11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-236-2914
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www.ci.mequon.wi.us

Office of the City Clerk
Taped & Televised

COMMITTEE OF THE WHOLE
Tuesday, May 14, 2024
6:30 PM
Christine Nuernberg Hall

Agenda

1. Call to Order, Roll Call
2. Approval of Meeting Minutes
   a. April 9, 2024
3. Discussion
   a. Presentation of a Phase I Summary Baseline Report for a Real Estate Market Analysis of the Port Washington Road Corridor, Between County Line Road and Glen Oaks Lane
   b. Discussion Regarding Proposed Updates to Streetscaping Plans for Port Washington Road, Between Zedler Lane and Mequon Road
4. Ordinance
   a. **ORDINANCE 2024-1661** An Ordinance Amending Chapter 58 of the Mequon Municipal Code, in Connection with Clarifying Certain Definitions, Design Standards and Location Standards for Residential Development within the City's Town Center and Arrival Corridor Zoning Districts
5. Informational Items
   a. Committee of the Whole Planning Calendar
6. Adjourn

Dated: May 14, 2024 */s/ Andrew Nerbun, Mayor*

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 City Administrator's Office at 262-236-2941, Monday through Friday, 8:00 AM – 4:30 PM.

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COMMITTEE OF THE WHOLE
Tuesday, April 9, 2024
6:30 PM
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Minutes

1. Call to Order, Roll Call

   Mayor Nerbun called the meeting to order at 6:38 PM.

   Present:
   Mayor Andrew Nerbun
   Alderman Robert Strzelczyk
   Alderman Kelly Tolocko
   Alderman Dale Mayr
   Alderman Jeffrey Hansher
   Alderman Gregg Bach
   Alderman Brian Parrish
   Alderman Kathleen Schneider
   Alderman William Gebhardt

   Also present: City Administrator Jones, Assistant City Administrator Schoenemann, City Attorney Sajdak, City Clerk Fochs, Director of Public Works/City Engineering Lundeen, Director of Community Development Tollefson, Assistant Director of Community Development Zader, Administrative Assistant Schlereth, press and interested public.

2. Approval of Meeting Minutes

   a. March 12, 2024

   RESULT: **Approved by Voice Acclamation [Unanimous]**
   MOVED BY: Alderman Strzelczyk
   SECONDED BY: Alderman Mayr

AYES:	Nerbun, Strzelczyk, Tolocko, Mayr, Hansher, Bach, Parrish, Schneider, Gebhardt

DRAFT

Attachment: 4.9.24 (9314 : COTW 4/9/2024)

3. Discussion

   a. Discussion Regarding Implementation of Recommendations Contained in the 2022 Classification & Compensation Study

   Assistant City Administrator Schoenemann gave an overview of the compensation study completed in March 2023. He explained the proposed plan that would be implemented by 2025 involving a hybrid merit strategy, which would include an 8-step process for an employee to advance through their pay grade mid-point based on performance, and an open range advancement from mid-point to maximum pay grade based on performance.

   Committee discussion ensued where the main consensus was on valuing and securing long-term commitments by providing employees with clear guidelines and goals to advance through their pay grade based on performance.

   b. **ORDINANCE 2024-1662** An Ordinance Repealing and Recreating Article XI within Chapter 58 of the Mequon Municipal Code, as it Relates to Floodplain Zoning

   Assistant Director of Community Development Zader provided an update following a meeting with the DNR and obtaining estimates for studies that would be necessary to prove City flowage rates and floodplain map discrepancies.

   The model ordinance was submitted and approved by the DNR. Zader informed the Committee that the new maps would affect approximately 200 existing homes.

   Zader requested the Committee determine an acceptable measurement for Section 2.0 (6.1)(2a) of the draft model ordinance in relation to roofing over decking. A straw poll of 8-1 agree with a roof structure on a deck over a doorway, that can extend 4 feet outward from the house, with a maximum of 2 feet of overhang on the flanks.

   Discussion resumed targeting the Community Rating System (CRS). The Committee was reminded that program participation allows for a reduction on flood insurance rates but can be adopted later. Mayor Nerbun acknowledged that the primary goal is the ordinance at hand and this topic could be revisited after completion. The Committee agreed by straw poll of 9-0, to forgo CRS at this time.

   The meeting concluded with Committee members' brief touch on appropriate notification options to residents once the ordinance passes.

4. Informational Items

   a. Committee of the Whole Planning Calendar

Attachment: 4.9.24 (9314 : COTW 4/9/2024)

5. Adjourn

   Motion to Adjourn at 7:51 PM.

RESULT:	**Approved by Voice Acclamation [Unanimous]**
MOVED BY:	Alderman Bach
SECONDED BY:	Alderman Schneider

AYES:	Nerbun, Strzelczyk, Tolocko, Mayr, Hansher, Bach, Parrish, Schneider, Gebhardt

Respectfully Submitted,

Janet Meyer
Deputy Clerk

Attachment: 4.9.24 (9314 : COTW 4/9/2024)

11333 N. Cedarburg Road
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www.ci.mequon.wi.us **Office of Community Development**

TO: **Committee of the Whole**
FROM: **Kim Tollefson, Director of Community Development**
DATE: **May 14, 2024**
SUBJECT: **Presentation of a Phase I Summary Baseline Report for a Real Estate Market Analysis of the Port Washington Road Corridor, Between County Line Road and Glen Oaks Lane**

Background & Analysis

In March of 2024, the Common Council authorized a contract with Redevelopment Resources of Madison to conduct a real estate analysis of the Port Washington Road corridor. The market analysis is one of several on-going efforts intended to support redevelopment of the City's east side commercial corridor. Amongst others, these efforts include:

- A revised Incentive Policy for Tax Increment Districts Nos. 4 and No. 5 Incentive
- Streetscape Plans for Port Washington Road from Mequon Road to County Line Road
- Architectural Design Standards for Port Washington Road

This project will result in the following:

- Inventory of commercial and residential projects
- Occupancy and vacancy calculations for commercial and residential sectors
- Gap Analysis
- Analysis of the highest and best use of key sites
- Identification of high-value opportunities
- Recommended action steps to achieve short-, mid-, and long-terms goals

The analysis is projected to be complete by September 2024.

Recommendation

Redevelopment Resources' Principal and CEO, Kristen Fish-Peterson, will be present at Tuesday evening's Committee of the Whole meeting to present a summary of the Phase I Baseline Report for this project, which includes demographic, geographic, workforce and economic data, as well as stakeholder engagement and an external market analysis of nearby commercial areas (e.g., Bayshore Mall, Village of Grafton, Mequon Town Center, etc.). Please find attached a copy of the Phase I Baseline Summary Report for the Port Washington Road corridor, between County Line Road and Glen Oaks Lane.

Attachments:
Baseline Summary Report (PDF)

REDEVELOPMENT RESOURCES

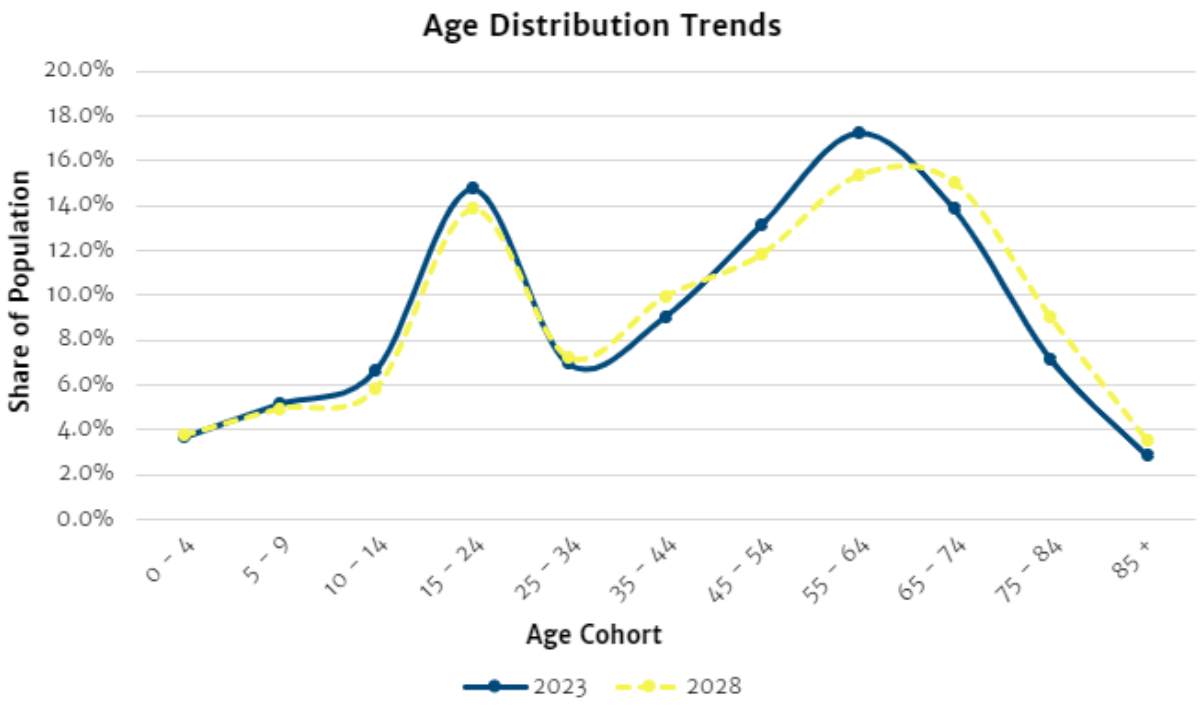
PORT WASHINGTON ROAD CORRIDOR STUDY
BASELINE REPORT SUMMARY

The baseline report for the Port Washington Road Corridor Study includes several components which work to lay the foundation for projections, trends, and future planning in the area. This is an overview of the full report, which will be included in the final product at the end of the study.

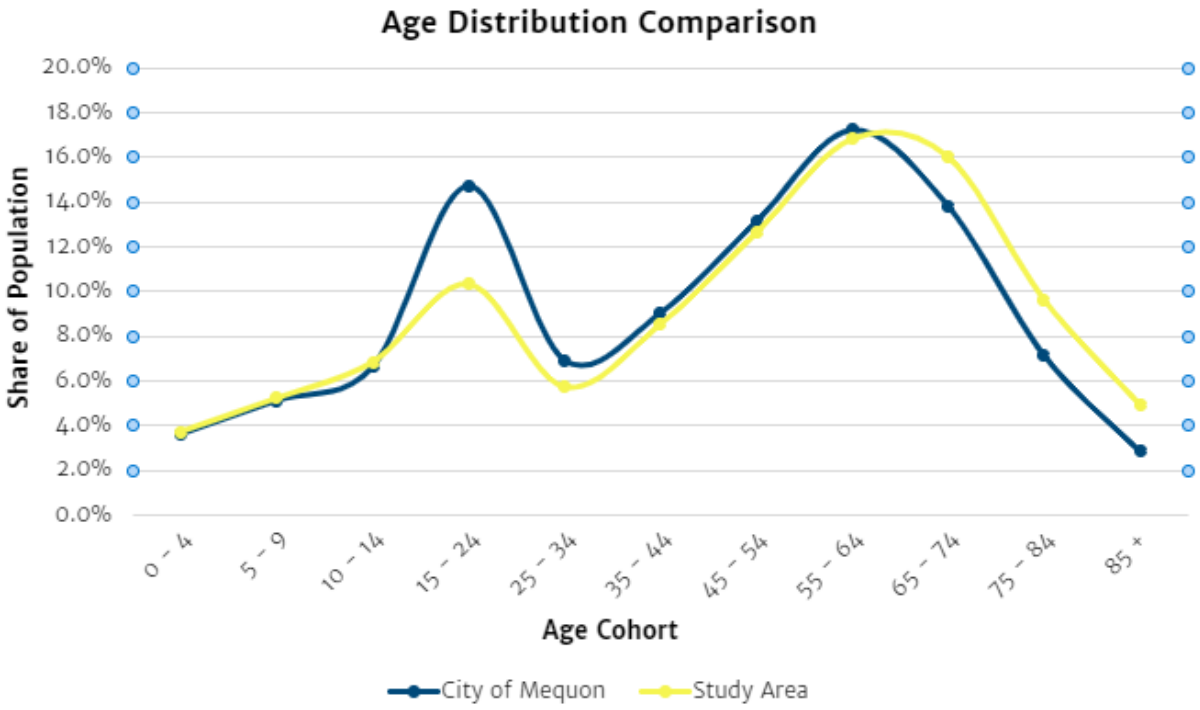
Demographic, Workforce and Economic Data

The City of Mequon's population grew by approximately 2,400 residents between 2010 and 2023 to 25,631. Esri estimates the city's population in 2028 to be 25,685. Compared to other Ozaukee County communities, Mequon's population growth between 2022 and 2022 was flat, while the county's population overall grew 1.2% with much of that growth occurring in Port Washington.

The largest age cohorts by population are between ages 55-64 and ages 15-24. Compared to the rest of the city, the age distribution of the study area tends to be those of retirement age or older, which could be explained by the presence of Newcastle Place, an assisted living community. By 2028, Esri predicts that the share of Mequon's population by age cohort will decline in each category except for those between ages 35-44 and those above retirement age.



Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)



The working-age population is 25-64. Therefore, it is anticipated that this, the largest share of the city's population, is also expected to decline.

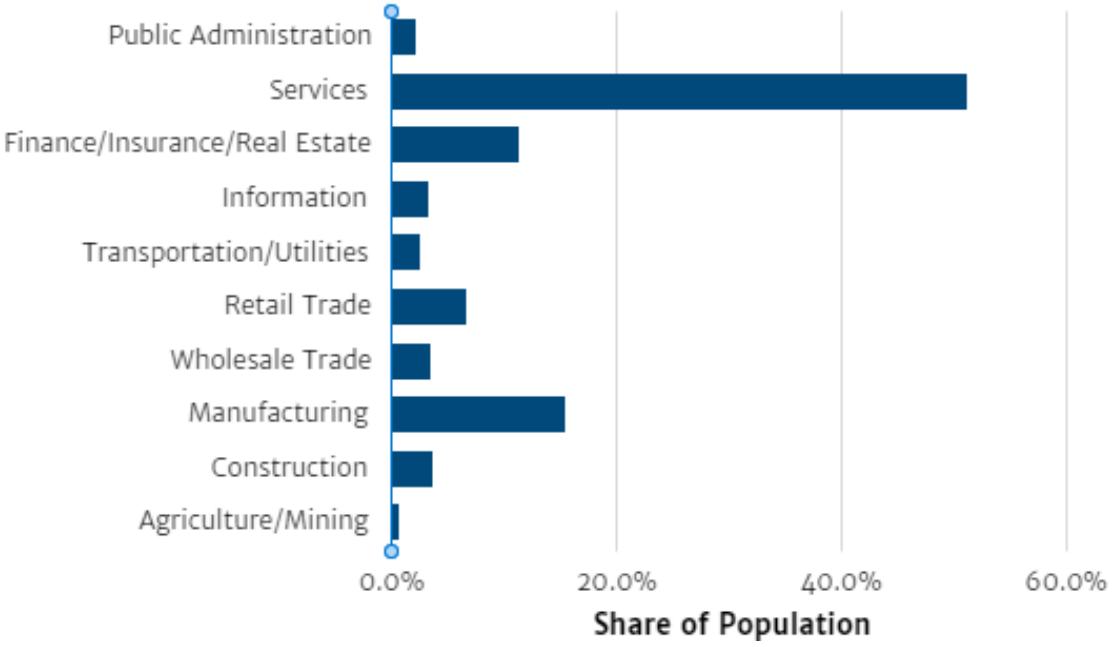
Declining birth rates and an aging population are factors in this calculation.

Employment in Mequon is dominated by services, followed by manufacturing and finance/insurance/real estate. As noted in the second graphic, the services category is filled with occupations in professional and management, business, hospitality service, and other occupations.

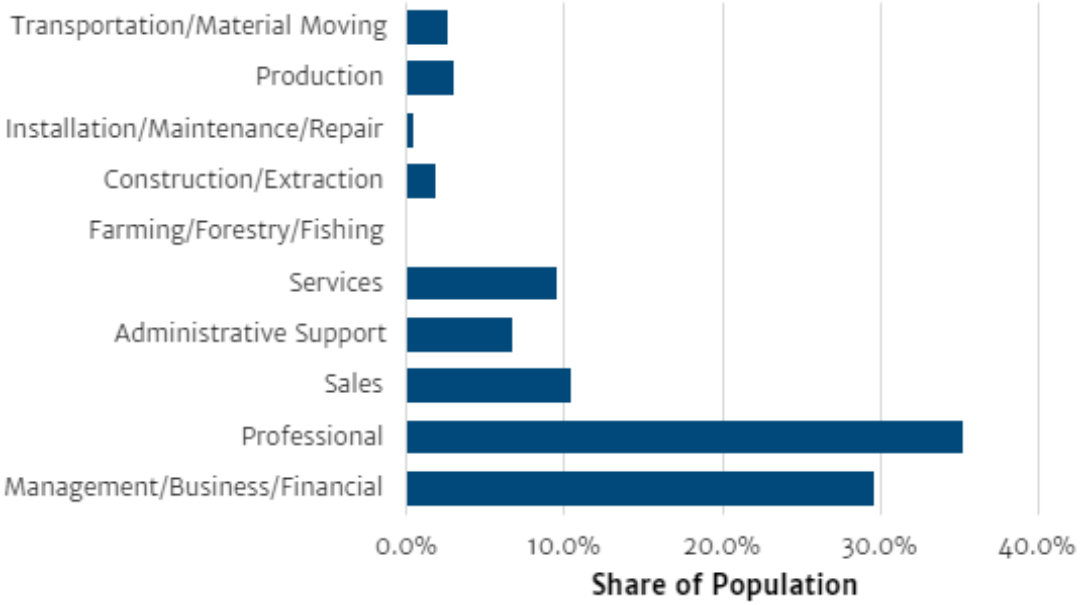
Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

REDEVELOPMENT RESOURCES

Employed Population 16+ by Industry (2023)



Employed Population 16+ by Occupation (2023)



Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

Industry Employment Projections

The workforce is constantly evolving as workers retire, change careers, take promotion opportunities, or complete retraining. DWD's projections methodology accounts for these types of job changes. The state is split into 11 Workforce Development Areas (WDAs), and projections are updated every two years. Ozaukee County is part of the WOW WDA that also includes Waukesha and Washington County. The industry employment projections below are for the WOW WDA.

Industry	2020 Employment	Projected 2030 Employment	Employment Change	Percent Change (2020-2030)
Total All Industries	364,810	401,378	36,568	10.0%
Natural Resources and Mining	1,774	1,970	196	11.1%
Construction	21,512	23,505	1,993	9.3%
Manufacturing	64,310	67,837	3,527	5.5%
Trade, Transportation, and Utilities	66,178	71,685	5,507	8.3%
Information	4,119	4,217	98	2.4%
Financial Activities	21,120	22,852	1,732	8.2%
Professional and Business Services	41,579	50,228	8,649	20.8%
Education and Health Services	69,233	74,974	5,741	8.3%
Leisure and Hospitality	27,245	33,021	5,776	21.2%
Other Services (except Government)	19,658	21,941	2,283	11.6%
Public Administration	10,438	11,035	597	5.7%
Self Employed and Unpaid Family Workers	17,644	18,113	469	2.7%

Regional employment is expected to grow by 10.02% or 36,568 jobs from 2020 to 2030. Statewide employment is projected to grow at a slower rate during the same timeframe (6.29%). Growth is projected to be stronger in service industries than product industries, due to a projected rebound in leisure and hospitality. Note that these projections only forecast levels of filled positions rather than potential demand, which can further illustrate the issues associated with an aging population. Job growth is expected to continue, despite declines in labor force levels. Employers find it difficult to replace workers even if overall employment in the industry declines. Businesses already face difficulty replacing retirees' positions, and this difficulty will expand to filling new openings, too. This could constrain job growth by limiting expansion.

