Plan Commission Meeting Agenda

June 1, 2026 - 6:00 PM
Council Chambers
3805 S. Casper Drive

Published: 5/22/2026

AGENDA

1. **PUBLIC HEARING(S)**
   - **A.** CP-2600596 & RZ-2600597 Patrick Theodossiou with SunCap Property Group on behalf of Rockwell Automation, Inc. - 15393 W. Grange Avenue (Tax Key #: 1290.998), Tax Key #: 1290.998.002, Tax Key #: 1290.998.003, 15301 W. Grange Avenue (Tax Key #: 1290.998.001), 14811 W. Grange Avenue (Tax Key #: 1290.999), 14655 W. Grange Avenue (Tax Key #: 1289.995), Tax Key #: 1291.997, Tax Key #: 1291.986.001, Tax Key #: 1291.994, 15920 W College Avenue (Tax Key #: 1288.997), 5900 S Moorland Road (Tax Key #: 1288.999) - Amend the Future Land Use Map within the City's Comprehensive Plan (Chapter 17 - Neighborhood "G" Sections 26 and 35 – South Moorland Road Corridor, Chapter 18 – Neighborhood "H" Westridge & Moorland Road, and Chapter 10 - Land Use) from Business Park/Industrial & Urban Residential to Business Park/Industrial, 2030 Comprehensive Plan Updates, AND rezone from A-1, A-2, R-4, M-1, P-1, C-1 & C-2 to A-1, M-3/PUD, P-1, C-1, & C-2 (JOINT PUBLIC HEARING 6:00PM)
2. **PRIVILEGE OF THE FLOOR**
   Each speaker will be limited to three (3) minutes. The Privilege of the Floor session shall not exceed a total of thirty (30) minutes.
3. **CALL TO ORDER, PLEDGE OF ALLEGIANCE**
4. **ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE**
5. **APPROVAL OF MINUTES**
   - **A.** May 4, 2026 Meeting Minutes
6. **PLAN COMMISSION SECRETARY'S REPORT**
7. **CONTINUED BUSINESS**
8. **NEW BUSINESS**
   - **A.** (2) NJ UA-2600692 Matthew Schabel - 14545 W. Maylore Ct. - 8' fence within an easement.
   - **B.** (1) KW UA-2600705 Chris Madigan with Driven Brands - 15201 W. Greenfield Ave - Use, Site and Architecture approval for a 1,835 square foot building for Take 5 Automotive Oil Change.
9. **PENDING**
10. **COMMUNICATIONS**
11. **ADJOURN**

Additional Information

- The agenda packet, including supplemental information related to agenda items, is available online at www.NewBerlinWI.gov. Once finalized by the governing body, approved meeting minutes will also be posted online.
- Agenda items may be taken out of order at the governing body's discretion.
- Members, and possibly a quorum, of other municipal governmental bodies may attend this meeting to gather information. However, no action will be taken by any governmental body other than the one referenced in this notice.
- Accommodations will be provided under the Americans with Disabilities Act (ADA) to meet the needs of individuals with disabilities. If you require assistance or appropriate aids and services, please contact the Office of the City Clerk at (262) 786-8610 with reasonable notice.

STAFF REPORT
EXECUTIVE SUMMARY

APPLICANT/PROJECT:	**Patrick Theodossiou with SunCap Property Group on behalf of Rockwell Automation, Inc. / 2030 Comprehensive Plan Amendments**
LOCATION:	**14811 W. Grange Avenue (Tax Key #: 1290.999)** **14655 W. Grange Avenue (Tax Key #: 1289.995)**
CURRENT FUTURE LAND USE:	**Business Park/Industrial & Urban Residential**
PROPOSED FUTURE LAND USE:	**Business Park/Industrial**
CURRENT ZONING:	**A-1 (Agricultural District), A-2 (Agricultural and Rural Holding District) & C-1 (Upland Resource Conservancy District)**
REQUEST:	**A request to amend the Future Land Use Map within the City's Comprehensive Plan (Chapter 17 - Neighborhood "G" Sections 26 and 35 – South Moorland Road Corridor, Chapter 18 – Neighborhood "H" Westridge & Moorland Road, and Chapter 10 - Land Use) from Business Park/Industrial & Urban Residential to Business Park/Industrial for the parcels located at:** • **14811 W. Grange Avenue (Tax Key #: 1290.999)** • **14655 W. Grange Avenue (Tax Key #: 1289.995)** **In addition, Plan Commission discussion of the following 2030 Comprehensive Plan chapters as part of a general update to the plan:** • **Chapter 10 – Land Use** • **Chapter 17 - Neighborhood "G"** • **Chapter 18 – Neighborhood "H"**
D.R.C. RECOMMENDATION:	**Public hearing, no action.**

Background:

1. **The applicant has simultaneously applied for a Rezoning / PUD (see file #: RZ-2600597) and 1-Lot Certified Survey Map (see file #: LD-2600598). Action for these applications is anticipated for the July 15, 2026 Plan Commission meeting.**
    a. **Amending the Future Land Use Map within the City's Comprehensive Plan for these two parcels will allow for a more flexible campus design, a unified development that protects the environmental resources in the area that is less intrusive to the surrounding neighborhoods and promote economic development in the area.**

b. **Based on their summary, a Planned Unit Development (PUD) Ordinance to allow for flexibility from certain Zoning Code requirements would be needed. This request is consistent with the proposed rezoning / PUD request of the property to M-3 PUD (Rockwell Planned Unit Development).**

2. **The proposed facility will be operated by Rockwell Automation, Inc. A Planned Unit Development Overlay has been prepared to accommodate an advanced manufacturing campus which may include manufacturing and assembly operations, warehousing and distribution functions, office, administrative and operational support uses.**

   a. **Phase I (South Building): ~810,000 sq. ft. (including ~ 770,000 sq. ft of manufacturing and ~ 40,000 sq. ft. of office). Possible future expansion of Phase I may include an additional ~200,000 sq. ft.**

   b. **Phase II (North Building, along Grange Avenue) may be developed as light industrial at a future date. Traffic Study estimated a possible 425,000 sq. ft. building. Final plans may increase to 830,000 sq. ft. as part of the Use Approval application request. Note, this section will be updated after the city receives that submittal.**

3. **Mary Claire Lanser with Lanser Public Affairs LLC provided door-to-door community outreach for this development. See attached report in the staff report for file #: RZ-2600597.**

4. **The applicant held a neighborhood meeting on Wednesday, May 13, 2026. Approximately 882 notices were mailed out and about 77 people attended. See attached handout in the staff report for file #: RZ-2600597.**

5. **Additional information will be provided when the Use, Site and Architecture submittal is received. General Comments:**

   c. **Waukesha County will be the approving authority on the roadway improvements and access permitting along CTH O (Moorland Road).**

   d. **A TIA dated January 28, 2026 has been submitted. Locations of recommended improvements for the initial build-out include:**

      (1) **Intersection of Moorland Road and Woods Edge Road**

      (2) **Intersection of Grange Avenue and proposed driveway to the development site**

      (3) **Intersection of Moorland Road and College Avenue**

      (4) **Intersection of Moorland Road and Grange Avenue**

   e. **A Development Agreement will be required for the proposed improvements. See the Development Handbook for public infrastructure requirements.**

      (1) **A public road is being proposed from Moorland Road, aligning with Woods Edge Road to the west.**

      (2) **On-road and off-road facilities for bicycles and pedestrians are required, which includes a sidepath within the proposed right-of-way off Moorland Road.**

6. **The impetus for the 2030 Comprehensive Plan update (Chapter 10 - Land Use, Chapter 17 - Neighborhood "G" & Chapter 18 - Neighborhood "H"). Minor editing and overall format update for the 2030 Comprehensive Plan layout.**

Rationale:

CONFORMANCE WITH COMPREHENSIVE PLAN AND MUNICIPAL CODE: Yes, this submittal meets the intent of this Chapter. The Future Land Use Map amendment from "Urban Residential" to "Business Park / Industrial" for the norther portion of this development is consistent with the City's desire for a unified campus development. This will allow the developer to preserve large areas of environmental corridor and trees, which will provide natural buffers to the residential areas and make the business park development less intrusive to the adjoining neighborhoods. This will provide for high-quality economic development not only for the City, but the region.

1. Chapter 10: Land Use:

Future Land Use Category: Business Park/Industrial

- *Business Park / Industrial encompass a mixture of office, industrial, retail, commercial and service uses in a development with substantial landscaping and open space to create an attractive image. New industrial and office growth is encouraged to occur in these large developments so traffic impacts on surrounding uses can be minimized & managed and infrastructure can be provided.*
- *The Business Park / Industrial land use is placed in areas where there will be a minimal impact on residential uses and the natural environment. In addition, Business Parks parcels are generally located near major transportation corridors that can accommodate the truck and automobile traffic generated by such developments.*

  The corresponding zoning districts are M-3/PUD (Section 34-35 Business Park Development District PUD) and C-1 (Upland Resource Conservancy District), see file #: RZ-2600597. The map will be updated with this request.

2. Chapter 17: Neighborhood G: Sections 26 & 35 South Moorland Road Corridor (Note: there is crossover to Chapter 18: Neighborhood H: Westridge & Moorland Road):

Planning Context / Vision / Development Policies:

Vision:

- *Neighborhood "G" is considered to be a sizeable land area in New Berlin that can accommodate the amount of development desired to offset the City's tax base and accommodate new businesses and residents. Planning for a specific scale of development in Neighborhood "G" may relieve development pressure City-wide, as the western half of New Berlin remains the area in which residents and businesses wish to maintain higher open space percentages.*
- *In order to guide the City on policy decisions and better understand the impact on the School District, traffic patterns, storm water and environmental features conceptual plans were prepared for Section 35.*

  The Rockwell submittal matches the concept plans prepared for this area, except for the proposed modification to the Future Land Use Map from Urban Residential to Business Park/Industrial located at 14811 & 14655 W. Grange Avenue.
- *Even though Neighborhood G is unique, it cannot be independently planned separately from Neighborhood H. The two neighborhoods are integrated and will share land uses, new roadway and trail connections and should be considered as one cohesive area.*
- *The vision for the Section 35 includes the following elements that have been incorporated into the development of the plan:*
  - *A business community that focuses on sustainable site and building design.*
  - *Emphasis on preservation of significant environmental features such as: wetlands, woodlands, tree rows, floodplain and environmental corridors.*

- *Focus on green infrastructure and creative storm water management elements.*

  As part of the Use, Site and Architecture application, the applicant will submit a storm water management plan.

- *A system of meaningful pedestrian connections to create a walkable and connected community.*

  The City will work with the applicant as to the placement of these on-road and off-road facilities for bicycles and pedestrians, which includes a sidepath within the proposed right-of-way off Moorland Road.

- *Focus on sound planning and architecture practices.*

  Figure VIII – 10 in Section 275-59C(1)(d)[6] of the Zoning Code states the following are permitted materials for building walls in the M-3 District:

  - *Brick, exposed (no brick painting or CMU allowed).*
  - *Native stone, natural stone, thin stone veneer and cast stone.*
  - *Glass storefront or curtainwall systems.*
  - *Precast masonry, rough faced.*
  - *Manufactured cementitious siding, fiber cement board.*
  - *Architectural metal, as recommended by the Architecture Review Committee (ARC).*

- *Layout that includes a mix of retail, commercial, office and light manufacturing within the Business Park/Industrial area.*

- *Allow for flexible site design for both residential and non-residential development by creating Zoning Code standards that promote creativity and sustainability.*

  Zoning Code Section 275-33B(7) states, "*the M-3 Section 34-35 Business Park Development District is intended for light manufacturing, office and business uses of a moderate scale and intensity. The M-3 Section 34-35 Business Park Development District is also intended to provide a broader mix of allowable uses including retail establishments within Sections 34 and 35 of the City to support both the business and residential development. The district is further intended to promote open space, intense vertical landscape, planting screens, buffer yards and preservation of existing environmental features (trees, wetlands, floodplain, rock outcroppings, steep slopes and viewsheds). Areas identified in § 275-13.1H (4) are the areas intended to be rezoned M-3.*"

  Zoning Code Section 275-35D(8) states that, "*Under the M -3 District, there are no required setbacks, but all applicable building and fire codes, landscaping, screening and buffer yards shall be met*."

  See the view shed and transect images below under the Development Polices section.

- *Require significant buffers between contrasting uses and main thoroughfares.*

  See above.

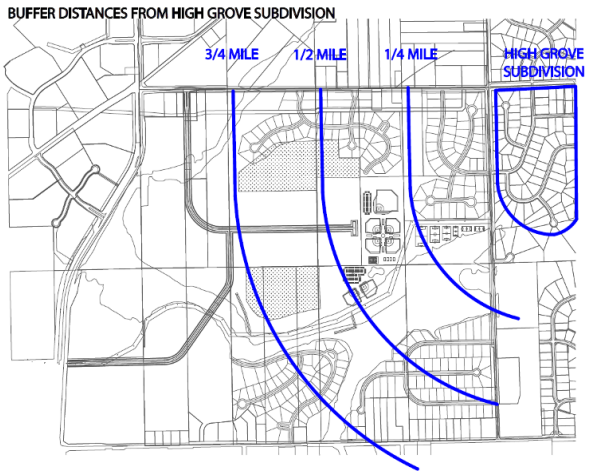
- *Provide a regional park complex.*

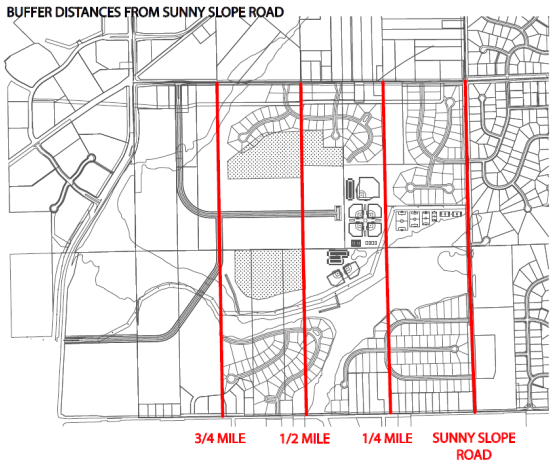
  Applicant understands the park complex is located east of this parcel.

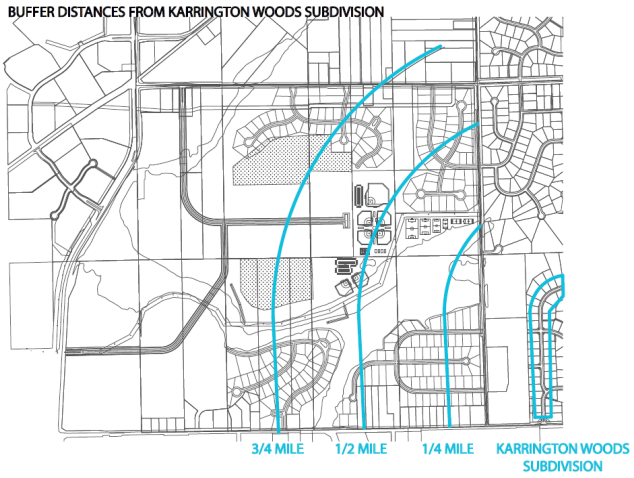
- *Westridge/Towne Corporate Business Park should be expanded as a major economic center for the City. The Business Park should continue to set an example of high standards in architecture, site planning, and sustainable practices. Primary uses should promote light manufacturing and office*

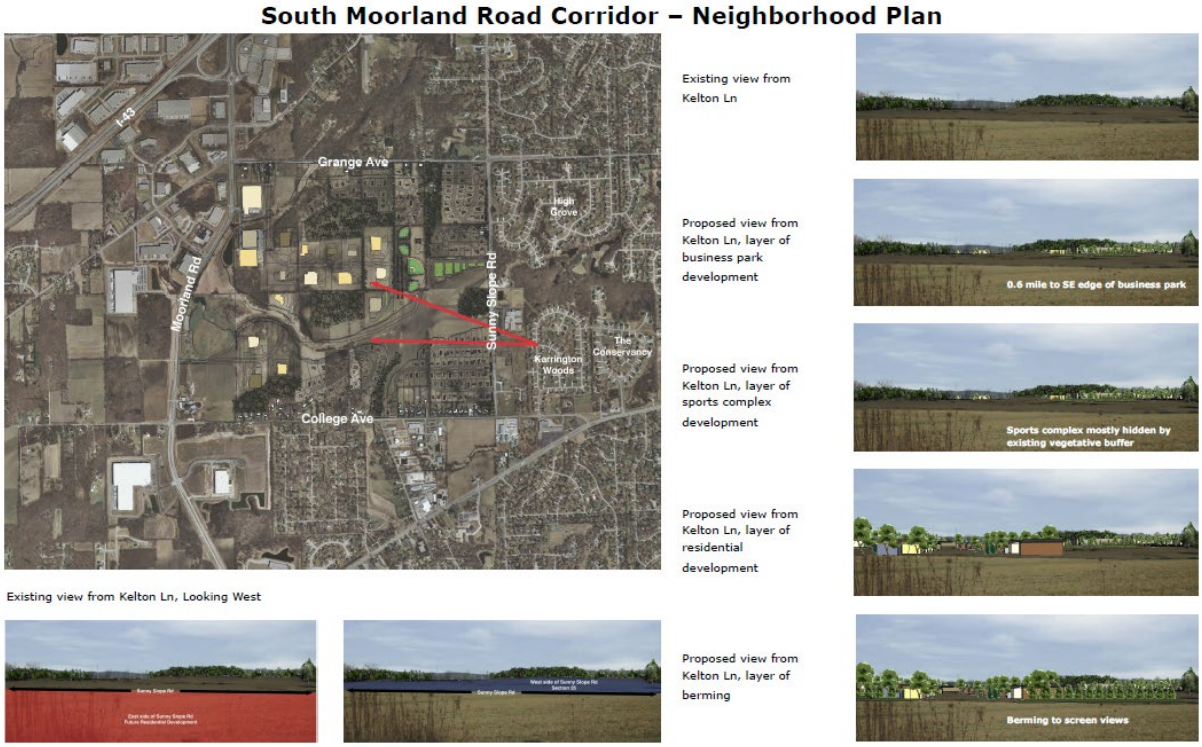
complexes. Hotels, clinics, entertainment (i.e. restaurants, shopping center, and cinemas), and retail should serve as supporting uses.

View Shed Transects









Development Policies:

- *Allow additional business office uses east of Moorland Road to respond to the growing interest in New Berlin. Additionally, allowing more office uses should help to offset tax increases and reduce development impacts on the school district. Business park/industrial, office, commercial and/or retail uses should be separated from residential areas with open space, vegetative buffers, new landscaping, and existing environmental features including wetlands, woodlands, existing tree rows, floodplain and environmental corridors.*
- *Now that the interceptor has been installed to service this area with sewer and water, continue to pursue the extension of local sewer and water mains to accommodate new development in the Section 35 area.*

  Applicant has provided concept civil plans that are under review by the City.

- *Encourage the continuation of agricultural uses as long as the property owners so desire. As agricultural lands transition to residential developments, the subdivision design could incorporate farming and agriculture uses as viable open space options.*

  Adjacent parcels will continue to be farmed.

- *As development occurs, require off-road paths and trail connections, where appropriate to connect to the City's Utility easement / public trail and on-road bike paths for both residential and non-residential development to create an interconnected trail system for much of the Section 34/35 area. All path and trail connections shall be constructed at the time of development and public trail easements shall be provided to the City.*

  This trail is accounted for along the City's utility easement. The trail will transition to public use as parcels develop. Where the trail is along the extension of Woods Edge Road a sidepath will be incorporated. Where the trail is not along the public road right-of-way, the utility easement will be updated to reflect that the section is now public if located on Rockwell's property.

Paved trails shall be required to connect this lot to the public trail and/or park. The City will work with the applicant as to the placement of these off-road trails.

- *Include on-road bike paths for new streets and on existing streets where possible for non-residential development and major thoroughfares, and again, in order to create an interconnected trail system for much of the Section 34/35 area. Work to create linkages to the off-road paths and trail system through private development and/or public projects. All path and trail connections shall be constructed at the time of development and public trail easements shall be provided to the City.*

  This trail is accounted for along the City's utility easement. The trail will transition to public use as parcels develop. Where the trail is along the extension of Woods Edge Road a sidepath will be incorporated. Where the trail is not along the public road right-of-way, the utility easement will be updated to reflect that the section is now public if located on Rockwell's property.

  Applicant will dedicate the right-of-way as part of future CSMs. The City will work with the applicant as to the placement of these on-road bike paths.

- *Require coordinated, pre-planned concepts/development proposals to ensure a cohesive and coordinated development pattern. Developments must take into consideration how adjacent parcels would be developed.*

  The development plan is consistent with the Future Land Use Map. This development shall connect to City Sewer and Water (currently there is no service provided to this parcel).

- *Although the City may wish to invest and construct roadway, public utility, storm water infrastructure improvements, the City should approve an overall official roadway map for the Section 34/35 area and require dedication of appropriate right-of-way areas, consistent with this map, at the time of land platting where private development is taking place. The development shall also construct the roadway, public utility, and storm water infrastructure to City specifications where the City deems it necessary in order to service that development and / or overall development for the area.*

- *Development proposals shall include appropriate utility easements and/or roadway reservations or dedications to ensure public infrastructure (utility or roadway) extensions/connections and a coordinated development pattern are achieved.*

- *Any future development requiring coordinated access and/or utility extensions in this area may require the applicant to submit a surety instrument to the City to cover future public improvements and cost contributions.*

- *All utility extensions shall be at the expense of the developer to service their respective developments. The City shall endeavor to collect funds from future developments that connect into the utilities where appropriate and collected funds shall be redistributed back to the developer that installed the infrastructure.*

- *Emphasize mixed-use developments with light industrial and office as the dominant land uses. Supporting hospitality related uses (i.e., hotels and table service restaurants) should complement the primary uses.*

- *Allow mixed-use development to extend south of the Westridge / Towne Business Park along Moorland Road to the City limits. In particular, pre-planned coordinated shopping centers are desired at both corners of the College Avenue and Moorland Road intersection.*

- *In conjunction with Waukesha County, the City should establish a traffic management plan for the area around the Moorland Road and College Avenue intersection so that as new development occurs, traffic can be efficiently managed.*

- *Require traffic impact studies to be submitted for new construction as indicated in the City Zoning Code requirements. The City should ensure that impact studies include consideration of the surrounding area at full build-out.*

  Applicant has provided a TIA.

- *Maintain a transportation system that minimizes cut-through and business-related traffic in adjacent residential areas.*
- *Ensure that lighting follows Zoning Code requirements so that any impact is minimized on surrounding properties.*
- *Require alternative stormwater management techniques, both regional and site specific.*
- *Request that Waukesha County accelerate the widening of Moorland Road to four lanes.*
- *The City should give consideration to the use TID, BID, or other economic development tools to fund necessary public improvements.*

3. **Chapter 22: Implementation:** Yes, this submittal meets the intent of this Chapter.

Amending the Plan

- *This Plan is intended to be changed and revised over time. The City's values, goals, and capabilities may change as New Berlin grows, and the Plan must be amended to reflect those changes. The Plan should be reviewed and amended at least once every year. Suggestions for amendments can be brought forward by City staff, officials, and/or residents, and should be consistent with the overall vision of the Plan. Proposed amendments could originate in any of the following way:*
    - *Amendments proposed as corrections of clerical or administrative errors, mapping errors, and updated data for text, tables, and maps. Such amendments would be drafted by City staff.*
    - *Amendments proposed as a result of discussions between officials and citizens.*
    - *Amendments proposed as a result of recommendations discussed during a City planning process.*
- *When a change is proposed, it should follow this general procedure:*
    - *Recommendation by the Plan Commission to conduct a review process for the proposed amendment.*
    - *Facilitation of public hearings as required by applicable Wisconsin State Statutes and/or ordinances.*
    - *Recommendation from the Plan Commission to the Common Council.*
    - *Consideration and decisions by the Common Council.*

Plan Element Consistency

- *As future amendments and updates are made, consistency between the Plan elements must be ensured.*

  The applicant has submitted requests to the City to amend the Comprehensive Plan / Future Land Use Map and rezone the property, so the request meets the consistency requirements.

D.R.C. RECOMMENDATION: Public hearing, no action.

Attachments:
Location Map
Plan of Operation Letter
Future Land Use Comparison Map
Zoning Comparison Map
CSM
Proposed Roadway Reconstruction Projects – Section 35 Area (Staff Map)

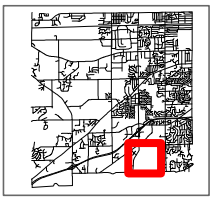
Development Plans
Draft Chapter 10 - Land Use
Draft Chapter 17 - Neighborhood G: Sections 26 & 35 South Moorland Road Corridor
Draft Chapter 18 - Neighborhood H: Westridge & Moorland Road

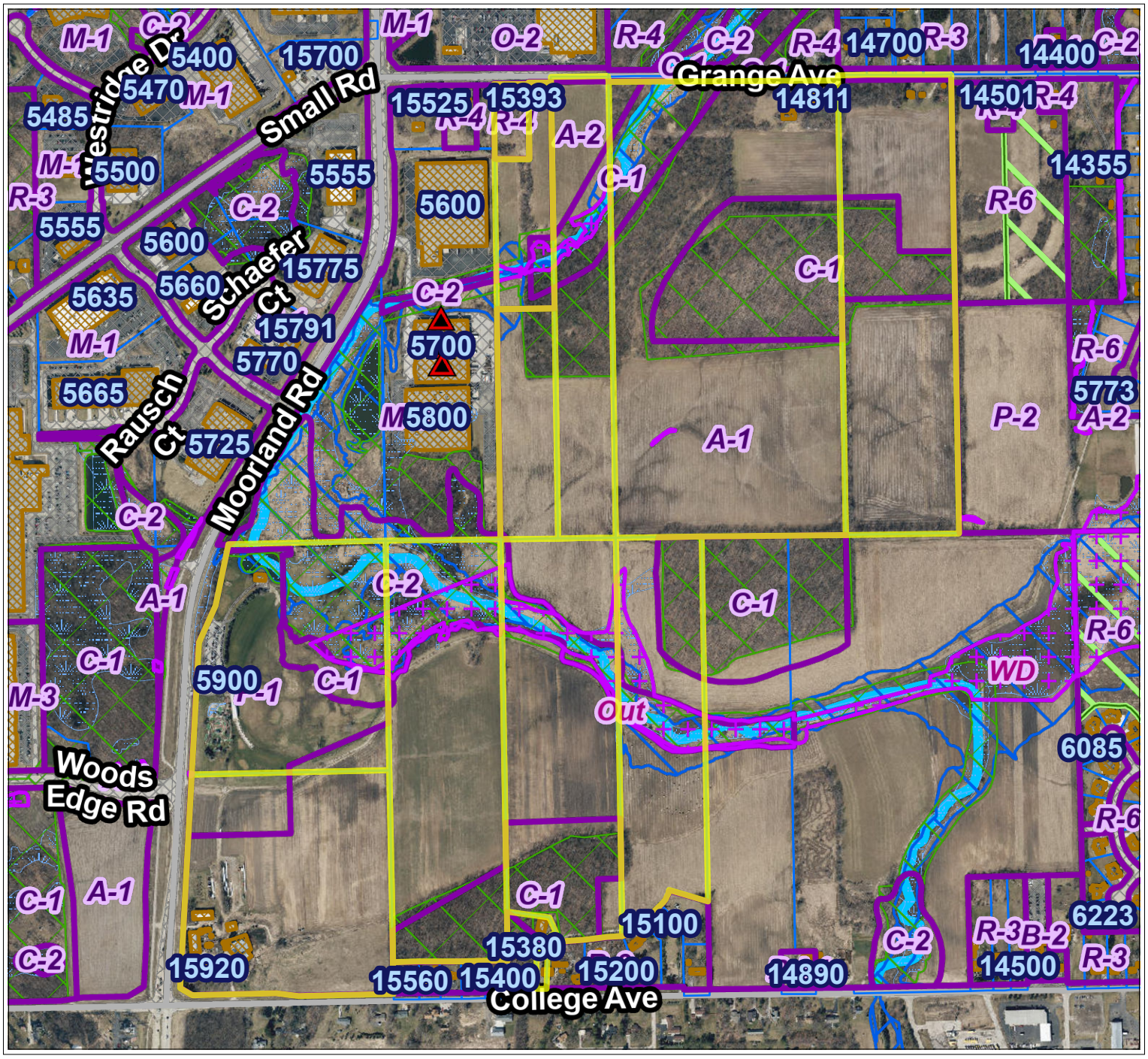
Draft Resolution #2026-06 *(forthcoming)*
Draft Ordinance #2719 *(forthcoming)*

On file with the Department of Community Development:
TIA

City of New Berlin
Community Development

Rockwell Automation





Parcels
Road Right-of-Way
Conservation Easement
Environmental Corridor

Floodplain FEMA DFIRM
FEMA DFIRM - Zone A
FEMA DFIRM - Zone AE
FEMA DFIRM - 0.2% Chance

Wetland

Zoning Wetland Registration
Registered Wetland
Outside Wetland

Zoning Overlay
PUD
Special Conditions Apply
SPO

Zoning Boundaries

N

0 400 800
ft

Scale is estimate - not survey

City of New Berlin
Department of Community Development
3805 S Casper Dr.
New Berlin WI 53151
(262) 797-2445
www.newberlin.org

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Map Printed: 4/15/2026 3:26 PM

City of New Berlin
Department of Community Development
3805 S. Casper Drive
New Berlin, WI 53151

Re: Department of Community Development
Plan of Operation Report
Proposed Planned Unit Development (PUD) Rezoning

April 6, 2026

Dear Review Staff:

On behalf of the applicant, **SunCap Property Group**, we respectfully submit this Plan of Operation Report in support of:

1. A Comprehensive Plan Amendment
    a. From: Business Park/Industrial and Urban Residential
    b. To: Business Park/Industrial (see attached Land Use exhibit)
2. A Rezoning request
    a. From: A-1 Agricultural, A-2 Agricultural & Rural Holding, R-4 Low Density S-F Residential, M-1 Light Manufacturing, P-1 Park & Recreation, C-1 Upland Resource Conservancy & C-2 Shoreland Wetland Holding Districts.
    b. To: A-1 Agricultural, M-3 (PUD) / Section 34-35 Business Park Development District Planned Unit Development, P-1 Park & Recreation, C-1 Upland Resource Conservancy & C-2 Shoreland Wetland Holding Districts. (see attached Zoning exhibit)

The proposed facility will be operated by **Rockwell Automation, Inc.**, a global leader in industrial automation and digital transformation. This Plan of Operation Report is intended to provide a concise, operations-focused overview appropriate for the rezoning stage of review. Additional detail will be provided through companion submittals, including site plans, architectural renderings, engineering documentation, and proposed PUD zoning language.

Proposed Use

The proposed Planned Unit Development will accommodate an advanced manufacturing campus, which may include:

- Manufacturing and assembly operations
- Warehousing and distribution functions
- Office, administrative, and operational support uses

Operations will be conducted in a manner consistent with contemporary advanced manufacturing facilities and applicable zoning standards.

General Operations

General site operations are anticipated to include:

- Employee and visitor parking
- Truck circulation and loading/unloading at designated dock areas
- Refuse and recycling services located within screened or enclosed service areas

No permanent outdoor storage is proposed unless otherwise approved by the City.

All operations will comply with applicable City of New Berlin ordinances and State and Federal regulations.

Employment and Economic Activity

Hundreds of new jobs will be created and capital investment in the building is expected to be between $211 million and $246 million.

Existing Conditions and Site Cleanup

The project includes demolition of existing structures on the property, including residences identified in the environmental assessment as having mold infestation and potential structural concerns, along with other buildings that are not in consistent ongoing use. All clean up efforts will be done in compliance with environmental regulations utilizing proper disposal locations as
required.

Traffic and Circulation

Site access and circulation will be designed to efficiently accommodate employee, visitor, and truck traffic while minimizing impacts to surrounding roadways.

- Primary truck routes will utilize major arterial roads and regional transportation corridors. Access to and from the site will be focused to the Moorland Rd entrance with minimal access via Grange Ave.

- A traffic impact analysis is currently in progress and is expected to be submitted by April 7, 2026

- Review and approval will be required by applicable municipal and county reviewing authorities, as appropriate

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Refuse and Recycling

Refuse and recycling is expected to be non-toxic and contained within a limited area that is screened and/or fenced from public visibility as much as possible

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Utilities and Infrastructure

The proposed development will be served by public utilities and infrastructure extensions as required. Improvements may include roadway, power, water, and sanitary sewer extensions. Based on the anticipated usage requirements of the facility, existing water and sewer systems are expected to be sufficient to serve the development without material strain on those systems. The scope, timing, and responsibility for these improvements will be coordinated with the City and applicable reviewing authorities. The proposed facility is not a data center and its power demand is expected to be significantly lower than energy-intensive commercial uses like a typical data center.

Conclusion

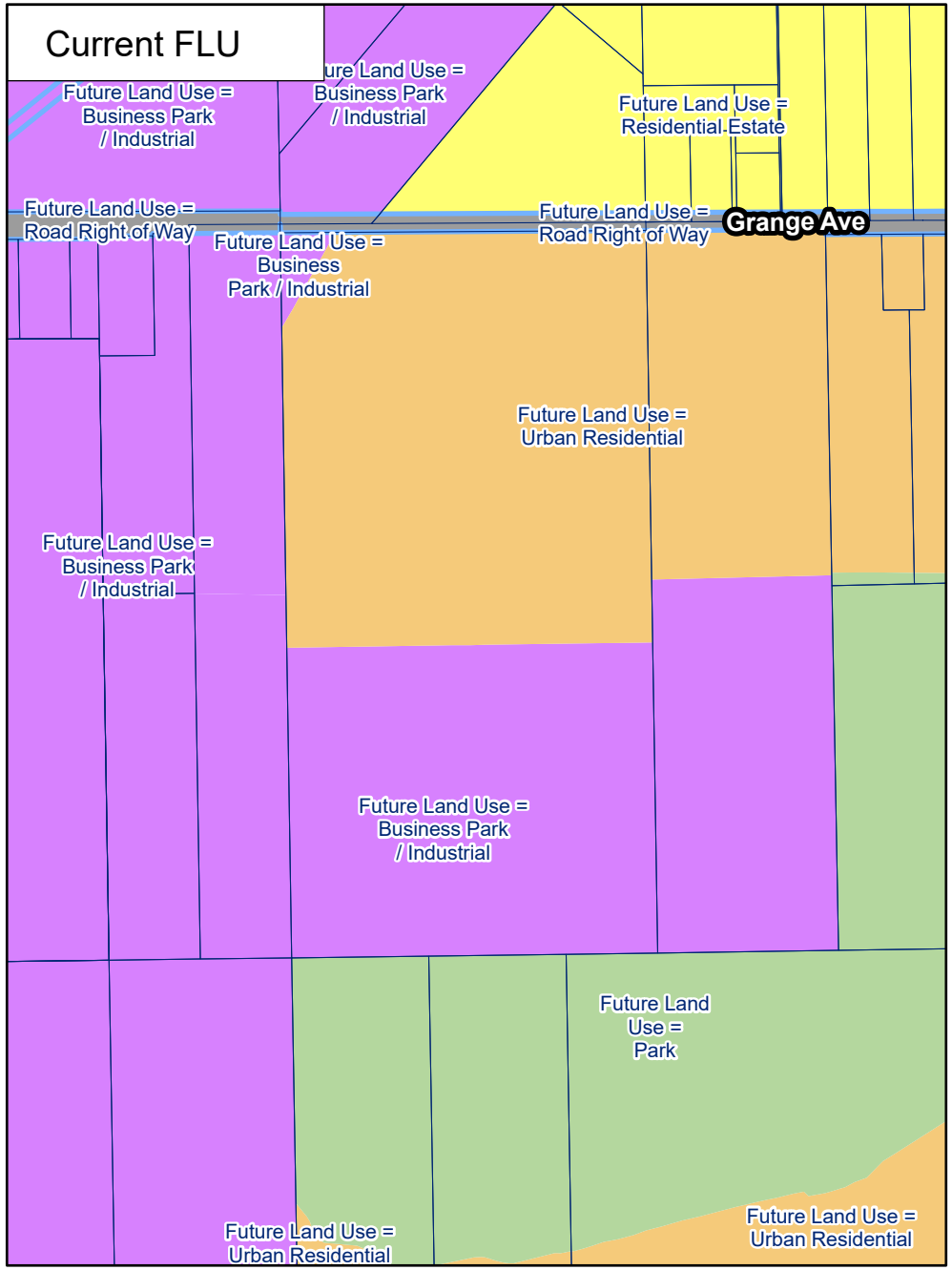
This Plan of Operation Report is submitted to demonstrate that the proposed development can operate in a compatible and responsible manner consistent with the intent of the Planned Unit Development zoning district. Additional detail will be provided through companion submittals and subsequent review stages as the project advances.

