



11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-236-2903
Fax: 262-242-9655

www.ci.mequon.wi.us

Department of Community Development

**PLANNING COMMISSION
Ad Hoc Port Washington Road Design Standards Committee
Tuesday, September 13, 2022
1:30 PM
North Conference Room**

Agenda

- 1. Call to Order**
- 2. Port Washington Road Streetscape**
- 3. Port Washington Road Streetscape: Utility Burial**
- 4. Ulao Creek: Design Guidebook**
- 5. Announcements**
- 6. Adjourn**

Dated: September 9, 2022

/s/ John Wirth, Chair

.....
Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting.

Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Department of Community Development's Office at 262-236-2904, Monday through Friday, 8:00 AM – 4:30 PM



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262-242-3100
Fax: 262-242-9655

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Office of Community Development

TO: Planning Commission
FROM: Jac Zader, Assistant Director Community Development
DATE: September 13, 2022
SUBJECT: Port Washington Road Streetscape

Background

Harwood Engineering Consultants, specifically Luke Haas, Director of Landscape Architecture, serves as the City's consultant to develop streetscaping features for the Port Washington Road commercial corridor from Mequon Road to Zedler Lane. Based on feedback from the Ad Hoc Committee at its August meeting, he has prepared an updated concept plan for review. The plan (see attached) further refines details including landscaping elements in the median areas, pedestrian crossing design and locations and new lighting fixture options.

Analysis

While the contract with Harwood allocated two meetings with the Ad Hoc Committee, staff believes another review of the design concepts is necessary before final drawings can be prepared for Common Council review. Staff would like input from Committee on the three critical areas of concern identified at the last meeting.

1. Landscape medians

The plan shows a hierarchal approach to the medians based on size and location. The larger islands show the tree grove concept with crushed stone and decorative concrete. The next tier of islands incorporates a single line of trees and a plant bed with a decorative feature. The smaller islands show decorative pots, crushed stone and a decorative feature. The concept plan also includes the enlargement of the median at the far north portion of the road adjacent to Culver's. In addition to providing additional greenspace, the island would eliminate a current traffic conflict with cars entering and existing Culvers.

2. Pedestrian Crossings

The plan shows decorative pedestrian crossings throughout the corridor. There is a full intersection design at Donges Bay and other singular crossings throughout the corridor. Staff believes that the Zedler Lane, Towne Square Rd, and Mequon Road intersections should be designed similar to Donges Bay with decorative treatments at all crosswalks.

3. Lighting

The consultant has provided several light fixture examples for review. There was also a dispersion plan completed on the current lighting as well as two other options that modify the height of the fixtures in their current locations with additional lighting on each side of the street. The plans show the impact of changing the height of the fixtures on the lighting of the corridor. Having a lower fixture height will result in a higher uniformity ratio unless additional poles are installed. Staff is supportive of lowering the height of the poles even if results in additional lights being added or a higher uniformity ratio.

While not shown on the latest plan, staff and the consultant are exploring opportunities in the terrace areas along the corridor as well as looking at options for enhancing the gateways at each end of the corridor. Since the I-43 construction project will have an impact on both of these areas, a review of the construction plans and the timing of the work is required. Staff will incorporate any design changes into the final concept plan for these areas for review by the Committee.

Staff Summary

Based on feedback from the Committee, a final concept plan will be developed for the next meeting for review and approval.

Attachments:

Mequon, City of, Public Improvements, - Ad Hoc Concept Design Update (PDF)

22-1066.00 SP01-Concept - 24x36 (PDF)

Exist Pole Fixts (PDF)

New Pole Fixt - 20ft_30ft (PDF)

New Pole Fixt - 25ft_35ft (PDF)

Pole Fixt OptA (PDF)

Pole Fixt OptB (PDF)

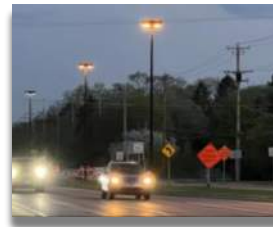


Concept
Review



Attachment: Mequon, City of, Public Improvements, - Ad Hoc

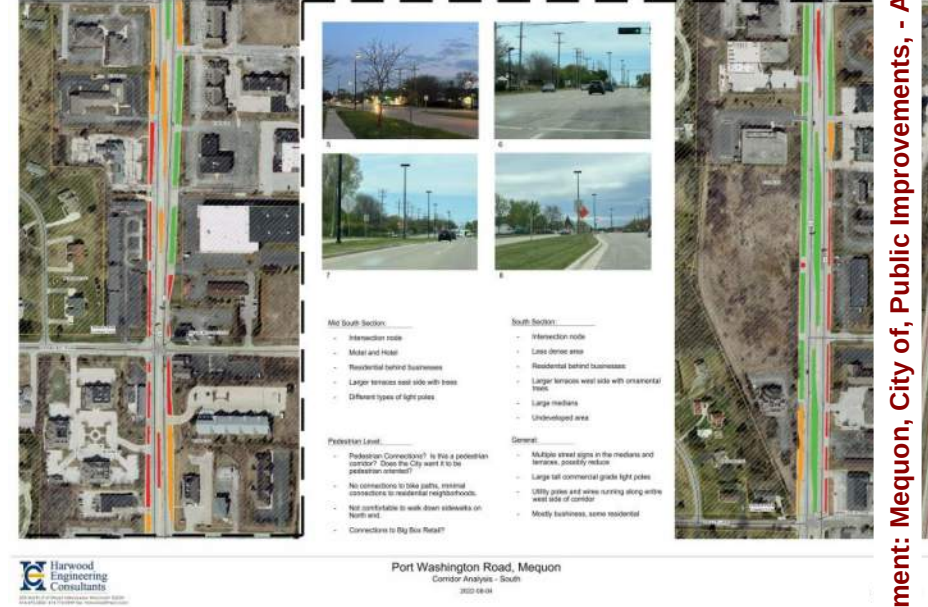
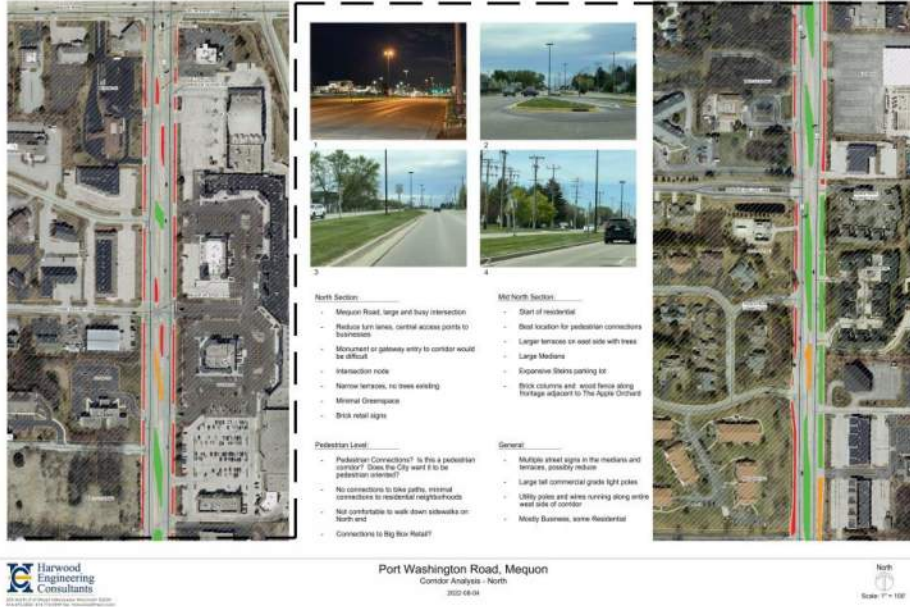
Analysis



Existing Conditions

- Generally narrow terraces
- Utility poles along west side
- Large medians
- Tall commercial grade light poles
- Limited pedestrian traffic through corridor
- Abundance of street signage
- Mostly business, some residential

Analysis



Ideas



Design Elements

- **Decorative Pavement / Landscape**
- Feature / Signage
- Pots / Landscape
- Decorative Crosswalks
- Tree Groves
- Lighting / Banners

Ideas



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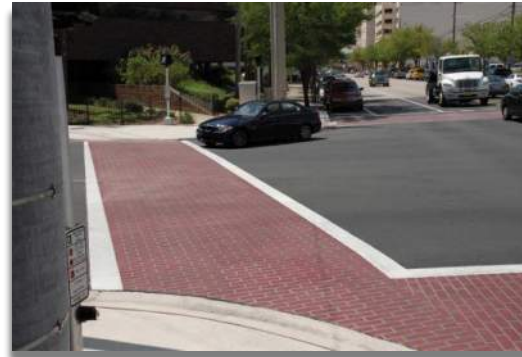
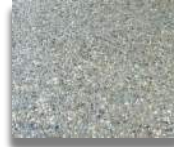
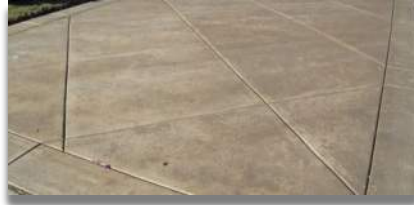
Ideas



