

NOTICE OF PUBLIC MEETING

Pursuant to Section 19.84, Wis. Stats., notice is hereby given to the public that the **Plan Commission** of the City of De Pere will have a **special meeting on March 13, 2013 at 6:00 p.m.** in the City Hall Council Chambers, Second Floor, City Hall, 335 South Broadway, De Pere, WI 54115.

** Items with an asterisk require City Council approval*

AGENDA FOR SAID MEETING:

1. Roll Call.
2. Review the proposed Walgreens project located at 135 South Broadway. *
 - a. Review the Rezoning Application from Central Business (B-1) to Central Business with a Planned Development Overlay (B-1 PDD).*
 - b. Review the General Development Plan for the proposed Walgreens.
3. Adjournment.

Ken Pabich
Director of Planning and Economic Development

Notice is hereby given that a majority of the members of the Common Council of the City of De Pere may attend this meeting to gather information about a subject(s) over which they have decision-making responsibility.

Any person wishing to attend this meeting who, because of disability, requires special accommodation should contact the City Administrator at 339-4044.

AGENDA SENT TO:

PLAN COMMISSION MEMBERS
HISTORIC PRESERVATION COMMISSION
REDEVELOPMENT AUTHORITY
ALDERPERSONS
BULLETIN BOARDS
NEWS MEDIA
DACC
DOWNTOWN DE PERE INC
TOWN OF LEDGEVIEW
TOWN OF LAWRENCE
TOWN OF ROCKLAND
MIDLAND COMMERCIAL
126 SOUTH BROADWAY LLC
AYMEE BALISON
BANK MUTUAL
BEILKE LLC
BELLA NOVA LLC
CAROL C SHIER
DEPERE LAW BUILDING LLC
FEDERAL NATIONAL MORTGAGE
GERALD/ELIZABETH KRYSHAK
GET REEL ENTERTAINMENT LLC
GILLESPIE PROPERTIES LLC
HARRY MACCO
HZ PROPERTIES LLC
J & J ENTERPRISES OF DE PERE LLP
JDA ENTERPRISES OF WISCONSIN LLC
JEROME SECOR REVOCABLE TRUST
KENNETH & SYLVIA BUTZ
KEVIN J & WENDY M KRYSHAK
KORDES LLC
MEDICAL ARTS COMPLEX CENTER SC
PALS RENTALS LLC
SAINT FRANCIS XAVIER
SEROOGY BROTHERS LLP
THE LEE BUILDING CORP
THOMAS A BARTEL
THOMAS ZOELLER
TIMOTHY V & LORI A KARL
WADE CONARD

STEVE ROLFE

C/O HILLCREST LUMBER

W228 N745 WESTMOUND DR
126 S BROADWAY ST
4532 ALGONQUIN TR
4949 W BROWN DEER RD
125 S BROADWAY ST
522 GEORGE ST
2917 MILL RD
PO BOX 5065
PO BOX 650043
3237 CALAIS CT
905 GEORGE ST #191
416 GEORGE ST SUITE 105
2986 HWY PP
113 S BROADWAY
3030 OLD PLANK RD
502 GEORGE ST
748 MORNING GLORY LN
242 ST JAMES WY
2687 EAST RIVER DR
1603 RUSK ST
704 S WEBSTER AV STE 402
2027 GRANT ST
220 S MICHIGAN AV
144 N WISCONSIN ST
828 CHERRY ST
901 S JACKSON ST
115 S BROADWAY ST
2584 GOOD SHEPHERD LN
2769 HUMBOLDT RD

WAUKESHA, WI 53186
DE PERE WI 54115-2514
GREEN BAY WI 54313-9527
MILWAUKEE WI 53223-2421
DE PERE WI 54115-2575
DE PERE WI 54115-2714
GREENLEAF WI 54126-9452
DE PERE WI 54115-5065
DALLAS TX 75265
GREEN BAY WI 54301-1456
DE PERE WI 54115-2917
DE PERE WI 54115-2712
DE PERE WI 54115-9645
DE PERE WI 54115-2513
DE PERE WI 54115-8645
DE PERE WI 54115
DE PERE WI 54115-1380
NAPLES FL 34104-6714
GREEN BAY WI 54301-1769
DE PERE WI 54115-3638
GREEN BAY WI 54301-3528
DE PERE WI 54115
DE PERE WI 54115-2730
DE PERE WI 54115-2733
GREEN BAY WI 54301
GREEN BAY WI 54301-3517
DE PERE WI 54115-2513
GREEN BAY WI 54313-4700
GREEN BAY WI 54311

Item #5a: Review the Rezoning Application from Central Business (B-1) to Central Business with a Planned Development Overlay (B-1 PDD).*

The City Council referred the project back to the Plan Commission. The City Council asked that Plan Commission address the following items with the development:

- Provide information on structural integrity of Shier building
- Try and incorporate Shier building into Walgreen's building if structurally sound
- Review driveway onto Broadway and review drive thru design (complete traffic study)
- Modify the signage and specifically address the large W's
- Developer should provide a 3-D walkthrough-flythrough of site
- 'Tweak' building design to better fit in to block
 - Review design
 - Add store entrance on Broadway
- Provide market research data on length of time Walgreens intends to remain at this site
- Provide a copy of corporate Walgreens agreement with National Trust on Historic properties/districts
- Review site layout to ensure parking for local businesses that use the lot

This request for information was provided back to Midland Commercial and they have now completed the work related to these items. In the packet, Midland Commercial has provided responses to each item and is requesting that the Plan Commission review the updated application. The staff memo has been updated to match this latest submittal.

A. Review of Rezoning Application.

Description

Location: Northeast corner of Broadway and Wisconsin. Parcel ED-825, ED-823, ED-814, ED-821, ED-821-1 and ED-833-1. Note that that area would also include the requested vacated area of Charles and the public alley.

Zoning

Existing Zoning: The B-1 Central Business District is designed to accommodate those retail and office uses which are characteristic of the major shopping streets of the "downtown" area of the City.

Proposed Zoning: Planned Development District is intended to promote the maximum benefit for coordinated area site planning, diversified location of structures, mixed compatible uses, provide for a safe and efficient system of pedestrian and vehicular traffic, attractive recreation and landscaped open spaces, economic design and location of public and private utilities and assure adequate standards of construction and planning.

Adjacent Zoning: B-1 PDD to the south, B-1 to the west and north, R-4 to the east.

Land Use

Current use: B-1 uses and parking.

Use of Adjacent Property: Uses are all consistent with the zoning.

Suitability to Existing Zoning: The existing zoning would allow use however; the PDD overlay allows for more flexibility in the design of the site.

Suitability to Proposed Zoning: This area was identified in the Comprehensive Plan for future commercial use. The Walgreens would be a suitable use for the proposed zoning.

Effects of Proposed Rezoning

Densities:	Change	Utilities:	Change	Police and Fire:	Change
Traffic:	Increase	Pedestrian:	Increase	Parking:	Provided on site
Highway Access:	NA	Garbage:	NA	Property Value:	Increase
Pollution:	No change	Schools:	NA		

Recommendation:

Based on the review of staff, we would recommend the following:

1. That the rezoning be referred back to the City Council.
2. That the project would need to meet the requirements outlined in the General Development Plan under item B.

Item #5b: Review the General Development Plan for the proposed Walgreens.

Overview	The site would be re-developed for the future location of Walgreens. The existing buildings would be removed. Please note that one building is in the Historic District. The new building would be 16,360 square feet. For the General Development Plan, a full set of drawings is not required, but has been provided. The building would have two primary access points with one off of Broadway and one off of Wisconsin.
PUBLIC WORKS	Does the project meet the City Stormwater regulations? † Yes † No ■ NA Sewer properly connected? ■ Yes † No † NA Water properly connected? ■ Yes † No † NA Access properly designed (driveway and sidewalks)? ■ Yes † No † NA Are there any issues with easements or right-of-ways? ■ Yes † No † NA Are there other items that need to be addressed? ■ Yes † No † NA
	Required Actions: Sanitary Sewer 1. GBMSD approval required for their facility relocation. 2. Provide a 30 foot easement for the City sanitary sewer being relocated in alley. This comment will be eliminated once updated plans are received. 3. The sewer relocation is to be designed by the developer's engineer, bid by the City, constructed by the City's contractor, and funded by the developer. Based on follow-up correspondence, the engineer will be Tony Zanon from Jahnke and Jahnke. 4. The sewer to the south is to be bulkheaded and abandoned with sand slurry. 5. Provide the location and size of the proposed sanitary lateral. 6. If contamination is found on the site, neoprene gaskets may be required on the sanitary sewer. 7. Conflicts with other utilities will need to be addressed. 8. The existing light pole at the proposed manhole on Broadway may need to be relocated to the north. 9. Relocate the new light pole on the southeast corner of the site that is located near the sanitary sewer. 10. GBMSD is requesting consideration into lowering the building footing to an elevation of 601 near their sanitary sewer.
	Water Main 1. The hydrant and lead will need to be relaid due to sewer construction. This work is to be designed by the developer's engineer, bid by the City, constructed by the City's contractor, and funded by the developer. 2. All water services that are abandoned will need to be closed at the corporation at the water main. 3. Provide the location and size of the proposed water service.
	Storm Sewer/Storm Water Management 4. A 42" diameter storm sewer relocation is required. The sewer relocation is to be designed by the developer's engineer, bid by the City, constructed by the City's contractor, and funded by the developer. The City may request that the sewer be upsized to a 48" diameter pipe. This will be determined during the design of the relocation. The City will pay the additional cost to upsize the storm sewer. 5. The soils report recommends significant undercutting of the soils for support under the 42" pipe (undercut 2 times the diameter) and a 3foot over excavation on each side of the pipe. Based on this, a greater spacing is required between the outside edge of the pipe and the sheeting. Closure of northbound Broadway is anticipated. 6. The smaller diameter storm sewer located near the north property will become the property of the developer. The storm sewer from the manhole behind 125 S. Broadway to Wisconsin Street will remain the City's sewer. A 30 foot easement will be required over this sewer. 7. The total suspended solids (TSS) reduction from the site is to be designed for 40% removal from parking lot and roads to meet WDNR requirements. 8. The post development peak flow cannot be greater than the pre-redevelopment peak flow of the site as it exists today. 9. A maintenance agreement for the storm water management facility is required prior to the City issuing an occupancy permit. This agreement is to be submitted for review and approval to the City. Once the City approves the agreement, the property owner is to record the agreement with the County and provide the City with a copy of the recorded agreement. 10. Provide the location and size of the proposed storm sewer lateral. 11. Place a circular casting and cover on the storm manhole located in the curb line.