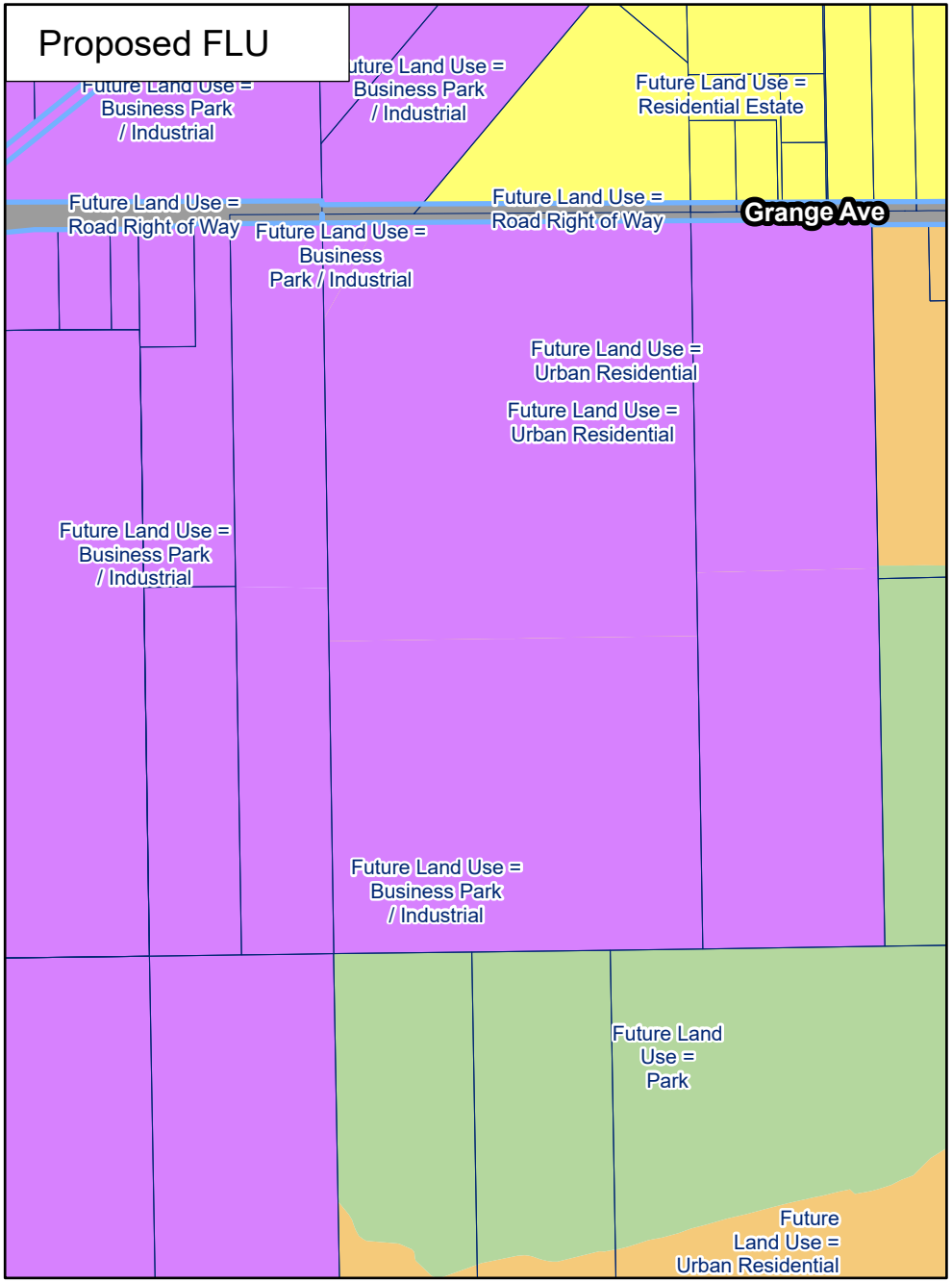
We appreciate the City's time and consideration and look forward to continued coordination throughout the rezoning review process.

Respectfully submitted,

SunCap Property Group
Patrick Theodossiou
Development Director
252-229-2501
ptheodossiou@suncappg.com

This Plan of Operation Report is intentionally concise and may be refined as additional information becomes available.





City of New Berlin
Community Development

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Department of Community Development
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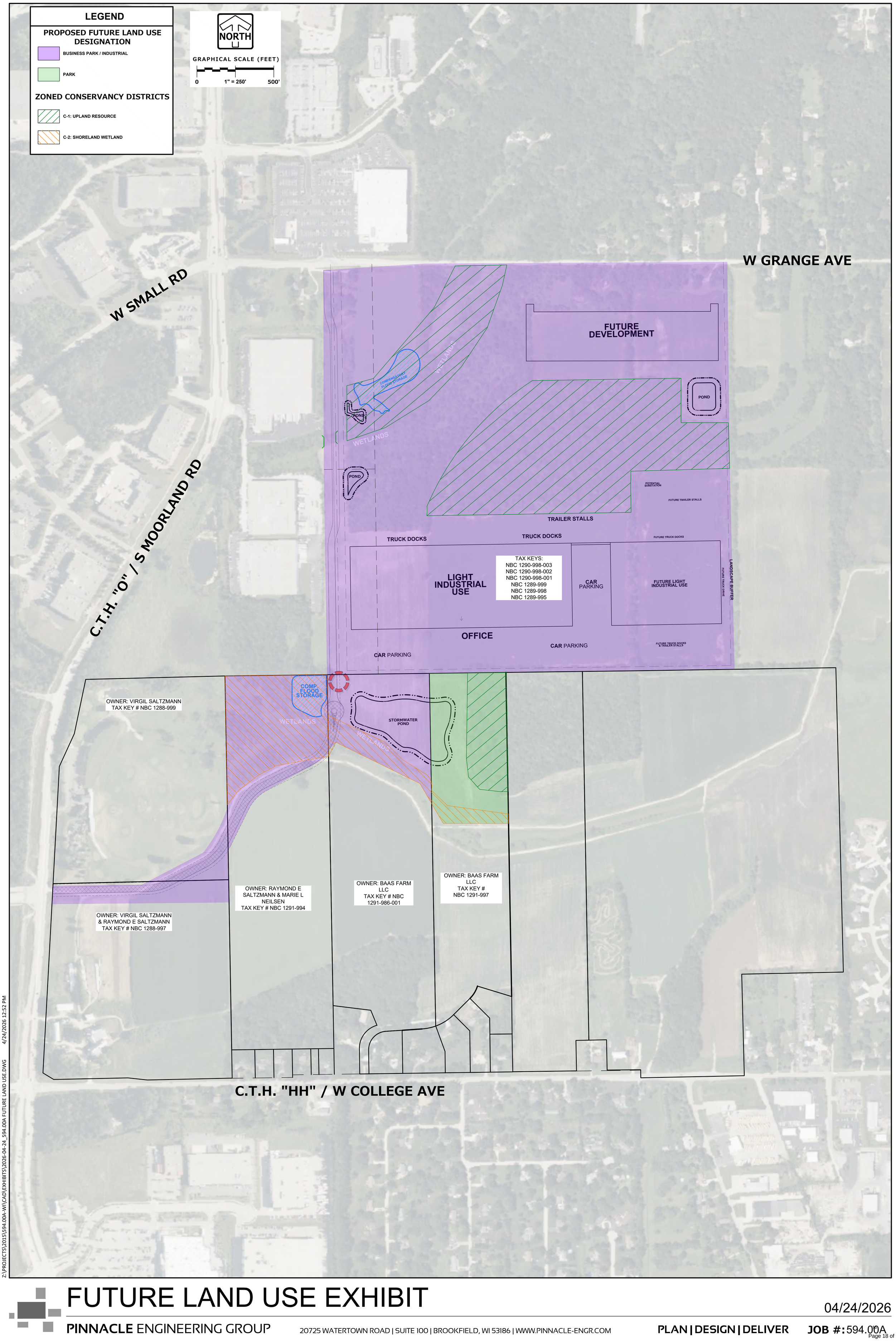
CP-2600596
Rockwell Automation
Taxkey #'s: 1290998, 1290998002, 1290998003, 1290998001, 1290999, 1289998, 1291997, 1291986001, 1291994, 1288997, 1288999.

Legend
- Parcels
- Road Right-of-Way

N

0 310 620 Feet
15

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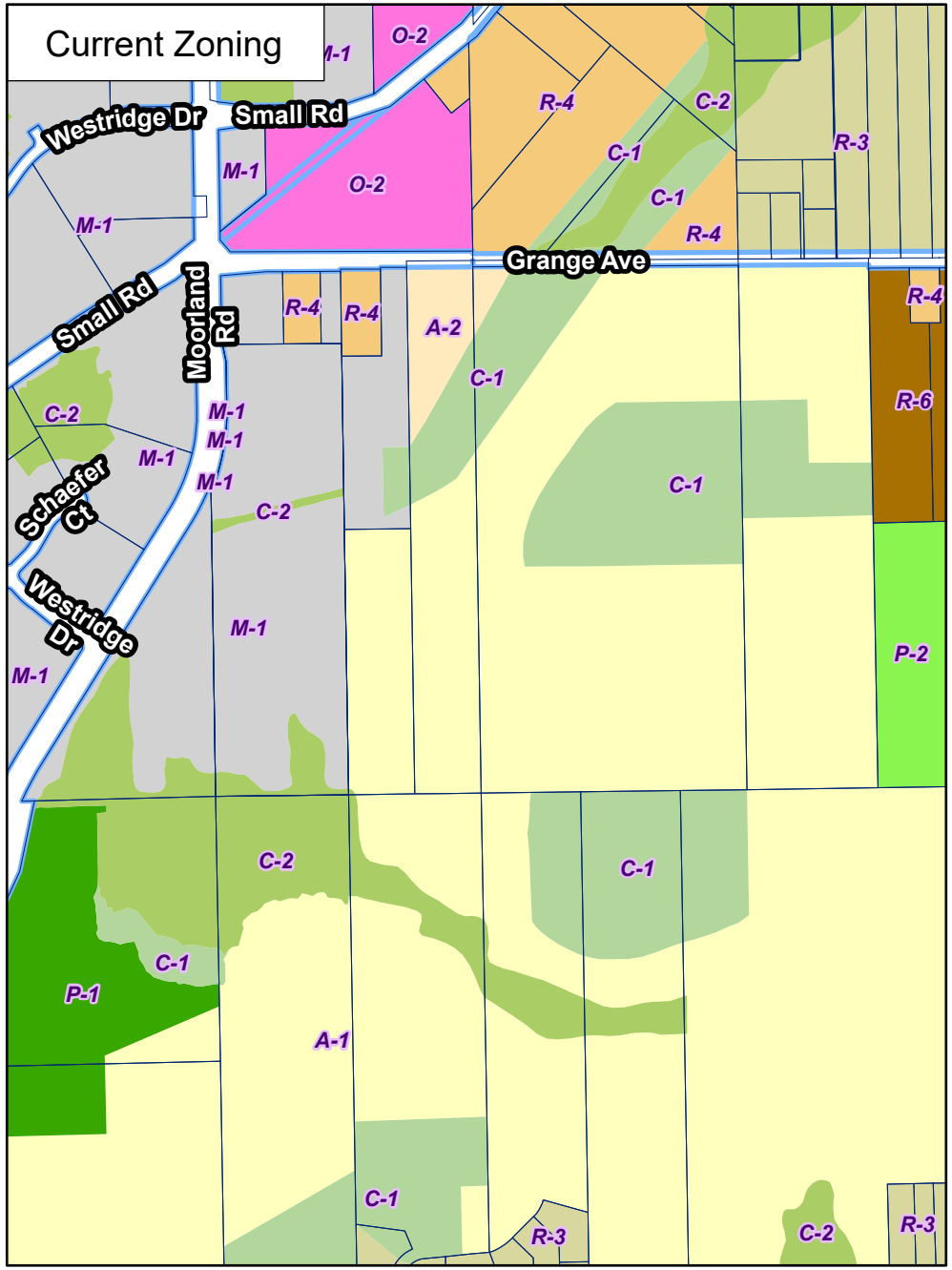
FUTURE LAND USE EXHIBIT

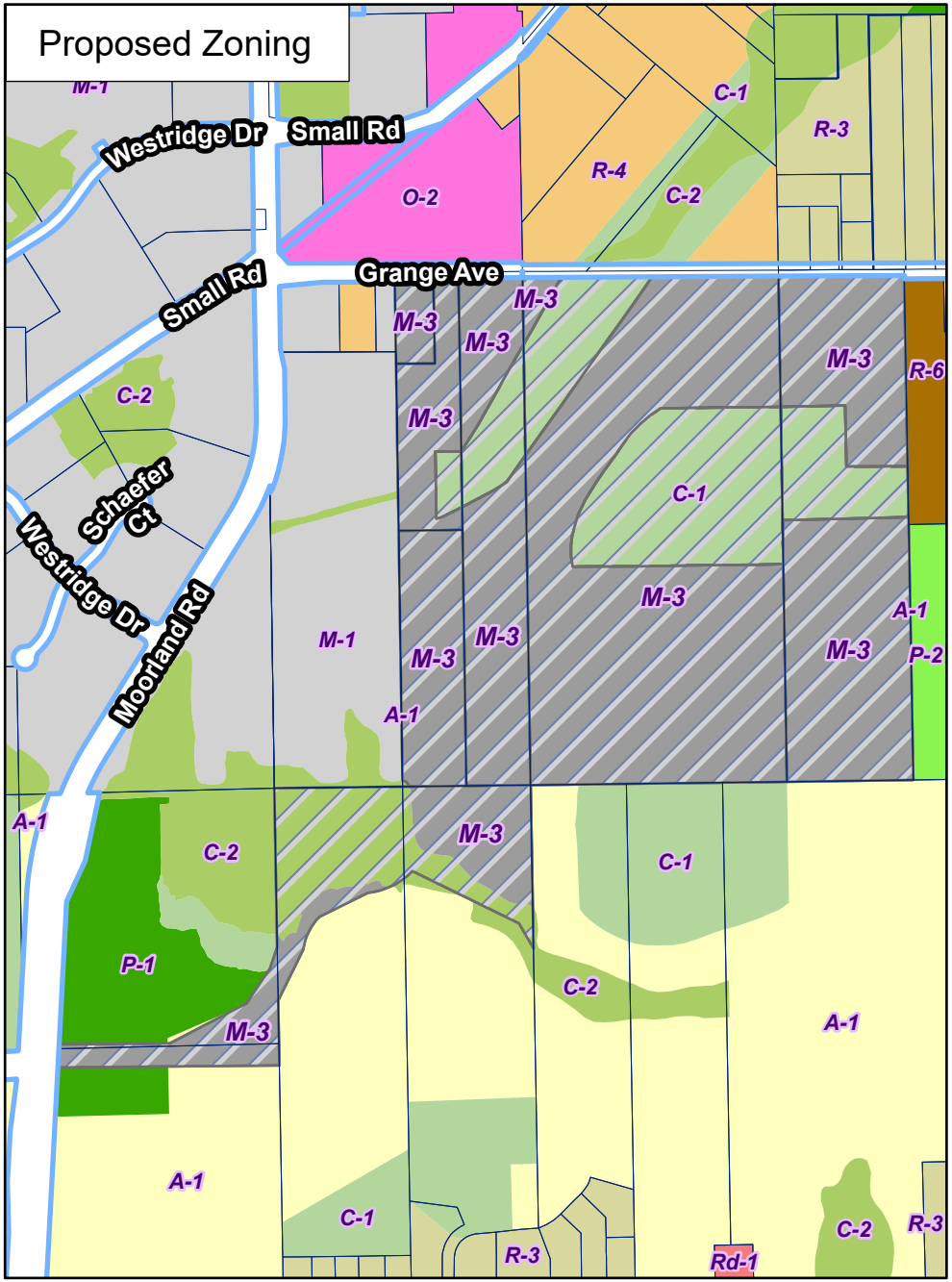
04/24/2026

PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186 | WWW.PINNACLE-ENGR.COM

PLAN | DESIGN | DELIVER **JOB #:** 594.00A

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City of New Berlin
Department of Community Development
3805 S Casper Dr.
New Berlin WI 53151
(262) 797-2445
www.newberlin.org

RZ-2600597
Rockwell Automation
Taxkey #'s: 1290998, 1290998002, 1290998003, 1290998001, 1290999, 1289998, 1291997, 1291986001, 1291994, 1288997, 1288999.

Legend
Parcels
Road Right-of-Way

N

0 425 850 Feet

17

P:\DCD\Projects\RZ\RZ-2600597 ROCKWELL\GIS\

LEGEND

EXISTING ZONING

- C-1: UPLAND CONSERVANCY
- C-2: SHORELAND-WETLAND CONSERVANCY
- A-1: AGRICULTURAL

PROPOSED ZONING

- OVERALL PROJECT AREA (±198 ACRES)
- CONSERVATION ZONING AREAS THAT MAY BE GRADED AND/OR DISTURBED DURING PROPOSED DEVELOPMENT
- M-3 PUD OVERLAY DISTRICT

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 250' 500'

W GRANGE AVE

W SMALL RD

C.T.H. "O" / S MOORLAND RD

FUTURE DEVELOPMENT

WETLANDS

WETLANDS

POND

POND

POND

TAX KEYS:
NBC 1290-998-003
NBC 1290-998-002
NBC 1290-998-001
NBC 1289-999
NBC 1289-998
NBC 1289-995

POTENTIAL SUBSTATION

FUTURE TRAILER STALLS

TRAILER STALLS

TRUCK DOCKS

TRUCK DOCKS

FUTURE TRUCK DOCKS

LIGHT INDUSTRIAL USE

CAR PARKING

FUTURE LIGHT INDUSTRIAL USE

FUTURE TRUCK DRIVE

LANDSCAPE BUFFER

OFFICE

CAR PARKING

CAR PARKING

FUTURE TRUCK DOCKS & TRAILER STALLS

COMP. FLOOD STORAGE

WETLANDS

STORMWATER POND

OWNER: VIRGIL SALTZMANN
TAX KEY # NBC 1288-999

OWNER: VIRGIL SALTZMANN & RAYMOND E SALTZMANN
TAX KEY # NBC 1288-997

OWNER: RAYMOND E SALTZMANN & MARIE L NEILSEN
TAX KEY # NBC 1291-994

OWNER: BAAS FARM LLC
TAX KEY # NBC 1291-986-001

OWNER: BAAS FARM LLC
TAX KEY # NBC 1291-997

C.T.H. "HH" / W COLLEGE AVE

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ZONING EXHIBIT

04/24/2026

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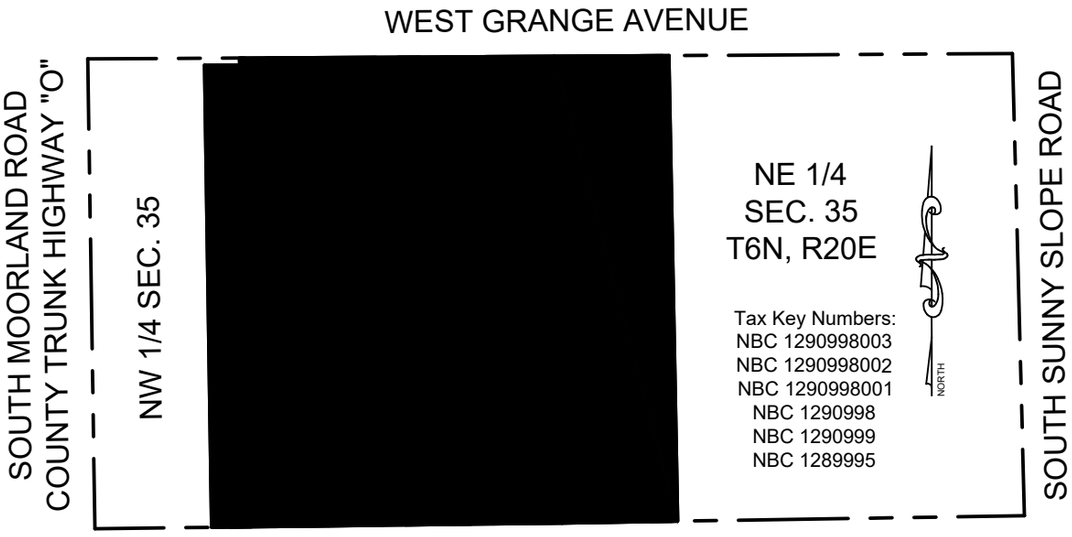
PLAN | DESIGN | DELIVER **JOB #:** 594.00A

CERTIFIED SURVEY MAP NO. _____

Being Certified Survey Map No. 2365 and additional lands in the Southwest 1/4 and Northwest 1/4 of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest 1/4 of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin

VICINITY MAP

SCALE 1":1000'



WISCONSIN
JESSE ZOLTOWSKI
S-3094
Milwaukee, WI
LAND SURVEYOR

DRAFT

Jesse Zoltowski

JANUARY 14, 2026

Prepared for:
Rockwell Automation, Inc.
1201 S 2nd Street
Milwaukee, WI 53204

NOTES:

- All measurements have been made to the nearest one-hundredth of a foot.
- All angular measurements have been made to the nearest one second.
- Coordinates referenced to the Wisconsin State Plane Coordinate System, South Zone (N.A.D. 1983/2011). Bearings referenced to the north line of the Northwest 1/4 of Section 35, Township 6 North, Range 20 East which has a bearing of N89°41'05"E.
- Flood Zone Classification: The property lies with in Zone "X" and Zone "A" of the Flood Insurance Rate Map Community Panel No. 55133C0353H with an effective date of OCTOBER 19, 2023. Zone "X" areas are determined to be outside the 0.2% annual chance floodplain. Zone "AE" areas are Special Flood Hazard Areas without a Base Flood Elevation and is depicted by scaled map location and graphic plotting only, subject to map scale uncertainty.
- All existing buildings and silos to be removed.

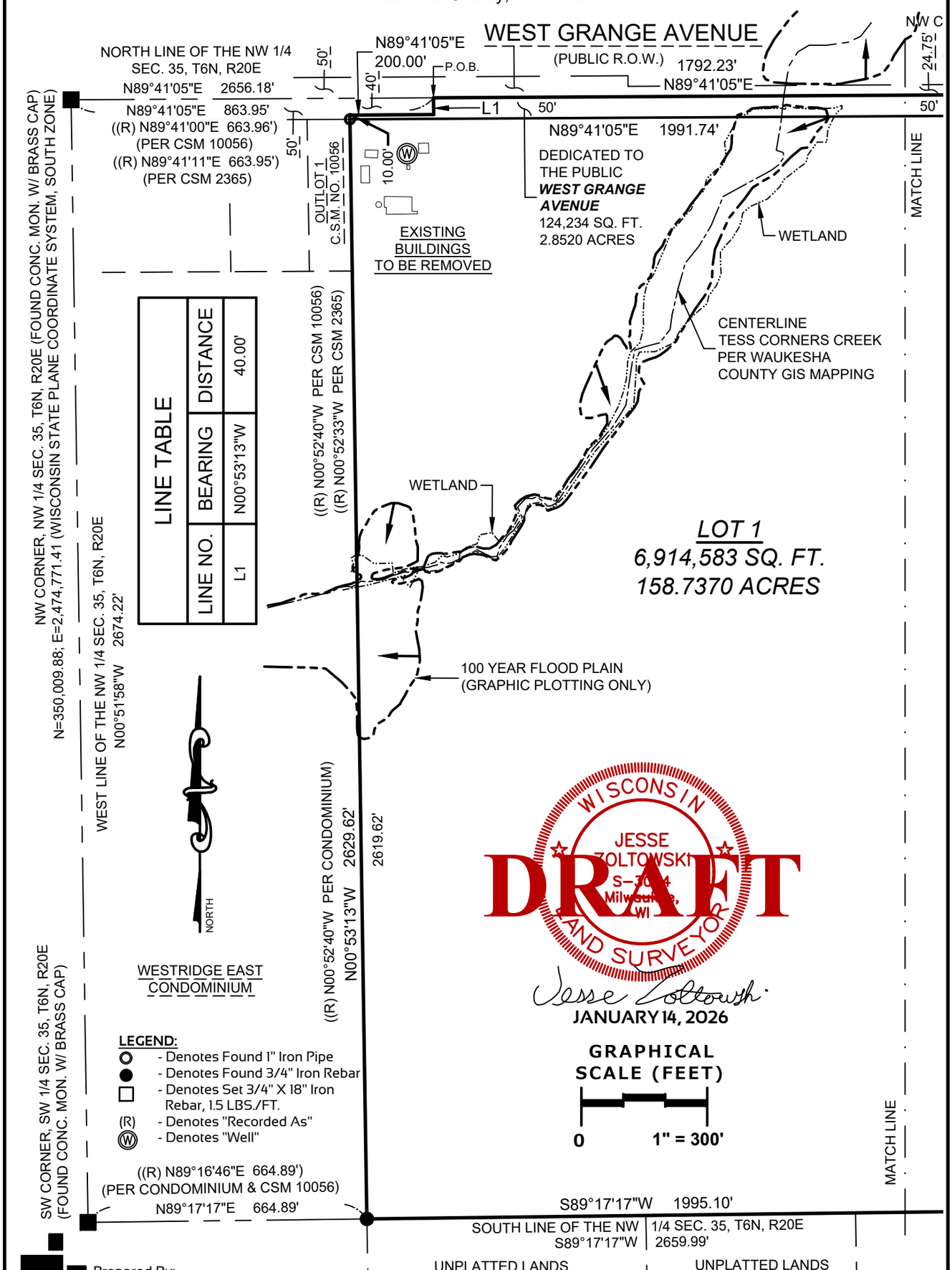
Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

DRAFTED BY: ST
PEG JOB#594.00
SHEET 1 OF 8

CERTIFIED SURVEY MAP NO. _____

Being Certified Survey Map No. 2365 and additional lands in the Southwest 1/4 and Northwest 1/4 of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest 1/4 of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin



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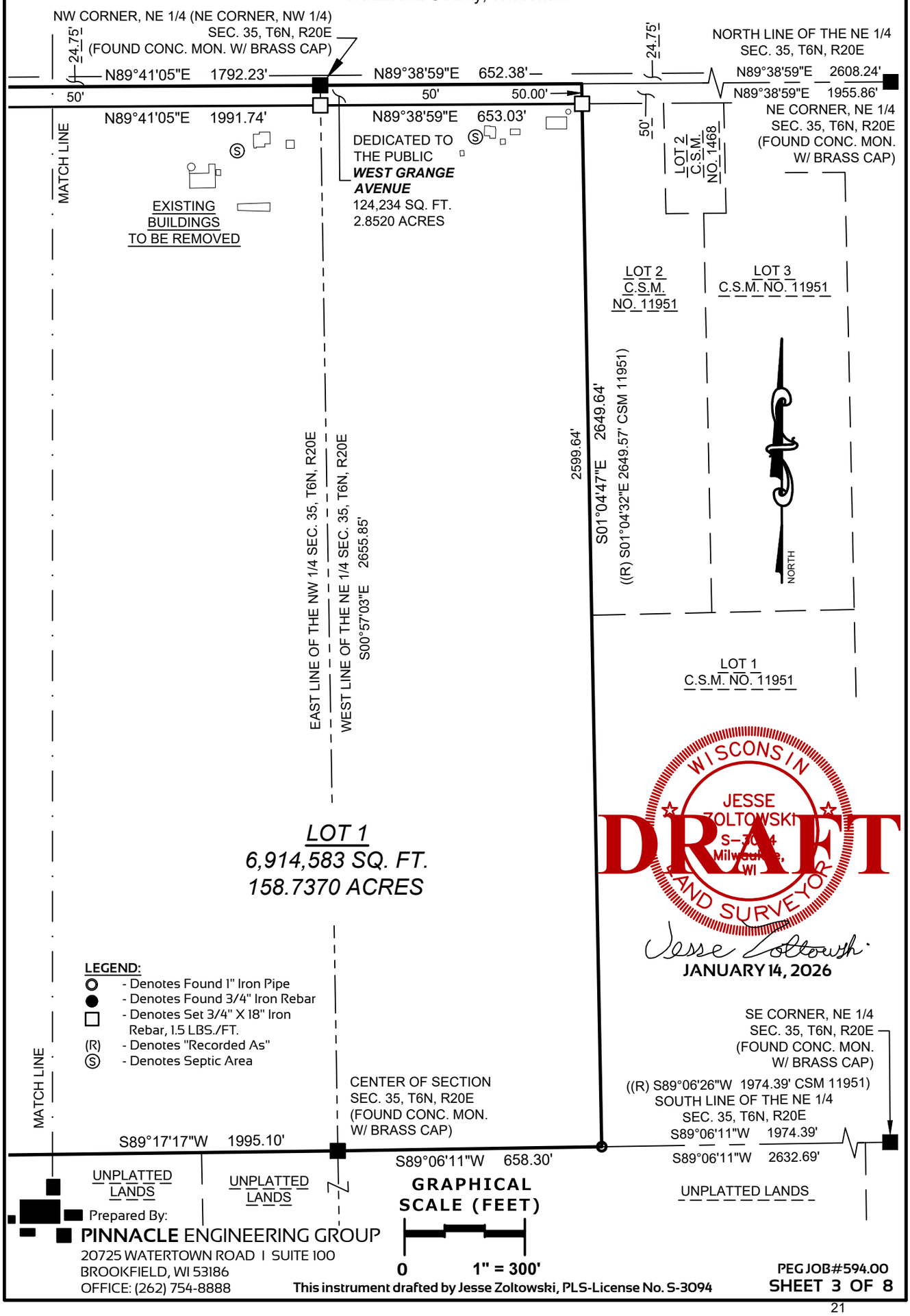
This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

PEG JOB#594.00

SHEET 2 OF 8

CERTIFIED SURVEY MAP NO. _____

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WISCONSIN
JESSE ZOLTOWSKI
S-3094
Milwaukee, WI
LAND SURVEYOR
DRAFT

Jesse Zoltowski
JANUARY 14, 2026

Prepared By:
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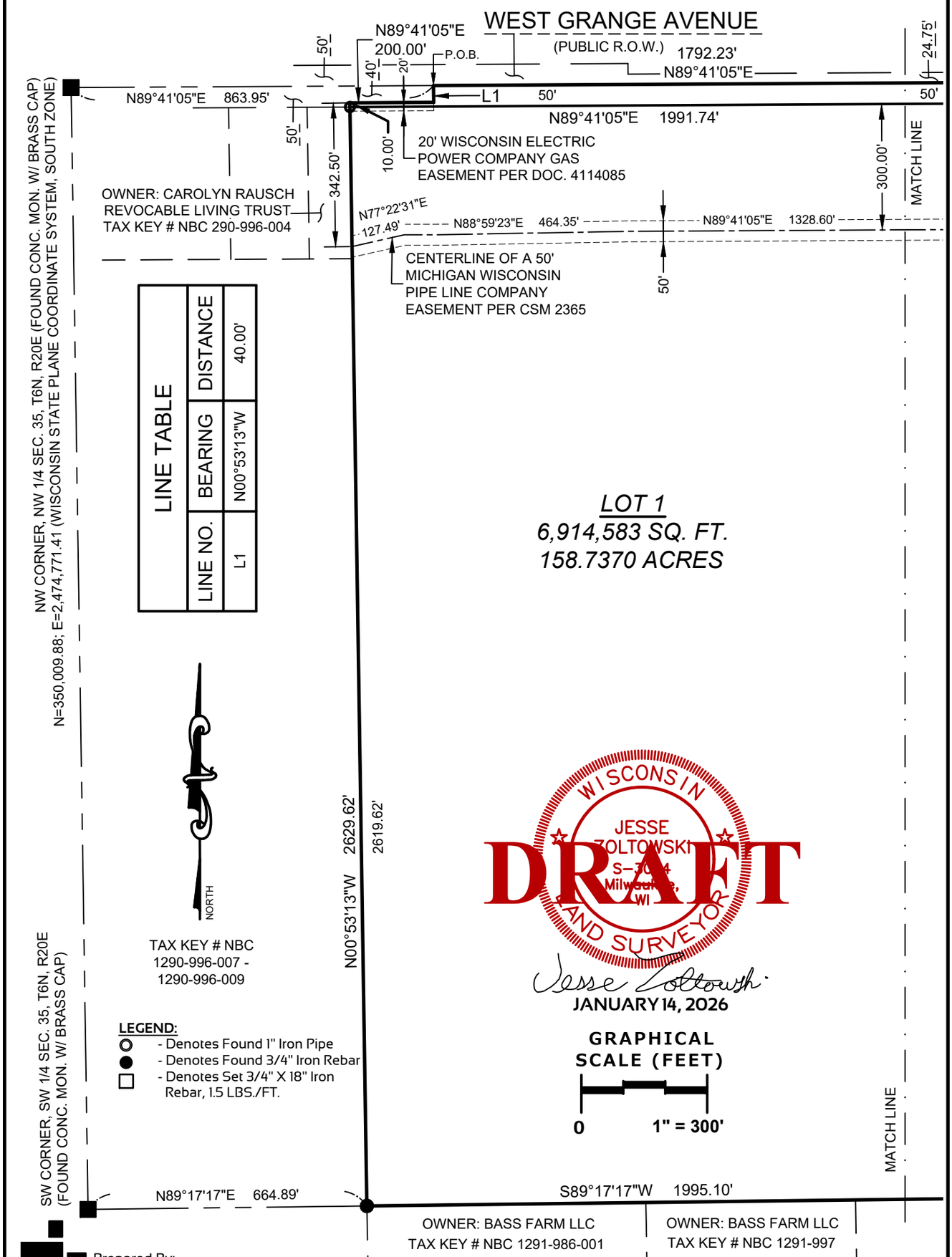
PEG JOB#594.00

SHEET 3 OF 8

21

CERTIFIED SURVEY MAP NO. _____

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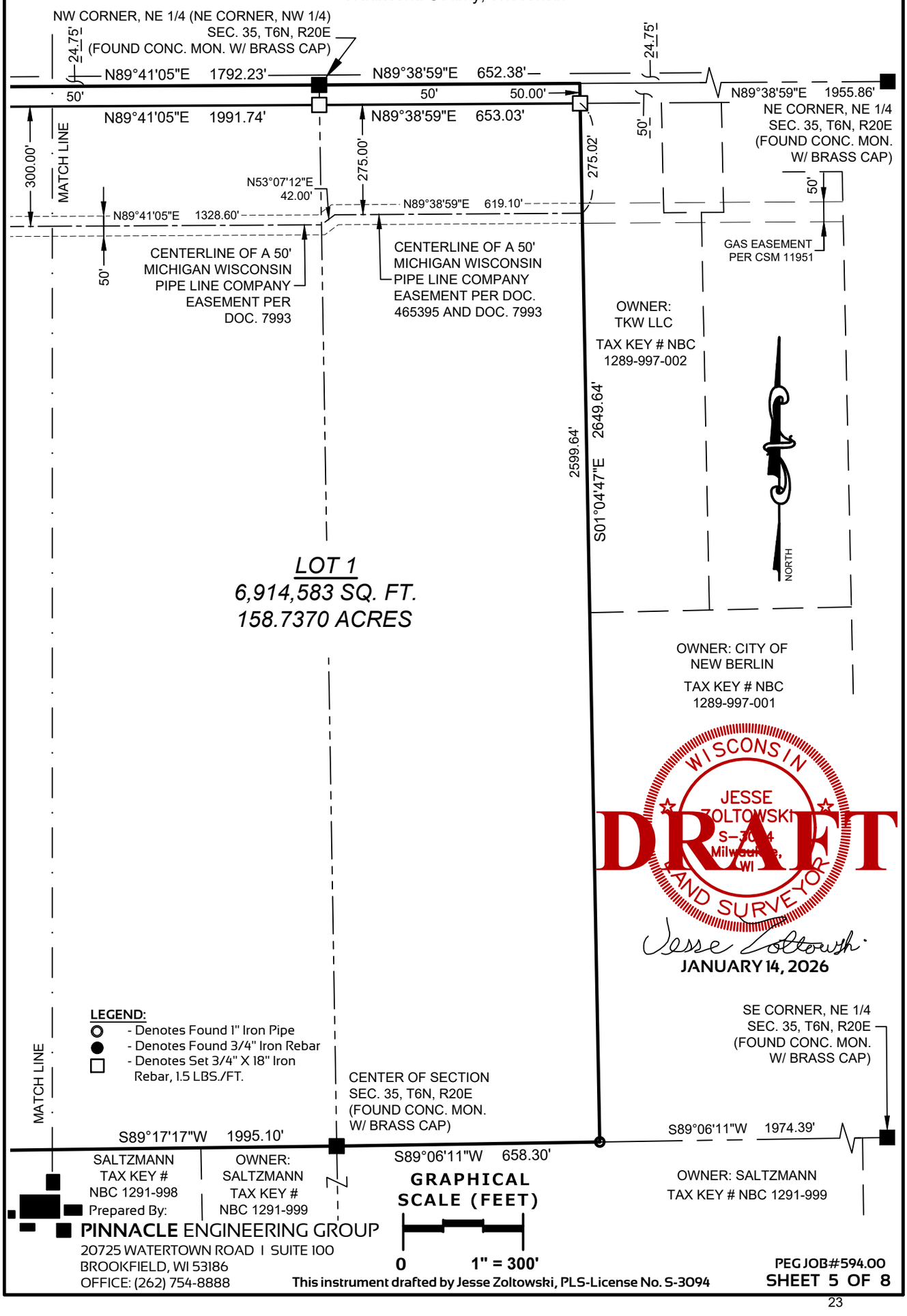
Prepared By:
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Prepared By:

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BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

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PEG JOB#594.00

SHEET 5 OF 8

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SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN)
WAUKESHA COUNTY) SS

I, Jesse Zoltowski, Professional Land Surveyor, do hereby certify:

That I have surveyed, mapped and divided Certified Survey Map No. 2365, as recorded in the Register of Deeds office for Waukesha County as Document No. 921624, and additional lands in the Southwest 1/4 and Northwest 1/4 of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest 1/4 of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin, described as follows:

Commencing at the northwest corner of the Northwest 1/4 of said Section35; thence North 89°41'05" East along the north line of said Northwest 1/4, 863.95 feet to the Point of Beginning;

Thence continuing North 89°41'05" East along said north line of the Northwest 1/4, 1792.23 feet to the northwest corner of the Northeast 1/4 of said Section 35;
Thence North 89°38'59" East along the north line of said Northeast 1/4, 652.38 feet to the west line of Certified Survey Map No. 11951;
Thence South 01°04'47" East along said west line, 2649.64 feet to the south line of said Northeast 1/4 of Section 35;
Thence South 89°06'11" West along said south line, 658.30 feet to the Center of said Section 35;
Thence South 89°17'17" West along the south line of the aforesaid Northwest 1/4 of Section 35, 1995.10 feet to the southeast corner of Westridge East Condominium;
Thence North 00°53'13" West along the east line of said Condominium, 2629.62 feet;
Thence North 89°41'05" East, 200.00 feet;
Thence North 00°53'13" West, 40.00 feet to the Point of Beginning.