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Ideas



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- Tree Groves
- **Lighting / Banners**

Project Approach + Scope



Project Vision

- Kickoff Meeting
- Determine Goals and Objectives
- Discuss Existing Corridor
- Understand Current and Future Needs

Site Analysis

- Conduct Analysis of Base Information
- Site Observations
- Data Collection

Design Development

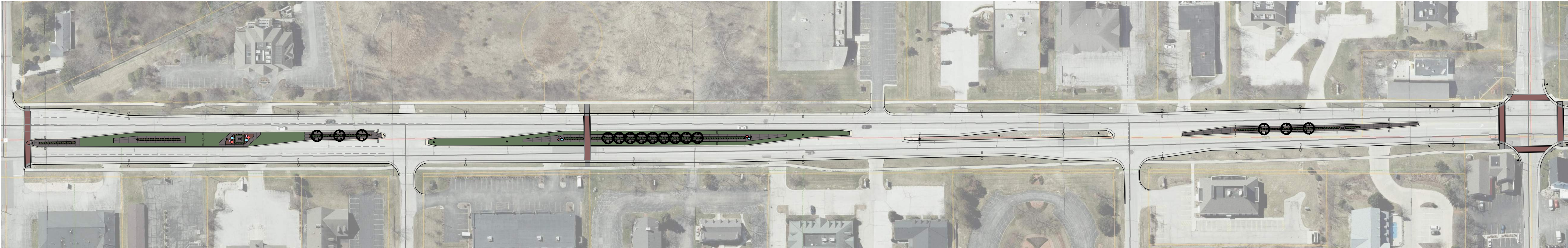
- Summarize Data Collection for Purposes of Design
- Design Concepts (3)

Final Design

- Final Streetscape Design
- Presentation
- Cost Estimate

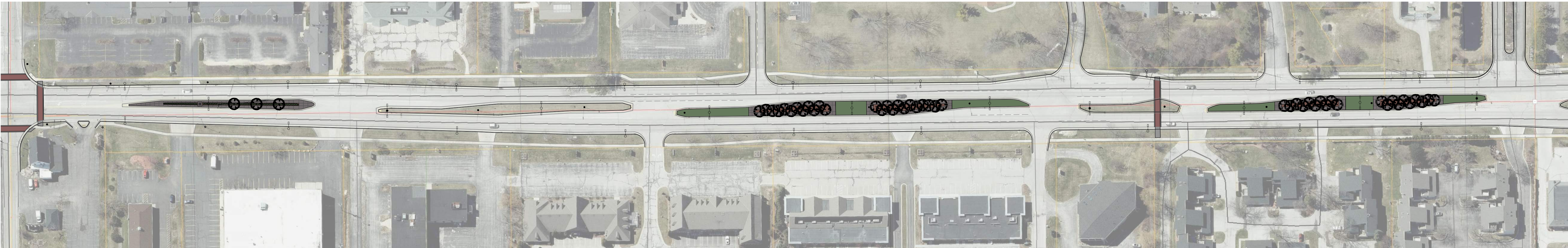
Next Steps

- Update Concept Design based on Ad Hoc Feedback
- Final Concept Plan Submitted
- Final Ad Hoc Committee Meeting



Overall Plan - South

Scale: 1" = 80'



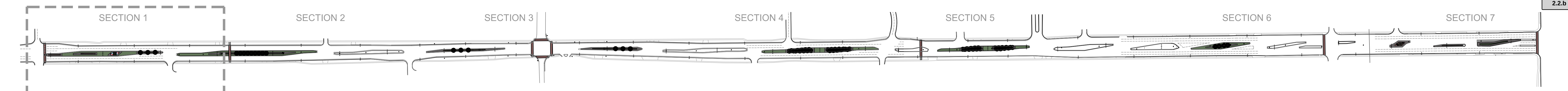
Overall Plan - Mid

Scale: 1" = 80'

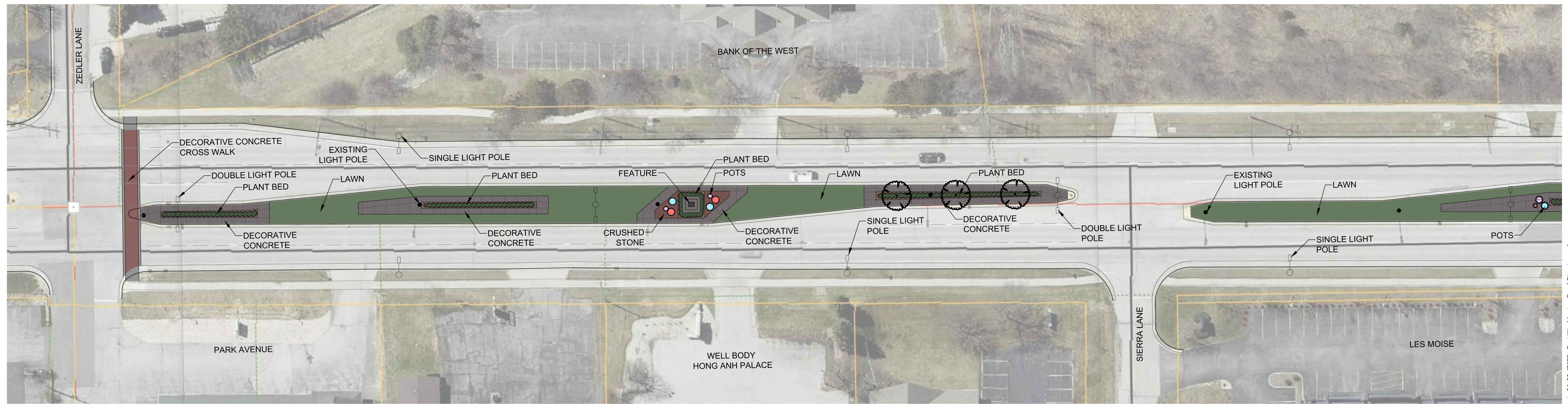


Overall Plan - North

Scale: 1" = 80'



Key Plan
Scale: NTS



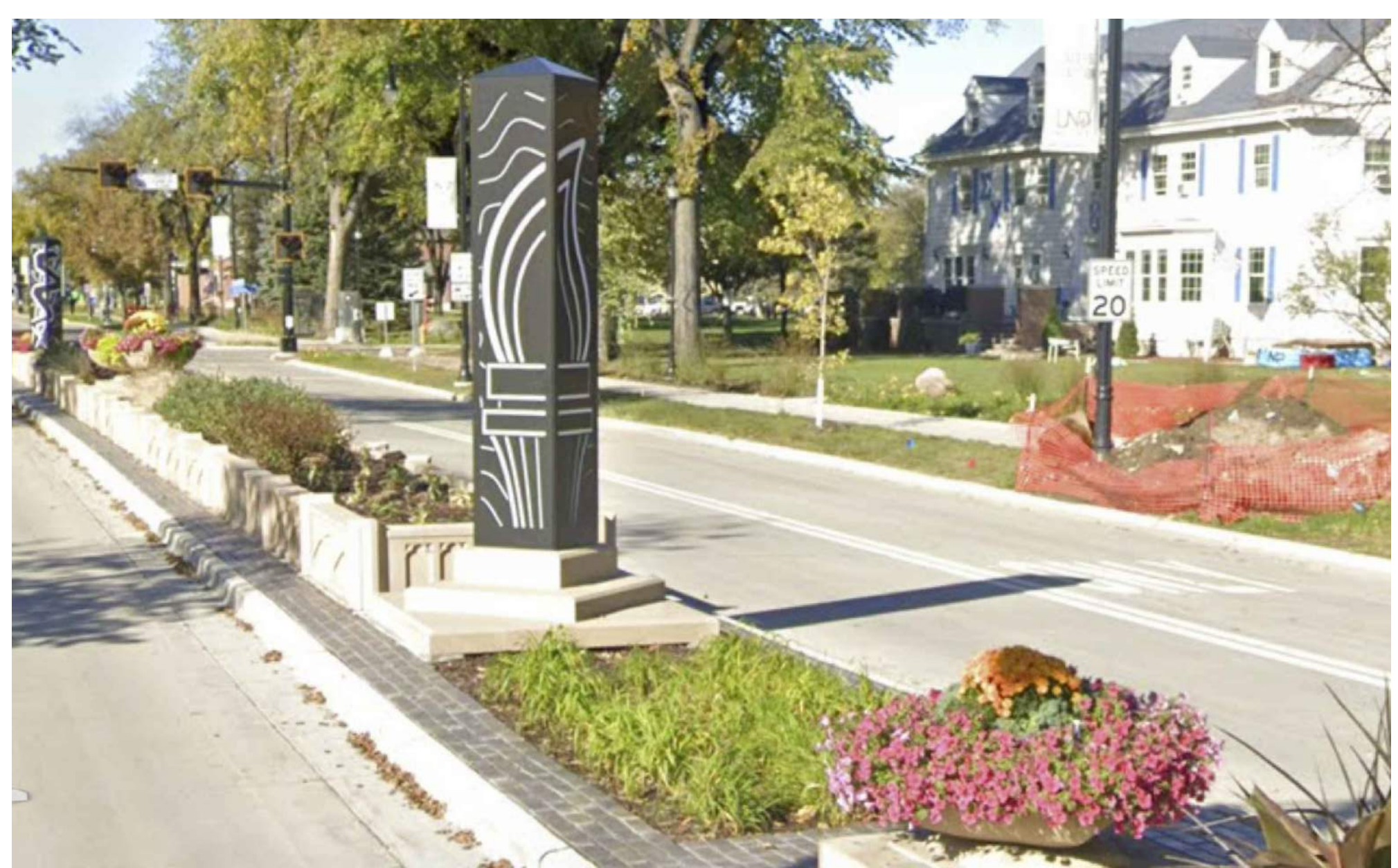
Detailed Plan - Section 1
Scale: 1" = 30'