	Driveways and Sidewalk: 12. All aprons are to be concrete. A minimum of an 8" concrete apron in the right-of-way and 8" thick sidewalk at the driveway is recommended. 13. Decorative sidewalk in the right-of-way is to be replaced in-kind. 14. Concrete panel replacement in the streets is to be done to an existing joint. All joints are to be doweled. Concrete and the base aggregate are to match the existing depths. Other/Traffic/Vehicle Access: 15. Coordinate utility relocations (gas, electric, telephone, etc.). 16. Light pole relocation/replacement will be required. 17. Add the street address to the plans. 21. Add the soil boring locations to the plans.
Forestry & Parks	Does the project meet the City Landscaping Regulations? Yes No NA Required Actions: 1. All planting, mulching and staking should be in accordance with WDNR recommendations and current proper practices. There are guidelines included on the Landscape Plan, but they should be altered to meet the proper guidelines as set by the WDNR. 2. All plant material and beds should have a follow-up schedule for maintenance and replacement. It is essential that this schedule be established to ensure that the plants are maintained for health and any compromised plants are to be replaced in a timely manner. 3. A preservation and protection plan for existing vegetation and trees, including City owned trees and shrubs, should be included on plans when applicable.
Fire	Does the project meet City Fire Codes? ■ Yes No NA Required Actions: 1. Provide complete detailed plans for review, prior to start of construction. Provide details of use for all areas of structure. 2. Provide details of storage quantities of flammable liquids within this structure. Provide a floor plan layout for fixture placement within the space subject to review and approval. 3. Separation of hazards/uses may be required. 4. Provide details defining the means of egress including travel distances, dead ends, arrangement, and paths. Provide exit/emergency lighting throughout the means of egress. 5. No smoking signage and floor loading signage may be required 6. Provide fire extinguishers at maximum 75' travel distances from any point. Locate extinguishers towards the exits, as possible. 7. Provide sprinkler system drawings for approval prior to installation of this system. System shall comply with NFPA requirements. Fire department connection not indicated. 8. Provide fire alarm system drawings for approval prior to installation of this system. 9. Install key box for fire department access.
Planning & Building Inspection	Does the project meet the design regulations (exterior building elevations/materials)? ■ Yes No NA Does the project meet the City setback requirements? ■ Yes No NA Does the project meet the City parking requirements? ■ Yes No NA Does the project meet the City lighting requirements? ■ Yes No NA Is the refuse properly sited and screened? Yes No ■ NA Does the signage meet the City code? Yes ■ No NA Are there other items that need to be addressed? ■ Yes No NA Required Actions: 1. Site layout items to be addressed for the Precise Implementation Plan (PIP): a. CSM will be need to be completed the project. b. Easement will be required to allow City vehicle to plow city lot areas and also to assess City storm sewer. 2. Lighting: a. Lighting contour map is required for PIP. b. The lighting for the parking lot should be similar fixtures to match the lighting in the parking lot. 3. Signage: a. Based on our review and also input from the State Main Street program and also from our local Main Street Design committee, staff is ok with the signage on the building.

Recommendation:

Staff would recommend the following:

1. Approve the General Development Plan and forward to Common Council.
2. A Precise Implementation Plan be prepared according to Section 14.59(9)(2) of our code.

PLAN OF OPERATION

- A) Location of Proposed Development:
East Side of Broadway St., North of Claude Allouez Bridge Roundabout, West of Wisconsin St.
- B) Nature and Type of Business:
Walgreen's Retail Drug/Convenience Store with Pharmacy drive-thru, Take Care Clinic
- C) Zoning:
Planned Development (B-1/PDD)
- D) Description of Neighboring Property:
North – Retail, B-1
East – Office, B-1
South – Vacant/Office B-1/PDD
West – Retail, B-1
- E) Number of Employees and Qualifications:
Total = 35
1 Store Manager, 5 Assistant Managers, 5 Pharmacists, 5 Pharmacy Technicians, 1 Bookkeeper, 18 Cashiers and Stockers
- F) Hours of Operation:
Monday – Sunday, 5:00 am – 12 midnight, with option for 24 hour operation in the future.
(Actual hours to be determined by Store Manager)
- G) Number of Trucks (delivery and owned):
1 Walgreen's warehouse truck, 9 vendor deliveries per week
2 UPS/FedEx deliveries per day
- H) On-site and off street parking:
Total of 31 on-site parking spaces
- I) Vehicular Circulation Pattern:
The site will be accessible from (1) curb opening along Broadway Street, (1) curb opening along Wisconsin St., and (1) alley connection from George St.
- J) Buffer Areas, Ground Elevations, Loading and Unloading:
1. Landscaping will be placed along street frontages where it won't conflict with relocated utilities.
2. Loading and unloading is on-site along the northern side of the building.
- K) Area being served:
East of Fox River, South of STH 172
- L) Size and Construction of the Building:
1. Type 5B: Masonry unprotected
2. A new two-story, steel framed, masonry building of 16,330 SF of gross floor area.

M) Effect of Drive-Thru Window on Neighboring Properties:

1. The location of the drive-thru window is located on the north side of the building and faces the neighboring Bielke building.
2. The drive-thru facility is a convenience service for the disabled, elderly, and customers with small or sick children. It is designed to safely order, pick-up, and pay for pharmaceuticals directly from motor vehicles. (Note: The drive-up function allows for transfer of pharmaceuticals only.)

N) Site Statistics:

1. Gross Lot Size – 39,510 SF / .91 acres
2. Proposed Number of Buildings - One
3. Building Footprint – 13,330 SF / .30 acres / 34% of total site
4. Parking Spaces– 29 spaces + 2 handicapped stalls = 31 Total Spaces

O) Issues Identified by City Council:

a. Provide information on structural integrity of Shier building

The Shier building would require significant renovation to attract an investor/user/tenant. I've attached a letter from The Redmond Company - general contractors, outlining the hard costs to renovate the building and bring it up to ADA compliance. Total acquisition, hard and soft costs, in our estimation, would exceed \$600,000. Assuming a modest return on investment for an all-cash investor, and utilizing all tax credits available, a developer would still need to lease the entire 2,640 sq. ft. at \$20-\$23/sq. ft. Such rental requirements far exceed the \$10.00 - \$12.00/sf market rental rates for De Pere, and therefore would make such an investment unrealistic. In short, an investor would never get their money out of the project. (SEE ATTACHMENT 1)

b. Try and incorporate the Shier building into Walgreen's building, if structurally sound.

Knowing that Walgreens has a long history in incorporating historically significant buildings into their plans, often blending the old with the new, we tried to incorporate the Shier Building into our design. Unfortunately, the overall building couldn't be used, so we looked at just the façade itself, and we determined it is not structurally sound and would require significant reinforcement. Furthermore, attempting to blend the façade with the new structure didn't provide appropriate design continuity. It was then we decided to incorporate the best architectural elements of the buildings on this block into the design of the new Walgreens.

c. Eliminate / review driveway onto Broadway and drive through design.

A Traffic Impact Analysis (TIA) has been prepared by TADI, who had done previous TIAs for the City. TADI collected new traffic data along Broadway St. at the proposed Broadway entrance, in conjunction with existing traffic counts for the roundabout that had previously been collected. Their findings indicate endorsement for full access-in from Broadway St. Because of traffic back-ups from the roundabout during peak hours, it is recommended that access-out be restricted to right-out only. We would ask that left-out be allowed during off-peak hours. Exit would be striped and signed, "No Left Turn during (peak hours).

The TIA's final Recommendations and Conclusions read as follows (SEE ATTACHMENT 2):

"The proposed left-in/right-in/right-out driveway is expected to operate safely and efficiently along Broadway based on the results of this analysis and verifications of ISD (Intersection Sight Distance) and SSD (Stopping Sight Distance).

To further enhance safety and operations along Broadway, consideration should be given to revising the pavement markings on Broadway between the roundabout and the proposed driveway. More specifically, remove the cross-hatching that exists over the west exit lane and replace it with cross-hatching over the east exit lane. This change is expected to further improve sight distance to pedestrians crossing the roundabout, further improve sight distance to/from the proposed driveway, and improve the safety of parallel parking maneuvers along Broadway."

Drive-Thru Design:

The results of the TIA show an increase in turning movements of 5 cars per hour at the AM Peak and 10 cars per hour at the PM Peak from either the north or south using the proposed entrance/exit onto Broadway. Since there is relatively little use of the driveway beyond Walgreen's average 5 cars per hour, potential drive-thru conflicts were considered inconsequential. If this were to ever become an issue, we discussed the possibility of placing signage on the east end of the alley, "Drive-Thru Traffic Only".

Attached are examples of drive-thru configuration (SEE ATTACHMENT 3) at stores we've developed showing creative ways we've dealt with internal parking lot/drive-thru traffic, often in conjunction with adjacent McDonalds and shopping center driveways. It should be pointed out that every major arterial adjacent to these stores has significantly greater traffic volume than our De Pere site. In fact, none of these stores, or any of the 100+ stores we've developed, has ever reported a single problem or raised any public safety concerns pertaining to their driveways.

d. Change signage to eliminate large W(s)

The "W" is Walgreens corporate logo as of 2012. In the past it has been a mortise and pestle, or mortise and pestle with a script "Walgreens", and all within a tower feature behind glass. Now it is just a script "W" similar to the script "Walgreens." Per the request of the City, we have reduced the size of the "W" to that of the "W" in the script "Walgreens." All signage is to be backlit (SEE ATTACHMENT 4).

e. Provide a 3-D walk through-fly through of site

We have prepared 3-D rendered perspectives from; the parking lot in the Northeast near Wisconsin St, from the Northwest along the West side of Broadway St., from the MacDental site in the Southeast, and from the Southwest along the south side of the roundabout. We incorporated existing buildings into each of the perspectives for clarity and reference (SEE PLAN SUBMITTAL).

f. 'Tweak' building design to better fit into block

After several meetings with city staff, the Historic Preservation Commission, Main Street Design Committee and nearby business owners, we have come up with a set of elevations

that virtually everyone has had input with. Our architect, The Albion Group, is actually located in an 1880 Pabst Brewery building in Milwaukee. He took many design features and elements from his building, and those found through this part of Downtown De Pere, and incorporated them into our building. Our store is the result of input from many varied groups and has the appearance of a historical building retrofitted for a Walgreens (SEE PLAN SUBMITTAL).

g. Market Research on Walgreens.

Walgreens has many stores in the De Pere/Green Bay metro area, including one covering the West side of the City of De Pere. For those Walgreens customers on the East side of the Fox River, unless you want to drive to the West side of the city, you need to drive up to Bellevue to visit Walgreens. Walgreens market research/demographic data, which is proprietary, shows an under-utilized pharmacy customer base east of the river and south of Hwy 172, one that the proposed Walgreens will serve.

h. Provide a copy of corporate Walgreens agreement with National Trust on Historic properties/district

Walgreens was not able to locate a copy of any "written agreement", and they are not sure if one actually exists. Based on prior conversations dating back to 1999, it was determined the "agreement" between The National Historic Trust and National Chain Drug Stores" is actually a policy statement that was created by the National Trust.

The National Trust met with the leading National Chain Drug Stores and obtained commitments from them "not to demolish sites "individually" listed in the National Register of Historic Places." In addition, the National trust prepared a design guide to help local communities work with National Drug Store Chains on their proposed Main and Main developments. The Guideline basically outlines several design considerations that should be incorporated when developing a Main and Main Drug Store including; Urban edge development (front at least one principle street); side loaded drive-throughs, scale should be in keeping with the surrounding buildings; and materials should be compatible with surrounding buildings. Because the Shier building is not "individually" listed and following the guideline, special attention would be given toward making the new structure fit in well with the surrounding buildings. In short, we've designed a building that blends in well with the neighboring buildings, and strives to look like a Walgreens retrofitted into a 100+ year old building.

i. Parking for local businesses.

We have met with the Main Street Design Committee and neighboring business owners to discuss the Public Parking Lot that abuts our development. The primary concerns that came from those meetings were the desire for a few more public stalls; plus the need for a 65' Semi-Truck/trailer to be able to easily make deliveries at the rear of the private businesses.

