLOOR AREA RATIO = 5.310 S.F.		
BUILDING	CONCRETE WALKS & BITUMINOUS PAVEMENT	GREEN SPACE
5,400 S.F.	8,210 S.F.	8,020 S.F.
25% OF SITE	38% OF SITE	37% OF SITE

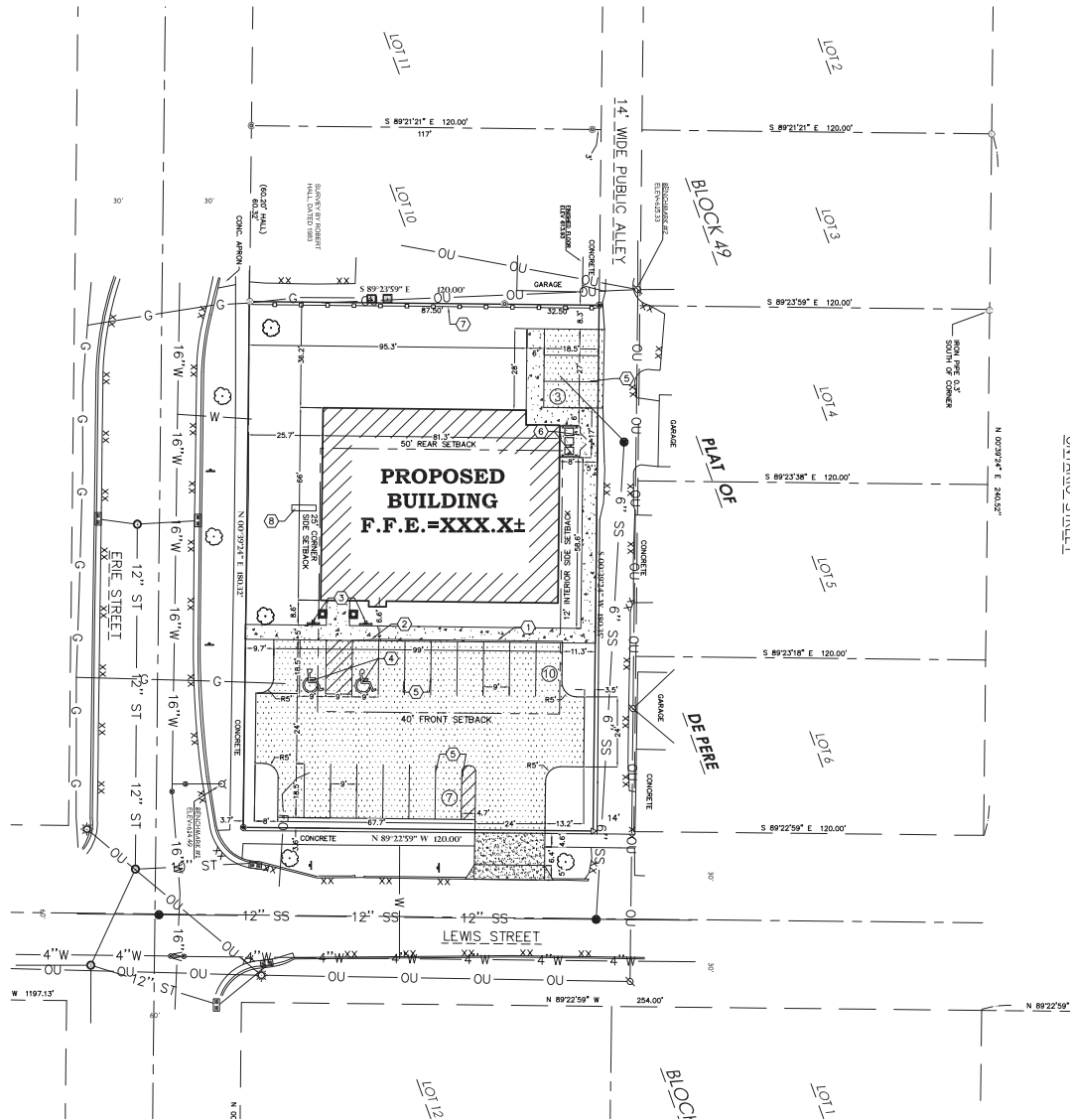
SITE PARKING

OFF-STREET PARKING-REQUIRED
(4) SPACES FOR EACH DENTIST ON DUTY DURING THE BUSIEST SHIFT, PLUS (1) SPACE FOR EACH ADDITIONAL EMPLOYEE
2 DOCTORS + 4 = 8 PLUS 11 EMPLOYEES =
19 STALLS REQUIRED
OFF-STREET PARKING-PROPOSED
20 PARKING STALLS PROPOSED



LAYOUT PLAN

SCALE: 1"=20'-0"



SURVEYOR'S NOTES

1. AT THE TIME OF THE SURVEY, SHOW AND/OR ICE EXISTED OVER THE SUBJECT PROPERTY. POINT OF BEGINNING SHALL NOT BE HELD RESPONSIBLE FOR ANY POSSIBLE ERRORS OR OMISSIONS DUE TO SAID WINTER CONDITIONS.

SURVEY LEGEND

These standard symbols will be found in the following:

- SANITARY SEWER
- STORM SEWER
- OVERHEAD UTILITIES
- BURIED ELECTRIC
- BURIED GAS
- WATERMAIN
- FIBER OPTICS
- EDGE OF BITUMINOUS
- CONTOUR LINE
- F.F.E. = FINISHED FLOOR ELEVATION
- RECTANGULAR CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- WATER VALVE
- HYDRANT
- ELECTRIC METER
- LIGHTPOLE
- FINDERPOLE
- GUY WIRE
- GAS METER
- AIR CONDITIONING UNIT
- SIGN
- FLAGPOLE
- MAILBOX
- BUSH/SHRUB
- HEDGE
- TREE
- PINE TREE
- 1-1/4" O.D. X 18" IRON PIPE SET
- WEIGHING TARE WAGON, 17"
- FOUND 1" IRON BAR
- FOUND 1" IRON PIPE
- FOUND 5/4" IRON PIPE
- MAG NAIL SET
- 1" RECORDED AS

DESCRIPTION

ALL OF LOTS 7, 8, AND 9 OF BLOCK 49 OF THE ORIGINAL PLAT OF DE PERE, LOCATED IN PRIVATE CLAM SE, EAST 1/4 OF THE TOWNSHIP, CITY OF DE PERE, BROWN COUNTY, WISCONSIN.

SUBJECT TO IF ANY COVENANTS, CONDITIONS, RESTRICTIONS, RIGHT-OF-WAYS AND EASEMENTS OF RECORD.

BASIS OF BEARINGS

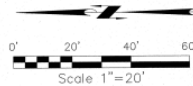
THE NORTH LINE OF LEWIS STREET, OBSERVED TO BEAT IN 89°23'00" W AS REFERENCED TO THE BROWN COUNTY COORDINATE SYSTEM, NAD83 (2011).

SURVEYOR'S CERTIFICATE

I, TROY M. COLLINS, LAND SURVEYOR, NO. 2895, DO HEREBY CERTIFY THAT I HAVE MADE SUCH SURVEY BY THE CORRECTION OF CHAIN MEASUREMENTS, REPRESENTATION OF FIELD MEASUREMENTS, AND SO FURTHER CERTIFY THAT THE PROPERTY SHOWN AND DESCRIBED HEREON WAS SURVEYED AND MARKED UNDER MY PERSONAL SUPERVISION TO COMPLY WITH THE WISCONSIN ADMINISTRATIVE CODE, MINIMUM STANDARDS FOR PROPERTY SURVEYS, THAT SUCH SURVEY IS A CORRECT REPRESENTATION OF THE EXISTING BOUNDARIES OF THE LANDS SURVEYED TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A TOPOGRAPHICAL SURVEY AS DONE UNDER MY DIRECTION ON MARCH 4-6 & 8, 2019.

DATED THIS 9TH DAY OF APRIL, 2019.

Troy M. Collins
TROY M. COLLINS
S-5555
GREEN BAY, WI
PROFESSIONAL LAND SURVEYOR NO. 2895



UNDERGROUND UTILITIES

THESE RECORD DRAINAGES HAVE BEEN PREPARED, IN PART, ON THE BASIS OF INFORMATION COMPILED AND FURNISHED BY OTHERS. THE SURVEYOR AND ARCHITECT WILL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH HAVE BEEN INCORPORATED INTO THIS DOCUMENT AS A RESULT.

SOME UTILITIES HAVE BEEN LOCATED BY MAPS PROVIDED BY OTHERS - LOCATIONS ARE APPROXIMATE. PRIVATE UTILITIES MAY EXIST BUT ARE NOT SHOWN ON MAP.

FIELD KERRY SANITARY AND STORM SEWER PIPE SIZE AND LOCATION. UNDERGROUND UTILITIES SHOWN ON THIS MAP ARE BASED IN PART ON WARNINGS BY DIGGERS HOTLINE. (TICKET #2019004464)

BENCH MARKS

ELEVATIONS ARE REFERENCED TO NAVD 83 DATUM.

BENCH MARK #1
BURY BOLT ON HYDRANT, LOCATED AT THE NORTHEAST CORNER OF LOTS 11, AND ERIE ST.
ELEVATION = 614.49

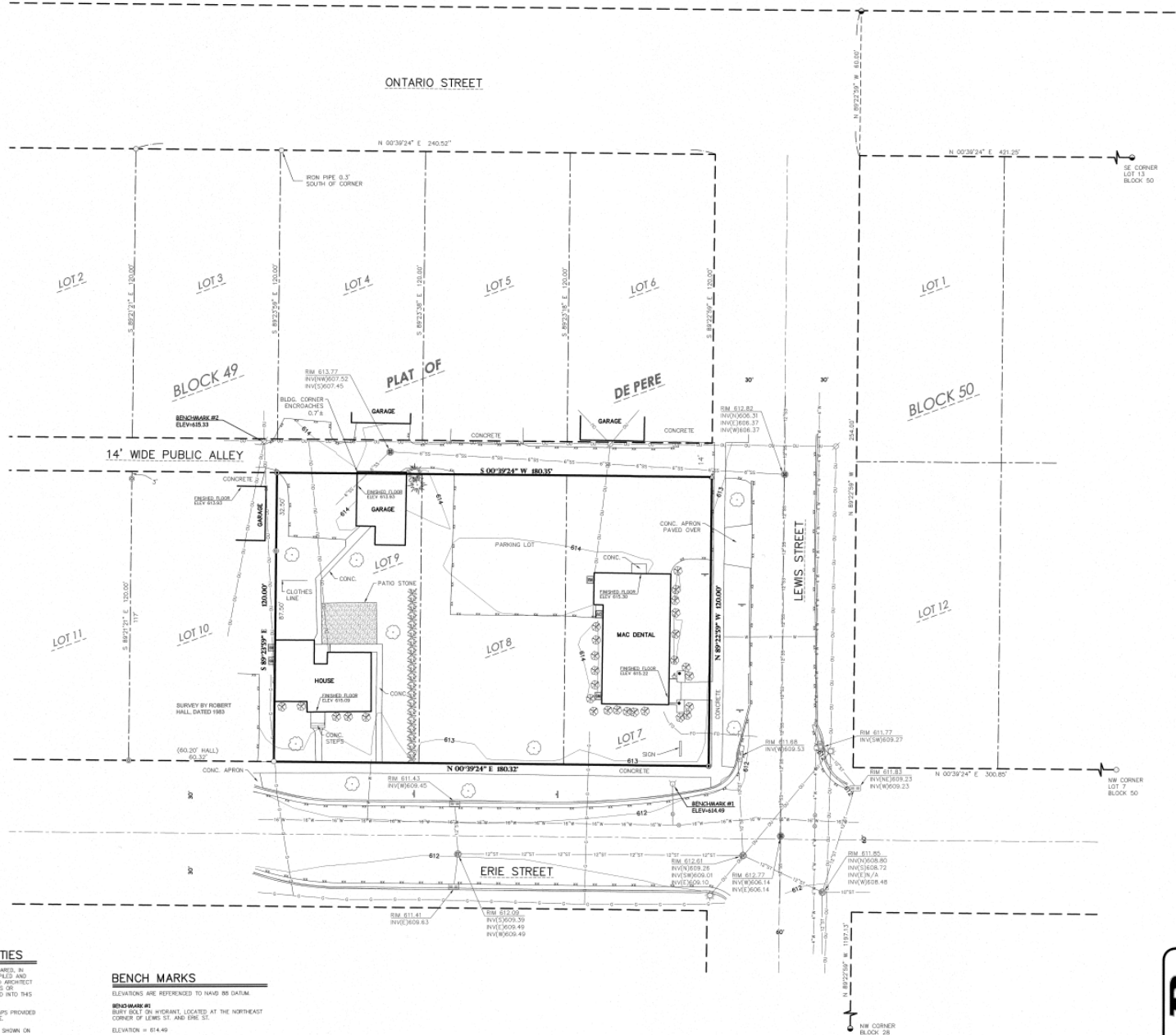
BENCH MARK #2
SPRUE IN SOUTHWEST FACE OF FINDERPOLE (PROMIS), LOCATED IN THE ALLEY BETWEEN ERIE ST. AND ONWARD ST., 215' N. OF LOTS 11, CENTERLINE.
ELEVATION = 615.33

OWNER

MAC Dental
233 S. Erie Street
De Pere, WI 54415

CLIENT

Design Unlimited
1022 W. Main Street
Marshfield, WI 54449



CHECKED: T
DESIGNED: T
DATE: 4/11/19
PROJECT NO.

MAC Dental
233 S. Erie Street

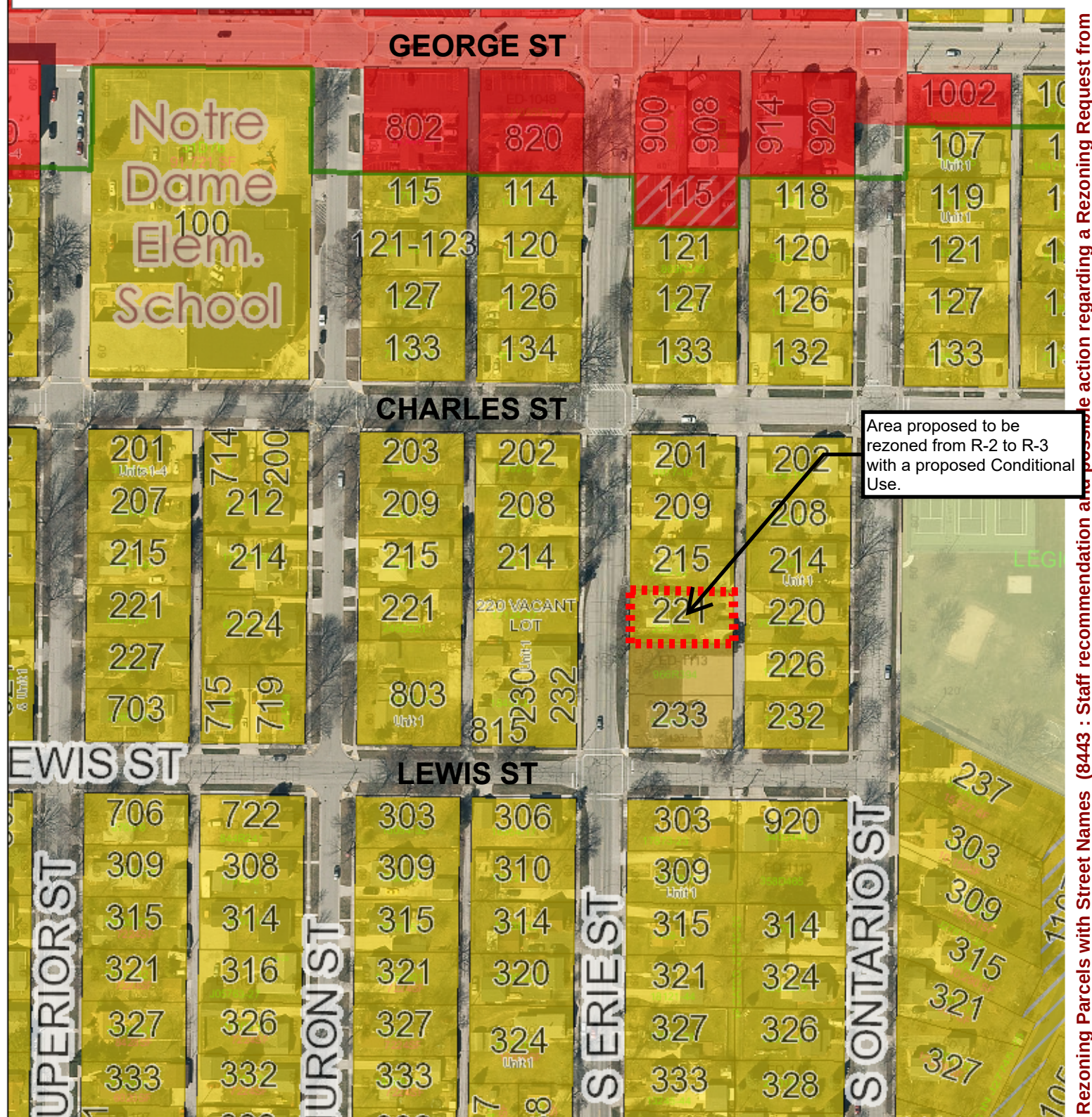
Civil Engineering
Land Surveying
Industrious Architects, PC
1/13-344-7771(PT) / 1/13-344-7772(FX)



TOP

Attachment: Application Form with Support Documents (8443 : Staff recommendation and possible action

Proposed Rezoning from R-2 to R-3 with a Conditional Use.



DE PERE



This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness for a particular use, of the information contained in or comprising this map.

Map of De Pere, WI Provided By The De Pere Planning/GIS Department 2010

05/15/2019

Packet Pg. 125

Attachment: Map of Rezoning Parcels with Street Names (8443 : Staff recommendation and possible action regarding a Rezoning Request from



May 20, 2019

RE: Proposed Project for MAC Dental, 233 S. Erie Street

Dear Property Owner:

Thank you all for your feedback.

Recently we sent a letter to all of you inviting you to provide feedback regarding our upcoming building enhancement project to our clinic located near you.

Your comments and suggestions were invaluable to our process of maintaining our community-based presence in the area.

We have incorporated suggested changes to our approach. A few of the changes include:

- ❖ The entrance to the parking lot is moved away from the alley.
 - We immediately bought and deployed a "Slow - Children" stand up sign for the alley.
- ❖ The external lighting will be soft lighting and turned off after business hours.
- ❖ A more complete barrier at the north end of the building
- ❖ WE have changed our business hours so the latest time of closure will be 7pm.

We will continue to work hard at being good neighbors. The landscaping is going to be beautiful. Our commitment to helping this community continues. We have been in this area since 1999 and we look forward to another 20 years.

We look forward to seeing you in the neighborhood!

Sincerely,

MAC Dental

GREEN BAY
704 S. Webster Avenue #402
Green Bay, WI 54301
(920) 435-6894

DePERE
233 S. Erie Street
DePere, WI 54115
(920) 336-1952

WWW.MACDENTAL.COM

Kelly Barker

From: Robert Olmsted <robertolmsted232@gmail.com>
Sent: Thursday, May 23, 2019 2:53 PM
To: Peter Schleinz
Subject: Re: Mac Dental

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the clarification.

On Wed, May 22, 2019 at 4:43 PM Peter Schleinz <pschleinz@mail.de-pere.org> wrote:

Good evening, Mr. Olmstead:

-

I have received both of your emails. I am sorry that I misunderstood that a response to the first email was being requested.

-

I cannot respond to the accuracy comments that may have been made by MAC Dental as the project has not gone before our Plan Commission or Common Council yet for a recommendation. Please note that both of your email comments will be included as attachments to the report that goes to the Plan Commission and Common Council.

-

Let me know if you have any other questions. Many thanks!

-

Peter Schleinz

Senior Planner | Zoning Administrator | [City of De Pere](#)

[335 S. Broadway | De Pere, WI 54115](#)

[Tel: \(920\) 339-4043 x 2 | Fax: \(920\) 330-9491](#)



Genuine. Down to Earth. Forward Thinking. Rooted in Strong Values.

-

Attachment: Neighbor Email - objection to expansion (8443 : Staff recommendation and possible action regarding a Rezoning Request from R-2

-

From: Robert Olmsted [mailto:robertolmsted232@gmail.com]
Sent: Wednesday, May 22, 2019 3:13 PM
To: Peter Schleinz
Subject: Re: Mac Dental

-

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Now I Have Received A Notice From Mac Dental Acting As If It Is A Done Deal The Opinion Is The same No We Don't Want The Expansion Thank You I Have Not Heard Back From You So I Hope You Are Getting These E Mails

-

On Tue, May 21, 2019 at 1:58 PM Robert Olmsted <robertolmsted232@gmail.com> wrote:

Hello From Robert Olmsted I As I Told My Alderman Am Not In Favor Of Rezoning For Mac Dental Expansion. We Have A Nice Quiet Neighborhood And Want To Keep It That Way. Also A lot Of Children Around And Don't Need The Extra Traffic. I Have Been In Touch With Area Residents And They Feel The Same Way Please Vote Accordingly Thank You.