Dedicating the Northerly portion of subject property as graphically shown for public right of way purposes.

Containing 7,038,817 Square Feet (161.5890 Acres) of land Gross and 6,914,583 square feet (158.7370 acres) of land Net, more or less.

That I have made such survey, land division and map by the direction of ROCKWELL AUTOMATION, INC., owner of said land.

That such map is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have fully complied with the requirements of Chapter 236 of the Wisconsin State Statutes and the City of New Berlin Land Division Ordinance in surveying, mapping and dividing the land within the certified survey map.

Date: JANUARY 14, 2026



Jesse Zoltowski
Professional Land Surveyor S-3094

Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

CERTIFIED SURVEY MAP NO. _____

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OWNER'S CERTIFICATE OF DEDICATION

ROCKWELL AUTOMATION, INC., a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, as owner, does hereby certify that said corporation caused the land described on this certified survey map to be surveyed, divided, mapped and dedicated as represented on this certified survey map.

ROCKWELL AUTOMATION, INC., as owner, does further certify that this certified survey map is required by Chapter 236 of the Wisconsin State Statutes to be submitted to the following for approval:

1. City of New Berlin

IN WITNESS WHEREOF, the said ROCKWELL AUTOMATION, INC. has caused these presents to be signed by (name - print) _____, (title) _____, at (city)_____, _____ County, Wisconsin, on this _____ day of _____ , 2026.

In the presence of: ROCKWELL AUTOMATION, INC.

_____
Name (signature) - Title

STATE OF _____)
_____ COUNTY) SS

Personally came before me this _____ day of _____ , 2026, (name) _____, (title) _____, of the above named ROCKWELL AUTOMATION, INC., to me known to be the persons who executed the foregoing instrument, and to me known to be such _____(title) of said corporation, and acknowledged that they executed the foregoing instrument as such officer as the deed of said corporation, by its authority.

_____
Notary Public
Name:_____
State of _____
My Commission Expires: _____

CONSENT OF CORPORATE MORTGAGEE

_____ , a corporation duly organized and existing under and by virtue of the laws of the State of _____, mortgagee of the above described land, does hereby consent to the surveying, dividing, mapping and dedication of the land described in the forgoing affidavit of Jesse Zoltowski, surveyor, and does hereby consent to the above certification of owners.

IN WITNESS WHEREOF, the said _____ , has caused these presents to be signed by _____ , its _____, and its corporate seal to be hereunto affixed this _____ day of _____ , 2026.

_____ _____
Date Name - Title

STATE OF WISCONSIN)
_____ COUNTY) SS

Personally came before me this _____ day of _____ , 2026, _____ , to me known to be the person who executed the foregoing instrument and to me known to be such officer of said corporation and acknowledged the same.

_____
Notary Public
Name:_____
State of Wisconsin
My Commission Expires: _____



Jesse Zoltowski

JANUARY 14, 2026

Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

PEG JOB#594.00
SHEET 7 OF 8

CERTIFIED SURVEY MAP NO. _____

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PLAN COMMISSION APPROVAL

Approved by the Plan Commission of the City of New Berlin on this _____ day of _____ , 2026.

_____ _____
Date

_____
David A. Ament, Chairman

_____ _____
Date

_____
Nikki Jones, Secretary

COMMON COUNCIL APPROVAL

Approved by the Common Council of the City of New Berlin, Wisconsin, on this _____ day of _____ , 2026.

_____ _____
Date

_____
David A. Ament, Mayor

_____ _____
Date

_____
Rubina R. Medina, City Clerk

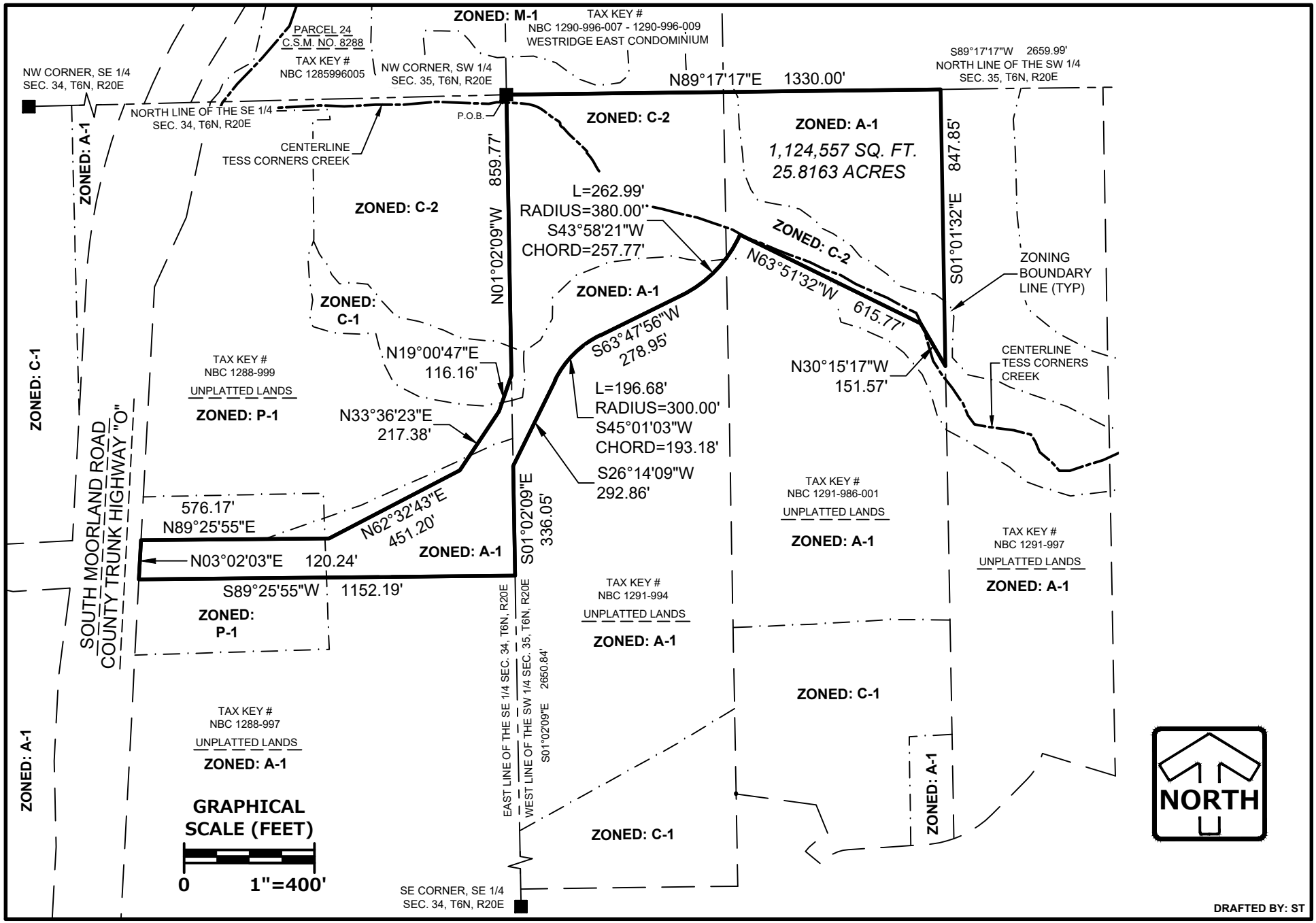


JANUARY 14, 2026

Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

PEG JOB#594.00
SHEET 8 OF 8



Z:\PROJECTS\2015\594.00-WI\SURVEY\CAD\VOID\2026-04-24_594.00 EXHIBIT BOUNDARY SOUTH.DWG

SOUTHERN BOUNDARY EXHIBIT

04/24/2026

PINNACLE ENGINEERING GROUP

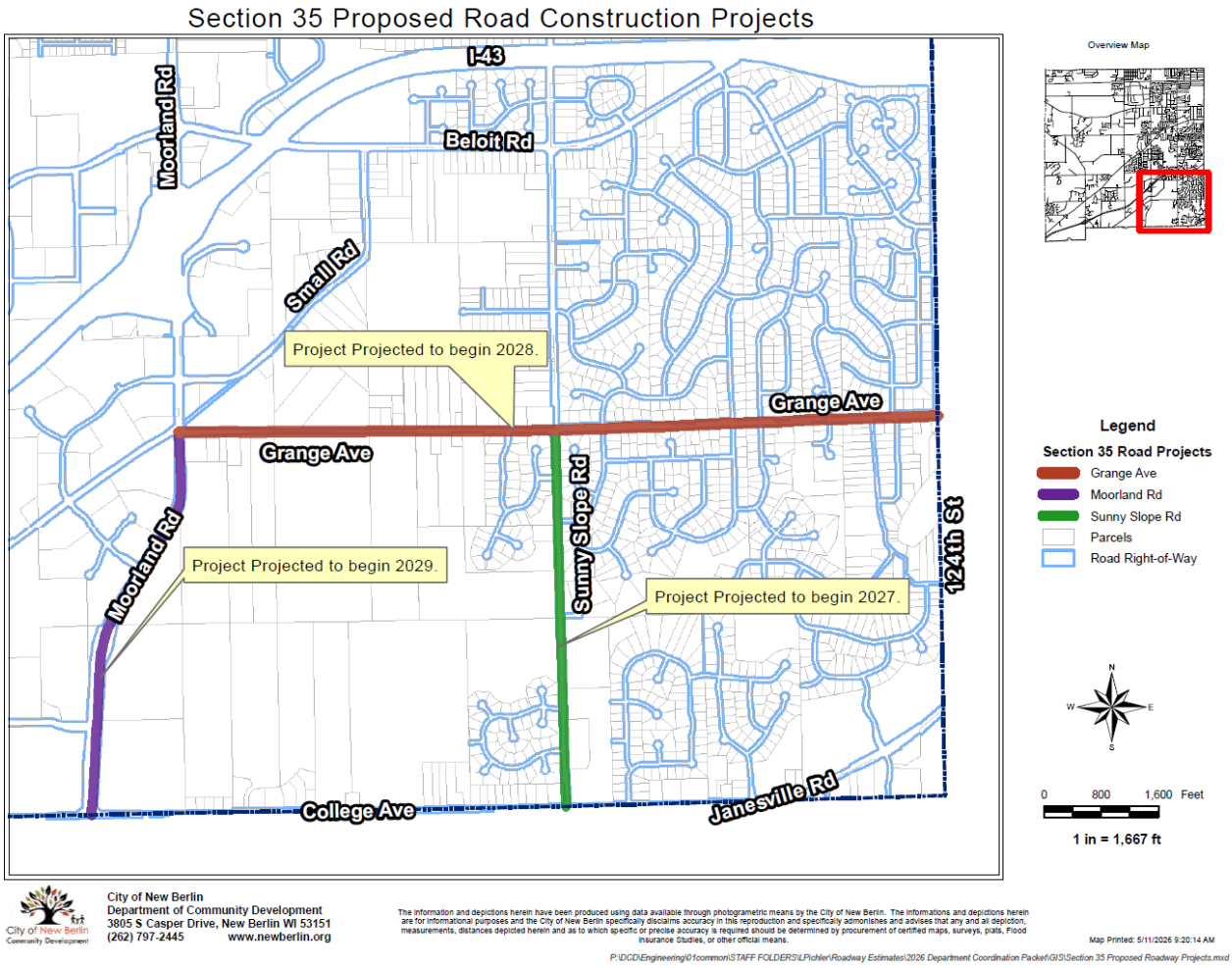
PLAN | DESIGN | DELIVER

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186

WWW.PINNACLE-ENGR.COM

PEG JOB #594.00

Proposed Roadway Reconstruction Projects – Section 35 Area



Sunny Slope Road – Grange Avenue to College Avenue

Jurisdiction: City of New Berlin
Design: Complete
Real Estate Acquisition: Complete
Utility Relocation: In progress, to be completed in 2026
Construction: Bid in Fall 2026 for Spring 2027 start.
Funding Source: City CIP or Developer TIF
Description: Proposed one lane in each direction with paved shoulder. Improved pedestrian accommodations.

Moorland Road – Grange Avenue to College Avenue

Jurisdiction: Waukesha County
Design: 60% Complete
Real Estate Acquisition: In Progress
Utility Relocation: Coordination in progress
Construction: 2029 (Per Waukesha County)
Funding Source: State STP
Description: Proposed two lanes in each direction with grass median. Intersection improvements at College Avenue, Woods Edge Road, and Grange Avenue.

Grange Avenue – Moorland Road to 124th Street

Jurisdiction: City of New Berlin
Design: 30% Complete
Real Estate Acquisition: Starting 2026
Utility Relocation: Starting Fall 2027
Construction: 2028
Funding Source: City CIP or Developer TIF
Description: Proposed one lane in each direction with paved shoulder.

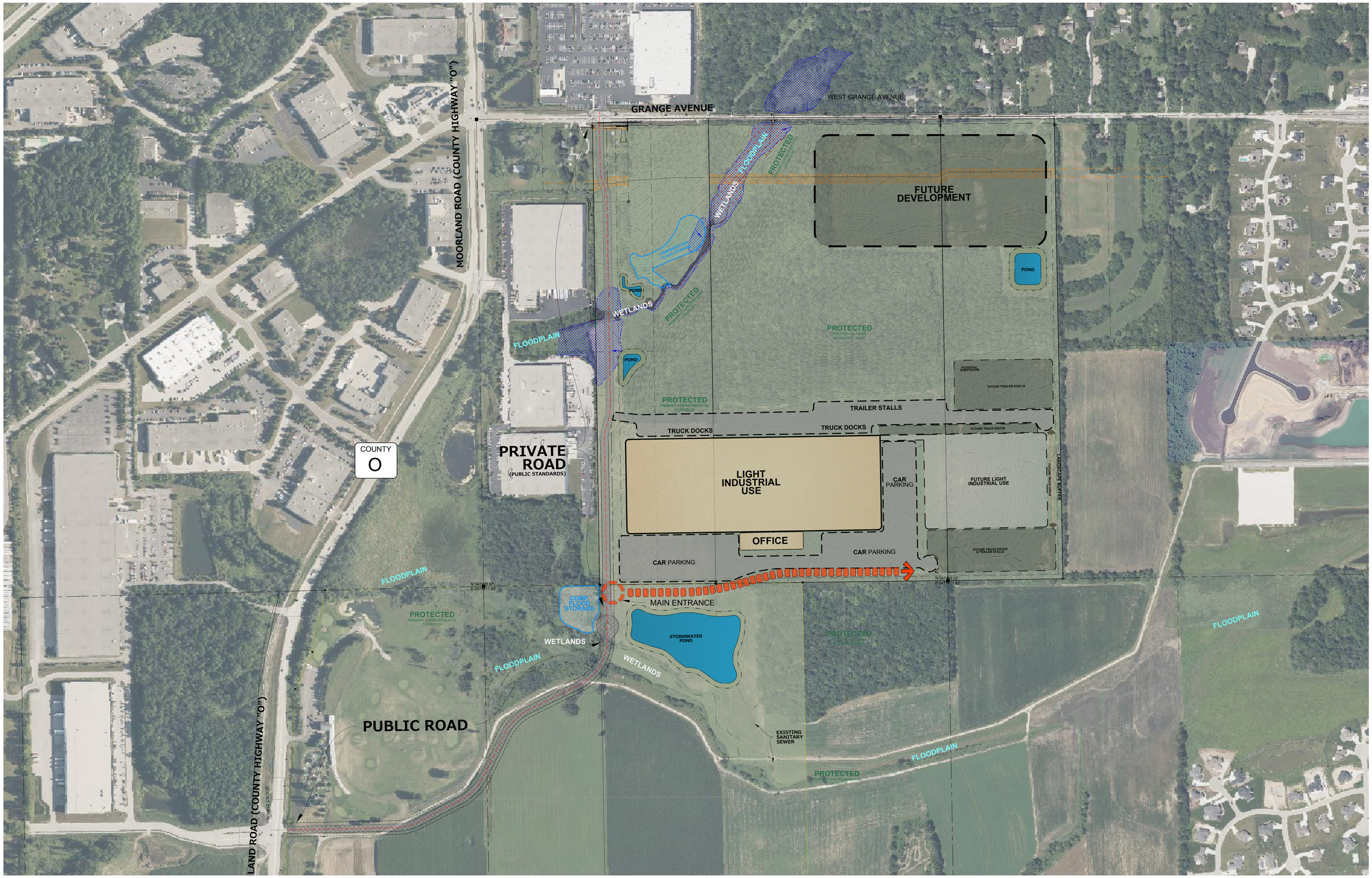
Developer Funded Projects:

Grange Avenue & Costco Driveway: Traffic Signal
Woods Edge Road extension east of Moorland Road

Note: All projects are pending approval of funds. All dates are subject to change.

PROJECT GRAVITY
5533-001-00

SCHEMATIC SITE PLAN



HGA

PINNACLE ENGINEERING GROUP

SunCap
PROPERTY GROUP®

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 200' 400'

SHEET SIZE: 30" x 42"

03/31/2026

1" = 200'-0"



HGA

PINNACLE ENGINEERING GROUP

SunCap PROPERTY GROUP®

NORTH

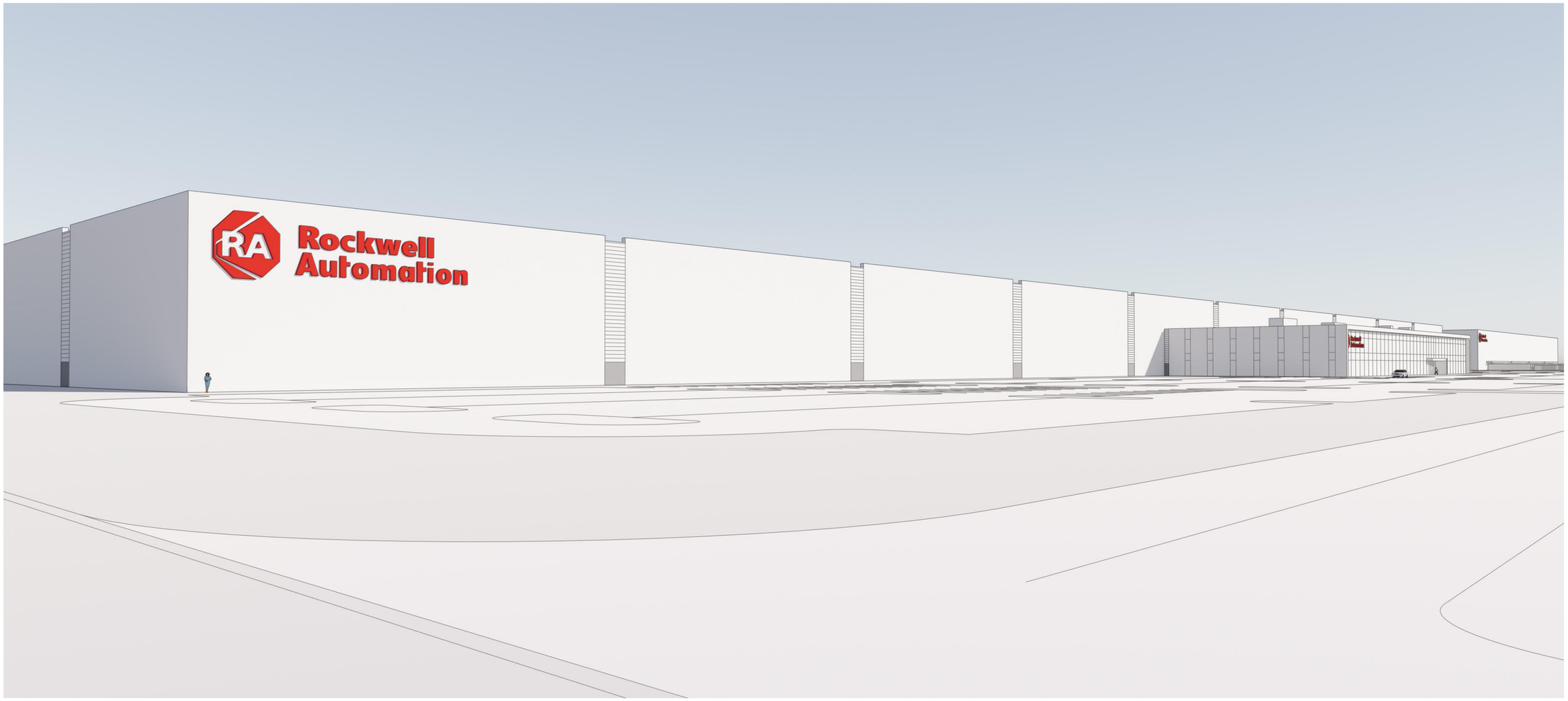
GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

SHEET SIZE: 30" x 42"

03/31/2026

1" = 100'-0"

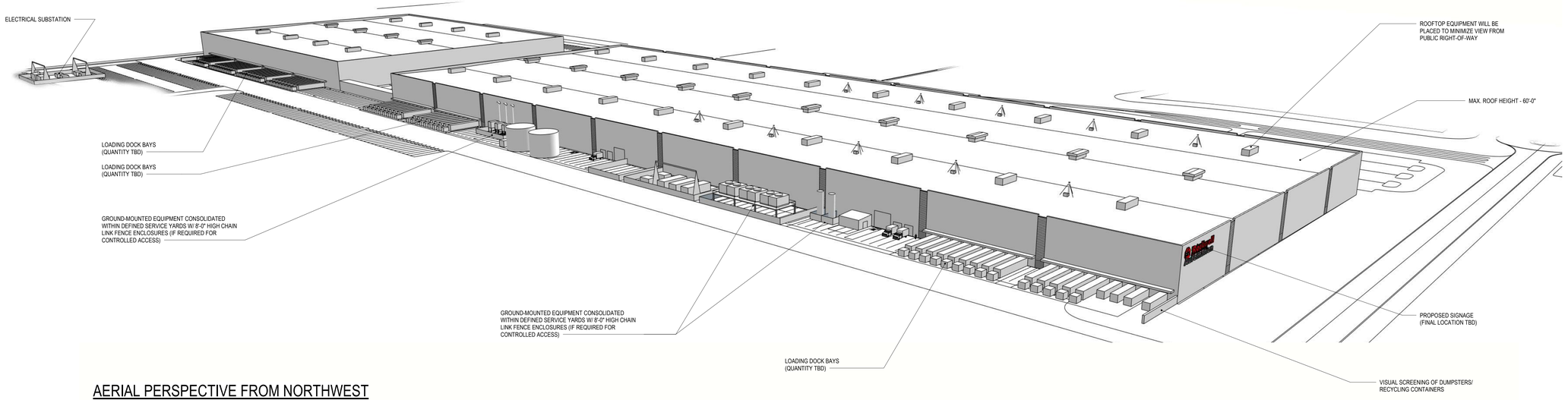


ENTRY PERSPECTIVE FROM SOUTHWEST

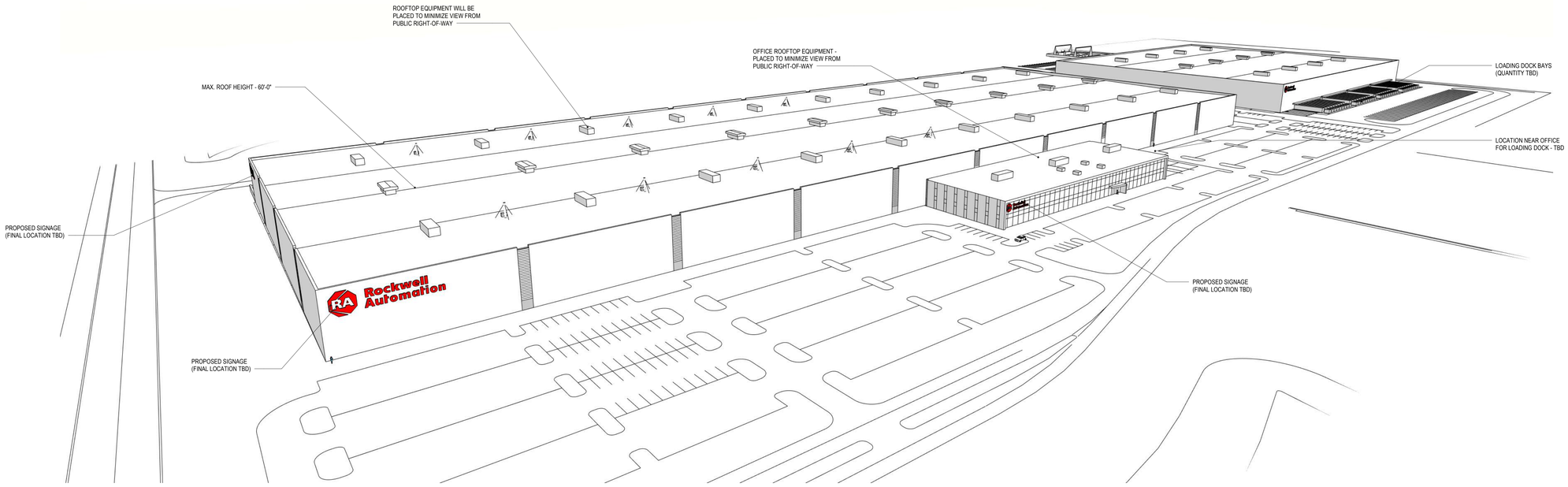
SHEET INDEX

00 - COVER SHEET
01 - SITE PLAN (PINNACLE)
02 - AERIAL PERSPECTIVES
03 - BUILDING PLAN
04 - BUILDING CROSS SECTIONS

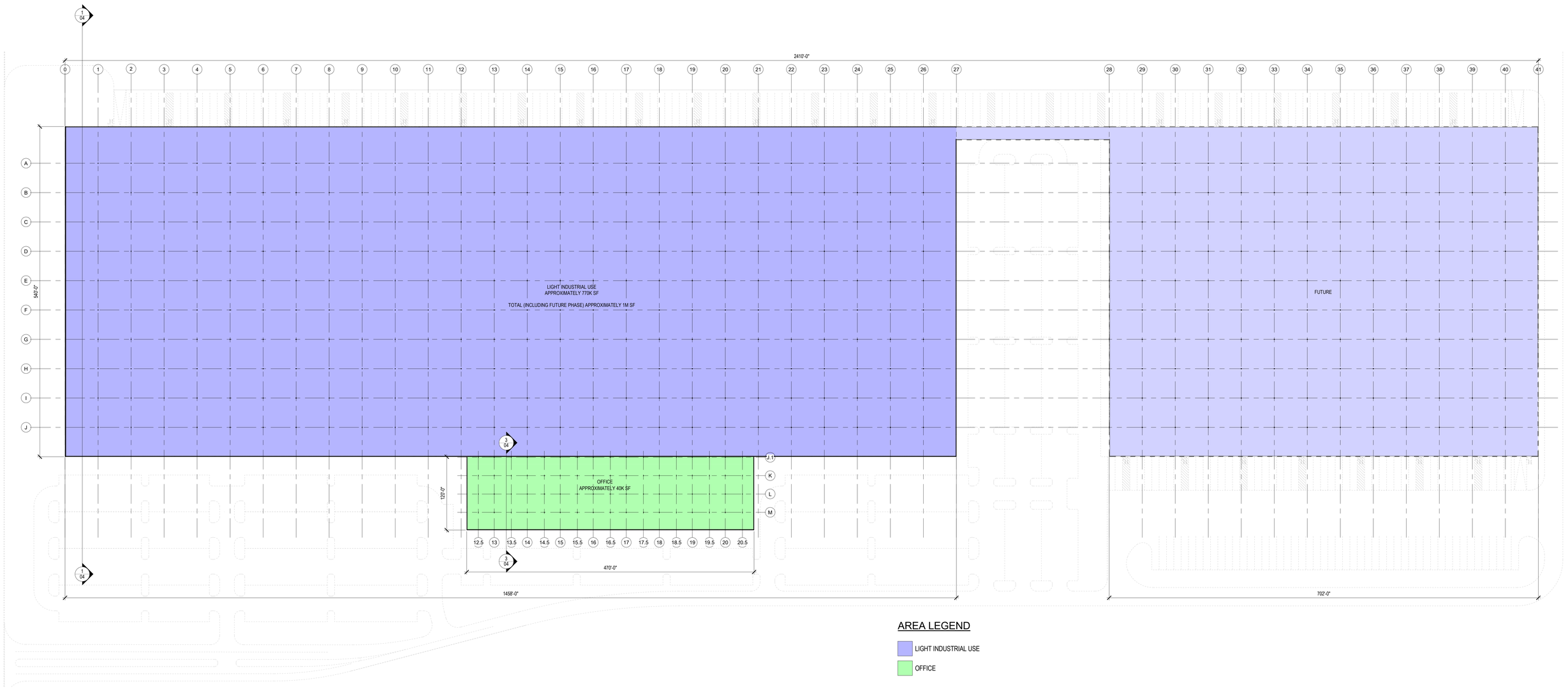
HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®



AERIAL PERSPECTIVE FROM NORTHWEST



AERIAL PERSPECTIVE FROM SOUTHWEST



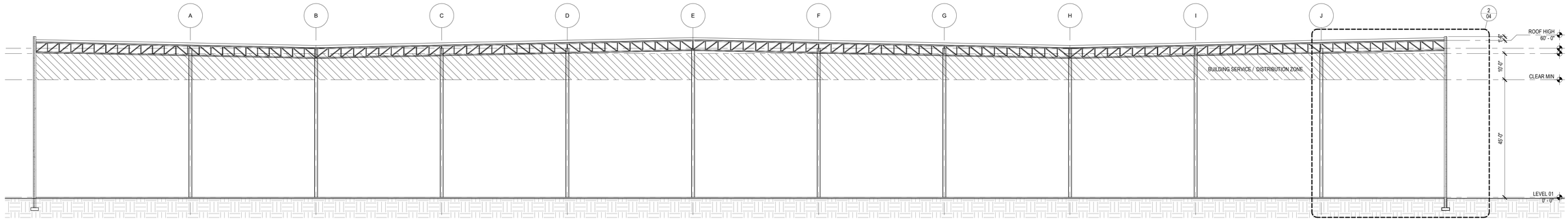
AREA LEGEND

- LIGHT INDUSTRIAL USE
- OFFICE

1 BUILDING PLAN

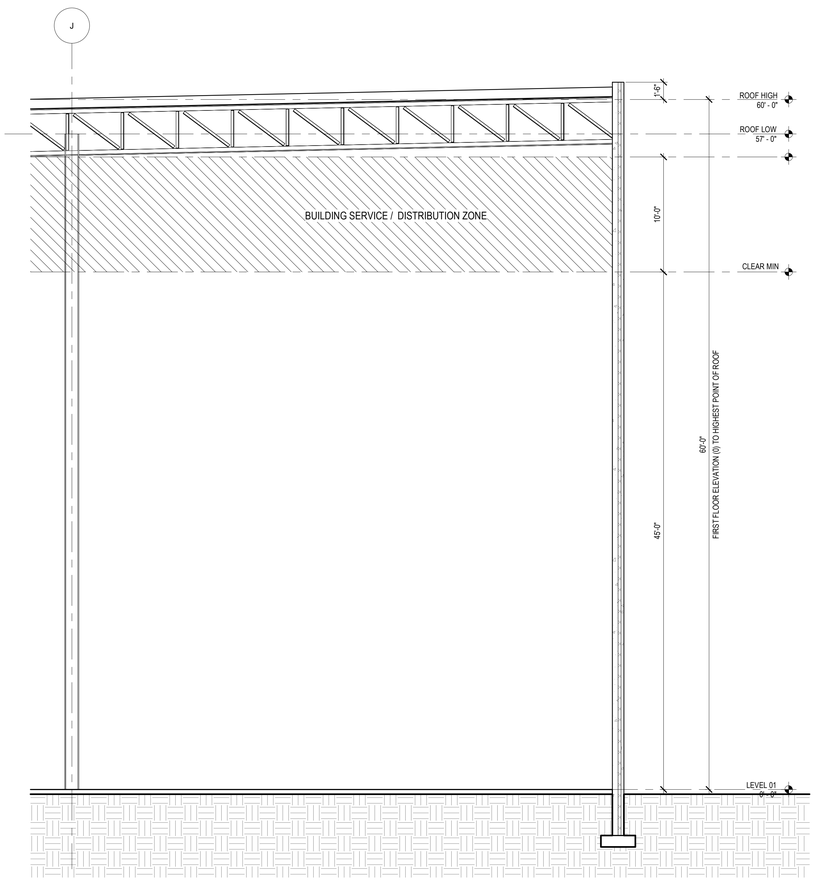
0 24' 48' 96' 144'

HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®



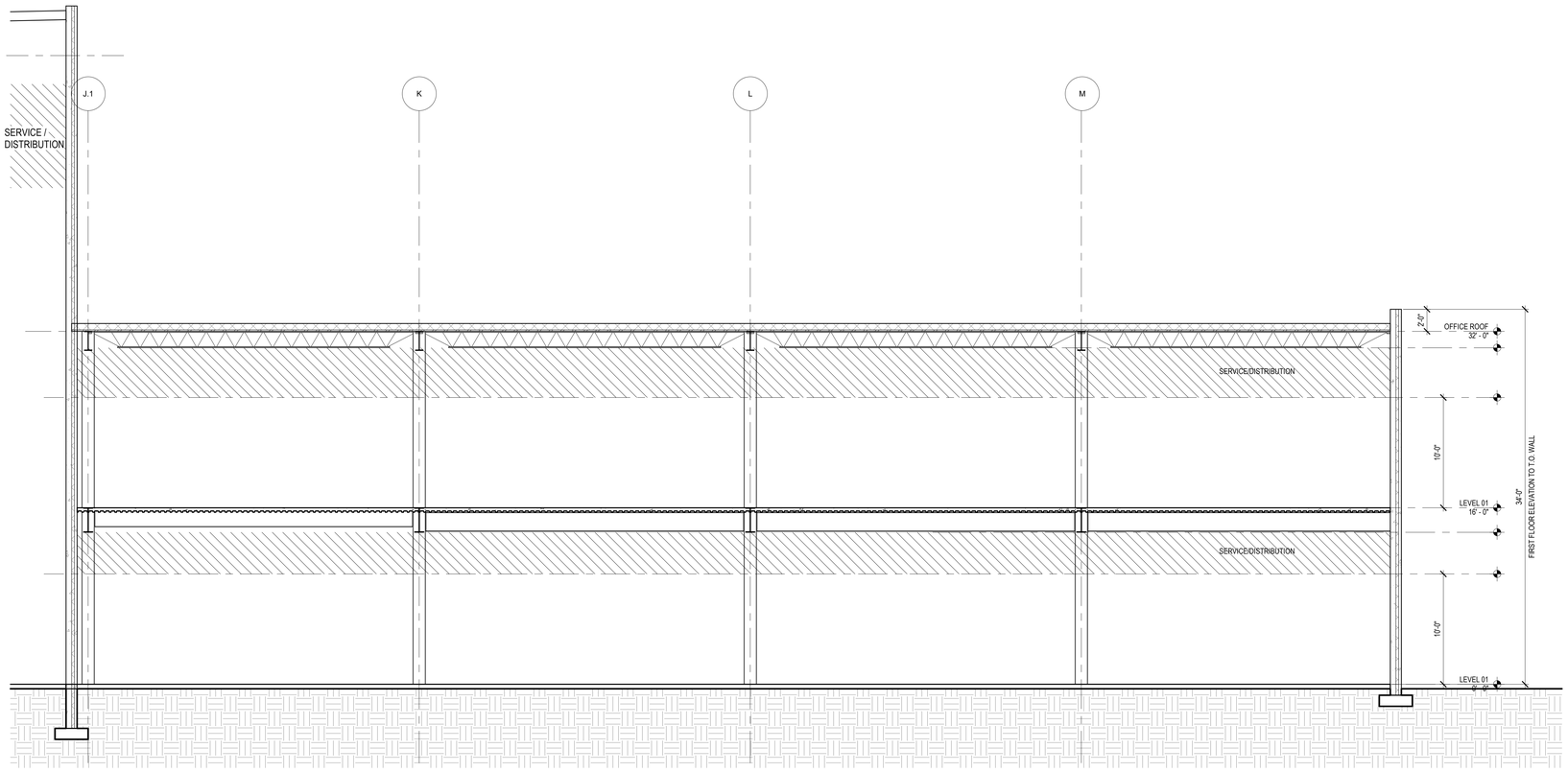
1 TRANSVERSE SECTION
1/16" = 1'-0"

0 8' 16' 32'



2 SECTION BAY
3/16" = 1'-0"

0 2' 4' 8' 12'



3 SECTION - NORTH/SOUTH OFFICE
3/16" = 1'-0"

0 2' 4' 8' 12'

HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®

CHAPTER 10: LAND USE PLAN

Revisions approved by Council on 6/10/2025 via Ordinance # 2703 and 2707.
Revisions approved by Council DATE via Ordinance # 2719



LAND USE PLANNING IN RELATION TO STATE STATUTES

Section 62.23 of the Wisconsin Statutes grants cities and villages the authority to prepare and adopt local master plans or plan elements. In 1999, the Wisconsin Legislature enacted legislation that greatly expanded the significance of comprehensive plans within the State. The law, referred to as Wisconsin's "Smart Growth" law, provides a new framework for the development, adoption, and implementation of comprehensive plans by various units of government. The law, set forth in Section 66.1001 of the Wisconsin Statutes, requires that the administration of zoning, subdivision, and official mapping ordinances be consistent with a community's adopted comprehensive plan beginning on January 1, 2010.