We identified several inefficiencies in the way the public lot is currently laid-out and striped. As a result, we were able to clean-up the northern parking field (the most congested parking area), plus pick-up an additional 4 public stalls. All this, while maintaining appropriate maneuverability for large 65' semi-trucks to make their deliveries (SEE PLAN SUBMITTAL).

j. Entrance on Broadway

Due to the lack of street parking on Broadway, and no availability for ADA stalls, our main entrance must face the parking lot on the east side of the building where ADA facilities would be provided. That said, we have taken into account requests for a connection to Broadway St. We asked Walgreens to modify their backroom so that it includes a hallway that has offices and rest rooms. This change results in a Broadway St. façade which now includes: An alarmed/emergency exit-only door with fully viewable windows showing customer/office areas along Broadway St. In addition, there is a 2nd exit-only door on Broadway St. that acts as an emergency exit for the 2nd floor mezzanine (SEE PLAN SUBMITTAL).

Writer's Direct Dial
262.896.8723

February 8, 2013

Mr. Steve Rolfe
Midland Commercial Development
W228 N745 Westmound Drive
Waukesha WI 53186

Mr. Mark Lake
Midland Commercial Development
W228 N745 Westmound Drive
Waukesha WI 53186

RE: Budget Proposal for Shier Building Renovations
129 S Broadway
De Pere, WI

Dear Steve and Mark:

Thank you for requesting a preliminary general construction budget from The Redmond Company to renovate the Shier Building located in De Pere, WI. The building is approximately 60'x22'; two-story wood framed unprotected construction, with an attached wood framed garage abutting the main building adjacent to a rear alley. The total building area is figured as 2,640 SF.

The following is our understanding of the scope of work:

1. Gut and remove all existing interior finishes including flooring, walls, drywall, finishes, mechanical and electrical systems, and general debris excluding asbestos abatement which will be handled by Owner.
2. Masonry patch interior side (brick) of exterior walls after removal of plastering. Patching figured at 2 man days.
3. Patch exterior side of south brick wall which is now exposed after removal of 135 S Broadway Building. Patching figured at 6 man days.
4. Construct (2) single occupant toilet rooms (1st Floor ADA accessible) with American Standard or equivalent fixtures, toilet accessories, ceramic tile floors, solid core wood door in hollow metal frame, Schalge or equivalent privacy function hardware, and painted drywall partitions.
5. Install hat channel furring, 1 1/2" rigid insulation, and Level 4 finished drywall on all exterior walls. Apply (1) layer type X drywall to bottom chord of floor/roof joists to encapsulate concealed annular space.
6. \$2,000 allowance for roofing work to flash new penetrations. Budget excludes roof replacement or reinforcement.
7. Remove existing wood stair way accessing 2nd floor and replace with painted steel grate stair.
8. Remove existing exterior rear doorways and replace with insulated hollow metal with secure hardware.
9. Provide 2x4 Armstrong Fine Fissured tile in 15/16" grid throughout space.
10. Paint only toilet room doorways and interior toilet room walls. Remaining surfaces to be delivered level 4 finished ready for paint by others.
11. Provide (1) 6 gallon electric water heater and (1) mop sink per floor.

W228 N745 Westmound Dr.
Waukesha, WI 53186
P 262.549.9600
F 262.549.1314
TheRedmondCo.com



12. Provide new conventional residential style split system with natural gas fired furnace and exterior condenser assuming condensers mounted behind building at grade and not on roof. Provide insulated sheet metal ductwork (supply and return) with return grilles and supply registers based on open floor plan delivery. Provide state approved HVAC plans and permits.
13. Provide toilet room exhaust.
14. \$1,500 allowance for WPS electric service upgrades.
15. Provide (2) 100A service panels per level, wiring for all mechanical equipment, convenience outlets distributed at 1/20 LF wall, window outlets at 1/12 LF wall, (1) GFI per toilet room, 2x4 T8 3-tube fixtures at 1/72 SF, (2) signage J-box connection, and related permits.
16. \$1,500 allowance for pavement patching at alleyway.
17. Construct masonry elevator shaft (built outside existing building, adjacent to rear wall) and standard 2-stop elevator (cab size, finishes) for access to 2nd work. Estimated work includes cast in place footings, mat slab, smooth face CMU foundation and shaft walls, brick veneer complementary to existing buildings, non-combustable flat roof structure with membrane enclosure, sump crock with discharge at grade, exhaust, wiring, and construction of interior machine room. Work will include cutting openings into existing building and related patching.
18. \$3,000 design allowance for architectural base plan and field measurements.
19. 10% Renovation contingency included.
20. Necessary general conditions expense including supervision, insurances, permits, temporary facilities, protection, barricades, plan reproduction, consumables, and final cleaning.

The following exclusions apply to all work covered by the budget:

1. Site impact or development fees, connection and use charges, and any other fees assessed upon property other than local construction building permit.
2. Asbestos and lead paint inspections and abatement.
3. Temporary shoring, reinforcement, or structural analysis of building stability upon removal of adjoining building.
4. Warranty on existing building.
5. Building envelop work including roofing, glazing, thermal/moisture performance, painting, or other building exterior aesthetics.
6. Fire protection, fire alarm, or fire proofing.
7. Tenant improvements, signage, fixturing, décor, or other improvements beyond white box.

Our budget for the work described by this proposal is **\$309,565** itemized as follows:

Demolition, First floor, and exterior upgrades: \$96,932

2nd Floor and Exterior Stair: \$82,093

Elevator and related Work: \$130,540

We sincerely hope that you find our general construction budget favorable as we look forward to working with you on this project. Please feel free to contact me with any questions at 262-896-8723.

Sincerely,

David Reiff

Director of Construction
The Redmond Company



PROVIDING TRAFFIC ENGINEERING SOLUTIONS

Date: February 19, 2013

Technical Memorandum

To: Mark Lake, CDP
Midland Commercial Development Corp.
W228 N745 Westmound Drive
Waukesha, WI 53186

From: John Bieberitz, P.E., PTOE

cc List:

Subject: Proposed Walgreen's – De Pere, Wisconsin
Evaluation of Driveway Operations along Broadway

PART A – INTRODUCTION

Midland Commercial Development Corp. is proposing a Walgreen's pharmacy with drive-through in the northeast corner of the Broadway intersection with Wisconsin Street in De Pere, Wisconsin. The current plan is to replace an existing building with a new one, including a new driveway along Broadway. An aerial of the existing study area is shown in Exhibit 1. A preliminary site plan is shown in Exhibit 2.

Traffic Analysis & Design, Inc. (TADI) has been retained to estimate the traffic impacts and mitigation measures necessary to accommodate a new left-in/right-in/right-out driveway along Broadway to the north of the Broadway/Wisconsin Street/Main Avenue roundabout. Trip generation/assignments were estimated based on the land use/density information provided, and capacity analysis was performed to determine operations at the driveway. This technical memorandum summarizes the results of the analysis to aid Midland Commercial Development Corp. in its planning efforts.

TRAFFIC ANALYSIS & DESIGN, INC.

Phone: 800.605.3091

N36 W7505 Buchanan Street
Cedarburg, WI 53012
www.traffic-ad.com

Fax: 262.377.4381

PART B – TRAFFIC VOLUMES

B1. Existing Traffic Volumes

Turning movement traffic counts for the Broadway/Wisconsin Street/Main Avenue roundabout were collected in November of 2010. The existing traffic volumes at the proposed driveway along Broadway are shown in Exhibit 3. Traffic count data is included in the appendices of this memorandum.

B2. Development-Related Traffic Volumes

To address any potential future traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. The traffic volumes expected to be generated are based on the size and type of the proposed use and on trip rates as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, Ninth Edition, 2012*.

The trip generation and trip distribution tables for a typical pharmacy with drive-through are shown in Exhibit 4. The trip distribution is shown again with the trip assignment for the proposed site in Exhibit 5.

B3. Build Traffic Volumes

The existing traffic was added to the trip assignment to identify the build traffic volumes shown in Exhibit 6.

PART C – INTERSECTION OPERATIONS & SAFETY

C1. Definition of Level of Service

The study area intersections were analyzed based on the procedures set forth in the *2000 Highway Capacity Manual* (HCM). Intersection operation is defined by "level of service". Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. In urban areas, LOS D is generally used to define desirable peak hour operating conditions. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At unsignalized intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At unsignalized intersections, average delays exceed 50 seconds.

C2. Intersection Operations

The build traffic volumes were analyzed to determine improvements necessary to accommodate the Walgreen's development. The resulting peak hour operations are shown in Exhibit 7.

As shown, all movements are expected to operate at LOS A or better conditions along Broadway. The westbound driveway approach is expected to operate at LOS B/C conditions. Queues exiting the driveway are expected to be one vehicle in length.

C2. Intersection Safety

Left-out movements are not recommended from the proposed driveway. Field queue studies show the southbound Broadway approach to the roundabout blocks the proposed driveway for a substantial time during the weekday morning and evening periods. This finding is further supported by a gap study, which measures the size of gaps, in seconds, in the traffic stream. The gap study shows little opportunity for motorists to make the left-turn egress from the proposed driveway (30 useable gaps in the morning peak translates to an estimated average delay of 120 seconds; 13 useable gaps in the evening peak translates to an estimated average delay of 277 seconds). Usable gaps for left-turn traffic into the site, and for right-turn traffic exiting the site, are ample.