Attachment: Neighbor Email - objection to expansion (8443 : Staff recommendation and possible action regarding a Rezoning Request from R-2



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Staff recommendation and possible action regarding a Conditional Use Permit request for a proposed new health and medical institution (dental office) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*

ATTACHMENTS:

- Memo to Plan Commisison - 24 Jun 2019 (DOCX)
- Plan Commission Report - Health & Medical Institution in R-3 CUP (DOCX)
- Application Form with Support Documents (PDF)
- 2nd Neighborhood letter from MAC Dental - 20 May 2019 (PDF)
- Neighbor Email - objection to expansion (MSG)

CITY OF DE PERE MEMO



To: Plan Commission
From: Peter Schleinz, Senior Planner | Zoning Administrator
Date: June 24, 2019

RE: **MAC Dental Agenda Items Referred to June 24, 2019 Plan Commission Meeting
(Rezoning, Conditional Use, & Site Plan at 221-233 S. Erie Street)**

During the May 28, 2019 Plan Commission meeting, the following agenda items, related to MAC Dental at 221-233 S. Erie Street, were referred to the June 24, 2019 Plan Commission meeting:

- A Rezoning petition from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street.
- A Conditional Use petition to allow for health and medical institutions (a dental clinic) in an R-3 Zoning District at 221 S. Erie Street.
- A Site Plan petition for a new dental clinic at 221-233 S. Erie Street.

The Plan Commission referral was made in order to allow an opportunity for the property owner to attend the next Plan Commission meeting and provide answers to questions that the authorized representative was unable to provide on the owner's behalf during the May 28 Plan Commission meeting.

Several people attended the May Plan Commission meeting to express concerns about the proposed project. A petition signed by over 100 nearby residents in objection of the project was also submitted to the Plan Commission at the meeting.

During a June 11, 2019 telephone conference among Development Services staff, the authorized representatives and property owner informed staff that no additional changes or updates would be made to the rezoning, conditional use, and site plan petitions. Thus, staff included the original May 2019 report(s) with this memo. Five new letters and emails, received from the public since the May 28 Plan Commission meeting, are attached to this memo.

After the Plan Commission recommendation, the Common Council will conduct a public hearing and review the rezoning and conditional use applications. That meeting is anticipated to occur on July 16, 2019.

Attachments

Peter Schleinz

From: Lisa Cherney <cherneyla12@gmail.com>
Sent: Tuesday, May 28, 2019 8:55 AM
To: Peter Schleinz
Subject: MAC Dental Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As the property owner at 215 S. Erie, it should come as no surprise to you that, like the majority of my neighbors, I vehemently oppose MAC Dental's proposed rezoning and expansion. Our neighborhood is not the right place for a large commercial expansion.

In reviewing the agenda for this evening's zoning committee meeting, I see that they have very quietly asked for a variance that effects my property as well. Though I am not surprised they have tried to push this through without my knowledge, I am nonetheless continually disappointed in how badly they behave as neighbors.

Can you help me understand exactly what they are asking for? It appears to me that they want to develop closer to my property than would otherwise be allowed. Has the variance issue been resolved yet? Or is yet to go before the Board of Appeals?

I appreciate your prompt response.

Lisa A. Cherney

Peter Schleinz

From: Robert Olmsted <robertolmsted232@gmail.com>
Sent: Friday, June 7, 2019 2:10 PM
To: Peter Schleinz
Subject: Re: Mac Dental

Follow Up Flag: Flag for follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I Am At A Total Loss As To Why We Are Still Discussing Mac Dental That Should Have Been Put To Rest After The Last Meeting We Are Not In Favor Of Any Rezoning We Have A Quite Neighborhood And Want To Keep It That Way Thanks Again.

On Thu, May 23, 2019 at 2:53 PM Robert Olmsted <robertolmsted232@gmail.com> wrote:
 Thank you for the clarification.

On Wed, May 22, 2019 at 4:43 PM Peter Schleinz <pschleinz@mail.de-pere.org> wrote:

Good evening, Mr. Olmsted:

-

I have received both of your emails. I am sorry that I misunderstood that a response to the first email was being requested.

-

I cannot respond to the accuracy comments that may have been made by MAC Dental as the project has not gone before our Plan Commission or Common Council yet for a recommendation. Please note that both of your email comments will be included as attachments to the report that goes to the Plan Commission and Common Council.

-

Let me know if you have any other questions. Many thanks!

-

Peter Schleinz

Senior Planner | Zoning Administrator | City of De Pere

335 S. Broadway | De Pere, WI 54115

Tel: (920) 339-4043 x 2 | Fax: (920) 330-9491

June 12, 2019

To City of De Pere
Attn: Board of Appeals, Plan Commission, Common Council

Re: 221-233 S. Erie Street

I live a half block away from the site, and doubt that it will affect me directly. Traffic increases on Lewis and Erie streets may affect me but the most serious traffic problems in the area are associated with parents delivering children to Dickinson, Foxview and Notre Dame schools in the morning on school days.

However, the decision that permitted the dental office to locate at Lewis and Erie many years ago is a prime example of unwise spot zoning.

There is, in current urban development philosophy, a belief in having some neighborhood service businesses located in otherwise residential areas. This is usually associated with "residential neighborhood walkability," where people can walk to a small shop located in their neighborhood. That was common in the 1920s through the 1960s, when there were small neighborhood grocery stores, with limited grocery offerings, in many urban neighborhoods. They were located there because most families had only one car, and the corner store sold grocery items that were carried home by foot, or pulled along in a child's wagon.

The proposed expansion of the Mac Dental clinic is not such a facility. It is designed to draw customers (patients) from a large geographic area, and most will commute there by car. By design, it will increase traffic on the streets.

Three suggestions:

1. If the real intent is to transition S. Erie Street to a commercial zone, change the comprehensive plan to recognize that instead of expanding spot zoning in conflict with the comp plan. In other words, "be honest."
2. Treat pedestrians, primarily children who walk to and from Legion Park all summer, as the primary consideration. Unfortunately, mechanical traffic counters will not give you data on them.
3. Unless the plan for the site includes Lewis Street as a commercial street, all access to the clinic should be on Erie Street, not Lewis, reducing the conflicts between children walking to and from the park, and traffic entering the clinic's off-street parking lot.

There are available places in the community, in commercial zones, where an expanded clinic could go. Denying Mac Dental expansion on the Erie Street site is not an action without alternatives.

Because I work out of town, and work into the evening every day, I can not appear at any of the upcoming opportunities identified in the letter by Mr. Schleinz.

Edward Byme
303 S. Huron Street
De Pere WI 54115
edwbyme@athenet.net.

Peter Schleinz

From: Dave Flora <dflora@new.rr.com>
Sent: Wednesday, June 19, 2019 8:54 AM
To: Peter Schleinz
Subject: MAC Dental redevelopment - Rezoning, Conditional Use, Variance, Site Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Schleinz,

My wife, Elaine Flora, and I are vehemently opposed to the proposed expansion of MAC Dental, set back variance & rezoning from R-2 to R-3 with a conditional use of 221 South Erie Street.

The decision to allow the dental office at Lewis & Erie, with one dentist & two employees, was made 40+ years ago. Dental practices are vastly different today. This decision appears to be an example of unwise spot zoning. Allowing the expansion of this business will undoubtedly increase traffic & compromise the safety of children utilizing Notre Dame School, Dickinson School, Foxview School, Legion Park & the new aquatic center. We are extremely concerned about child safety.

We feel the expansion of MAC Dental will be the beginning of the 'creep' which will change South Erie Street from a residential neighborhood into a commercial corridor.

The proposed zoning does not fall within the future land use of the city's comprehensive plan.

We attended the Plan Commission meeting in May 2019 & presented the city with 111 signed & dated statements objecting to rezoning & expansion for MAC Dental. The statements are signed & dated by De Pere citizens (75% are from our immediate neighborhood & 25% are outside of our neighborhood).

Please acknowledge receipt of this email.

Thank you,

Elaine Flora
 Dave Flora

220 South Ontario Street
 De Pere, WI 54115

6/18/19

City of DePere Mayor, City
Aldermen & Planners,



- We moved to DePere in October of 2019 with the hope & dream of this being our forever neighborhood. We bought a quaint old home across the street from Legion Park & love the location & all our neighbors. We loved that we were close to the downtown, but that our neighborhood is residential. We live on a corner lot & see so many joggers, bicycles, children walking & playing, Mom's with strollers & dog walkers. We are just a block & a half from the school, so it's a challenge to watch for all the little ones walking to school.

We are very disappointed in the proposal for the dental building to expand into a 5300 sq. foot giant with an undesirable big ugly parking lot. Our garage backs up to the alley way. Currently 20' & it's getting busier all the time. We have to watch carefully now - not to get hit as we mow our backyard & back our cars out of our driveway.

2

We can't imagine how much more stress our neighborhood will feel with this expansion.

We feel that it's just being forced upon us with little regard for how the neighborhood tax payers feel. We signed a petition stating we are not for this rezoning & have talked to dozens of people who feel the same.

We would not have chosen this area had we known that it may have become zoned commercial. Once this changes, then what's to say more business creeps in.

We are hopeful that the concerns we have will be taken into account & that all the proper steps will be taken to ensure that this area remains family friendly, safe & residential.

We went to meeting - which was at 4pm - not a good time for working folks & felt intimidated with so many dental employees there & no understanding of what we could say or do to stop this.

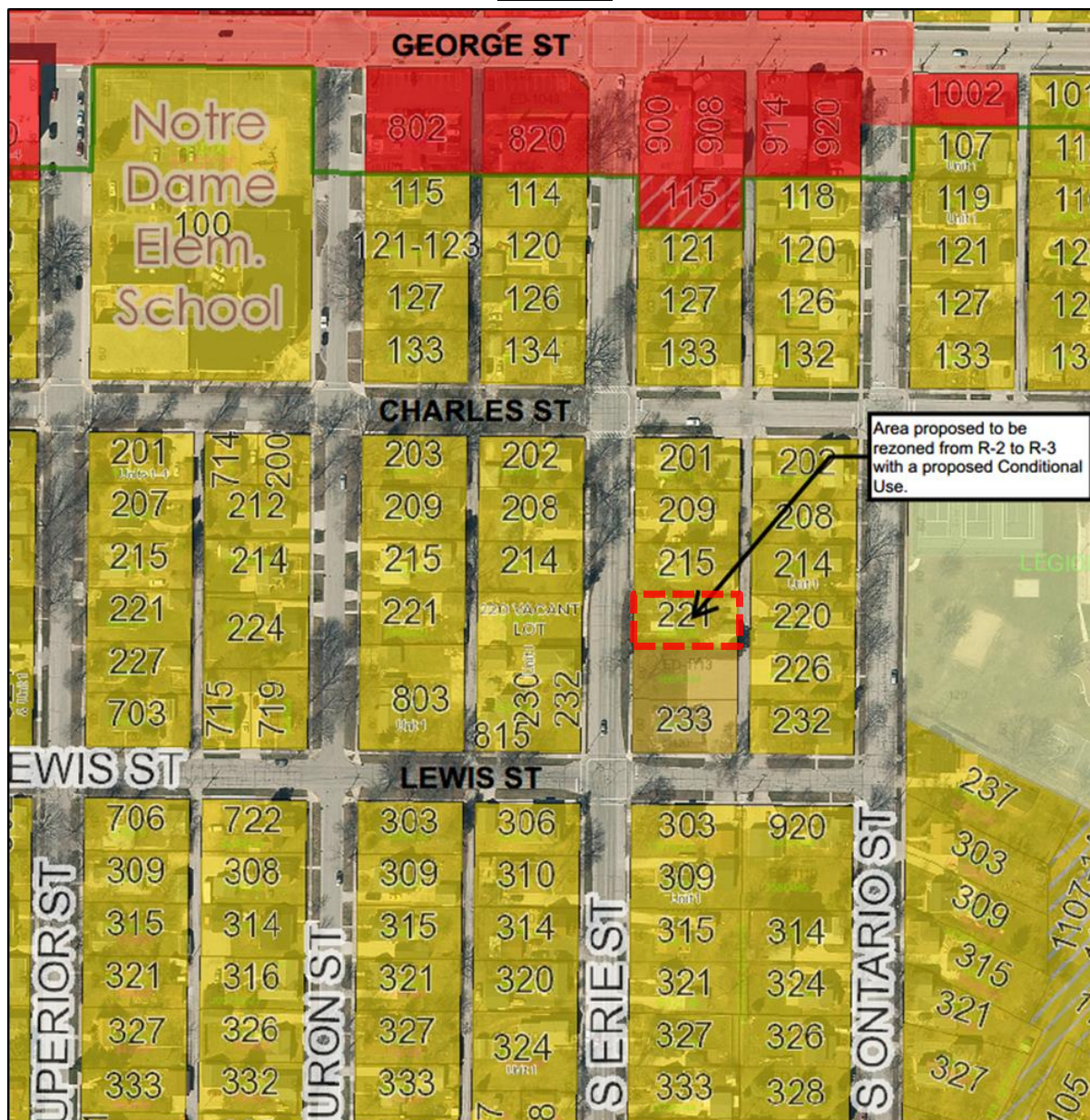
3

So please take into consideration
the residents opinions. We Love DePere.

Thank you -
Chyris Walsh


202 S. Ontario St.
DePere, WI. 54115

- ITEM 7:** Staff recommendation and possible action regarding a Conditional Use Permit request for a proposed new health and medical institution (dental office) at 221 S. Erie Street (Parcel ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.*

SITE MAP

PARCEL NUMBER(S): ED-1114

EXISTING ZONING: R-2 (Single and Two-Family-Residence District)

PROPOSED ZONING: R-3 (Multiple Family Residence District)

NOTE: For over 45 years the two parcels located immediately to the south, now owned by HNM LLC, have been zoned either R-3 or "C" Residential with a conditional use that allows for dental offices (referred to as health and medical institutions in today's Code). In addition to this conditional use request, a petition for a rezoning for 221 S Erie Street will be petitioned to rezone Parcel ED-1114 from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District).

SURROUNDING LAND USES: R-2 Residential Zoning. Single and two-family residential to the north, south and east. Vacant, single and two-family residential with a three-family property to the west.

COMPREHENSIVE PLAN: Neighborhood Residential (Including Multi-Family).

APPLICANT / OWNER:	Katie Nemitz, Project Manager Design Unlimited Authorized Representative 1029 West McMillan Street Marshfield, WI 54449	HNM LLC Property Owner 704 S. Webster Avenue Green Bay, WI 54301-3528
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PROJECT REVIEWS: This petition reflects a request for a conditional use; however, there are related project reviews being requested, based on a May 8, 2019 petition for a new 5,300 sq. ft. dental office. Reviews required to facilitate this project include:

Plan Commission & Common Council Reviews--

- **Rezone** 221 S. Erie Street from R-2 to R-3.
 - Health and medical institutions (dental offices) may be approved by conditional use on R-3 zoned properties.
 - Adjacent properties to the south are already zoned R-3.
- **Conditional Use** for 221 S. Erie Street to allow for a health and medical institution (dental office)
 - The two properties to the south already have a conditional use for a dental office.

Plan Commission Only Review—

- **Site Plan** for 221-233 S. Erie Street in order to develop a new dental office and parking lot.

Board of Appeals Review—

- **Variance** for 221-233 S. S. Erie Street in order to address a lot line building setback between 221 & 215 South Erie Street being 36 feet.

Staff Only Review—

- **Parcel Combination** for 221-223 S. Erie Street
 - Completed by either De Pere or Brown County staff to prevent lot lines from dividing structure.

SITE HISTORY:

NOTE: Because this report is tied to a conditional use permit and a site plan review, the 'Site History' section is the same in all three staff reports.

221 S. Erie (ED-1114) Property History

After a review of air photographs, the property and nearby area began developing prior to 1938. The primary use for the subject parcel has been residential. Aside from housing code violations being addressed in 2018, the City files have no further record regarding the specific property.

233 S. Erie (ED-1112 & ED-1113) Property History

Development of these properties into the current dental office facility began in 1973. At that time, the properties were zoned "C" Residential, a district that permitted a variety of land uses.

In 1973, a conditional use was approved by Plan Commission and Common Council to allow for dental offices. Also, in 1973 the Board of Appeals approved setback and parking variances for the two properties. At this time the property was identified as being owned by a Mr. Donald A. Haupt.

In 1974, via a zoning rewrite, the Common Council approved that the "C" Residential District become the R-3 District (General Residence District) and the R-4 District (General Residence Office District).

STAFF REVIEW:

A document, written by the petitioner to summarize their conditional use permit submittal requirements, and a letter sent to the neighborhood that identifies some of the site limitations, is attached to this report. The petitioner plans on developing a two story, 5,300 square foot structure with a 17 stall parking lot and a 3 stall staff parking lot. Although the building has the appearance of being two stories tall, the upper area includes windows that bring natural light into the middle of the building. The proposed new conditional use permit will include the following limitations, established by the property owner:

- The conditional use will allow for health and medical institutions, specifically a dental office.
- Hours of operation will be Monday through Friday 8:00am-7:00pm.
- External lighting on the building will be turned off after business hours (7:00pm).
- A three stall "employee only" parking area will connect to the alley. Any guest/patient parking areas will not connect to the alley.
- A barrier/fence will be constructed along the north property line.

In order for a conditional use to be recommended by the Plan Commission, the following standards must be addressed, per Municipal Code 14-30(5):

- a) That the establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
- b) That the conditional use will not be injurious to the use and enjoyment of other property in the orderly development and improvement in the immediate vicinity for the purposes already permitted nor substantially diminish or impair property values within the neighborhood;
- c) That adequate facilities, access roads, drainage, and/or necessary facilities have been or are being provided;
- d) That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
- e) That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the Council pursuant to the recommendations of the Plan Commission.

The following are staff findings related to the above standards for the proposed health and medical institution use (dental office):

- The proposed office building is larger than many homes in the area, but it has been designed with an appearance, style, and 34 foot height to fit into a residential neighborhood. The design includes cement board siding with a stone knee wall, and pitched rooflines to emulate the single family residential homes that exist in the area. The number of doctors working at one time has been identified as 2, with a third overlapping during staff changes, although there are 4 total doctors that will utilize the facility. An estimated 30-40 daily patients are estimated by the petitioner, which would generate fewer approximate traffic trips than if the three properties were developed with 3 duplex units or multi-family units.
- The petitioner recognizes their location in a residential area and proposes the following in order to minimize neighborhood disruption and address previously stated concerns:
 - Weekday office hours – 8AM to 7PM.
 - Weekend office hours – Closed.
 - Exterior building lighting to be turned off at 7:00PM.
 - Guest parking lot that shifts almost all parking (other than three staff stalls) from alley access to Lewis Street.
 - Landscaping is significantly higher than code requirements.

- Fence along north property line.
- \$1.5 million investment into neighborhood.
- The expansion project requires a number of other City reviews as noted in the 'Project Reviews' section of this report.

Summary for the conditional use permit request:

Property that is zoned R-3 may petition for conditional uses for dental offices. The two parcels to the south of the subject parcel are zoned R-3 and already have a conditional use that allows for dental offices. The conditional use, if approved will include limitations on hours of operation, hours that the building is externally illuminated, and the connections of guest/patient parking lots to the alley. If the parcel rezoning is approved, it is logical that the conditional use permit would be considered for approval.

REVIEW PROCESS:

The Common Council will conduct a public hearing and review the Plan Commission recommendation, in the form of a resolution, after a Class II notice. That meeting is scheduled for June 18, 2019. Project notification letters have been sent to property owners within 300 feet of the parcel boundary and two objections have been received.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the amended conditional use permit application to allow for health and medical institutions (a dental office), located at 221 E. Erie Street, subject to the following:

1. The approval of all of the other required reviews for this project.
2. The parcel is combined with ED-1112 and ED-1113 into one lot.
3. The conditional use will allow for health and medical institutions, specifically a dental office.
4. Hours of operation will be Monday through Friday 8:00am-7:00pm. Offices will not be open on Saturday or Sunday.
5. External lighting on the building will be turned off after business hours (7:00pm).
6. A three stall "employee only" parking area will connect to the alley. Any guest/patient parking areas will not connect to the alley.
7. A barrier/fence will be constructed along the north property line.
8. Landscaping will be installed above Code requirements as shown on the site plan submittal.

	CITY OF DE PERE APPLICATION FOR CONDITIONAL USE	Fee: \$ 305.00
		Receipt #: _____
		Date: _____

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) HNM LLC	Authorized Representative KATIE NEMITZ	Title PROJECT MANAGER	
Mailing Address 704 S WEBSTER AVENUE	City GREEN BAY	State WI	ZIP Code
Email Address katie@designunlimitedmfld.com	Phone Number (incl. area code) 715-384-3207	Fax Number (incl. area code) 715-384-9922	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) HNM LLC	Contact Person KATIE NEMITZ	Title PROJECT MANAGER	
Mailing Address 704 S WEBSTER AVENUE	City GREEN BAY	State WI	ZIP Code 54301-3528
Email Address katie@designunlimitedmfld.com	Phone Number (incl. area code) 715-384-3207	Fax Number (incl. area code) 715-384-9922	

SECTION 3: Project or Site Location

Project Address/Description 233 S ERIE STREET	Parcel No.
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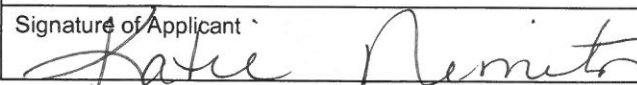
SECTION 4: Proposed Conditional Use

Existing Zoning:	R2/R3
Present Use of Parcel:	DENTAL OFFICE
Proposed Use of Parcel:	DENTAL OFFICE
Present Use of Adjacent Properties:	RESIDENTIAL

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

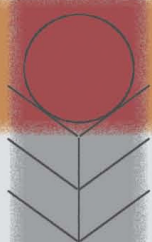
Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) KATIE NEMITZ	Title PROJECT MANAGER	Phone Number 715-384-3207
Signature of Applicant 		Date Signed 05-07-19

A plan consisting of all applicable information listed on the attached shall be submitted with this application.