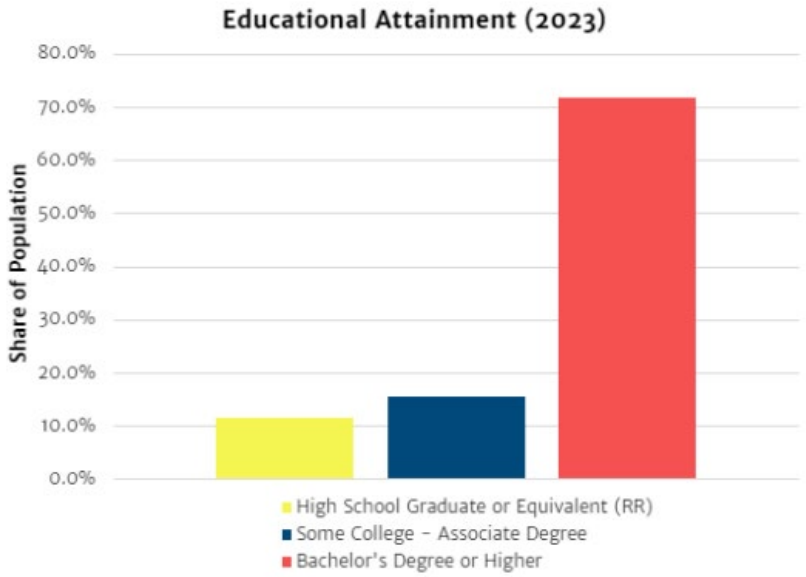
Although solutions will be different for each business, they will likely include a combination of talent pipeline development, increased focus on talent attraction and retention, engagement of under-utilized populations, increased automation, and retention of retirees in non-conventional work arrangements. (Excerpt taken from the Ozaukee County Workforce Profile, Wisconsin Department of Workforce Development, 2022).

According to Wisconomy , Ozaukee County had 49,050 people in the labor force in 2022, and that number has grown to 49,543 people in 2023. This is a significant increase in the labor force over the past year.

Unemployment information was not available for the city; therefore, the unemployment rate of the county was examined. Unemployment spiked in 2020, but by 2022 recovered to its pre-COVID levels and remains at less than 3%.

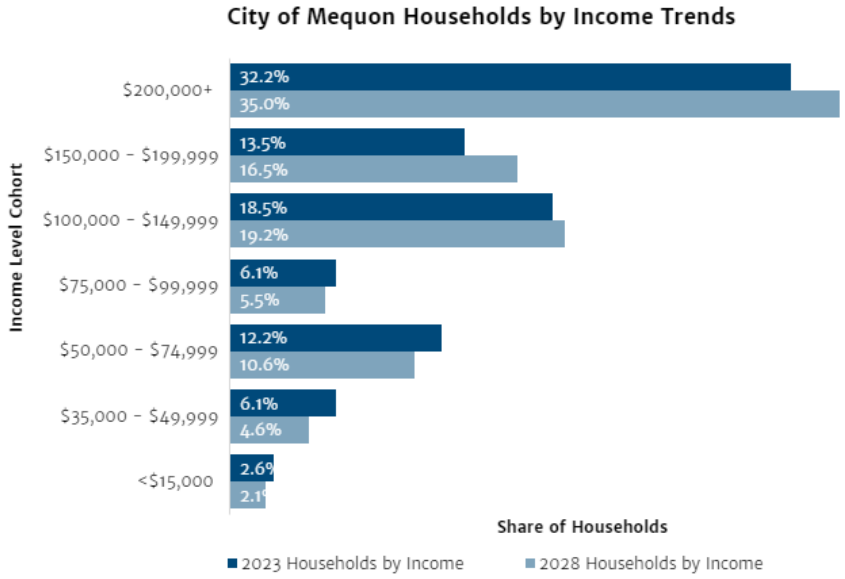
Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

Educational attainment is high for the City of Mequon, with 72% of residents holding a bachelor's degree or higher. Fifteen percent of residents have some college or an associate degree.



Residents of the city tend to be highly educated professionals in services such as the following:

- Professional/Scientific/Tech Services
- Management of Companies/Enterprises
- Admin/Support/Waste Management Services
- Educational Services
- Health Care/Social Assistance
- Arts/Entertainment/Recreation
- Accommodation/Food Services

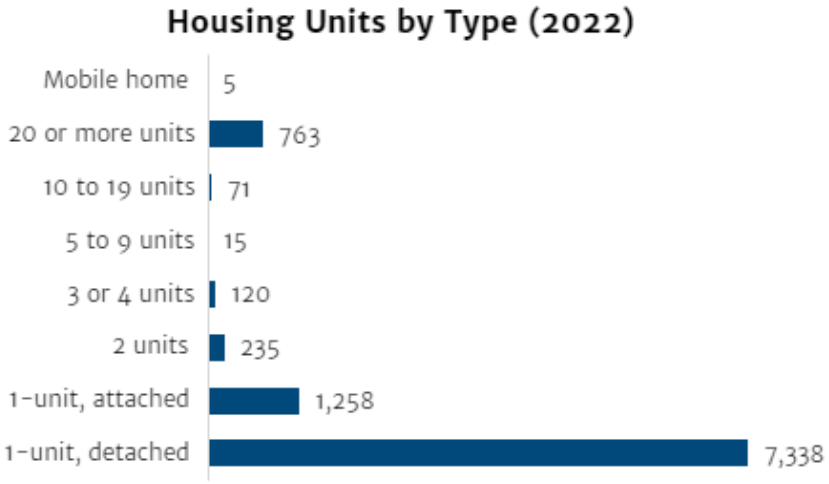


The median household income is $134,930 and Esri predicts that this will increase to $153,311 by 2028. The largest share of resident households earns more than $200,000 annually. The 1999 median annual household income for the City of Mequon was $90,733.

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

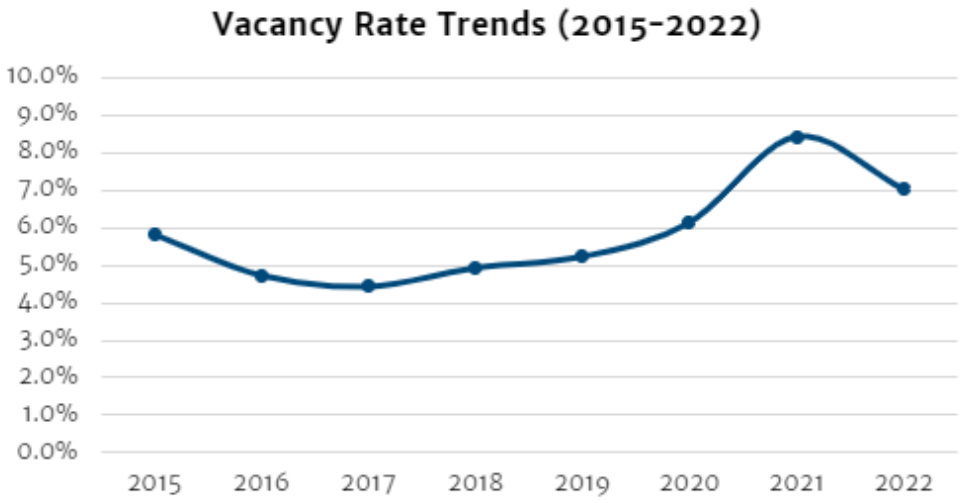
Housing

The housing market in Mequon consists of approximately 9,805 total units of housing including (mostly) single family homes, condos, apartments, and mobile homes as shown in the graphic below.



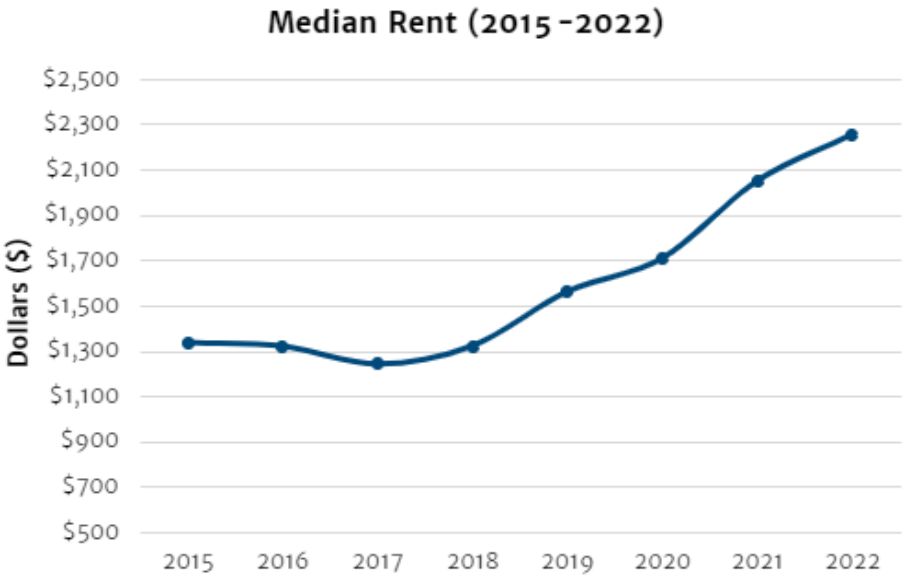
The market had a relatively healthy vacancy rate in 2022, which was trending downward from approximately 7%.

It is possible that vacancy rate is even lower when considering that in April of 2024, there were 19 homes sold; eight were sold under asking price, two were sold at asking price, and nine were sold over asking price. This shows there is healthy demand for residential properties in Mequon.



Mequon continues to be a seller's market for residential for-sale units. In April of 2024, the median sold price was $610,000, and the median sold price in each bedroom category increased over the 2023 median sold price. The Mequon housing market is not the most expensive market compared to nearby cities but sees the second highest median sold price.

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)



Median rent has been increasing for the last several years. This is occurring in markets across the state and country and is not unique to Mequon. More and more residents are choosing to rent, from young singles and couples to empty nesters who don't want to care for yards and snow removal anymore.

Commercial property vacancies are primarily made up of small office spaces inside larger multi-tenant office buildings. According to LoopNet, office space available totals between 15,129 sq. ft and 30,317, in spaces between 111 sq. ft., all the way up to 6,566 sq. ft. This space is leasing between $12-$18/sq. ft. with an average lease rate of $16/sq. ft.

Retail space at Mequon Pavilions totals approximately 218,135 sq. ft. There is currently a total of approximately 10,253 sq. ft. of space available at Mequon Pavilions, spread out over six spaces ranging from 700 sq. ft. to 3,284 sq. ft. Retail space outside of the Pavilions along Port Washington Road totals approximately 194,200 sq. ft. Retail space available is approximately 6,800 sq. ft., and there is one large available site on the market at approximately 4 acres, marketed as a pad site available for retail development. Retail spaces lease for between $12.75-$16/sq. ft.

The amount of office space available in the market is significant, which is not uncommon in a post pandemic commercial office market. With only approximately 17,000 sq. ft. of retail space available out of a total of approximately 412,335 sq. ft., the vacancy rate is 4% which is on par with the national average. A quarterly report by real estate services and investment management group Colliers International notes that retail vacancies are at their lowest level in two decades while asking rents remain on the rise. The report, which compares 390 retail markets across the U.S., reveals that the national retail vacancy rate is 4.0%.

Stakeholder Engagement

Stakeholders were engaged in individual interviews. Interviewees included Chamber of Commerce staff, Ozaukee County Economic Development staff, multiple investor/developers, commercial real estate brokers, business owners, and City staff.

Those interviewed agreed that the new interchange at the south end of the study area will make things on Port Washington Road more accessible and have an overall positive impact. They also all shared the

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

thought that more office space is not needed on Port Washington Road, unless there is a single large office user which has a building constructed for their use. One person questioned if existing office space is using all the surface parking that is allocated to each building. The thought was voiced that other buildings could be constructed on some of the existing parking lots, if parking were not being used by the office tenants.

Although there is a significant presence of medical sector uses, specialty medical would be a cluster worth exploring. Certain outpatient clinics, med-spa, personal care, and wellness-related businesses could support a strong cluster of health and wellness entities along the corridor.

The restaurants located on Port Washington Road appear to be busy and do good business. While those interviewed believe more restaurants are welcome, it did not seem as if there was a high demand for more restaurants in the study area.

Some interviewees believe there is space in the market for more high-quality assisted living facilities, due to the alleged waiting list at Newcastle Place. Other potential uses which could be located on Port Washington Road include business to business goods & services, family entertainment complexes, a daycare/KinderCare, and a hotel.

Competitive Analysis

The following retail nodes were identified as potential comparisons with Mequon Pavilions, which is part of the study area, to analyze comparable retail nodes similar in area and the potential impact to the corridor: Mequon Town Center, Bayshore Mall, and Grafton Commons.

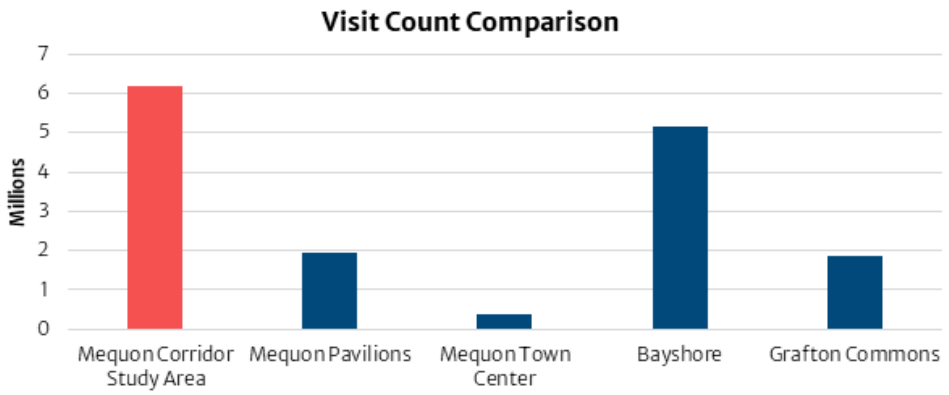
Mequon Town Center includes the urban-density development located on three acres adjacent to the civic campus, as well as several blocks of retail and commercial development along Mequon Road from N. Cedarburg Rd. to N. Wauwatosa Rd. Collectivo Coffee, Café Hollander, The Ruby Tap, salons, and other services fill commercial space at the Town Center development, which was completed in 2019 and has complemented other retail and commercial activity in the core of Mequon. Several dense commercial and residential developments for this core business district, including the Mequon Public Market. The Mequon Public Market boasts numerous tenants, including a florist, ice cream, brew pub and several food vendors. Spur 16 is a 14-acre residential neighborhood comprised of luxury townhomes and market rate multi-family development.

Bayshore Mall is an outdoor, regional mall in Glendale, WI, approximately 6 miles south of the study area. It currently has 86 total stores, restaurants, banks, and other types of services. It is currently anchored by Barnes & Noble, Kohl's, Total Wine & More, and Target along with one of the Milwaukee area's two Apple Stores. Included in the development are several entertainment offerings including a cinema, creative arts space, board game place. Coming soon is Kids Empire. Kids Empire is a secure indoor children's entertainment center that features mazes, slides, rides, creative building games, climbing, bouncing, and ball pits.

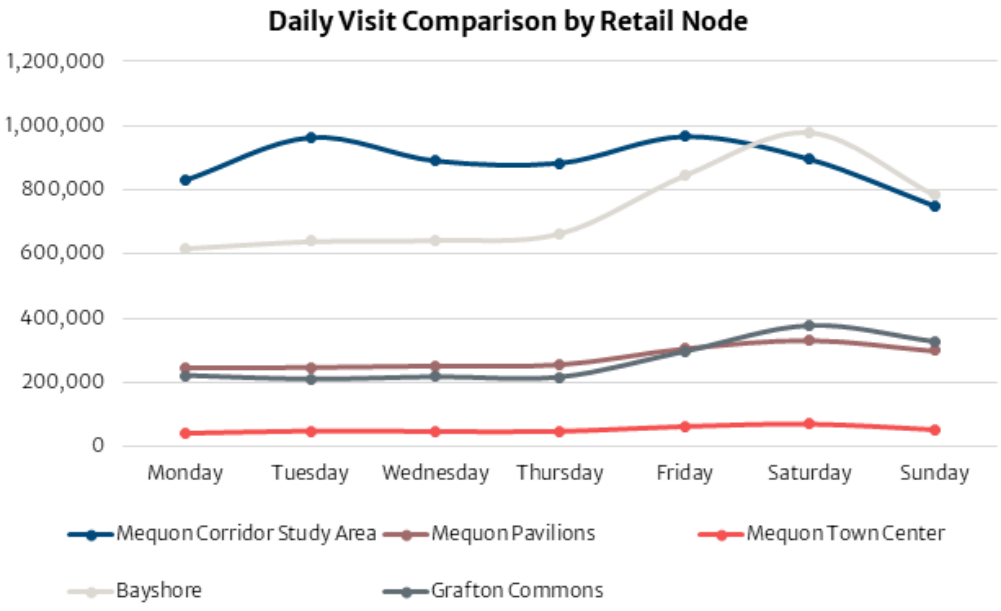
Located approximately 8 miles north in the Village of Grafton, Grafton Commons is a Class A shopping center located at the I-43/Hwy 60 interchange, with over 1,800' of I-43 frontage. Anchors include Costco, Ulta, Kohl's, Dick's Sporting Goods, TJ Maxx, PetSmart, Michaels, Steinhafels, and Aldi. South of Hwy. 60 is more commercial development including Target, Home Depot, Meijer, Office Max, and a variety of smaller stores.

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

Using Placer.ai, foot traffic counts that were more than 10 minutes in duration from January 1, 2023, to December 31, 2023, were analyzed. Bayshore Mall had the highest traffic counts by all metrics. Total visit counts to Mequon Pavilions (1.93M) exceeded both the Town Center and Grafton Commons (1.86M). However, while the total visit count to Grafton Commons is less than Mequon Pavilions, the visitors to Grafton Commons visit more frequently.



Source: Placer.ai, metric comparison of competive retail nodes and visits of greater than 10 minutes in duration (2023).

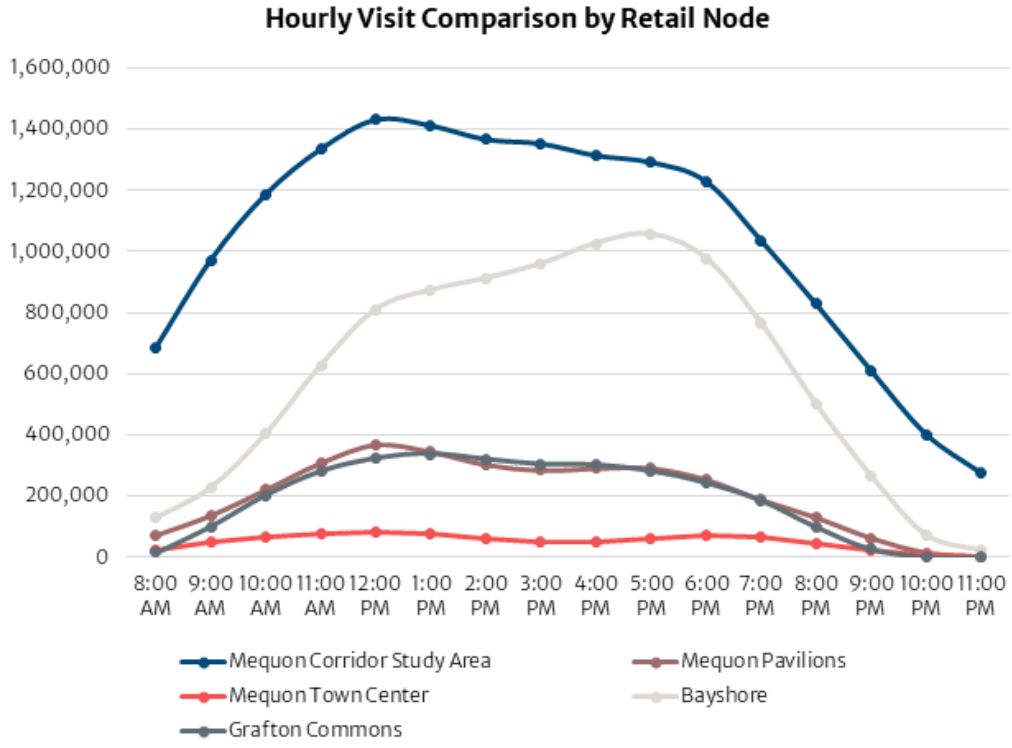


Source: Placer.ai, weekday visit comparison of competive retail nodes and visits of greater than 10 minutes in duration (2023).