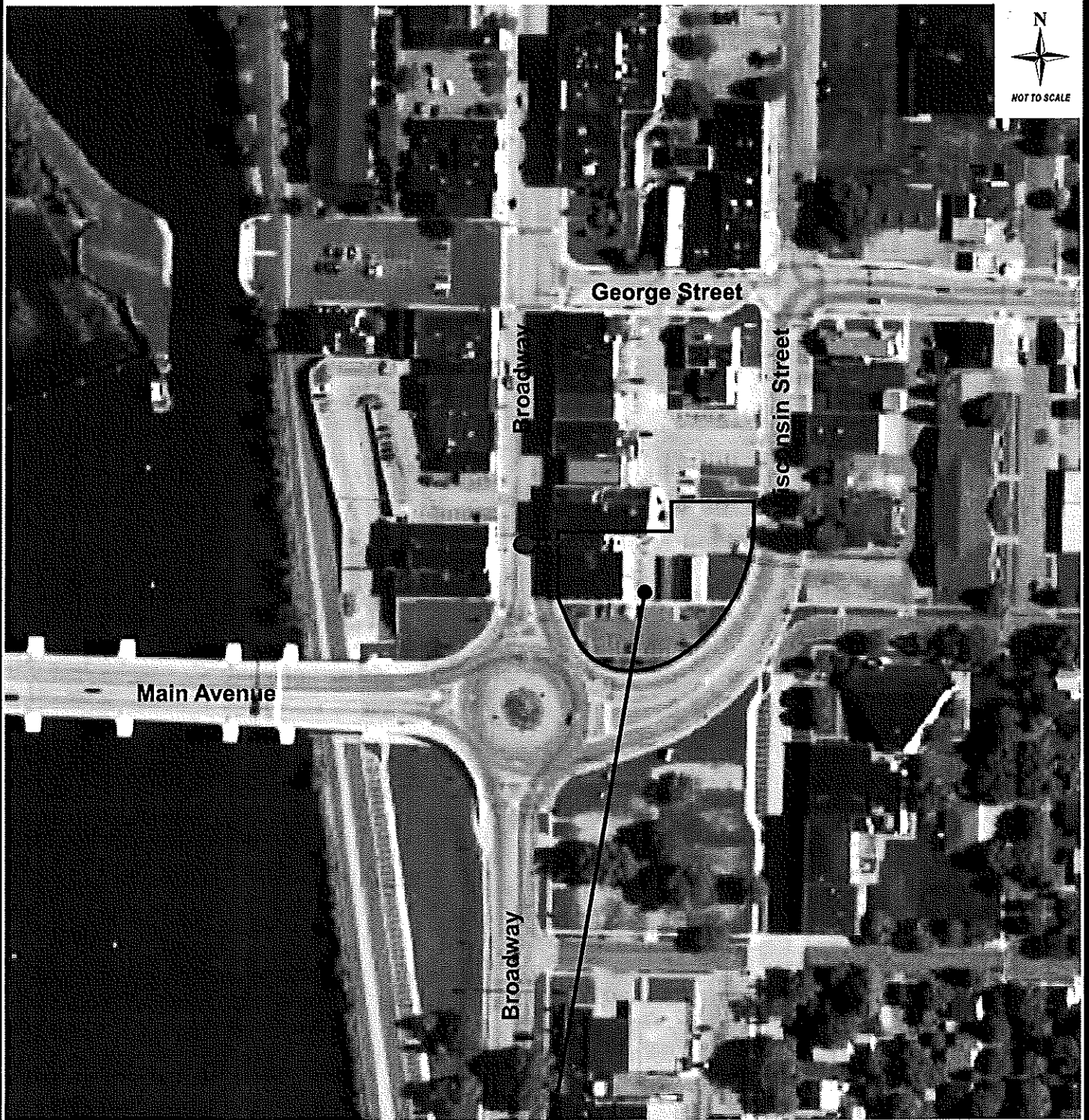
Midland Commercial Development Corp. discussions with the City of De Pere have indicated that the roundabout design speed is 15 mph. At this design speed for traffic exiting the roundabout, the intersection sight distance (ISD) for motorists exiting the proposed driveway is approximately 145-feet of travel distance. The stopping sight distance (SSD) for a motorist on Broadway exiting the roundabout is 80-feet. As shown in Exhibit 8, these distances are expected to be available for the proposed left-in/right-in/right-out driveway along Broadway.

PART D – RECOMMENDATIONS & CONCLUSION

The proposed left-in/right-in/right-out driveway is expected to operate safely and efficiently along Broadway based on the results of this analysis and verifications of ISD and SSD.

To further enhance safety and operations along Broadway, consideration should be given to revising the pavement markings on Broadway between the roundabout and the proposed driveway (see Exhibit 9). More specifically, remove the cross-hatching that exists over the west exit lane and replace it with cross-hatching over the east exit lane. This change is expected to further improve sight distance to pedestrians crossing the roundabout, further improve sight distance to/from the proposed driveway, and improve the safety of parallel parking maneuvers along Broadway.

Should any questions or comments arise regarding this memorandum, please feel free to contact John Bieberitz, P.E. PTOE (262-377-1845, jbieberitz@tadi-us.com) of TADI.



*Proposed Site
Location*

LEGEND

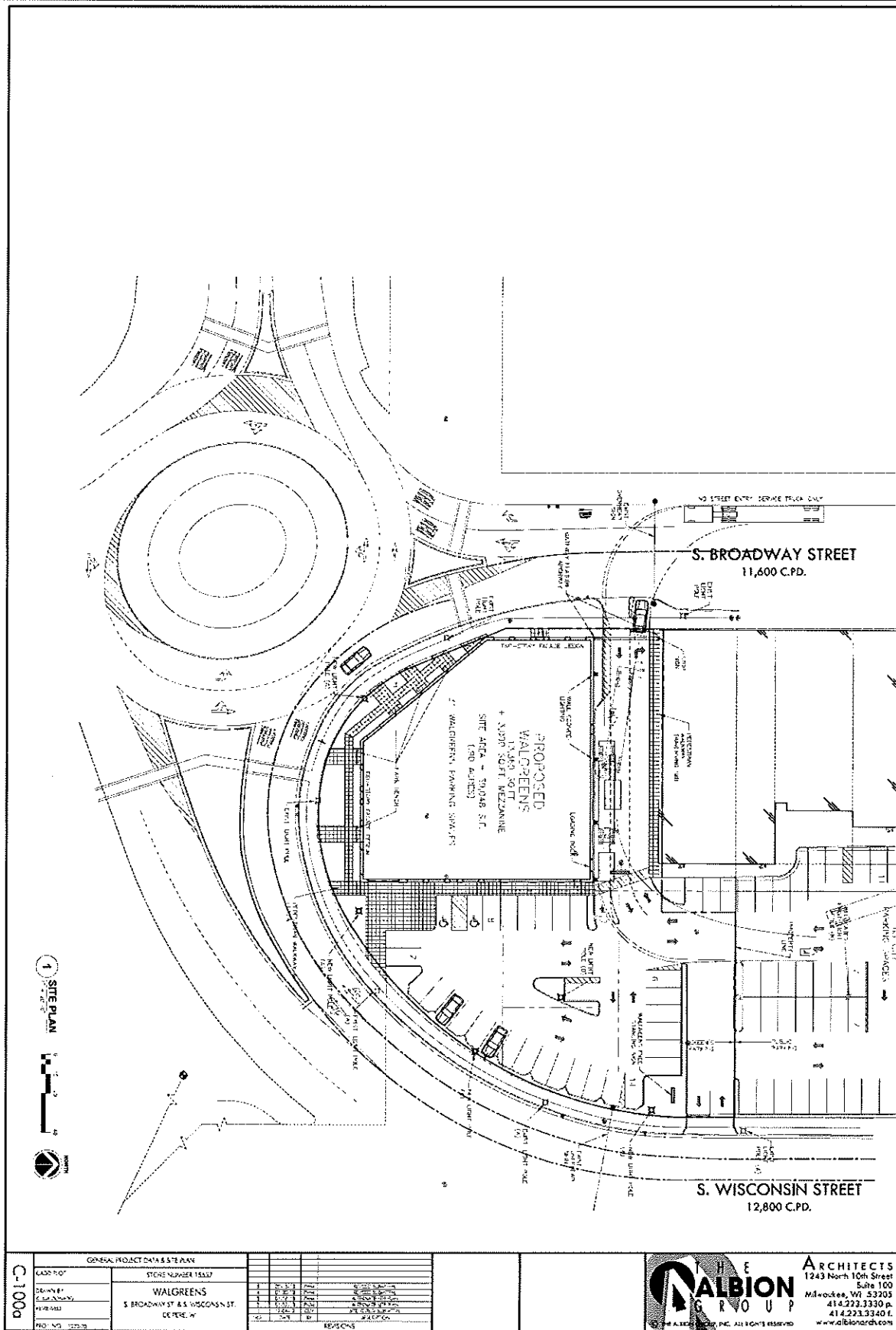
● Study Area Intersection



2-19-2013

**EXHIBIT 1
AERIAL OF STUDY AREA**

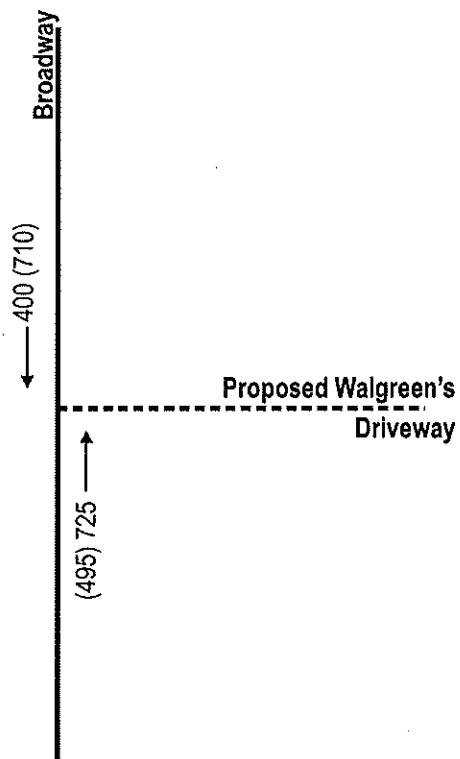
CITY OF DE PERE, WISCONSIN



2-19-2013

EXHIBIT 2 PRELIMINARY SITE PLAN

CITY OF DE PERE, WISCONSIN



LEGEND

- | | |
|------|---|
| XX | Weekday AM Peak Hour (7:15 - 8:15 AM) |
| (XX) | Weekday PM Peak Hour (4:30 - 5:30 PM) |
| N | Negligible - Fewer than 2 vehicles per hour |



2-19-2013

EXHIBIT 3
EXISTING TRAFFIC VOLUMES
(BASED ON YEAR 2010 COUNT AT ROUNDABOUT)
CITY OF DE PERE, WISCONSIN

Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Pharmacy/Drugstore with Drive-Through Window	881	13.36 x 1,000 SF	1,290 (96.91)	25 (52%)	20 (48%)	45 (3.45)	65 (50%)	65 (50%)	130 (9.91)
Total Driveway Trips (All Access Points)			1,290*	25	20	45[#]	65	65	130[^]

* Total 24-Hour Traffic at All Access Points (645 in/645 out)

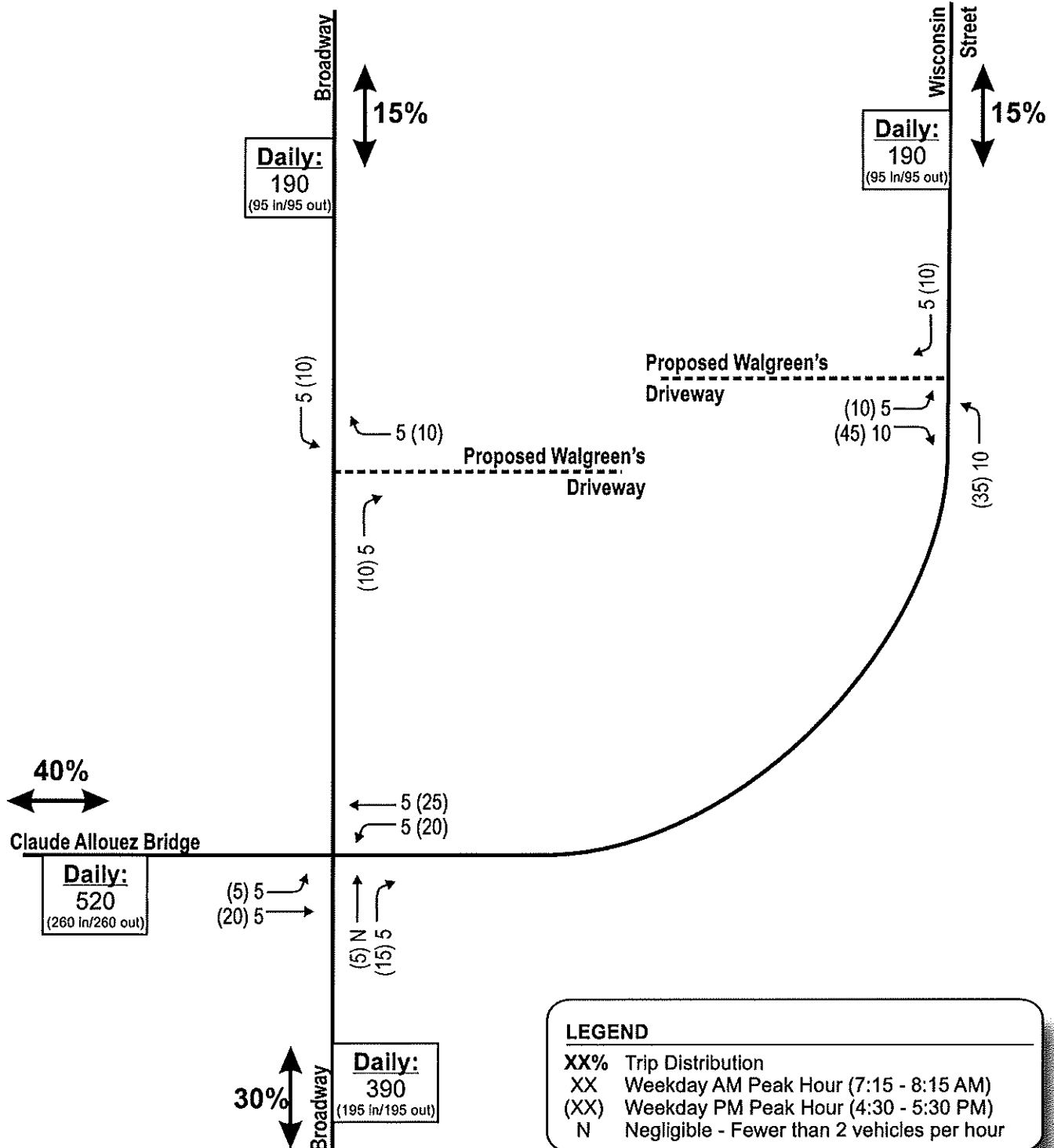
[#] Total AM Peak Hour Traffic at All Access Points (25 in/20 out)