TO BE COMPLETED BY CITY STAFF

A Conditional Use Permit is authorized by the De Pere Zoning Code, Section(s):



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MAC Dental Center – DePere, WI Summary of the Conditional Use

MAC Dental Centers is currently proposing the construction of a new single story building to replace their existing facility located at 233 S. Erie St in DePere, WI. The new facility will be approximately 5,300 sf and will have a partial basement used for needed storage and mechanical space and will require a new Conditional Use.

The proposed new building will be constructed of natural stone veneer, cementboard siding, composite frieze boards and trim, metal fascias and soffits, architectural asphalt shingles and tinted glazing. We have included colored and labeled conceptual exterior elevations with our submittal package.

The new office will have anticipated normal business hours of 8 am-7 pm Monday through Friday. Emergencies do sometimes require after hours appointments or delays which may cause extended hours. Currently, an average of one emergency after hours patient visit per month occurs. Additionally, after hours staff meetings, building maintenance and cleaning services may occur outside of normal operating hours. These items are not expected to impact neighborhood traffic in any noticeable fashion.

Anticipated staffing levels will be approximately 13 total staff members during peak operational times. The exact number of staff present will fluctuate based on patient appointment demands and other normal office responsibilities. Parking stall counts and layouts are depicted on the attached supporting documents.

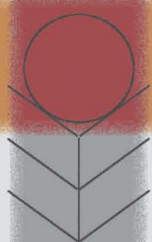
Deliveries to the site are expected to be minimal and may include daily UPS, Fed Ex and USPS drop offs and pick ups.

Patient appointment schedules can vary greatly. During peak periods, it is assumed between 30-40 patients may be seen daily depending on the complexity of the procedures required.

A screened trash enclosure will be provided near the Northeast corner of the new building. Proposed materials used for the trash enclosure will include architectural ornamental components from Trex.

We have included scaled drawings of our proposed signage which includes (1) monument sign that meets City sign standards.

In April 2019, we conducted a Neighborhood Meeting to initially present the preliminary conceptual plans for the project to the adjacent property owners.



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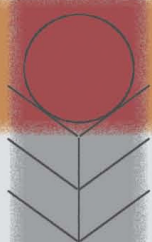
Approximately a dozen neighbors attended our initial meeting with a small number voicing some concerns relating to the proposed redevelopment of the site. With those concerns in mind, MAC Dental instructed us to make some revisions to the conceptual design to help appease those concerns. Changes made after the meeting include:

1. Providing decorative architectural fencing along the entire northern property line to provide "hard" screening between the neighbor to the north and our site. This change was made based on this neighbor mentioning that she was uncomfortable having only a "soft landscape buffer" between her property and our new building.
2. Our initial site plan did not maintain any access from Lewis Street to our new parking lot. We intended to utilize the alley for ingress/egress. While this would have allowed us to provide (3) additional new off street parking stalls, it also would have increased traffic flow in the alley. Some neighbors did voice concerns about this increase to alley traffic and MAC Dental in turn asked us to look at alternate options to appease these concerns. With that in mind, we added the current curb cut from Lewis Street to our parking lot and are no longer providing any direct ingress/egress from the parking lot to the alley.
3. Some neighbors also voiced concerns over site lighting and wanting to ensure that the site was not lit in a distracting or overbearing way. With those concerns noted, we have provided parking lot pole fixtures with a residential appearance. Per the State Building Code, a certain amount of exterior lighting is required in order to maintain egress paths. We are limiting our building lighting to a small number of recessed soffit lights; (4) at the building's clerestory and (2) at each of the building's entrances. We feel we have provided the absolute minimum exterior lighting necessary for us to still remain compliant with those egress standards.

Please note that we do intend to conduct one additional Neighborhood Meeting in the near future so that we may present the revisions to interested parties. Upon selection of a date for that meeting, a copy of the letter we will be sending, along with copies of all supporting materials, will be sent to City Staff for review.

MAC Dental has been a part of this neighborhood for nearly 30 years and they are fully committed to making a significant investment into the neighborhood and the community in hopes of continuing that presence for the foreseeable future.

We have made every effort to include all requested information in the attached submittals and we do fully anticipate continuing to work with City Staff to ensure all applicable requirements are met.



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MAC Dental Center – DePere, WI WRITTEN RESPONSES TO THE CONDITIONAL USE STANDARDS

A. That the establishment, maintenance, or the operation of the conditional use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

MAC Dental Centers is currently proposing the construction of a new single story building to replace their existing facility located on their current site at 233 S. Erie St in DePere, WI.

Dr. Don Haupt, DDS, constructed the existing building in the 1970's to house a single practitioner dental office with (2) hygienists. He worked closed with the City at the time to be sure the property fit the surrounding residential neighborhood. In the late 1990's, with Dr. Haupt planning to retire, MAC Dental Centers purchased the property and continued it's operation as a family oriented dental provider.

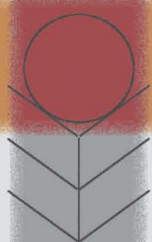
Upon the transition from Dr. Haupt's practice, Dr. Biehl joined MAC Dental which allowed an expansion of business hours to the early evening of weeknights. This enabled the new Owners to accommodate the needs of their patients, allowing after later appointments to give families flexibility.

Through the ensuing nearly (3) decades, MAC Dental has been blessed with a growing number of patients. This has allowed MAC Dental to give back to the DePere community in multiple ways including the financing of the DePere Police Department's K9 dog, a donation to the Notre Dame Middle School gym renovation, and yearly donations to children's sporting events, the Pink Flamingo and Celebrate DePere, to name just a few.

With this growing practice, the Owner currently has outgrown their existing facility. Having already purchased the adjoining residential property to the north that is currently zoned R-2, we are currently seeking to combine the three parcels and to obtain a new Conditional Use to allow the Owner to continue to provide family based dental services at a location that best suits the needs of their existing patients.

The new building and site have been designed with all applicable City standards and policies in mind and will add a unique architectural presence to the area while maintaining the residential character of surrounding homes.

At the recommendation of City Staff, a Neighborhood Meeting was held in April of this year. To show their commitment to the neighboring owners, MAC Dental advised us to make several design changes to address reasonable concerns voiced at that meeting.



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B. That the conditional use will not be injurious to the use and enjoyment of other property in the orderly development and improvement in the immediate vicinity for the purposes already permitted nor substantially diminish or impair property values within the neighborhood.

As noted in the Summary of the Conditional Use we have included, office hours for the facility will be limited to those of similar small businesses in the area. After concerns were raised about normal operating hours at the Neighborhood Meeting, the Owner has decided to adjust their current daily close of operations from 8 pm to 7 pm in an effort to reduce any already limited impact to the neighboring property owners.

Architectural fencing has been provided along the entire northern property line, the only property line that is currently not defined by a city street or alley. In addition, all applicable landscape and screening requirements have been adhered to or exceeded.

The Owner currently is expecting to invest over \$1.5M on the proposed project. We see no potential for diminished adjacent property values, in fact, we believe this redevelopment will likely result in the opposite.

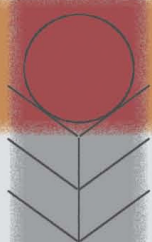
C. That adequate facilities, access roads, drainage, and/or necessary facilities have been or are being provided.

With the exception of the applied for setback adjustments, all State and Local codes, standards and requirements for both the building and the associated site design have been adhered to, and in many cases, exceeded.

D. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets

As previously mentioned, we solicited feedback at a neighborhood meeting in April. At that meeting, concerns were raised about traffic into and through the existing alley from our proposed new parking lot. With that in mind, we have redesigned the new parking lot's ingress/egress point to a location on Lewis Street near the existing curb cut.

This design change will minimize any traffic impact to the existing alley. Our currently proposed parking lot contains a total of (17) stalls which is a negligible increase of the current parking lot capacity of approximately (14) vehicles. Due to dimensional restrictions of the existing property, we are proposing to provide (3) Doctors stalls on the NE corner of the site with access to these stalls solely from the alley. We feel the traffic impact to the alley from these three stalls will be less than what would be generated if the property were to be redeveloped as single family residential lots.



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E. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the Council pursuant to the recommendation of the Plan Commission.

During our initial design discussions, the Owner stressed a desire for the new building to not diminish the existing residential neighborhood and provide minimal aesthetic distraction. We have taken great care to design the proposed facility with a residential architectural theme that we feel compliments the existing neighborhood.

At this time, it is believed that all needs for the proposed Conditional Use are accessible for the Applicant. No unique burden of any kind will be placed on existing improvements, facilities, utilities or services serving the subject property. We expect to work with City Staff and Administration while preparing construction documents to ensure all necessary construction conforms to City standards and industry best practices.

MAC Dental Center – DePere, WI Preliminary Project Timeline

Submit required documents to City Staff	May 14, 2019
City Plan Commission Approval	May 28, 2019
City Common Council Approval	June 18, 2019
Complete Bidding/Construction Documents Submit for State Approval	August 16, 2019
Project Bids	Sept. 5, 2019
Construction Begins/Ceremonial Groundbreaking	Sept. 16, 2019
Construction Completed (weather permitting)	May 29, 2020

**GENERAL NOTES:**

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
4. SEE SHEET C-4.5 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
5. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
6. VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION. ALL BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO SUBMITTING A BID. PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
7. PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
8. SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY CONSTRUCTION MANAGER.
9. ALL SAWCUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
10. ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/CORP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

KEYNOTES:

- ① THICKENED EDGE WALK
- ② 6" CURB HEAD TAPER SECTION
- ③ ADA RESERVED SIGN
- ④ ADA PARKING SPACE
- ⑤ PARKING LOT STRIPING
- ⑥ DUMPSTER ENCLOSURE - SEE ARCHITECTURAL PLANS
- ⑦ 6" BUFFTECH VINYL FENCE-CHESTERFIELD SMOOTH, COLOR WHITE, OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S RECOMMENDATIONS
- ⑧ MONUMENT SIGN- SEE ARCHITECTURAL PLANS

PAVEMENT HATCH PATTERNS:

PROPOSED 3.5" ASPHALTIC CONCRETE PAVEMENT W/9" BASE COURSE



PROPOSED 4" CONCRETE PAVEMENT W/6" DENSE GRADED BASE COURSE



PROPOSED 6" REINFORCED CONCRETE W/6" DENSE GRADED BASE COURSE

**SITE STATISTICS**

PROJECT LOCATION: 233 S. ERIE STREET		
OWNER: HMM LLC, 704 S. WEBSTER AVENUE, SUITE 400, GREEN BAY, WI 54301-3528		
ZONING = R-3 RESIDENTIAL		TOTAL LOT = 21,630 S.F.
FLOOR AREA RATIO = 5.310 S.F.		
BUILDING	CONCRETE WALKS & BITUMINOUS PAVEMENT	GREEN SPACE
5,400 S.F.	8,210 S.F.	8,020 S.F.
25% OF SITE	38% OF SITE	37% OF SITE

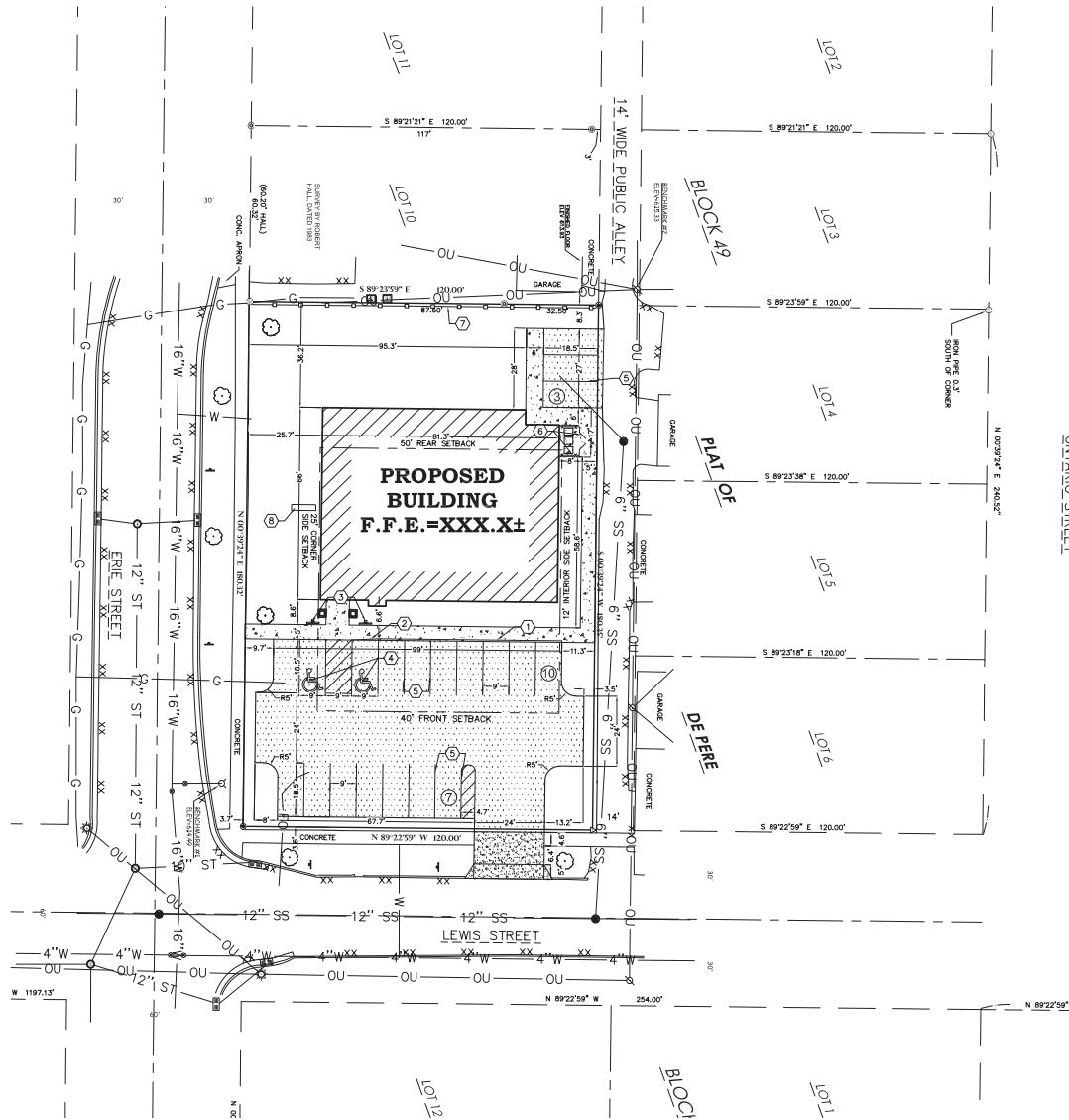
SITE PARKING

OFF-STREET PARKING-REQUIRED
(4) SPACES FOR EACH DENTIST ON DUTY DURING THE BUSIEST SHIFT, PLUS (1) SPACE FOR EACH ADDITIONAL EMPLOYEE
2 DOCTORS + 4 = 8 PLUS 11 EMPLOYEES =
19 STALLS REQUIRED
OFF-STREET PARKING-PROPOSED
20 PARKING STALLS PROPOSED



LAYOUT PLAN

SCALE: 1"=20'-0"

**BENCH MARKS**

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCHMARK #1:
BURY BOLT ON HYDRANT, LOCATED AT THE NORTHEAST CORNER OF LEWIS ST. AND ERIE ST.
ELEVATION = 614.49

BENCHMARK #2:
SPINE IN SOUTHWEST FACE OF POWERPOLE #66886, LOCATED IN THE ALLEY BETWEEN ERIE ST. AND ONTARIO ST., 215' NORTH OF LEWIS ST. CENTERLINE.
ELEVATION = 615.35

POP
Land Surveying
Engineering
Landscape Architecture
5709 Wilby Drive, Suite D
Stevens Point, WI 54482
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

POINT OF BEGINNING, INC. HOLDS THE RIGHTS TO COPYRIGHT IN AND TO
THESE PLANS, DRAWINGS AND DOCUMENTS. NO PART OF THESE PLANS, DRAWINGS
OR DOCUMENTS MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY
ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING,
OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE
WRITTEN PERMISSION OF POINT OF BEGINNING, INC.

SURVEYOR'S NOTES

1. AT THE TIME OF THE SURVEY, SHOW AND/OR ICE EXISTED OVER THE SUBJECT PROPERTY. POINT OF BEGINNING SHALL NOT BE HELD RESPONSIBLE FOR ANY POSSIBLE ERRORS OR OMISSIONS DUE TO SAID WINTER CONDITIONS.

SURVEY LEGEND

These standard symbols will be found in the following:

- SANITARY SEWER
- STORM SEWER
- OVERHEAD UTILITIES
- BURIED ELECTRIC
- BURIED GAS
- WATERMAIN
- FIBER OPTICS
- EDGE OF BITUMINOUS
- CONTOUR LINE
- F.F.E. = FINISHED FLOOR ELEVATION
- RECTANGULAR CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- WATER VALVE
- HYDRANT
- ELECTRIC METER
- LIGHTPOLE
- FINDERPOLE
- GUY WIRE
- GAS METER
- AIR CONDITIONING UNIT
- SIGN
- FLAGPOLE
- MAILBOX
- BUSH/SHRUB
- HEDGE
- TREE
- PINE TREE
- 1-1/4" O.D. X 18" IRON PIPE SET
- WEIGHING TARE SCALE, 1 T.
- FOUND 1" IRON BAR
- FOUND 1" IRON PIPE
- FOUND 5/4" IRON PIPE
- MAG NAIL SET
- 1" RECORDED AS

DESCRIPTION

ALL OF LOTS 7, 8, AND 9 OF BLOCK 49 OF THE ORIGINAL PLAT OF THE TOWNSHIP OF DE PERE, SE. EAST 1/4 OF THE TOWNSHIP OF DE PERE, BRUSH COUNTY, WISCONSIN.

SUBJECT TO IF ANY COVENANTS, CONDITIONS, RESTRICTIONS, RIGHTS-OF-WAYS AND EASEMENTS OF RECORD.

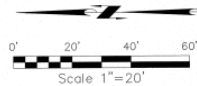
BASIS OF BEARINGS

THE NORTH LINE OF LEWIS STREET, OBSERVED TO BEAR N 89°23'59" W AS REFERENCED TO THE BROWN COUNTY COORDINATE SYSTEM, NAD83 (2011).

SURVEYOR'S CERTIFICATE

I, TROY M. COLLINS, LAND SURVEYOR, NO. 2895, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A TOPOGRAPHICAL SURVEY AS DONE UNDER MY DIRECTION ON MARCH 4-6 & 8, 2019. DATED THIS 9TH DAY OF APRIL, 2019.

Troy M. Collins
TROY M. COLLINS
PROFESSIONAL LAND SURVEYOR NO. 2895



UNDERGROUND UTILITIES

THESE RECORD DRAINAGES HAVE BEEN PREPARED, IN PART, ON THE BASIS OF INFORMATION COMPILED AND FURNISHED BY OTHERS. THE SURVEYOR AND ARCHITECT WILL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH HAVE BEEN INCORPORATED INTO THIS DOCUMENT AS A RESULT.

SOME UTILITIES HAVE BEEN LOCATED BY MAPS PROVIDED BY OTHERS - LOCATIONS ARE APPROXIMATE. PRIVATE UTILITIES MAY EXIST BUT ARE NOT SHOWN ON MAP.

FIELD KERRY SANITARY AND STORM SEWER PIPE SIZE AND LOCATION. UNDERGROUND UTILITIES SHOWN ON THIS MAP ARE BASED IN PART ON WARNINGS BY DIGGERS HOTLINE. (TICKET #2019004464)

BENCH MARKS

ELEVATIONS ARE REFERENCED TO NAVD 83 DATUM.