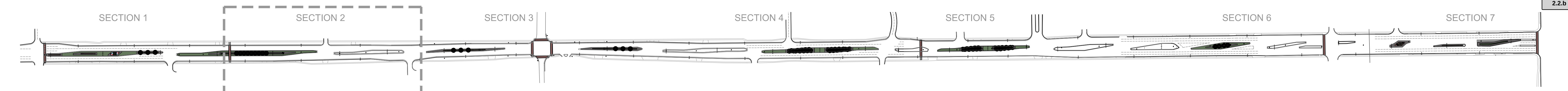
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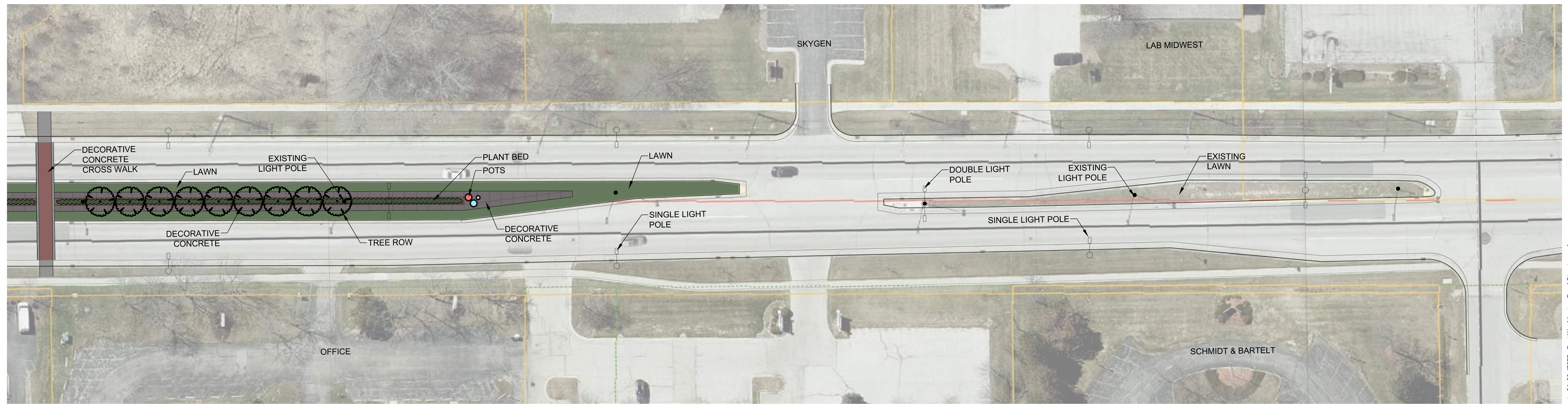
Rendering
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Design Image
Scale: NTS



Key Plan
Scale: NTS



Detailed Plan - Section 2
Scale: 1" = 30'



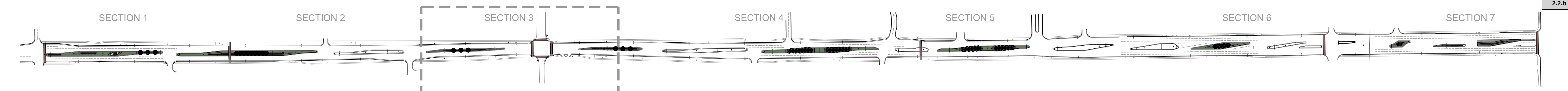
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Rendering
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Rendering
Scale: NTS



Key Plan
Scale: NTS



Detailed Plan - Section 3
Scale: 1" = 30'



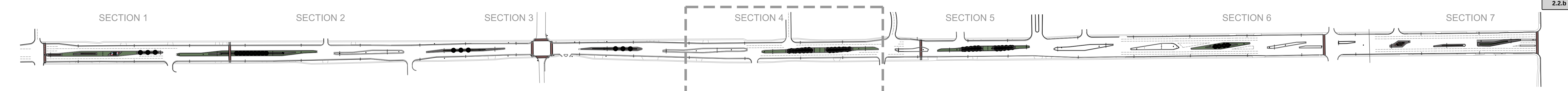
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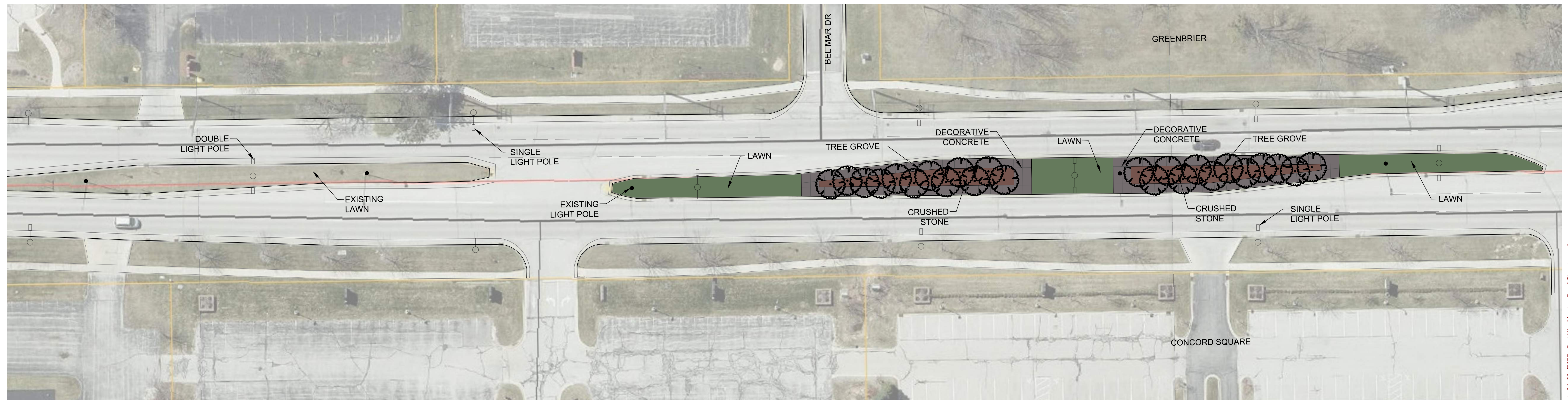
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Rendering
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Key Plan
Scale: NTS



Detailed Plan - Section 4
Scale: 1" = 30'