In Waukesha County, 27 of the 37 cities, villages, and towns opted to participate in the Waukesha County Comprehensive Plan process. The process was led by County staff with assistance from the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and Waukesha County UW-Extension staff. The City of New Berlin selected to establish its own, more tailored Comprehensive Plan in lieu of participating through the County.

Several of the nine comprehensive planning elements required by Section 66.1001 of the Statutes must be updated or addressed to bring existing land use or master plans into compliance with the requirements of the comprehensive planning legislation. This chapter provides the full Land Use Element for the City of New Berlin. Additional information regarding existing and future land uses can be found in each individual neighborhood chapter.

EXISTING LAND USES

Reviewing past and existing land use trends can aid in planning for the types of uses that are in demand. Figure 10.1 illustrates the land use trends for the City of New Berlin from 1990 to 2020. The existing land use map shown in Figure 10.2 is based on City assessment data from 2020 using Market Drive software produced by Assessment Technologies LLC. The map illustrates a high amount of single-family residential land with supporting industrial/manufacturing and commercial uses. Other land uses include agricultural, exempt, forest lands, multi-family residential, recreation, and undeveloped. Wetlands and woodlands are also identified.

		1990			1995			2000			2020	
		% Dev.	% Total		% Dev.	% Total		% Dev.	% Total		% Dev.	% Total
	Acres	Area	Area	Acres	Area	Area	Acres	Area	Area	Acres	Area	Area
Residential (1)(4)	6,227	62.0%	26.4%	6,563	59.9%	27.8%	6,782	58.3%	28.7%	13,574	69.1%	59.8%
Commercial (1)(4)	364	3.6%	1.5%	397	3.6%	1.7%	466	4.0%	2.0%	2,652	13.5%	11.7%
Industrial/Manufacturing (1)(4)	586	5.8%	2.5%	614	5.6%	2.6%	763	6.6%	3.2%	655	3.3%	2.9%
Transp./Common/Utilities (1)	2,061	20.5%	8.7%	2,549	23.3%	10.8%	2,681	23.0%	11.4%			0.0%
Government/Institutional /Exempt (1)(4)	422	4.2%	1.8%	434	4.0%	1.8%	473	4.1%	2.0%	1,139	5.8%	5.0%
Recreational (1)(2)(4)	384	3.8%	1.6%	406	3.7%	1.7%	470	4.0%	2.0%	1,633	8.3%	7.2%
Urban Subtotal(4)	**10,044**	**100.0%**	**42.6%**	**10,963**	**100%**	**46.5%**	**11,635**	**100.0%**	**49.3%**	**19,653**	**100.0%**	**86.6%**
Agricultural (4)	6,817	50.3%	28.9%	6,277	49.7%	26.6%	5,124	42.8%	21.7%	1,804	59.2%	7.9%
Natural Resources Areas	3,734	27.6%	15.8%	3,508	27.8%	14.9%	3,567	29.8%	15.1%			
Wetlands	2,323	17.1%	9.8%	2,269	18.0%	9.6%	2,301	19.2%	9.8%			
Woodlands/Forests(4)	1,283	9.5%	5.4%	1,130	8.9%	4.8%	1,154	9.6%	4.9%	224	7.4%	1.0%
Surface Water	128	0.9%	0.5%	109	0.9%	0.5%	112	0.9%	0.5%			
Other (4)	2,997	22.1%	12.7%	2,845	22.5%	12.1%	3,268	27.3%	13.9%			
Undeveloped Land(4)										1,018	33.4%	4.5%
Nonurban Subtotal(4)	**13,548**	**100%**	**57.4%**	**12,630**	**100.0%**	**53.5%**	**11,959**	**100.0%**	**50.7%**	**3,046**	**100.0%**	**13.4%**
Total	**23,592**		**100.0%**	**23,593**		**100.0%**	**23,594**			**22,699**		**100.0%**

SEWRPC & City of New Berlin Assessment Data -Market Drive software produced by Assessment Technologies LLC

1-Includes off-street parking areas.

2- Includes intensively used area of public and non-public recreation sites.

3- Includes extractive, landfills and unused land.

4 - For the 2020 values, the City Assessor is using new software that does not calculate the information in the same way. The calculations are a bit different.

The categories were matched as closely as possible.

The predominate property type is used in this table. Wetlands, woodlands/forests and surface water were not calculated separately. We also did not differentiate betwee

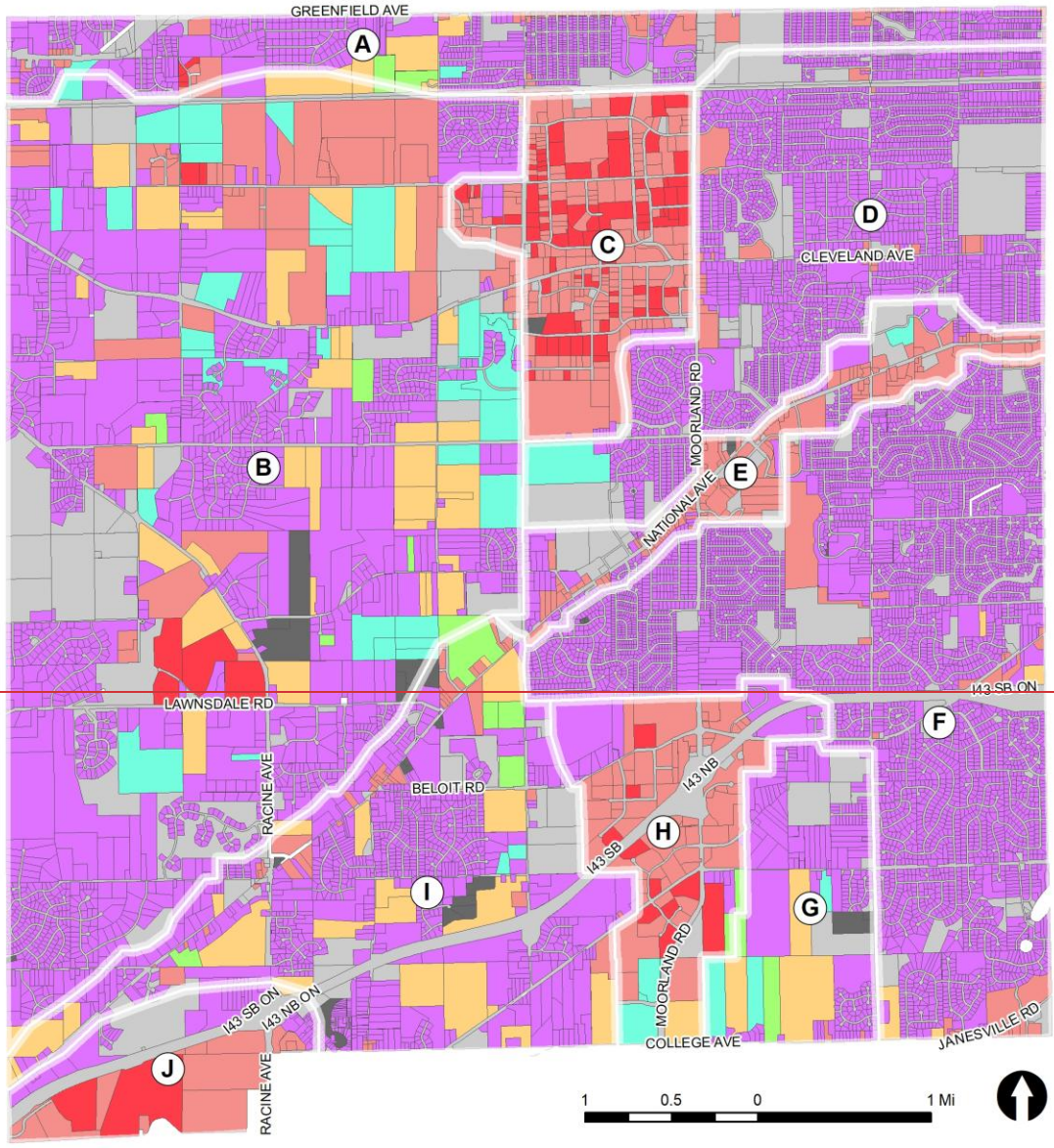
urban and non-urban for 2020.

Figure 10.1. City of New Berlin Land Use Trends
Source: SEWRPC & City of New Berlin Assessment Data

In 2020, the primary urban use within New Berlin consisted of residential land at approximately 13,574 acres, or 59.8% of the total area of New Berlin. This was an increase of 6,792 acres from 2000.

EXISTING LAND USE

with Neighborhood Overlay



EXISTING LAND USE

- No Value Assigned
- Agricultural
- Commercial
- Exempt
- Forest
- Manufacturing
- Residential
- Undeveloped

March 2024

COMPREHENSIVE PLAN 2030

City of New Berlin, Wisconsin

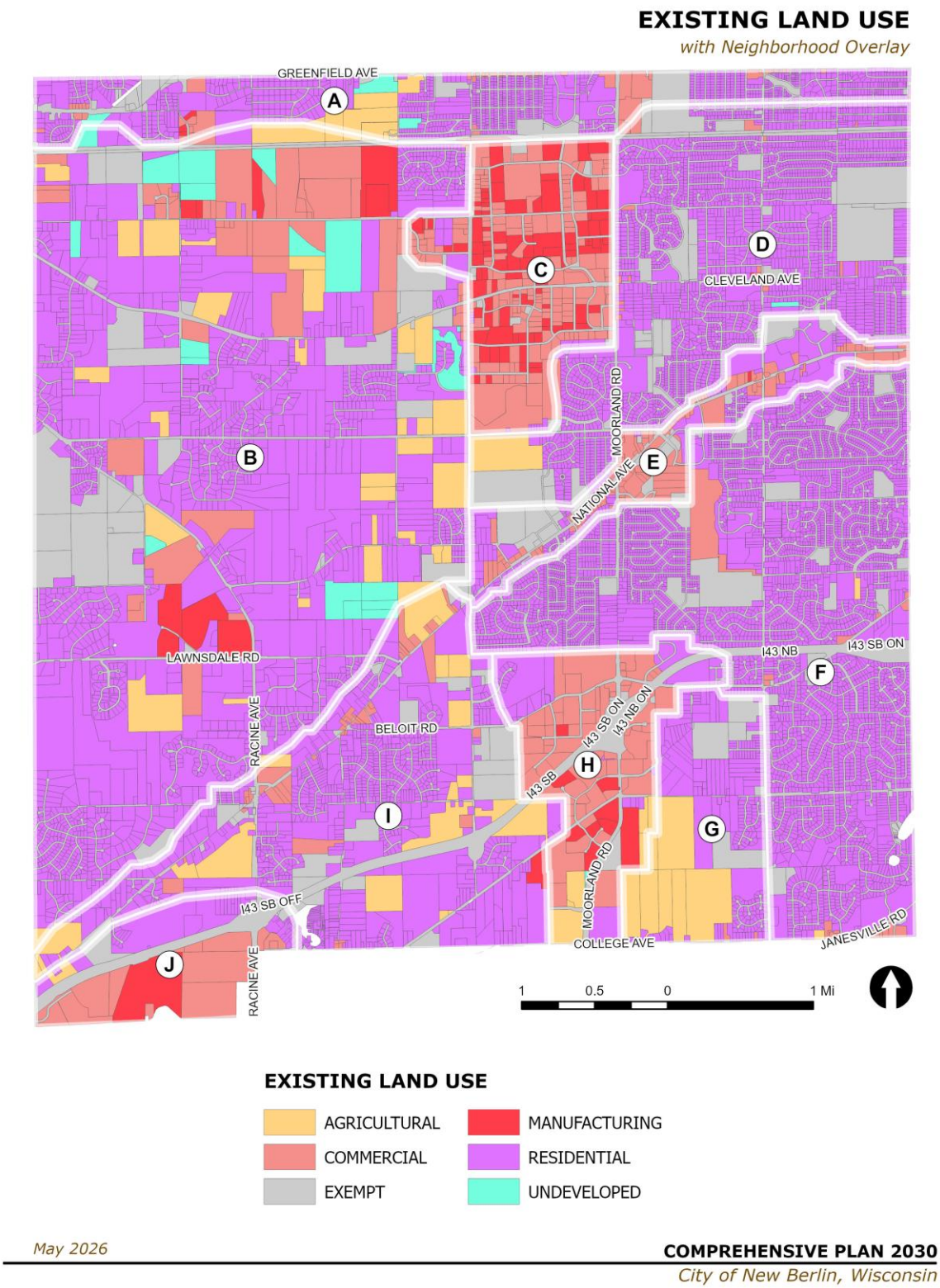


Figure 10.2. Existing Land Use Map of the City of New Berlin. UPDATE MAP IF PUD IS APPROVED.

Even though the amount of agricultural land in the City has been decreasing over time, agricultural land still plays a significant role in New Berlin. Most new subdivisions built since 2015 have been conservation style subdivisions with an overall density of one home per 5 acres, in addition to 50 to 75 percent open space. The City has continued to monitor the subdivision ordinances every few years to ensure that we are continuing to preserve open spaces, wetlands and woodlands.

Based upon survey work conducted by the Department of Community Development in 2008, this decrease can be attributed to market forces that have resulted in less overall income being derived from farming, multiple property ownerships creating smaller, less contiguous farmland acreages, and a general lack of interest in farming. Surveying large property owners whose current existing land use is agriculture, in 1999, 95% and in 2007, 91% of those surveyed identified that farming was not their main occupation. The Department mailed out 123 surveys representing 155 tracts of agricultural or undeveloped lands of 15 acres in size or larger. There was a 44% response rate to the 2008 survey. See Appendix F for both the survey results and the summary power point presentation that was presented at the Farmland & Open Space Landowners Focus Group meeting on July 9, 2008.

In order to continue forth with farmland preservation efforts, the Department of Community Development must continually look for economically viable ways of purchasing agriculture conservation easements through grant funding. Additionally, the Department should utilize its conservation subdivision regulations to plan for and permit farming as open space use. Planning for farms in conservation subdivisions could take place through the platting process by designing lot layouts, access, and other elements to accommodate farming as an open space use. The Department is also encouraged to continue promoting other agricultural preservation mechanisms to property owners such as easement dedications and / or purchase of development rights (PDR).

Other significant trends noted in the table have been the growth in commercial and industrial/manufacturing land use. This growth was planned for and is on track with the various development polices within each Neighborhood. This would include some growth in South Moorland Road Corridor, City Center and Moorland Road and Beloit Road.

LAND USE POLICIES

Several key policies were developed during the 2001 Growth and Development Master Plan (GDMP) process in order to guide the demographic and economic forces shaping the community. These policies have been carried forward and will continue to help guide the City's land use planning efforts.

Although the Land Use Plan is ultimately organized around creating distinct neighborhoods and business centers, the following policies shall apply city-wide:

Policy 1: Managed Growth

Ensure that growth in New Berlin is affirmatively and responsibly managed based on available public services and suitability of the land for development.

Policy 2: Urban Boundaries

Maintain cohesive urban boundaries conducive to service delivery that support implementation of the adopted future land use plan.

Policy 3: Compatible Land Uses

Promote an orderly and compatible pattern of land uses avoiding "hodge-podge" development patterns. Provide appropriate transitions and buffers when differing uses are adjacent to one another.

Policy 4: Infrastructure

Utilize the provision of infrastructure in supporting and influencing growth in areas most suitable to accommodate growth.

Policy 5: Neighborhood Preservation

Preserve existing neighborhoods and encourage compatible infill development. (Infill development generally refers to either construction on vacant parcels in existing developed areas, or replacement of obsolete or dilapidated structures with new buildings.)

Policy 6: Rural Character

Preserve the existing character of the remaining rural areas in New Berlin.

Policy 7: Urban and Rural Distinction

Preserve and reinforce the distinction between urban and rural areas in New Berlin.

Policy 8: Open Space

Preserve open space throughout the city through both public and private development. Focus preservation efforts in environmentally sensitive areas, areas with recreational and trail opportunities, areas serving as buffers between different land uses, and neighborhood open space. Work to remove regulatory barriers that will reinforce that farming and/or large-scale gardening can remain a viable land use while respecting and preserving private property rights.

Policy 9: Development Quality

Require new development to meet sound planning and engineering standards with regard to sustainable architecture, site planning, and stormwater management.

These principles create an overall policy framework for the city.

The City of New Berlin Land Use Plan is intended to provide a guide for development, redevelopment, and preservation over the next ten (10) years and will need to be re-evaluated ~~during 2021~~over the years and again near the year 2030. The Land Use Plan is based on standards that reflect the desires of community residents, committee members, elected officials and proven principles in community development, environmental preservation, and residential development. As part of the Land Use Plan, several factors have been explored related to the growth of the built environment:

- ***Social factors*** include those which give or maintain character (i.e. gathering areas, civic identity, and the "city living with a touch of country" feeling).
- ***Economic factors*** include the creation of jobs, balance of municipal expenses and revenue, and land value influenced by natural amenities and water quality.
- ***Physical factors*** include the character of the land (i.e. how it appears, areas that are preserved, what types of development are allowed, and where development is located).

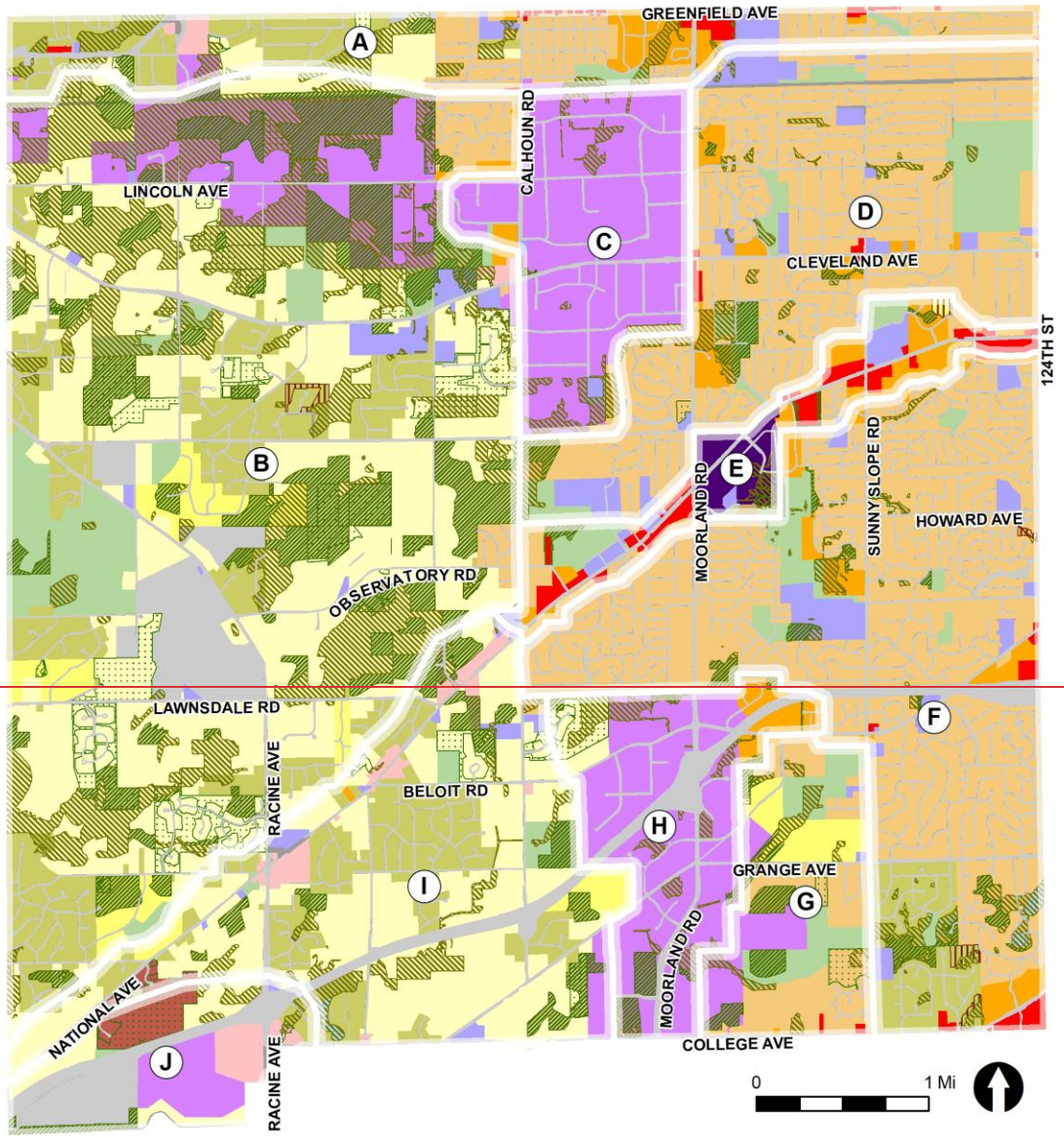
The Land Use Plan cannot be successfully implemented by looking only at the physical attributes of growth. Diverse and healthy communities grow in all three areas, and a balance should be achieved to provide a quality environment for residents and business owners.

This Land Use Plan provides flexible recommendations and categories to provide long-range guidance to decision-makers. It recognizes that the City Zoning Map exists as a mechanism for property-specific recommendations. The purpose of the Land Use Plan is to serve as a link between the Land Use Policies and the development regulations. The City should explore implementing a form-based code versus continuing the use the traditional zoning ordinance (Euclidean Zoning) in order to implement infill and/or redevelopment opportunities.

When considering the proposed land uses for any particular parcel of property, the Land Use Policies must be considered in addition to the requirements of the entire Comprehensive Plan. The Land Use Plan Map, shown in Figure 10.3, identifies the future land use districts within the City of New Berlin.

FUTURE LAND USE PLAN

with Zoned Conservancy and Neighborhood Overlay



LEGEND

- Business Park / Industrial
- Institutional
- City Center Mixed Use
- Suburban Commercial
- Rural Commercial
- Mixed Use Residential
- City Center Single Family Res
- Urban Residential
- Suburban Residential
- Country Residential
- Residential Estate
- Quarry Park Residential
- Transportation
- Park
- Quarry
- Water

Zoned Conservancy Districts

- C-1 Upland Resource
- C-2 Shoreland Wetland
- C-3 Permanent Open Space

March 2024

COMPREHENSIVE PLAN 2030

City of New Berlin, Wisconsin

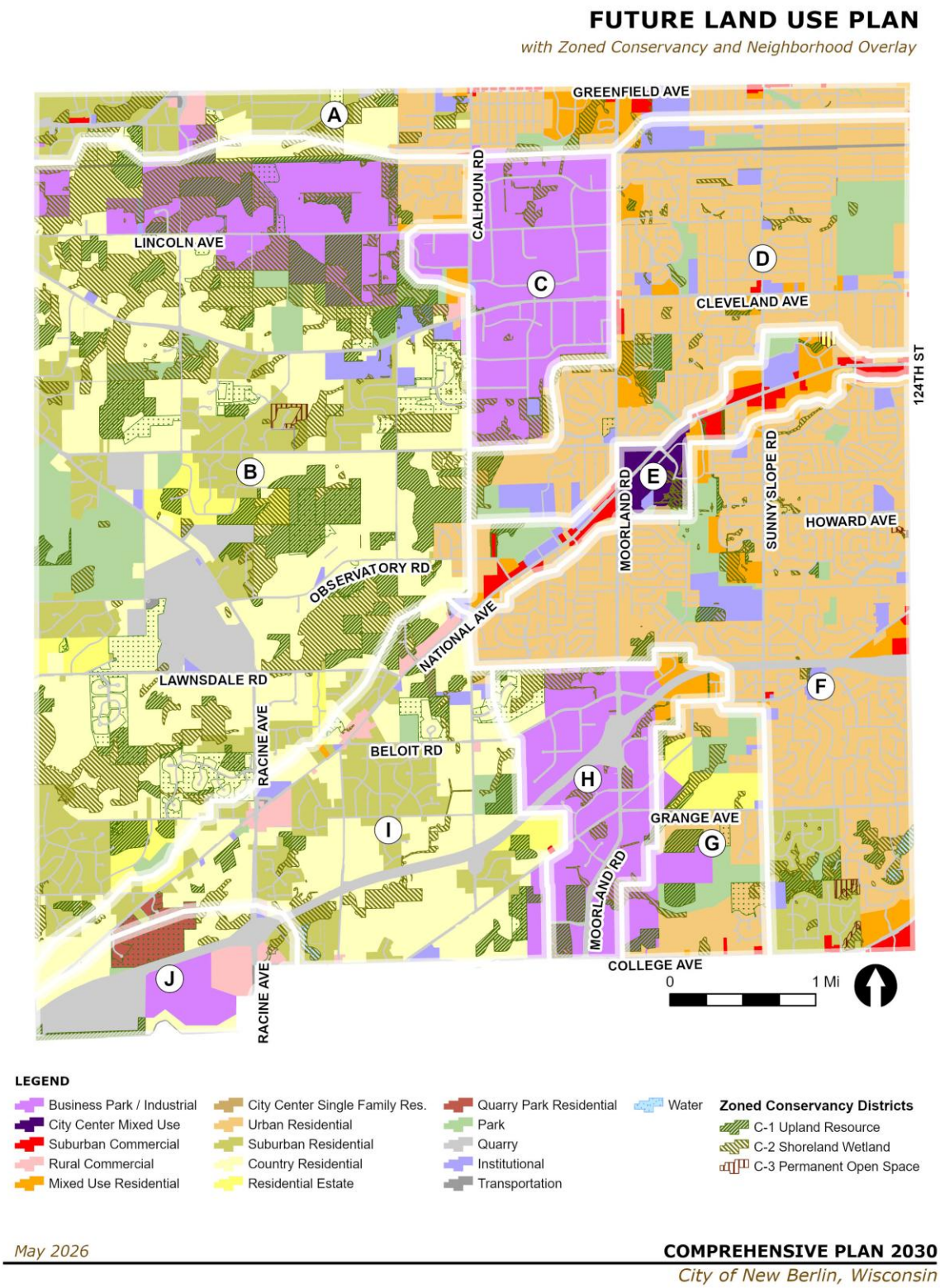


Figure 10.3. Future Land Use Map for the City of New Berlin. UPDATE MAP IF PUD & COMP. PLAN IS AMENDMENT IS APPROVED.

Section 34 – 35 – South Moorland Road Corridor

Section 35 is an area that is envisioned to be a mix of business park industrial, office, retail, residential, and passive and active park uses. In order to implement the conceptual neighborhood plan, the City has created three new zoning districts specifically for this geographic area. They include a new R-6 (Section 35 Low-Density Single-Family Residential), M-3 (Section 34 & 35 Business Park Development District) and P-2 (Section 35 Park Complex District) as further described below. The map below (Figure 10.4) identifies the Future Land Use and Zoning Code Section 275-13.1(H)(4), Figure I-1, identifies the designated zoning districts. All projects that require rezoning within this respective area shall be rezoned in accordance with Zoning Code Figure I-1 and future Plan Commission and Common Council actions.

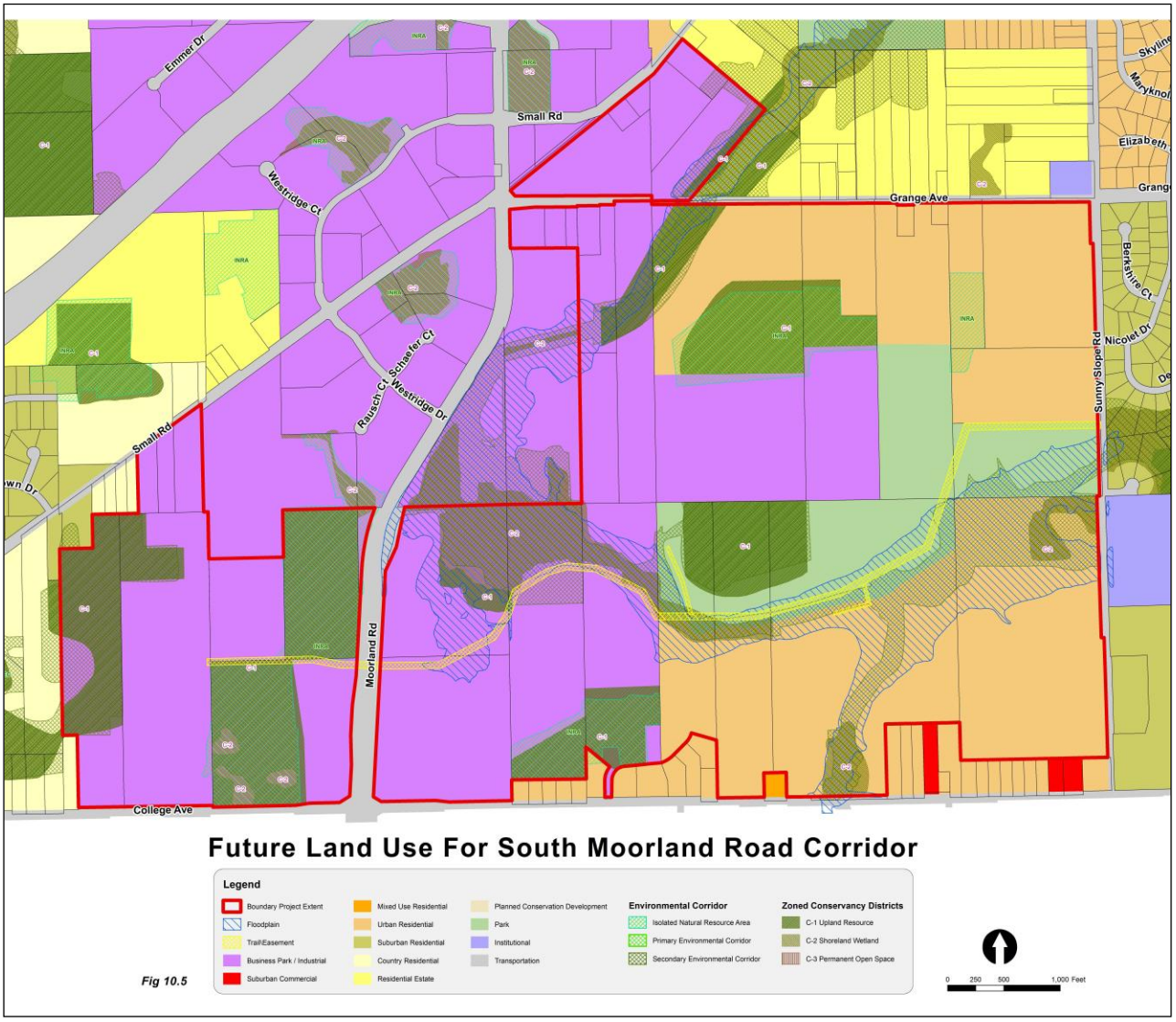


Figure 10.4 Future Land Use Map for South Moorland Road Corridor. UPDATE MAP IF PUD & COMP. PLAN IS AMENDMENT IS APPROVED.