[^] Total PM Peak Hour Traffic at All Access Points (65 in/65 out)

Trip Distribution (See Also Exhibit 5):

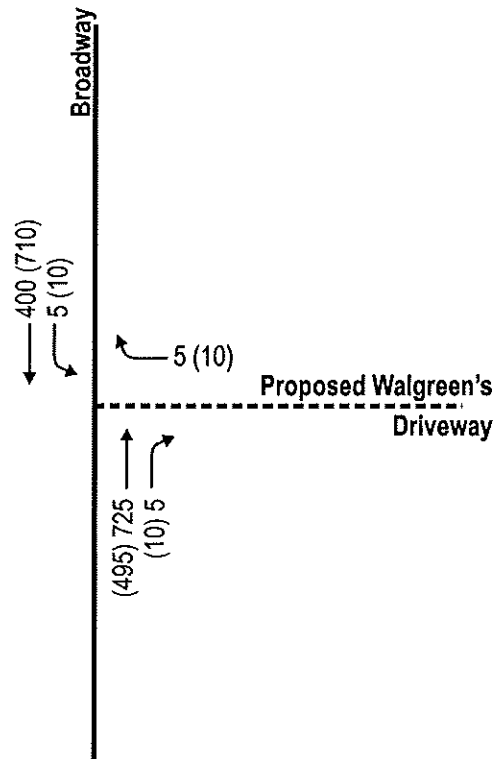
Broadway, North of Site	15%	190	5	5	10	10	10	20
Broadway, South of Roundabout	30%	390	5	5	10	20	20	40
Claude Allouez, West of Roundabout	40%	520	10	5	15	25	25	50
Wisconsin/George, North of Site	15%	190	5	5	10	10	10	20
	100%	1290	25	20	45	65	65	130





LEGEND

- XX% Trip Distribution
- XX Weekday AM Peak Hour (7:15 - 8:15 AM)
- (XX) Weekday PM Peak Hour (4:30 - 5:30 PM)
- N Negligible - Fewer than 2 vehicles per hour



LEGEND

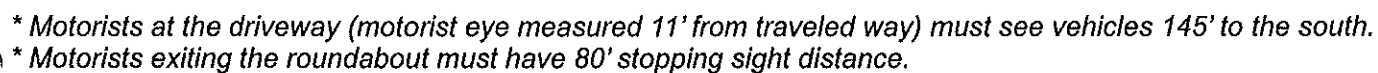
- XX Weekday AM Peak Hour (7:15 - 8:15 AM)
- (XX) Weekday PM Peak Hour (4:30 - 5:30 PM)
- N Negligible - Fewer than 2 vehicles per hour

Build Traffic
Peak Hour Operating Conditions

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Broadway & Walgreen's Driveway	Two-Way Stop Sign	AM	-	-	-	-	-	C	-	*	*	A	*	-
		SAT	-	-	-	-	-	B	-	*	*	A	*	-

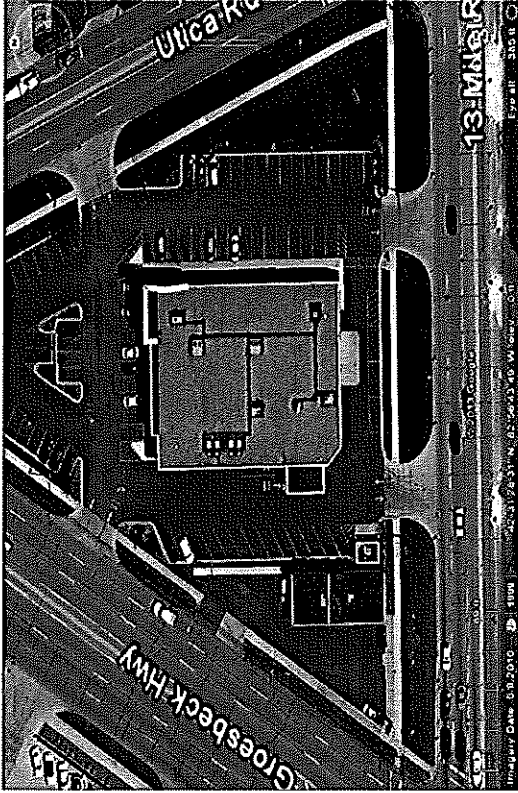
Notes: (-) indicates a movement that is not possible or is prohibited. (*) indicates uncontrolled or free-flow movement.

Note: Northbound approach analyzed as shared through/right-turn lane.

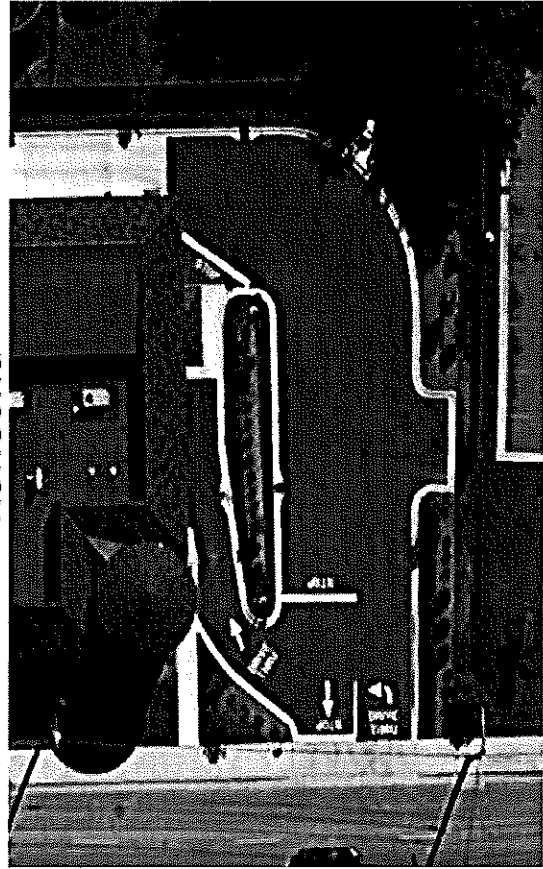


ATTACHMENT 3

Detroit



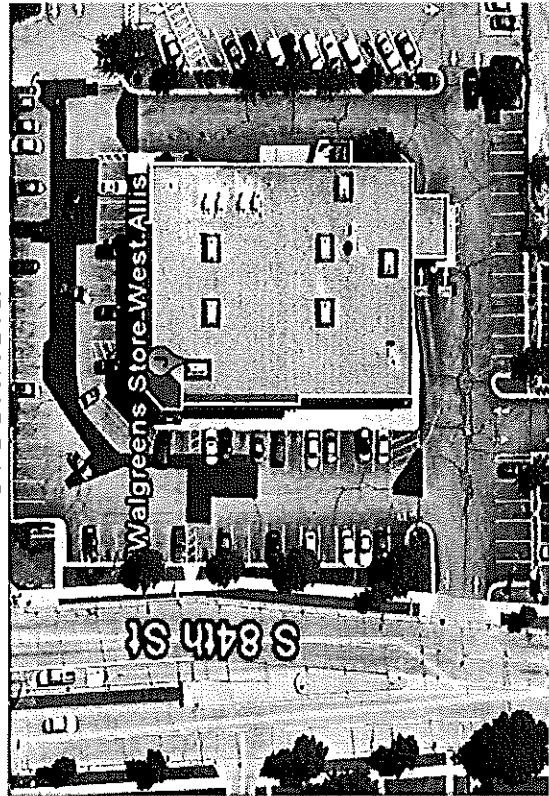
Kenosha



76th and Capital



Greenfield



ATTACHMENT 4

Modified Signage – “Halo” Lighting



STORE # 15637

Walgreens

S. BROADWAY ST.
& S. WISCONSIN ST.
DE PERE, WI

REVISED SUBMITTAL 03-04-13

PRINCIPALS

DEVELOPER
WALGREENS, INC.
WALGREENS STORES, INC.
WALGREENS STORES, INC.
WALGREENS STORES, INC.
WALGREENS STORES, INC.

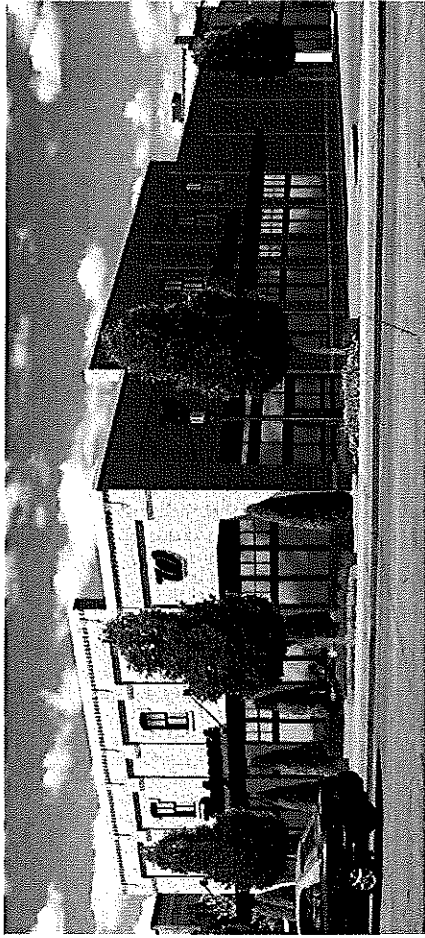
TENANT

WALGREENS, INC.
WALGREENS STORES, INC.
WALGREENS STORES, INC.
WALGREENS STORES, INC.
WALGREENS STORES, INC.