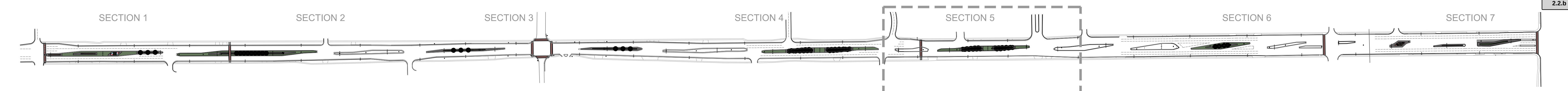
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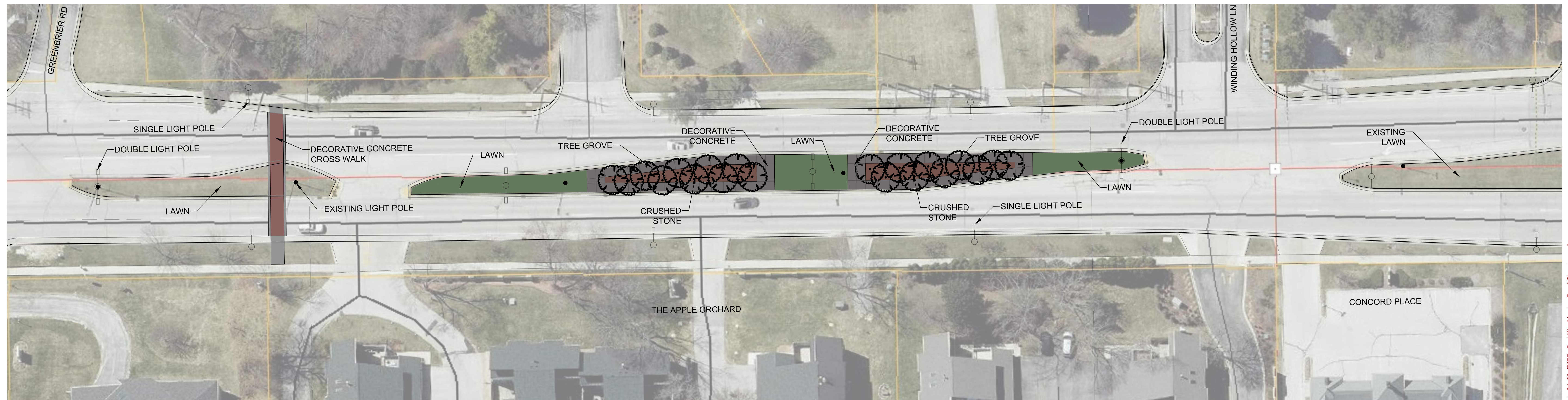
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Rendering
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Key Plan
Scale: NTS



Detailed Plan - Section 5
Scale: 1" = 30'



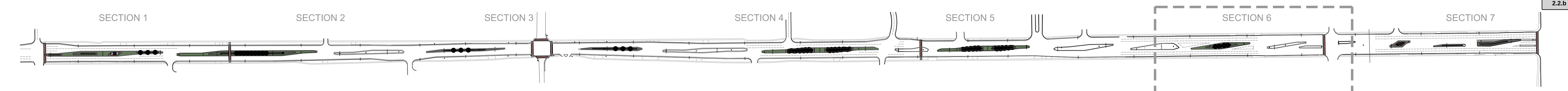
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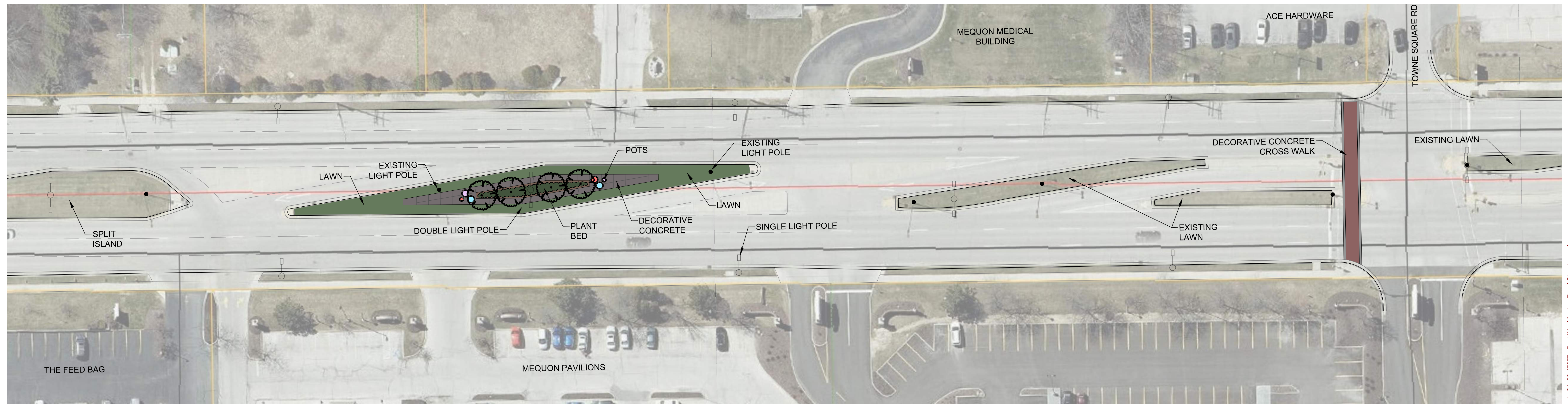
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Rendering
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Key Plan
Scale: NTS



Detailed Plan - Section 6
Scale: 1" = 30'



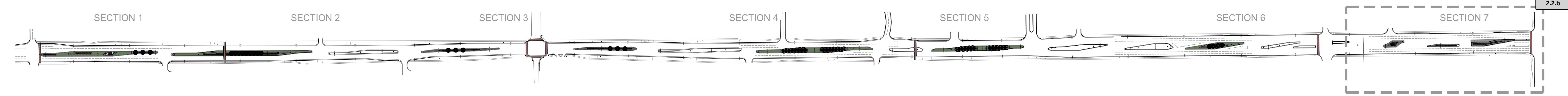
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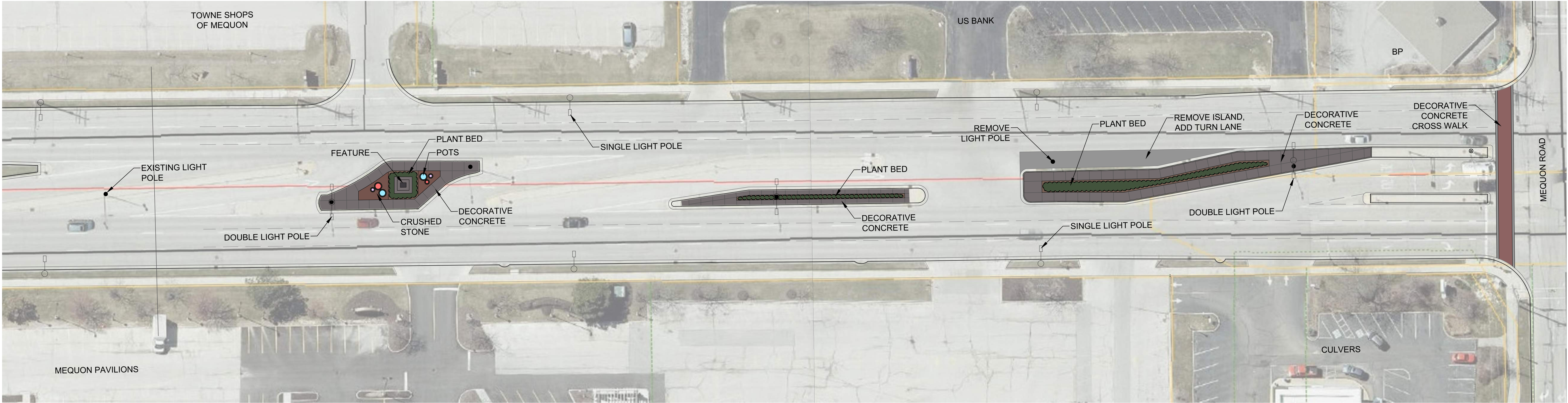
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Rendering
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Key Plan
Scale: NTS



Detailed Plan - Section 7
Scale: 1" = 30'



Rendering
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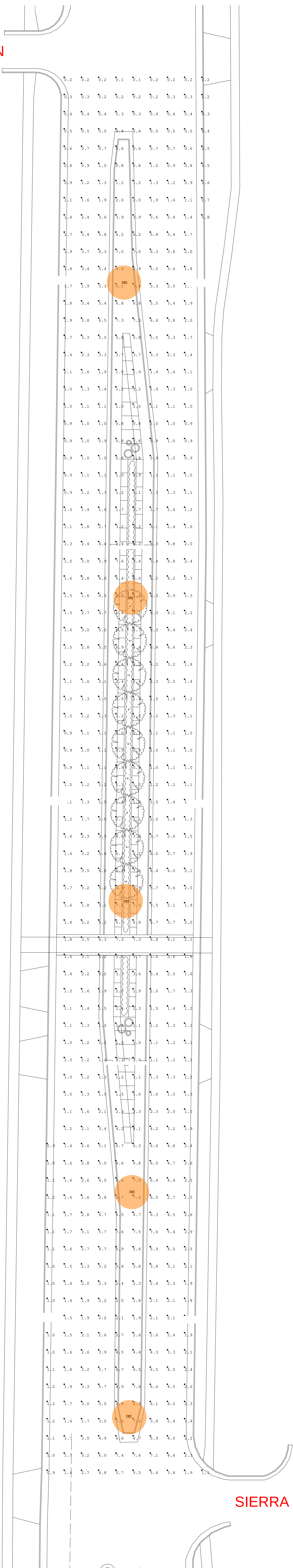
Attachment: 22-1066.00 SP01-Concept - 24x36 (7/677 : Port Washington Road Streetscape)

SKYGEN

EXISTING POLE FIXTURE LIGHT LEVELS

*ASSUMPTION: (5) 35' HIGH POLES w/
(2) 250-WATT HIGH PRESSURE SODIUM
LUMINAIRES PER POLE (HIGHLIGHTED
IN ORANGE ON THE PLAN)