Northwest Section 2 –North Moorland Road Corridor (Southeast corner of Moorland Road and Greenfield Avenue)

The Department of Community Development has been going through the process of analyzing the area now referred to as the North Moorland Road Corridor. This area is generally bounded by Moorland Road to the West, the Highland Memorial Park Cemetery and Walmart development to the East, Greenfield Avenue to the North and the New Berlin Recreational Trail to the South (Figure 10.5). In order to guide the City in land use and zoning decisions it is best to understand the impact new developments will have on the School District, traffic patterns, stormwater and environmental features. Development policies were added within Chapter 11 – Neighborhood A (Greenfield Avenue Corridor) to guide any future development requests.

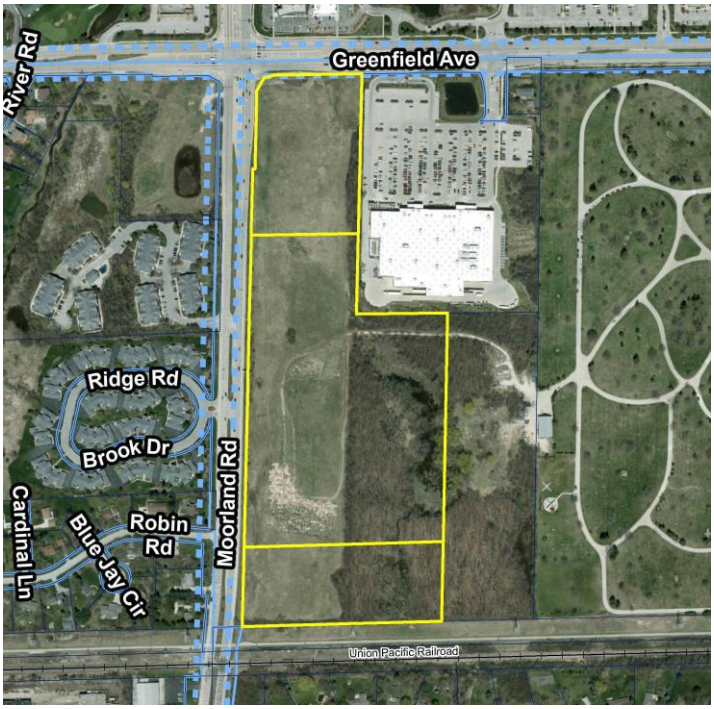


Fig. 10.5 North Moorland Road Corridor Map.

Urban Residential

The Urban Residential designation reflects the modern form of the residential subdivision with lots ranging in size from one to four dwelling units per acre, depending on underlying zoning and surrounding development patterns. While these communities may include various sizes and price ranges of homes, the primary land use is single-family detached homes. Attached single-family housing may be considered as a transitional use between lower density residential uses and non-residential development and highway corridors.

The corresponding zoning districts are:

- R-4 (Low-Density Single-Family Residential) which has a not-to-exceed density of 2.2 dwelling units per net residential acre for new large lot subdivisions to be served by public sanitary sewer and water facilities.

- R-4.5 (Medium-Density Single-Family Residential) which has a not-to-exceed density of 2.9 dwelling units per net residential acre, served by public sanitary sewer and water facilities.
- R-5 (Medium-Density Single-Family Residential) which has a not-to-exceed density of 4.3 dwelling units per net residential acre, served by public sanitary sewer and water facilities. It should be noted that the City's current zoning ordinance states that "no unplatted lands" should be placed into the R-5 District.
- R-6 (Section 35 Low-Density Single-Family Residential) is unique to the South Moorland Road Corridor Area, a specific geographic area in the City (see §275-13.1H(4) Figure I-1 of the Zoning Code). The R-6 Low-Density Single-Family Residential District is intended to provide for single-family residential development within Sections 34 and 35 with a minimum lot sizes similar to those in the above zoning districts and served by public sanitary sewer and water facilities. The Plan Commission and Common Council may approve smaller lot sizes pursuant to the city's zoning and subdivision codes and the vision for Neighborhood "G", in order to protect environmental features such as woodlands and tree lines, provide for additional tree protection and/or avoid steep topography. All lots shall adhere to the City's adopted zoning and subdivision codes. Per Zoning Code Section §275-13.1(H)(4), "All projects that require rezoning within this respective area shall be rezoned in accordance with Zoning Code Figure I-1 and future Plan Commission and Common Council actions."

Urban Residential districts include neighborhood parks and green spaces that provide amenities to local residents and are encouraged to provide links with the City's existing parks and recreation. Developers should incorporate the protection of environmentally sensitive areas, including the floodplain, into the development to create unique neighborhoods while protecting the natural environment. The number of cul-de-sacs should be minimized, emphasizing loop street layouts or multiple connections through and between subdivisions.

The Urban Residential areas also offer a continuing opportunity for more affordable housing to serve workers in the City's growing business parks. For example, housing on ¼ acre lots can help to retain and increase the diversity of the City's housing stock to allow for more personal housing options. The Community Development Authority (CDA) (formerly the New Berlin Housing Authority) is using tax credits and rent assistance to ensure a continued supply of affordable senior housing and apartments.

The City has worked closely over the past few years with ~~Bank Five Nine~~ a bank to create a home loan grant program for first time home buyers. The program is funded by the Housing Trust Fund, which was created via Ordinance #: 2491, an ordinance to create a Housing Trust Fund for the City of New Berlin. The Common Council approved the transfer of Seventy Five Thousand Dollars ($75,000.00) into the Fund. The City is able to provide qualified applicants with a $2,500 grant to first time home buyers to pay for down payment and closing costs associated with buying their own home. The bank may match that request up to $2,500 and will assist the City in

reviewing the requests. The City has created a home loan grant application which is located on the City's website.

Certain institutional uses that can be compatible with residential uses, such as schools and neighborhood scale churches may be appropriate after careful site plan review.

Suburban Residential

The Suburban Residential designation reflects the rural setting of the existing residential areas on the western half of the City. Lots in this category are generally located in existing subdivisions that have already been developed at higher densities than the surrounding Country Residential area. The Suburban Residential areas are typically served by private on-site sewerage disposal systems and private wells. On average, lots are 35,000 square feet in this district. New development may occur as infill development, but are not expansions to the existing subdivisions. Infill development is the development of vacant lots within existing subdivisions.

The corresponding zoning district is:

- R-3 (Suburban Single- Family Residential) which has a not-to-exceed density of 2.0 dwelling units per net residential acre. This District is intended to be used for residentially platted lots already existing at this density range. As stated previously, Suburban Residential lots are served by private on-site sewerage disposal systems and private wells.

Residential Estate

Residential Estate is similar to the Country Residential category except for that it has a gross density not-to-exceed one dwelling unit per two acres. While agricultural uses are encouraged to remain as long as the owners wish to operate farms, this designation provides an opportunity for the City to allow this area to develop, but maintain a sense of rural character. Before this land use category is implemented in this area, provisions for public sewer and water facilities must be made.

The preservation of the character of these areas should be accomplished through the use of clustering homes to help preserve the visual character but also to preserve larger open space areas for use as active or passive recreation or agriculture. Establishing open space areas which include streams, wetlands, woodlands, floodplains should be given high priority along with establishing greater setbacks from these resources.

The corresponding zoning district is:

- R-2E (Conservation Estate Single- Family Residential) which has a not-to-exceed density of 1.0 dwelling units per two acres. Homes within this District are intended to be served by public sanitary sewer and water facilities. Density bonuses are allowed pursuant to the City's zoning code.

Country Residential

Country Residential encompasses most of the area in the western portion of the City. These areas include various sizes and price ranges of homes with the primary land use being single-family detached homes. The average density of this area is envisioned to be a gross density of one dwelling unit per five acres.

Lot clustering that maintains an overall low density, while preserving substantial open space is encouraged in these areas. Country Residential Communities will be planned to include parks and green space or preserve agricultural land. This will provide amenities to local residents and work toward providing a link with the City's existing parks and recreation system. Developers should incorporate the protection of environmentally sensitive areas, including the floodplain, into the development to create unique neighborhoods while protecting the natural environment.

The corresponding zoning district is:

- R-1/R-2 (Rural Conservation Single-Family Residential) which has a not-to-exceed gross density of 1.0 dwelling unit five acres. Country Residential lots are served by private on-site sewerage disposal systems and private wells. Density bonuses are allowed pursuant to the City's Zoning Code.

There are also a large number of farm operations that exist in this area and the protection and preservation of these uses is integral to this land use. Some on-site sales of products are appropriate including small farm markets, landscape materials, and locally grown food. Artisan farming, flea markets, hobby farming and other activities that promote the continuation of farming should be encouraged and regulatory barriers prohibiting these activities should be removed. In order to prevent excessive nuisances from occurring as a result from any of these associated farming related commercial activities, they should be regulated in their size, intensity and traffic impacts to prevent the proliferation of Rural Commercial Services in areas not designated as commercial.

Quarry Park Residential

Quarry Park Residential encompasses the properties within Quarry Park Subdivision, which is an 18-lot single-family residential conservation subdivision. The density is one dwelling unit per 6.6 acres.

The corresponding zoning district is:

- R-7 (Quarry Park Low-Density Single-Family Residential District) which is intended to provide for no more than 27 single-family residential lots which shall collectively be considered a residential community governed through a homeowners association and which is served by a community wide on-site sewage disposal system and private wells to be maintained solely

by the homeowners association and/or the homeowners in the subdivision. A developer agreement shall be in place.

Mixed Use Residential

The Mixed Use Residential designation applies to several areas where more intense business uses meet single-family residential uses. The purpose of Mixed Use Residential is to provide a district for land uses and development that combine characteristics from other districts. There are several land uses that can occur in mixed use areas, including low-density multi-family, senior housing, duplexes, condominiums, or institutional uses. Development approval for these uses requires a review to determine compatibility with surrounding land uses, particularly the residential neighborhoods.

The corresponding residential zoning districts are:

- Rd-1 (Two-Family Residential District) is intended to provide for two-family residential development, at densities not to exceed 4.8 dwelling units per net residential acre, served by public sanitary sewer and water facilities.
- Rm-1 (Multiple-Family Residential District) is intended to provide for multiple-family residential development served by municipal sewer and water facilities at densities not to exceed those established within the Zoning Code. New lands to be placed in the Rm-1 District by rezoning petition shall be located not closer than 120 feet to an existing single-family residential subdivision. Net density calculations shall include the area of land upon which the dwelling units are proposed to be located and including common open space and associated facilities on the tract of land zoned Rm-1, excluding rights-of-way of publicly dedicated streets and private streets.
- I-1 (Institutional District) is intended to provide areas for public or private institutions or organizations housing social, educational, religious, or governmental activities.
- Zoning Code Section 275-41B(1) provides for elderly housing and assisted-living facilities. The density of an elderly housing development shall not exceed the densities established within the Zoning Code.
- A PUD could be considered when a mix of multi-family and retail/office uses are being proposed in order to accommodate creative site design. PUD's are not to be used for solely single-family residential.

Business Park / Industrial

Business Park / Industrial encompass a mixture of office, industrial, retail, commercial and service uses in a development with substantial landscaping and open space to create an attractive image. New industrial and office growth is encouraged to occur in these large developments so traffic impacts on surrounding uses can be minimized & managed and infrastructure can be provided.

The Business Park / Industrial land use is placed in areas where there will be a minimal impact on residential uses and the natural environment. In addition, Business Parks parcels are generally

located near major transportation corridors that can accommodate the truck and automobile traffic generated by such developments.

The corresponding zoning districts are:

- O-1 (Office and Business Service District) is intended to provide for individual or attractive groupings of office and financial service uses in aesthetically pleasing structures on lots with ample open space.
- O-2 (Business Park Development District) is intended to provide for the development of an attractive grouping of buildings limited to light industrial uses, offices, corporate headquarters, and support facilities in a parklike setting. The district is further intended to promote the provision of ample off-street parking and loading areas, open space, and landscape planting screens or buffer yards in areas adjacent to residential areas.
- O-3 (Transitional Office District) is intended to provide for low-intensity uses that serve as a transitional use between residential uses and districts and higher-intensity uses, including office, commercial and industrial uses. The district is also intended to accommodate areas where many residential homes are being converted to nonresidential uses such as business, medical, and professional offices. The O-3 District provides regulations that limit parking in side and rear yards, landscaping, architectural preservation of the existing residential character, and small-scale structures that blend in with the surrounding community while providing necessary services to the citizens of New Berlin.
- M-1 (Light Manufacturing District) is intended to provide for a range of light manufacturing and industrial uses. The M-1 Light Manufacturing District is also intended to provide for manufacturing and industrial development of a more-restrictive nature. The district is further intended to be used where the relative proximity to other uses requires more-restrictive regulation.
- M-2 (General Industrial District) is intended to provide for manufacturing and industrial development of a less-restrictive nature than in the M-1 Light Manufacturing District in areas where the relationship to surrounding land use would create fewer problems of compatibility. This district is further intended to allow, where properly screened, outside storage of vehicles, equipment, machinery, and inventory.
- M-3 (Section 34-35 Business Park Development District) is unique to the South Moorland Road Corridor Area, a specific geographic area in the City (see §275-13.1H(4) Figure I-1 of the Zoning Code). The M-3 Section 34-35 Business Park Development District is intended for light manufacturing, office, retail and business uses. The M-3 Section 34-35 Business Park Development District is also intended to provide a broader mix of allowable uses including retail establishments within Sections 34 and 35 of the City to support both the business and residential development. The District is further intended to promote open space, intense vertical landscape, planting screens, buffer yards and preservation of existing environmental features (trees, wetlands, floodpain, rock outcroppings, steep slopes and viewsheds). Per Zoning Code Section §275-13.1(H)(4), "All projects that require rezoning within this respective area shall be rezoned in accordance with Zoning Code Figure I-1 and future Plan Commission and Common Council actions."

City Center – Mixed Use

The City Center designation recognizes the substantial planning and investment being made in the commercial core at National Avenue, immediately east of Moorland Road. While the City Center is a part of the suburban business center corridor, the unique qualities desired by the City for this area merit special attention. The pedestrian orientation, distinctive streetscape, and the mixture of uses create the potential for this to become a unique area of the city. There are several land uses that can occur within the mixed use areas, including single-family residential, duplex residential, condominiums, townhomes, apartments, office, commercial, and institutional. Development approval for all of these uses requires a review to determine compatibility with surrounding land uses, particularly the adjacent residential neighborhoods.

Refer to the City Center PUD Ordinance #2526 and associated zoning map for a list of appropriate uses for this area.

City Center – Single-Family

The City-Center – Single-Family designation reflects the modern form of the residential subdivision with lots ranging in size from one to four dwelling units per acre, depending on underlying zoning and surrounding development patterns. While these communities may include various sizes and price ranges of homes, the primary land use is single-family detached homes. Attached single-family housing may be considered as a transitional use between lower density residential uses and non-residential development and highway corridors.

The corresponding zoning district is:

- R-4.5 (Medium-Density Single-Family Residential) which has a not-to-exceed density of 2.9 dwelling units per net residential acre, served by public sanitary sewer and water facilities.

Suburban Commercial

Suburban Commercial areas include the commercial areas of New Berlin primarily along National Avenue east of Calhoun Road. While these areas focus on retail sales and personal services, some office space and low-density multi-family housing is intermixed only when commercial development is incorporated on the first floor and residential is planned above. Net density not to exceed those established within Zoning Code Section 275-33(8): Rm-1, Multiple Family Residential District and Section 275-41B(1): Elderly housing and assisted-living facilities. The geographic boundaries of Suburban Commercial areas should be controlled to limit expansion of commercial development and the increasing number of vacant buildings, and at the same time provide flexibility to accommodate changes in the market.

Developers will be encouraged to establish creative commercial centers that do not place emphasis on the parking areas, but on the commercial uses themselves. This can be accomplished by placing some parking to the side or behind buildings and utilizing internal

landscaping throughout the parking areas. Signage and lighting should be placed and designed to ensure visibility without being excessive.

Unique to the intersection located at the southeast corner of Moorland Road and Greenfield Avenue, the City has established parameters for planning of this area in order to ensure that it develops uniformly. Chapter 11: Neighborhood A - Greenfield Avenue lays out specific policies to help ensure the cohesive development. This area is intended for retail and commercial uses located on the corner then transitioning to the south to allow for commercial retail and/or office on the first floor with residential integrated above. The far southern end of the parcel could be developed as low-density multi-family residential as defined above in this section.

The corresponding zoning districts are:

- B-1 (Shopping Center District) is intended to provide for neighborhood and community shopping centers with groupings of retail and customer service establishments to serve both the citizens of New Berlin, the surrounding region, and businesses. Hotels and regional uses are also appropriate in this district when planned appropriately in relation to traffic and landscaping. This district is intended to accommodate the requirement of on-site parking and loading facilities; landscape planting screens in areas adjacent to nonbusiness development or other incompatible uses; and a partially pedestrian-oriented shopping environment. Uses in this district are intended to be compatible with the character of the adjacent residential areas served.
- B-2 (General Retail Sales and Service District) is intended to accommodate a broad range of retail sales and service uses. The district is also intended to provide for the orderly and attractive development and grouping in appropriate and convenient locations for small-lot business activities of a general nature. The district is further intended to promote the provision of ample off-street parking and loading areas; landscape planting screens in areas adjacent to nonbusiness development or other incompatible uses; and development in character with the adjacent land uses.

Rural Commercial

Rural Commercial areas should maintain the "rural theme" in designing retail-oriented developments that include farm implement sales, produce markets, feed and seed stores, etc. to help support the agricultural environment but, may also include small-scale office-oriented uses. In addition, convenience retail uses may be appropriate in these areas to serve the day-to-day needs of residents, thus minimizing the necessity of driving for convenience goods.

Rural Commercial should be located primarily along National Avenue west of Calhoun Road. These uses should be located in enclosed structures. Where outdoor storage and sales are necessary, they should be located in the side or rear yards. Landscaping and screening should be used to minimize the transition from agricultural and rural residential uses to these commercial developments. Lighting should be carefully evaluated. Rural commercial architectural design standards should be adhered to. The Rural Commercial Design Guide shall be used to aid

development. As properties apply for rezoning requests in these areas, the B-3 and B-5 Districts shall be considered to be more suitable than the B-2 District.

The corresponding zoning districts are:

- B-2 (General Retail Sales and Service) which is intended to accommodate a broad range of retail sales and service uses and provide for orderly and attractive development and grouping in appropriate and convenient locations for small lot business activities of a general nature. The minimum lot size for this district is 40,000 square feet.
- B-3 (General Bulk Sales) which is intended to accommodate the needs of the agricultural community for the western portion of the community without detracting from the character of the area. This district allows for outdoor storage, outdoor sales and automotive sales, service and repair. The minimum lot size for this district is 3 acres.
- B-5 (Rural Commercial District) which is intended to accommodate the needs of the agricultural community with a range of retail sales and service uses. The uses of these areas are intended to provide convenience for farms and the growing residential uses in the western area. The minimum lot size for this district is 40,000 square feet.

Institutional

Institutional uses encompass the main City Government facilities around City Hall, as well as schools, churches, and other nonprofits. Regarding church uses, these institutions have been classified into two types: Neighborhood Scale and Community Scale. Neighborhood scale churches are defined as a place of gathering for religious observance, ministry, and fellowship & related social events and may include classrooms for periodic religious instruction, kitchen, meeting area principally for members and administrative offices. These facilities are identified as those with a total building footprint of less than 14,999 square feet. Community scale churches are defined as a place of gathering for religious observance, ministry, and fellowship & related social events and may include classrooms for periodic religious instruction, and administrative offices. These facilities are identified as those with a total building footprint greater than 15,000 square feet or which have accessory uses, which include, but are not limited to uses such as banquet facilities, day school, day care facilities, retail stores, restaurant, workout centers / club, gymnasium, health care facilities, assisted living facilities, library, and café.

Parks

The City wishes to acquire and maintain parks and open space that are consistent with the adopted park and open space plan to encourage private preservation of open space and environmental areas, and to encourage the use of creative development alternatives (i.e. Conservation subdivisions to create neighborhood open space).

The corresponding zoning districts are:

- P-1 (Park and Recreation District) is intended to provide areas where open space and outdoor recreational needs of the citizens can be met without the undue disturbance of natural resources and adjacent uses. When applied to privately owned recreational lands, this district is intended to avoid the conversion of such lands to other urban uses without adequate public review and approval. The district should be used for areas designated as parks in the adopted New Berlin Comprehensive Plan.
- P-2 (Section 35 Park Complex District) is unique to the South Moorland Road Corridor Area, a specific geographic area in the City (see §275-13.1H(4) Figure I-1 of the Zoning Code). The P-2 Section 35 Park Complex District is intended to provide an area for a regional amenity that would provide tournament, practice and game space for baseball, softball and/or soccer. The District will also incorporate neighborhood park elements for neighboring residents. The complex will provide a buffer between the residential and business park land uses and may be expanded to create additional meaningful passive recreational opportunities and utilize the City's utility easement / public trail to create more of a linear parkway. Uses may include, but are not limited to, passive recreational trails, fishing ponds, winter sports activities, snowshoeing, cross country skiing, sledding, nature trails, bird watching and interpretive exercise trails. Per Zoning Code Section §275-13.1(H)(4), "All projects that require rezoning within this respective area shall be rezoned in accordance with Zoning Code Figure I-1 and future Plan Commission and Common Council actions."

In addition, the City's *Park and Open Space Plan* identifies the need to acquire additional Community Parkland to account for the City's land area and population growth. Such Community Parkland shall incorporate an active park complex to address the City's need for additional ball fields and courts, as outlined in the *Park and Open Space Plan*, as well as passive park uses year-round. Linear parkways, which preserve open space, and provide connectivity within this area should be developed. The linear parkways could be integrated with the floodplain and creek areas.

Quarry

Quarries involve the mining and processing of minerals. They typically include both underground and surface mining activities. While they are typically located in rural areas, they can also create substantial land use impacts. A few of these quarry properties are actively being mined for non-metallic mineral resources (i.e. sand & gravel). As such, they are required to have a City approved Reclamation Plan pursuant to NR 135 and the City's zoning ordinance. The Reclamation Plan is required to identify post-mining land uses in addition to the "means & methods" for reclaiming the site. During the planning horizon for this Plan, it is anticipated that two of these quarries will transition and be reclaimed into their approved post-mining land uses. Specifically, the New Valley Sand & Gravel Quarry (identified in Neighborhood "J" has been identified as a future business park and the Kohler Pit has the following approved post-mining land uses – rural commercial, agriculture and aquaculture (both in recreational & commercial formats). Kohler Ridge Subdivision was approved by the Common Council in, 2016. The

subdivision encompasses a portion of the former Kohler Sand & Gravel Mine and resulted in the complete restoration of approximately 65 acres of formerly mined land.

Conservancy Areas

C-1 Upland Resource Conservancy Zoning

The purpose of this district is to prevent the destruction of valuable natural and man-made resources and, in particular, woodlands, wetlands, wildlife habitat areas, perennial and intermittent streams, major lakes, floodlands and shorelands, significant water recharge and discharge areas, prairies, recreational and scenic areas, natural scientific areas, areas with poor soils or high groundwater, and areas of steep slopes, including primary environmental corridor, secondary environmental corridor and isolated natural resource areas. It should be noted that the City has established a new policy that states no "new" lands should be placed into this category and rather the use of "conservation easements" shall become the norm for preserving and protecting these natural resource assets.

C-2 Shoreland-Wetland Conservancy Zoning

The purpose of this district is to preserve, protect, and enhance the ponds, streams, and wetland areas of the City. The preservation, protection, and enhancement of these areas will serve to maintain safe and healthful conditions; maintain and improve water quality, both ground and surface; prevent flood damage; control stormwater runoff; protect stream banks from erosion; protect groundwater recharge and discharge areas; protect wildlife habitat; protect native plant communities; avoid the location of structures on soils which are generally not suitable for use; and protect the water-based recreation resources of the City.

C-3 Permanent Open Space/Conservation Zoning

The Permanent Open Space/Conservation Lands District is intended to serve as a preservation district to maintain lands that have been permanently designated as open space or conservation lands. This District serves as a more definitive designation of open space and conservation lands as an alternative to deed restrictions and easements. This District should be utilized for developments where potential development densities have been transferred to another area of the property or to another site within New Berlin; developments that will have open space permanently preserved; and other similar conservation and preservation practices that will contribute to the unique character of New Berlin.

Environmental Corridors

Environmental Corridors are shown on the City's Map of Potential Conservation Lands. The City clearly recognizes the importance of these natural resource assets and will continue to use "conservation easements" for their protection. The City will also continue to follow SEWRPC guidelines for preserving, protecting and managing development within these corridor areas. See Appendix J for SEWRPC's publication entitled "Environmental Corridors – Lifelines of the Natural Resource Base". The City will continue to use SEWRPC's Environmental Corridor Maps as a resource as amended.

Map of Potential Conservation Areas

The Map of Potential Conservation Lands for the City of New Berlin consists of wetlands; woodlands; Butler's Garter Snake habitat; Water; Slope; environmental corridors; and scenic vistas. This map should be used as a resource in addition to, but not limited to, other maps such as the future land use, zoning and FEMA FIRM maps for all land use decisions. These environmental features should be incorporated into all development proposals, as applicable.

LAND USE PLANNING IN WAUKESHA COUNTY

Under Wisconsin State Statutes, counties are required to incorporate into the county development plan all master plans that have been duly adopted by incorporated cities and villages under the State of Wisconsin City Planning Enabling Act. However, the Statutes do not provide direction as to resolving conflicts between county adopted land use objectives and local master plans. To address this issue, the Waukesha County Comprehensive Plan Advisory Committee determined specific approaches to be implemented during the County Plan process. The following County approaches are those which apply directly to New Berlin's Comprehensive Plan:

- All duly adopted local land use plans, whether prepared by incorporated cities and villages or by towns, would be reviewed for consistency with the County development objectives and standards approved by the Advisory Committee, as presented in Chapter 2 of this Plan. All inconsistencies would be identified and described.
- Municipalities will prepare preliminary land use plans in a manner consistent with the Advisory Committee approved development objectives and standards. Following review of local land use plans, inconsistencies with the development objectives were identified for the municipalities and adjustments were requested.
- The compiled preliminary County land use plan would be provided to all cities, villages, and towns in the County for review and comment.

Resulting from these approaches is the County land use element provided in the Waukesha County Comprehensive Plan. Due to the fact that the County is required to incorporate local master plans into its overall plan, New Berlin residents and property owners should first look to its own Comprehensive Plan for guiding objectives and policies. The Waukesha County Plan shall serve as a seamless overview of planning efforts county-wide.

LAND USE PLANNING IN THE REGION

The regional land use plan sets forth the fundamental concepts that are recommended to guide the development of the seven-county southeastern Wisconsin region. The most recent version of the plan, entitled "SEWRPC Planning Report No. 55: A Regional Land Use Plan and Transportation Plan for Southeastern Wisconsin: 2050, was adopted by SEWRPC in July 2016. This plan is intended to guide land use development and redevelopment through the year 2050.

Vision 2050 replaces the Vision 2035 plans. It should be noted that the SEWRPC plans are advisory only. Refer to the SEWRPC VISION 2050 plan for the most updated information related to their regional planning efforts and recommendations. The report is available on the SEWRPC website www.sewrpc.org.

CHAPTER 17: NEIGHBORHOOD G

SECTIONS 26 AND 35 – SOUTH MOORLAND ROAD CORRIDOR

Revisions approved by Council on 10/13/2015 via Ordinance #2553
Revisions approved by Council 11/15/16 via Ordinance #2579
Revisions approved by Council DATE via Ordinance # 2719

The land west of Sunny Slope Road and east of the Westridge area offers a unique opportunity in the city. On the one hand, the neighborhood has a rural character much like western New Berlin. On the other hand, it is tucked between newer urban neighborhoods to the east, and the Westridge Business Park. Moorland East Business Park and ~~/~~ Moorland Road corridor to the west.

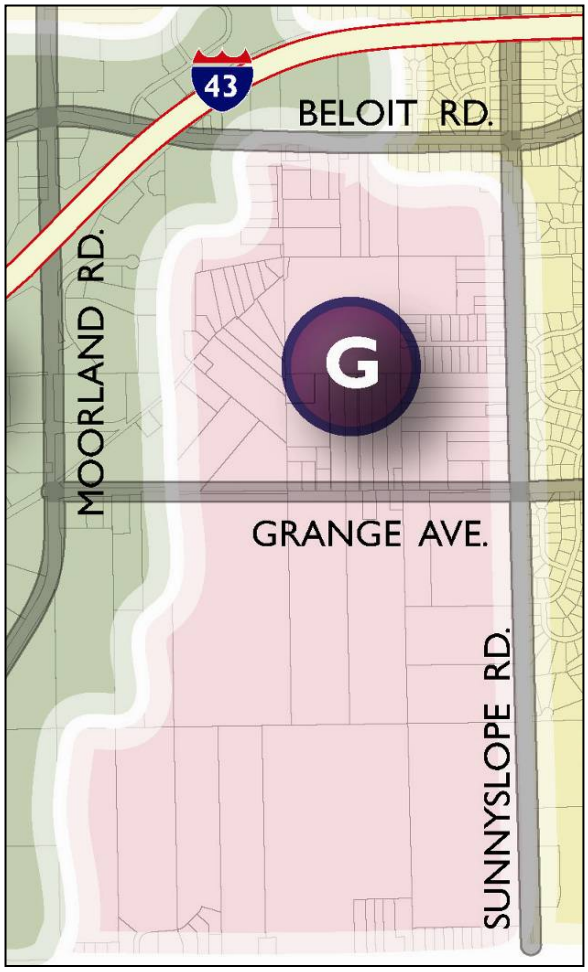


Figure 17.1. Neighborhood G Context Map.

The neighborhood boundaries include Beloit Road to the north, Sunny Slope Road to the east, the City limits to the south, and generally the industrial lands to the west (Figure 17.1). The neighborhood is located in the Root River watershed~~,~~ and is currently divided from the Westridge area by a significant environmentally sensitive valley. The northern third of the area (portions of Section 26) is served by sewers and consists mainly of a park and larger residential lots. The existing residential homes in the southern half (Section 35) that are not part of a platted subdivision, are not served by sewers and consists primarily of larger agricultural parcels; however, in 2011 the City amended the current Sewer Service Area (SSA) and the New Berlin Urban Service Area Boundary (NBUSAB) in order to serve future development. The extension of water main and interceptor sewer from Sunny Slope Road to Moorland Road westward to service new development in this area has been installed. Local sewers and water mains will need to be installed at the time of development. As of 2026, there are three new residential subdivisions located within the boundaries of Section 35 that are served by sewer and water.

While it is not reasonable to expect full retention of agricultural uses in the long term, there is an opportunity to balance new development with the preservation of natural features. If property owners wish to continue using their properties for agricultural uses, the City should support those uses. However, as pressure grows to convert those farms to other uses, the City should use proposed plans and regulations to achieve a cohesive long-range vision for the neighborhood.

PUBLIC INPUT

Initial Neighborhood Meeting

On March 18, 2008, residents and property owners in Neighborhood G met (Figure 17.2) to learn about the comprehensive planning process and to complete an image preference survey (Figure 17.3). For the survey, attendees were instructed to rate individual images, divided by land use, based on two factors: 1) whether or not the use was desirable for their neighborhood, and 2) whether or not they liked the overall image. Prompts were provided with each image, e.g. "setback", "building character", that helped to focus the rating for each image. Twenty-five attendees completed the image preference survey.

Attendees were to rate the images only for their neighborhood, not the entire city. After the survey, attendees had an opportunity to discuss what uses they would like to see in New Berlin as a whole. The highest-rated images for each of the following positively-rated categories are shown throughout this chapter.

- Multi-family Housing – Preferred characteristics included smaller complexes with natural open space features, front porches, accessible entries, and façade detail.
- Road Design – Desired characteristics included landscaping along the street right-of-way, landscaped medians, and on-street bike lanes where appropriate.
- Open Space – Preferred open space characteristics included retaining natural and environmental areas, water retention features, and pathways.

These categories were considered appropriate for Sections 26 and 35. Attendees also rated images for the following four categories, which were not considered preferable for the neighborhood:

- Commercial Retail
- Business Office / Light Industrial
- Parking
- Commercial Signage

Subsequent discussion supported that these uses were not desirable in the neighborhood, with the exception of



Figure 17.2. Neighborhood G Meeting, March 18, 2008.

light industrial where additional Westridge / Moorland Road corridor properties may be accommodated. Appendix K provides the full summary of highest-rated and lowest-rated images for Sections 26 and 35.

New Berlin Comprehensive Plan Update

DESIGN PREFERENCE SURVEY
BACKGROUND INFORMATION - Neighborhood B (54)

1. **WHAT IS YOUR GENDER?**
   - □ FEMALE = 44.5%
   - □ MALE =55.5%
2. **HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD ON A REGULAR BASIS?**
   - □ 1 = 13.2%
   - □ 2-3 = 69.8%
   - □ 4-5 = 13.2%
   - □ 6 OR MORE = 3.7%
3. **OF THOSE LIVING IN YOUR HOUSEHOLD, HOW MANY ARE CHILDREN (UNDER THE AGE OF 18 YEARS OLD)?**
   - □ 0 = 83.0%
   - □ 1-2 = 13.2%
   - □ 3-5 = 3.7%
   - □ 6 OR MORE
4. **WHAT IS YOUR AGE?**
   - □ UNDER 18 YEARS OLD
   - □ 18-24 YEARS OLD = 1.8%
   - □ 25-34 YEARS OLD = 5.6%
   - □ 35-44 YEARS OLD = 11.3%
   - □ 45-54 YEARS OLD = 24.5%
   - □ 55-64 YEARS OLD = 26.4%
   - □ 65 YEARS OR OLDER = 30.1%
5. **HOW LONG HAVE YOU LIVED IN NEW BERLIN?**
   - □ LESS THAN A YEAR = 1.8%
   - □ 2-3 YEARS = 1.8%
   - □ 3-5 YEARS = 9.4%
   - □ 6-10 YEARS = 5.6%
   - □ 11-20 YEARS = 32.0%
   - □ MORE THAN 20 YEARS = 49.0%
   - □ DO NOT LIVE IN NEW BERLIN
6. **WHAT TYPE OF RESIDENTIAL BUILDING DO YOU LIVE IN?**
   - □ SINGLE FAMILY = 98.1%
   - □ DUPLEX
   - □ MULTI-FAMILY (MORE THAN 2 UNITS)
   - □ CONDOMINIUM = 1.9%
   - □ MOBILE HOME
   - □ ELDERLY HOUSING
   - □ OTHER (PLEASE SPECIFY)
7. **DO YOU OWN OR RENT YOUR HOME?**
   - □ OWN = 100%
   - □ RENT
   - □ OTHER (PLEASE SPECIFY)
8. **WHERE DO YOU LIVE IN NEW BERLIN? (USE MAP ON BACK OF THIS PAGE)**
   - □ AREA A
   - □ AREA B
   - □ AREA C
   - □ AREA D
   - □ AREA E
   - □ AREA F
   - □ AREA G
   - □ AREA H
   - □ AREA I
   - □ AREA J
9. **DO YOU WORK IN NEW BERLIN?**
   - □ YES = 25.0%
   - □ NO = 75.0%
10. **PLEASE WRITE AN "X" TO INDICATE THE TYPES AND NUMBER OF PROPERTIES YOU OWN IN NEW BERLIN:**

	1 property	2-3 properties	4 or more properties	I do not own this type of property
Residential	50	4	1	
Commercial				
Industrial	3	1		
Other	4	5		

Figure 17.3. Background Information Summary for Neighborhood G Listening Session Survey Respondents.

Neighborhood Review Meeting #1

Neighborhood G reconvened on October 15, 2008 to review the results of the survey and discuss future land use recommendations. Recommendations included a revised single-family residential density and new residential district, multi-family residential as a transitional use between single-family units and the business park, a regional stormwater detention facility, additional business / industrial, and a potential regional sports complex.