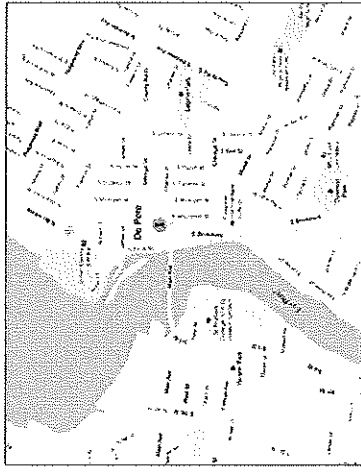
ARCHITECT

ALBION ARCHITECTS
1243 NORTH 10TH STREET
MILWAUKEE, WISCONSIN 53205
414.223.3300

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2.00	SECTION 2.00
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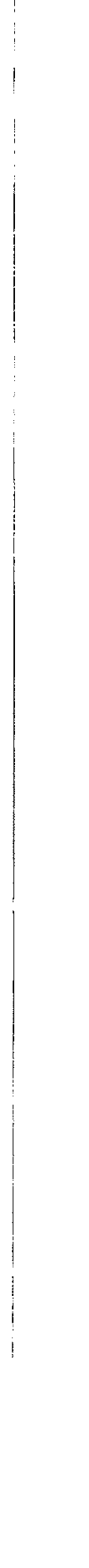
LOCATION PLAN:



ALBION ARCHITECTS
1243 NORTH 10TH STREET
MILWAUKEE, WI 53205
414.223.3300
WWW.ALBIONARCHITECTS.COM

NO.	DATE	DESCRIPTION
1	03/04/13	REVISED SUBMITTAL
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3	03/04/13	REVISED SUBMITTAL
4	03/04/13	REVISED SUBMITTAL
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7	03/04/13	REVISED SUBMITTAL
8	03/04/13	REVISED SUBMITTAL
9	03/04/13	REVISED SUBMITTAL
10	03/04/13	REVISED SUBMITTAL

WALGREENS
STORE NUMBER 15637
DE PERE, WI
S. BROADWAY ST. & S. WISCONSIN ST.
G-010

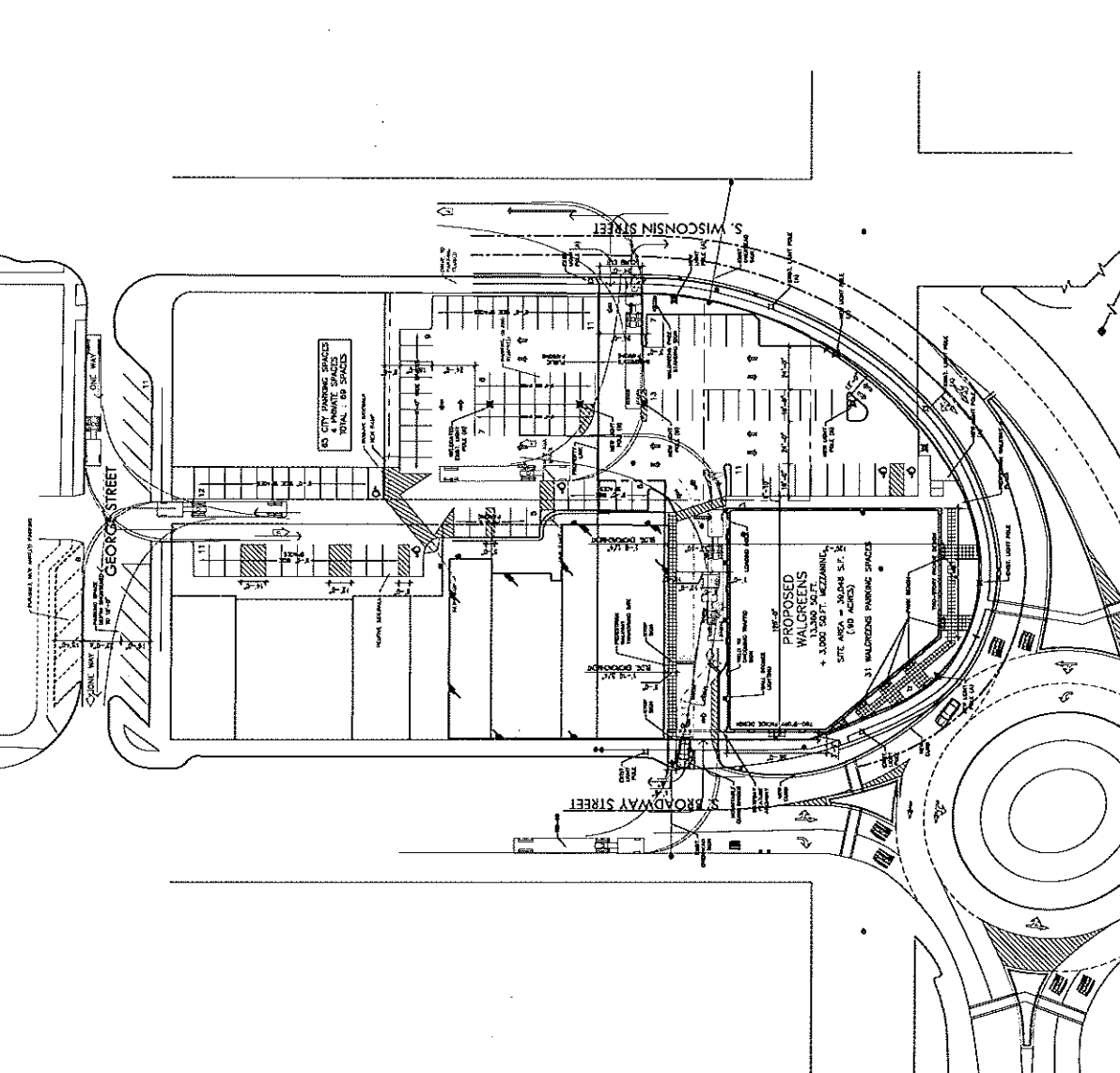


PROJECT NO.	15-001
DATE	10/1/15
DESIGNED BY	ALBION GROUP
CHECKED BY	ALBION GROUP
APPROVED BY	ALBION GROUP

WALGREENS
1500 S. BROADWAY ST. & S. WISCONSIN ST.
DE MEER, WI

NO.	DATE	DESCRIPTION
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3	8/1/15	REVISED
4	7/1/15	REVISED
5	6/1/15	REVISED
6	5/1/15	REVISED
7	4/1/15	REVISED
8	3/1/15	REVISED
9	2/1/15	REVISED
10	1/1/15	REVISED

ALBION GROUP
1243 North 10th Street
Suite 100
Milwaukee, WI 53205
414.223.3340
www.albiongroup.com



TYPICAL STREET LIGHT POLE (A):
4 NEW LIGHT POLE FIXTURES TO
BE INSTALLED, FIXTURES TO
MATCH EXISTING CITY STREET
LIGHTS, TYP.



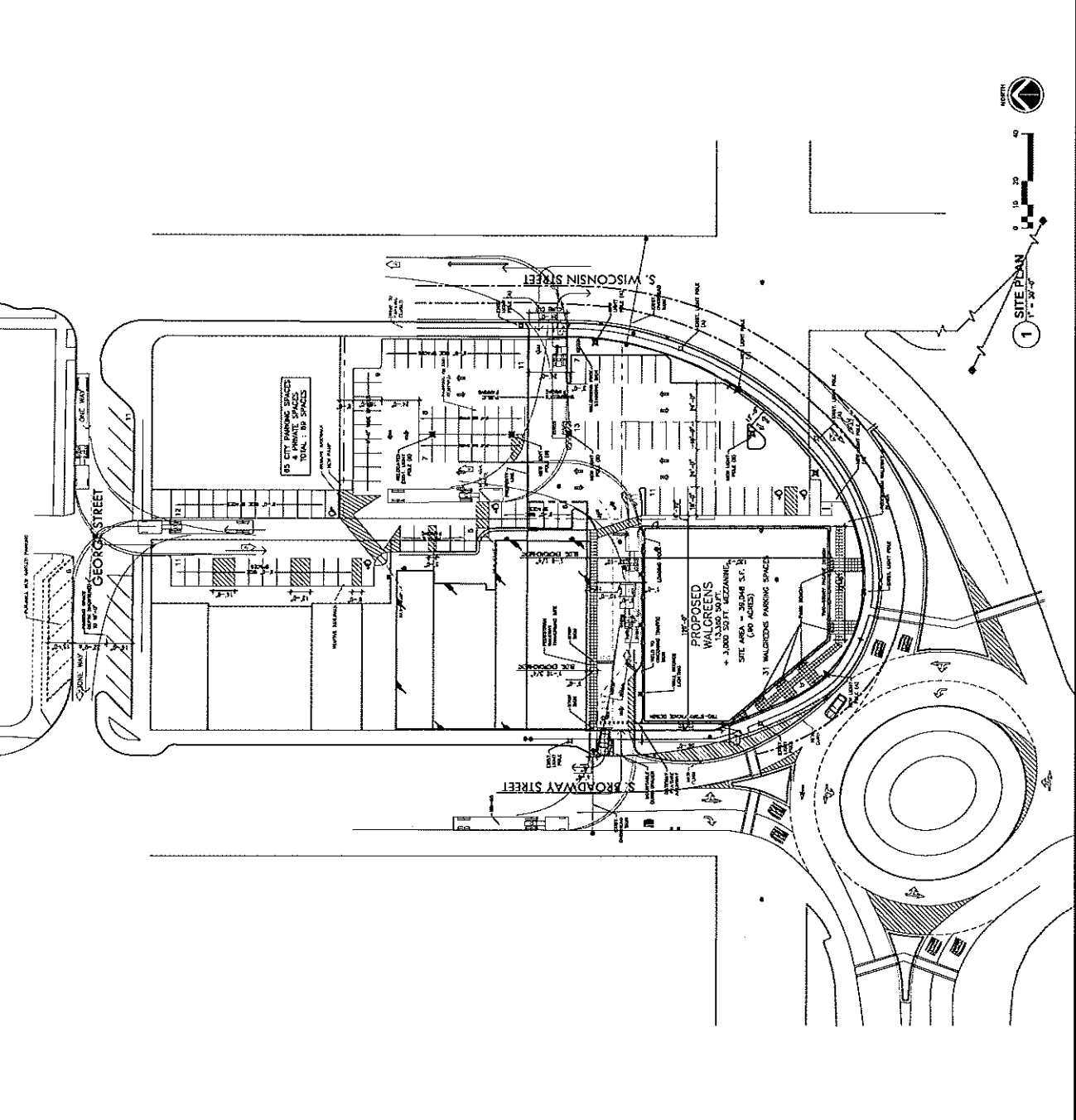
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LIGHT POLE (B):
3 NEW LIGHT POLE FIXTURES TO
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MATCH EXISTING PARKING LOT
LIGHTS, TYP.