- 2.67 FOOTCANDLE AVG.
- 7.60 FOOTCANDLE MAX.
- 0.10 FOOTCANDLE MIN.
- 76.0:1 MAX:MIN UNIFORMITY RATIO



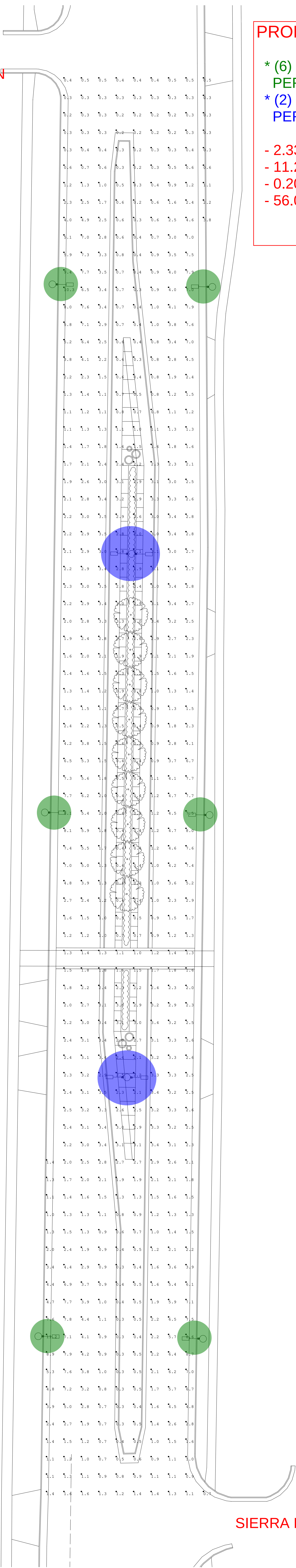
SIERRA LANE

PROPOSED NEW POLE FIXTURE LIGHT LEVELS

- * (6) 20'H POLES w/ (1) 150-WATT LED LUMINAIRE PER POLE (HIGHLIGHTING IN GREEN ON THE PLAN)
- * (2) 30'H POLES w/ (2)150-WATT LED LUMAIRES PER POLE (HIGHLIGHTED IN BLUE ON THE PLAN)

- 2.33 FOOTCANDLE AVG.
- 11.2 FOOTCANDLE MAX.
- 0.20 FOOTCANDLE MIN.
- 56.0:1 MAX:MIN UNIFORMITY RATIO

SKYGEN

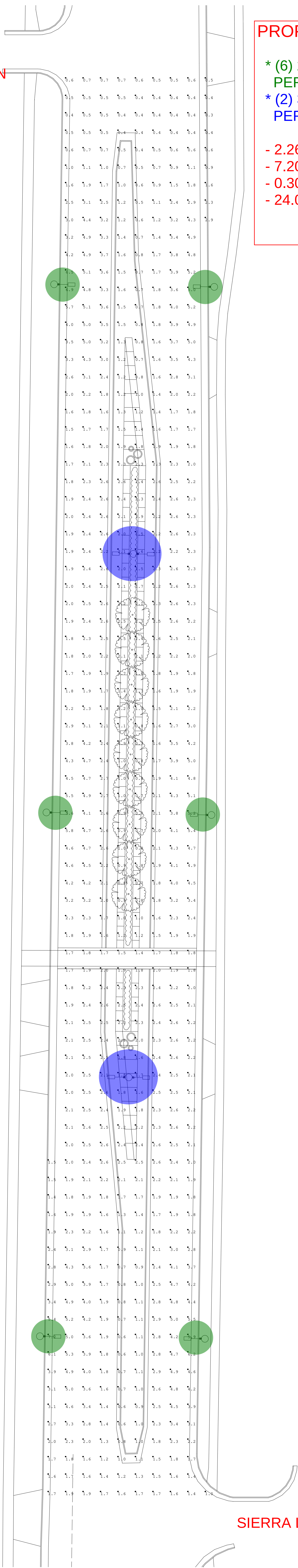


PROPOSED NEW POLE FIXTURE LIGHT LEVELS

- * (6) 25'H POLES w/ (1) 150-WATT LED LUMINAIRE PER POLE (HIGHLIGHTING IN GREEN ON THE PLAN)
- * (2) 35'H POLES w/ (2)150-WATT LED LUMAIRES PER POLE (HIGHLIGHTED IN BLUE ON THE PLAN)

- 2.26 FOOTCANDLE AVG.
- 7.20 FOOTCANDLE MAX.
- 0.30 FOOTCANDLE MIN.
- 24.0:1 MAX:MIN UNIFORMITY RATIO

SKYGEN



SIERRA LANE



HUBBELL RATIO SERIES



LITHONIA RSX SERIES



LUMARK PRV SERIES



BEACON VIPER SERIES



KIM ALTITUDE SERIES



GARDCO PUREFORM SERIES



HUBBEL WARP9 SERIES



11333 N. Cedarburg Road
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Fax: 262-242-9655

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Office of Community Development

TO: Planning Commission
FROM: Jac Zader, Assistant Director Community Development
DATE: September 13, 2022
SUBJECT: Port Washington Road Streetscape: Utility Burial

Background

Ad Hoc Committee chair John Wirth sent an email after the last meeting stating his intention to recommend burial of the utilities along Port Washington Road on the west side of the street. The length of the burial would be close to two miles (Mequon Road to Zedler Lane). Staff reached out to WE Energies to see if we could get a cost estimate for the burial. As of the writing of the memo, staff has not received a response.

Analysis

In addition to the substantial cost associated with the burial, we would need a better understanding of what restrictions would be imposed in the area above the infrastructure. There may be limits placed on the siting of trees or lighting in the area that would negate the benefits of the burial. In addition, this would likely cause a delay to design efforts along corridor.



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Fax: 262-242-9655

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Office of Community Development

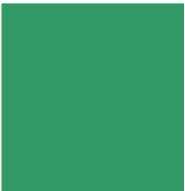
TO: Planning Commission
FROM: Kim Tollefson, Director of Community Development
DATE: September 13, 2022
SUBJECT: Ulao Creek: Design Guidebook

Background

The Ulao Creek Design Standards is updated since the Committee's last review comments. There are just a few sections that are left to develop; including maps, the neighborhood commercial details and standards for commercial signage. Please review the materials and advise on any necessary changes and additions to ensure staff has captured the intent. Staff expects one additional review by the Committee and then it will be forwarded to the Planning Commission for final approval.

Attachments:
Design Guide 08.2022 (PDF)

CITY OF MEQUON ULAO CREEK NEIGHBORHOOD DESIGN STANDARDS



DRAFT –AUGUST 2022



Commented [KT1]: EXTRA IMAGERY TO USE IN

COMMITTEE ACKNOWLEDGEMENTS

Port Washington Road Ad HOC Design Committee

Sigrid Dynek
Matt Iwanski
Fred Bersch
Joe Kleiman
Andrew Petzold
Scott Welsh
Mayor John Wirth

Planning Commission

Mayor Andrew Nerbun
Aldersperson Brian Parrish
Aldersperson Rob Strzelczyk
Gregg Bach
Bruce Barnes

Planning Commission

Martin Choren
Dan Gentes
Joe Goldberger
Jennifer Hawley
Rick Lemke
James Schaefer
Rebecca Schaefer
John Stoker

City Staff

Kim Tollefson, Director of Development
Jac Zader, Assistant Director of Development
Laurie Miller, Associate Planner
Robin Buzzell, Administrative Assistant



CONTENTS

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- Purpose
- Neighborhood Area
- Strategic Context
- Pending Public Improvements
- Design Districts

Vision

- Vision & Objective Statements
- Gateway
- Environmental Protection & Restoration
- Public Use & Streetscape

Rural Design Principles

- Architectural Style & Character
- Building Design & Materials
- Specific Building Design Standards
- Specific Site Design Standards
- Signage Specific Signage Standards

INTRODUCTION

Purpose. Mequon's Ulao Creek Neighborhood Design Guide is an integral component to planning, management and implementation of development within the 750-acre east side neighborhood interfacing Interstate-43 and at the northern edge of the City's largest commercial corridor. The Mequon Common Council identified a need to prepare a design framework to ensure attractive site and building design as well as the introduction of unique elements at the gateway to the City and at the edge of the City's Port Washington Road commercial area.