Neighborhood Review Meeting #2

Neighborhood G convened again on February 4, 2009 to discuss future land use recommendations and the development concept for the neighborhood. Construction along Grange Avenue was a topic of discussion; City staff explained that only minor intersection improvements would be made to the roadway as development occurred adjacent to the corridor. There were no plans at that time for Grange Avenue to be expanded to a four-lane road. Attendees reviewed the development concept for the neighborhood, including residential development at a density of two units per acre with 40% overall open space, industrial lands, and stormwater management. Attendees inquired as to the capacity of the Elmwood School and how the new residential development would impact that capacity.

City staff discussed the proposed traffic management plan for both Neighborhoods G and H. The following items were discussed as traffic management strategies separate of the proposed concept plan for Neighborhood G:

- The intersection of Sunny Slope Road and Grange Avenue may require signals and designated turn lanes.
- At the intersection of Sunny Slope Road and College Avenue, a right turn lane would be added to Sunny Slope Road.
- Moorland Road would need to be widened to four lanes from Grange Avenue to College Avenue.

Development in the area would only require additional turn lanes and access points. The City would look to developers for assistance for roadway improvements (see Appendix L: Section 35 TIA).

Utility plans for the neighborhood were also discussed at the meeting. City staff explained that currently, there is an interceptor sewer at Brook Hollow Court, and considerations were being made as to how that sewer would run across Neighborhood G into Neighborhood H. The City would need for the sewer to reach Moorland Road in order to provide basic sewer service. Doing so would also allow the elimination of a lift station that is located on Moorland Road near the Westridge Business Park.

City staff also discussed how the interceptor sewer would be routed assuming the stormwater complex remains. The interceptor could be routed around the stormwater complex and follow

the Tess Corner Creek to Moorland Road. From there, a leg would branch off to the north. An interceptor sewer is not intended to provide local sewer to the given areas of the Neighborhood G concept, but would be considered a major conveyance line. Local sewers could be connected to the interceptor. By routing the interceptor sewer, it also gives the opportunity to route water to Moorland Road. Having an interceptor sewer in the area does not equate to having sewer availability. Sewer would have to branch off of the interceptor and work its way through the street complex to a specific location. Developers would be required to put in a local sewer to bring sewer availability to a given area.

Attendees were informed that the concept would not be constructed in one phase, and that development would begin approximately four to five years out. Undeveloped land would continue in its current agricultural use. Attendees discussed a proposed trail system that would circle the Tess Corners stormwater management area. Trails were considered to be a positive attribute so long as they were not located directly adjacent to the backyards of property owners.

Attendees inquired about the Tess Corners area, to which City staff explained that construction was contingent upon the acquisition of appropriate funds. Developers would be required to have stormwater management areas on their own sites without Tess Corners. The City of Muskego was the jurisdiction responsible for coordinating this project with the Wisconsin Department of Natural Resources (DNR).

Neighborhood Review Meeting #3

On April 20, 2009, interested parties attended the final review meeting for both Neighborhoods G and H. Attendees inquired as to the size of Tess Corners; City staff explained that the area would be mostly dry and comprise roughly 100 acres. It was conveyed that attendees preferred alternative stormwater management techniques over the presence of retention ponds. Additionally, attendees inquired as to the exact location of wetlands in the neighborhood. City staff explained that there may be mapped wetlands, but they would have to be field delineated to confirm specific locations.

One attendee asked about which interceptor would be used to connect new development to the sewer. City staff reiterated that the existing interceptor is located next to Sunny Slope Road just north of Elmwood School. The concepts include extending that sewer pipe to the west.

Concerns were raised regarding the high level of detail on the concept plan presented at the meeting. City staff explained that the high level of detail allows for more tailored feedback from attendees, Steering Committee members, and the Plan Commission as development concepts move forward in the future. Attendees again asked about the impact of development on the Elmwood School, to which City staff explained that the School District had expressed being able to handle the increase over the long term.

Attendees requested to preserve the views along Grange Avenue wherever feasible, and questioned how Grange Avenue would not need reconstruction despite the increase in neighborhood density. City staff described the process for calculating traffic increases over time, and explained that Grange Avenue would eventually need reconstruction for other reasons (e.g. multiple layers of pavement and fading lines).

Neighborhood "G" Area Site Tour

On April 25, 2009, interested parties including the Steering Sub-Committee were invited to attend a Site Tour of Neighborhood G. The Site Tour was set up to assist the Sub-committee in making land use, transportation, land preservation, storm water management, utility, and economic development decisions as part of the Comprehensive Plan process. A list of issues was prepared for attendees to consider during the tour, including:

1. Views – Consider the views into and out of the site to determine areas to protect, impact on surrounding properties, and opportunities for special features and open space amenities.
2. Context – Relationship to existing development surrounding the site and any proposed development adjacent to the project area. Natural features or environmental constraints that exist that should be protected or include development restrictions.
3. Topography – Understand the land to determine constraints for development, utilities, drainage, and road development.
4. Transportation Access – Review the potential vehicular access points into the site, as well as through the site. Identify areas where topography or natural features prevent continuous transportation linkages.
5. Storm Water Management – Understand the natural lay of the land, current drainage ways, and opportunities for alternative stormwater management techniques, and impacts from adjacent properties.
6. Trails – Consider appropriate linkages and opportunities for trails on the site, as well as linkages to adjacent properties.
7. Size – Realize the size of the property in relation to surrounding development, opportunities for phasing, and how long it might take for this area to develop.

These issues should be reviewed for any new development in this neighborhood.

Chapter 17 Update – 2014 - 2015

Summary Update and Public Participation Activities including several Neighborhood Focus Group Meetings, Discussions, and Open Houses for the South Moorland Road Corridor Sections 34 and 35.

The Department of Community Development has actively been going through the process of seeking public input on the Master Planning of Sections 34 and 35 now referred to as South Moorland Road Corridor. The Sections 34 and 35 Master Planning area is generally bounded by

Sunny Slope Road to the East, Moorland Road to the West, Grange Avenue to the North and College Avenue to the South.

In 2012, the City undertook the task of preparing a Comprehensive Plan Amendment for the Section 35 – South Moorland Road Corridor area. As part of that process a series of four Focus Group meetings were held to gather input from residents within the neighboring areas. This amendment included the expansion of the Business Park/Industrial area by about 200 acres. During the focus group meetings, Staff and the elected officials received significant community opposition to the proposed changes. The Common Council made the decision to end discussions on any amendments to Sections 35 prior to the project being presented to the Plan Commission.

In January of 2014, the City organized a meeting with concerned residents from the neighborhoods to the east of Section 35 regarding the future planning of this area. There was an interest in renewing the 2012 project in order for the City and residents to have more control in the ultimate build-out of the South Moorland Road Neighborhood by setting up the land uses, development policies and Zoning Code regulations for the area prior to development occurring. After that meeting the Department of Community Development began the process to re-evaluate the land uses and Comprehensive Plan for this area.

Significant outreach took place throughout 2014 and 2015 to meet with neighborhood representatives to the east, residents along both College Avenue and Grange Avenue, the current land owners and/or their representatives within Section 35 and the community as a whole. Below is a list of the public participation activities completed as of 3/23/2015:

Meetings:

- January 2014 – Meeting with neighbors east of Sunny Slope.
- May 29, 2014 – Loomis Land Owner Interview.
- May 23, 2014 – Ray Saltzman – Land Owner Interview.
- May 23, 2014 – Thompson Corporation – Land Owner Interview.
- April 10, 2014 - Residents from Subdivisions East of Sunny Slope Road.
- June 3, 2014 – Grange Avenue Residents.
- June 5, 2014 – College Avenue Residents.
- June 12, 2014 – Large Land Owners within Section 35.
- October 29, 2014 – DCD site walk of Section 35.
- November 19, 2014 – Meet with Thompson Corporation regarding Section 35.
- November 25, 2014 – New Berlin Pastor Leadership Meeting.
- December 1, 2014 – Plan Commission – Presentation of a summary memo, dated November 10, 2014, on Section 35 Master Planning Updates.
- December 9, 2014 - Residents from Subdivisions East of Sunny Slope Road.
- December 11, 2014 – Update with Police Chief Joe Rieder & Fire Chief Lloyd Bertram.
- December 19, 2014 – Update with Superintendent Joe Garza.

- January 8, 2015 – Conference Call with Shelly Strasser with WA-WM School District. She serves as the Recreation & Community Services Program Director for the WA-WM School District. We discussed with her their success using crowd-funding for fitness stations at McKinley Park.
- January 13, 2015 – Staff meeting with Mark Schroeder to discuss needs for the park complex area. Discussed what types of soccer and baseball needs the City has.
- January 15, 2015 – Residents from Subdivisions East of Sunny Slope Road.
- January 19, 2015 – Staff meeting with Thompson Corporation to update them on our work to date.
- February 4, 2015 – Conference Call with Eileen Kelley, Planning Director for the City of Middleton. Discussed some of the projects going on there. Some of which included a multi-modal trail with recreational equipment, large preservation areas, and a lifestyle center.
- February 5, 2015 – Staff meeting with Mike Zimmerman and Tom Johns with MKE Sports Entertainment, to discuss their ideas on Sports Complexes in the region. They have been involved with the Rock in Franklin, the WAVE and many other sports related ventures. We wanted to learn from them about what has worked and what hasn't.
- February 18, 2015 – Zoning Code Committee Meeting #1 held at City Hall.
- February 19, 2015 – Staff attended the New Berlin Chamber of Commerce Legislative Update Breakfast - 1st Quarter General Membership meeting held at the New Berlin Banquet Center. Staff discussed the area with a few people at the event. Mayor also mentioned it as part of his presentation.
- March 18, 2015 – Update with Superintendent Joe Garza.
- March 18, 2015 – Staff meeting with a developer interested in this area of the City.
- March 19, 2015 – Update with Mayor, Alderman Harenda and DCD Staff. Provided update on Storm Water Management Plan, TIA, Zoning Code Committee work to date, and park complex alternatives.
- March 19 – 20, 2015 – Staff attended the Chamber's Discover New Berlin event held at Eisenhower High School. Information was available about Section 35 at this event and staff discussed the area with several residents.
- March 30, 2015 – June, 2015 – DCD Staff held open office hours and was available to discuss the South Moorland Road Corridor. Staff held office hours in the Council Chambers and Conference Room A/B at City Hall.
    - Staff held 15 office hours during the day on Monday, Wednesday and Friday's from 8:00 to 9:00 and 3:30 to 4:30.
    - Staff held 8 evening office hours prior to the Council meetings and in conjunction with Alderman Harenda's Tuesday Office Hours.
    - Staff held 6 Saturday office hours.
- April 10, 2014<u>5</u> – Staff meeting with the Mayor and Alderman Harenda to discuss next steps – discussed preparing access agreements for individual property owners to sign in order to allow the City to access their properties in order to survey a potential road location and park boundary. After this meeting, meetings with each property owner were held to go over the agreement.
- April 15, 2015 – Zoning Code Committee Meeting #2 held at City Hall.

- April 24, 2015 – Staff meeting with the Mayor and Alderman Harenda to discuss next steps – Additional park acreage to accommodate a larger park complex footprint to provide more parking, additional public space and buffer areas.
- April 29, 2015 – Staff meeting with Greg Johnson with Ehler's to request he prepare a cost-study and TIF feasibility analysis / Return On Investment Study for Section 35.
- Large Land Owners – Access Agreement Meetings for potential road right-of-way and park land purchase:
    - April 20, 2015 - Jim Rausch, Gajewski & Mike DeMichele & Attorney Brian Randall
    - April 21, 2015 & May 6, 2015 – Thompson – Dean Frederick
    - April 30, 2015 – Loomis
    - April 23, 2015 & May, 1 2015 - Ray Saltzmann
    - May 11, 2015 – Mr. and Mrs. Bosch
    - June 12, 2015 – All large landowners
- May 4, 2015 – Plan Commission Meeting – PC requested the Common Council set a Public Hearing Date for June 29, 2015 (Note: item tabled at the May 12, 2015 Common Council meeting in order to provide more time for discussions with the property owners).
- May 12, 2015 – Staff meeting with John Biebreitz to review the draft TIA.
- May 13, 2015 – Staff meeting to review Comprehensive Plan Draft Plan amendments for Chapters 10, 17, and 18.
- May 21, 2015 – Staff met with Herbert Gross and Peter Gross with The Continental Divide Company, Ltd. Discussed Section 35 development options.
- May 27, 2015 – Meeting with Josh Gimble discussed Section 35 development options.
- June 3, 2015 – Staff meeting to discuss Section 34/35 Draft Public Improvement Plan. Greg Johnson with Ehlers attended.
- June 3, 2015 – DCD staff attended the Westridge Business Association Meeting and discussed Section 35 development options.
- June 8, 2015 – Staff meeting to discuss Section 34-35 Draft Public Improvement Plan. Greg Johnson with Ehlers presented his Section 35 ROI analysis to staff.
- June 11, 2015 – Staff meeting with Brian Riordan, Chuck Stadler, and Jack Price to review sports complex ideas.
- June 12, 2015 – Staff meeting with Section 35 large landowners. Discussed road layout.
- June 26, 2015 – Staff met with Ehler's to review Return on Investment study.
- June 5, 2015 – Upwards of 12,000 postcards were sent out to residents in the City of New Berlin notifying them of the office hours in June.
- August 20, 2015- Meeting with neighbors east of Sunny Slope.
- August 24, 2015 - Special Plan Commission Meeting / Workshop.
- September 9, 2015 – Plan Commission held the Public Hearing.

Open Office Hours:

- Saturday, March 28, 10:00 AM - 12:00 PM
- Wednesday, April 1, 8:00 AM - 9:00 AM
- Wednesday, April 1, 3:30 PM - 4:30 PM

- Friday, April 3, 8:00 AM - 9:00 AM
- Wednesday, April 8, 8:00 AM - 9:00 AM
- Wednesday, April 8, 3:30 PM - 4:30 PM
- Friday, April 10, 8:00 AM - 9:00 AM
- Tuesday, April 14, 6:00 PM - 7:00 PM
- Wednesday, April 15, 8:00 AM - 9:00 AM
- Wednesday, April 1,5 3:30 PM - 4:30 PM
- Friday, April 17, 8:00 AM - 9:00 AM
- Tuesday, April 21, 6:00 PM - 7:00 PM
- Wednesday, April 22, 8:00 AM - 9:00 AM
- Wednesday, April 22, 3:30 PM - 4:30 PM
- Friday, April 24, 8:00 AM - 9:00 AM
- Saturday, April 25, 10:00 AM - 12:00 PM
- Tuesday, April 28, 6:00 PM - 7:00 PM
- Wednesday, April 29, 8:00 AM - 9:00 AM
- Wednesday, April 29, 3:30 PM - 4:30 PM
- Friday, May 1, 8:00 AM - 9:00 AM
- Saturday, May 2, 10:00 PM - 12:00
- Tuesday, May 12, 5:00 PM - 7:00 PM
- Tuesday, May 19, 5:00 PM - 7:00 PM
- Tuesday, May 26, 5:00 PM - 7:00 PM
- Saturday, May 30, 10:00 AM - 12:00 PM
- Saturday, June 6, 8:00 AM - 10:00 AM
- Tuesday, June 9, 5:00 PM - 7:00 PM
- Tuesday, June 16, 5:00 PM - 7:00 PM
- Saturday, June 27, 8:00 AM -10:00 AM

Please See Appendix – R. A Public Participation Summary, dated June 29, 2015 on the South Moorland Road Corridor Neighborhood Plan and Comprehensive Plan Update. This memo has been ~~prepared and will be~~ provided to the Plan Commission and ~~. The summary~~ outlines common themes and comments heard during the above sessions.

2026 Update

A Neighborhood Meeting was held on May 13, 2026, to discuss the proposed Rockwell Automation development.

VISION

Neighborhood G is considered to be a sizeable land area in New Berlin that can accommodate the amount of development desired to offset the City's tax base and accommodate new businesses and residents. Planning for a specific scale of development in Neighborhood G may relieve development pressure City-wide, as the western half of New Berlin remains the area in which residents and businesses wish to maintain higher open space percentages.

In order to guide the City on policy decisions and better understand the impact on the School District, traffic patterns, stormwater and environmental features, conceptual plans were prepared for Section 35. Even though Neighborhood G is unique, it cannot be ~~independently~~ planned separately from Neighborhood H. The two neighborhoods are integrated and will share land uses, new roadway and trail connections and should be considered as one cohesive area. In determining an appropriate lot size for this Section, the team needed to better understand approximately how many units could fit into the residential portion identified on the Future Land Use Map based on various lot size combinations. Historically, this area called for a maximum gross density of 1 dwelling unit per 2 acres for the area located south of Grange Avenue. After careful review and looking at a variety of development concept scenarios, for what the land could hold in this area, rather than focusing on a density for this area, it was determined that lot size and various environmental constraints will be the focus. The lot sizes in this area under the R-6, Section 35 Low-Density Single-Family District, will have a minimum lot size similar to that of the adjacent subdivisions east of Sunny Slope Road. The Plan Commission and Common Council may approve smaller lot sizes pursuant to the City's zoning and subdivision codes and the vision for Neighborhood G, in order to protect environmental features such as woodlands and tree lines, provide for additional tree protection and/or avoid steep topography. All lots shall adhere to the City's adopted zoning and subdivision codes. The future land use map for Urban Residential in Section 35 identifies approximately 199 net acres of land to be developed under the newly created R-6 Zoning District. The vision for Section 35 includes the following elements that have been incorporated into the development of the plan:

- A business community that focuses on sustainable site and building design.
- Emphasis on preservation of significant environmental features such as: wetlands, woodlands, tree rows, floodplain and environmental corridors.
- Focus on green infrastructure and creative stormwater management elements.
- A system of meaningful pedestrian connections to create a walkable and connected community.
- Focus on sound planning and architecture practices.
- Layout that includes a mix of retail, commercial, office and light manufacturing within the Business Park/Industrial area.
- Provide residential subdivisions utilizing conservation style design to preserve the environmental features.

- ~~Provide residential subdivisions utilizing conservation style design to preserve the environmental features.~~
- Allow for flexible site design for both residential and non-residential development by creating Zoning Code standards that promote creativity and sustainability.
- Require significant buffers between contrasting uses and main thoroughfares.
- Provide a regional park complex.

The recommended development for Neighborhood G balances new residential areas with new business park land uses, as well as an approximately 96 acre park complex that would contain a mixture of active and passive park uses. Housing areas in Neighborhood G should reflect the character and quality of adjacent subdivisions classified as Suburban and Urban Residential on the future land use map. The southern portion of Neighborhood G, consisting mostly of Section 35, which is roughly the area of Grange Avenue to the North, College Avenue to the South, Moorland Road to the West and Sunny Slope Road to the East, shall be reserved for low-density single-family subdivision development that balances development with existing sensitive environmental features, including wetlands, woodlands, existing tree rows, floodplain and environmental corridors. Agricultural uses are encouraged to continue as open space, where appropriate, for the residential developments. As property owners desire to develop their properties, development should incorporate open space that integrates these agricultural lands and environmentally sensitive areas, particularly the stream valley. The valley will serve as a unique natural feature and appropriate buffers can be incorporated between residential developments and the existing Westridge / Towne Corporate Business Park and ~~future~~ Moorland East Business Park development. Future development should establish unique business park properties on the western portion of the neighborhood.

DEVELOPMENT POLICIES

1. Permit new single-family residential through the R-6, Section 35 Low-Density Single-Family Residential District and preserve open space lands to support the surrounding residential and business communities.
2. Allow additional business office uses east of Moorland Road to respond to the growing interest in New Berlin. Additionally, allowing more office uses should help to offset tax increases and reduce development impacts on the school district. Business park/industrial, office, commercial and/or retail uses should be separated from residential areas with open space, vegetative buffers, new landscaping, and existing environmental features including wetlands, woodlands, existing tree rows, floodplain and environmental corridors. In addition, uses complementary to the park complex may also be considered if their size and scope are determined to be compatible and well integrated with adjacent land uses (i.e. do not encroach into woodland, wetland, & floodplain areas, the site and architecture are designed to fit the area & compatible with immediately adjacent land uses, do not adversely impact traffic & circulation and serve the community].
3. ~~Now that the interceptor has been installed to service this area with sewer and water, c~~Continue to pursue the extension of local sewer and water mains to accommodate new development in the Section 35 area.
4. Encourage the continuation of agricultural uses as long as the property owners so desire. As agricultural lands transition to residential developments, the subdivision design could incorporate farming and agriculture uses as viable open space options.
5. Protect the stream valley and floodplain areas the Section 35 area from development through careful review of Shoreland Wetland Zoning and Floodplain requirements. Recognize its value as an environmentally sensitive corridor, as a boundary between the Westridge / Towne Corporate Business Park and future Moorland East Business Park development and proposed housing, and utilize the preserved open space as an amenity for future residential development.
6. The City should explore opportunities to expand the park system / park complex into areas adjacent to the floodplain and stream corridors (generally to the west of complex areas) in order to create additional meaningful, passive, recreational opportunities and to utilize the City's utility easement / public trail in order to create more of a linear parkway. Work in this area should be consistent with the City's Park and Open Space Plan. Uses in this expanded park area could include, but are not limited to, passive recreational trails, fishing ponds, winter sports activities, snowshoeing, cross country skiing, sledding, nature trails, bird watching, and interpretive exercise trails.
7. Permit new single-family development that will have a minimum lot size similar to that of the adjacent subdivisions east of Sunny Slope Road, pursuant to the city's zoning and subdivision codes and the vision for this neighborhood. ~~as stated above south of Grange Avenue.~~ The area north of Grange Avenue should develop at a density consistent with the existing zoning district. Through good subdivision design, density bonuses may be allowed pursuant to the City Zoning and Development Code requirements.

8. Encourage lot clustering to preserve the natural features and character that follows the City Zoning and Development Code requirements. These development standards are designed to further protect the natural character of the area through techniques such as the preservation of open space along road frontages, the preservation of mature vegetation, the use of natural topography to minimize visibility of development, preservation of stream corridors, and the preservation of scenic views. Utilize the City's Map of Potential Conservation Lands, and the various Section 35 concept plans prepared for this area to identify these natural areas in addition to on-site inspections and other available resources.
9. Encourage a three-dimensional approach for storm water best management techniques for improving the quality of groundwater and surface water.
10. As development occurs, require off-road paths and trail connections, where appropriate to connect to the City's Utility easement / public trail and on-road bike paths for both residential and non-residential development to create an interconnected trail system for much of the Section 34/35 area. All path and trail connections shall be constructed at the time of development and public trail easements shall be provided to the City.
11. Include on-road bike paths for new streets and on existing streets where possible for non-residential development and major thoroughfares, and again, in order to create an interconnected trail system for much of the Section 34/35 area. Work to create linkages to the off-road paths and trail system through private development and/or public projects. All path and trail connections shall be constructed at the time of development and public trail easements shall be provided to the City.
12. Any development applications shall adhere to the design considerations outlined as part of the Neighborhood G Area Site Tour section.
13. Encourage green / sustainable / LEED's building and site development techniques for new development as outlined in this Plan.
14. Require coordinated, pre-planned concepts / development proposals to ensure a cohesive and coordinated development pattern. Developments must take into consideration how adjacent parcels would be developed.
15. Although the City may wish to invest and construct roadway, public utility, storm water infrastructure improvements, the City should approve an overall official roadway map for the Section 34/35 area and require dedication of appropriate right-of-way areas, consistent with this map, at the time of land platting where private development is taking place. The development shall also construct the roadway, public utility, and storm water infrastructure to City specifications where the City deems it necessary in order to service that development and / or overall development for the area. Please see Appendix R - Public Participation Summary – South Moorland Road Corridor Neighborhood Plan and Comprehensive Plan Update dated June 29, 2015.
16. Development proposals shall include appropriate utility easements and/or roadway reservations or dedications to ensure public infrastructure (utility or roadway) extensions/connections and a coordinated development pattern are achieved.

17. Any future development requiring coordinated access and/or utility extensions in this area may require the applicant to submit a surety instrument to the City to cover future public improvements and cost contributions.
18. All utility extensions shall be at the expense of the developer to service their respective developments. The City shall endeavor to collect funds from future developments that connect into the utilities where appropriate and collected funds shall be redistributed back to the developer that installed the infrastructure.

AGRICULTURAL AND CULTURAL RESOURCES

Although Section 35 is the last large agricultural area in the eastern half of New Berlin, and has been identified for low-density single-family residential development, business park/industrial, office, commercial and/or retail development along with a park complex, New Berlin still has a vast amount of land that will be preserved through open space both in this area, as well as the western side of the city. Development in this area will accommodate expected population growth in the city balanced with the preservation of significant natural areas. Agricultural uses may continue until a change in land use is requested.

The New Berlin Landmarks Commission and the City jointly identified and mapped designated landmarks within the city, one of which is located in Neighborhood G. Approximately in the middle of Section 35 is a designated landmark where a collection of arrowheads was found by Joe Rausch (near the Root River). Refer to Chapter 4 for the city-wide New Berlin Landmarks map.

~~In addition, p~~Prior to development, developers will be required to review the National Heritage Inventory database available through the WDNR and Waukesha County to review for any architectural or histor~~y~~ic properties.

Survey Results: Open Space

Figures 17.4 through 17.6 illustrate the three highest-rated images for open space in Neighborhood G. Preferred open space characteristics included retaining natural and environmental areas, water retention features, and pathways.



Figure 17.4. Highest-Rated Image for Open Space.



Figure 17.5. Second Highest-Rated Image for Open Space.



Figure 17.6. Third Highest-Rated Image for Open Space.

A regional stormwater management plan was completed for the Section 34/35 area. Please refer to that study for more specific storm water management details.

Neighborhood G has a variety of significant environmental features, including secondary environmental corridors and woodland areas. In addition, potential soil limitations exist that should be considered when reviewing plans for development.

Because most of Neighborhood G is currently agricultural, there is ample opportunity to implement both large-scale and small-scale Best Management Practices, or BMPs (Figure 17.~~9~~7).

Refer to Chapter 5 – Agricultural & Natural Resources and the applicable regulating agencies for natural resources maps and additional information.

Recommendations

The recommendations listed below correspond with the numbers and symbols shown on the map in Figure 17.~~9~~7:

1. Vegetated swales are effective in filtering pollutants and reducing stormwater runoff velocity, in direct contrast to piped storm sewer conveyances. They can be implemented in narrow locations typically found between homes in Urban Residential areas located at the northeast portion of the site. Vegetated swales can be flatter than typical turf grass swales to increase residence time and to promote infiltration and evapotranspiration. This increases the spacing of catch basins or can eliminate the need for piped storm sewer conveyance in new construction.
2. This number is reserved for bio-filter infiltration basins, which are not recommended for specific locations in Sections 26 and 35. Should property owners in the neighborhood propose to install bio-filter infiltration basins, the appropriateness of such basins should be determined based on property characteristics.
3. This number is reserved for recessed parking and cul-de-sac islands, which are not recommended for specific locations in Sections 26 and 35. Should property owners in the neighborhood propose to install recessed parking and cul-de-sac islands, the appropriateness of such techniques should be determined based on property characteristics.
4. Stream banks along the watercourse that traverses the neighborhood should be inspected for areas that need to be stabilized to prevent further soil erosion in the headwaters of the Root River. In conjunction with the above-mentioned BMPs, stream bank stabilization can improve aquatic wildlife thereby providing opportunities for recreation. Forested areas should be inventoried to preserve significant trees and encourage healthy savannahs. Woodland areas provide excellent wildlife habitat as well as picnic and recreation areas.

5. Residential parcels can be outfitted with localized BMPs such as rain barrels and rain gardens. Rain barrels collect downspout drainage rather than allowing it to drain across yard and directly into waterways. Rain collected in rain barrels can be re-used to irrigate landscape areas. Rain gardens are localized infiltration basins that provide a means for stormwater runoff to cool, infiltrate and recharge the groundwater.
6. Proper master planning can provide opportunities to incorporate green corridors along the existing waterway. As a part of the green corridors, prairies can also be implemented in existing agricultural areas located at the central and southern portions of the neighborhood. Nature trails can be provided throughout the green corridors to allow residents to enjoy the stream, wildlife and native landscape.

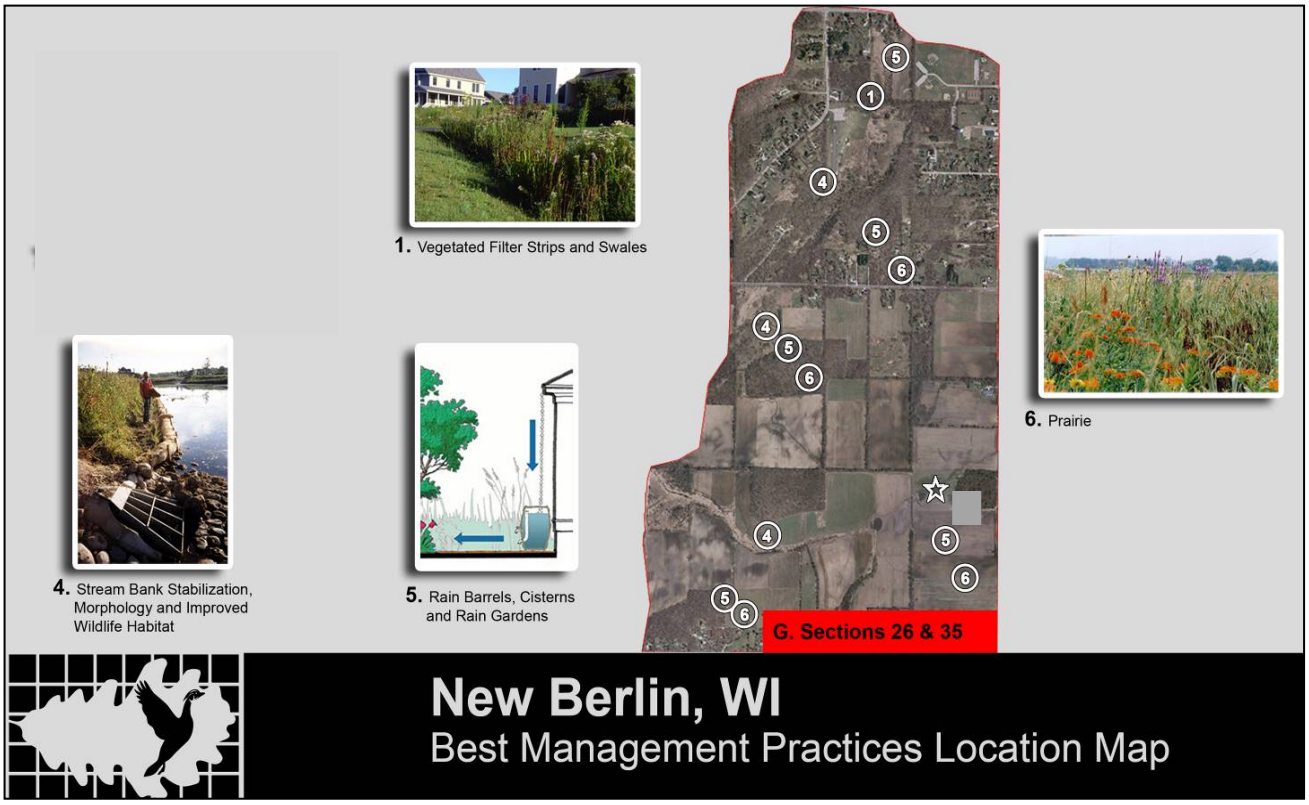


Figure 17.~~9~~7. Neighborhood G Best Management Practices Map. Source: Applied Ecological Services, Inc.

Master planning for Section 35 could incorporate BMPs such as ponds and prairies that promote aquatic habitat and wildlife for active outdoor sports such as fishing, bow-hunting, bird watching, and non-motorized boating.

EXISTING TRANSPORTATION SYSTEM

As Neighborhood G develops, transportation to and within the neighborhood will be important. The ~~proposed~~ Moorland East Business Park development ~~and Park Complex~~ should be separated from the residential area and only connected by trails/paths, not streets. The existing transportation system in Neighborhood G is comprised of a roadway network and bicycle/pedestrian facilities. In conjunction with the South Moorland Road Corridor planning process, the ~~city is preparing~~ City completed a Traffic Impact Analysis for the area. New development within the South Moorland Road Corridor areas may be required to update this study or submit an additional TIA.

Roadway Network

New Berlin classifies its roads under the following functional classification: principal arterials, primary arterials, standard arterials, collectors and local streets. The roadways in Neighborhood G are comprised of primary arterials, standard arterials and local streets as listed below:

Primary Arterials accommodate inter-community and intra-community trips and traffic. Design speeds tend to be between 35 and 55 miles per hour. Access is not limited as in principal arterials. The primary arterials in Neighborhood G are summarized below.

- Beloit Road (County Hwy I) – two travel lanes
- College Avenue (County Hwy HH) – two travel lanes
- Moorland Road (County Hwy O) – This particular roadway is actually in Section 34 (Neighborhood H), but services the western half of Section 35 (Neighborhood G) as well.

Standard Arterials accommodate inter-community and intra-community traffic. They operate at slightly lower speeds than principal and primary arterials. Standard arterials provide more connections with individual parcels of land comprised of residential and commercial uses. The standard arterials in Neighborhood G are summarized below.

- Sunny Slope Road – two travel lanes
- Grange Avenue – two travel lanes

Local Streets comprise all land access streets designed to serve local traffic that is not part of the higher classified street network. In New Berlin, this includes streets serving residential, commercial and industrial areas. Local streets operate at the lowest posted speed limits and provide the most direct access to individual parcels of land.

- Refer to Figure 17.18, South Moorland Road Corridor Neighborhood Plan - Official Road and Trail Layout Map, for ~~the Moorland Road South Corridor for a typical road map for the Local Streets to serve as the backbone to the Moorland East Business Park development and Park~~

~~Complex.~~ a conceptual road layout plan for local streets. Future local roads will be reviewed as part of a Use Approval application.

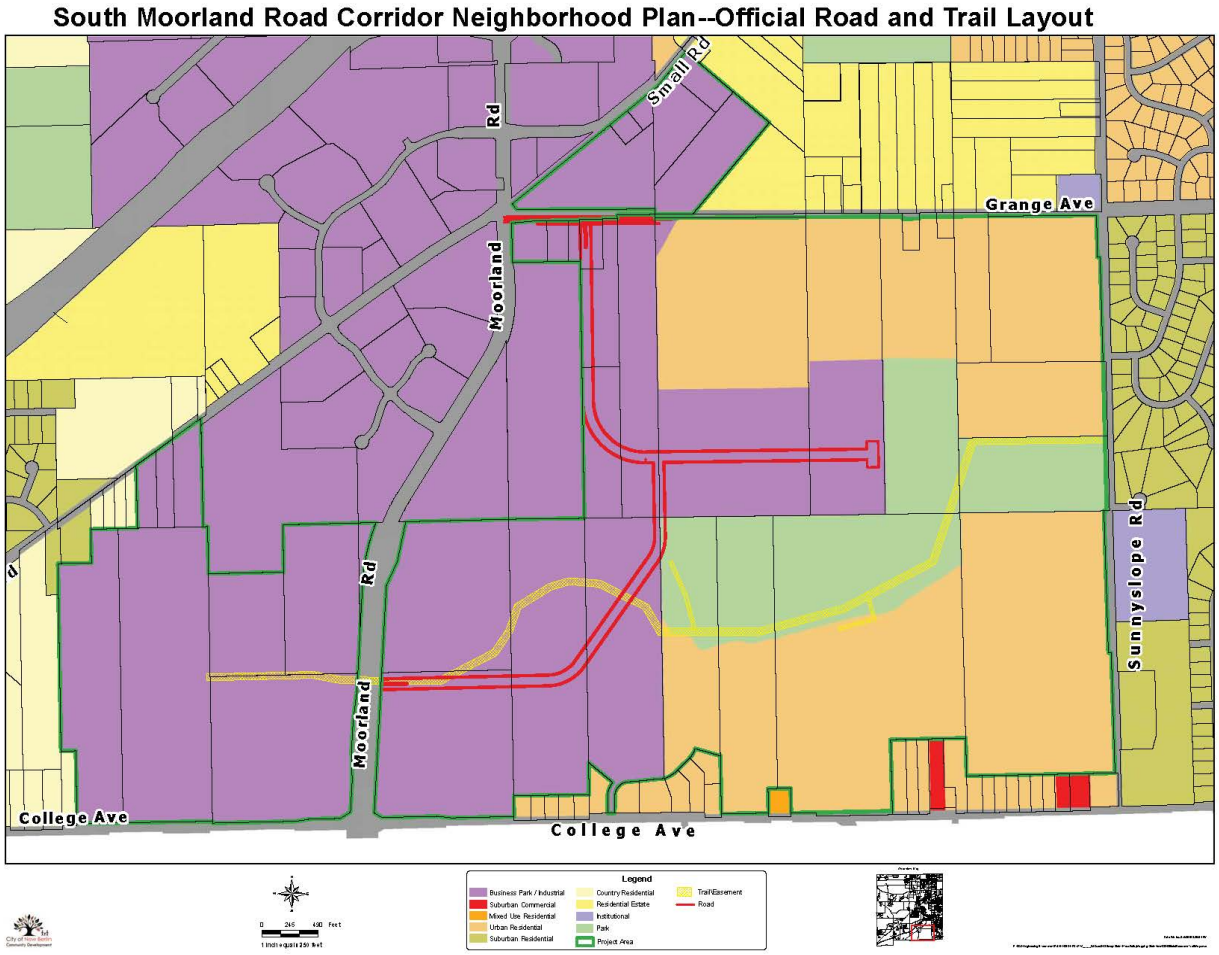


Fig. 17.~~138~~. South Moorland Road Corridor Neighborhood Plan – Official Road and Trail Layout.