BENCH MARK #1
BURY BOLT ON HYDRANT, LOCATED AT THE NORTHEAST CORNER OF LOTS 11, AND ERIE ST.
ELEVATION = 614.49

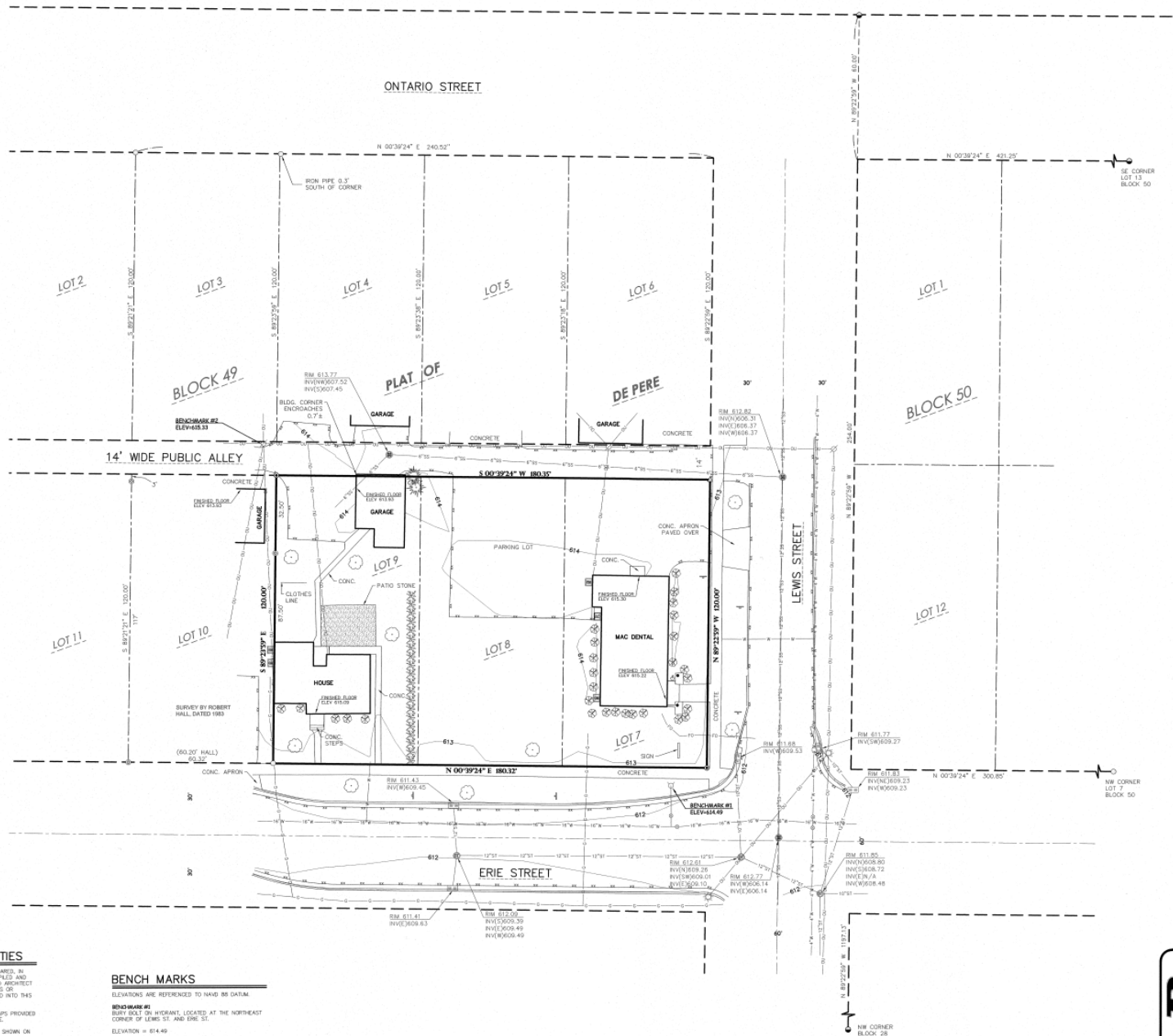
BENCH MARK #2
SPRUE IN SOUTHWEST FACE OF FINDERPOLE (PNEUMATIC) LOCATED IN THE ALLEY BETWEEN ERIE ST. AND ONWARD ST., 215' N. OF LOTS 11, CENTERLINE.
ELEVATION = 615.33

OWNER

MAC Dental
233 S. Erie Street
De Pere, WI 54415

CLIENT

Design Unlimited
1028 W. Main Street
Marshfield, WI 54449



CHECKED: T
DATE: 4/11/19
PROJECT NO.

MAC Dental
233 S. Erie Street

Civil Engineering
Land Surveying
Industrious Architects, PC
1/13-344-7771(PT) / 1/13-344-7772(FX)



TOP

Attachment: Application Form with Support Documents (8444 : Staff recommendation and possible action



May 20, 2019

RE: Proposed Project for MAC Dental, 233 S. Erie Street

Dear Property Owner:

Thank you all for your feedback.

Recently we sent a letter to all of you inviting you to provide feedback regarding our upcoming building enhancement project to our clinic located near you.

Your comments and suggestions were invaluable to our process of maintaining our community-based presence in the area.

We have incorporated suggested changes to our approach. A few of the changes include:

- ❖ The entrance to the parking lot is moved away from the alley.
 - We immediately bought and deployed a "Slow - Children" stand up sign for the alley.
- ❖ The external lighting will be soft lighting and turned off after business hours.
- ❖ A more complete barrier at the north end of the building
- ❖ WE have changed our business hours so the latest time of closure will be 7pm.

We will continue to work hard at being good neighbors. The landscaping is going to be beautiful. Our commitment to helping this community continues. We have been in this area since 1999 and we look forward to another 20 years.

We look forward to seeing you in the neighborhood!

Sincerely,

MAC Dental

GREEN BAY
704 S. Webster Avenue #402
Green Bay, WI 54301
(920) 435-6894

DePERE
233 S. Erie Street
DePere, WI 54115
(920) 336-1952

WWW.MACDENTAL.COM

Kelly Barker

From: Robert Olmsted <robertolmsted232@gmail.com>
Sent: Thursday, May 23, 2019 2:53 PM
To: Peter Schleinz
Subject: Re: Mac Dental

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the clarification.

On Wed, May 22, 2019 at 4:43 PM Peter Schleinz <pschleinz@mail.de-pere.org> wrote:

Good evening, Mr. Olmstead:

-

I have received both of your emails. I am sorry that I misunderstood that a response to the first email was being requested.

-

I cannot respond to the accuracy comments that may have been made by MAC Dental as the project has not gone before our Plan Commission or Common Council yet for a recommendation. Please note that both of your email comments will be included as attachments to the report that goes to the Plan Commission and Common Council.

-

Let me know if you have any other questions. Many thanks!

-

Peter Schleinz

Senior Planner | Zoning Administrator | [City of De Pere](#)

[335 S. Broadway | De Pere, WI 54115](#)

[Tel: \(920\) 339-4043 x 2 | Fax: \(920\) 330-9491](#)



Genuine. Down to Earth. Forward Thinking. Rooted in Strong Values.

-

Attachment: Neighbor Email - objection to expansion (8444 : Staff recommendation and possible action regarding a Conditional Use Permit

-

From: Robert Olmsted [mailto:robertolmsted232@gmail.com]
Sent: Wednesday, May 22, 2019 3:13 PM
To: Peter Schleinz
Subject: Re: Mac Dental

-

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Now I Have Received A Notice From Mac Dental Acting As If It Is A Done Deal The Opinion Is The same No We Don't Want The Expansion Thank You I Have Not Heard Back From You So I Hope You Are Getting These E Mails

-

On Tue, May 21, 2019 at 1:58 PM Robert Olmsted <robertolmsted232@gmail.com> wrote:

Hello From Robert Olmsted I As I Told My Alderman Am Not In Favor Of Rezoning For Mac Dental Expansion. We Have A Nice Quiet Neighborhood And Want To Keep It That Way. Also A lot Of Children Around And Don't Need The Extra Traffic. I Have Been In Touch With Area Residents And They Feel The Same Way Please Vote Accordingly Thank You.

Attachment: Neighbor Email - objection to expansion (8444 : Staff recommendation and possible action regarding a Conditional Use Permit



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Staff recommendation and possible action regarding a Site Plan for a new dental office and off-street parking areas at 221-233 S. Erie Street (Parcels ED-1112, ED-1113, ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.

ATTACHMENTS:

- Memo to Plan Commisison - 24 Jun 2019 (DOCX)
- Report to Plan Commission - Site Plan at 221-233 S. Erie ST - MAC Dental (DOCX)
- Application Form (PDF)
- Site Plan - PRELIMINARY - 14 May 2019 (PDF)
- 2nd Neighborhood letter from MAC Dental - 20 May 2019 (PDF)
- Neighbor Email - objection to expansion (MSG)

CITY OF DE PERE MEMO



To: Plan Commission
From: Peter Schleinz, Senior Planner | Zoning Administrator
Date: June 24, 2019

RE: **MAC Dental Agenda Items Referred to June 24, 2019 Plan Commission Meeting
(Rezoning, Conditional Use, & Site Plan at 221-233 S. Erie Street)**

During the May 28, 2019 Plan Commission meeting, the following agenda items, related to MAC Dental at 221-233 S. Erie Street, were referred to the June 24, 2019 Plan Commission meeting:

- A Rezoning petition from R-2 (Single and Two-Family Residence District) to R-3 (Multiple Family Residence District) at 221 S. Erie Street.
- A Conditional Use petition to allow for health and medical institutions (a dental clinic) in an R-3 Zoning District at 221 S. Erie Street.
- A Site Plan petition for a new dental clinic at 221-233 S. Erie Street.

The Plan Commission referral was made in order to allow an opportunity for the property owner to attend the next Plan Commission meeting and provide answers to questions that the authorized representative was unable to provide on the owner's behalf during the May 28 Plan Commission meeting.

Several people attended the May Plan Commission meeting to express concerns about the proposed project. A petition signed by over 100 nearby residents in objection of the project was also submitted to the Plan Commission at the meeting.

During a June 11, 2019 telephone conference among Development Services staff, the authorized representatives and property owner informed staff that no additional changes or updates would be made to the rezoning, conditional use, and site plan petitions. Thus, staff included the original May 2019 report(s) with this memo. Five new letters and emails, received from the public since the May 28 Plan Commission meeting, are attached to this memo.

After the Plan Commission recommendation, the Common Council will conduct a public hearing and review the rezoning and conditional use applications. That meeting is anticipated to occur on July 16, 2019.

Attachments

Attachment: Memo to Plan Commission - 24 Jun 2019 (8445 : Staff recommendation and possible action regarding a Site Plan for a new dental

Peter Schleinz

From: Lisa Cherney <cherneyla12@gmail.com>
Sent: Tuesday, May 28, 2019 8:55 AM
To: Peter Schleinz
Subject: MAC Dental Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As the property owner at 215 S. Erie, it should come as no surprise to you that, like the majority of my neighbors, I vehemently oppose MAC Dental's proposed rezoning and expansion. Our neighborhood is not the right place for a large commercial expansion.

In reviewing the agenda for this evening's zoning committee meeting, I see that they have very quietly asked for a variance that effects my property as well. Though I am not surprised they have tried to push this through without my knowledge, I am nonetheless continually disappointed in how badly they behave as neighbors.

Can you help me understand exactly what they are asking for? It appears to me that they want to develop closer to my property than would otherwise be allowed. Has the variance issue been resolved yet? Or is yet to go before the Board of Appeals?

I appreciate your prompt response.

Lisa A. Cherney

Peter Schleinz

From: Robert Olmsted <robertolmsted232@gmail.com>
Sent: Friday, June 7, 2019 2:10 PM
To: Peter Schleinz
Subject: Re: Mac Dental

Follow Up Flag: Flag for follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I Am At A Total Loss As To Why We Are Still Discussing Mac Dental That Should Have Been Put To Rest After The Last Meeting We Are Not In Favor Of Any Rezoning We Have A Quite Neighborhood And Want To Keep It That Way Thanks Again.

On Thu, May 23, 2019 at 2:53 PM Robert Olmsted <robertolmsted232@gmail.com> wrote:
 Thank you for the clarification.

On Wed, May 22, 2019 at 4:43 PM Peter Schleinz <pschleinz@mail.de-pere.org> wrote:

Good evening, Mr. Olmstead:

-

I have received both of your emails. I am sorry that I misunderstood that a response to the first email was being requested.

-

I cannot respond to the accuracy comments that may have been made by MAC Dental as the project has not gone before our Plan Commission or Common Council yet for a recommendation. Please note that both of your email comments will be included as attachments to the report that goes to the Plan Commission and Common Council.

-

Let me know if you have any other questions. Many thanks!

-

Peter Schleinz

Senior Planner | Zoning Administrator | [City of De Pere](#)

335 S. Broadway | De Pere, WI 54115

Tel: (920) 339-4043 x 2 | Fax: (920) 330-9491

June 12, 2019

To City of De Pere
Attn: Board of Appeals, Plan Commission, Common Council

Re: 221-233 S. Erie Street

I live a half block away from the site, and doubt that it will affect me directly. Traffic increases on Lewis and Erie streets may affect me but the most serious traffic problems in the area are associated with parents delivering children to Dickinson, Foxview and Notre Dame schools in the morning on school days.

However, the decision that permitted the dental office to locate at Lewis and Erie many years ago is a prime example of unwise spot zoning.

There is, in current urban development philosophy, a belief in having some neighborhood service businesses located in otherwise residential areas. This is usually associated with "residential neighborhood walkability," where people can walk to a small shop located in their neighborhood. That was common in the 1920s through the 1960s, when there were small neighborhood grocery stores, with limited grocery offerings, in many urban neighborhoods. They were located there because most families had only one car, and the corner store sold grocery items that were carried home by foot, or pulled along in a child's wagon.

The proposed expansion of the Mac Dental clinic is not such a facility. It is designed to draw customers (patients) from a large geographic area, and most will commute there by car. By design, it will increase traffic on the streets.

Three suggestions:

1. If the real intent is to transition S. Erie Street to a commercial zone, change the comprehensive plan to recognize that instead of expanding spot zoning in conflict with the comp plan. In other words, "be honest."
2. Treat pedestrians, primarily children who walk to and from Legion Park all summer, as the primary consideration. Unfortunately, mechanical traffic counters will not give you data on them.
3. Unless the plan for the site includes Lewis Street as a commercial street, all access to the clinic should be on Erie Street, not Lewis, reducing the conflicts between children walking to and from the park, and traffic entering the clinic's off-street parking lot.

There are available places in the community, in commercial zones, where an expanded clinic could go. Denying Mac Dental expansion on the Erie Street site is not an action without alternatives.

Because I work out of town, and work into the evening every day, I can not appear at any of the upcoming opportunities identified in the letter by Mr. Schleinz.

Edward Byrne
303 S. Huron Street
De Pere WI 54115
edwbyrne@athenet.net.

Peter Schleinz

From: Dave Flora <dflora@new.rr.com>
Sent: Wednesday, June 19, 2019 8:54 AM
To: Peter Schleinz
Subject: MAC Dental redevelopment - Rezoning, Conditional Use, Variance, Site Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Schleinz,

My wife, Elaine Flora, and I are vehemently opposed to the proposed expansion of MAC Dental, set back variance & rezoning from R-2 to R-3 with a conditional use of 221 South Erie Street.

The decision to allow the dental office at Lewis & Erie, with one dentist & two employees, was made 40+ years ago. Dental practices are vastly different today. This decision appears to be an example of unwise spot zoning. Allowing the expansion of this business will undoubtedly increase traffic & compromise the safety of children utilizing Notre Dame School, Dickinson School, Foxview School, Legion Park & the new aquatic center. We are extremely concerned about child safety.

We feel the expansion of MAC Dental will be the beginning of the 'creep' which will change South Erie Street from a residential neighborhood into a commercial corridor.

The proposed zoning does not fall within the future land use of the city's comprehensive plan.

We attended the Plan Commission meeting in May 2019 & presented the city with 111 signed & dated statements objecting to rezoning & expansion for MAC Dental. The statements are signed & dated by De Pere citizens (75% are from our immediate neighborhood & 25% are outside of our neighborhood).

Please acknowledge receipt of this email.

Thank you,

Elaine Flora
 Dave Flora

220 South Ontario Street
 De Pere, WI 54115

6/18/19

City of DePere Mayor, City
Aldermen & Planners,



- We moved to DePere in October of 2019 with the hope & dream of this being our forever neighborhood. We bought a quaint old home across the street from Legion Park & love the location & all our neighbors. We loved that we were close to the downtown, but that our neighborhood is residential. We live on a corner lot & see so many joggers, bicycles, children walking & playing, Mom's with strollers & dog walkers. We are just a block & a half from the school, so it's a challenge to watch for all the little ones walking to school.

We are very disappointed in the proposal for the dental building to expand into a 5300 sq. foot giant with an undesirable big ugly parking lot. Our garage backs up to the alley way. Currently 2000 & it's getting busier all the time. We have to watch carefully now - not to get hit as we mow our backyard & back our cars out of our driveway.

2

We can't imagine how much more stress our neighborhood will feel with this expansion.

We feel that it's just being forced upon us with little regard for how the neighborhood tax payers feel. We signed a petition stating we are not for this rezoning & have talked to dozens of people who feel the same.

We would not have chosen this area had we known that it may have become zoned commercial. Once this changes, then what's to say more business creeps in.

We are hopeful that the concerns we have will be taken into account & that all the proper steps will be taken to ensure that this area remains family friendly, safe & residential.

We went to meeting - which was at 4pm - not a good time for working folks & felt intimidated with so many dental employees there & no understanding of what we could say or do to stop this.

3

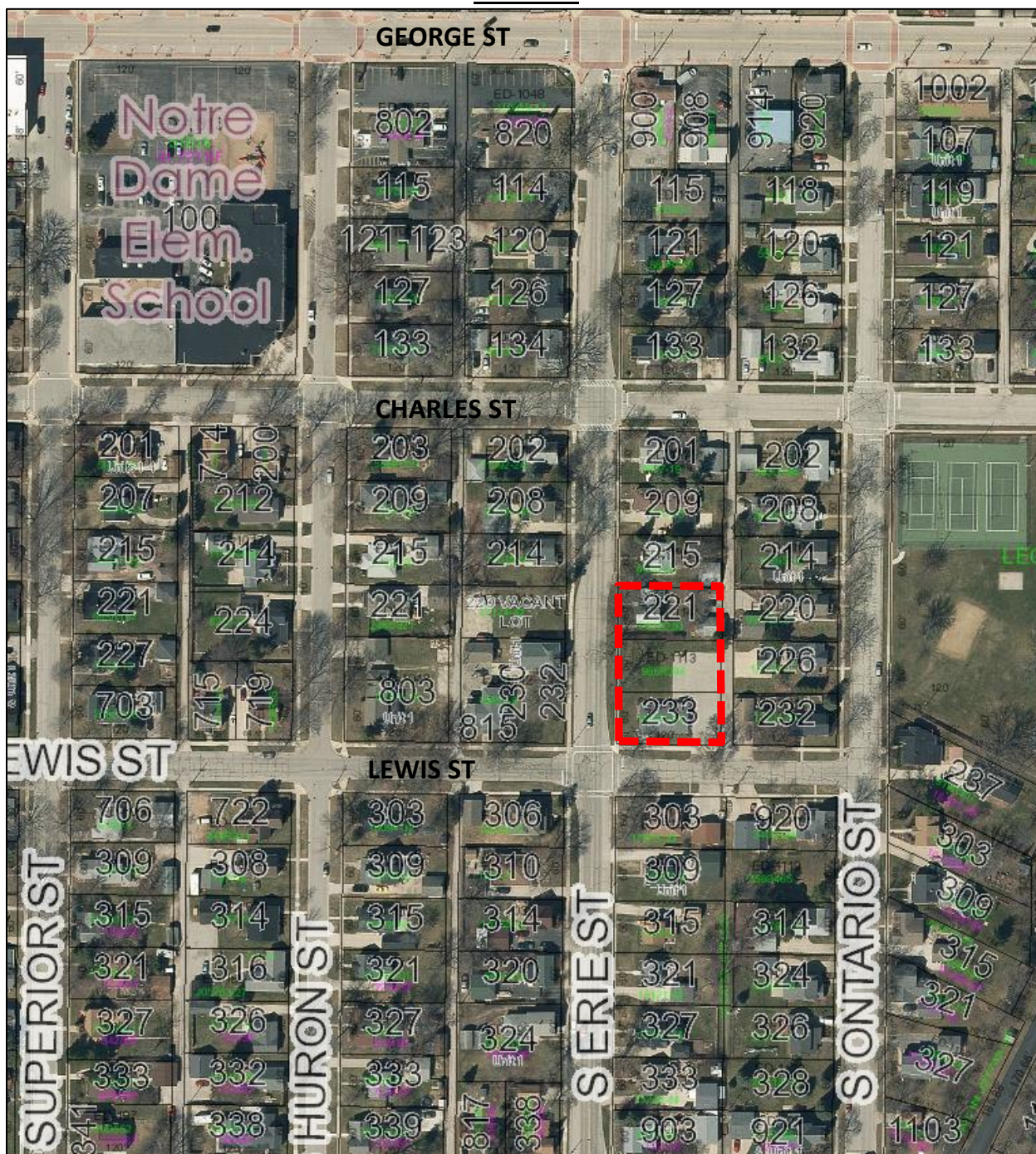
So please take into consideration
the residents opinions. We Love DePere.

Thank you -
Chyris Walsh


202 S. Ontario St.
DePere, WI. 54115

- ITEM 5: Staff recommendation and possible action regarding a Site Plan for a new dental office and off-street parking areas at 221-233 S. Erie Street (Parcels ED-1112, ED-1113, ED-1114). Submitted by Katie Nemitz, Design Unlimited, authorized representative for HNM LLC, property owner.

SITE MAP



REQUESTED ACTION: Site Plan approval

A newly constructed expansion of an existing dental office and off-street parking areas.