Mequon Pavilions and Grafton Commons have remarkably similar traffic patterns in terms of day of the week and time of day visits occurred. Mequon Pavilions has more weekday traffic while Grafton Commons has more traffic on the weekends. Bayshore Mall is also primarily a weeknight and weekend destination while the Town Center has consistent traffic throughout the week.

The Port Washington Road Corridor study area has the highest visitor traffic of all the areas studied. This may be because Port Washington Road is a corridor through which people travel, whether to work at the medical complex on Port Washington Road, or through the community, avoiding the interstate. Traffic to the other shopping centers likely travels on I-43 directly to the shopping center and back again, not using that shopping center area as a through-way to other destinations.

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)



Source: Placer.ai, hourly visit comparison of competive retail nodes and visits of greater than 10 minutes in duration (2023).

From January 1, 2023, to December 31, 2023, there were 820,094 visitors to the area. These visitors may include residents and employees of Mequon that do not live or work within the study area. During the same period, there were 8,066 employees and 2,589 residents within the study area. Visit frequency refers to the number of times the audience type frequented the area within the time frame.

Visits by visitors to the corridor study area had declined over the past couple of years, however, visits by residents and employees have increased significantly since 2020. Visitors to the corridor may have been readjusting their shopping patterns from the pandemic, or they may have been steering clear of the area due to the construction on I-43.

Mequon Corridor Study Area

	Visits	Visit Frequency	Visits Change since 2022	since 2021	since 2020
Visitors	6,175,158	7.53	-2.2%	-2.6%	11.4%
Employees	1,220,181	151.27	17.3%	22.6%	8.7%
Study Area Residents	777,923	300.46	14.8%	14.9%	9.0%

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

There are three places that are the favorite places to visit for all audience types: Bayshore, Marcus Theaters, and Mequon Pavilions. Employees and residents within the study area frequent local grocery stores and other local retail locations. Other favorite places of visitors include entertainment venues such as the state fairgrounds and major league baseball stadium, American Family Field, as well as O'Hare airport.

Top 10 Favorite Places by Audience Type

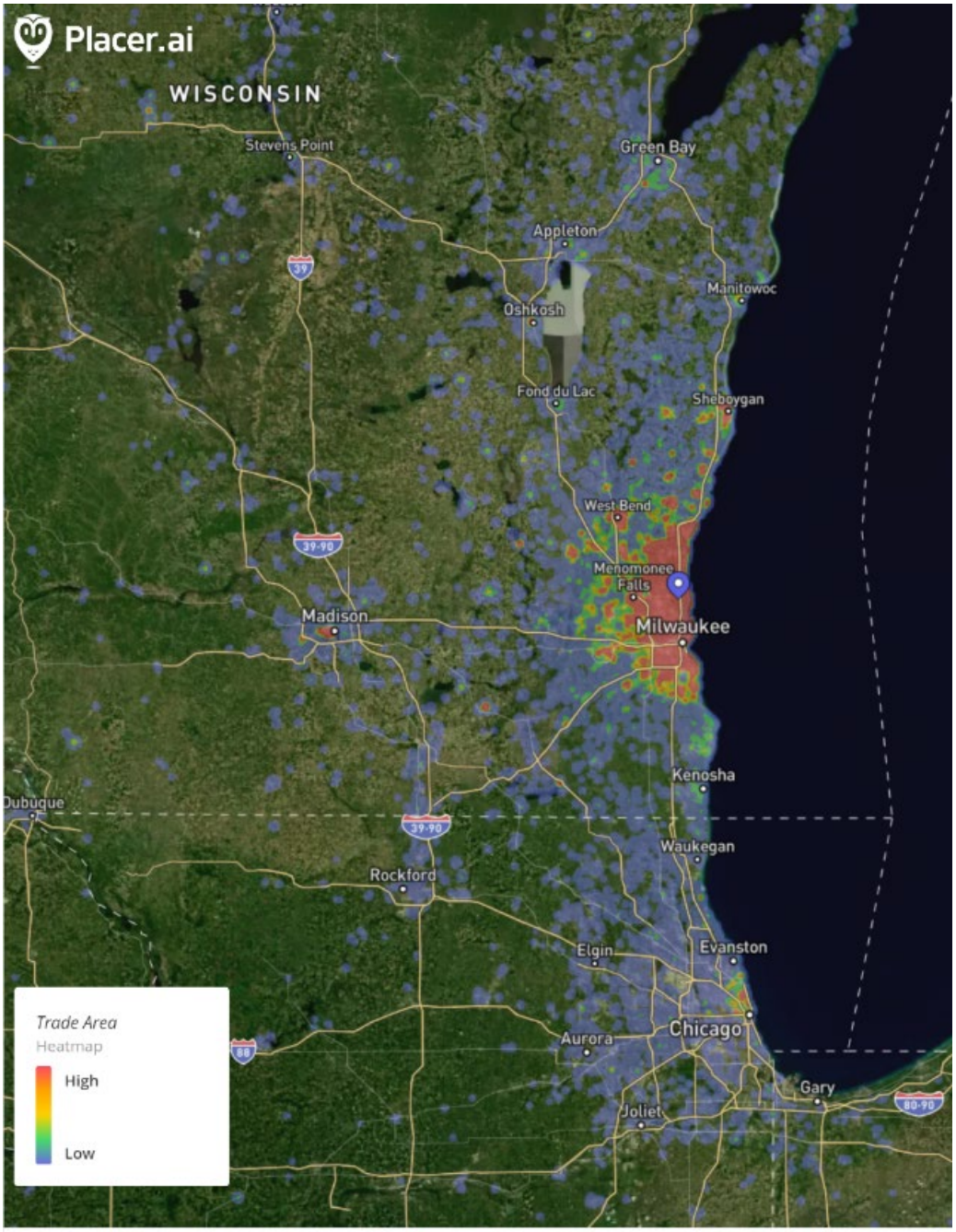
Audience	Name	Distance (Miles)
Visitors, Employees, and Residents	Bayshore	6.4
	Marcus Theatres	1.2
	Mequon Pavilions	0.3
Visitors and Employees	Mayfair	12
	White Stone Station	9.5
Employees and Residents	Metro Market	1
	Marshalls	0.3
	Grafton Commons	7.5
	Sendik's Food Market	0.2
	Riverpoint Village Shopping Center	2.7
Visitors	American Family Field	13
	Brookfield Square	15.6
	O'Hare International Airport	85.3
	The Mayfair Collection	11.6
	Wisconsin State Fair Park	14
Residents	Costco Wholesale	7.7
	Walgreens	0.6

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

REDEVELOPMENT RESOURCES

Visitor Trade Area and Market Outlook

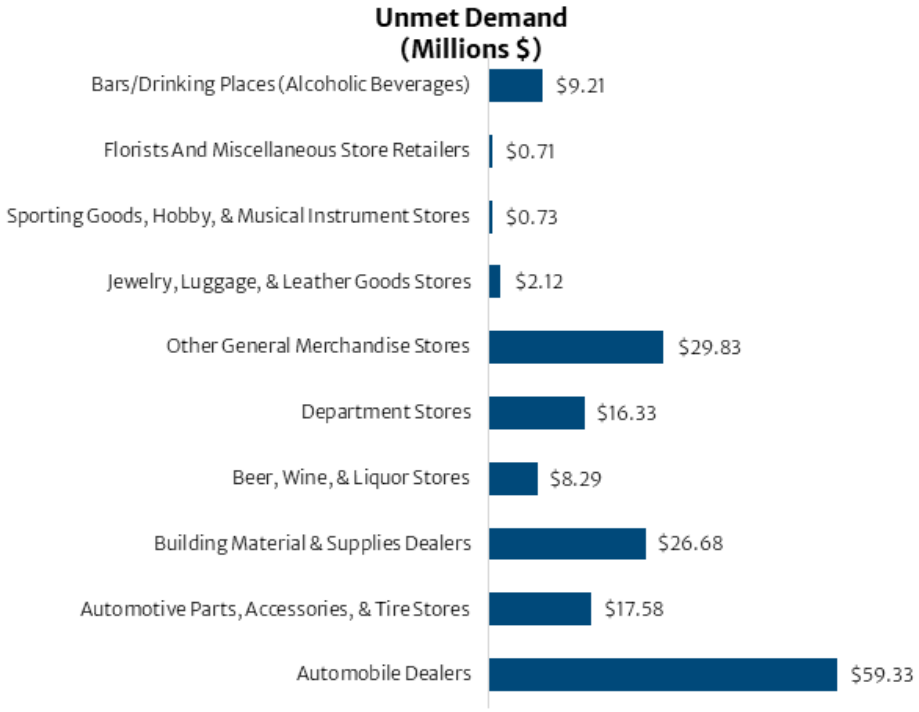
This map illustrates the true trade area (100% of visits by visitors) from Jan. 1, 2023 to December 31, 2023. Naturally, most visitors are from the Greater Milwaukee Area, however, Green Bay and Chicagoland may be considered secondary markets. Due to its proximity, however, to the Milwaukee market, the supply and demand of goods and services was limited to a five-mile radius. The following chart illustrates those business types in which demand exceeded supply which means the captured market left the area for these types of goods and services.



Mequon Corridor Study Area | | Jan 1st, 2023 - Dec 31st, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

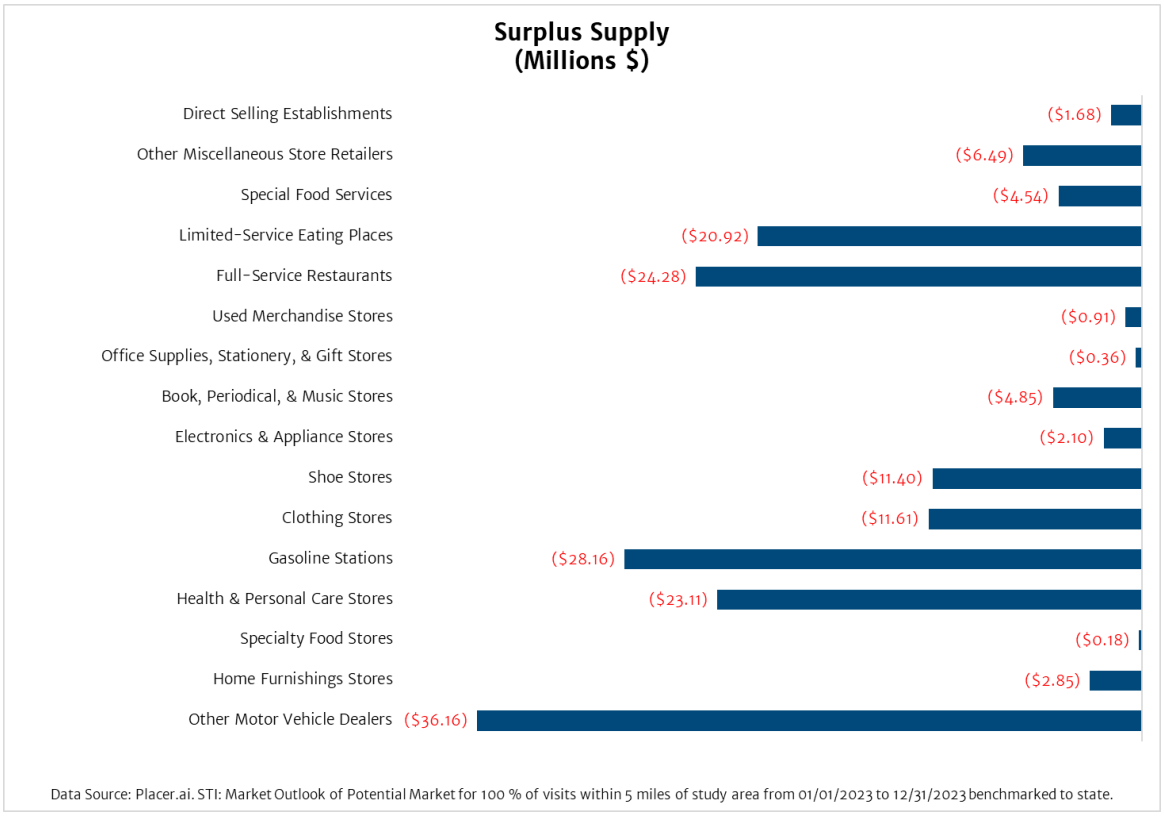
In the graphic below, unmet demand is identified in categories such as general merchandise, building materials, automotive parts/accessories, department stores, bars/drinking establishments, and liquor/beer/wine stores. Automobile dealerships show up as a gap in every market but not every market can support a new automobile dealership. While this graph shows unmet demand for calendar year 2023, it is the most current chart documenting unmet demand for the market and is appropriate to only review the most current demand graph, versus previous years' demand.



Data Source: Placer.ai. STI: Market Outlook of Potential Market for 100 % of visits within 5 miles of the study area from 01/01/2023 to 12/31/2023 benchmarked to state.

Surplus supply, or those categories in which demand is met within the market, are listed below. This chart shows all the categories in which the businesses within five miles of Port Washington Road meet the amount of demand that exists within the Mequon market.

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)



Future work of the Port Washington Road Market Analysis will include planning and data analysis for:

- Trend analysis
- Short-, mid-, and long-term opportunities for retail, office, and residential development
- Absorption rates, vacancy rates, inventory of space, rental rates, and other factors to determine viability of each category of commercial, service, medical, educational, hospitality, recreation, and residential uses.
- Redevelopment sites will be identified and prioritized based on their availability, access, size, function, and recommended future use.
- Any potential future changes to zoning will be identified.
- The area will be studied for potential regional or clustering, identification of transformative redevelopment, potential economic drivers, and other high-impact opportunities.

Charts which appear in the full baseline report but do not appear in this overview include:

- Population trends by community in Ozaukee County
- City of Mequon racial composition
- Unemployment trends
- Visit frequency comparison
- Visit change year over year

Attachment: Baseline Summary Report (9207 : PW Rd Market Analysis Update)

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

www.ci.mequon.wi.us **Office of Community Development**

TO: **Committee of the Whole**
FROM: **Kim Tollefson, Director of Community Development**
DATE: **May 14, 2024**
SUBJECT: **Discussion Regarding Proposed Updates to Streetscaping Plans for Port Washington Road, Between Zedler Lane and Mequon Road**

Background

The streetscape plan for North Port Washington Road as part of TID No. 4 and TID No. 5 from Zedler Lane to Mequon Road is presented for review. The current concept plan is based on feedback given on March 14, 2023, by the Common Council Committee of the Whole. As a reminder, it was decided to postpone the installation of the improvements until spring / summer of 2025 to reduce additional traffic conflicts during the I-43 construction project. The consultant estimates the cost to complete all the improvements, described below from Base Level to Level Five, is approximately $1,020,655. Currently, the TIDs combined have approximately $1,620,000 in cash reserves as of the 2022 annual report. The chronology of decisions to this point is as follows:

Economic Development Board Meeting - November 16, 2021:
The Economic Development Board recommended that existing and future unallocated increment in TIDs No. 4 and No. 5 should be used for the planning and implementation of public improvements along the Port Washington Road corridor from County Line Road to Mequon Road.

Port Washington Road Ad Hoc Design Committee Meeting - December 9, 2021:
The Port Washington Ad Hoc Design Committee recommended that the City hire a consultant to design streetscaping improvements along Port Washington Road from County Line Road to Mequon Road.

City Issues a Request for Proposals for Design Services - February 4, 2022:
The City received two responses to the RFP and conducted interviews with the two applicants on March 28. City staff (Director Tollefson, Assistant Director Zader and Public Works Director Lundeen) and four members of both the Ad Hoc Design Committee and Economic Development Board sat in on the interviews and evaluated and scored each applicant.

Council Approves Contract for $24,000 with Harwood Engineering - April 12, 2022:
The Common Council awarded the contract to develop streetscaping features for the Port Washington Road commercial corridor from Mequon Road to Zedler Lane.

Ad Hoc Design Committee Approves Final Concept Plan - January 24, 2023.

Common Council Committee of the Whole - March 14, 2023:
The Council reviewed the plan and provided feedback and direction regarding the following elements:

- Pavers versus stamped asphalt
- Reduce features that result in increased maintenance costs
- Eliminate median closures at Donges Bay Road intersection
- Review the possibility of implementing improvements north of Mequon Road

Analysis

Staff provides the revisions of the streetscape plan and a breakdown of improvements according to the Council's preferences (please see Exhibit A Current Concept Plan and Exhibit B Previous Concept Plan – there are distinctions to median openings at Donges Bay). To align the desired improvements with the cost of implementation and on-going maintenance costs (identified as a limiting factor), the features are grouped into a hierarchy for the Council's final determination. Please see Exhibit C Opinion of Cost which breaks down the improvements and associated costs by level.

Base Level: The base level includes the infrastructure associated with the modified medians and turn lanes as well as a basic treatment of grass within the medians. Per Common Council feedback, the design of the medians at the Donges Bay Road intersection has been modified to allow access to the current commercial tenants as is. Changes to the median design will require Ozaukee County approval.

Level One: Level One includes the purchase of new street and pedestrian lights (28 street fixtures and 52 pedestrian fixtures). A specification sheet for the selected light fixture is attached as Exhibit D. The Port Washington Ad Hoc Design Committee recommended the new light fixture design after reviewing several different options. The new lights will provide a greater amount of uniformity along the corridor - both illumination and street edge rhythm. Currently, there are brights spots primarily at the intersections with darker areas in between. The current situation is considered unsafe for both pedestrians and vehicles, is inefficient, and requires a high level of maintenance, as noted below:

1. HID pole fixtures tend to create high levels of contrast meaning there is a lot of light directly below, and considerably less light between poles which can create an unsafe feeling or cause an accident.
2. The existing fixtures use old technology (HID lamps and ballasts). Compared to LED, there is more maintenance and energy consumption with this source type.
3. LEDs greatly reduce energy usage. They are lower wattage, but produce comparable, and even sometimes better, light levels. Energy usage could be reduced by 30-40%.
4. The existing poles are near the end of their useful life due to wear and tear, and new technology advancements.

Level Two: Level Two includes median trees, median perennials, and decorative concrete within the medians. The median features were reduced to address the Council's concern over annual maintenance. All of the proposed large-scale flowerpots and the proposed annual plantings are removed from the plan (see Level Four description and option below).

Staff recommends implementation of the elements in the Base Level, Level One and Level Two. These were the minimum improvements to be implemented per the Council's consensus at the March 2023 meeting. In addition, the Ad Hoc Design Committee believes the new streetlights will have the greatest visual impact on the corridor.

Level Three: Level Three includes the construction of delineated crosswalks located at:

- Port Washington and Donges Bay Road
- Port Washington and Towne Square Road
- Port Washington Road and Mequon Road

The Council debated the advantages of stamped asphalt versus color pavers. The following lists the pros and cons of crosswalk materials selection.

CROSSWALK MATERIAL ALTERNATIVES		
	PROS	**CONS**
Stamped Asphalt		
	Less Expensive	Less Expensive Aesthetic
	Fast, Easier Installation	Wear Patterns
	Same Material as Existing Roadway	Faux Material
	Almost Immediate Use After Installation	
	Easily Maintained and Refurbished	
Color Pavers		
	Durability	Expensive
	Easily Repaired, Single Bricks can be removed and replaced	Labor Intensive
	High Quality Aesthetic	Material Change (Asphalt to Brick)
	Immediate Use After Installation	Maintenance (snow removal, sealing, weeds, etc.)
	Won't Crack	

Staff recommends Stamped Asphalt and requests the Council's direction for crosswalk material.