PROJECT NO.	15000
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DESIGNED BY	ARCHITECTS
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PROJECT ADDRESS	1243 NORTH 104TH STREET, SUITE 100, MILWAUKEE, WI 53205
PROJECT PHONE	414.223.3340
PROJECT FAX	414.223.3340
PROJECT EMAIL	WWW.ALBIONARCHITECTS.COM

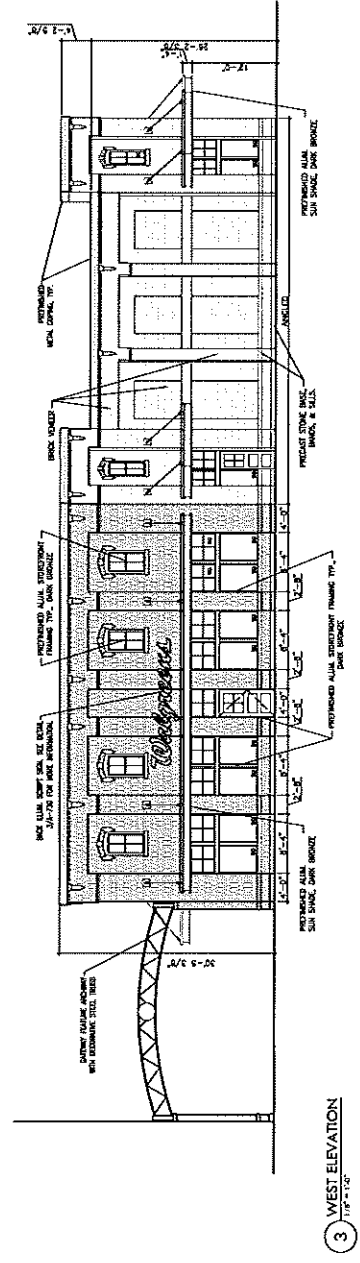
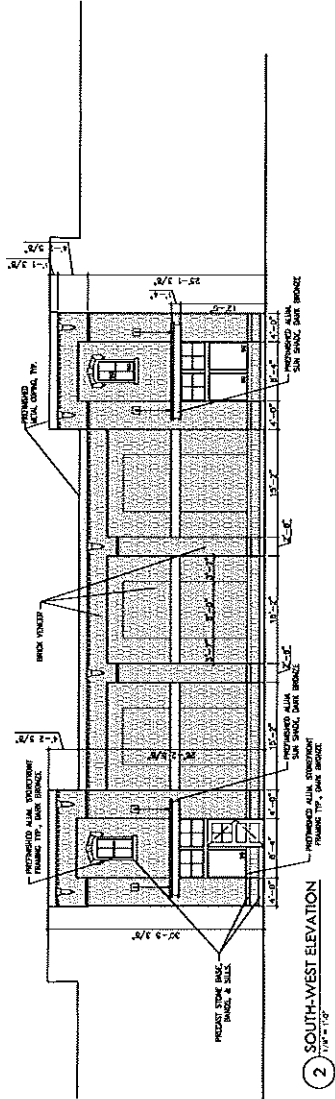
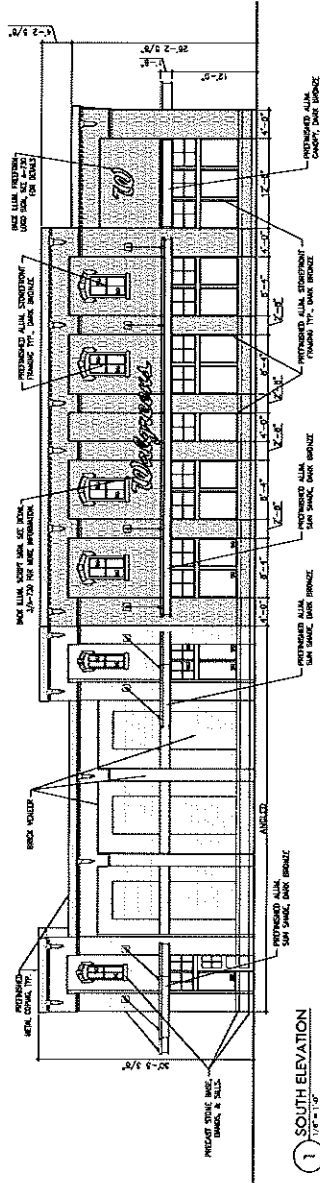
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DESIGNED BY	ARCHITECTS	
PROJECT ADDRESS	1243 NORTH 104TH STREET, SUITE 100, MILWAUKEE, WI 53205	
PROJECT PHONE	414.223.3340	
PROJECT FAX	414.223.3340	
PROJECT EMAIL	WWW.ALBIONARCHITECTS.COM	

NO.	DATE	DESCRIPTION
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7	10/1/15	REVISION
8	10/1/15	REVISION
9	10/1/15	REVISION
10	10/1/15	REVISION

ALBION
ARCHITECTS
1243 NORTH 104TH STREET, SUITE 100
MILWAUKEE, WI 53205
414.223.3340
WWW.ALBIONARCHITECTS.COM

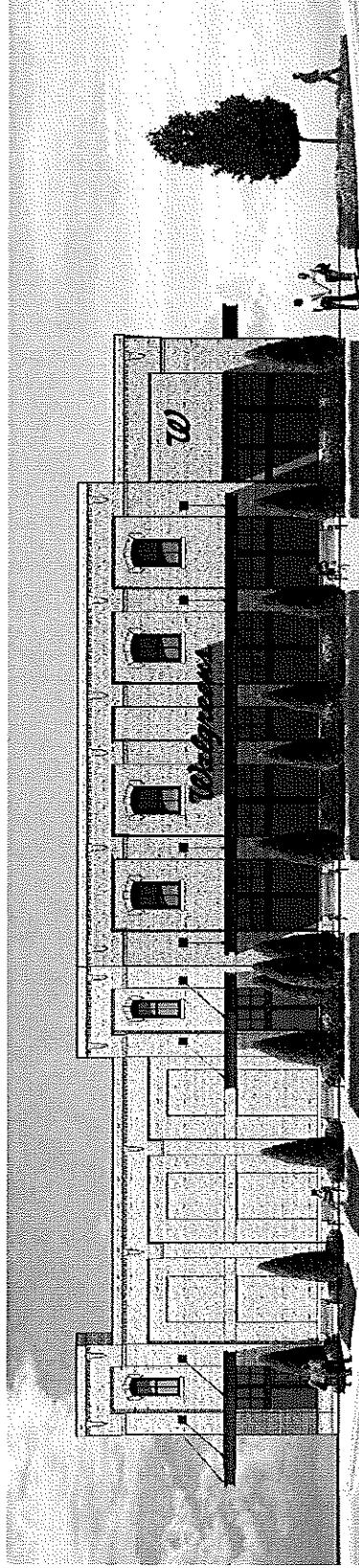


EXTERIOR BUILDING ELEVATIONS STORE NUMBER 15537	DRAWING NO. 15537 DATE 10/1/10 SCALE 1/8" = 1'-0" PROJECT NO. 15537
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WEST - S. BROADWAY ST. ELEVATION

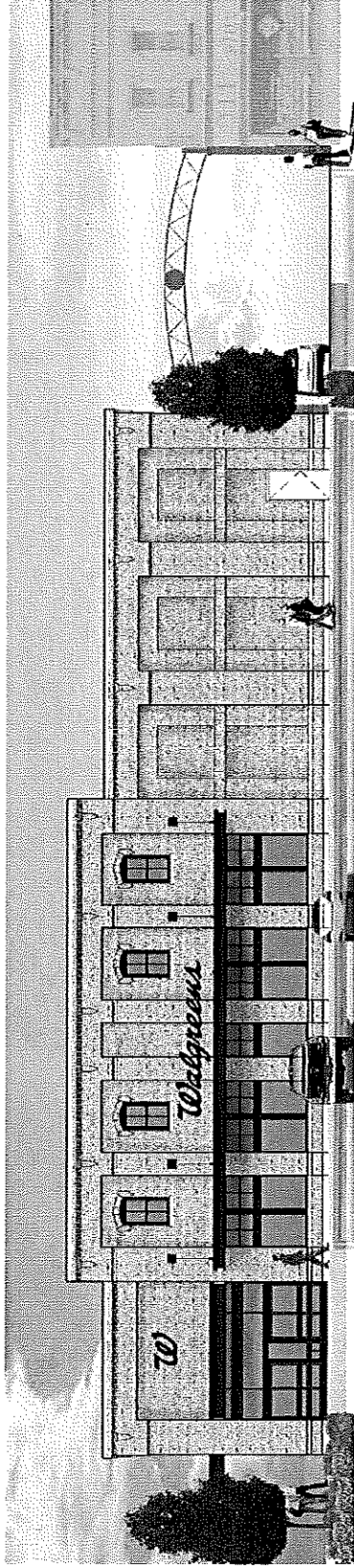


SOUTH ELEVATION

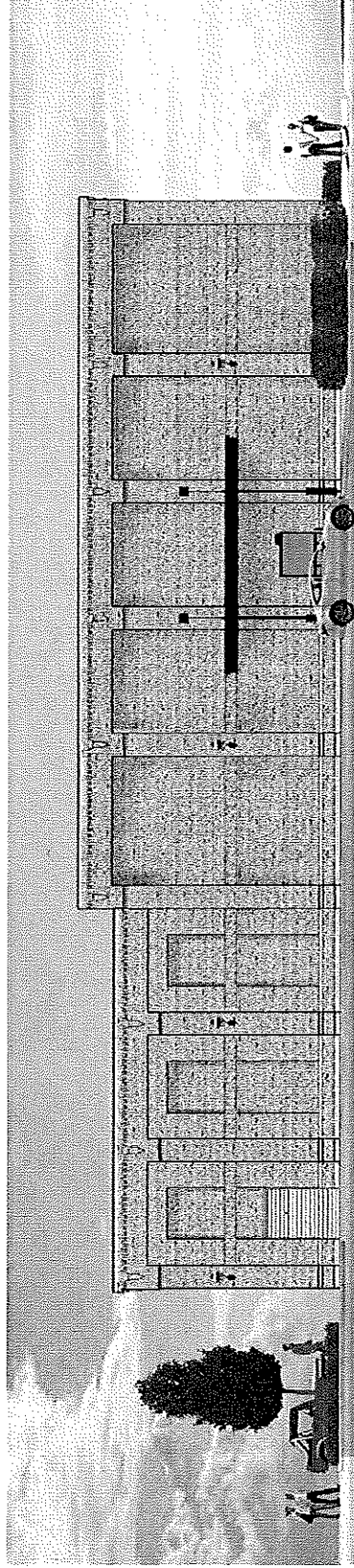
Walgreens

S. Broadway St. & S. Wisconsin St. De Pere, WI

(1 of 3)



EAST ELEVATION

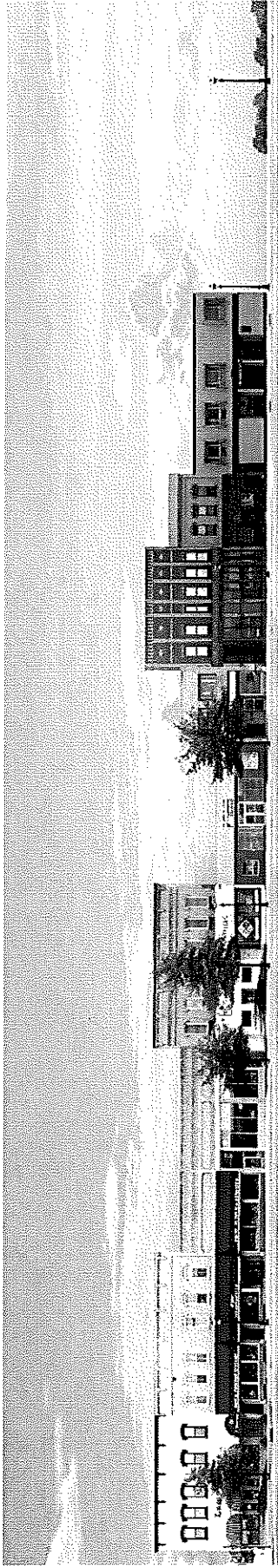


NORTH ELEVATION

Walgreens

S. Broadway St. & S. Wisconsin St. De Pere, WI

(2 of 3)