COMMON DESCRIPTION:	221-233 S. Erie Street, located northeast from the S. Erie Street and Lewis Street intersection.	
PARCEL NUMBERS:	ED-1112, ED-1113, ED-1114	
EXISTING ZONING:	233 S. Erie Street (ED-1112 & ED-1113): R-3 (Multiple Family Residence District) 221 S. Erie Street (ED-1114): R-2 (Single and Two-Family Residence District) <i>A proposal to rezone 221 S. Erie Street (ED-1114) from R-2 to R-3 will be reviewed by Plan Commission on May 28, 2019.</i>	
SURROUNDING LAND USES:	R-2 Residential Zoning. Single and two-family residential to the north, south and east. Vacant, single and two-family residential with a three-family property to the west.	
COMPREHENSIVE PLAN:	Commercial and Neighborhood Residential (Including Multi-Family).	
APPLICANT / OWNER:	Katie Nemitz, Project Manager Design Unlimited Authorized Representative 1029 West McMillan Street Marshfield, WI 54449	HNM LLC Property Owner 704 S. Webster Avenue Green Bay, WI 54301-3528
PROJECT REVIEWS:	This petition reflects a request for a <u>site plan</u>; however, there are related project reviews being requested, based on a May 8, 2019 petition for a new 5,310 sq. ft. dental office. Reviews required to facilitate this project include: Plan Commission & Common Council Reviews-- • Rezone 221 S. Erie Street from R-2 to R-3. ○ Health and medical institutions (dental offices) may be approved by conditional use on R-3 zoned properties. ○ Adjacent properties to the south are already zoned R-3. • Conditional Use for 221 S. Erie Street to allow for a health and medical institution (dental office) ○ The two properties to the south already have a conditional use for a dental office. Plan Commission Only Review-- • Site Plan for 221-233 S. Erie Street in order to develop a new dental office and parking lot. Board of Appeals Review— • Variance for 221-233 S. S. Erie Street in order to address a lot line building setback between 221 & 215 South Erie Street being 36 feet. Staff Only Review— • Parcel Combination for 221-223 S. Erie Street ○ Completed by either De Pere or Brown County staff to prevent lot lines from dividing structure.	

SITE HISTORY:

NOTE: Because this report is tied to rezoning and conditional use permit reviews, the 'Site History' section is the same in all three staff reports.

221 S. Erie (ED-1114) Property History

After a review of air photographs, the property and nearby area began developing prior to 1938. The primary use for parcel ED-1114 has been single-family residential. Aside from housing code violations being addressed in 2018, the City files have no further record regarding the specific property.

233 S. Erie (ED-1112 & ED-1113) Property History

Development of these properties into the current dental office facility began in 1973. At that time, the properties were zoned "C" Residential, a district that permitted a variety of land uses.

In 1973, a conditional use was approved by Plan Commission and Common Council to allow for dental offices. Also, in 1973 the Board of Appeals approved setback and parking variances for the two properties. At this time the property was identified as being owned by a Mr. Donald A. Haupt.

In 1974, via a zoning rewrite, the Common Council approved that the "C" Residential District become the R-3 District (General Residence District) and the R-4 District (General Residence Office District).

STAFF REVIEW:

When reviewing a Site Plan request, staff considers the zoning code, future land use recommendation of the Comprehensive Plan and the surrounding land uses and desired development patterns.

The applicant proposes to construct the following at 221-233 S. Erie Street:

- A new 5,310 sq. ft. dental office with cement board siding and a stone knee wall to better fit into a residential neighborhood.
- A new three stall staff-only off-street parking lot at the northeast end of the site. The staff-only parking area connects to an adjacent alley.
- A new 17 stall off street parking lot that will accommodate 17 vehicles, located at the corner of Lewis Street and S. Erie Street. The parking lot connects to Lewis Street only, not an adjacent alley.
- Associated screening and extensive landscaping.

NOTE: An existing dental office, parking lot, and a vacant residence are proposed to be removed from the project site.

The proposed building includes cement board siding, a stone knee wall, windows and angled rooflines on what appears to be a two story structure. The design goal is for the dental office to fit within the existing residential area. The façade materials, with the exception of cement board are approvable materials in the zoning district. Plan Commission will need to consider the acceptability of the use of cement board, which is considered durable and it gives the building a residential look.

The site plan complies with the following massing and setback requirements set by the R-3 Single Family Residence District for a health and medical institution (dental office) as a conditional use (Section 14-40(8)(2)(c)), with the

exception of the side and rear setbacks:

- Land Use: Health and medical institutions - dental office (allowed for Parcels ED-112 & ED-113, needs conditional use for Parcel ED-1114)
- Lot Size: 21,630 for all three parcels (8,500 sq. ft. required)
- Front Yard Setback – south end of site : 76.2 feet (40 feet required)
- Interior Side Yard Setback – alley: 13 feet (12 + 10 = 22 feet required, needs variance)
- Corner Side Yard Setback – S. Erie Street : 25.7 feet (25 + 10 = 35 feet required, needs variance)
- Rear Yard Setback: 36.2 feet – north end of site (50 feet required, needs variance)
- FAR: 0.25 (less than 0.75 required)
- Building Height: 33 feet 10 inches (less than 35 feet required). While the building height meets current code, the structure itself will be taller and larger in mass than the surrounding homes. At the same time, the building is located centrally on the site with extensive landscaping.
- Landscaping: 9 trees, 37% greenspace, and excessive plantings to screen the parking lot & beautify the property provided (5 trees and 10% greenspace required)

On June 24, 2019 the petitioner plans to go before the Board of Appeals to request a variance to change the rear setback from 50 feet to 36.2 feet, to keep the 25 foot corner yard setback, and to keep the 12 foot interior side yard setback. For comparison, the rear yard setback for single and two-family residences in the neighborhood is 30 feet and interior side yard setbacks are 10 feet. Many existing buildings in the neighborhood have shorter setbacks.

Parking requirements have been met with 20 proposed total stalls. The below chart summarizes the proposed stalls:

LOCATION	EXISTING	PROPOSED REDESIGN	REQUIRED	CRITERIA MET?
Patient & Staff Parking	16	17	19	--
Staff Only	0	3	--	--
TOTAL	16	20	19	YES

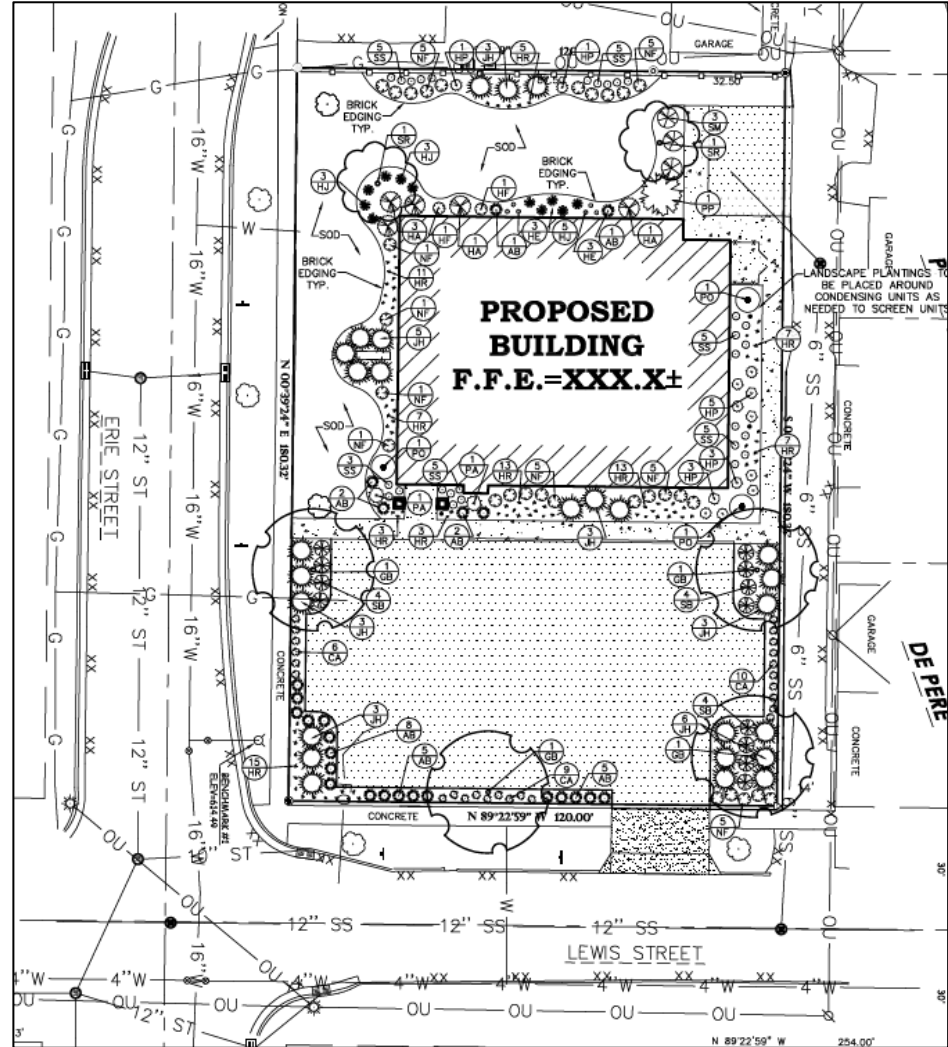
The Municipal Code requires 4 spaces for each doctor. There are 4 doctors but only 2 are on staff at one time, requiring 8 stalls. The municipal Code also requires 1 stall for each employee which is 11 stalls. Total needed stalls for off-street parking is 19. The Municipal Code parking criteria has been met.

Signage for the site includes one 6 foot tall by 7 foot 8 inch long monument sign on the west (S. Erie Street) side of the building. The plans identify the signage as being internally lit, which is not allowed; the sign may be externally lit or back lit / halo illuminated. Signage is shown in this submittal for conceptual consideration and will be reviewed in more detail via the sign permit process.

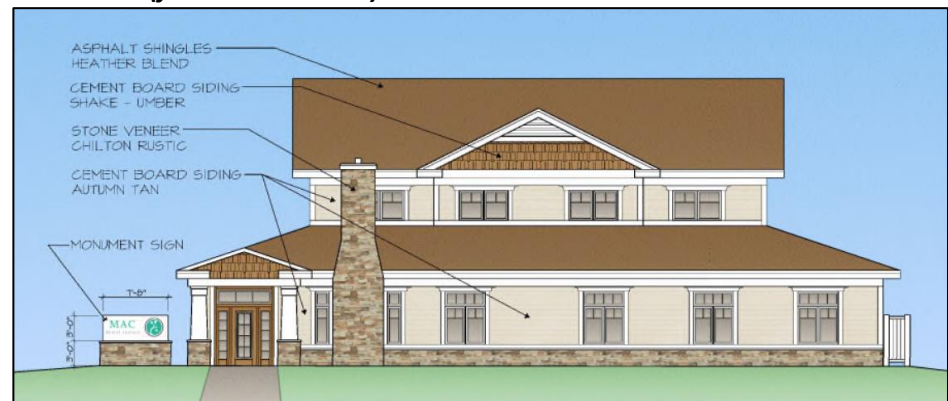
The petitioner facilitated a neighborhood meeting on April 8, 2019 to share their plans with the surrounding residents and property owners. Some neighbors expressed concerns and objections related to the size of the proposed building, hours of operation, illuminating the site in a residential neighborhood, and speed of drivers using the existing parking lot in the alley. Based on those concerns, the petitioner made revisions to their concept before submitting the site plan application to the City.

- The petitioner recognizes their location in a residential area and proposes the following in order to minimize neighborhood disruption and address previously stated concerns:
 - Weekday office hours – 8AM to 7PM
 - Weekend office hours – Closed
 - Exterior building lighting to be turned off at 7:00PM.
 - Guest parking lot that shifts almost all parking (other than three staff stalls) from alley access to Lewis Street.
 - Landscaping significantly higher than code requirements.
 - Fence along north property line.

Proposed site plan with landscaping shown.



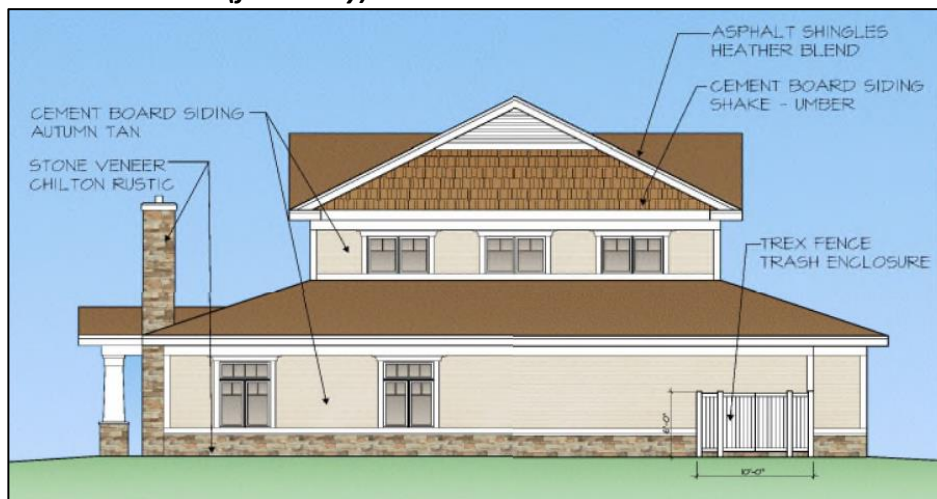
Front View (from Lewis Street).



Corner Side View (from S. Erie Street).



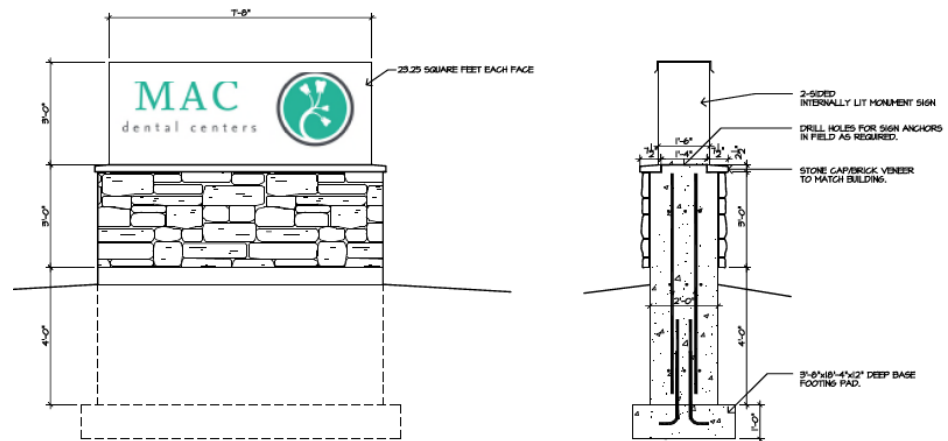
Interior Side View (from alley).



Rear View (adjacent to 215 S. Erie Street).



Monument Sign.



STAFF COMMENTS:

The following staff comments are conditions that need to be met, per City staff review, if the site plan is approved.

Engineering:

1. Need demolition/razing plan for existing site. Water and sewer services are to be capped or abandoned at the main.
2. In general notes, an excavation permit will be required for any excavation in the public right of way. Add a note to please contact City of De Pere Engineering at 920-339-4061 to obtain excavation permit.
3. In general notes, a sidewalk license is required prior to pouring any concrete within the public right-of-way. Add a note to please contact City of De Pere Engineering at 920-339-4061 to obtain a sidewalk license. A list of licensed contractors can be found on the City's website.
4. Identify the size of the water service and water meter. Meters over 1-inch require early notice so they can be ordered. Water services over 4-inches in diameter require additional testing (e.g. safe sample and pressure testing) prior to having water service turned on.
5. Sidewalk section will need to be continued throughout the concrete apron. Sidewalk will need to be 8-inches thick.
6. Concrete apron will need to be 8-inches thick. The concrete flare can start at the front of sidewalk.
7. The water main on S. Erie Street was relayed in 2018. The top nut elevation on the hydrant at S. Erie Street and Lewis Street is 615.50.
8. Include a detail for thickened edge walk.
9. Parking lot striping should be called out to be 4-inch minimum.
10. Inlet protection is required to be Type D and should be called out on plans as such.
11. Clarify if the contours shown on sheet C2.0 are proposed or existing. Both are required.
12. Need to show utilities entering the building (gas, electric, water, sewer, storm). Is the plan to reuse any of these services?
13. Need an excavation and grading plan. Perimeter curb along the parking lot will be required to prevent water from sheeting across the sidewalk. An inlet should be considered as the City will not allow the water to sheet flow out of this parking lot across sidewalk.
14. Provide Erosion Control Site Soil loss calculations and corresponding map as required by WisDNR.
15. Show stockpile locations on erosion control plan and appropriate protection.

16. Need to provide a staging plan and anticipated work schedule.
17. Additional comments will be provided based on follow up to above listed comments.
18. Use best management practices for storm water collection and control. TSS reduction is not required, however, peak flow is to match residential land use for 5-year rain event.
19. Sheet C1.0 - The general notes #4 lists the erosion control plan incorrectly as sheet C4.0. It should be C2.0

Fire:

1. None.

Forestry:

1. Landscaping Plan needs a planting detail included on the plan. Follow WDNR recommendations.

Health:

1. None.

Planning:

1. Recommend providing a rendering or elevation that shows this building in context with the neighboring homes to illustrate scale and context with landscaping.
2. Building elevations are missing dimensions – including the building height.
3. The stonework is an approvable material. The Plan Commission will need to approve the use of cement board in an R-3 District. Cement board is a durable material that may create a better aesthetic fit in the neighborhood.
4. The site plan identifies that HVAC systems will be screened with landscaping, but the size of the HVAC system is unknown. Provide updated site plans that show the properly screened HVAC system.
5. Provide a scaled elevation, with materials and color identified, for the fence along the north boundary of the site.
6. Provide dimension on site plan that identifies setback for monument sign, which must be at least 15 feet. Revise the sign plan lighting to be either unlit, externally lit, or backlit/halo as internally lit signs are not allowed.
7. Provide a planting schedule (timeline) for landscaping installation, and a replacement process (timeline) for landscaping that does not survive.
8. Clearly identify how and where staff and patients will park during the construction phase, prior to the new parking lot being operational.
9. The subject parcels (ED-1112, ED-1113, ED-1114) must be combined into one parcel.

Inspection:

1. None.

The above conditions must be addressed via revised submittals and staff review and approval prior to issuance of a site plan approval memo.

REVIEW PROCESS:

For Site Plan Requests, the Plan Commission either approves or denies the project. Conditions of approval must be resolved between the petitioner and staff before a final approval memo is issued and building permits are released. This site plan is not reviewed by Common Council.

STAFF RECOMMENDATION: Staff recommends APPROVAL of the Site Plan request for a new dental office and off-street parking at 221-233 S. Erie Street, subject to compliance with the conditions listed in the 'Staff Comments' section of this report and subject to the approval of all of the other required reviews for this project.

Staff also recommends APPROVAL of the use of cement board siding in the R-3 District as cement board is a durable material that blends the building in with materials used on other buildings in the neighborhood.

	CITY OF DE PERE APPLICATION FOR SITE PLAN REVIEW	Fee: \$ 305.00
		Receipt #: _____
		Date: _____

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) HNM LLC	Authorized Representative KATIE NEMITZ	Title PROJECT MANAGER	
Mailing Address 704 S WEBSTER AVENUE	City GREEN BAY	State WI	ZIP Code 54301-3528
Email Address katie@designunlimitedmfl.com	Phone Number (incl. area code) 715-384-3207	Fax Number (incl. area code) 715-384-9922	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) HNM LLC	Contact Person KATIE NEMITZ	Title PROJECT MANAGER	
Mailing Address 704 S WEBSTER AVENUE	City GREEN BAY	State WI	ZIP Code 54301-3528
Email Address katie@designunlimitedmfl.com	Phone Number (incl. area code) 715-384-3207	Fax Number (incl. area code) 715-384-9922	

SECTION 3: Project or Site Location

Project Address/Description 233 S. ERIE STREET	Parcel No. ED 1112, ED 1113, ED 1114
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SECTION 4: Project Information

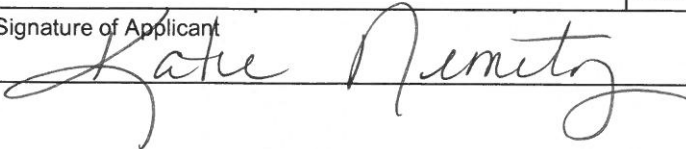
Existing Zoning:	R-2 & R-3		
Present Use of Parcel:	DENTAL OFFICE		
Proposed Use of Parcel:	DENTAL OFFICE		
Estimated Start Date:	September 1, 2019	Estimated Completion Date:	May 31st, 2020

Please submit 1 hard copy 24x36, 1 hard copy 11x17 and 1 PDF copy of the submittal.

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Katie Nemitz	Title Project Manager	Phone Number 715-384-3207
Signature of Applicant 		Date Signed 05-07-19

TO BE COMPLETED BY CITY STAFF

CSM Review authorized by the De Pere Municipal Code, Chapter 46.