Level Four: Level Four includes decorative, large-scale median pots with annual interest (shown throughout the previous concept plan). The original draft plan includes 21 pots and is identified as a high maintenance cost.

Level Five: Level Five includes gateway and neighborhood signage. The proposal recommends signage at the following locations:

- Port Washington Road – between Sierra Ln and Zedler Lane
- Port Washington Road – between Towne Square Road and Mequon Road
- Mequon Road – between Port Washington Road and I-43

The Ad Hoc Design Committee recommended signage including along Mequon Road just west of the I-43 overpass (show on page 9 of the current concept plan). This would require approval

from the Department of Transportation and would not be completed until improvements associated with the I-43 expansion are complete in 2024/25. The sign is an eligible TID expenditure.

Staff recommend Level Four as a potential second phase of the project. Accordingly, the City could view implemented features after construction, and if additional seasonal color and varied interest is desired, then the Council can evaluate the financial success of the TIDs and execute such additional features.

Staff also recommends the inclusion of Level Five for signage that is distinct and unique, to add character to the corridor (please see the example sign structures in the previous concept plan). It is anticipated that while construction and bid documents for recommended streetscape features are developed over the course of this summer and early fall, staff will return to the Committee of the Whole with a focus on sign design and identification to drive consensus on this feature. Staff intends that the signage would be bid in Fall of 2024 with the construction documents.

Other Considerations

Port Washington Road North of Mequon Road:
Per the direction of the Council, staff and the consultant looked at the possibility of extending improvements north of Mequon Road. Based on TIF law, expenditures for the project can be made for up to .5 miles from a TID boundary. This would put the north boundary project limit at the south leg of Eastbrook Drive. In the area between Eastbrook Drive and Mequon Road, there is only one median that could be modified to incorporate additional landscaping treatments. Staff and the consultant believe that there would be little impact in making improvements to this median and it would have an inconsistent treatment to other medians to the north that are outside the .5-mile project zone. In addition, there are 16 existing median lights that would be replaced at a cost of approximately $80,000. These fixtures are less than 15 years old. Similar to the landscape concern, there are a number of light fixtures to the north outside the project area that would need to be replaced with a separate funding source if they were to remain, be inconsistent with the rest of the corridor.

*Annual Maintenance***:**
Port Washington Road is currently under the jurisdiction of Ozaukee County. The changes as shown in the concept plan will require the City to enter into a Memorandum of Understanding with the County that will shift maintenance responsibilities to the City of Mequon. According to Public Works Director, Kristen Lundeen, the cost associated with maintenance of the previous concept plan is estimated at approximately $69,000 per year. That cost includes the median maintenance contract for top dressing the stone mulch, mowing and weed control within the medians, annual pot and planting materials for the planters, pruning, mulching, watering and plant replacement (as needed) within the medians, along with capital funding for future pot replacement and road infrastructure previously funded by Ozaukee County. It also includes the approximate energy costs for the additional streetlights (see the attached Exhibit E Annual Maintenance Costs).

Timeline

Based on approval of the final concept plan in May, a new contract, bid documents and construction plans will be complete and ready to bid in October 2024, in advance of construction in Spring 2025.

Fiscal Impact

Presently, there are cash balances in TID's #4 and #5 in excess of $1,600,000 available to fund the proposed improvements. The estimated cost for Base Level - Level Three is $829,625. The estimated cost for Level Four is $29,250 and the estimated cost for Level Five $21,000. There are additional contract costs and a contingency added for a total estimate of $1,020,655.

The estimated annual maintenance cost if Level Four is not implemented is reduced by $23,800, from $69,000 to $45,200. While there are adequate cash reserves available in the two TIF Districts to address maintenance costs for a number of years, ongoing maintenance costs will need to be addressed as part of the annual budget process.

Staff Summary

Staff recommends implementation of the elements in each of the Base Level, Level One and Level Three which includes:

- New turn lanes and median infrastructure
- New median and pedestrian light fixtures
- Enhanced medians with grass, trees, perennials and decorative concrete
- Distinct and decorative crosswalks

Staff also recommend gateway and neighborhood signage as described in Level 5 and will return to the Committee of the Whole later this year to develop consensus for design and naming.

Attachments:
Exhibit A: Current Concept Plan (PDF)
Exhibit B: Previous Concept Plan (PDF)
Exhibit C: Opinion of Cost (PDF)
Exhibit D: Lighting Cut Sheets (PDF)
Exhibit E Annual Maintenance Costs (PDF)

EXHIBIT A: Current Concept Plan



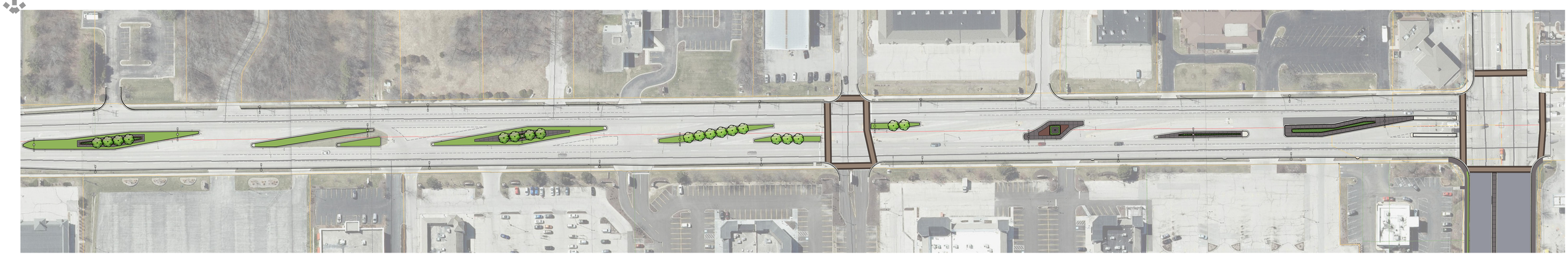
Overall Plan - South

Scale: 1" = 80'



Overall Plan - Mid

Scale: 1" = 80'



Overall Plan - North

Scale: 1" = 80'

HARWOOD

255 N 21st Street, Milwaukee, WI 53233 | 414-475-5554

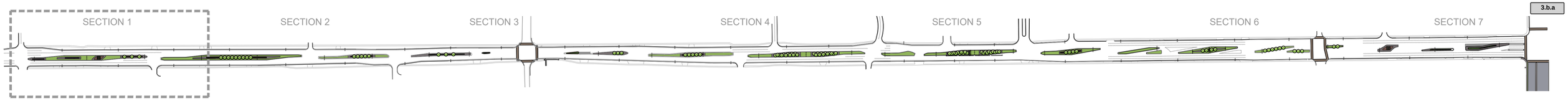
Port Washington Road, Mequon

Concept Design

2024-05-07

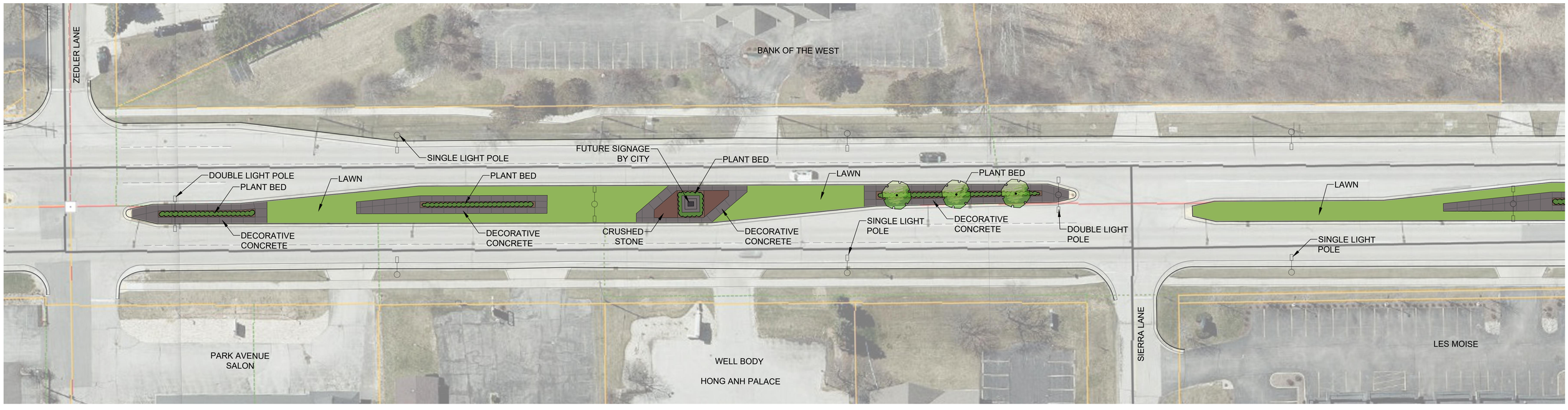
North

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 1

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering (Potential Future Sign)

Scale: NTS

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)

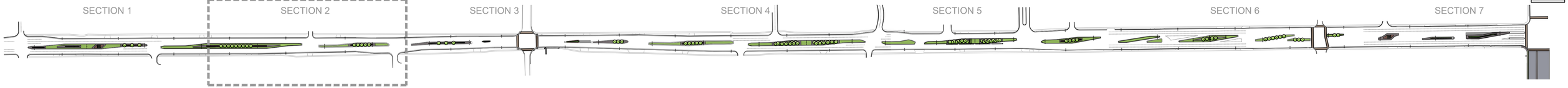
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Port Washington Road, Mequon

Concept Design

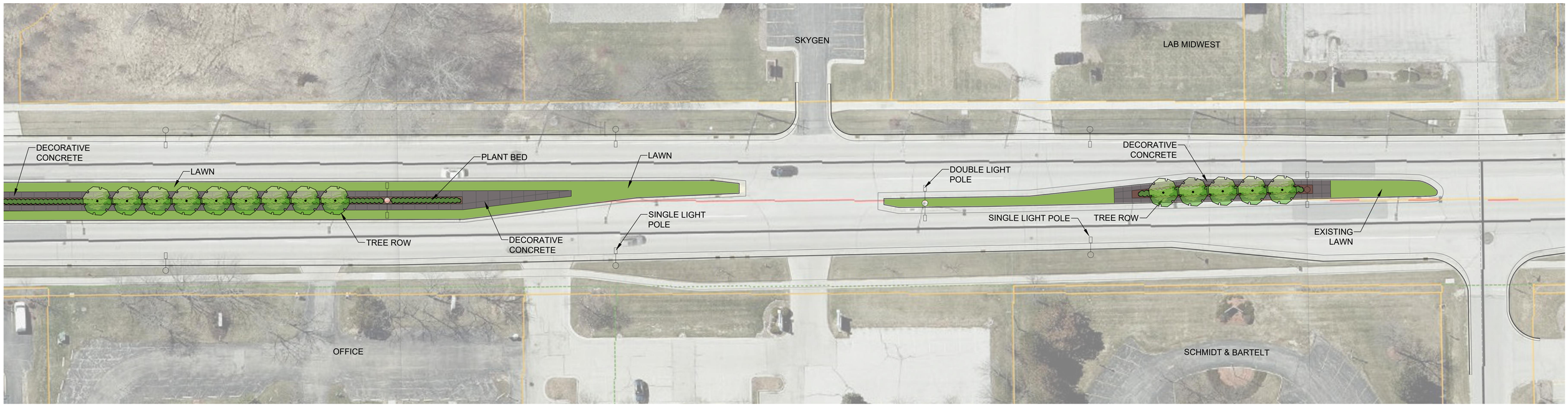
2024-05-07

North



Key Plan

Scale: NTS



Detailed Plan - Section 2

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)

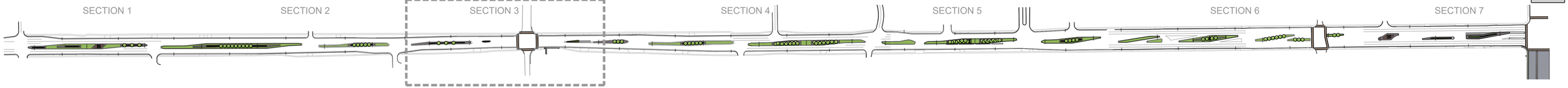
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Port Washington Road, Mequon

Concept Design

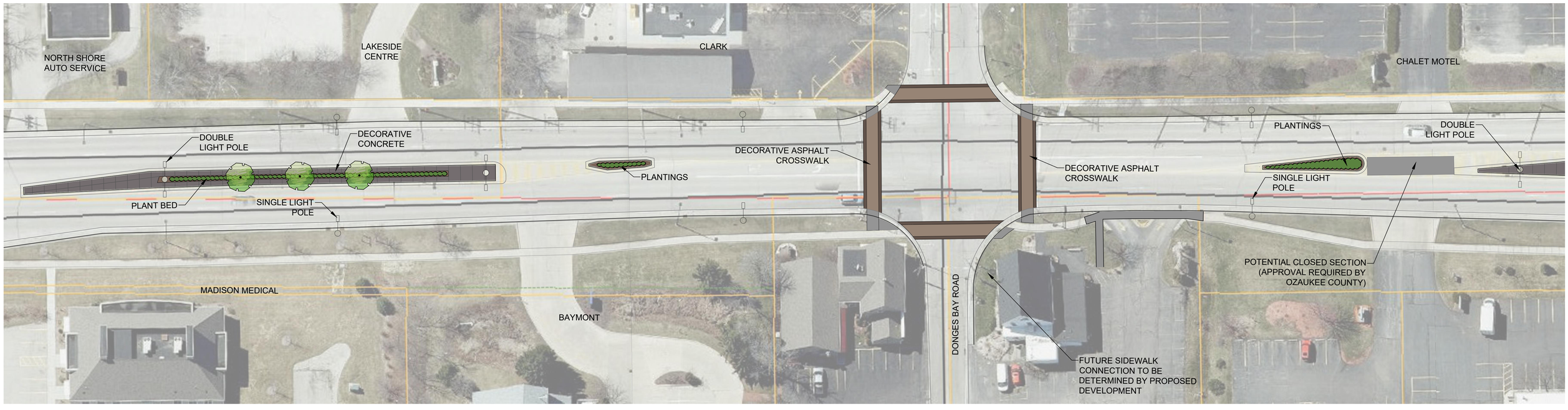
2024-05-07

North



Key Plan

Scale: NTS



Detailed Plan - Section 3

Scale: 1" = 30'



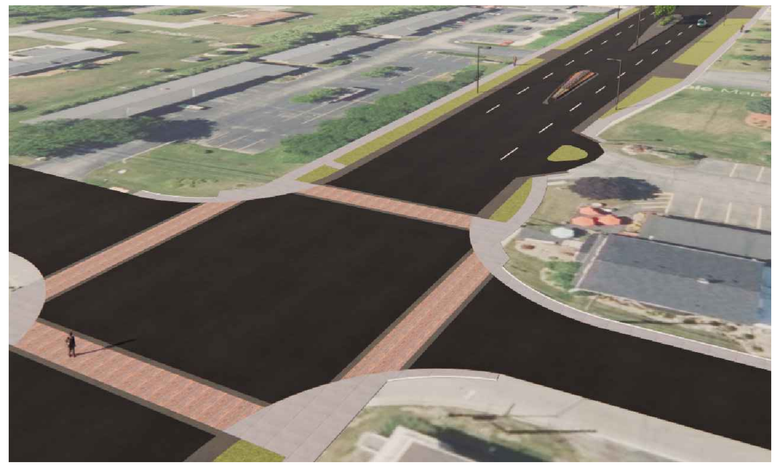
Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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Port Washington Road, Mequon

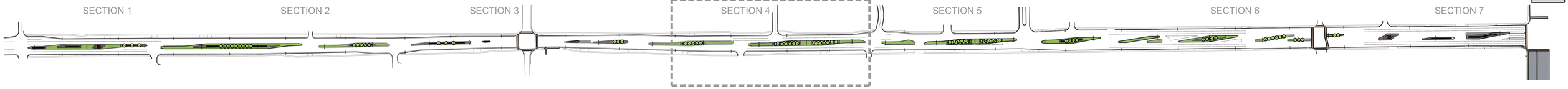
Concept Design

2024-05-07

North

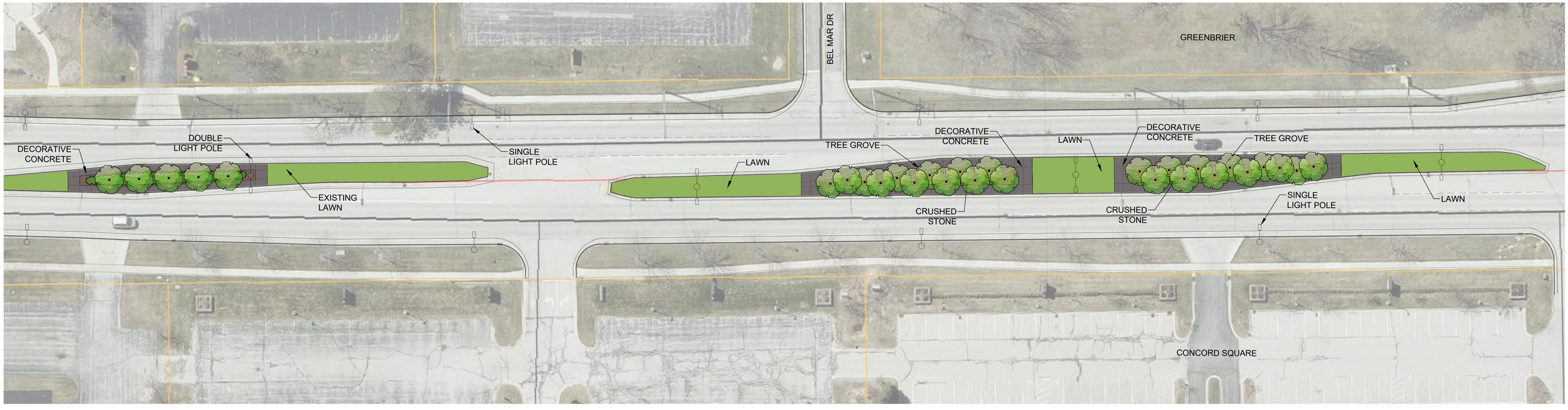
L102

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 4

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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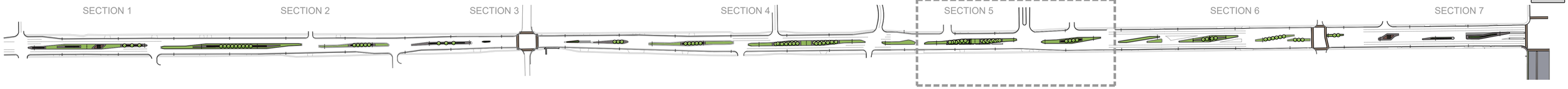
Port Washington Road, Mequon