Bicycle & Pedestrian Facilities

An off-street recreational trail is located through the Valley View Park in Neighborhood G. This trail is maintained by the City.

An off road sidepath is located within the Sunny Slope Road right-of-way extends from Grange Avenue to Thomson Hollow Subdivision (just north of College Avenue).

An off road public trail exists within the New Berlin Athletic Complex, which extends from Sunny Slope Road through the extend of the community park.

Public Transit ~~– Update 2015~~

~~Currently, the local transit systems (MCTS, WMT, and WCTS) provides limited bus service to one large business in Neighborhood H which is across Moorland Road. MCTS Route 6 New Berlin Industrial Park Express services this area. In general the services begins in the City of Milwaukee~~

~~heads to Brookfield Square Mall, then onto the New Berlin Industrial Park with a few stops along Moorland Road and then ending at Buy Seasons just off Small Road. There is funding for approximately 4 years. Service started approximately August 2014.~~
Currently the local transit systems (MCTS, WMT and WCTS) do not provide bus service within Neighborhood G.

School busing is provided for the public, private and parochial schools in the City.

Survey Results: Road Design

Figures 17.~~10~~ 9 through 17.~~12~~ 11 illustrate the three highest-rated images for road design in Neighborhood G. Desired characteristics included landscaping along the street right-of-way, landscaped medians, and on-street bike lanes where appropriate.



Figure 17.~~10~~9. Highest-Rated Image for Road



Figure 17.1~~0~~. Second Highest-Rated Image for Road Design.



Figure 17.1~~2~~1. Third Highest-Rated Image for Road Design.

Roadway Network

In Neighborhood G, the SEWRPC Year 20~~35~~50 Recommended Regional Transportation System Plan identifies additional capacity needed on IH-43. The plan recommends widening IH-43 to a six-lane facility, within the existing right-of-way, from the Hale Interchange to Racine Avenue (County Hwy Y).

SEWRPC ~~staff is currently preparing~~ competed a major review and update of the regional land use and transportation plans for Southeastern Wisconsin under the name VISION 2050. ~~This effort, called VISION 2050, is expected to be completed in 2016. Vision 2050 will replace the current year 2035 plans, extending the design year of the plans to 2050.~~ It should be noted that the SEWRPC plans are advisory only. Refer to the SEWRPC VISION 2050 plan for the most updated information related to their regional planning efforts and recommendations.

Bicycle & Pedestrian Facilities

As shown on Figure 6.16, the following facilities are currently proposed in Neighborhood G:

Proposed On-Road Facilities

- Sunny Slope Road (Beloit Road to Grange Avenue)
- Beloit Road
- Elmwood Drive (Sunny Slope Road to Valley View Park Trail)
- Grange Avenue (124th Street to Moorland Road)
- College Avenue (Janesville Road to Racine Avenue)

On-road bike paths should include striping and signage to identify the lane. Where topography and road width permit, signage should encourage drivers to change lanes when passing bicyclists.

Future Possible Connection

- ~~An east/west facility connecting Sunny Slope Road to Moorland Road to be located between Grange Avenue and College Avenue. A utility easement is available and in place over the interceptor and water main. As development occurs the trail will transition to public use.~~
- There is an existing utility easement that runs along the water and sewer interceptor within Sections 34 and 35. This easement will eventually transition to a public trail easement as the area develops. This easement runs east and west through the entire Section and is a great amenity to the future residents, businesses, employees, current residents and the community as a whole. As the easement transitions to a public trail, it will provide a number of opportunities for pedestrian connections. Every development will be reviewed for the feasibility of making a connection to the trail. If a connection is possible, it will be incorporated within the site design. The trail also runs through the Park Complex as an added amenity.

- Connections to the utility easement / trail from the business parks and residential will be reviewed with each development.

Public Transit

The City should work with the local transit systems to maintain the existing routes within the City and look for opportunities to expand and improve the transit system.

ECONOMIC DEVELOPMENT

Economic development in Neighborhood G is anticipated to occur through various changes in land use. The western portion of Neighborhood G is designated as Business Parks in the land use plan to allow for an expansion of the Westridge Business Park. Commercial retail is permitted under this designation in order to support area businesses and residents. Housing development will contribute to the City's tax base while providing a land use that is compatible with surrounding housing development.

~~Existing economic development and land value in Neighborhood G is limited to business parks and housing. According to 2009 estimated tax levies, Neighborhood G comprised less than 1% of the total tax levy for the City. The neighborhood has an estimated assessment value of approximately $29.32 million, with a tax levy of approximately $155,000. The tax impact of the neighborhood will significantly change as development occurs. Recent projections for Sections 34 and 35 predict a projected value of $226.5 million at full build out.~~

Brownfields

According to a 2008 listing by the Wisconsin Department of Natural Resources, no brownfields have been identified within Neighborhood G.

Recommendations

The 2002 Economic Development and Revitalization Plan provides a number of economic development policies for Sections 26 and 35. The Plan process hosted a series of visioning workshops to discuss desired businesses and industries with the New Berlin Economic Development Corporation, Focus New Berlin and the New Berlin Plan Commission. The following recommendations are based on the desired businesses and industries identified during these workshops, and have been updated to reflect current desires for Neighborhood G:

- Finance-Insurance-Real Estate (FIRE), including law firms, real estate agencies, insurance agencies, brokers
- Professional specialties including physicians offices, medical clinics, engineering, architectural, planning and surveying firms
- High technology firms, especially those that can capitalize on proximity to the Milwaukee area's traditional industrial base (i.e. precision tool manufacturing, food and beverage preparation and capital goods)

- Bio-technology firms that can capitalize on the Milwaukee area's large medical complexes and teaching hospitals
- Incubating industries, including start-up high technology firms and newly formed traditional light manufacturing and light industrial firms
- Commercial gyms, fitness centers and businesses that cater to recreational and leisure-time activities
- Eating and drinking establishments, including fine quality dining in close proximity to hotels and business parks

The environmental character and availability of sewer in this neighborhood offers an opportunity to develop single-family and multi-family senior housing developments that include a variety of open space features.

Survey Results: Multi-family Housing

Figures 17.~~14~~12 through 17.~~16~~14 illustrates the three highest-rated images for multi-family housing in Neighborhood G. Smaller complexes with natural open space features were preferred over large multi-family structures. Characteristics of interest included front porches, accessible entries, and façade detail.

Recommendations

- Housing should include single-family units with minimum lot size similar to that of the adjacent subdivisions east of Sunny Slope Road, along with the careful preservation of environmentally sensitive areas as described in other sections of this chapter.
- Open space / subdivision outlots shall be maintained by a homeowner's association, and shall include pedestrian pathways, bicycle paths, and best management practices for storm water management.



Figure 17.1~~4~~2. Highest-Rated Image for Multi-family Housing.



Figure 17.1~~5~~3. Second Highest-Rated Image for Multi-family Housing.



Figure 17.1~~6~~4. Third Highest-Rated Image for Multi-family Housing.

PUBLIC UTILITIES ~~- UPDATE~~

In 2011, the City amended the City's MMSD Current Sewer Service Area (SSA) and the New Berlin Urban Service Area Boundary (NBUSAB) to serve Section 35 and portions of Section 34. Construction is complete for the extension of water main and interceptor sewer from Sunny Slope Road to Moorland Road westward to service new development in this area. The existing interceptor sewer at Sunny Slope Road and Brook Hollow Court was installed in the 1990's and was sized for anticipated drainage from 7.8 square miles in the southern half of the City.

LAND USE

Existing land uses are limited to agriculture, housing, and recreation. Land use recommendations include the South Moorland Road Corridor, the Moorland East Business Park development and Park Complex along with balancing the desire for additional housing with the desire to limit the impact of development on City taxes and the schools.

Figure 10.5 provides the future land use map for Neighborhood G. Refer to Chapter 10, Land Use, for any changes to the Future Land Use Map.

Recommendations

- ~~Housing is~~ Business Park / Industrial uses are recommended along Grange Avenue ~~and the eastern portion of Neighborhood G~~ to allow for a more flexible campus design, a unified development that protects the environmental resources in the area that is less intrusive to the surrounding neighborhoods and promote economic development in the area.
- Single-family residential is recommended along the eastern portion of the neighborhood and to be developed at a ~~lower~~ similar density as housing to the east of Sunny Slope Road. The new residential housing should be similar to existing subdivisions to the east and of similar architecture and construction. This area is pre-planned to be served by public utilities. Residential development should include significant open spaces through the preservation of existing environmental features. Housing in Neighborhood G will include minimum lot sizes similar to that of the adjacent subdivisions east of Sunny Slope Road with a focus on preserving environmental features.
- Urban Residential and Park uses should remain in the northern portion of the neighborhood.
- Park Complex will also be incorporated into the South Moorland Road Corridor Section 35.

CHAPTER 18: NEIGHBORHOOD H

WESTRIDGE & MOORLAND ROAD

Revisions approved by Council on 10/13/2015 via Ordinance #2553
Revisions approved by Council on 11/15/2016 via Ordinance #2579
Revisions approved by Council on DATE via Ordinance #2719

The Westridge and Moorland Road neighborhood is comprised of a mix of single-family residential, multi-family residential, commercial and industrial properties. It is generally bounded to the north by the northern limits of Section 27, to the west by properties just west of Emmer Drive and Westridge Drive, College Avenue to the south, and to the east by properties just east of Moorland Road (Figure 18.1). The area is distinct in that it provides a community of industrial properties known as the Westridge/Towne Corporate Business Park.



Figure 18.1. Neighborhood H Context Map.

The area around the Interstate 43 / Moorland Road interchange is an example of how major public investment can alter the perception and orientation of a community. This intersection has become the new regional front door into the City of New Berlin. It is also an example of how good planning can capitalize on transportation and market opportunities. While the Westridge and Moorland Road area has served as the major economic engine over the past decade, Westridge also serves as a center for jobs (Figure 18.2). Through the use of sound planning principles, including creative financing techniques, the City has helped solidify the area as an employment center.



Figure 18.2. Westridge Business Park.

Current planning efforts include reaching full build-out, and creating a transition from high-intensity uses in the neighborhood core to surrounding low-intensity land uses. ~~Recent~~ Some changes in and around the

neighborhood include the addition of a medical campus, the construction of roundabouts, and major commercial developments to the south in the City of Muskego. All of these developments impact future planning decisions in Neighborhood H.

PUBLIC INPUT

Initial Neighborhood Meeting

On April 23, 2008, residents and property owners in Neighborhood H met to learn about the comprehensive planning process and discuss preferences in regards to various land uses. Because the neighborhood is primarily business park land and is expected to continue to grow in this type of development, an image preference survey was not conducted. Appendix K provides the full summary of highest-rated and lowest-rated images as determined by other neighborhood meetings. The highest-rated images for "business office and light industrial" should be considered as development and redevelopment occurs within the neighborhood.

Neighborhood Review Meeting #1

On October 22, 2008, City staff held a review meeting for the Westridge and Moorland Road neighborhood. No attendees arrived for the meeting, and the information was tabled until the second review meeting.

Neighborhood Review Meeting #2

Neighborhood H reconvened on February 4, 2009 to review future land use recommendations. Construction along Grange Avenue was a topic of discussion; City staff explained that only minor intersection improvements would be made to the roadway as development occurred adjacent to the corridor. There were no plans at that time for Grange Avenue to be expanded to a four-lane road. Attendees learned that the future land use plan proposed additional industrial land on the edges of the existing Westridge Business Park. It was acknowledged that industrial land was important to the tax base for New Berlin, although concern was raised regarding the preservation of farmland in and around the neighborhood.

City staff discussed the proposed traffic management plan for both Neighborhoods G and H. The following items were discussed as traffic management strategies separate of the proposed concept plan for Neighborhood H:

- Moorland Road is currently a two-lane road from College Avenue to Grange Avenue. The traffic in that area warrants a four-lane expansion regardless of new development.
- The intersection of Moorland Road and Grange Avenue exhibits traffic backups that may require an extension to the left turn lane north onto Moorland Road and right turn lanes where appropriate.
- Roundabouts might be a possibility at various intersections.

Development in the area would only require additional turn lanes and access points. The City would look to developers for assistance for roadway improvements.

Neighborhood Review Meeting #3

On April 20, 2009, interested parties attended the final review meeting for both Neighborhoods G and H. City staff reiterated that the alternative transportation plan would place focus first and foremost on placing shoulder paths within rights-of-way.

Discussion ensued regarding the proposed development concepts in Neighborhood G and the resulting impact on Neighborhood H. Topics included the sewer interceptor, impact on the schools and traffic, and the preservation of scenic views in and around the neighborhood.

CHAPTER 17 UPDATE – 2014 - 2015

Summary Update and Public Participation Activities including several Neighborhood Focus Group Meetings, Discussions, and Open Houses for the South Moorland Road Corridor Sections 34 and 35.

The Department of Community Development has actively been going through the process of seeking public input on the Master Planning of Section 34 and 35 now referred to as South Moorland Road Corridor. The Section 34 and 35 Master Planning area is generally bounded by Sunny Slope Road to the East, Moorland Road to the West, Grange Avenue to the North and College Avenue to the South.

In 2012, the City undertook the task of preparing a Comprehensive Plan Amendment for the Section 35 – South Moorland Road Corridor area. As part of that process a series of four Focus Group meetings were held to gather input from residents within the neighboring areas. This amendment included the expansion of the Business Park/Industrial area by about 200 acres. During the focus group meetings, Staff and the elected officials received significant community opposition to the proposed changes. The Common Council made the decision to end discussions on any amendments to Section 35 prior to the project being presented to the Plan Commission.

In January of 2014, the City organized a meeting with concerned residents from the neighborhoods to the east of Section 35 regarding the future planning of this area. There was an interest in renewing the 2012 project in order for the City and residents to have more control in the ultimate build-out of the South Moorland Road Neighborhood by setting up the land uses, development policies and Zoning Code regulations for the area prior to development occurring. After that meeting the Department of Community Development began the process to re-evaluate the land uses and Comprehensive Plan for this area.

Significant outreach took place throughout 2014 and 2015 to meet with neighborhood representatives to the to the east, residents along both College Avenue and Grange Avenue, the current land owners and/or their representatives within Section 35 and the community as a whole.

Please refer Chapter 17 - Neighborhood G for additional information about the full update the process and a complete list of all meetings and public participation activities.

VISION

Westridge/Towne Corporate Business Park should be expanded as a major economic center for the City. The Business Park should continue to set an example of high standards in architecture, site planning, and sustainable practices. Primary uses should promote light manufacturing and office complexes. Hotels, clinics, entertainment (i.e. restaurants, shopping center, and cinemas), and retail should serve as supporting uses.

Even though neighborhood H is unique, it cannot be ~~independently~~ planned separately from neighborhood G. The two neighborhoods are integrated and will share land uses, new roadway and trail connections and should be considered as one cohesive area.

The vision for the South Moorland Road Corridor includes the following elements that have been incorporated into the development of the plan:

- A business community that focuses on sustainable site and building design.
- Emphasis on preservation of significant environmental features such as: wetlands, woodlands, tree rows, floodplain and environmental corridors.
- Focus on green infrastructure and creative storm water management elements.
- A system of meaningful pedestrian connections to create a walkable and connected community.
- Focus on sound planning and architecture practices.
- Layout that includes a mix of retail, commercial, office and light manufacturing within the Business Park/Industrial area.
- Provide residential subdivisions utilizing conservation style design to preserve the environmental features.
- Allow for flexible site design for both residential and non-residential development by creating Zoning Code standards that promote creativity and sustainability.
- Require significant buffers between contrasting uses and main thoroughfares.
- Provide a regional park complex.

DEVELOPMENT POLICIES

1. Emphasize mixed use developments with light industrial and office as the dominant land uses. Supporting hospitality related uses (i.e., hotels and table service restaurants) should complement the primary uses.
2. Allow mixed use development to extend south of the Westridge / Towne Business Park along Moorland Road to the City limits. In particular, pre-planned coordinated shopping centers are desired at both corners of the College Avenue and Moorland Road intersection.
3. Use low-intensity office or neighborhood-oriented retail as a buffer between the industrial areas and the residential areas to the north and west.

4. Allow additional business office uses east of Moorland Road to respond to the growing interest in New Berlin. Additionally, allowing more office uses should help to offset tax increases and reduce development impacts on the school district. Business park/industrial, office, commercial and/or retail uses should be separated from residential areas with open space, vegetative buffers, new landscaping, and existing environmental features including wetlands, woodlands, existing tree rows, floodplain and environmental corridors. In addition, uses complementary to the park complex may also be considered if their size and scope are determined to be compatible and well integrated with adjacent land uses (i.e. do not encroach into woodland, wetland, & floodplain areas, the site and architecture are designed to fit the area & compatible with immediately adjacent land uses, do not adversely impact traffic & circulation and serve the community).
5. ~~Now that the interceptor has been installed to service this area with sewer and water, c~~Continue to pursue the extension of local sewer and water mains to accommodate new development in the Section 35 area.
6. Encourage the continuation of agricultural uses as long as the property owners so desire. As agricultural lands transition to residential developments, the subdivision design could incorporate farming and agriculture uses as viable open space options.
7. In conjunction with Waukesha County, the City should establish a traffic management plan for the area around the Moorland Road and College Avenue intersection so that as new development occurs, traffic can be efficiently managed.
8. Require traffic impact studies to be submitted for new construction as indicated in the City Zoning Code requirements. The City should ensure that impact studies include consideration of the surrounding area at full build-out.
9. Require coordinated, pre-planned concepts/development proposals to ensure a cohesive and coordinated development pattern. Developments must take into consideration how adjacent parcels would be developed.
10. Development proposals shall include appropriate utility easements and/or roadway reservations or dedications to ensure public infrastructure (utility or roadway) extensions/connections and a coordinated development pattern are achieved.
11. Any future development requiring coordinated access and/or utility extensions in this area may require the applicant to submit a surety instrument to the City to cover future public improvements and cost contributions.
12. All utility extensions shall be at the expense of the developer. The City shall endeavor to collect funds from future developments that connect into the utilities where appropriate and collected funds shall be redistributed back to the developer that installed the infrastructure.
13. Maintain a transportation system that minimizes cut-through and business-related traffic in adjacent residential areas.
14. Ensure that lighting follows Zoning Code requirements so that any impact is minimized on surrounding properties.
15. Require alternative stormwater management techniques, both regional and site specific.
16. Encourage green / sustainable / LEED's building and site development techniques for new development as outlined in this Plan.

17. Continue working with the City of Muskego to ensure compatible uses and traffic circulation.
18. Include on-road bike paths for new streets and on existing streets where the right-of-way allows installation to be possible.
19. Request that Waukesha County accelerate the widening of Moorland Road to four lanes.
20. The City should give consideration to the use TID, BID, or other economic development tools to fund necessary public improvements.

AGRICULTURAL AND CULTURAL RESOURCES

No designated landmarks have been identified in the Westridge and Moorland Road area by the New Berlin Landmarks Commission and the City. Refer to Chapter 4 for the City-wide New Berlin Landmarks map, Agricultural and Cultural Resources.

NATURAL RESOURCES

A regional stormwater management plan was completed for the Section 34/35 area. Please refer to that study for more specific storm water management details.

Neighborhood H is planned primarily for the Business Parks land use category, with some Mixed Use Residential areas near the northeast portion of the site. Some significant environmental features exist throughout the area. In addition, potential soil limitations exist that should be considered when reviewing plans for development in the neighborhood.

Sensitive features include streams, floodplains, and environmental corridors located in the neighborhood.

Within the business office areas, there may be limited space for implementing large scale BMPs, however there are opportunities for small-scale BMPs. (Figure 18.5).

Refer to Chapter 5 – Agricultural & Natural Resources and the applicable regulating agencies for natural resources maps and additional information.

Recommendations

The recommendations listed below correspond with the numbers and symbols shown on the map in Figure 18.5:

1. Vegetated swales are also effective in filtering pollutants and reducing stormwater runoff velocity, in direct contract to piped storm sewer conveyance systems. They can be implemented in narrow locations typically found between buildings and parking lots found throughout business and industrial complexes. Vegetated swales can be flatter than typical turf grass swales to increase residence time and to promote infiltration and

evapotranspiration. This increases the spacing of catch basins or can eliminate the need for piped storm sewer conveyance in new construction.

2. Since the southern portion of the neighborhood has not yet been developed, bio-filter infiltration basins can be provided as an alternative to detention basins along the southern portion of the neighborhood to promote infiltration and groundwater recharge near existing wooded wetland.
3. Recessed parking lot islands can be incorporated into the many parking lots that are required for business and industrial buildings. Parking lots can be pitched toward recessed islands containing native vegetation that filters pollutants from stormwater runoff. This also reduces the amount of curb and storm sewer required for drainage. Furthermore, native vegetation withstands pollutants such as hydrocarbons and road salts more effectively than turf grass.
4. Stream banks along Calhoun Creek across the northwest portion of the neighborhood should be inspected for areas that need to be stabilized to prevent further soil erosion. In conjunction with the above-mentioned BMPs, stream bank stabilization will improve aquatic wildlife thereby providing opportunities downstream for recreation. Forested areas should be inventoried to preserve significant trees and encourage healthy savannahs. Woodland areas provide excellent wildlife habitat as well as picnic and recreation areas.
5. To reduce the velocity and quantity of stormwater runoff from business and industrial building roofs, rain barrels, cisterns, and rain gardens can be implemented. Rain barrels collect downspout drainage rather than allowing it to drain across parking lots and into storm sewer systems. Rain collected in rain barrels can be re-used to irrigate landscape areas. Rainwater collected in cisterns can also be used for irrigation, as well as for building lavatory facilities. Rain gardens are localized infiltration basins that provide a means for stormwater runoff to cool, infiltrate and recharge the groundwater.
6. At the northwest and southwestern portions of the site, there may be opportunity to implement prairies in existing agricultural areas that can be incorporated into the conservancy areas.

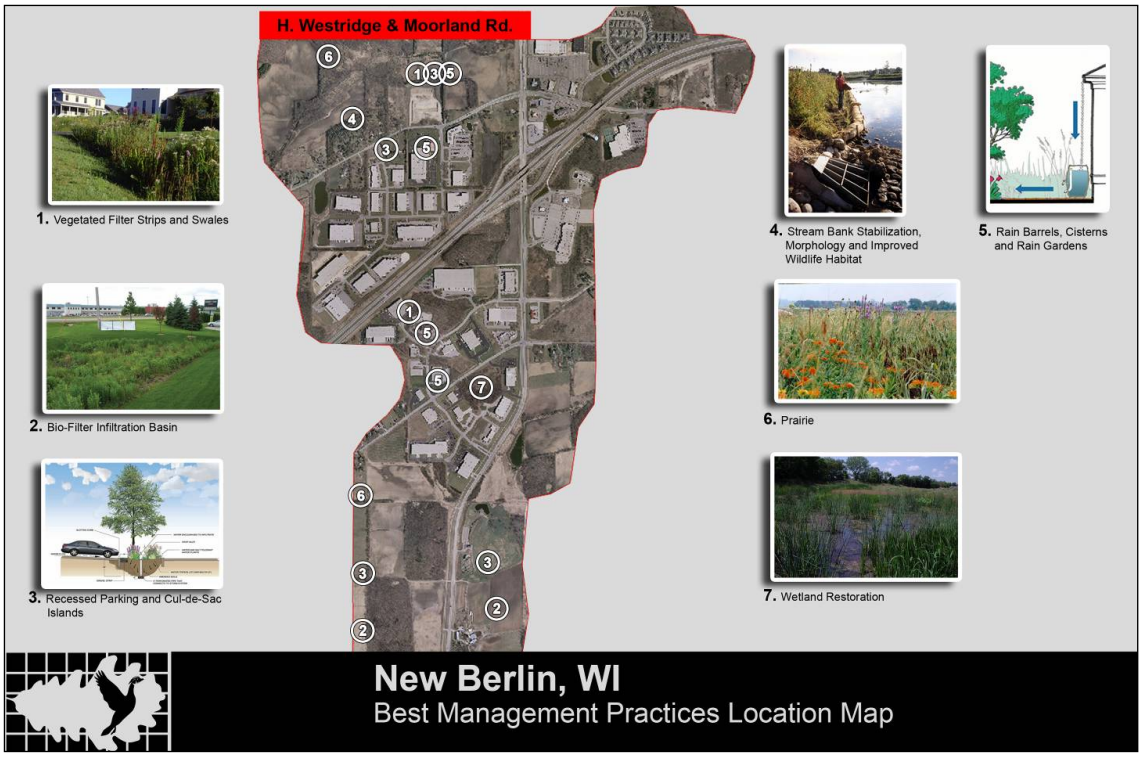


Figure 18.5. Neighborhood H Best Management Practices Map. Source: Applied Ecological Services, Inc.

EXISTING TRANSPORTATION SYSTEM

In conjunction with the South Moorland Road Corridor planning process, the ~~city is preparing~~ City completed a Traffic Impact Analysis for the area. New development within the South Moorland Road Corridor areas may be required to update this study or submit an additional TIA.

The existing transportation system in Neighborhood H is comprised of a roadway network, bicycle/pedestrian facilities and public transit.

Roadway Network

New Berlin classifies its roads under the following functional classification: principal arterials, primary arterials, standard arterials, collectors and local streets. The roadways in Neighborhood H are comprised of principal arterials, primary arterials, standard arterials and local streets as listed below:

Principal Arterials accommodate inter-community traffic moving through New Berlin to another community or destination outside New Berlin. They tend to be highways or freeways carrying more traffic on more lanes at higher speeds than other streets. Access to and from principal arterial in the Milwaukee area is generally limited to primary arterials at controlled interchanges.

New Berlin has one principal arterial, which is IH-43 with two access points at Moorland Road (County Hwy O) and Racine Avenue (County Hwy Y). IH-43 is a high-speed freeway connecting the Milwaukee Metropolitan area with the City of Beloit.

Primary Arterials accommodate inter-community and intra-community trips and traffic. Design speeds tend to be between 35 and 55 miles per hour. Access is not limited as in principal arterials. The primary arterials in Neighborhood H are summarized below.

- Moorland Road (County Hwy O), North of Grange Avenue – four travel lanes
- Moorland Road (County Hwy O), South of Grange Avenue – two travel lanes
- Beloit Road (County Hwy I) – two travel lanes
- College Avenue (County Hwy HH) – two travel lanes

Standard Arterials accommodate inter-community and intra-community traffic. They operate at slightly lower speeds than principal and primary arterials. Standard arterials provide more connections with individual parcels of land comprised of residential and commercial uses.

The standard arterials in Neighborhood H are summarized below.

- Grange Avenue – two travel lanes
- Small Road – two travel lanes

Local Streets comprise all land access streets designed to serve local traffic that is not part of the higher classified street network. In New Berlin, this includes streets serving residential, commercial and industrial areas. Local streets operate at the lowest posted speed limits and provide the most direct access to individual parcels of land.

Bicycle & Pedestrian Facilities

In Neighborhood H, an off-road trail is located on the west side of Moorland Road (CTH O) from north of Beloit Road to the south into Muskego. The off-street bicycle trail between Beloit Road and College Avenue is maintained by the City of New Berlin. South of College Avenue, the trail is maintained by the City of Muskego.

There is an off road sidepath located within the right-of-way of Woods Edge Road, west of Moorland Road.

Public Transit ~~– Update 2015~~

~~The Waukesha County Transit System (WCTS) provides weekday round trip bus service between New Berlin and downtown Milwaukee via the Mukwonago/Milwaukee Express Route 906. Route 906 has one stop in New Berlin at the Valley View Park & Ride Lot in Neighborhood H. The Valley View Park & Ride Lot (Lot 67-05) is located in the northeast quadrant of the IH-43 and Moorland Road interchange. Route 906 also stops at the Big Bend Park & Ride Lot (Lot 67-15) at the IH-43 & STH 164 interchange and the Mukwonago Park & Ride Lot at the IH-43 & STH 83 interchange.~~

~~Currently, the local transit systems (MCTS, WMT, and WCTS) provides limited bus service to one large business in Neighborhood H. MCTS Route 6 New Berlin Industrial Park Express services this~~

~~area. In general the services begins in the City of Milwaukee heads to Brookfield Square Mall, then onto the New Berlin Industrial Park with a few stops along Moorland Road and then ending at Buy Seasons just off Small Road. There is funding for approximately 4 years. Service started approximately August 2014.~~
Currently the local transit systems (MCTS, WMT and WCTS) do not provide bus service within Neighborhood H.

School busing is provided for the public, private and parochial schools in the City.

FUTURE TRANSPORTATION SYSTEM

Roadway Network

The following roadway capacity improvements are recommended for Neighborhood H.

~~**Beloit Road**: Waukesha County is planning the re-construction of Beloit Road (County HWY I) from Moorland Road to National Avenue. Construction is scheduled to begin in 2017.~~

IH-43: The SEWRPC Year 20~~35~~50 Recommended Regional Transportation System Plan identifies additional capacity needed on IH-43. The plan recommends widening IH-43 to a six-lane facility, within the existing right-of-way, from the Hale Interchange to Racine Avenue (County Highway Y).

Moorland Road: The SEWRPC Year 20~~35~~50 Recommended Regional Transportation System Plan identifies additional capacity needed on Moorland Road. The plan for shows widening Moorland Road to a four-lane facility between Grange Avenue and College Avenue (County Highway HH)

SEWRPC ~~staff is currently preparing~~ completed a major review and update of the regional land use and transportation plans for Southeastern Wisconsin under the name VISION 2050. ~~This effort, called VISION 2050, is expected to be completed in 2016. Vision 2050 will replace the current year 2035 plans, extending the design year of the plans to 2050.~~ It should be noted that the SEWRPC plans are advisory only. Refer to the SEWRPC VISION 2050 plan for the most updated information related to their regional planning efforts and recommendations.

Bicycle & Pedestrian Facilities

As shown on Figure 6.16, in Chapter 6, the following facilities are currently proposed in Neighborhood H:

Proposed On-Road Facilities

- Grange Avenue (124th Street to Moorland Road)
- Small Road (Moorland Road to Calhoun Road)
- College Avenue (Janesville Road to Racine Avenue)

Future Possible Connection

- ~~An east/west facility connecting Sunny Slope Road to Moorland Road to be located between Grange Avenue and College Avenue. A utility easement is available and in place over the interceptor and water main. As development occurs the trail will transition to public use.~~
- There is an existing utility easement that runs along the water and sewer interceptor within Sections 34 and 35. This easement will eventually transition to a public trail easement as the area develops. This easement runs east and west through the entire Section and is a great amenity to the future residents, businesses, employees, current residents and the community as a whole. As the easement transitions to a public trail, it will provide a number of opportunities for pedestrian connections. Every development will be reviewed for the feasibility of making a connection to the trail. If a connection is possible, it will be incorporated within the site design. The trail also runs through the Park Complex as an added amenity.
- Connections to the utility easement / trail from the business parks and residential will be reviewed with each development.

Public Transit

The City should work with the local transit systems to maintain the existing route within Neighborhood H and look for opportunities to expand and improve the transit system.

ECONOMIC DEVELOPMENT

Economic development activities in Neighborhood H are expected to gain momentum over the next decade. Not only is the Westridge Business Park an economic engine for the neighborhood, but it is also a center of activity for New Berlin and the region. Although some regional competition exists for business park developments, Westridge can further establish itself as a green business park to attract a specific clientele. Encouraging sustainable development approaches would garner media attention and encourage new or expanding businesses to locate in the area.

~~According to 2009 estimated tax levies, Neighborhood H is about 7.5% of the total tax levy for the City. The Neighborhood has an estimated assessment value of approximately $354 million, with a tax levy of approximately $1,871,000. Successful businesses not only contribute to the City's tax base, but also provide jobs for the region. This type of land use also helps to balance the demands on the school district with tax base impacts. Recent projections for Sections 34 and 35 predict a projected value of $226.5 million at full build-out.~~

Brownfields

According to a 2008 listing by the Wisconsin Department of Natural Resources, no brownfields are currently identified within Neighborhood H.

Recommendations

Economic development policies for the Westridge/Towne Corporate Business Park and Moorland Road corridor should be guided by a number of adopted plans, including the 1994 Wisconsin Industrial Business Retention and Expansion Study for the City of New Berlin and the 2002 Economic Development and Revitalization Plan. The 1994 Business Retention and Expansion Study provided a number of recommendations for implementing successful business strategies throughout the City. Recommendations from the 1994 plan have been excerpted and included in Chapter 2: Issues and Opportunities.

The 2002 Economic Development and Revitalization Plan process hosted a series of visioning workshops to discuss desired businesses and industries with the New Berlin Economic Development Corporation, Focus New Berlin and the New Berlin Plan Commission. The following recommendations are based on the desired businesses and industries identified during these workshops, and have been updated to reflect current desires for Neighborhood H:

- Traditional manufacturing / light industrial / warehousing base should be retained and, where feasible, expanded. The desired categories and types of businesses should include at least the following:
  - Manufacturing, including metal finishing, containers, automation, precision tools, publications, plastics, construction equipment.
  - Services, including geo-technical services, building maintenance systems, industrial maintenance systems.
  - Wholesale, including food and beverage, paper products, plastics, electrical equipment, cable.
  - Construction, including offices for residential and non-residential construction firms, building suppliers.
- Finance-Insurance-Real Estate (FIRE), including law firms, real estate agencies, insurance agencies, brokers.
- Professional specialties including physicians offices, medical clinics, engineering, architectural, planning and surveying firms.
- Personal services are those services including dry cleaners, beauty salons, and other various personal services.
- High technology firms, especially those that can capitalize on proximity to the Milwaukee area's traditional industrial base (i.e. precision tool manufacturing, food and beverage preparation and capital goods).
- Bio-technology firms that can capitalize on the Milwaukee area's large medical complexes and teaching hospitals.
- Incubating industries, including start-up high technology firms and newly formed traditional light manufacturing and light industrial firms.
- Commercial gyms, fitness centers and businesses that cater to recreational and leisure-time activities.
- Eating and drinking establishments, including fine quality dining in close proximity to hotels and business parks.

- Hotels and Conference Centers to accommodate existing residents, visitors and businesses.