Attachment: Application Form (8445 : Staff recommendation and possible action regarding a Site Plan for a new dental office)



New Construction

DBXQL

QuickLink LED Downlight

AirShield™

IC/Non-IC Rated

120V



DATE:

TYPE:

8.d

FIRM NAME:

PROJECT:

LiteBox

6"

Aperture: Nominal 6"

Ceiling Cutout: 6 7/8"

Maximum Ceiling Thickness: 1 1/2"

For conversion to millimeter multiply inches by 25.

Not to Scale

FEATURING



APPLICATIONS:

The DBXQL QuickLink LED housing is specifically designed for use with 6" LiteBox LED trims in applications where relamping is limited to high efficacy requirements such as California Title 24. Suitable for new construction, whether or not insulation is present, including residential applications in a single story home or on the second level of a two story home; or commercial applications in spaces such as offices, single story retail, and hospitality environments. The DBXQL complies with requirements for AirShield™ applications.

AIR TIGHT REQUIREMENTS:

The DBXQL is AirShield™ rated in compliance with ASTM E283 and the Washington State Energy Code (W.S.E.C.).

HOUSING:

Galvanized steel housing with full wrap-around plaster frame. Housing adjusts from 1/2" to 1 1/2" thick ceilings. Notched mounting frame for easy alignment. Housing includes knock out free integral Romex clamps, overspray protection, universal J-box with snap-out sides, universal J-box with snap-out sides, 1/2" and 3/4" knock outs for rigid or BX fittings and a grounding pigtail. Removable K.O. for remodel use (plaster flange clips required). Rated for 8 #12 90° conductors (4 in/4 out). Removable housing for field inspection of wiring. Pre-installed wire quick connects for supply connections standard.

HOUSING INSTALLATION:

Pro-Nail™ bar hangers with integral real nail compatible with common joist systems and materials. Joist alignment tab for rapid and consistent positioning and convenient nail removal features for easy re-positioning. Integral snap-on T-bar grip-lock feature and rigid 24" telescoping bar hanger design. Auxiliary mounting points for additional fasteners or wire suspension to structure. Bar hangers are captive with positive extension stop and locking feature to fix position, and can be reoriented 90° to housing.

LED MODULE INSTALLATION:

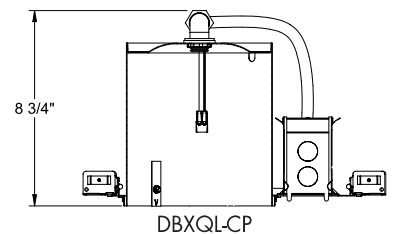
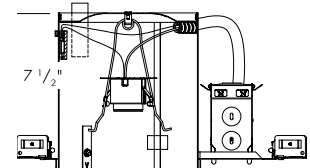
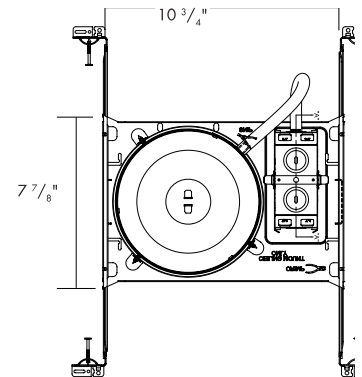
QuickLink LED housing easily connects to mating QuickLink connector on the LiteBox LB6LED module without a screw base adapter preventing the use of low efficacy incandescent sources.

LABELS:

IC and Non-IC rated. UL/cUL listed for wet location and through wiring with LiteBox LED module. AirShield™ rated. WSEC compliant. Facilitates California Title 24 compliance with the LB6LED series LED downlight.



DBXQL must be used with LB6LED series trims. Refer to LB6LEDA spec sheets for details.



DBXQL-CP

CATALOG NUMBER:

EXAMPLE: DBXQL-LB6LEDA30K W

HOUSING	HOUSING OPTIONS	TRIM	OUTPUT	LED COLOR TEMP	CRI	TRIM COLOR
☐ DBXQL 6" LED QuickLink housing	☐ CP Chicago Plenum	☐ LB6A 6" LiteBox Downlight LED Module with dimming to 10% 120V	☐ 7L 700 Lumens	☐ 27K 2700 Kelvin	☐ Blank² 80+ CRI	☐ WH White
		☐ LBEB6A³ 6" LiteBox Adjustable LED Module with dimming to 10% 120V	☐ 10L² 1000 Lumens	☐ 30K 3000 Kelvin	☐ 9 90+ CRI	☐ BL² Black
		☐ LB6LEDA LED QuickLink Trim		☐ 35K 3500 Kelvin		☐ Z² Zet
				☐ 40K¹ 4000 Kelvin		☐ BZ² Bronze

¹ Not available with LBEB6

² Only available on the LB6LED

³ Damp location only

ALN440 – Towne Commons® LED | TYPE

- Energy Saving LED technology
- Reliable efficient operation
- Type 2, 3, 4, 5 distributions
- 0-10V dimming ready
- LifeShield® protection system
- Surge protection included
- Wide variety of custom mounting options including post-top, wall mount or pole mount arm
- IP66 construction of optical system
- Cast aluminum struts
- DLC pending
- Available in 3000K, 4000K and 5000K
- Powder coat finish in 13 standard colors with polymer sealer



ALN440

1. LUMINAIRE ALN 440	2. DISTRIBUTION	3. COLOR TEMP	4. DRIVER	5. COLOR	6. OPTIONS	7. CONTROL	8. MOUNTING
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1. LUMINAIRE

ARM OR POST TOP MOUNT

ALN 440

TOP MOUNTED ARM OR PENDANT MOUNT

ALN 440D

2. DISTRIBUTION

Y2 (Type 2)

Y3 (Type 3)

Y4 (Type 4)

Y5 (Type 5)

3. COLOR TEMPERATURE

32LED-3K (Warm White, 3000K output)

32LED-4K (Neutral White, 4000K output)

32LED-5K (Bright White, 5000K output)

4. DRIVER (120 thru 277 volt)

700 (700mA drive current, 75 watts)

5. COLOR

WH Arctic White

BL Black

BLT Matte Black

DB Dark Bronze

DGN Dark Green

TT Titanium

WDB Weathered Bronze

MDB Bronze Metallic

VBU Verde Blue

CRT Corten

MAL Matte Aluminum

MG Medium Grey

AGN Antique Green

LG Light Grey

RAL Premium Color

CUSTOM ** Contact Factory

6. OPTIONS

CHM (Glass chimney with polished brass holder)

CND (3-lamp candelabra with polished brass holder, lamps included. For decorative use only.)

LDL (Lightly diffused lens)

SBL (Sandblast diffused lens)

HSS-L (House side shield, consists of three field installed panels attached to the inside of the lens. Installing three panels blocks 180° of the lens)

MAT (Mast arm adapter slips over a 2 3/8" / 60mm O.D. pipe and is secured with 4 stainless steel set screws. For ALN440D only.)

PMS (Pendant mount with 48" / 1220mm stem and canopy with swivel. For ALN440D only.)

PMC (Pendant kit includes canopy and 48" / 1220mm of brass chain painted the fixture color. For ALN440D only.)

PT5 (Post top adaptor for a 5"/127mm O.D. pole)

7. CONTROL

PCA-C (Contemporary photocell adapter, not for Wall Mount)

PCA-T (Traditional photocell adapter, not for Wall Mount)

SCP (Sensor Control Programmable) pole accessory is available to provide occupancy detection for outdoor applications meeting California Title 24. For complete spec sheet and ordering information, visit www.aal.net/products/sensor_control_programmable/

8. MOUNTING

WALL MOUNT

ALN440

WMA1M	WMA1L	WMA3	WMA35U
WMA36U	WMA55	WMA56	WMA57
WMA7	WMA9U	WMA22U	

ALN440D

WMA2M	WMA2L	WMA37	WMA38
WMA39	WMA4	WMA6	WMA8
WMA9D	WMA10	WMA11	WMA12
WMA16	WMA17	WMA18	WMA22D

POLE MOUNT

Post Top Mount: (Standard)

The fixture shall slip over a 4"/100mm O.D. pole or tenon and be secured to the pole with three (or six) stainless steel set screws.

Pole Side Mount (4" O.D. or 5" O.D. side mount)

ALN440

TRA1M	TRA3	TRA5U	TRA55
TRA56 (4" only)	TRA57	TRA59U	SLA8U
SLA22U			

ALN440D

TRA2M	TRA2L	SLA3 (4" only)	SLA8D
SLA22D			

Pole Top Mount Arm

ALN440

SLA1	SLA1-2
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ALN440D

TRA4	TRA7	TRA7-2	TRA8
TRA9	TRA9-2	SLA4	SLA4-2
SLA7	SLA7-2	SLA9	SLA9-2
SLA10	SLA10-2	SLA16	SLA16-2
SLA17	SLA17-2	SLA18	SLA18-2

PIER MOUNT

PM1	PM2	PM3
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Visit www.aal.net for Arms, Poles & Accessories Specification Guide

SPECIFICATIONS

HOUSING

Luminaire shall be cast A356 alloy aluminum, free of any porosity or cosmetic fillers. Castings shall be of uniform wall thickness, minimum .188 inch with no warping or mold shifting.

The top cap shall hinge open by loosening two captive fasteners. The top shall seal the lamp compartment with a continuous silicone gasket. The lens shall be one-piece clear optical grade acrylic with a one-piece memory retentive silicone gasket on top and bottom. The LED and driver assembly shall be serviceable by backing out three thumb screws to allow for the light engine to be lifted out. Quick disconnects shall be used for all electrical connections.

All internal and external hardware shall be stainless steel.

OPTICAL MODULE

The optical assembly shall be completely sealed with a one piece injection molded silicone gasket to prevent dust, insect or moisture contamination. The optical array shall consist of high brightness light emitting diodes mounted to a printed metal circuit board with precision injection molded optically clear lenses discretely coupled to each individual diode. The printed circuit board assembly shall have a uniform conformal coating with the exception of the optical output lens at each diode and be mechanically fastened to an anodized die-cast aluminum heat sink. Standard color temperatures shall be 3000K, 4000K and 5000K.

ELECTRICAL

All Luminaires shall accept 120 thru 277 volt input and have integral surge protection. Drivers shall be U.L. recognized and have a 0-10v dimming interface with a dimming range of 10-100%. Approved dimmers include Lutron Diva AVTV, Lutron Nova NDTV and NDTV. (Note: not compatible with current sourcing dimmers). Consult factory for current list of known compatible dimming systems. LifeShield™ shall be provided with all configurations for added protection in extreme temperature environments (-30°C to 60°C). The electrical assembly shall be mounted to a serviceable tray. The surge protector shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave with a clamping voltage of 320V and surge rating of 372J.

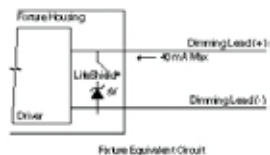
See next page

JOB _____
TYPE _____
NOTES _____

ALN440 – Towne Commons® LED | TYPE

The surge protector case shall be a high-temperature, flame resistant plastic enclosure. The electrical assembly shall be installed and prewired in the fixture.

CONTROLS



SCP shall have an integral surge protection device with a current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J

Sensor not intended for use with additional photo-control, wireless control or dimming systems.

SERVICING

The top of the fixture shall hinge open for relamping by loosening two stainless steel fasteners.

MOUNTING

Post top mounting: The fixture shall slip over a 4"/100mm O.D. pole or tenon and be secured to the pole with three (or six) stainless steel set screws.

Arm or wall mounting: The fixture shall be attached to the cast arm with three stainless steel bolts and a silicone gasket.

FINISH

Fixture finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off and top coated with a thermoset super TGIC polyester powder coat finish. The finish shall meet the AAMA 2604-02 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

Fixtures shall be listed with ETL for outdoor, wet location use, conforming to the UL 1598 and Canadian CSA 22.2 no. 250 standard, IP54.

WARRANTY / TERMS AND CONDITIONS OF SALE

Download:

<http://www.hubbellighting.com/resources/warranty/>

AAL reserves the right to change product specifications without notice.

PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	*TM-21-11 60,000	100,000	PROJECTED L70 (HRS)
25°C/ 77°F	100%	95%	93%	92%	89%	>60,000
40°C/ 104°F	100%	94%	91%	90%	85%	>60,000

DIMENSIONS



ALN440

ALN440

HEIGHT: 31"/790mm
LENGTH: 18"/460mm
WIDTH: 18"/460mm
WEIGHT: 40 lbs.
EPA: 2.80



ALN440D

ALN440D

HEIGHT: 26"/660mm
LENGTH: 18"/460mm
WIDTH: 18"/460mm
WEIGHT: 35 lbs.
EPA: 2.59

PERFORMANCE DATA (32 LEDS, 700 MA DRIVE CURRENT, 75 WATTS)

TYPE	LENS	5K					4K					3K			
		LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G	LUMENS	LPW	B	U
Y2	CLEAR	5427	72	2	3	3	5156	69	2	2	3	4016	54	1	3
Y3		5237	70	2	3	2	4975	66	2	3	2	3875	52	1	3
Y4		5736	76	1	3	3	5449	73	1	3	3	4245	57	1	3
Y5		5183	69	3	3	3	4945	66	3	3	2	3809	51	2	3
Y2	LDL	5160	69	2	4	3	4902	65	2	4	3	3818	51	1	3
Y3		4964	66	1	4	3	4716	63	1	4	3	3674	49	1	3
Y4		5449	73	1	4	3	5176	69	1	4	3	4032	54	1	4
Y5		4901	65	2	4	3	4685	62	2	4	3	3610	48	2	3
Y2	SBL	4729	63	2	4	3	4492	60	1	4	3	3499	47	1	4
Y3		4554	61	1	4	3	4327	58	1	4	3	3370	45	1	4
Y4		5004	67	1	4	3	4754	63	1	4	3	3703	49	1	4
Y5		4499	60	2	4	3	4292	57	2	4	3	3310	44	1	4

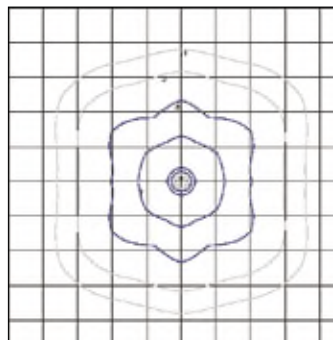
ALN440-Y3-32LED-5K-700 WATTAGE: 75 LUMEN OUTPUT: 5237 EFFICACY: 70 Lm/W

B2 U3 G2

FORWARD LIGHT LUMEN			
FL	30°	2.4%	124.3
FM	60°	34.5%	1804.4
FH	80°	29.1%	1523.6
FVH	90°	3.1%	163.2

BACK LIGHT			
BL	30°	1.7%	90.7
BM	60°	12.1%	631.5
BH	80°	11.1%	582.8
BVH	90°	2.5%	133.1

UPLIGHT			
UL	100°	1.0%	54.3
UH	180°	2.5%	129.2



14' MOUNTING HEIGHT

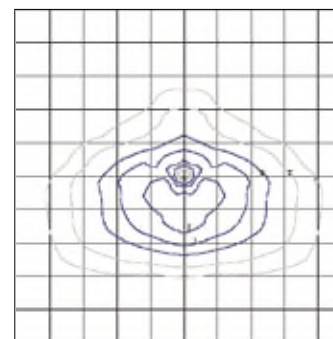
ALN440-Y5-32LED-5K-700 WATTAGE: 74.9 LUMEN OUTPUT: 5183 EFFICACY: 69 Lm/W

B3 U3 G3

FORWARD LIGHT LUMEN			
FL	30°	1.9%	96.7
FM	60°	16.2%	839.4
FH	80°	25.8%	1336.3
FVH	90°	4.4%	228.3

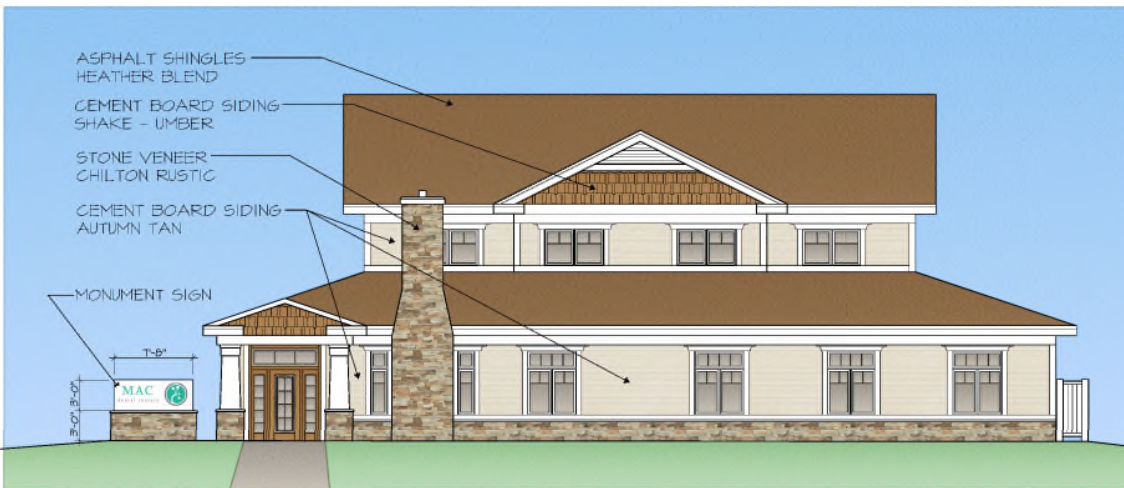
BACK LIGHT			
BL	30°	1.9%	96.7
BM	60°	16.2%	839.4
BH	80°	25.8%	1336.3
BVH	90°	4.4%	228.3

UPLIGHT			
UL	100°	1.6%	82.2
UH	180°	1.9%	99.0

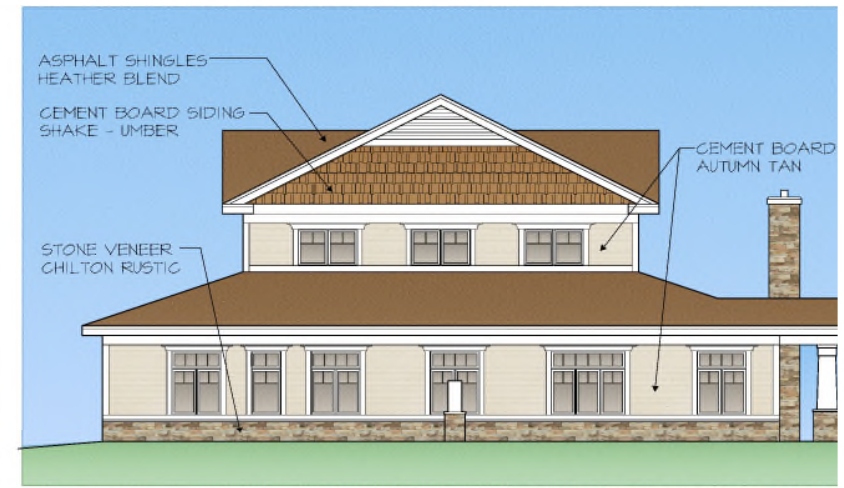


14' MOUNTING HEIGHT

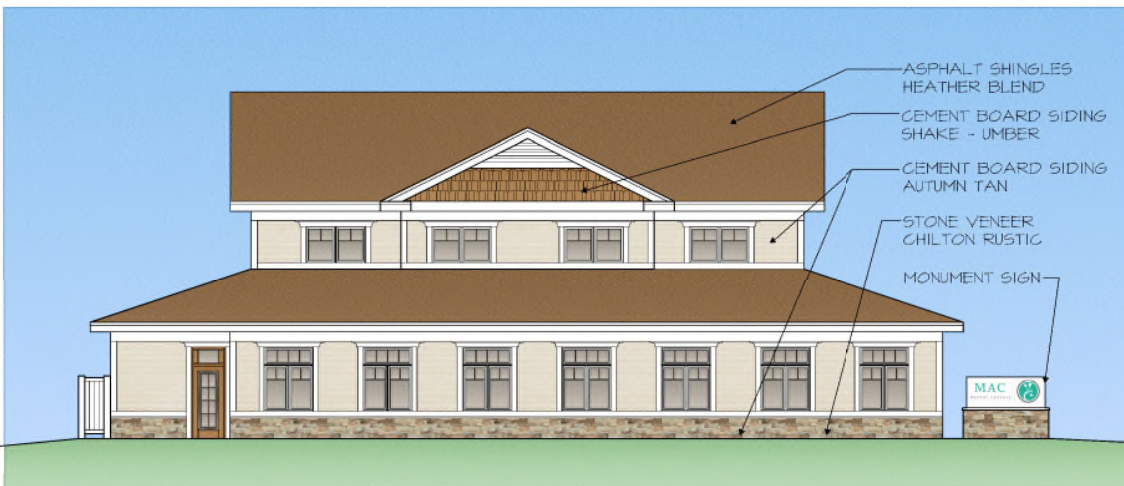
IES files can be found at www.aal.net



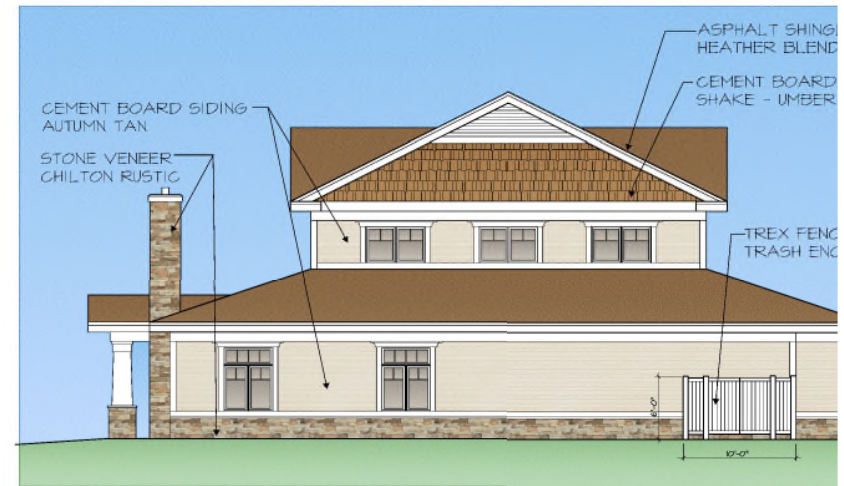
PROPOSED SOUTH ELEVATION - VIEW FROM LEWIS STREET



PROPOSED WEST ELEVATION - VIEW FROM ERIE STREET



PROPOSED NORTH ELEVATION



PROPOSED EAST ELEVATION

MAC DENTAL CENTER - PROPOSED NEW OFFICE

DESIGN UNLIMITED OF MARSHFIELD

**GENERAL NOTES:**

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
4. SEE SHEET C-4.5 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
5. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED, AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
6. VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION. ALL BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO SUBMITTING A BID. PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
7. PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
8. SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY CONSTRUCTION MANAGER.
9. ALL SAWCUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
10. ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/CORP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