Concept Design

2024-05-07

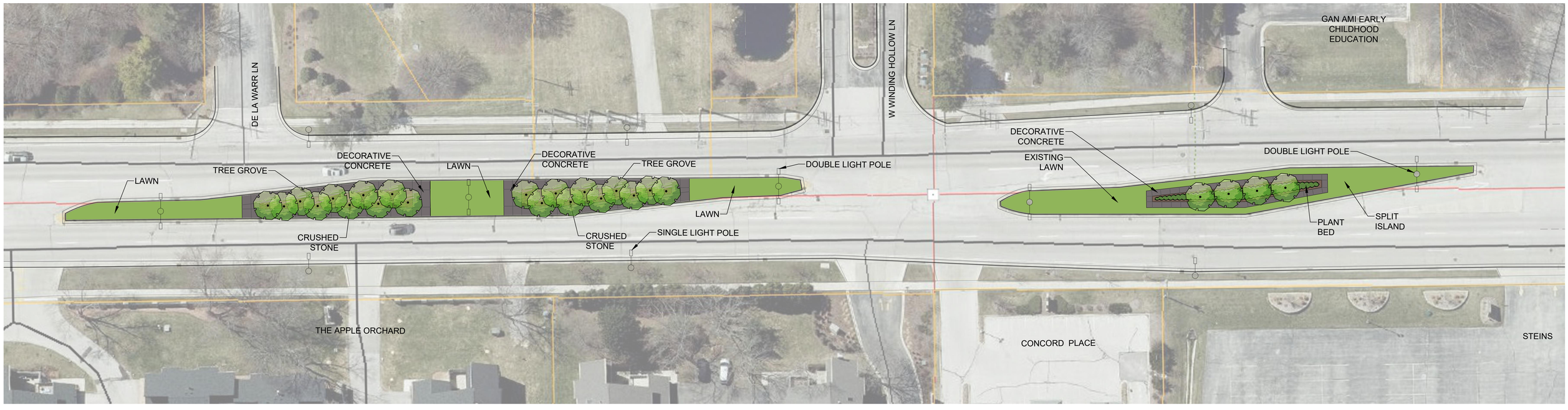
North

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 5

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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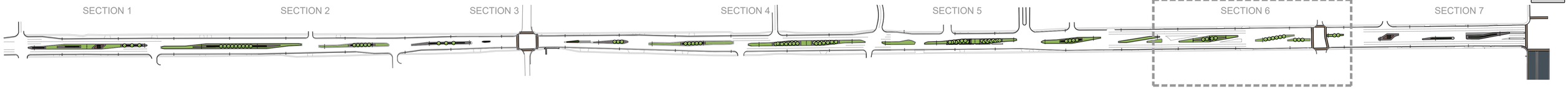
Port Washington Road, Mequon

Concept Design

2024-05-07

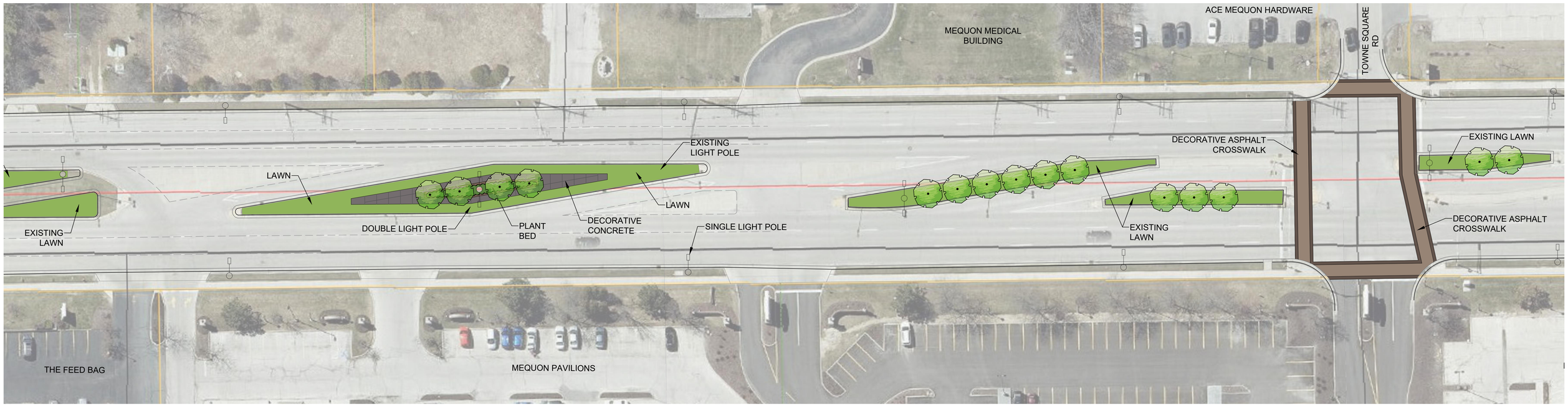
North

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 6

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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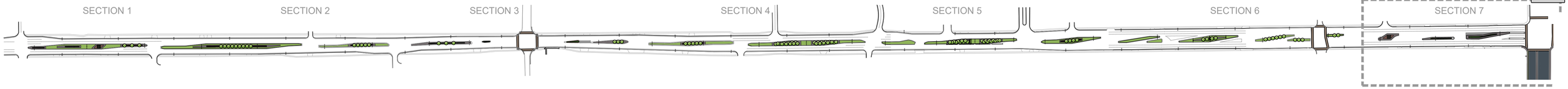
Port Washington Road, Mequon

Concept Design

2024-05-07

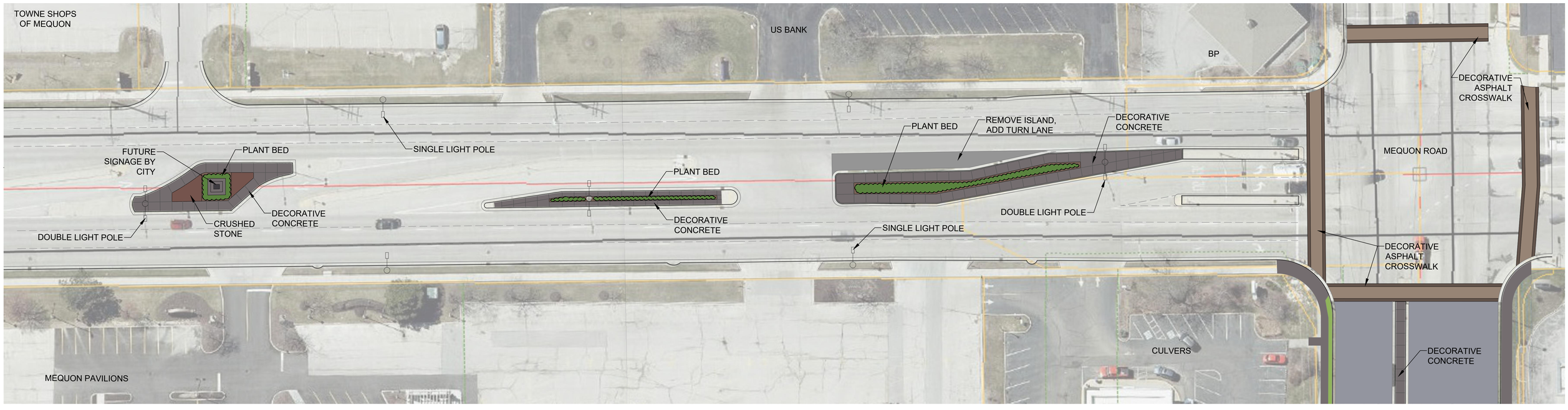
North

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 7

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering (Potential Future Sign)

Scale: NTS



Rendering (Potential Future Sign)

Scale: NTS

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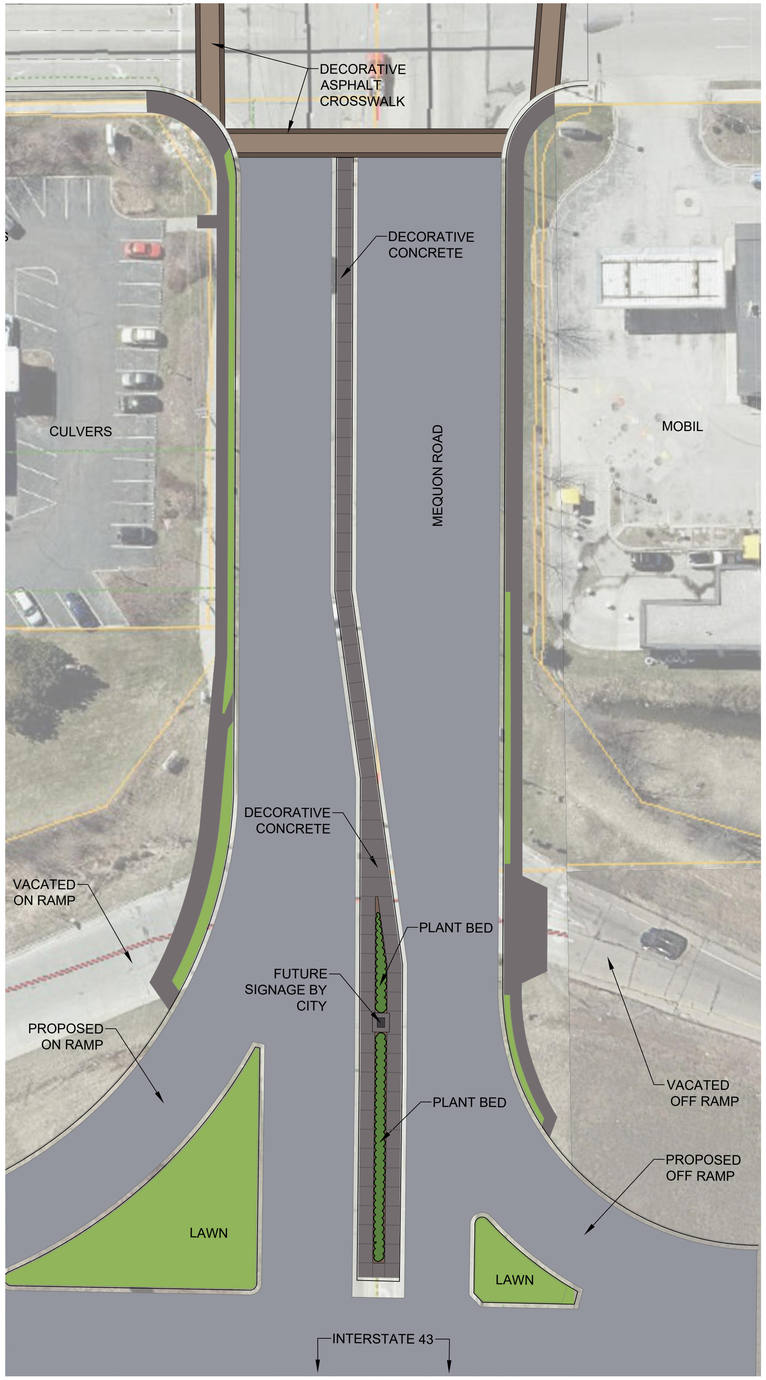
Port Washington Road, Mequon

Concept Design

2024-05-07

North

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Detail Plan - I-43 Interchange Entry Median*

Scale: 1" = 30'

*Note: DOT approval needed for proposed improvements.



Rendering (Potential Future Sign)

Scale: NA

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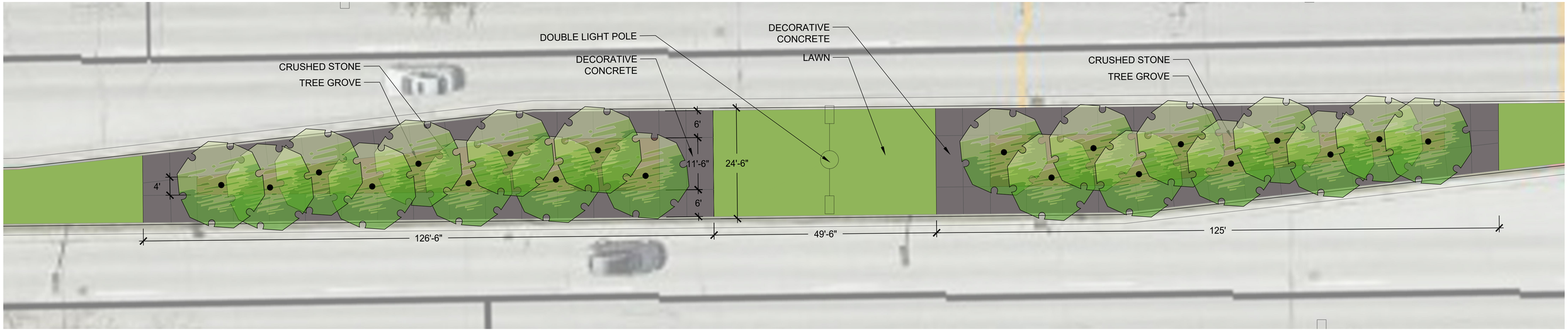
Port Washington Road, Mequon

Concept Design

2024-05-07

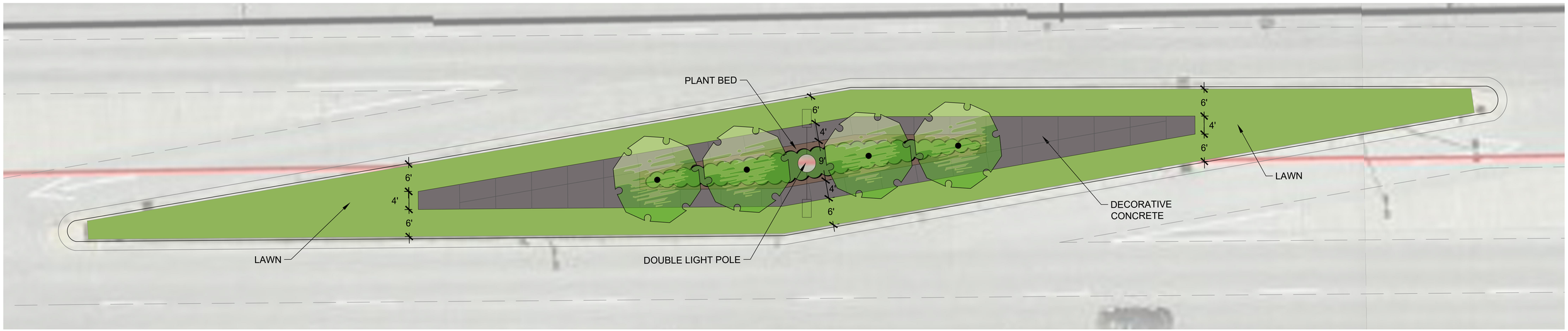
North

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)



Detail Plan - Tree Grove in Crushed Granite adjacent to Decorative Concrete

Scale: 1" = 10'



Detail Plan - Trees and Perennials adjacent to Decorative Concrete

Scale: 1" = 10'



Crushed Granite

© Kafta Granite



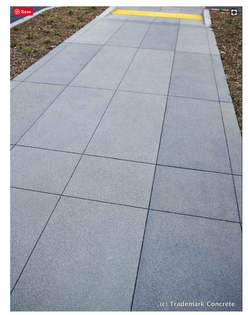
Decorative Concrete

©Sprague's Ready Mix



Decorative concrete adjacent to planting bed

David Reed Landscape Architecture ©



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Port Washington Road, Mequon

Concept Design

2024-05-07

North

L200

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)

TENON MOUNTED ARM

XWB

PROJECT NAME:

PROJECT TYPE: ARM OPT1

FEATURES

Arm
Heavy cast aluminum (A356 alloy, <0.2% copper) swept arm welded to an extruded aluminum hub with a domed pole cap. The mounting hub is designed for a 2 7/8" x 6" tenon and has 8 (4 x 2) recessed socket head leveling screws. All welds are blended to create a one-piece, unified appearance. Fixture mounting uses the pendant Trulevel mounting to allow for luminaire leveling in the field. A wiring harness is provided through the arm assembly terminating in the Trulevel hub with quick-connects. All hardware is stainless steel.

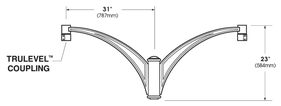
Finish
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

Black

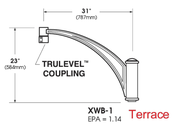


XWB*

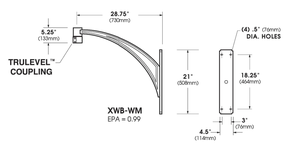
SHOWN WITH OPTIONAL DOME CAP — PATENT PENDING



XWB-2-180 Median
EPA = 2.00



XWB-1 Terrace
EPA = 1.14



XWB-WM
EPA = 0.99

SCALE: ½"=1'

Light Pole Arms

SOLID STATE AREA LIGHTING

DSS SERIES-PLED

PROJECT NAME:

FIXTURE TYPE: POLE FIXTURE OPT2

FEATURES

Luminaire
Upper housing is heavy gauge cast aluminum (min. .125" wall; alloy >0.2% Cu for DSS30) or spun aluminum with reveal (.125" min. wall for DSS20). Lower housing is 0.080" thick spun aluminum with integrated LED module seat. Lower housing is vented at top and bottom for convective cooling of LED module. Top Driver chamber is barriered from LED Module chamber. Trulevel ball coupling mount is welded to housing and facilitates quick leveling and installation.

PLED® Optics
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

LED Emitters
High output LED's are utilized with drive currents ranging from 350mA to 875mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED Driver
Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50,60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field installation.)

Amber LED's
PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. TPA (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

Finish
Polyester powder coat incorporates four step iron phosphate process to pretreat metal surface for maximum adhesion. Top coat is baked at 400°F for maximum hardness and exterior durability.

Black



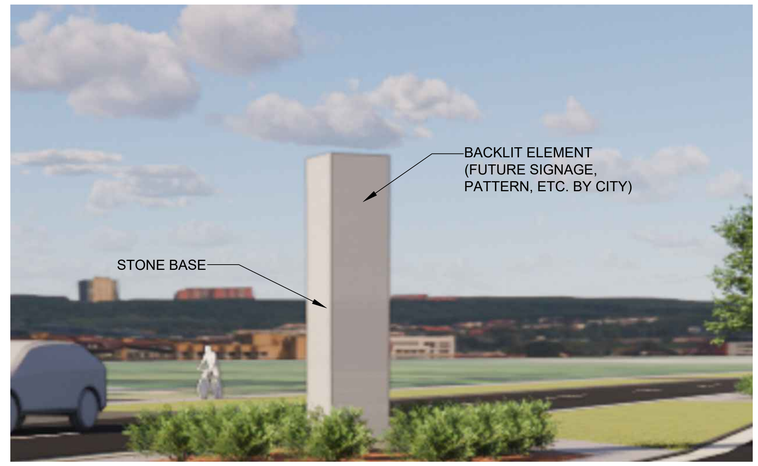
DSS30 Median
(Formerly DSS1)
Patent pending



DSS20 Terrace
(Formerly DSS2)
Patent pending

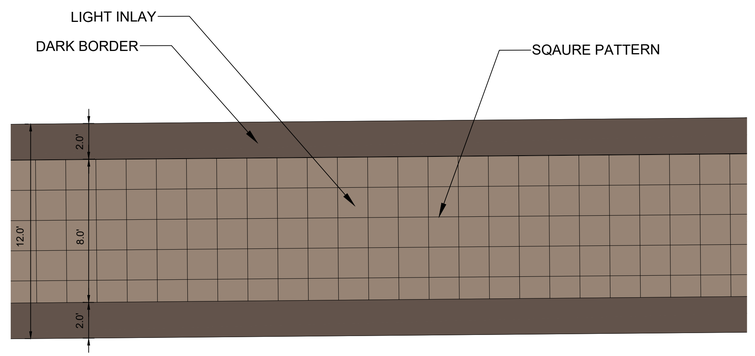
Light Pole Fixtures

Scale: NTS



Design Element Concept

Scale: NTS



Decorative Cross Walk - STAMPED ASPHALT

Scale: NTS

Attachment: Exhibit A: Current Concept Plan (9208 : PW Rd Streetscape Plan)

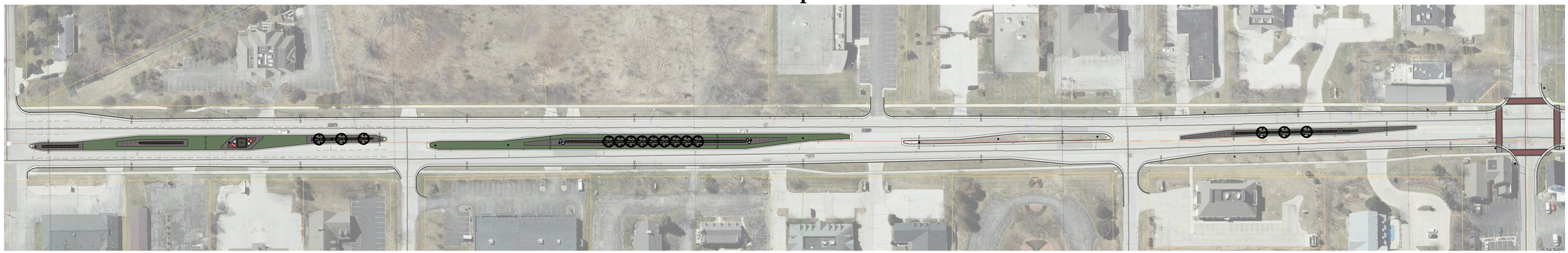
HARWOOD
255 N 21st Street, Milwaukee, WI 53233 | 414-475-5554