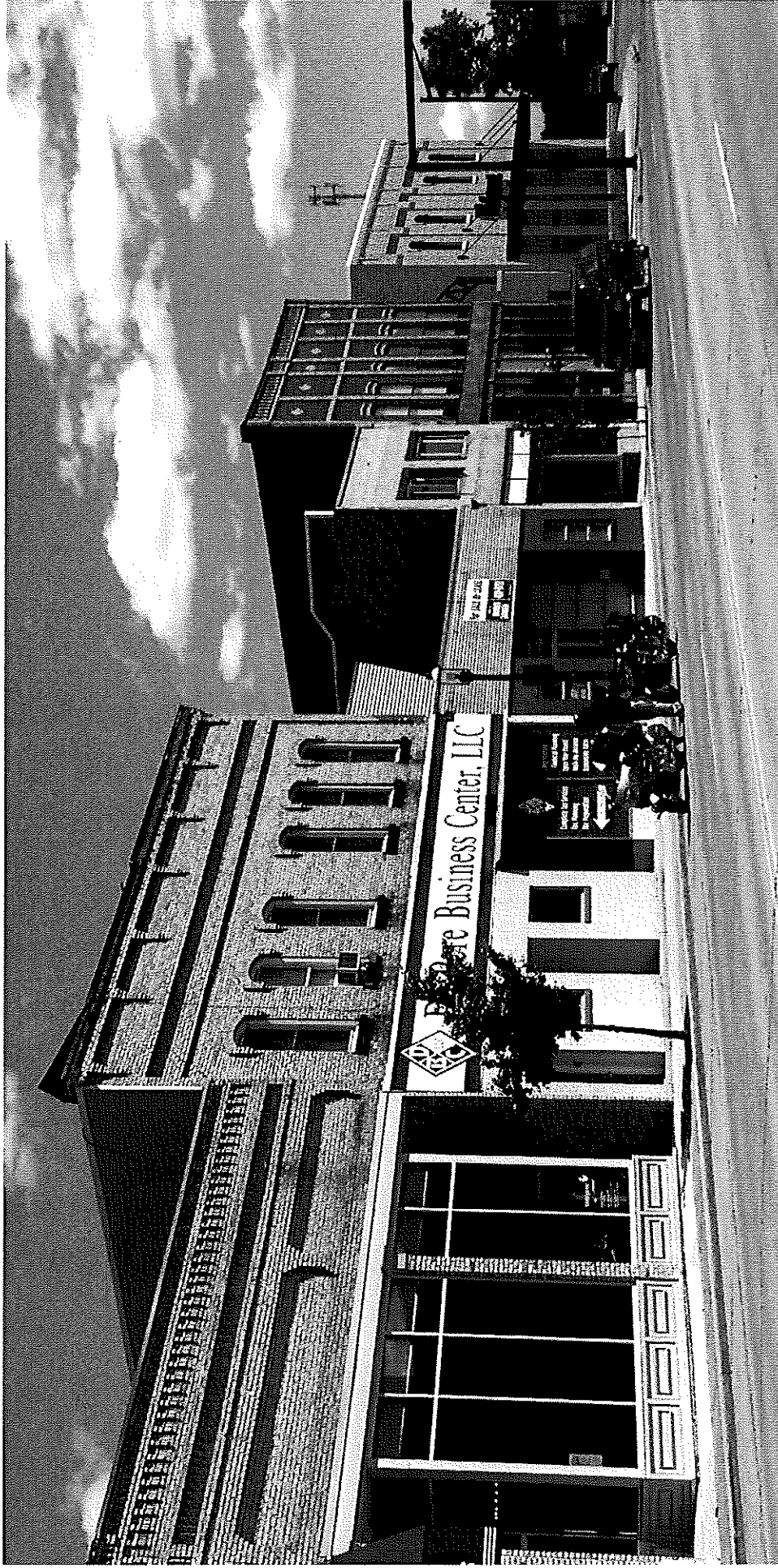
WEST - EXISTING S. BROADWAY ST. ELEVATION



WEST - PROPOSED S. BROADWAY ST. ELEVATION

Walgreens

S. Broadway St. & S. Wisconsin St. De Pere, WI
(3 of 3)



STREET PERSPECTIVE FROM NW LOOKING SE ALONG S. BROADWAY ST.

Walgreens

S. Broadway & S. Wisconsin St. | De Pere, WI





PERSPECTIVE VIEW TOWARD NE FROM WEST SIDE OF S. BROADWAY ST. & MAIN ST. ROUNDABOUT

Walgreens

S. Broadway & S. Wisconsin St. | De Pere, WI

THE
NALBION
GROUP



PERSPECTIVE TO NW FROM SOUTH SIDE OF S. WISCONSIN ST.

Walgreens

S. Broadway & S. Wisconsin St. | De Pere, WI



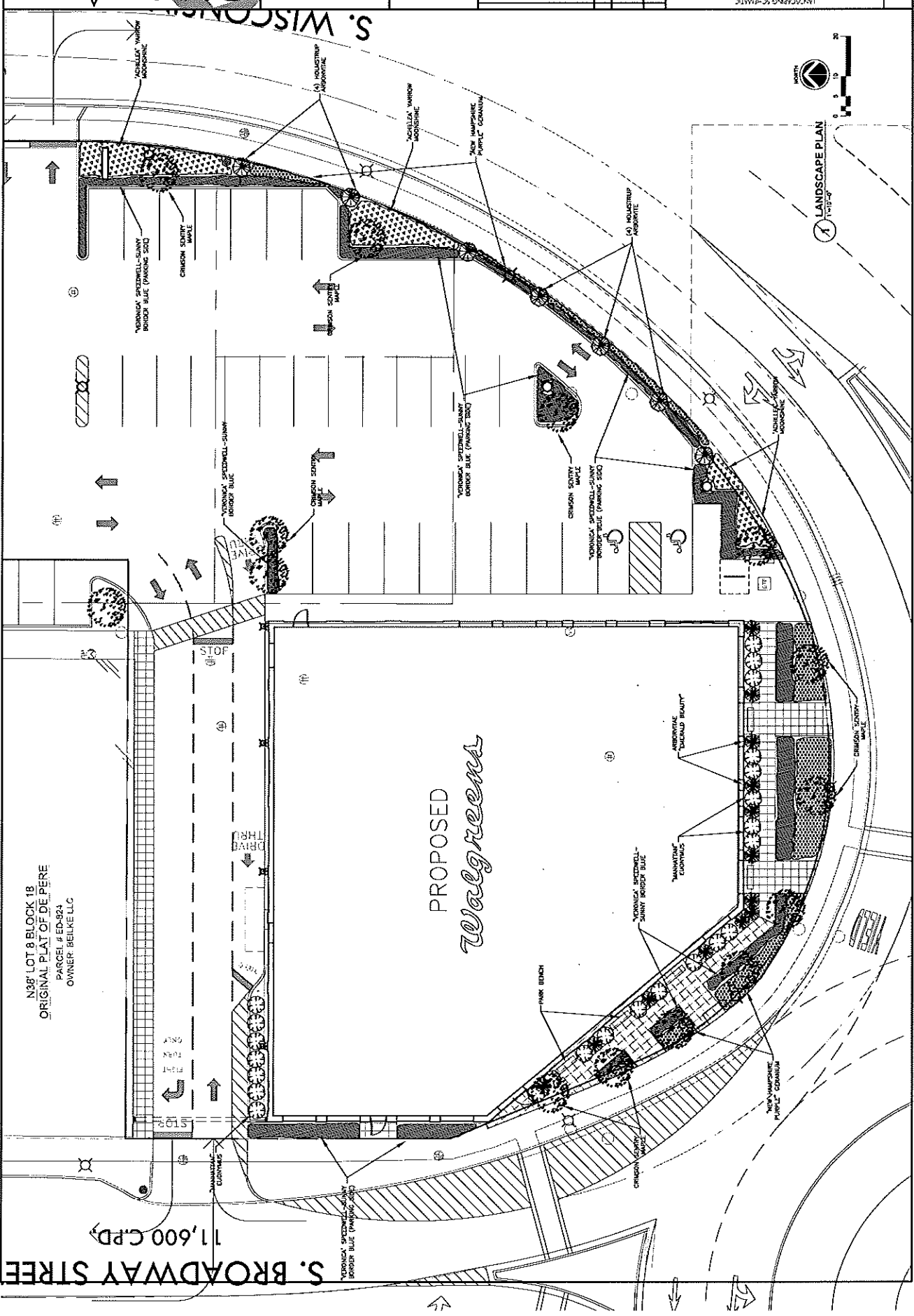


PERSPECTIVE VIEW TOWARD SW FROM EAST SIDE OF S. WISCONSIN ST.

Walgreens

S. Broadway & S. Wisconsin St. | De Pere, WI

THE
NALBION
GROUP

[illegible]



COLORED LANDSCAPE PLAN (N.T.S.)

Walgreens

S. Broadway & S. Wisconsin St. | De Pere, WI



CRIMSON SENTRY MAPLE



'ACHILLEA' - MOONSHINE YARROW



'VERONICA' SUNNY BORDER BLUE
SPEEDWELL



EMERALD BEAUTY ARBORVITAE



'MANHATTAN' EUONYMUS



'NEW HAMPSHIRE PURPLE' GERANIUM



HOLMSTRUP ARBORVITAE

Walgreens - Landscape Plant Selections

S. Broadway St. & S. Wisconsin St. De Pere, WI

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE
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18	18.0000	18.00	EA	1800.00
19	19.0000	19.00	EA	1900.00
20	20.0000	20.00	EA	2000.00

SIGN SPECIFICATION

1. GENERAL CONTRACTOR SHALL COORDINATE ALL WORK WITH ELECTRICAL CONTRACTOR & SIGN MANUFACTURER. ALL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGN MANUFACTURER'S INSTALLATION INSTRUCTIONS. THE SIGN CONTRACTOR SHALL NOT CUT, DRILL, OR OTHERWISE DAMAGE THE BUILDING EXTERIOR OR INTERIOR SURFACES. THE SIGN CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO INSTALLATION.

2. ELECTRICAL CONTRACTOR SHALL PROVIDE ONE (1) 120V/15A GFI BREAKER FOR EACH SIGN. THE SIGN CONTRACTOR SHALL PROVIDE A GFI-PROTECTED POWER CORD TO EACH SIGN. THE SIGN CONTRACTOR SHALL PROVIDE A GFI-PROTECTED POWER CORD TO EACH SIGN. THE SIGN CONTRACTOR SHALL PROVIDE A GFI-PROTECTED POWER CORD TO EACH SIGN.

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WORK RESPONSIBILITY

GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO INSTALLATION. THE SIGN CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO INSTALLATION.

SIGN MANUFACTURER

THE SIGN CONTRACTOR SHALL PROVIDE A GFI-PROTECTED POWER CORD TO EACH SIGN. THE SIGN CONTRACTOR SHALL PROVIDE A GFI-PROTECTED POWER CORD TO EACH SIGN. THE SIGN CONTRACTOR SHALL PROVIDE A GFI-PROTECTED POWER CORD TO EACH SIGN.