KEYNOTES:

- ① THICKENED EDGE WALK
- ② 6" CURB HEAD TAPER SECTION
- ③ ADA RESERVED SIGN
- ④ ADA PARKING SPACE
- ⑤ PARKING LOT STRIPING
- ⑥ DUMPSTER ENCLOSURE - SEE ARCHITECTURAL PLANS
- ⑦ 6" BUFFTECH VINYL FENCE-CHESTERFIELD SMOOTH, COLOR WHITE, OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S RECOMMENDATIONS
- ⑧ MONUMENT SIGN- SEE ARCHITECTURAL PLANS

PAVEMENT HATCH PATTERNS:

PROPOSED 3.5" ASPHALTIC CONCRETE PAVEMENT W/9" BASE COURSE



PROPOSED 4" CONCRETE PAVEMENT W/6" DENSE GRADED BASE COURSE



PROPOSED 6" REINFORCED CONCRETE W/6" DENSE GRADED BASE COURSE

**SITE STATISTICS**

PROJECT LOCATION: 233 S. ERIE STREET		
OWNER: HMM LLC, 704 S. WEBSTER AVENUE, SUITE 400, GREEN BAY, WI 54301-3528		
ZONING = R-3 RESIDENTIAL		TOTAL LOT = 21,630 S.F.
FLOOR AREA RATIO = 5.310 S.F.		
BUILDING	CONCRETE WALKS & BITUMINOUS PAVEMENT	GREEN SPACE
5,400 S.F.	8,210 S.F.	8,020 S.F.
25% OF SITE	38% OF SITE	37% OF SITE

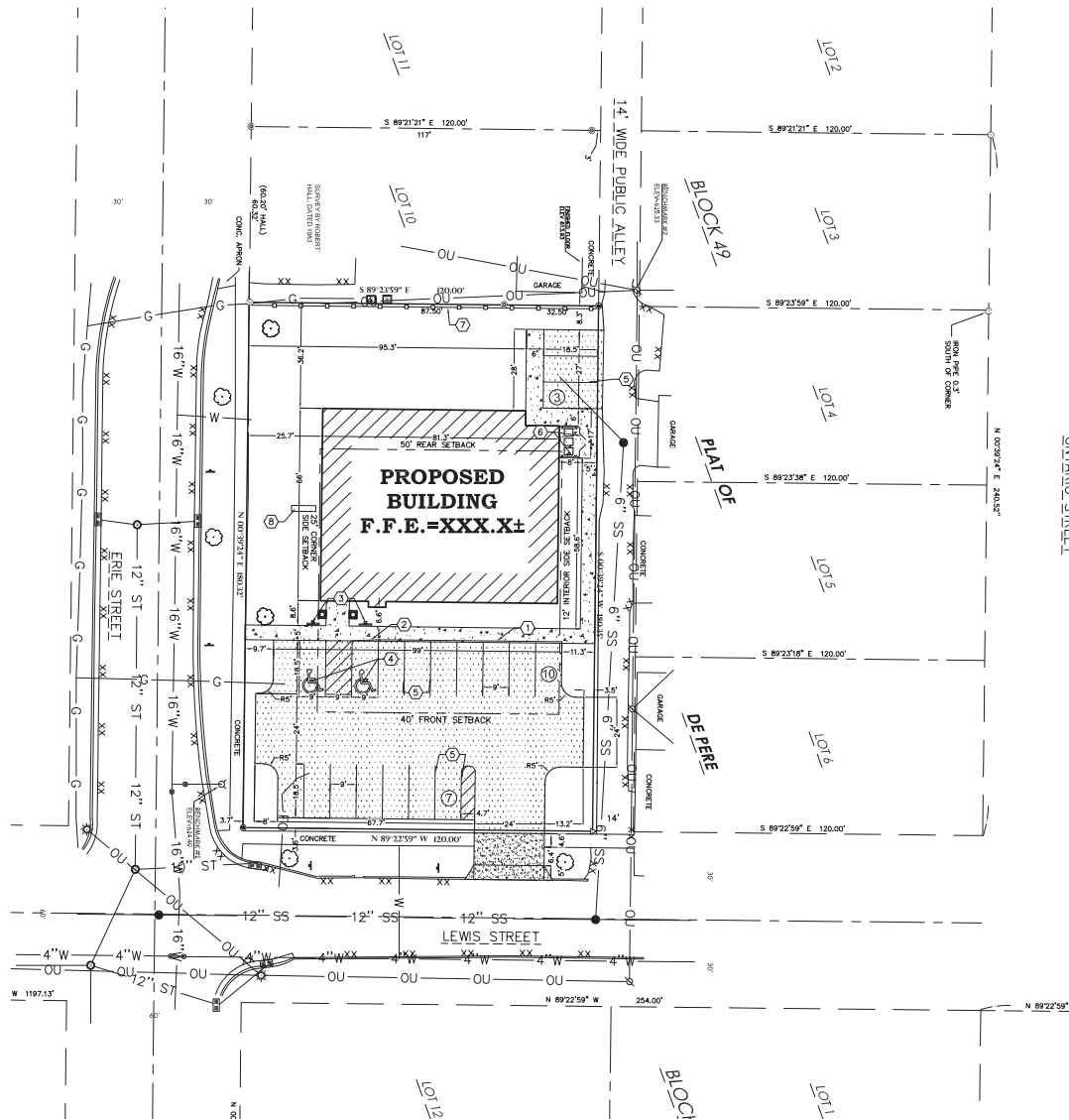
SITE PARKING

OFF-STREET PARKING-REQUIRED
(4) SPACES FOR EACH DENTIST ON DUTY DURING THE BUSIEST SHIFT, PLUS (1) SPACE FOR EACH ADDITIONAL EMPLOYEE
2 DOCTORS + 4 = 8 PLUS 11 EMPLOYEES =
19 STALLS REQUIRED
OFF-STREET PARKING-PROPOSED
20 PARKING STALLS PROPOSED



LAYOUT PLAN

SCALE: 1"=20'-0"

**BENCH MARKS**

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCHMARK #1:
BURY BOLT ON HYDRANT, LOCATED AT THE NORTHEAST CORNER OF LEWIS ST. AND ERIE ST.
ELEVATION = 614.49

BENCHMARK #2:
SPIKE IN SOUTHWEST FACE OF POWERPOLE #66846, LOCATED IN THE ALLEY BETWEEN ERIE ST. AND ONTARIO ST., 215' N. NORTH OF LEWIS ST. CENTERLINE.
ELEVATION = 615.35

POP
Land Surveying
Engineering
Landscape Architecture
5709 Wilby Drive, Suite D
Stevens Point, WI 54482
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

POINT OF BEGINNING, INC. HOLDS THE RIGHTS TO COPYRIGHT IN AND TO
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PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND
RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF
POINT OF BEGINNING, INC.

**GENERAL NOTES:**

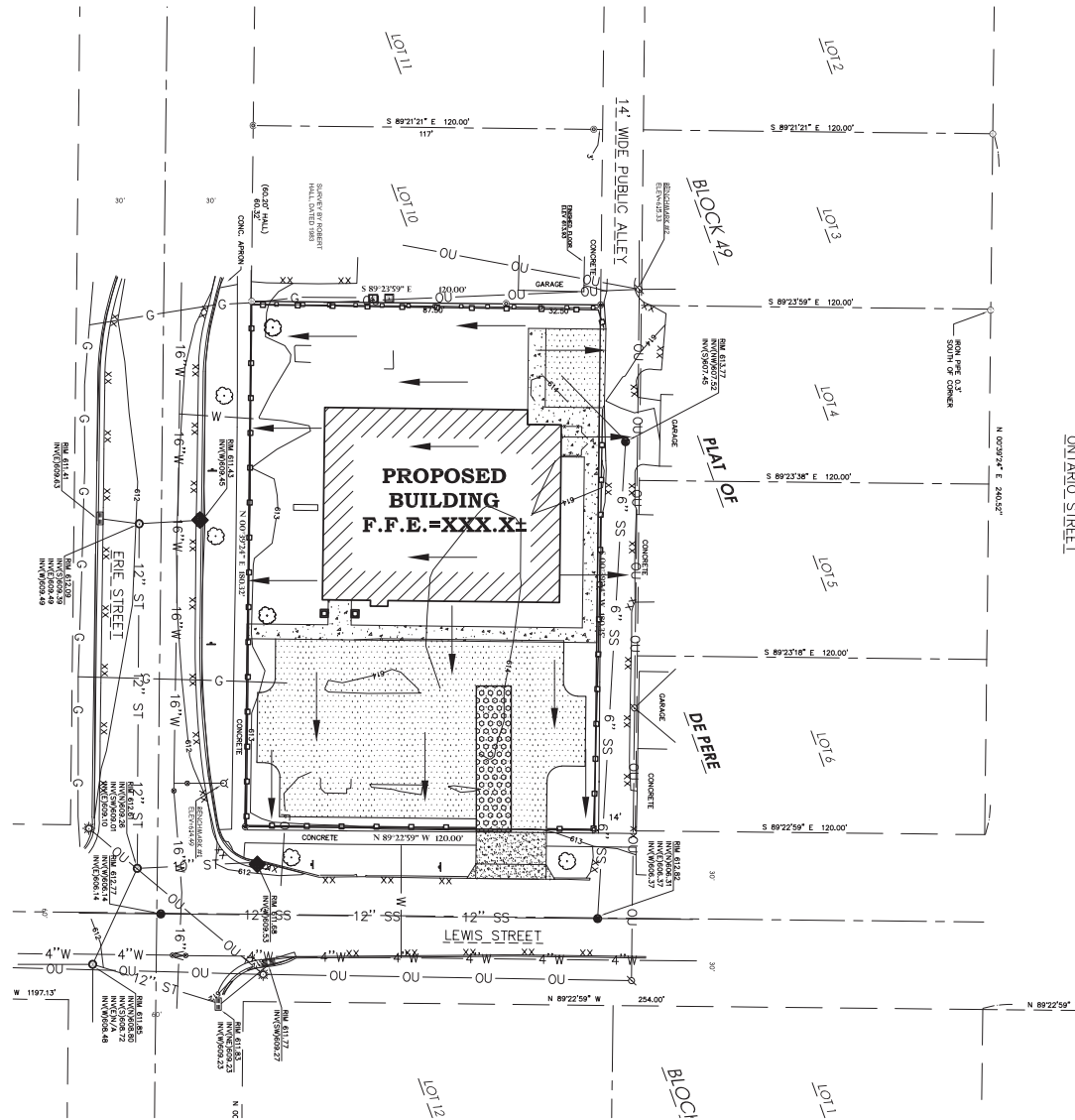
1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. THE PROPOSED SITE PLAN FINISH FLOOR ELEVATION IS THE PROPOSED BUILDING ARCHITECTURAL FINISH FLOOR ELEVATION OF 100.00'.
3. GRADE, LINE AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
4. INSTALL AND MAINTAIN ALL REQUIRED EROSION CONTROL MEASURES IN ACCORDANCE WITH LOCAL AUTHORITIES AND THE DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
5. 6" OF TOPSOIL SHALL BE PROVIDED IN ALL GENERAL LAWN AREAS AND IN ALL PLANTING BED AREAS.
6. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
7. COORDINATE ALL EARTHWORK ACTIVITIES WITH THE RESPECTIVE TRADES RESPONSIBLE FOR THE INSTALLATION OF GAS, CABLE, TELEPHONE AND ELECTRICAL (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE).
8. EXCESS TOPSOIL SHALL BE REMOVED FROM SITE, UNLESS OTHERWISE DIRECTED BY THE OWNER. COORDINATE WITH OWNER FOR LOCATION OF STOCKPILE IF THE OWNER CHOOSES TO SALVAGE EXCESS TOPSOIL FOR FUTURE USE. SILT FENCE SHALL BE PLACED AROUND STOCKPILE.
9. TESTING AND INSPECTION SHALL BE DONE IN ACCORDANCE WITH SPS 382.21.
10. THE LOCAL MUNICIPALITY SHALL BE CONTACTED PRIOR TO ANY EXCAVATION IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL HAVE HIS TRAFFIC CONTROL PLAN APPROVED PRIOR TO WORK COMMENCING. THE LOCAL MUNICIPALITY SHALL OPERATE ALL EXISTING WATER VALVES IF NEEDED.
11. GRADES AT BUILDING EDGE SHALL BE 6" BELOW FINISHED FLOOR ELEVATION EXCEPT AT DOOR WAY ENTRANCES OR UNLESS OTHERWISE NOTED.
12. NOTIFY THE LOCAL MUNICIPALITY AT LEAST 2 WORKING DAYS PRIOR TO THE START OF SOIL DISTURBING ACTIVITIES.
13. INSTALL ALL TEMPORARY EROSION CONTROL ELEMENTS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
14. ALL ACTIVITIES SHALL BE CONDUCTED IN A LOGICAL SEQUENCE AS TO MINIMIZE THE AMOUNT OF BARE SOIL EXPOSED AT ANY ONE TIME. MAINTAIN EXISTING VEGETATION AS LONG AS POSSIBLE.
15. CRUSHED ROCK DRIVES FOR SEDIMENT TRACKING UTILIZING 3" CRUSHED ROCK SHALL BE MAINTAINED AT ALL CONSTRUCTION ENTRANCES TO THE SITE. THE ROCK DRIVE SHALL BE A MINIMUM OF 12" THICK AND BE A MINIMUM OF 50 FEET IN LENGTH BY THE WIDTH OF THE DRIVEWAY.
16. OFF SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF A STORM EVENT SHALL BE CLEANED UP BY THE END OF THE NEXT WORK DAY. ALL OFF SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION ACTIVITIES, INCLUDING SOIL TRACKED BY CONSTRUCTION TRAFFIC, SHALL AT A MINIMUM BE CLEANED BY THE END OF EACH WORK DAY. EXCESSIVE AMOUNTS OF SEDIMENT OR OTHER DEBRIS TRACKED ONTO ADJACENT STREETS SHALL BE CLEANED IMMEDIATELY. FINE SEDIMENT ACCUMULATIONS SHALL BE CLEANED FROM ADJACENT STREETS BY THE USE OF MECHANICAL OR MANUAL SWEEPING OPERATIONS ONCE A WEEK AT A MINIMUM AND BEFORE IMMINENT RAIN EVENTS.
17. DISTURBED GROUND OUTSIDE OF THE EVERYDAY CONSTRUCTION AREAS, INCLUDING SOIL STOCKPILES, THAT IS LEFT INACTIVE FOR MORE THAN 7 DAYS SHALL BE TEMPORARILY STABILIZED BY SEEDING/MULCHING OR OTHER APPROVED METHODS.
18. WASTE MATERIAL THAT IS GENERATED ON THE CONSTRUCTION SITE SHALL BE PROPERLY DISPOSED OF AND NOT ALLOWED TO RUN INTO RECEIVING WATERS.
19. EROSION CONTROL DEVICES DESTROYED AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE END OF EACH WORK DAY.
20. INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE A WEEK AND AFTER ANY RAINFALL OF 0.5" OR MORE. MAKE NEEDED REPAIRS AND DOCUMENT ALL ACTIVITIES AS PER THE REQUIREMENTS OF THE NOTICE OF INTENT SUBMITTED BY THE PROJECT CIVIL ENGINEER.
21. ALL TEMPORARY EROSION CONTROL ELEMENTS SHALL REMAIN IN PLACE UNTIL A SUFFICIENT GROWTH OF VEGETATION IS ESTABLISHED AND THEN BE REMOVED AS PART OF THE BASE BID.
22. IF SEDIMENT LOADED WATER NEEDS TO BE REMOVED FROM THE SITE, FILTER BAGS OR SCREENING SHALL BE USED IN ACCORDANCE WITH MNR TECHNICAL STANDARD 1061 TO PREVENT SEDIMENT DISCHARGE TO THE MAXIMUM EXTENT PRACTICABLE.
23. IF BARE SOIL IS EXPOSED DURING THE WINTER MONTHS, STABILIZATION BY MULCHING OR ANONIC POLYACRYLAMIDE SHALL OCCUR PRIOR TO SNOW OR FROZEN GROUND.
24. SILT FENCE SHALL BE INSTALLED AROUND THE TOPSOIL STOCKPILE.
25. THE CONTRACTOR SHALL PERFORM INSPECTIONS AND MONITORING OF EROSION CONTROL PRACTICES IN ACCORDANCE WITH THE MNR "CONSTRUCTION SITE INSPECTION REPORT" FORM 3400-187. THIS FORM CAN BE FOUND IN THE CONSTRUCTION SPECIFICATIONS.

DRAINAGE/EROSION CONTROL LEGEND:

- EXISTING CONTOUR — 712 —
- PROPOSED DRAINAGE ARROW —>
- PROPOSED SILT FENCE — [Symbol] —
- PROPOSED INLET PROTECTION — [Symbol] —
- ROCK CONSTRUCTION ENTRANCE — [Symbol] —

DRAINAGE & EROSION CONTROL PLAN

SCALE: 1"=20'-0"

**BENCH MARKS**

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

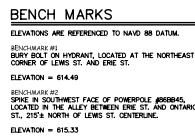
BENCHMARK #1:
BURY BOLT ON HYDRANT, LOCATED AT THE NORTHEAST CORNER OF LEWIS ST. AND ERIE ST.
ELEVATION = 614.49

BENCHMARK #2:
SPIKE IN SOUTHWEST FACE OF ROVERPOLE #668616, LOCATED IN THE ALLEY BETWEEN ERIE ST. AND ONTARIO ST., 20' S NORTH OF LEWIS ST. CENTERLINE.
ELEVATION = 615.33

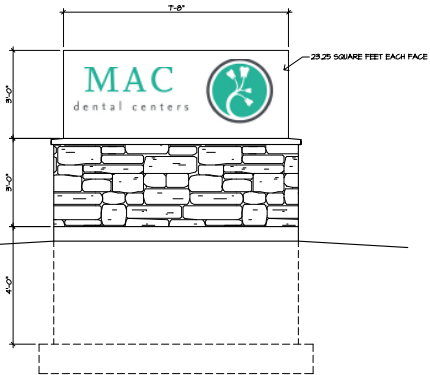
POB
Land Surveying
Engineering
Landscape Architecture
5709 Wilby Drive, Suite D
Stevens Point, WI 54482
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

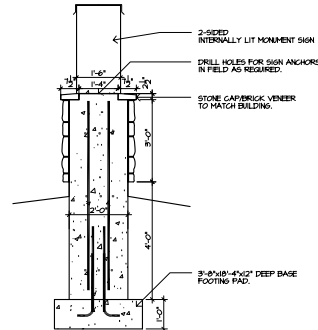
POINT OF BEGINNING, INC. HOLDS THE RIGHTS TO CONTRIBUTE TO AND TO
THIRD PARTY, BEARING AND ASSUMING THE RESPONSIBILITY FOR ANY
ALTERATION, MODIFICATION, USAGE, INCORPORATION OR OTHER DISSEMINATION OR
REPRODUCTION OF THE SAME MAY OCCUR WITHOUT THE PRIOR WRITTEN PERMISSION
OF POINT OF BEGINNING, INC.