Port Washington Road, Mequon

Concept Design

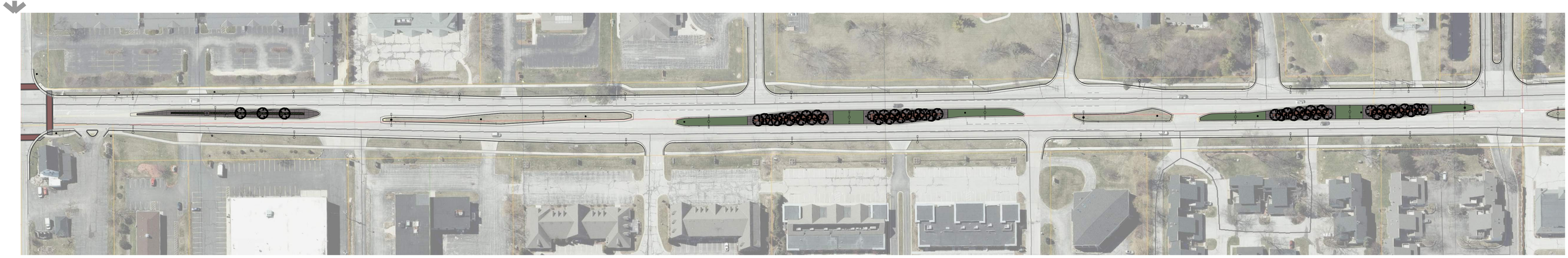
2024-05-07

EXHIBIT B: Previous Concept Plan



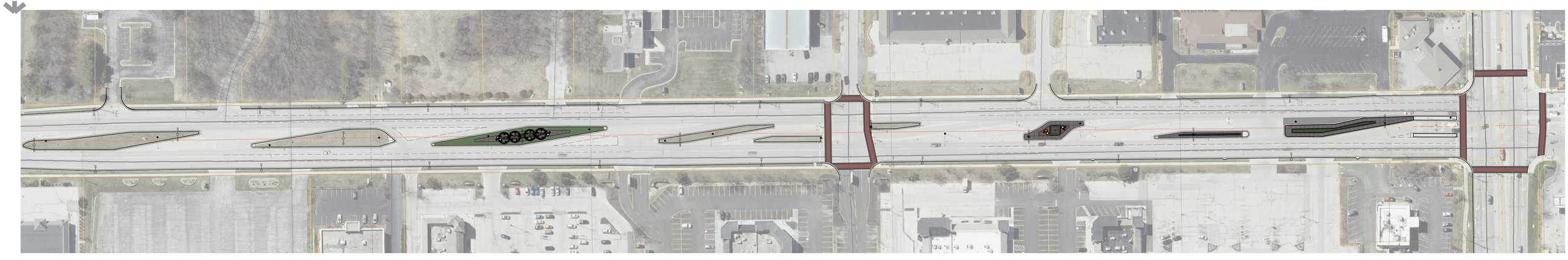
Overall Plan - South

Scale: 1" = 80'



Overall Plan - Mid

Scale: 1" = 80'



Overall Plan - North

Scale: 1" = 80'

Harwood Engineering Consultants

255 North 21st Street Milwaukee Wisconsin 53233
414.475.5554 414.773.9299 fax harwood@hecl.com

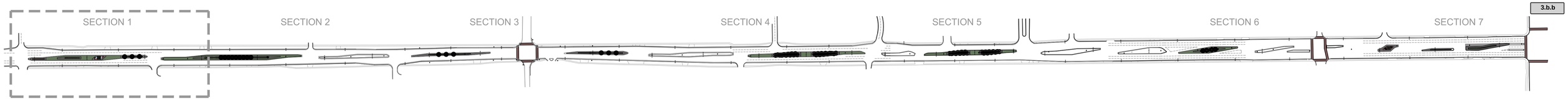
Port Washington Road, Mequon

Concept Design

2022-10-10

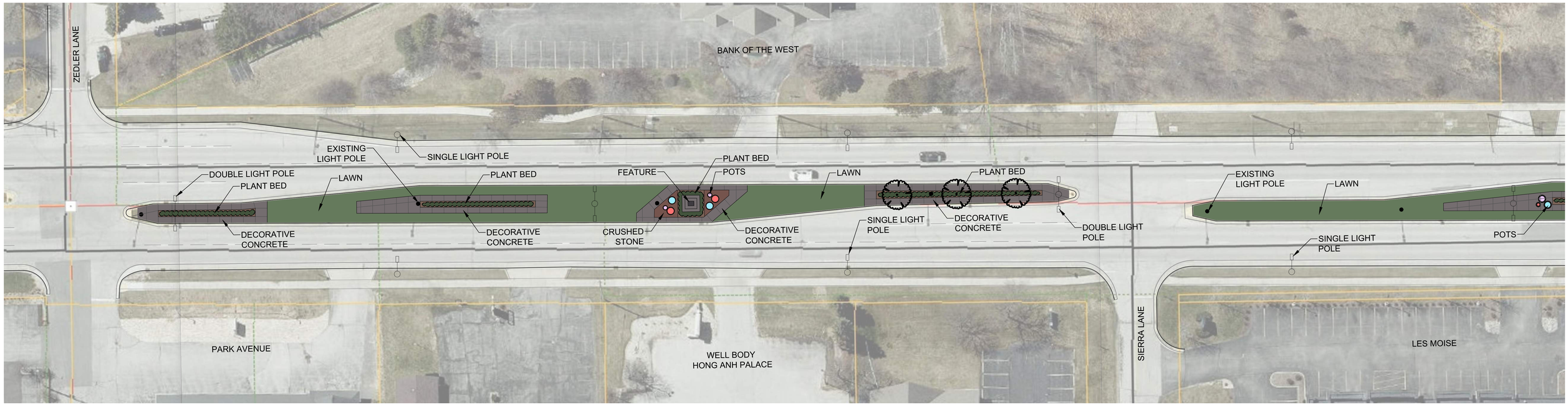
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Attachment: Exhibit B: Previous Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 1

Scale: 1" = 30'



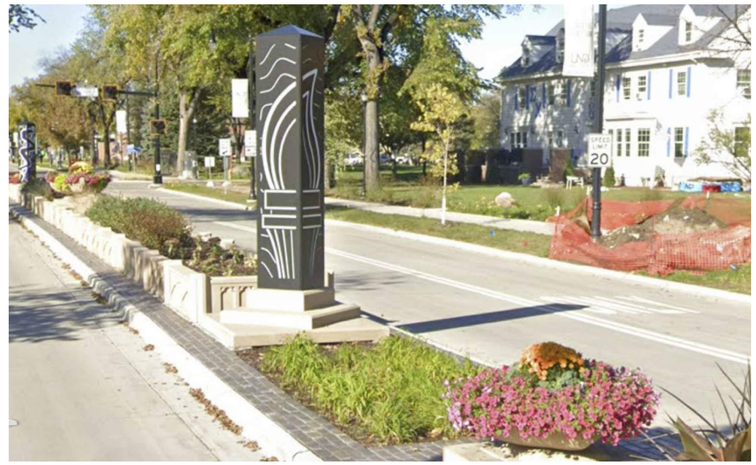
Rendering

Scale: NTS



Rendering

Scale: NTS



Design Image

Scale: NTS

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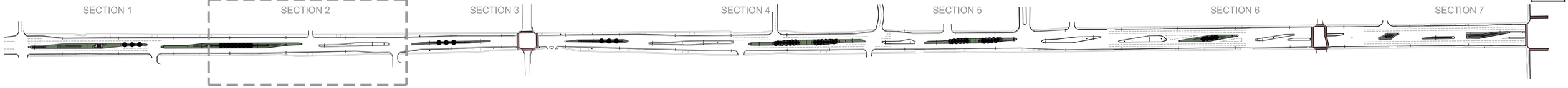
Port Washington Road, Mequon

Concept Design

2022-10-10

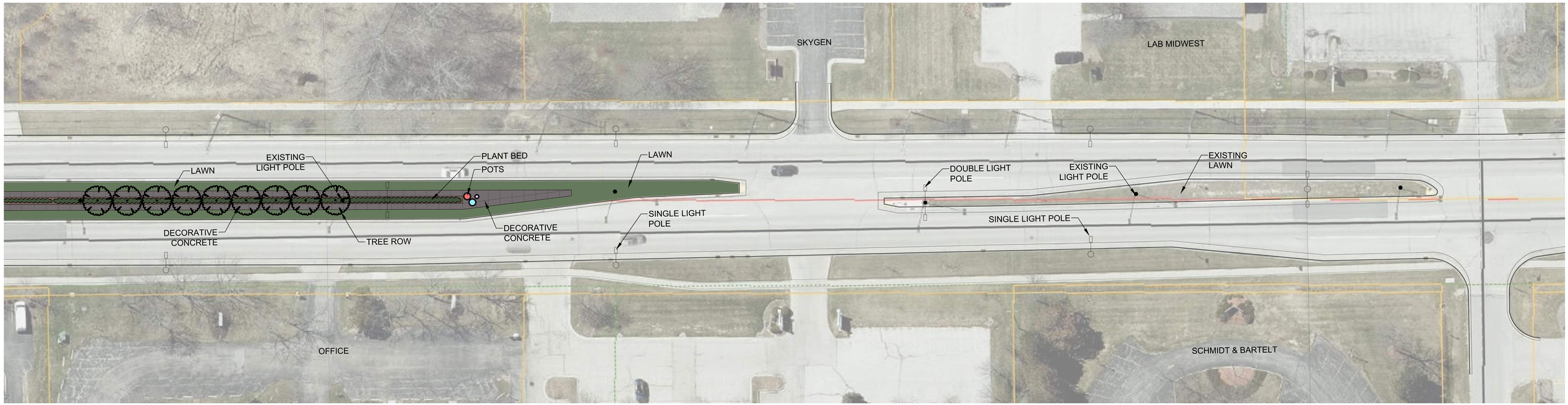
North

Attachment: Exhibit B: Previous Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 2

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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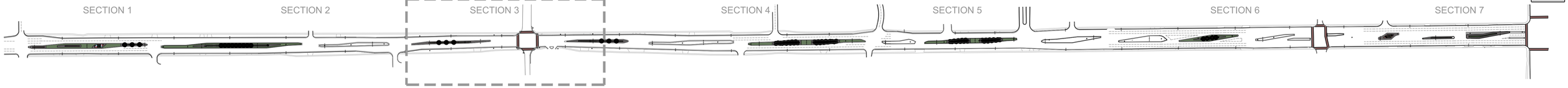
Port Washington Road, Mequon

Concept Design

2022-10-10

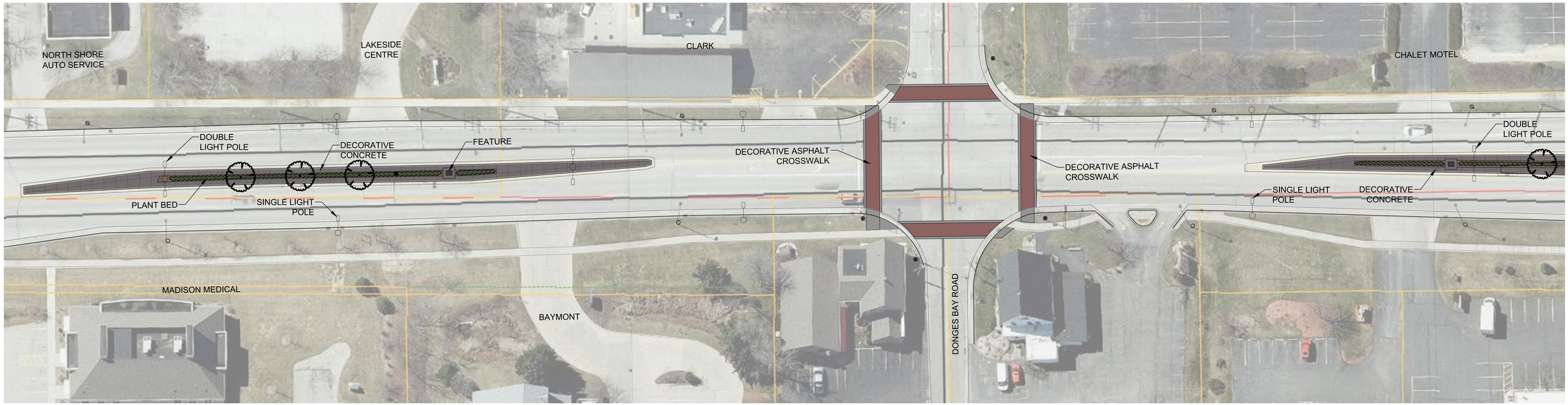
North

Attachment: Exhibit B: Previous Concept Plan (9208 - PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 3

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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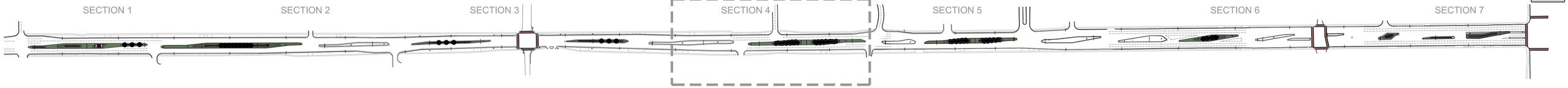
Port Washington Road, Mequon

Concept Design

2022-10-10

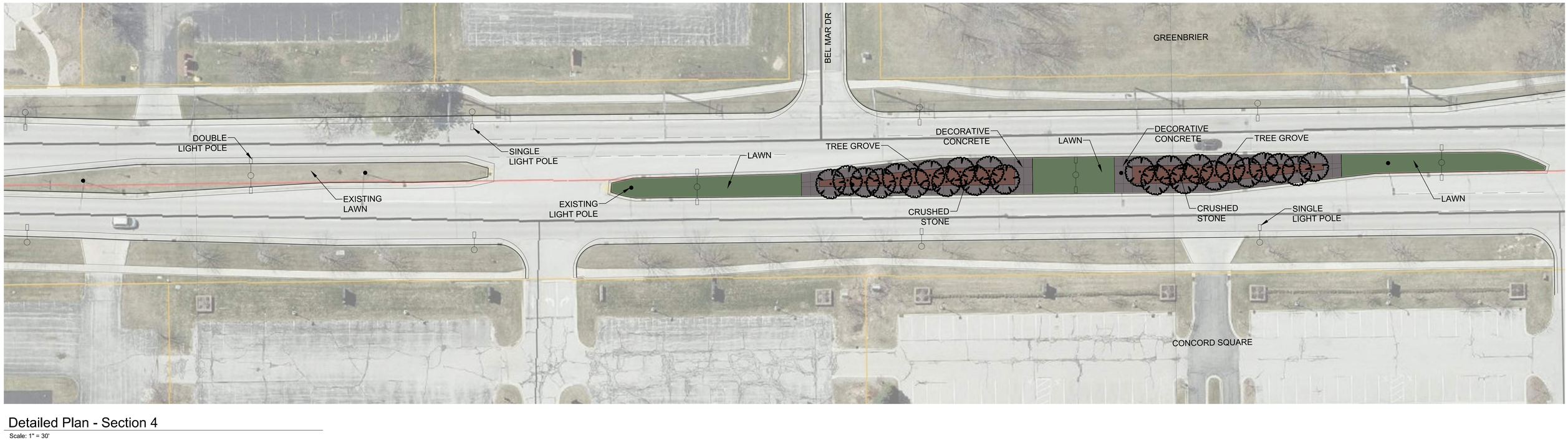
North

Attachment: Exhibit B: Previous Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 4

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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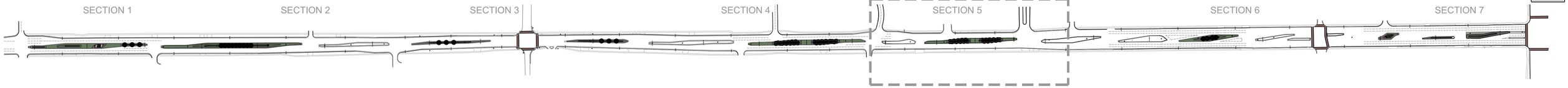
Port Washington Road, Mequon

Concept Design

2022-10-10

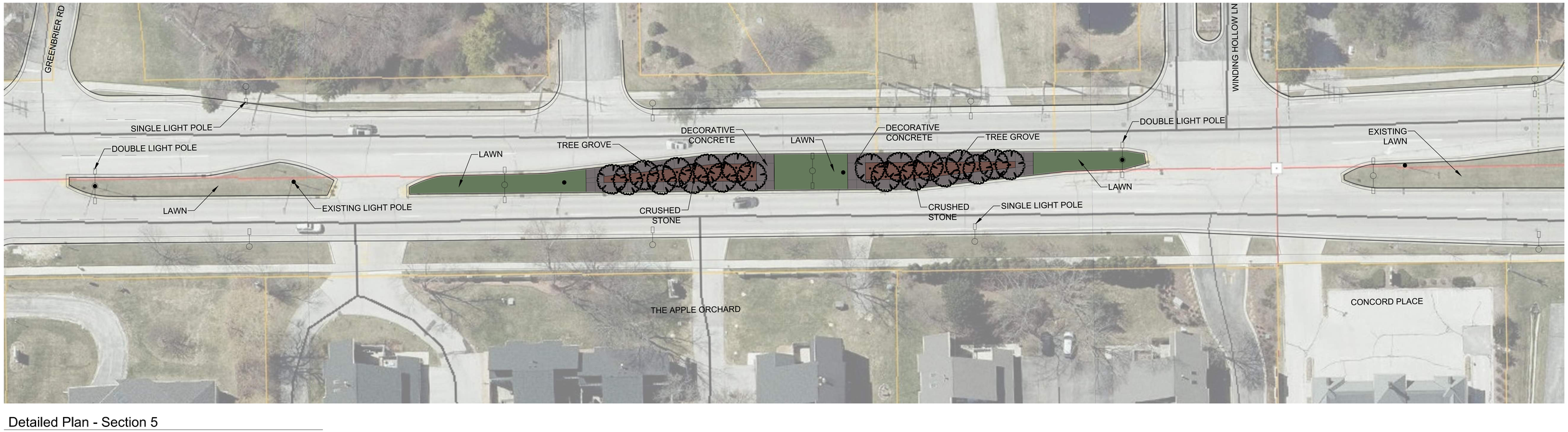
North

Attachment: Exhibit B: Previous Concept Plan (9208 - PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 5

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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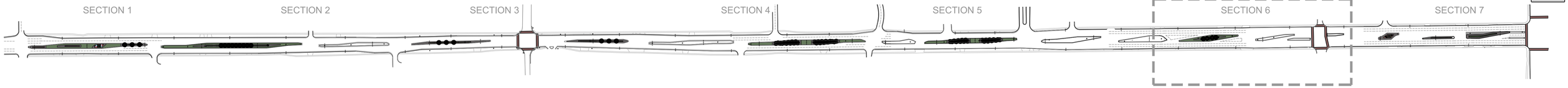
Port Washington Road, Mequon