This design guide shall be utilized by landowners, developers, architects, planners and City of Mequon decision-makers and elected officials as a tool for development, seeking coordination efforts between public and private sectors to maintain and exemplify the uniqueness of Mequon's Ulao Creek neighborhood. It builds upon, and shall be used in conjunction with, the following City document(s):

- **Ulao Creek Zoning Districts**
- **Sign Code**
- **2035 Comprehensive Plan**
- **Land Use Plan Map**
- **2019 Park & Open Space Plan**
- **East Growth Neighborhood Plan**
- **East Growth Land Use Market Study**
- **East Growth Neighborhood Open House(s)**
- **Visioning Survey(s)**

Neighborhood Area. The Ulao Creek Neighborhood encompasses the North Port Washington Road corridor from Highland Road to Pioneer Road and properties along Oriole Lane and Ulao Creek to I-43, including distinct gateway locations at Highland Road and Pioneer Road.

(Insert map and surroundings of neighborhood)

Strategic Context. The neighborhood's existing attributes include a presence of institutional and public uses including Concordia University of Wisconsin (CUW), Oriole Lane Elementary School, Ascension Hospital, New Castle Place, Missing Links Golf, Christ Church and Unitarian Church. These built conditions compliment the otherwise single-family residential neighborhood that includes 250 acres of critical environmental areas including Ulao Creek, protected wetlands and Garrison's Glen Park, a 22 acre city park, featuring the Milwaukee River, walking trails and a canoe/kayak launch.

Major adjacent influencing features include attractions to the west, via Highland Road, include River Club Country Club, Rotary Park (host site of Gathering on the Green), Highland Woods, MATC-Mequon Campus, Ozaukee County Inter-Urban Trail. Adjacent influences south include the City's principle east-side commercial district and to the east include I-43, Concordia University and Lake Michigan.

Pending Public Improvements. WisDOT begins reconstruction of I-43 in 2022, including expanded access to I-43 from Highland Road. Ascension medical office, under construction in 2021, dedicates a .50 acre Outlot for future gateway features and implements required neighborhood streetscaping including a multi-use path, streetlights, street trees and roadway landscaping. In 2021, the City Park and Open Space Committee unanimously approved the Ulao Creek linear park for inclusion in the City's Comprehensive Plan in 2022. The Ulao Creek linear park is a 10-mile looped parkway connecting users from Garrison's Glen Park located on Pioneer Road to Ulao Creek, Oriole Lane Elementary School, Highland Road, CUW and Lake Michigan. Features within the 10-mile linear park will be implemented through a combination of private development and public capital improvements projects by the City.

Design Districts. A shared set of design districts will carry out a common theme and elements that maintain and exemplify the uniqueness of the neighborhood through both the private development interests and pending public improvements. While the neighborhood has an established and desired character, each design district has its own function and therefore merits some specific guidelines. The following design districts have been established:

- Gateway Locations
- Neighborhood Commercial Nodes
- Cluster Residential Neighborhoods
- Mixed Commercial Node

(Insert map with districts noted)

PUBLIC IMPROVEMENTS:

- Garrison's Glen Park
- Improved View and Access to Ulao Creek
- I-43 and Highland Road Interchange
- Park & Ride Lot
- Gateway Features
- Unified Streetscape Features
- 10-mile Looped Linear Park

VISION

Maintaining rural use and character is a long standing principle in Mequon's community. Over XX percent of the City's x acreage is dedicated for rural land uses. Preservation of rural character is particularly desired for the Ula Creek Neighborhood given its position along the interstate, as a gateway to the City and the associated impact of development pressures of the surrounding area. It is with intent, that the rural character be preserved through land uses, development layout and design principles. The commercial area of N. Port Washington Road, Town Center and the access to other commercial uses via I-43 can serve the broader service needs of this rural neighborhood and the City as a whole.

Commented [KT2]: Insert accurate #s

Key Vision Statements & Objectives. These following vision statements and objectives guide the design principles for the neighborhood.

Vision 1. Transform city edges as gateways to celebrate the rich, historic rural settings as a distinct and dynamic neighborhood

- Objective. Properties located at the intersections of Highland and Port Washington Road and Pioneer and Port Washington Road will include designated open space at the intersection and along each public street (set linear distance) for City or neighborhood gateway features distinct to neighborhood
- Objective. Properties located at the intersections of Highland and Port Washington Road and Pioneer and Port Washington Road shall free of parking and free of signage for private company name and branding within the designated open spaces.
- Objective. Gateway features shall incorporate features including the Ula Creek streetlight, street trees, native landscaping and multi-use path.

Vision 2. Deliver economic opportunity while focusing on the desire of and livability for current and future residents

- Objective. Land uses are predominately residential, at medium densities, and neighborhood convenience services in order to intentionally direct other zoning uses including community wide, large scale services to the commercial area south of Highland Road.
- Objective. Commercial land uses are limited in type, size and operations based on community desire, unique businesses and market diversity.
- Objective. Control impacts of expanding development regarding traffic volume, density, building mass and overall aesthetics.

Vision 3. Protect and enhance the existing rural, passive landscape and habitat areas through regulatory compliance

ULAO CREEK NEIGHBORHOOD DESIGN GUIDE

3

- Objective. Use of formal and informal vegetation to strengthen and increase canopy cover on development sites and disguise the built conditions.
- Objective. Require stormwater management systems and green infrastructure to reduce impact of development and promote management of natural water and runoff from new development.
- Objective. Connect and protect habitats and environmental features through outlots and protective no build easements.
- Objective. Connect people to rural open space and nature at multiple locations through outlots, pathways and protective no build easements.

Vision 4. Provide visual and physical connectivity within neighborhood from site to site and to major features within the surrounding area

- Objective. Promote a network of everyday services through new development that can serve residents of the Ulao Creek neighborhood within walking distance.
- Objective. Coordinate access to connect desirable destinations including commercial and academic uses, housing and open space making physical activity more accessible and viable and increasing social interaction without having to leave the neighborhood.
- Objective. Protect existing uses that predate the Ulao Creek zoning standards by integrating common design features along the street among sites or with architecture features when appropriate.



ULAO CREEK NEIGHBORHOOD DESIGN GUIDE

3

MAP

(Insert gateway locations/nodes) – marks entries, treatments include

(Insert neighborhood and surrounding amenities) – blue/green /public locations / connections

(Insert trails) – linear parkway

VISION IMAGERY

Vision Imagery: Gateway Features



- Gateway elements shall be designed with the appropriate neighborhood scale. The only gateway feature that should acknowledge both the City of Mequon and Ulao Creek neighborhood is the feature located at the intersection of Pioneer Road and N Port Washington Road. All other locations should not serve as an entrance sign to the City as a whole.
- Specific features for the gateway should avoid a dominant tower or other grand elements, stark white colors, silver materials (unless patina occurs) and non-native stone and non-native landscape species.
- Integration of native landscaping within and surrounding the structural and hardscape elements is required.
- Ground mounted up lighting (3000 lumens or less) within the landscaping beds is preferred compared to separate overhead mounted light fixtures.

There shall be uniformity among all the gateway features at each of the following locations and there shall be a hierarchy to each feature as follows:

Gateway Locations:

The following location may include City of Mequon and Ulao Creek neighborhood identification, if desired by the City. The structure shall not exceed eight (8) feet in height and shall present to both Pioneer Road and Port Washington Road public streets. Signage shall not exceed 50 square feet, unless approved by the Planning Commission.

- Southwest Corner of Pioneer and Port Washington Road.

The following locations may include structural and landscape elements but no signage. The structure shall not exceed four feet in height and shall present to both public streets.

- Southeast Corner of Pioneer Road and Port Washington Road
- Northwest and Southeast Corner of Bonniwell and Port Washington Road
- Northeast Corner of Highland and Port Washington Road

The following location may include neighborhood identification, if desired by the City. The structure shall not exceed six feet in height and shall present to both the Highland Road and Port Washington Road public streets. Signage shall not exceed 50 square feet unless approved by the Planning Commission.

- Northwest Corner of Highland and Port Washington Road

VISION IMAGERY

Vision Imagery: Environmental Protection and Restoration

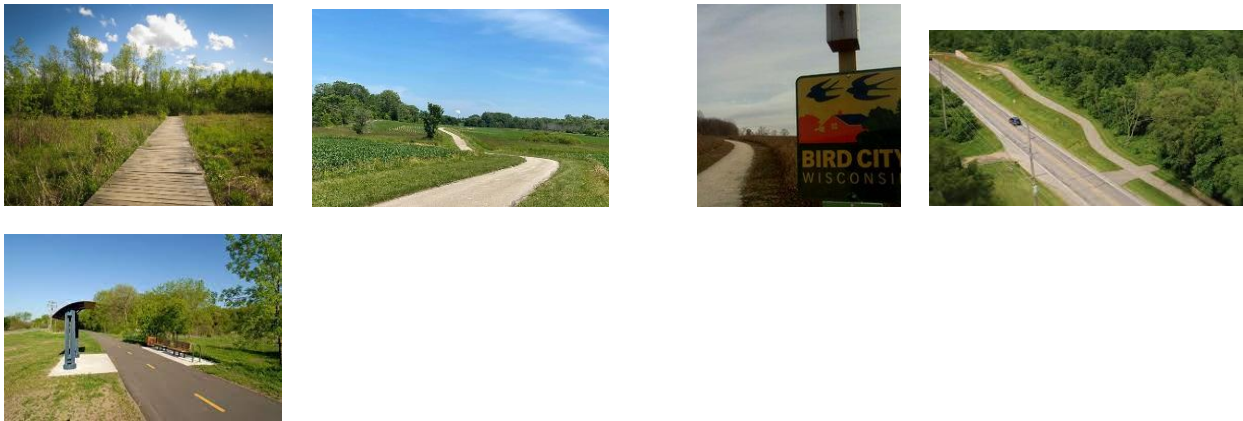


Open space and features adjacent to the site's entire extent of perimeter public right of way should be conserved and linked in order to maintain and enhance the environmental features. The following features should be identified and protected:

- Primary conservation features including but not limited to wetlands, floodplains, drainage courses, steep slopes, specimen trees
- Secondary conservation features including but not limited to woodlands, natural meadows, scenic features, passive and active recreational amenities or viewsheds
- An integrated common open space on developed sites which creates large and contiguous areas that connects to open space and features on adjacent sites, streets, structures and lots
- A perimeter, low-maintenance open space buffer including entryway open space amenities serving as a transition from public to private lands.