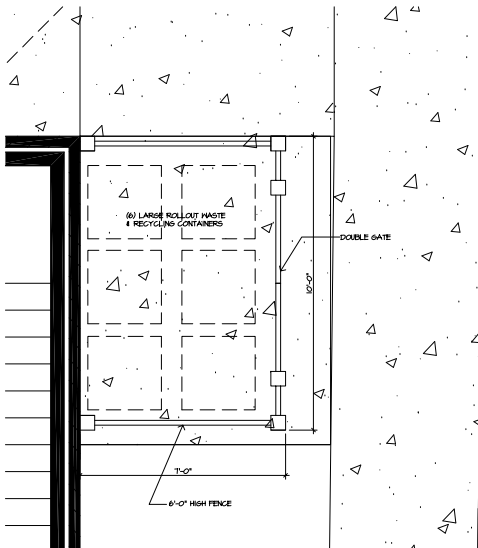
 LANDSCAPE PLAN
SCALE: 1"=20'-0"



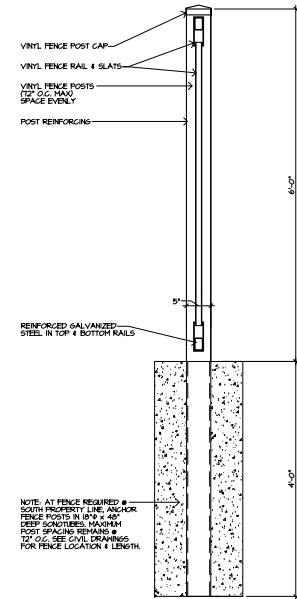
PROPOSED MONUMENT SIGN
SCALE: 1/2"=1'-0"



PROPOSED MONUMENT SIGN SECTION
SCALE: 1/2"=1'-0"



PROPOSED TRASH ENCLOSURE PLAN
SCALE: 1/2"=1'-0"



PRIVACY FENCE & TRASH ENCLOSURE SECTION
SCALE: 1"=1'-0"

REVISION

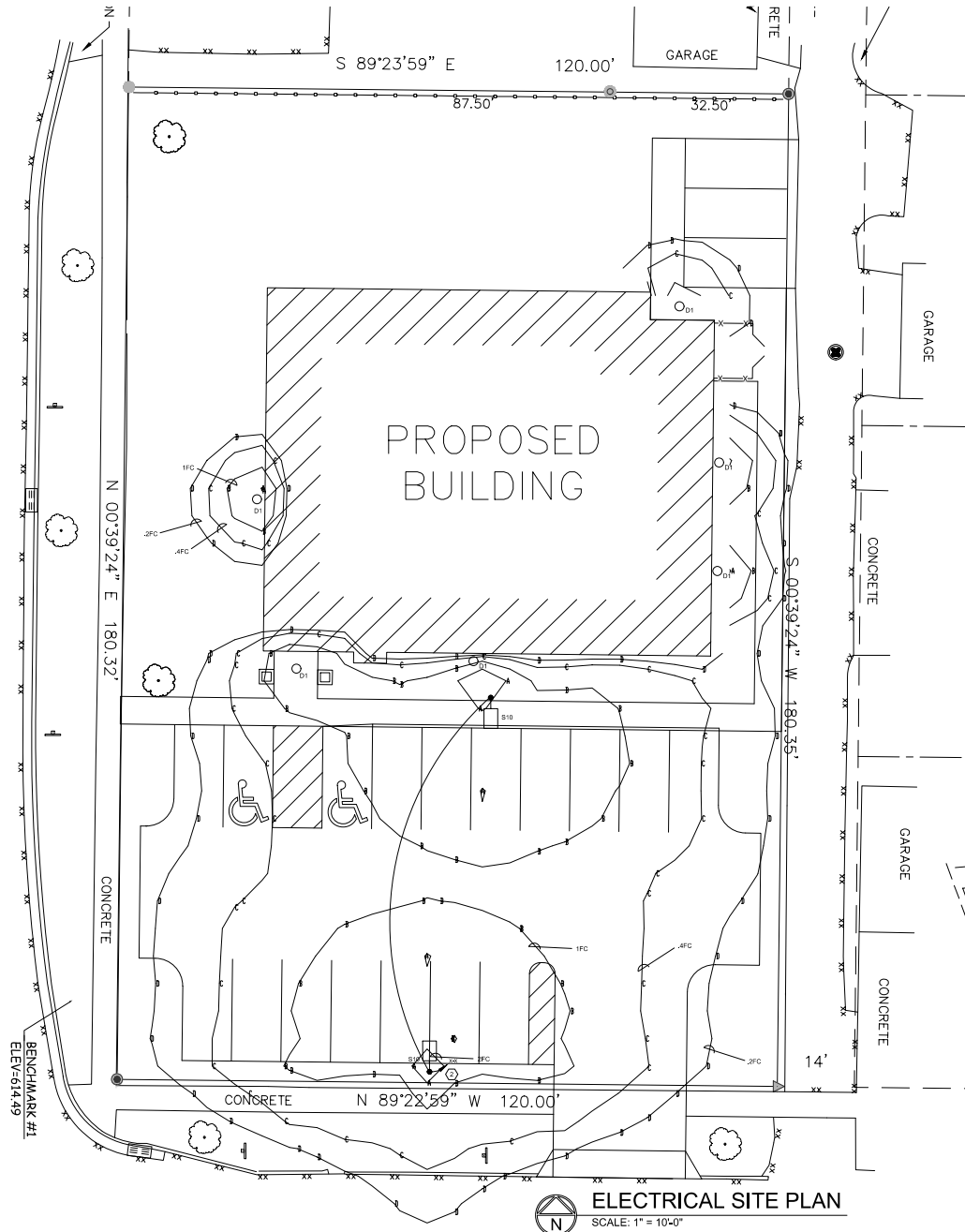
MAC DENTAL CENTER



DRAWN
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DATE
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AS NO
JOB T
SHEET

SD

Attachment: Site Plan - PRELIMINARY - 14 May 2019 (8445 : Staff recommendation and possible action

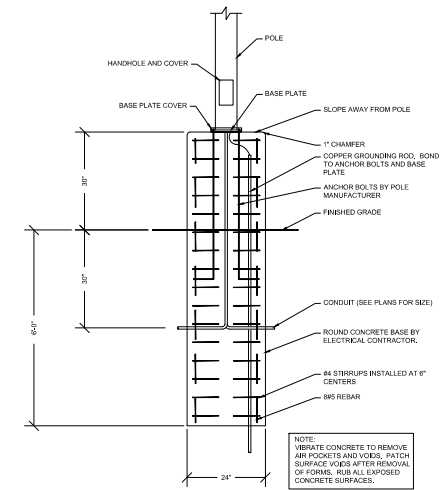


GENERAL NOTES - ELECTRICAL SITE PLAN

1. ROUTE NOTED CIRCUIT THROUGH PHOTO CELL CONTACTOR FOR CONTROL. SEE DETAIL X1X.
2. SEE DETAIL X1E1 FOR POLE BASE DETAIL.
3. ROUTE DETECTIBLE YELLOW UNDERGROUND WARNING TAPE WITH ALL UNDERGROUND CONDUIT RUNS. WARNING TAPE SHALL BE TYPE D.
4. UNDERGROUND CONDUITS SHALL BE INSTALLED A MINIMUM OF 30\"/>

PLAN NOTES - SHEET ES1

1. SEE DETAIL X1E1 FOR POLE BASE DETAIL.
2. ROUTE THRU BUILDING TIMECLOCK SYSTEM. SEE DETAIL X1X.



POLE BASE DETAIL



NO SCALE

CONTOUR LEVELS: A= 2.00 B= 1.00 C= 0.40 D= 0.20

DWG file created by LitaPro 2.037 on 4/29/2019 10:02 PM

CALCULATION SUMMARY	DESCRIPTION	QTY / TYPE	QTY / TYPE	QTY / TYPE	QTY / TYPE	QTY / TYPE	QTY / TYPE	QTY / TYPE	QTY / TYPE
CONCRETE	CONCRETE	100	100	100	100	100	100	100	100

CONCRETE SUMMARY SCHEDULE	ITEM	QTY	UNIT	QTY	UNIT	QTY	UNIT	QTY	UNIT
CONCRETE	CONCRETE	100	100	100	100	100	100	100	100

POLE SUMMARY SCHEDULE	ITEM	QTY	UNIT	QTY	UNIT	QTY	UNIT	QTY	UNIT
POLE	POLE	100	100	100	100	100	100	100	100

PRELIMINARY
NOT FOR CONSTRUCTION

ELECTRICAL SHEET INDEX	10-000
ES1	ELECTRICAL - SITE PLAN
ES2	ELECTRICAL - SITE PLAN
ES3	ELECTRICAL - SITE PLAN
ES4	ELECTRICAL - SITE PLAN
ES5	ELECTRICAL - SITE PLAN
ES6	ELECTRICAL - SITE PLAN

MIDWEST DESIGN SOLUTIONS, LLC
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HARRIS@MIDWESTDESIGN.COM
(920) 471-2805

REVISIONS

www.dcsdesign.com
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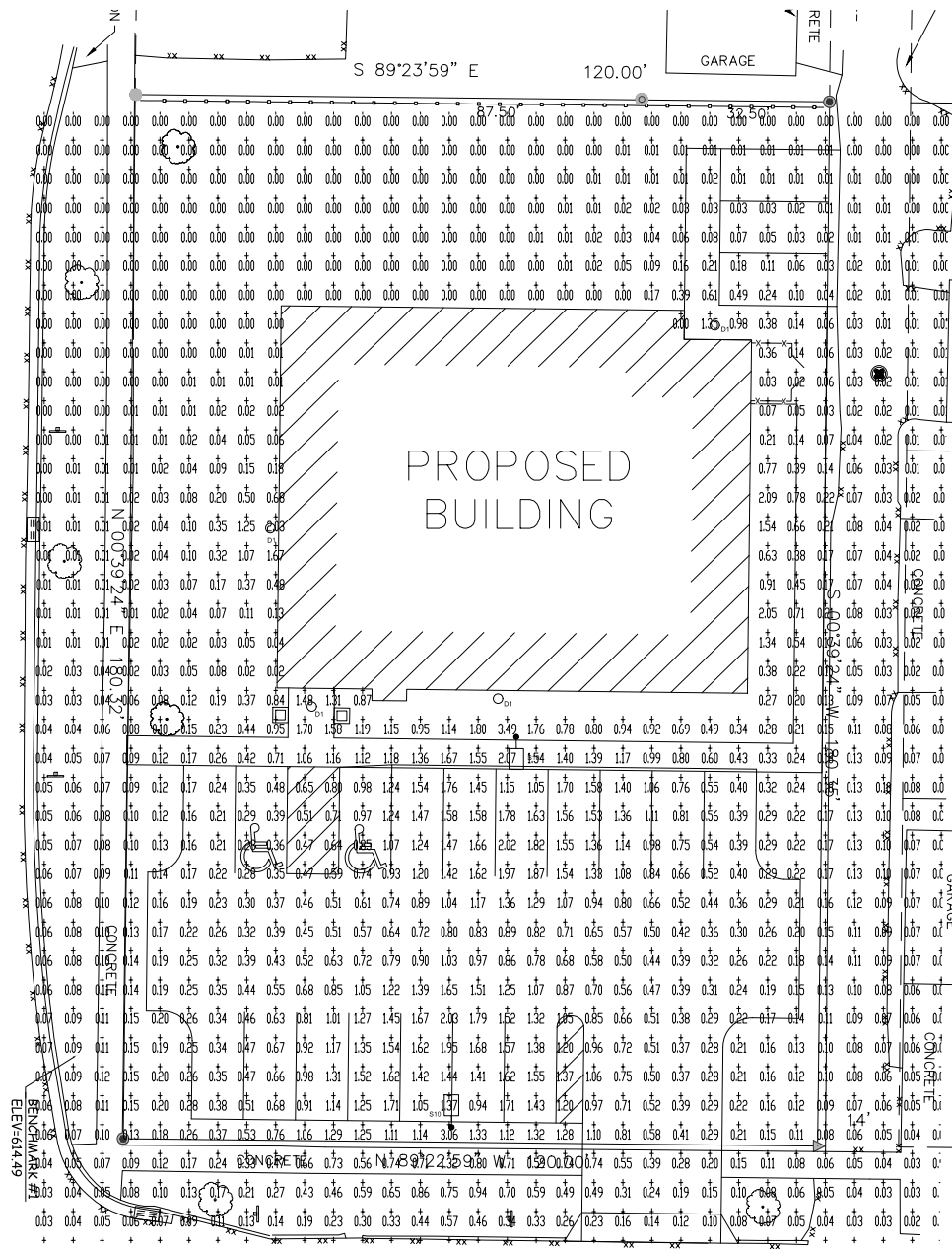
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ES1

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ELECTRICAL SITE PLAN
SCALE: 1" = 10'-0"

LIGHT FIXTURE SCHEDULE										
ITEM	FIXTURE DESCRIPTION	MANUFACTURER	CATALOG NUMBER	SYSTEM	LAMP DATA					NOTES
					TYPE	WATTS	QTY	WATTS	QTY	
01	8" RECESSED LUMEN LED RECESSED DOWNLIGHT 4000K, SPECULAR REFLECTOR, WANTS 190W	NALCO LIGHTING	4000K 4							

NOTES:
1. SOME FIXTURES SHALL BE PROVIDED WITH EMERGENCY BATTERY BALLASTS WITH MINIMUM 90 MINUTE OUTPUT. (SEE DRAWINGS FOR FIXTURES AND LOCATIONS AND SPECIFICATIONS FOR BALLAST INFORMATION)
2. PROVIDE 1\"/>

GENERAL NOTES:
A. ALL NON-EXHAUSTED FIXTURES INSTALLED IN ANY APPLICATION SHALL HAVE THE SURROUNDING AREA BOWED OUT SUCH THAT THE BALLAST DOES NOT COME IN CONTACT WITH THE FIXTURE. FURTHERMORE, BOWING OUT OF THE FIXTURE DOES NOT REDUCE OR COMPROMISE THE REQUIREMENT TO MAINTAIN THE BUILDING INSULATION SYSTEM AS CALLED OUT IN OTHER AREAS OF THE CONTRACT DOCUMENTS.
WHERE NECESSARY, FIXTURES PENETRATING THE BUILDING ENVELOPE BETWEEN CONDITIONED AND NON-CONDITIONED SPACES, THE PENETRATION SHALL BE PROPERLY SEALED TO ELIMINATE AIR MOVEMENT FROM A CONDITIONED SPACE TO A NON-CONDITIONED SPACE.

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ES2

Attachment: Site Plan - PRELIMINARY - 14 May 2019 (8445 : Staff recommendation and possible action



May 20, 2019

RE: Proposed Project for MAC Dental, 233 S. Erie Street

Dear Property Owner:

Thank you all for your feedback.

Recently we sent a letter to all of you inviting you to provide feedback regarding our upcoming building enhancement project to our clinic located near you.

Your comments and suggestions were invaluable to our process of maintaining our community-based presence in the area.

We have incorporated suggested changes to our approach. A few of the changes include:

- ❖ The entrance to the parking lot is moved away from the alley.
 - We immediately bought and deployed a "Slow - Children" stand up sign for the alley.
- ❖ The external lighting will be soft lighting and turned off after business hours.
- ❖ A more complete barrier at the north end of the building
- ❖ WE have changed our business hours so the latest time of closure will be 7pm.

We will continue to work hard at being good neighbors. The landscaping is going to be beautiful. Our commitment to helping this community continues. We have been in this area since 1999 and we look forward to another 20 years.

We look forward to seeing you in the neighborhood!

Sincerely,

MAC Dental

GREEN BAY
704 S. Webster Avenue #402
Green Bay, WI 54301
(920) 435-6894

DePERE
233 S. Erie Street
DePere, WI 54115
(920) 336-1952

WWW.MACDENTAL.COM

Kelly Barker

From: Robert Olmsted <robertolmsted232@gmail.com>
Sent: Thursday, May 23, 2019 2:53 PM
To: Peter Schleinz
Subject: Re: Mac Dental

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the clarification.

On Wed, May 22, 2019 at 4:43 PM Peter Schleinz <pschleinz@mail.de-pere.org> wrote:

Good evening, Mr. Olmstead:

-

I have received both of your emails. I am sorry that I misunderstood that a response to the first email was being requested.

-

I cannot respond to the accuracy comments that may have been made by MAC Dental as the project has not gone before our Plan Commission or Common Council yet for a recommendation. Please note that both of your email comments will be included as attachments to the report that goes to the Plan Commission and Common Council.

-

Let me know if you have any other questions. Many thanks!

-

Peter Schleinz

Senior Planner | Zoning Administrator | [City of De Pere](#)

[335 S. Broadway | De Pere, WI 54115](#)

[Tel: \(920\) 339-4043 x 2 | Fax: \(920\) 330-9491](#)



Genuine. Down to Earth. Forward Thinking. Rooted in Strong Values.

-

Attachment: Neighbor Email - objection to expansion (8445 : Staff recommendation and possible action regarding a Site Plan for a new dental

-

From: Robert Olmsted [mailto:robertolmsted232@gmail.com]
Sent: Wednesday, May 22, 2019 3:13 PM
To: Peter Schleinz
Subject: Re: Mac Dental

-

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Now I Have Received A Notice From Mac Dental Acting As If It Is A Done Deal The Opinion Is The same No We Don't Want The Expansion Thank You I Have Not Heard Back From You So I Hope You Are Getting These E Mails

-

On Tue, May 21, 2019 at 1:58 PM Robert Olmsted <robertolmsted232@gmail.com> wrote:

Hello From Robert Olmsted I As I Told My Alderman Am Not In Favor Of Rezoning For Mac Dental Expansion. We Have A Nice Quiet Neighborhood And Want To Keep It That Way. Also A lot Of Children Around And Don't Need The Extra Traffic. I Have Been In Touch With Area Residents And They Feel The Same Way Please Vote Accordingly Thank You.

Attachment: Neighbor Email - objection to expansion (8445 : Staff recommendation and possible action regarding a Site Plan for a new dental



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 24, 2019

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Status report of City of De Pere Zoning Ordinance and Sign Ordinance rewrite -- June 2019.

ATTACHMENTS:

- Plan Commission Report - Zoning Code Update - June 2019 (PDF)

City of De Pere MEMORANDUM



To: Plan Commission
From: Peter Schleinz, Senior Planner | Zoning Administrator
Date: June 24, 2019

RE: **Status Report of City of De Pere Zoning Ordinance and Sign Ordinance Rewrite – June 2019**

On March 16, 2018, the City of De Pere entered into an agreement with a consultant, Duncan Associates, in order to cooperatively take on the task of rewriting the City's Zoning Ordinance and Sign Ordinance. This task is expected to be completed by the end of 2019. The role of the Plan Commission is to act as the steering committee that reviews and edits the rewritten ordinances prior to final approval by the Common Council.

To keep the Plan Commission updated about the status of the rewrite, staff provides monthly status reports. Periodically, the consultant will attend Plan Commission meetings to gather information and to present the draft ordinance in smaller sections to allow for a thorough analysis of the rewritten ordinances.

May-June 2019 Summary Status of Ordinance Rewrite Activities:

- The Plan Commission discussed concepts for Module 2 of the zoning code during the May 28, 2019 Plan Commission meeting. Mixed use concepts were further discussed and the consultant familiarized the Plan Commission with the document format so that future draft reviews would be easier.
- Staff completed a thorough review of Module 1, related to review processes and operation. Edits are being sent directly to the consultant, from staff, so that a final draft version of Module 1 can be reviewed by Plan Commission in July.
- Module 3 was received for review by staff.

Upcoming June-July 2019 Activities:

- The DRAFT of Module 1 of the Zoning Code is expected to be presented to the Plan Commission in July 2019.
- Staff is working on completing a review of Module 2, with a potential of also reviewing the Module during the July 2019 meeting.

If the Plan Commission has questions of staff or the consultant, staff will gladly retrieve additional information from the consultant.

Staff Recommendation

Receive the memo and place on file.

		March	April	May	June	July	August	September	October	November
TASK 2: INITIAL DRAFT ZONING ORDINANCE/MAP										
Task 2-1: Initial Draft Zoning Ordinance Text										
Task 2-1.1: Deliver Module 1	1/10/2018									
Receive Staff Comments (Module 1)		3/21/2019								
Deliver Revised Draft of Module 1 (for review by PC)		3/29/2019								
Present Module 1 to PC		4/29/2019 (could also present non-MX parts of module 2 if staff comments received)								
Task 2-1.2: Deliver Module 2	12/17/2018									
Receive Staff Comments (Module 2)				?						
Deliver Revised Draft of Module 2 (for review by PC)				?						
Discuss concepts from Module 2 with PC (work session)			4/29/2019							
Present Module 2 to PC					6/24/2019					
Task 2-1.3: Deliver Module 3			4/12/2019							
Receive Staff Comments (Module 3)			4/26/2019							
Deliver Revised Draft of Module 3 (for review by PC)				5/10/2019						
Present Module 3 to PC					6/24/2019					
Task 2-2: Deliver Initial Draft Zoning Map	3/1/2019									
Receive Staff Comments on Draft Zoning Map				?						
Deliver Revised Draft of Zoning Map (for review by PC)				?						
Present Zoning Map to PC					6/24/2019					
TASK 3: PUBLIC REVIEW DRAFT ZONING ORDINANCE/MAP										
Task 3-1: Public Review Draft Zoning Ordinance Text						7/12/2019				
Task 3-2: Public Review Draft Zoning Map						7/12/2019				
Task 3-3: Public Review Sessions						7/24 to 7/25				
TASK 4: HEARING DRAFT ZONING ORDINANCE/MAP										
Task 4-1: Public Hearing Draft Zoning Ordinance Text							8/16/2019			
Task 4-2: Public Hearing Draft Zoning Map							8/16/2019			
TASK 5: ADOPTION PROCESS										
Task 5-1: Public Hearings								September-October 2019		
Task 5-2: Final Ordinance and Map										11/8/2019

TODAY