Concept Design

2022-10-10

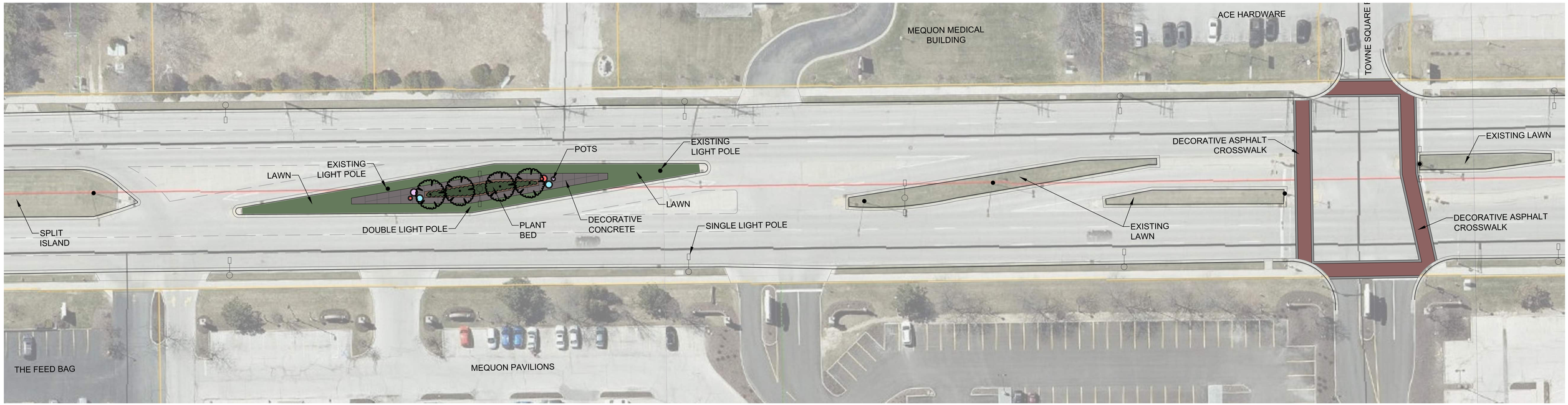
North

Attachment: Exhibit B: Previous Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 6

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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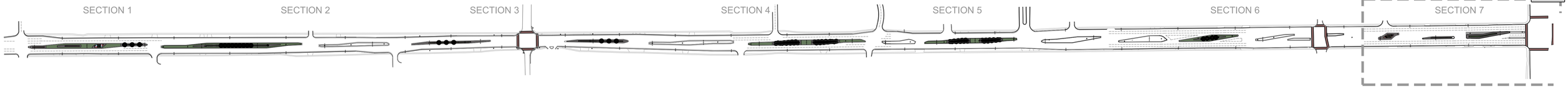
Port Washington Road, Mequon

Concept Design

2022-10-10

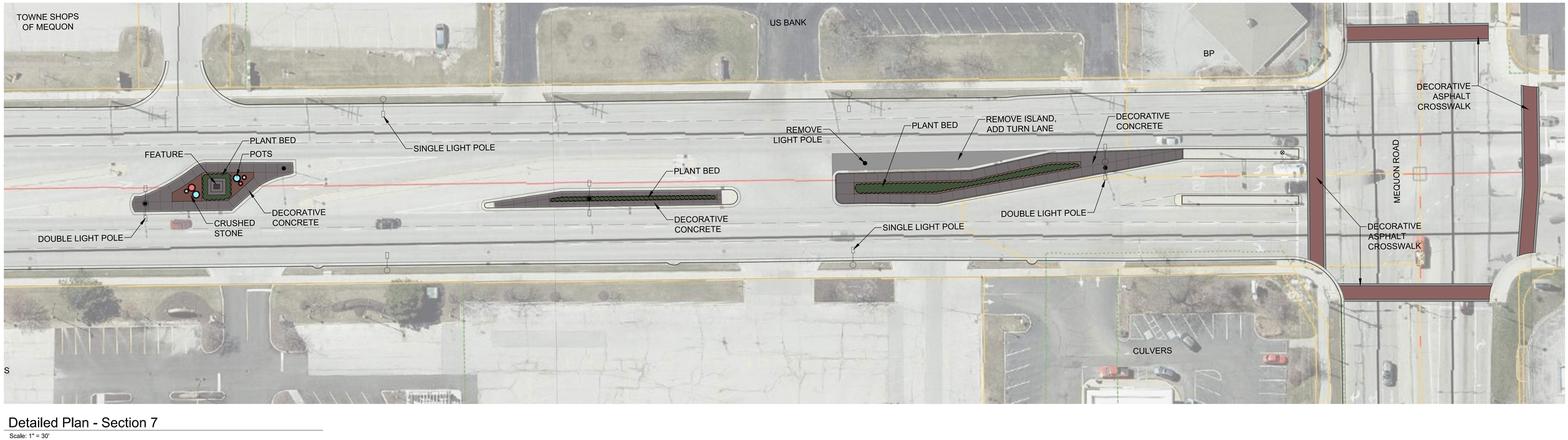
North

Attachment: Exhibit B: Previous Concept Plan (9208 : PW Rd Streetscape Plan)



Key Plan

Scale: NTS



Detailed Plan - Section 7

Scale: 1" = 30'



Rendering

Scale: NTS



Rendering

Scale: NTS



Rendering

Scale: NTS

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Port Washington Road, Mequon

Concept Design

2022-10-10

North

Attachment: Exhibit B: Previous Concept Plan (9208 : PW Rd Streetscape Plan)

City of Mequon

Port Washington Road Streetscape Improvements

Conceptual Phase - Probable Estimate of Construction (Based on Conceptual Site Plan Dated 05/07/2024)

May 7, 2023

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTALS	TOTALS
LEVEL ONE					
Existing Conditions					
Electrical Prep & Demo	1	ALLOW	$10,000.00	$10,000	
Misc. Site Repairs	1	ALLOW	$10,000.00	$10,000	
Site Survey	1	ALLOW	$18,000.00	$18,000	
					$38,000
Site Utilities					
Storm	0	ALLOW	$17,000.00	$0	
Sanitary	0	ALLOW	$30,000.00	$0	
Water	0	ALLOW	$36,000.00	$0	
Gas	0	ALLOW	$0.00	$0	
Electric	1	ALLOW	$30,000.00	$30,000	
					$30,000
Lighting					
25' Double Fixture Pole	28	EA	$5,000.00	$140,000	
20' Single Fixture Pole	52	EA	$4,000.00	$208,000	
					$348,000
Level One Total:					**$416,000**
LEVEL TWO					
Existing Conditions					
Site Prep & Demo	1	ALLOW	$10,000.00	$10,000	
Strip Topsoil (12" Avg.)	10,000	CY	$3.00	$30,000	
					$40,000
Decorative Paving					
Excavation / Grading	300	CY	$5.00	$1,500	
Gravel Base	400	TONS	$35.00	$14,000	
Concrete Pavement (4" Thick)	26,500	SF	$8.00	$212,000	
					$227,500
Exterior Improvements					
Landscaping (Trees & Shrubs)	1	ALLOW	$60,000.00	$60,000	
Lawn (Sod)	3,000	SY	$7.00	$21,000	
					$81,000
Level Two Total:					**$348,500**
LEVEL THREE					
Crosswalks - Stamped Asphalt					
Excavation / Grading	25	CY	$5.00	$125	
Gravel Base	30	TONS	$25.00	$750	
Asphalt Paving (3.5" Thick)	1,300	SF	$2.50	$3,250	
Asphalt Crosswalks	12,200	SF	$5.00	$61,000	
Level Three Total:					**$65,125**
LEVEL FOUR					
Median Pots with Annuals					
Moveable Pots	24	EA	$300.00	$7,200	
Crushed Stone (3" depth)	4,900	SF	$4.50	$22,050	
Level Four Total:					**$29,250**
LEVEL FIVE					
Sigage					
Entry / Gateway Features	3	EA	$7,000.00	$21,000	
Level Five Total:					**$21,000**

Subtotal		**$879,875**
6%	CD / CA	$52,792.50
10%	Contingency	$87,988
Construction Total		**$1,020,655**

Attachment: Exhibit C: Opinion of Cost (9208 : PW Rd Streetscape Plan)

SOLID STATE AREA LIGHTING
DSS SERIES-PLED

PROJECT NAME:

FIXTURE TYPE: POLE FIXTURE OPT2

FEATURES

Luminaire
Upper housing is heavy gauge cast aluminum (min. .125" wall; alloy >0.2% Cu for DSS30) or spun aluminum with reveal (.125" min. wall for DSS20). Lower housing is 0.080" thick spun aluminum with integrated LED module seat. Lower housing is vented at top and bottom for convective cooling of LED module. Top Driver chamber is barriered from LED Module chamber. Trulevel ball coupling mount is welded to housing and facilitates quick leveling and installation.

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Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50,60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field installation.)

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PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. TRA (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

Finish
Polyester powder coat incorporates four step iron phosphate process to pretreat metal surface for maximum adhesion. Top coat is baked at 400°F for maximum hardness and exterior durability.

Black



DSS30 Median

(Formerly DSS1) Patent pending



DSS20 Terrace

(Formerly DSS2) Patent pending

Attachment: Exhibit D: Lighting Cut Sheets (9208 : PW Rd Streetscape Plan)

TENON MOUNTED ARM

XWB

PROJECT NAME:

PROJECT TYPE: ARM OPT1

FEATURES

Arm

Heavy cast aluminum (A356 alloy, <0.2% copper) swept arm welded to an extruded aluminum hub with a domed pole cap. The mounting hub is designed for a 2 7/8" x 6" tenon and has 8 (4 x 2) recessed socket head leveling screws. All welds are blended to create a one-piece, unified appearance. Fixture mounting uses the pendant Trulevel mounting to allow for luminaire leveling in the field. A wiring harness is provided through the arm assembly terminating in the Trulevel hub with quick-connects. All hardware is stainless steel.

Finish

Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

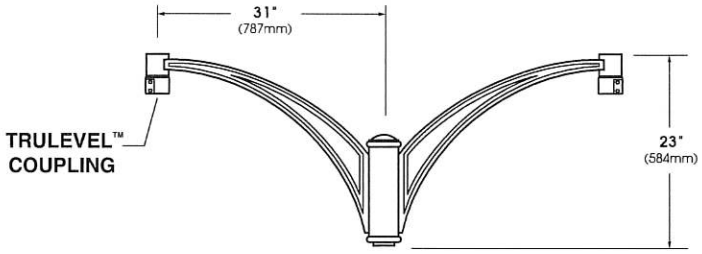
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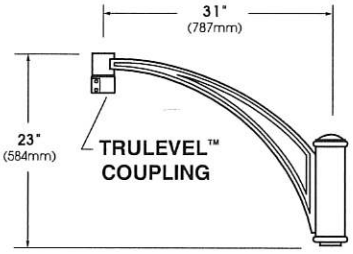
XWB*

SHOWN WITH OPTIONAL DOME CAP

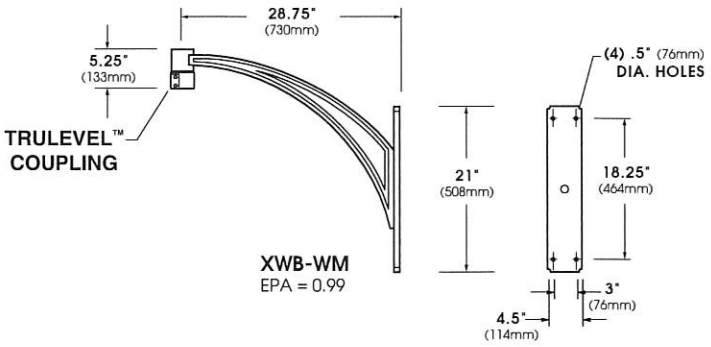
PATENT PENDING



XWB-2-180
EPA = 2.00
Median



XWB-1
EPA = 1.14
Terrace



XWB-WM
EPA = 0.99

SCALE: ½"=1'

U.S. Pole Co Inc. | 660 West Avenue O, Palmdale, CA 93551
Phone (661) 233-2000 Fax (661) 233-2001
www.usaltg.com

c UL us LISTED

MADE IN THE USA

2021301

U.S. ARCHITECTURAL LIGHTING

Attachment: Exhibit D: Lighting Cut Sheets (9208 : PW Rd Streetscape Plan)

EXHIBIT E: Annual Maintenance Costs

Section	Design Element	Maintenance Requirement	Budget Impact	Budget Alternative	Considerations
1,7	Decorative stone mulch	Bi-annual top-dress 1-inch	Contracted- 2 ton of material **$600 every two years** Contracted Service Maintenance Account 110474-683202	DPW does not have the specialized equipment required to perform this maintenance	
1,2,6,7	Features (4)	• Tuckpointing • Pressure washing • Life Cycle Replacement	20–30-year life cycle • **$1,000**/year to Right-of-Way capital account for replacement		DPW Staff: 8 hours/year for pressure washing
1,2,6,7	Decorative Pots (24)	• Annual plant material replacement • Watering - three times per week • Life Cycle Replacement	• Contracted: Potting mix replacement and plantings annually $600/pot x (24) = **$14,400/year** • Contracted: **$7,000** annually for watering and pot maintenance – 23 weeks/year x 3 visits per week Contracted Service Maintenance Account 110474-683202 • 15-year life cycle **$2,400/year** to the Right-of-Way capital account for replacement after 15 years	DPW Staff: • Potting mix replacement and plantings annually $400/pot x 24 pots= **$9,600/year** • Planting (24) pots- 2 hours/pot x 24 = 48 hours WORK SUPPLIES-Boulevard 110474-680340 • Plant material replacement: 4 hours x 2/year = 8 hours • Watering: 23 weeks/year x 3 visits per week x 23 weeks = 276 hours	Run dripline irrigation to all pots included in Port Road corridor, mitigating the need for yearly watering contract. Further operational funding needed for maintenance of irrigation system Existing staff levels do not support an additional 332 hours of maintenance; additional staff required.

Attachment: Exhibit E Annual Maintenance Costs (9208 : PW Rd Streetscape Plan)

All	Mowing and String Trimming - (18) Medians	24 mowing's annually	Contracted: **$17,000/year** Contracted Service Maintenance Account 110474-683202	DPW Staff: • 18 hours/week x 24 weeks = 432 hours • Additional mower- **$18,000** to the Equipment Replacement capital account	Mowing, treatment, string trimming, and garbage picking; comparable to Mequon Road treatment. Existing staff levels do not support an additional 432 hours of mowing; additional staff required.
		Garbage picking		DPW Staff: 2 hours/week x 30 weeks = 60 hours/year	Existing staff levels do not support an additional 60 hours of maintenance; additional staff required.
	Weed Control - (18) Medians	Broadleaf treatment once in fall	Contracted- **$2,500**/year Contracted Service Maintenance Account 110474-683202	DPW does not have the specialized equipment required to perform this maintenance	
		Bi-weekly-herbicide application as needed and manual removal	Contracted- $750 x 11 visits/ year= **$8,250**/year Contracted Service Maintenance Account 110474-683202	DPW does not have the specialized equipment required to perform this maintenance	

Attachment: Exhibit E Annual Maintenance Costs (9208 : PW Rd Streetscape Plan)

Trees (62) and Shrubs (362)	• Pruning • Watering (once a week, only until establishment) • Staking (upon planting) • Replacement- 3/year (trees) Replacement- 10/year (shrubs)	Contracted- **$3,000**/year pruning and replacement • Watering contract for one season, twice weekly (trees and shrubs) and three times weekly for (pots), May-September, Monday and Thursdays (for trees and shrubs)- 22 weeks = **$6,000-$7,000** Contracted Service Maintenance Account 110474-683202	DPW Staff: • Pruning – 16 hours annually • Tree replacement: 10 hours and 3x$300/tree or $900 annually to the Urban Forestry Capital Account • Shrub replacement: 3 hours and 10x$36/shrub = $360 annually to the Urban Forestry Capital Account • Watering: 2/week x 23 weeks x 5 hours = 230 hours	Existing staff levels do not support an additional 259 hours of maintenance; additional staff required.
Planting Beds with mulch (14)	Annual mulching 1” top-dress (spring)	Contracted- 15-20yds of mulch **$3,500-$4,000**	DPW Staff: • Mulch: 20 yds x $32/yard = $640 WORK SUPPLIES - Boulevard 110474-680340	
Streetlight	• Bulb/ballast replacement • Life Cycle Replacement	• $10/fixture/month in electrical charges; to account: 110359-686115 • $1,000/year to Right-of-Way capital account for replacement		City owned or We Energies owned? We Energies would be responsible for maintenance and repairs, if selection of a standard fixture was an option, similar to the Mequon Business Park.

Attachment: Exhibit E Annual Maintenance Costs (9208 : PW Rd Streetscape Plan)

11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262-236-2902
Fax: 262-242-9655

www.ci.mequon.wi.us **Office of Community Development**

TO: **Committee of the Whole**
FROM: **Kim Tollefson, Director of Community Development**
DATE: **April 9, 2024**
SUBJECT: **ORDINANCE 2024-1661 An Ordinance Amending Chapter 58 of the Mequon Municipal Code, in Connection with Clarifying Certain Definitions, Design Standards and Location Standards for Residential Development within the City's Town Center and Arrival Corridor Zoning Districts**

Background

As part of ongoing efforts to revitalize and encourage redevelopment of the Town Center neighborhood, staff recommends a text amendment that corrects specific development and design standards within the two applicable zoning districts: Town Center Zoning District and Arrival Corridor Zoning District.

In 2017, certain development and design standards were added to the Code to address the scale and massing of residential dwellings whether within a mixed-use development or mixed-use building, and dependent upon its location within each zoning district. Staff discovered that certain terminology used in 2017 did not directly align with uses, development types and structure types, as otherwise defined in the Zoning Code's Specific Development and Design Standards. Consistency is critical due to distinct design standards, as well as the required entitlement process associated with the variety of projects that could be applied for. This issue was, and continues to be, at the forefront of staff's analysis in the creation of these zoning districts, due to the mixed-use nature desired for the neighborhood.

In addition, the Planning Commission recommends an amendment related to the amount of commercial square footage that is required within residential structures that front Mequon Road within the Arrival Corridor (AC) zoning district.

Certain Development and Design Standards Analysis

The Planning Commission recommends text amendments related to the following ***terms*** for clarification of design standards under multiple development scenarios and locations, and for clarification of entitlement processes:

- Mixed-Use buildings
- Multiple-Family dwellings, up to 16 units
- Multiple-Family dwellings, greater than 16 units
- Planned Residential Development
- Single-Family dwellings

- Two-Family dwellings

The AC zoning district does not allow Planned Unit Developments (PUDs) in the Arrival Corridor to request more than a total of 16 dwelling units for the entire development. The Planning Commission recommends allowing an applicant's ability to legally request this through a PUD, ultimately reserving approval authority for such a project with the Common Council. The Planning Commission recognizes that the assemblage of parcels that are master planned results in a cohesive development, and does not necessarily result in greater density.

Staff notes that amendments to the terms are not otherwise substantive, apart from the above noted for PUDs in the Arrival Corridor Zoning District. The proposed text simply protects the City of its intent related to scale, density and location, ensures consistent administration of the Zoning Code and provides transparency to the private market about legal applications and entitlement processes.

Further, the Planning Commission also recommends a text amendment that removes the specific development standard that prohibits the placement of dwellings abutting Mequon Road in the Arrival Corridor Zoning District as follows:

> The placement of dwellings, ~~shall not be located on a lot that abuts Mequon Road.~~ if located on a lot zoned Town Center, that abuts Mequon Road, or Cedarburg Road south of Mequon Road, shall be within a mixed-use building as defined in section 58-301(j)(3), general district regulation.

The amendment preserves the specific development standard in the Town Center Zoning District, which requires a minimum of 75 percent of the ground floor for commercial use.

The Planning Commission acknowledges that the majority of Mequon Road is zoned and developed as residential, that there is public benefit and private market synergy to the preservation and concentration of commercial uses within the Town Center Zoning District area and that there are readily leasable commercial tenant spaces located within existing structures of the Town Center. Moreover, if the market demands additional services and commercial activity, the Arrival Corridor does not prohibit commercial uses. The Planning Commission also approved additional specific development and design standards related to the front yards of any dwelling that abuts Mequon Road, to ensure high quality front yards adjacent to the public streetscape of Mequon Road.