- Common passive recreational amenities and designated areas for common active recreational amenities that enhance each development including but not limited to, features such as gardens, trail systems leading to destinations, sport courts, firepits, gathering and seating areas, children's play equipment.
- Through the development approval process open space features should be held in outlots for common benefit. Easements will provide the legal mechanism to protect the open space long term and maintenance agreements will guide property owners on required care as well as public access.

Vision Imagery: Public Use & Streetscape



Open space adjacent to the entire extent of any public right-of-way shall include light fixtures, landscaping and street trees.

An asphalt multi-use path of eight (8) feet in width on the west side of North Port Washington Road will link residents, visitors to commercial and open space uses throughout the neighborhood.

Walkways internal to the development sites, connecting external neighborhood amenities should be constructed at the time of street construction

All business, servicing or processing, except for off-street parking or loading, should be conducted within completely enclosed buildings. Limited outside storage is only permitted, by permit, in the Ulao Creek Mixed Use Commercial district and outside of the public use zone.

Commented [KT3]: Imagery will be updated to re "before" photos and add new



Specific Streetscape Standards

Streetscapes with similar plant materials and trees, landscaping elements, building massing and scale, and pedestrian elements reinforce the landscape character of the neighborhood and community.

- Limit pre-construction clearing and preserve mature trees and existing vegetation to screen new developments or incompatible uses from roadways.
- Retain and add native vegetation along the public right-of-way.
- Provide seating areas in a variety of places, depending on the circumstances and environment, such as along trails and near frequently used public areas.
- Provide the approved Ula Creek street lighting areas to increase actual and perceived personal safety.
- Locate streetscape elements to maintain pedestrian and motorist visibility. Street trees, street edge landscaping and a multi-use path (west side of Port Washington Road). Sight lines between three (3) to eight (8) feet above the ground is necessary.
- Streetscapes will incorporate similar design elements throughout blocks and across roadways or driveways
- Sidewalk continuity is necessary for the use by pedestrians.
- Provide street trees on both sides of N Port Washington Road.

The following selections will ensure a unified theme and healthy, diverse ecosystems, as well as visually interesting streetscapes.

- Port Washington Road ROW is **x**
- Multi-use asphalt path is eight feet in width and setback 20 feet from ROW

SHOW IMAGE

- Street trees are clustered, except at the Neighborhood Commercial Node sites, at intervals of every x feet.
- Streetlights are located along the multi-use path at interval of every x feet.

Commented [KT4]: These standards are already in the zoning. A sample of its implementation can be seen at the new Ascension medical clinic on Highland and Port Washington Road.



120 foot interval

- Landscape clusters are located along the multi-use path at intervals of every x feet (distinct distances for neighborhood commercial node vs remainder of corridor)
 - Trees every 60'. All trees to be located on back side of path (i.e. between path and buildings)
 - Shrubs –Groupings of 3 placed in between light fixtures as directed on front side of path (i.e. between path and road).
1. 'Little Devil' Ninebark
 2. 'Blue Muffin' Viburnum/ 'Red Feather' Viburnum
 3. 'Miss Kim' Lilac
 4. 'Grefsheim' Spirea
 5. 'Tor Birchleaf' Spirea (great fall color)
 6. Black Chokeberry
 7. Native Grasses

Commented [KT5]: Staff can add specifications and sheet for the selected light.

Commented [KT6]: Staff can add some imagery of species and formalize the narrative better.

RURAL DESIGN PRINCIPLES

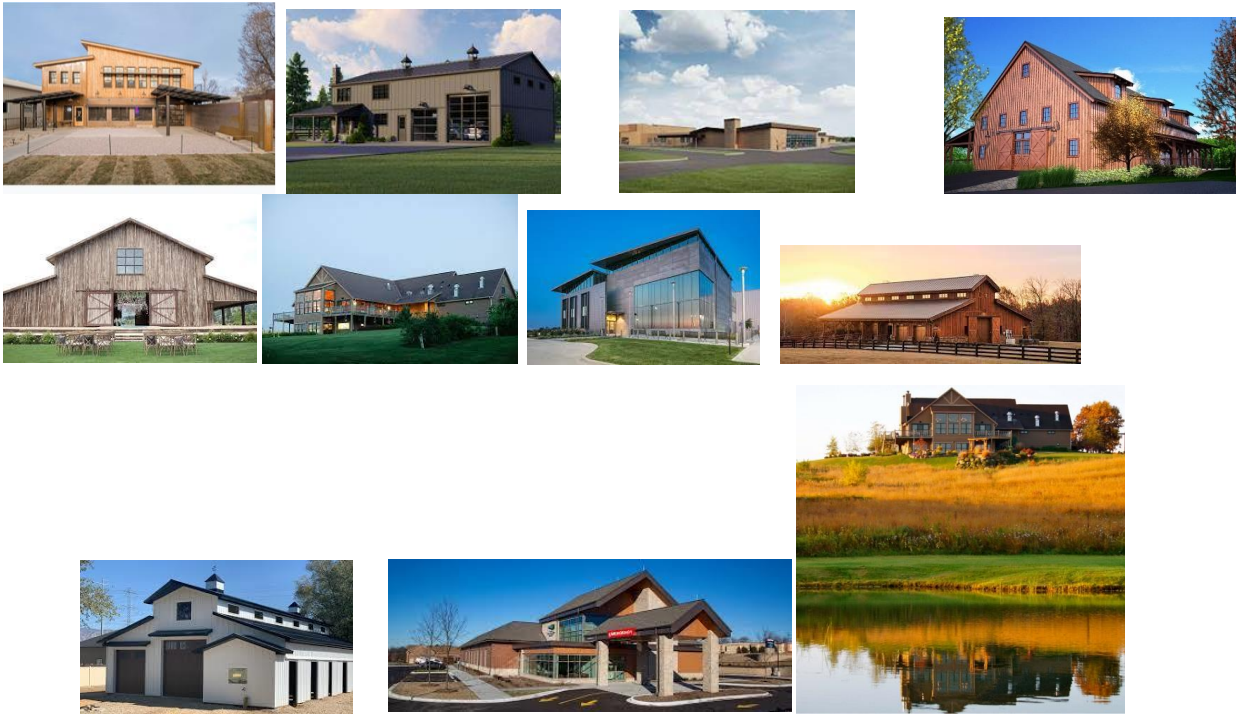


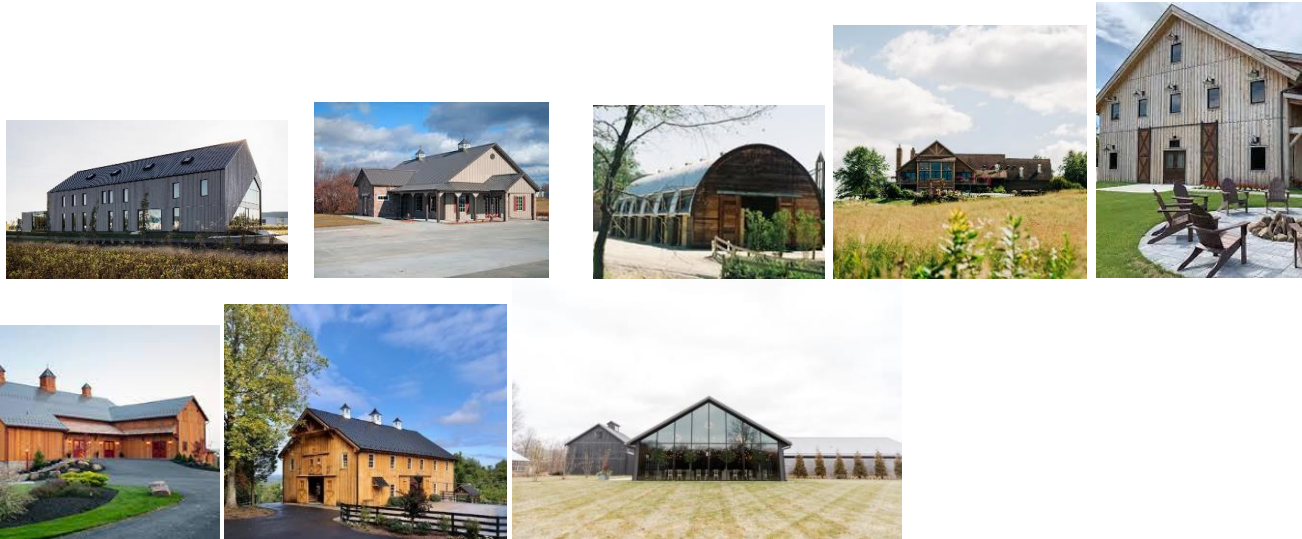
Consistent and defining architectural design standards are required to mitigate the development pressures associated with I-43, protect from commercial sprawl, foster redevelopment of the commercial corridor of North Port Washington Road, south of Highland Road and build this distinctive neighborhood consistent with the rural character of Mequon's history.