Fiscal Impact

The text amendment is fiscally neutral.

Recommendation

The Planning Commission recommended approval of the proposed text amendments on both March 18 and April 29, 2024, each by a vote of 7-0. A recommendation is forthcoming from the Committee of the Whole on May 14, 2024.

Attachments:
Process Standards Chart Exhibit (XLSX)
58-301 and 58-302 TRACK CHANGES (DOCX)
58-303 SSDS TRACK CHANGES (DOCX)
TCAC Map Parcels Requiring Commercial Use Component (PDF)

COMMON COUNCIL
OF THE
CITY OF MEQUON

ORDINANCE 2024-1661

An Ordinance Amending Chapter 58 of the Mequon Municipal Code, in Connection with Clarifying Certain Definitions, Design Standards and Location Standards for Residential Development within the City's Town Center and Arrival Corridor Zoning Districts

RECITALS

A. Pursuant to the authority granted to it under Section 62.23(7) of the Wisconsin Statues, the City of Mequon previously adopted a comprehensive Zoning Code for the City which includes Sections 58-301, 58-302 and 58-303 of the Municipal Code related to residential development in the Town Center neighborhood.

B. The Planning Commission, by a majority vote, adopted a recommendation to approve a text amendment changing some definitions, design standards and locational standards for residential development on March 18, 2024, and April 29, 2024.

C. The Common Council Committee of the Whole, by a majority vote, adopted a recommendation to approve a text amendment changing some definitions, design standards and locational standards for residential development on May 14, 2024.

D. Following a public hearing on the proposed changes, and based upon all available information before it, the Common Council desires to amend the regulations for residential properties in the form attached hereto.

E. The zoning regulations, including the regulation of design and location, furthers the health, safety, and welfare of the community.

BASED UPON THE FOREGOING RECITALS, the Common Council of the City of Mequon, Wisconsin, do ordain as follows:

SECTION I

Sections 58-301, 58-302 and 58-303 related to residential development in the Town Center and Arrival Corridor Zoning Districts within the Mequon Municipal Code are amended to read as attached in Exhibit A.

SECTION II

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

SECTION III

All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.

SECTION IV

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

_____
Approved by: Andrew Nerbun, Mayor

Date Approved: May 14, 2024

I certify that the foregoing Ordinance was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on May 14, 2024.

_____
Caroline Fochs, City Clerk

Published: _____

Town Center / Arrival Corridor Process and Standards Chart

		Town Center	Development Lot Size	Mixed Use Required	Other Rqmnts	Process
Residential Use						
Home Occupations		X	1/2 acre			P
Artist's Live/Work Units		X	1/2 acre			P
Multiple-Family Dwellings 8 units or less		X	1/2 acre	Yes 30% must be commercial	structure must contain 2-16 units + design	P
Multiple-Family Dwellings 9 to units 16 units		X	1/2 acre	Yes 30% must be commercial	structure must contain 2-16 units + design	CUG
Bed and Breakfast		X	1/2 acre			CUG
Planned Residential Development:		X	1 acre			PUD
	SF	X	per CC approval		design	
	Two Family	X	per CC approval		design	
	MF Dwelling: 3-16	X	1 acre since no individual lot			
	MF Dwelling:17+	X	1 acre since no individual lot	Yes 30% must be commercial	Must be within a mixed-use structure	

		Arrival Corridor	Development Lot Size	Mixed Use Required	Other Rqmnts	Process
Residential Use						
Home Occupations		X	1 acre			P
Artist's Live/Work Units		X	1 acre			P
Multiple-Family Dwellings 8 units or less		X	1 acre		structure must contain 2-8 units + design	P
Multiple-Family Dwellings 9 to units 16 units		X	1 acre		structure must contain 2-16 units + design	PUD
Bed and Breakfast		X	1 acre			CUG
Planned Residential Development:		X	1 acre			PUD
	SF	X	per CC approval		design	
	Two Family	X	per CC approval		design	
	MF Dwelling: 3-16	X	1 acre since no individual lot			
	MF Dwelling:17+	NA				

Dwellings = structure

Development = whole site

Attachment: Process Standards Chart Exhibit [Revision 1] (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

EXHIBIT A

TRACK CHANGES

Town Center

58-301(j)(3) General district regulations.

(3) *Mixed-use building.* Secured access is required for the residential uses when part of a mixed-use building. A minimum of 75 percent of the ground floor of a mixed-use building shall be commercial uses. A mixed-use building is not subject to section 58-303, Specific Development Standards, Multiple-family dwellings, up to 16 units, for the following design standards: b., e., f., g.

Arrival Corridor

58-302(h)(3) Lot dimension requirements.

(3) *Maximum number of dwelling units.* The maximum number of dwelling units allowed per development is 16 units, except as approved ~~and may not be varied~~ through a PUD.

58-302(j)(3) General district regulations.

(3) *Mixed-use building.* Secured access is required for the residential uses when part of a mixed-use building. A minimum of 75 percent of the ground floor of a mixed-use building shall be commercial uses. A mixed-use building is not subject to section 58-303, Specific Development Standards, Multiple-family dwellings, up to 16 units, for the following design standards: b., e., f., g.

Attachment: 58-301 and 58-302 TRACK CHANGES (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

TRACK CHANGES

Sec. 58-303. - Specific development and design standards.

(a) *Purpose.* Specific development and design standards are established to provide supplemental regulations to address unique characteristics of certain land uses.

(b) *Standards.* The uses listed below are subject to the following specific development standards, in addition to all other applicable regulations:

Mixed-use development. A mixed-use development contains residential and non-residential uses authorized in Table 58-301-1 and Table 58-302-1 within a building, or set of buildings on a development site. A mixed-use development shall contain a minimum 30 percent of the development's total square footage as non-residential use(s) and shall contain landscaped and outdoor public spaces for the use of consumers and residents.

Multiple family dwellings, up to 16 units. A development that includes multiple-family dwellings containing more than two units, and up to 16 units, with or without non-residential uses, located in the Town Center or Arrival Corridor district shall comply with the following:

a. The height shall not exceed two and one-half stories.

b. Distinct second story dwelling units shall be prohibited.

c. The placement of dwellings, ~~shall not be located on a lot that abuts Mequon Road.~~ if located on a lot zoned Town Center, that abuts Mequon Road, or Cedarburg Road south of Mequon Road, such dwelling shall be within a mixed-use building as defined in section 58-301(j)(3), general district regulation.

d. The placement of dwellings shall reinforce the street, maximize natural surveillance and visibility and facilitate pedestrian access and circulation.

e. The front façade of the structure shall include one principal entrance and a porch, with a minimum depth of six feet, for each dwelling and shall be placed directly towards the adjacent primary public or private street or front yard as determined by the Department of Community Development.

f. A pedestrian access from the adjacent primary public or private street or front yard to the principal entrance of each dwelling shall be provided and maintained.

g. A landscaped front yard is required for each unit adjacent to the primary adjacent public or private street and shall create and distinguish separate levels of space as follows: a) private yard with installation of a minimum of one tree and partial screening elements for the required principal entrance and porch, b) a semi-private yard that is privately owned but that is not

Attachment: 58-303 SSDS TRACK CHANGES (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

screened and includes transitional elements blending the public streetscape and the private yard and provides visual cues of entering the private yard. ~~for each unit adjacent to the primary adjacent public or private street or front yard shall provide and maintain a minimum of one tree .~~

h. Parking between the dwelling and the street shall be prohibited.

i. Vehicular access shall only be from the rear or interior side and shall include below-grade parking and, or an attached garage with a private driveway that can accommodate a minimum of one vehicle.

j. All facades shall create orderly variation, including projections such as balconies, covered patios and bay windows.

Multiple-family dwellings greater than 16 units. Multiple-family dwellings greater than 16 units, with or without non-residential uses, are prohibited in the Arrival Corridor district. Multiple-family dwellings greater than 16 units, may be located in the Town Center district if part of a mixed-use development as defined in section 58-303 Specific development and design standards; however, if located on a lot that abuts Mequon Road, or Cedarburg Road south of Mequon Road, such dwelling shall be within a mixed-use building as defined in section 58-301(j)(3), general district regulation.

Nightclubs. A nightclub is an establishment engaged in the sale of alcoholic beverages for consumption on the premises, including taverns, bars, cocktail lounges and similar uses or a sit-down restaurant which provides more than 50 percent of its service to the sale of alcoholic beverages.

Ornamental metals. Ornamental metals shall be allowed only as accent materials such as grills, railing, panels and gutters.

Painted metal roof. Metal roof shall include copper coated, terne metal or painted metal to resemble weathered copper.

Parking facilities. The design of a parking facility shall not dominate the street frontage or building facade which faces a public street or significant public space. All vehicles shall be screened from view and at least 60 percent of the first floor facade shall by occupied with active uses and shall be designed with architectural detail and windows to create visual interest.

Pet supply stores, pet grooming facilities and pet daycares. The specific requirements are set forth in division 11.

Planned residential development. A development containing any of the following residential dwellings, combination thereof, with or without non-residential uses, may be allowed through application of section 58-331, Planned Unit Development Overlay and subject to each as defined by section 58-303, Specific Development and Design Standards:

Attachment: 58-303 SSDS TRACK CHANGES (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

a. *Single-family dwellings.* ~~Single-family dwellings, of any number, located in the Town Center or Arrival Corridor districts shall comply with the following:~~

~~1. The minimum lot area shall be established by the Council through an approved PUD.~~

~~2. The required street frontage shall be a minimum of 36 feet and a maximum of 80 feet.~~

~~3. The front yard setback shall be a minimum of ten feet and a maximum of 25 feet from the abutting street.~~

~~4. The side and rear yards shall be a minimum of five feet and shall be increased by two for every additional story above the ground floor and increased by one foot for a half-story.~~

~~5. The height shall not exceed two and one-half stories and shall be architecturally designed with a gable or hip roof form.~~

~~6. The placement of dwellings shall not be located on a lot that abuts Mequon Road.~~

~~7. The placement of dwellings shall reinforce the street, maximize natural surveillance and visibility and facilitate pedestrian access and circulation.~~

~~8. The front façade of dwellings shall include one principal entrance and a porch, with a minimum depth of six feet, and shall be placed directly towards the adjacent primary public or private street.~~

~~9. A pedestrian access from the adjacent primary public or private street to the principal entrance of the dwelling shall be provided and maintained.~~

~~10. A landscaped front yard for each unit adjacent to the primary adjacent public or private street shall provide and maintain a minimum of one tree.~~

~~11. Parking between the dwelling and the street shall be prohibited.~~

~~12. Vehicular access shall only be from the rear and shall include an attached garage and a private driveway that can accommodate a minimum of one vehicle~~.

b. *Two-family dwellings.* ~~Two-family dwelling, of any number, located in the Town Center or Arrival Corridor districts shall comply with the specific development and design standards listed above for single-family dwellings.~~

~~c. *Elderly housing.* Elderly housing, of any number of dwellings, located in the Town Center or Arrival Corridor districts shall comply with the same specific development and design standards as defined in 58-303, Multiple family dwellings.~~

c~~d~~. *Multiple-family dwellings, up to 16 units.*

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Attachment: 58-303 SSDS TRACK CHANGES (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

d. *Multiple-family dwellings greater than 16 units.* Multiple-family dwellings greater than 16 units are prohibited in the Arrival Corridor district through a PUD.~~Multiple-family dwellings greater than 16 units, with or without non-residential uses, are prohibited in the Arrival Corridor district. Multiple-family dwellings greater than 16 units, may be located in the Town Center district if part of a mixed-use development as defined in section 58-303 Specific development and design standards; however, if located on a lot that abuts Mequon Road, or Cedarburg Road south of Mequon Road, such dwelling shall be within a mixed-use building as defined in section 58-301(j)(3), general district regulation.~~

Pre-cast stone. Pre-cast stone shall be allowed in a finish approved by the planning commission.

Rubber as a roof material. Rubber is permitted where not visible from ground level.

a. *Single-family dwellings.* Single-family dwellings, of any number, located in the Town Center or Arrival Corridor districts shall comply with the following:

1. The minimum lot area shall be established by the Council through an approved PUD.

2. The required street frontage shall be a minimum of 36 feet and a maximum of 80 feet.

3. The front yard setback shall be a minimum of ten feet and a maximum of 25 feet from the abutting street.

4. The side and rear yards shall be a minimum of five feet and shall be increased by two for every additional story above the ground floor and increased by one foot for a half-story.

5. The height shall not exceed two and one-half stories and shall be architecturally designed with a gable or hip roof form.

6. The placement of dwellings shall not be located on a lot that abuts Mequon Road.

7. The placement of dwellings shall reinforce the street, maximize natural surveillance and visibility and facilitate pedestrian access and circulation.

8. The front façade of dwellings shall include one principal entrance and a porch, with a minimum depth of six feet, and shall be placed directly towards the adjacent primary public or private street.

9. A pedestrian access from the adjacent primary public or private street to the principal entrance of the dwelling shall be provided and maintained.

10. A landscaped front yard for each unit adjacent to the primary adjacent public or private street shall provide and maintain a minimum of one tree.

11. Parking between the dwelling and the street shall be prohibited.

Attachment: 58-303 SSDS TRACK CHANGES (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

12. Vehicular access shall only be from the rear and shall include an attached garage and a private driveway that can accommodate a minimum of one vehicle.

Sit-down restaurants. A sit-down restaurant is engaged in the preparation and retail sale of food and beverages, which is characterized by table service to the customer and is not a delicatessen, fast food or coffee shop. Drive-thru services shall be prohibited.

Town center brewery. A town center brewery is an establishment that produces less than 10,000 barrels of beer on site per year.

Two-family dwellings. Two-family dwelling, of any number, located in the Town Center or Arrival Corridor districts shall comply with the specific development and design standards listed above for *single-family dwellings*.

Window signs. The size of the sign shall not account for more than 20 percent of the window size.

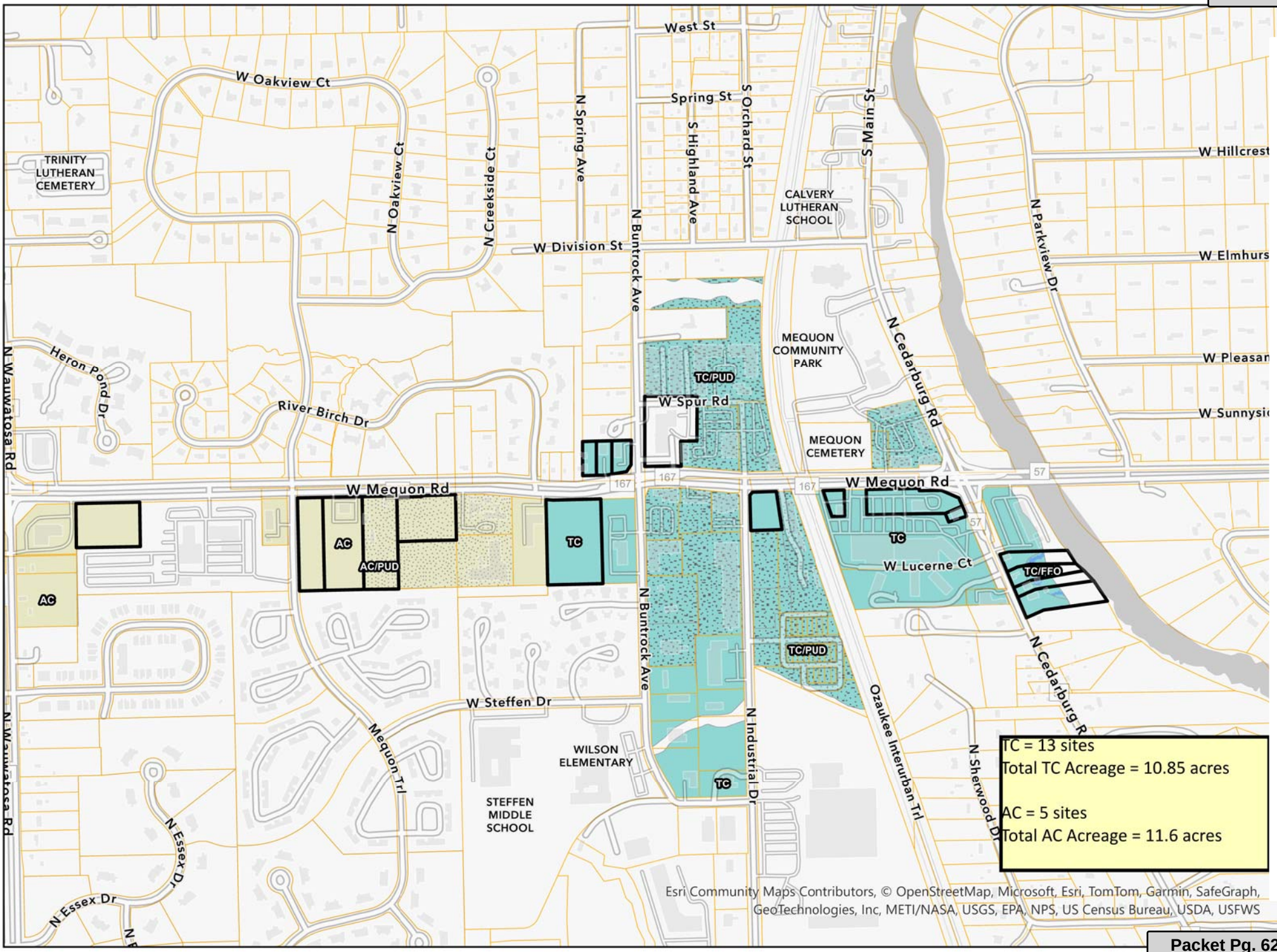
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Attachment: 58-303 SSDS TRACK CHANGES (ORDINANCE 2024-1661 : TC / AC Text Amendments PUD)

TOWN CENTER / ARRIVAL CORRIDOR PARCELS REQUIRING COMMERCIAL USE COMPONENT



Attachment: TCAC Map Parcels Requiring Commercial Use Component (ORDINANCE 2024-1661 : TC / AC

COMMITTEE OF THE WHOLE PLANNING CALENDAR - 2024

ITEM	PRINCIPAL	TIME
January 9		
Community Development Operational Analysis	Tollefson	30
February 13		
South Central Zoning Options	Tollefson	45
March 12		
Updated FEMA Floodplain Maps & DNR Model Floodplain Ordinance	Zader	60
April 9		
2022 Compensation Analysis Implementation	Schoenemann	40
Updated FEMA Floodplain Maps & DNR Model Floodplain Ordinance	Zader	20
May 14		
Port Washington Road Streetscape Design Update	Tollefson	30
Port Washington Road Real Estate Market Analysis Update	Tollefson	30
June 11		
Brush Site Project Overview	Lundeen	30
Updated FEMA Floodplain Maps & DNR Model Floodplain Ordinance	Zader	15
July 9		
SOFD Update	Bialk	30
Electronic Poll Books Implementation	Fochs	15

Attachment: COTW PLANNING CALENDAR (9377 : COTW Calendar)

COMMITTEE OF THE WHOLE PLANNING CALENDAR - 2024

ITEM	PRINCIPAL	TIME
August 13		
Lakeshore Bluff Construction	Tollefson	45
Financial Policies Update & Fund Balance Discussion	Keyser	15
September 10		
Land Management System Update	Project Team	45
October 8		
Right-of-Way Asset Management Study Update	Lundeen	60
November 12		
Parks Master Plan Update	Gies	45
December 10		
Facilities Study Update	Lundeen	60
Future/Other Policy Items for Discussion/Consideration/Analysis		
Employee Handbook; Community Survey; Fleet Study Update, 5-Year CIP; SW Industrial, Etc.		

Attachment: COTW PLANNING CALENDAR (9377 : COTW Calendar)