General Architectural Style and Character

- Predominant architectural style shall be rural, including contemporary farmhouse style, to establish a common aesthetic and compatibility to the neighborhood.
- Style themes and elements include octagon, linear, intersecting rooflines, low-slope roof lines, cupolas, dormers, awnings, transom windows, stone beltlines.
- Style can be based upon the suitability for the building's intended use.
- The scale and coloring of buildings shall blend with the open space and environment by remaining earth toned, reducing the overall massing with more than one roof line and including projections.

NON-RESIDENTIAL RURAL ARCHITECTURAL STYLE IMAGERY





Building Design & Materials

Permissible Building Materials:

- Brick, native stone including lannon stone , limestone
- Wood or engineered wood siding of various sizes
- Vinyl siding but not as the only building material
- Glass as a secondary material which does not dominant principle features or facades
- Precast stone and split face concrete block but not as the only building material*
- Metal as a secondary material*
- Decorative concrete as a secondary material*

*In the City's Mixed Use Commercial Zoning District, these materials are permissible as the only material treatment with architectural details and articulation or may be permissible as the primary material treatment with other listed materials as the secondary materials.

Acceptable and Prohibited Roof Forms include the following:

- A- Frame
- Barrel Vault – secondary?
- Bell – secondary?
- Box Gable
- Butterfly – secondary?
- Conical – secondary?
- Cross-Hipped
- Curved
- Dormer
- Dutch Gable
- Flat
- Gable
- Grambel
- Octagon – secondary?
- Hip and Valley
- Hip
- Jerkinhead
- Monitor

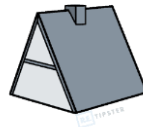
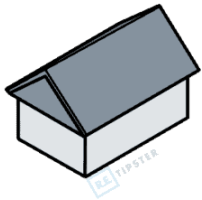
- Saltbox
- Shed
- Skillion

Prohibited:

- Curved
- Dome and Dome Vaulted
- Dropped Eaves
- M-Shaped
- Mansard
- Pyramid
- Sawtooth
-

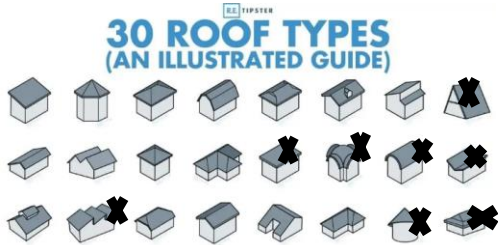
Commented [KT7]: <https://retipster.com/roofs/>

Use link above for guidance / provides imagery



ULAO CREEK NEIGHBORHOOD DESIGN GUIDE

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Acceptable Roof Materials include the following:

- Wood Shingles and Shake
- Slate
- Asphalt Shingles
- Standing and Corrugated Metal Seam
- Aluminum and Metal Shake

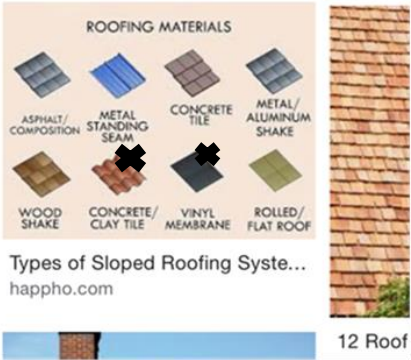
Secondary roofing materials include the following:

- Coated or painted metal to resemble weathered look
- Cement roof tiles in natural colors
- Rubber, vinyl and EDP materials as well as green planting may be used on flat roofs in any Ulao Creek zoning district
- Skillion roof tops are ideal for solar panels and may be used in any Ulao Creek zoning district

Prohibited Roof Materials including the following:

- Clay Tile
- Vinyl
-

Commented [KT8]: Are there any other prohibite discouraged materials?



SPECIFIC DESIGN STANDARDS

Specific Building Standards for All Structures other than Single-Family

- Buildings are limited in height to two stories.
- Buildings are limited to 25,000 square feet in area.
- Corporate identity shall not be the driving factor in the design. The brand or identity shall be minimized and shall meet these design guidelines and the local design character.
- Design elements shall be consistent on all publicly visible sides of the building, except for the rear façade of commercial uses facing I-43.
- Building shall provide detail and proportion to promote visual interest as follows:
 - Architectural elements
 - Variation and articulation in elevations and roof lines
 - Parapet walls, if approved, shall appear three dimensional and solid, including extending to and wrapping around corners.
- Blank walls shall be avoided. Screening for blank walls includes landscaping (*e.g., trellises with vines and other native vegetation*), architectural features (*e.g., decorative accents, transom window and beltlines*).
- Public entryways shall be located on the front, public street facing façade and shall be emphasized with one or more of the following transitions, and shall be designed as the principle entrance:
 - covered plaza/porch
 - arbors or pergolas
 - seat walls with landscape courtyards
- Entryways shall be well lit and be distinctive so to be identifiable from the street and parking areas
- Loading, service and garage doors shall be prohibited on the front, public street facing façade and be located on any of the following:
 1. rear façade at any point,
 2. side façade for only the rear 2/3 portion with a recess in order to create a shadow, upgrade the appearance and reduce their prevalence



ULAO CREEK NEIGHBORHOOD DESIGN GUIDE

- Roof mounted mechanical equipment shall be screened from public view, including the street view, adjacent residential view and public pedestrian walkway view.
 - If roof mounted mechanical equipment is facing I-43, then the top 1/3 of the unit may be visible but shall be consistent in color and materials with the building's architecture.
- Outdoor storage is limited in the neighborhood subject to screening and other design criteria through an outdoor storage permit.

Commented [KT9]: Did we decide that none have fully screened?



Site Design Standards

Site Design: driveways shall be enhanced with trees / landscaping to create a sense of arrival – dictate first tree bank?

- Use swales with native vegetation interior to the site for stormwater management.
- Consolidation of driveways, locating parking behind buildings and creating parking lot islands with landscaping is required
- Roads should be designed to ensure that adjacent parcels have adequate connection to maximize development. Connections should be made even if the adjacent sites do not yet have streets
- No driveway (excluding the portion of driveway required for road access) or parking area shall be located closer than 50 feet to the ultimate road right-of-way and shall not project further into the front yard than the building(s).
- No driveway or parking area shall be located closer than 20 feet from a side or rear lot line unless specifically waived by the planning commission.
- A walkway internal to the site to connect any public path or sidewalk and parking lots to the front door

Sign Design Standards:

Commented [KT10]: Further develop and tie to existing sign code

ULAO CREEK NEIGHBORHOOD DESIGN GUIDE

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Vision Imagery Neighborhood Commercial Nodes



Commented [KT11]: Staff needs to further develop this section of the guide. This should include any specific factors that apply to specific geographic areas of the neighborhood.

Smaller retail stores that are part of a larger principal building should have display windows and separate outside entrances.

Vision Imagery Multiple Family and Residential Care Housing





Programming and lifestyle amenities should provide full service housing and is vetted and approved by the Common Council. Lifestyle amenities should be located within shared facility buildings resulting in a comprehensive campus setting with pedestrian connectivity.

Dwelling units are permitted as one-family, two-family, three-family or four-family structures not exceeding two stories. For Residential Care facilities, any multi-unit structures containing more than four dwellings shall not exceed three stories, for multiple family dwelling units should be limited to one, two, three or four -family structures not exceeding two stories.

CONCLUSION

Commented [KT12]: Add final commentary

TERMINOLOGY

Commented [KT13]: Any further explanation can detailed here regarding terms within guide.

Attachment: Design Guide 08.2022 (7679 : Ulao Creek: Design Guidebook)



Commented [KT14]: The following is some additional imagery to use throughout guide.