To accommodate the growing interest in these uses, the Business Parks designation in Neighborhood H has been expanded to the west. Commercial/retail development should be encouraged throughout the Business Parks land use, particularly along main corridors, to support area residents and industries.

HOUSING

Limited single-family and multi-family housing areas are recommended in the northwestern and northeastern areas of the neighborhood. The Country Residential land uses to the north of Beloit Road in northwestern Neighborhood H are currently undeveloped except for existing single-family homes located near the roadside. The Mixed Use Residential land in the northeastern portion of the neighborhood is moderately developed with single-family housing, multi-family units, and commercial uses.

PUBLIC UTILITIES – ~~update~~

In 2011 the City amended the City's MMSD Current Sewer Service Area (SSA) and the New Berlin Urban Service Area Boundary (NBUSAB) to serve Section 35 and portions of Section 34. Construction is complete for the extension of water main and interceptor sewer from Sunny Slope Road to Moorland Road westward to service new development in this area. The existing interceptor sewer at Sunny Slope Road and Brook Hollow Court was installed in the 1990's and was sized for anticipated drainage from 7.8 square miles in the southern half of the City.

LAND USE

No additional land use changes are recommended for Neighborhood H. Within the Business Park~~s~~ area of Neighborhood H, commercial retail should be encouraged along Grange Avenue, Moorland Road, and Small Road. In addition, mixed use pre-planned developments should be strongly encouraged at the southern portion of Neighborhood H to complement both the Westridge area and expected developments in the City of Muskego.

Refer to Chapter 10, Land Use, for any changes to the Future Land Use Map.

STAFF REPORT
EXECUTIVE SUMMARY

APPLICANT/PROJECT: **Patrick Theodossiou with SunCap Property Group, on behalf of Rockwell Automation, Inc./ Rezoning/PUD**

LOCATION: **15393 W. Grange Avenue (Tax Key #: 1290.998)**

Tax Key #: 1290.998.002

Tax Key #: 1290.998.003

15301 W. Grange Avenue (Tax Key #: 1290.998.001)

14811 W. Grange Avenue (Tax Key #: 1290.999)

14655 W. Grange Avenue (Tax Key #: 1289.995)

Tax Key #: 1291.997

Tax Key #: 1291.986.001

Tax Key #: 1291.994

15920 W. College Avenue (Tax Key #: 1288.997)

5900 S. Moorland Road (Tax Key #: 1288.999)

REQUEST: **Petition to rezone from A-1, A-2, R-4, M-1, P-1, C-1 & C-2 to A-1, M-3/PUD, P-1, C-1/PUD, & C-2/PUD the properties located at:**

15393 W. Grange Avenue (Tax Key #: 1290.998)

Tax Key #: 1290.998.002

Tax Key #: 1290.998.003

15301 W. Grange Avenue (Tax Key #: 1290.998.001)

14811 W. Grange Avenue (Tax Key #: 1290.999)

14655 W. Grange Avenue (Tax Key #: 1289.995)

Tax Key #: 1291.997

Tax Key #: 1291.986.001

Tax Key #: 1291.994

15920 W. College Avenue (Tax Key #: 1288.997)

5900 S. Moorland Road (Tax Key #: 1288.999)

D.R.C. RECOMMENDATION: **No recommendation, public hearing only.**

DETAILS IN ATTACHED STAFF REPORT

CITY OF NEW BERLIN
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLAN COMMISSION STAFF REPORT

Meeting of June 1, 2026

Patrick Theodossiou with SunCap Property Group, on behalf of Rockwell Automation, Inc / Rezoning / PUD
Address: See list in Executive Summary

DATE STAFF REPORT PREPARED: April 29, 2026

APPLICANT / OWNER(S): Patrick Theodossiou with SunCap Property Group, on behalf of Rockwell Automation, Inc / Owners:

- 15393 W. Grange Avenue (Tax Key #: 1290.998) [E. James Rausch, Marie A. Rausch A. May – 2 Acres]
- Tax Key #: 1290.998.002 [E. James Rausch – 10.11 Acres]
- Tax Key #: 1290.998.003 [E. James Rausch, Marie A. Rausch, Marie Rausch A. May – 7.92 Acres]
- 15301 W. Grange Avenue (Tax Key #: 1290.998.001) [E. James Rausch – 20.34 Acres]
- 14811 W. Grange Avenue (Tax Key #: 1290.999) [Loomis Farm, LLC – 80.22 Acres]
- 14655 W. Grange Avenue (Tax Key #: 1289.995) [Maureen E. Bosch Revocable Trust - 39.83 Acres]
- Tax Key #: 1291.997 [Baas Farm, LLC - 24.49 Acres]
- Tax Key #: 1291.986.001 [Baas Farm, LLC – 34.84 Acres]
- Tax Key #: 1291.994 [Raymond E. Saltzmann, Marie L. Nielsen – 37.13 Acres]
- 15920 W. College Avenue (Tax Key #: 1288.997) [Virgil A. Saltzmann, Raymond E. Saltzmann – 34.94 Acres]
- 5900 S. Moorland Road (Tax Key #: 1288.999) [Virgil Saltzmann – 32.18 Acres]

REQUEST/DESCRIPTION OF PROJECT: Petition to rezone from A-1, A-2, R-4, M-1, P-1, C-1 & C-2 to A-1, M-3/PUD, P-1, C-1/PUD, & C-2/PUD the properties located at [see addresses listed above under Applicant / Owners in this staff report].

DATE OF APPLICATION: 4/6/26

DATE OF COMPLETENESS DETERMINATION: 4/8/26
Application Check List Enclosed: No

PRE-APPLICATION CONFERENCE HELD: Yes
(Date(s) of Meeting(s): Several meetings
Site Visit(s): 4/30/2026

CONCEPTUAL PLAN: Yes, a plan has been submitted as to how the site will be developed.

SIZE OF DEVELOPMENT / PARCEL(S): The proposed facility will be operated by Rockwell Automation, Inc. A Planned Unit Development Overlay will be prepared to accommodate an advanced manufacturing campus which may include manufacturing and assembly operations, warehousing and distribution functions, office, administrative, and operational support uses.

- Phase I (South Building): ~810,000 sq. ft. (including ~ 770,000 sq. ft of manufacturing and ~ 40,000 sq. ft. of office). Possible future expansion of Phase I may include an additional ~200,000 sq. ft.
- Phase II (North Building, along Grange Avenue) may be developed as light industrial at a future date. Traffic Study estimated a possible 425,000 sq. ft. building. Final plans may increase to 830,000 sq. ft. as part of the Use Approval application request. Note, this section will be updated after the city receives that submittal.

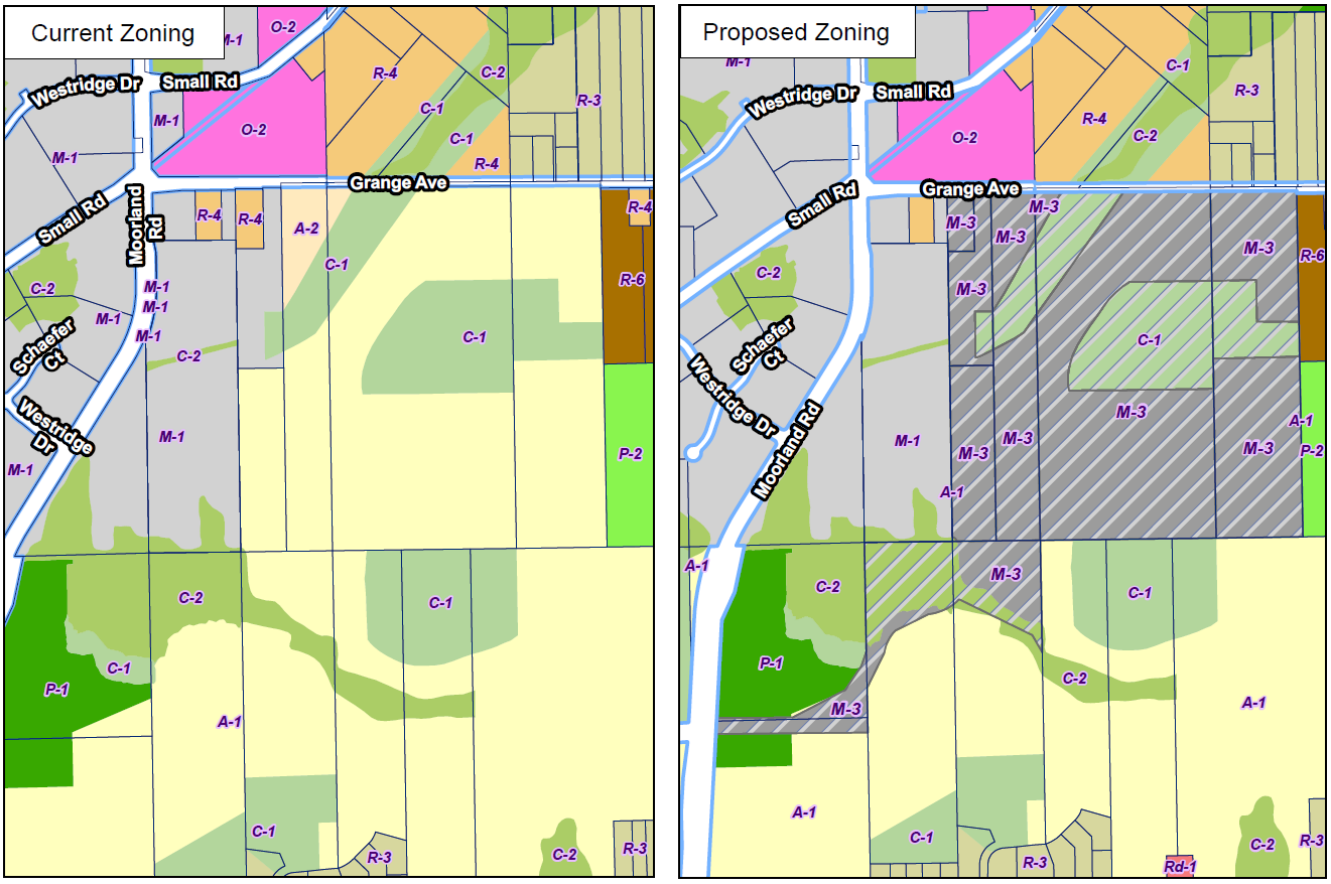
~184.54 acres	Acreage included in Rockwell development (less lands to be dedicated for the extension of Woods Edge Road)
~139.46 acres	Acreage not included in Rockwell development
324 acres	Total parcel acreage

CURRENT ZONING: A-1, A-2, R-4, M-1, P-1, C-1 & C-2

CURRENT LAND USE: Agriculture

PROPOSED ZONING: A-1, M-3/PUD, P-1, C-1/SCA, & C-2/SCA
DCD will add a Special Conditions Apply. Special Conditions Apply to the GIS Zoning Map layer to reflect that this lot shall adhere to the M-3 (Section 34-35 Business Park Development District) Zoning District. Per Zoning Code Section 275-37E(3) "for purposes of the setback and other land use provisions of this chapter, the registered wetland boundary shall apply.

Zoning Comparison Map



PROPOSED LAND USE: The proposed facility will be operated by Rockwell Automation, Inc. A Planned Unit Development Overlay will be prepared to accommodate an advanced manufacturing campus which may include manufacturing and assembly operations, warehousing and distribution functions, office, administrative, and operational support uses.

PROPOSED LOT SIZE:
North Half: ~158.73 Acres (after 1-Lot CSM is recorded, see file # LD-2600598)
South Half: ~25.81 Acres (future CSM)
Final Total: ~184.54 acres, less lands to be dedicated for the extension of Woods Edge Road

PROPOSED DENSITY: N/A

ADJACENT ZONING AND LAND USE:

North:	Zoning: R-3/R-4/O-2/C-1/C-2	Land Use: Costco/Single-Family Residential
South:	Zoning: A-1/R-3/C-1/C-2	Land Use: Agricultural/Single-Family Residential
East:	Zoning: A-1/R-6/P-2	Land Use: Agricultural/Soccer Field/Theofila Estates Subdivision/Thomson Hollow Subdivision
West:	Zoning: A-1/M-1/P-1/C-1/C-2	Land Use: Golf Range/Westridge Business Park/East Moorland Road Business Park

CONFORMANCE WITH COMPREHENSIVE PLAN AND MUNICIPAL CODE: Yes, this submittal meets the intent of this Chapter. The Future Land Use Map amendment from "Urban Residential" to "Business Park / Industrial" for the norther portion of this development (See application # CP-2600598) is consistent

with the City's desire for a unified campus development. This will allow the developer to preserve large areas of environmental corridor and trees, which will provide natural buffers to the residential areas and make the business park development less intrusive to the adjoining neighborhoods. This will provide for high-quality economic development not only for the City, but the region.

Chapter 17: Neighborhood G: Sections 26 & 35 South Moorland Road Corridor (Note: there is crossover to Chapter 18: Neighborhood H: Westridge & Moorland Road):

Planning Context / Vision / Development Policies:

Vision:

- *Neighborhood G is considered to be a sizeable land area in New Berlin that can accommodate the amount of development desired to offset the City's tax base and accommodate new businesses and residents. Planning for a specific scale of development in Neighborhood "G" may relieve development pressure City-wide, as the western half of New Berlin remains the area in which residents and businesses wish to maintain higher open space percentages.*
- *In order to guide the City on policy decisions and better understand the impact on the School District, traffic patterns, storm water and environmental features conceptual plans were prepared for Section 35.*

  The Rockwell submittal matches the concept plans prepared for this area, except for the proposed modification to the Future Land Use Map from Urban Residential to Business Park/Industrial located at 14811 & 14655 W. Grange Avenue (See file # CP-2600596).
- *Even though Neighborhood G is unique, it cannot be independently planned separately from Neighborhood H. The two neighborhoods are integrated and will share land uses, new roadway and trail connections and should be considered as one cohesive area.*
- *The vision for the Section 35 includes the following elements that have been incorporated into the development of the plan:*
  - *A business community that focuses on sustainable site and building design.*
  - *Emphasis on preservation of significant environmental features such as: wetlands, woodlands, tree rows, floodplain and environmental corridors.*
  - *Focus on green infrastructure and creative storm water management elements.*

    As part of the Use, Site and Architecture application, the applicant will submit a storm water management plan.
  - *A system of meaningful pedestrian connections to create a walkable and connected community.*

    The City will work with the applicant as to the placement of these on-road and off-road facilities for bicycles and pedestrians, which includes a sidepath within the proposed right-of-way off Moorland Road.
  - *Focus on sound planning and architecture practices.*

    Figure VIII – 10 in Section 275-59C(1)(d)[6] of the Zoning Code states the following are permitted materials for building walls in the M-3 District:

    - *Brick, exposed (no brick painting or CMU allowed).*

- *Native stone, natural stone, thin stone veneer and cast stone.*
- *Glass storefront or curtainwall systems.*
- *Precast masonry, rough faced.*
- *Manufactured cementitious siding, fiber cement board.*
- *Architectural metal, as recommended by the Architecture Review Committee (ARC).*

- *Layout that includes a mix of retail, commercial, office and light manufacturing within the Business Park/Industrial area.*
- *Allow for flexible site design for both residential and non-residential development by creating Zoning Code standards that promote creativity and sustainability.*

  Zoning Code Section 275-33B(7) states, "*the M-3 Section 34-35 Business Park Development District is intended for light manufacturing, office and business uses of a moderate scale and intensity. The M-3 Section 34-35 Business Park Development District is also intended to provide a broader mix of allowable uses including retail establishments within Sections 34 and 35 of the City to support both the business and residential development. The district is further intended to promote open space, intense vertical landscape, planting screens, buffer yards and preservation of existing environmental features (trees, wetlands, floodplain, rock outcroppings, steep slopes and viewsheds). Areas identified in § 275-13.1H (4) are the areas intended to be rezoned M-3.*"

  Zoning Code Section 275-35D(8) states that, "*Under the M -3 District, there are no required setbacks, but all applicable building and fire codes, landscaping, screening and buffer yards shall be met.*"

  See the view shed and transect images below under the Development Polices section.

- *Require significant buffers between contrasting uses and main thoroughfares.*

  See above.

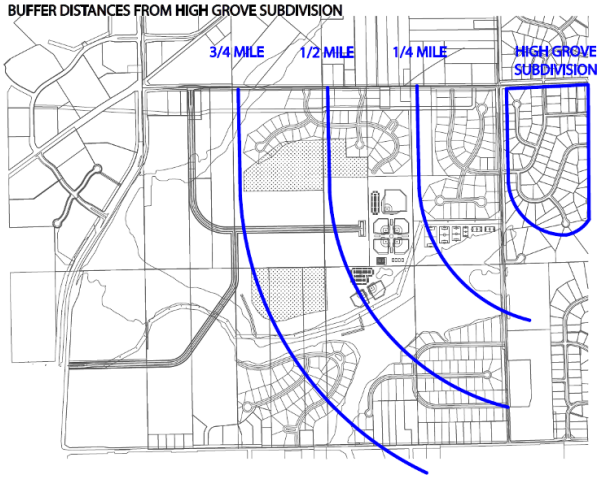
- *Provide a regional park complex.*

  Applicant understands the park complex is located east of this parcel.

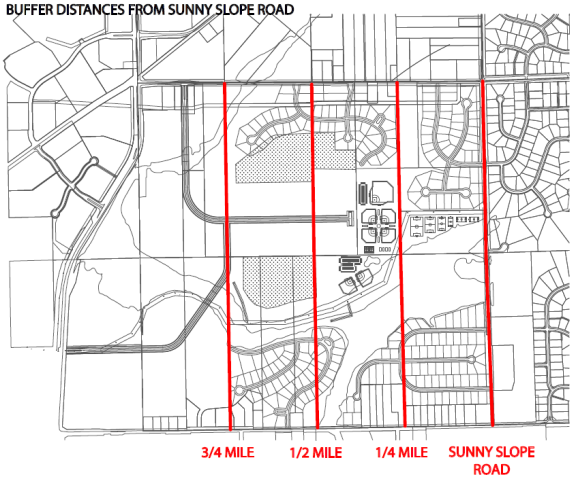
- *Westridge/Towne Corporate Business Park should be expanded as a major economic center for the City. The Business Park should continue to set an example of high standards in architecture, site planning, and sustainable practices. Primary uses should promote light manufacturing and office complexes. Hotels, clinics, entertainment (i.e. restaurants, shopping center, and cinemas), and retail should serve as supporting uses.*

View Shed Transects

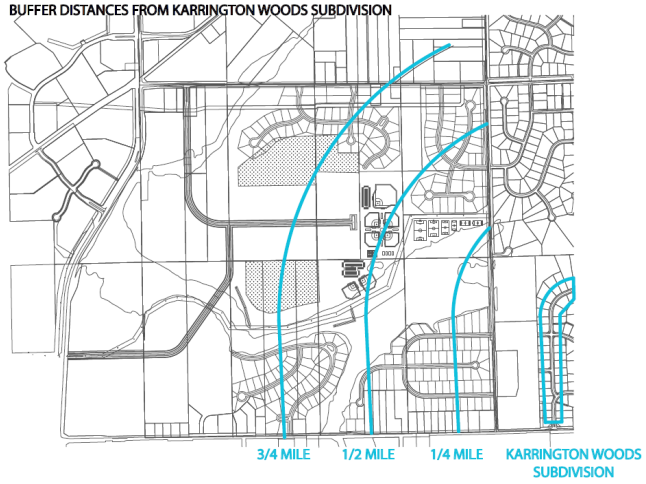
BUFFER DISTANCES FROM HIGH GROVE SUBDIVISION

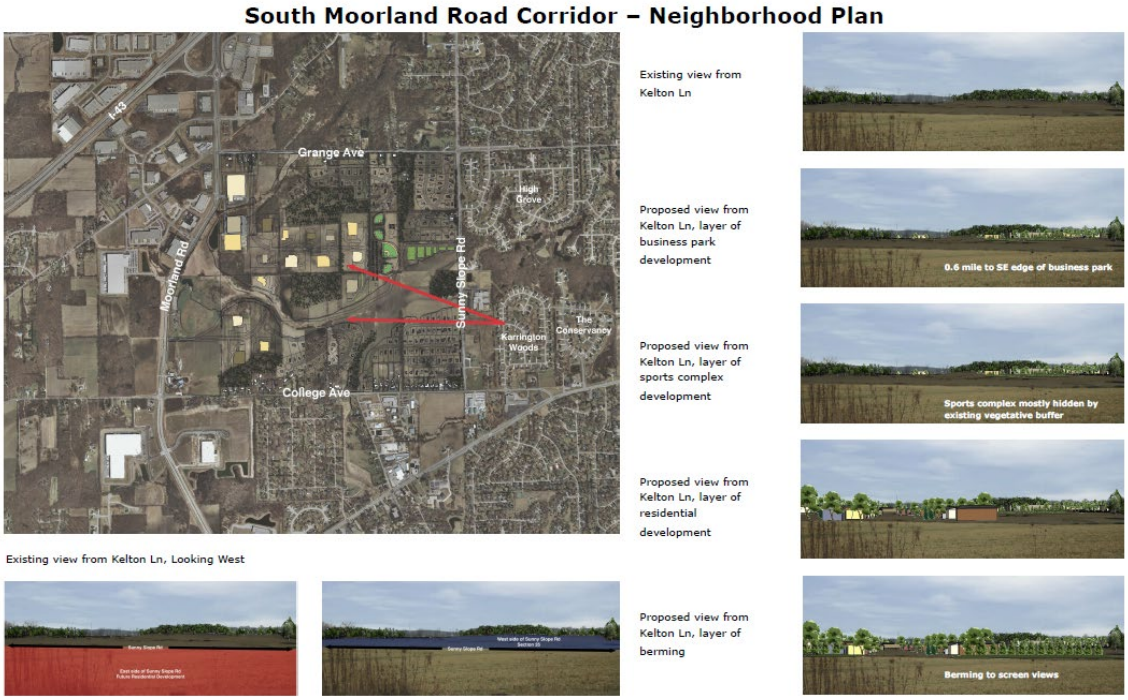


BUFFER DISTANCES FROM SUNNY SLOPE ROAD



BUFFER DISTANCES FROM KARRINGTON WOODS SUBDIVISION





Development Policies:

- *Allow additional business office uses east of Moorland Road to respond to the growing interest in New Berlin. Additionally, allowing more office uses should help to offset tax increases and reduce development impacts on the school district. Business park/industrial, office, commercial and/or retail uses should be separated from residential areas with open space, vegetative buffers, new landscaping, and existing environmental features including wetlands, woodlands, existing tree rows, floodplain and environmental corridors.*

- *Now that the interceptor has been installed to service this area with sewer and water, continue to pursue the extension of local sewer and water mains to accommodate new development in the Section 35 area.*

  Applicant has provided concept civil plans that are under review by the City.

- *Encourage the continuation of agricultural uses as long as the property owners so desire. As agricultural lands transition to residential developments, the subdivision design could incorporate farming and agriculture uses as viable open space options.*

  Adjacent parcels will continue to be farmed.

- *As development occurs, require off-road paths and trail connections, where appropriate to connect to the City's Utility easement / public trail and on-road bike paths for both residential and non-residential development to create an interconnected trail system for much of the Section 34/35 area. All path and trail connections shall be constructed at the time of development and public trail easements shall be provided to the City.*

  This trail is accounted for along the City's utility easement. The trail will transition to public use as parcels develop. Where the trail is along the extension of Woods Edge Road a sidepath will be incorporated. Where the trail is not along the public road right-of-way, the utility easement will be updated to reflect that the section is now public if located on Rockwell's property.

Paved trails shall be required to connect this lot to the public trail and/or park. The City will work with the applicant as to the placement of these off-road trails.

- *Include on-road bike paths for new streets and on existing streets where possible for non-residential development and major thoroughfares, and again, in order to create an interconnected trail system for much of the Section 34/35 area. Work to create linkages to the off-road paths and trail system through private development and/or public projects. All path and trail connections shall be constructed at the time of development and public trail easements shall be provided to the City.*

  This trail is accounted for along the City's utility easement. The trail will transition to public use as parcels develop. Where the trail is along the extension of Woods Edge Road a sidepath will be incorporated. Where the trail is not along the public road right-of-way, the utility easement will be updated to reflect that the section is now public if located on Rockwell's property.

  Applicant will dedicate the right-of-way as part of future CSMs. The City will work with the applicant as to the placement of these on-road bike paths.

- *Require coordinated, pre-planned concepts/development proposals to ensure a cohesive and coordinated development pattern. Developments must take into consideration how adjacent parcels would be developed.*

  The development plan is consistent with the Future Land Use Map. This development shall connect to City Sewer and Water (currently there is no service provided to this parcel).

- *Although the City may wish to invest and construct roadway, public utility, storm water infrastructure improvements, the City should approve an overall official roadway map for the Section 34/35 area and require dedication of appropriate right-of-way areas, consistent with this map, at the time of land platting where private development is taking place. The development shall also construct the roadway, public utility, and storm water infrastructure to City specifications where the City deems it necessary in order to service that development and / or overall development for the area.*

- *Development proposals shall include appropriate utility easements and/or roadway reservations or dedications to ensure public infrastructure (utility or roadway) extensions/connections and a coordinated development pattern are achieved.*

- *Any future development requiring coordinated access and/or utility extensions in this area may require the applicant to submit a surety instrument to the City to cover future public improvements and cost contributions.*

- *All utility extensions shall be at the expense of the developer to service their respective developments. The City shall endeavor to collect funds from future developments that connect into the utilities where appropriate and collected funds shall be redistributed back to the developer that installed the infrastructure.*

- *Emphasize mixed-use developments with light industrial and office as the dominant land uses. Supporting hospitality related uses (i.e., hotels and table service restaurants) should complement the primary uses.*

- *Allow mixed-use development to extend south of the Westridge / Towne Business Park along Moorland Road to the City limits. In particular, pre-planned coordinated shopping centers are desired at both corners of the College Avenue and Moorland Road intersection.*

- *In conjunction with Waukesha County, the City should establish a traffic management plan for the area around the Moorland Road and College Avenue intersection so that as new development occurs, traffic can be efficiently managed.*
- *Require traffic impact studies to be submitted for new construction as indicated in the City Zoning Code requirements. The City should ensure that impact studies include consideration of the surrounding area at full build-out.*

  Applicant has provided a TIA.
- *Maintain a transportation system that minimizes cut-through and business-related traffic in adjacent residential areas.*
- *Ensure that lighting follows Zoning Code requirements so that any impact is minimized on surrounding properties.*
- *Request that Waukesha County accelerate the widening of Moorland Road to four lanes.*
- *The City should give consideration to the use TID, BID, or other economic development tools to fund necessary public improvements.*

Land Use:

- *Current Future Land Use Map:* Business Park / Industrial & Urban Residential
- *Proposed Future Land Use Map:* Business Park / Industrial (*See file # CP-2600598)*

ZONING CODE (CHAPTER 275): Yes, will meet all the requirements of Chapters 275-35B(6), 275-32B(1), 275-36(2), 275-37B (3) & (4), and 275-37E(3) of the Zoning Code.

DEVELOPMENT CODE (CHAPTER 235): Yes

PUBLIC HEARING REQUIRED: Yes, scheduled for June 1, 2026.

CONDITIONAL USE REQUIRED: No

USE / SITE /ARCHITECTURAL REVIEW:
Use Approval Required: Yes
Site Plan Required: Yes
Architectural Review Required: Yes, will be required at the time of Use, Site and Architecture review.

PROPOSED ARCHITECTURE: See attached concept building elevations.

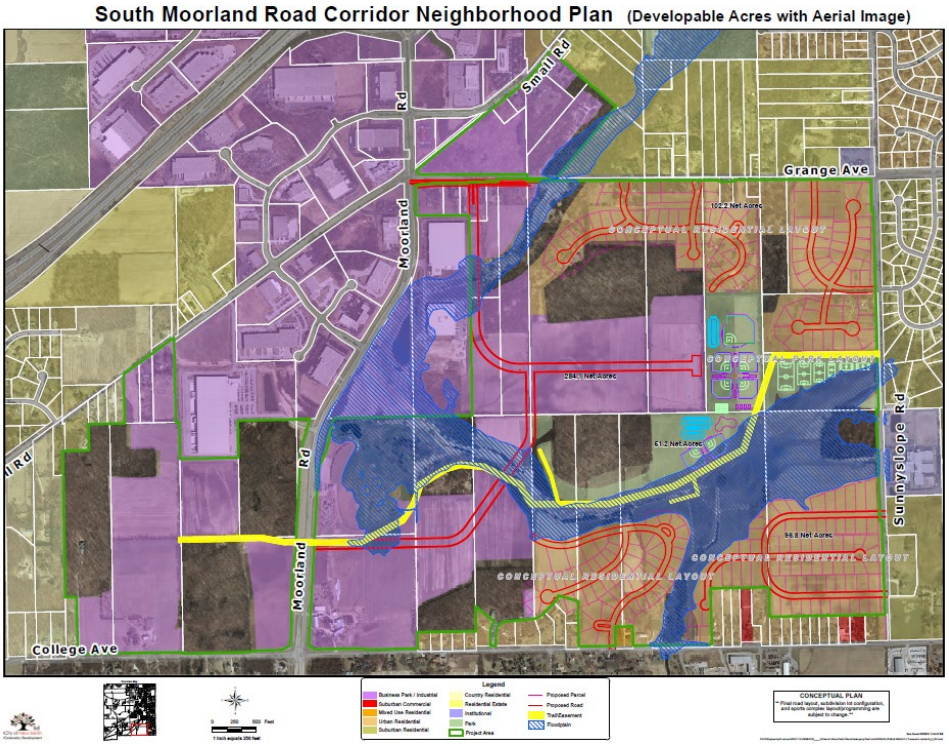
UNIQUE SITE CHARACTERISTICS:
Environmental Corridor: Yes, Environmental Corridor.
Wetland On Property: Yes, a wetland delineation report is being prepared by Dave Meyer with Wetland & Waterway Consulting, LLC.
Conservancy Districts (C-1, C-2): Yes, C-1 and C-2.
NRCS Map Classification: N/A
Floodplain: Yes
Topography / Geologic: The entire site slopes towards the valley in the middle. There are steep slopes near Grange Avenue.

BIKE & PEDESTRIAN FACILITIES PLAN: Applicant will dedicate the right-of-way as part of CSMs. The City will work with the applicant as to the placement of these on-road and off-road facilities for bicycles and pedestrians, which includes a sidepath within the proposed right-of-way off Moorland Road.

- The Comprehensive Plan, Chapter 6, Section "Needs Assessment for Bicycle and Pedestrian Routes"
  - "Better bicycle and pedestrian trail linkages between residential subdivisions and other subdivisions, parks, schools, libraries and commercial nodes."
- The Comprehensive Plan, Chapter 6, Section "Polices for multi-modal transportation"
  - "Construct bicycle and pedestrian facilities as recommended by the Comprehensive Plan."

PARK & OPEN SPACE PLAN: Paved trails shall be required to connect this lot to the public trail and/or park. The City will work with the applicant as to the placement of these on-road and off-road facilities for bicycles and pedestrians, which includes a sidepath within the proposed right-of-way off Moorland Road.

- Table 7: Public Park and Recreation Facilities, identifies a community park in Section 35.
- Table 8: Public Trails, identifies a planned City trail within Section 35.
  - This trail is accounted for along the City's utility easement. The trail will transition to public use as parcels develop. Where the trail is along the extension of Woods Edge Road a sidepath will be incorporated. Where the trail is not along the public road right-of-way, the utility easement will be updated to reflect that the section is now public if located on Rockwell's property.



NATURAL RESOURCES PROTECTION:

Limits of Disturbance (LOD): Not applicable for a rezoning. Any future work will need to be approved by DCD prior to work occurring on site and will require an erosion control plan.
Woodland, Tree, and Vegetation Protection: Not applicable for a rezoning.
Wildlife Habitat Protection: Not applicable for a rezoning.
Wildlife Management Plan: Not applicable for a rezoning.

ENVIRONMENTAL IMPACT: Yes, a wetland delineation report is being prepared by Dave Meyer with Wetland & Waterway Consulting, LLC.

STORM WATER MANAGEMENT / DRAINAGE PLAN: Applicant is required to adhere to all City of New Berlin Codes, Ordinances and Plans regarding storm water conveyance and maintenance as identified by the Department of Community Development. They have included a conceptual storm water plan layout. Additional detailed reports will be submitted at the time of Use, Site and Architecture application.

SANITARY SEWER PROVISION:
Within Current Sewer Service Area: Yes
Basin Capacity Available: Yes
Adequate Linkage: Will be determined during the Use, Site and Architecture application.
Onsite System Required: Not required as these properties are within the MMSD Current Sewer Service Area.

WATER USAGE CALC.: Not applicable as this is a rezoning. Will be determined at the time of building permit.

TRAFFIC IMPACT: The applicant submitted a Traffic Impact Analysis dated January 28, 2026**.** To address any potential future traffic impacts at the study are intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. The development is expected to be built out over two phases with the phased built out expected to include the following (Note: the building size information below is what was listed in the TIA):

Phase I (South Building - Year 2026)
- Manufacturing – 725,000 SF
- Warehousing – 400,000 SF

Phase II (North Building - Year 2036)
- Light Industrial - 425,000 SF

The analysis predicts that the first phase is expected to generate about 3,610 new trips (operating over three shift periods) on a typical weekday under the initial build. With 520 new trips (395 in/125 out) during the weekday AM peak hour and 690 new trips (210 in/480 out) during the weekday PM peak hour. Under full build out conditions, the light industrial user is expected to generate a total of about 5,260 new trips (operating over three shift periods) on a typical weekday. With 815 new trips (655 in/160 out) during the weekday AM peak hour and 805 new trips (225 in/580 out) during the weekday PM peak hour.

In 2029 and as shown in Exhibit 1-4, Waukesha County plans to reconstruct Moorland Road between Grange Avenue and College Avenue to a four-lane median separated cross section with intersection modifications (longer turn lanes) regardless of this development. Additional modifications, above and beyond the Waukesha County planned modifications, were provided for the Initial Build (Exhibit 1-3) and Full Build (Exhibit 1-4) traffic conditions as follows:

- “Initial Build Traffic” – These modifications are expected to be necessary to accommodate the Year 2026 Initial Build traffic volumes which includes phase I initial build out of the proposed manufacturing/light industrial development.

- "Background Traffic" – These modifications are expected to be necessary to accommodate the Year 2036 Background traffic without the proposed development, which includes the modifications required from general background growth in the study area through the year 2036. The background traffic recommended modifications are in addition to conditions as they currently exist and do not include any on-site or off-site development.
- "Full Build Traffic" – These modifications are expected to be necessary to accommodate the Year 2036 Full Build traffic volumes which includes full build out of the proposed manufacturing/light industrial development as well as the general background traffic growth in the study area through the year 2036. Full Build traffic modifications are in addition to background traffic recommended modifications.

For future planning purposes, additional development within the Section 34/35 area was also considered as part of the study. These off-site developments included a mix of commercial, retail, office, light industrial and residential land uses. Additional modifications, above and beyond the planned Waukesha County modifications as well as the proposed development modifications were provided in the TIA.

Exhibits from TADI are attached.

SCHOOL DISTRICT IMPACT: N/A

PREVIOUS ACTION: No formal applications for development have been submitted on the parcels except for the driving range which will remain as part of this proposed development. See previous City of New Berlin Comprehensive Plan work below.

PREVIOUS ACTION: SOUTH MOORLAND ROAD (SECTION 35) COMPREHENSIVE PLAN AMENDMENTS: Approximately two years of public comment and 29 meetings were held with those interested in the Comprehensive Plan Amendments for Chapter 10, 17, and 18 to plan for the Section 35 / South Moorland Road Corridor area.

- **12/1/2014** Staff presented a memo to the Plan Commission dated November 10, 2014 summarizing the Section 35 Master Planning Update.
- **3/28/2015** Staff began holding the South Moorland Road Corridor – Neighborhood Plan – "Staff Open Office Hours." Office hours continued through June. Upwards of 12,000 postcards were sent out to residents in the City of New Berlin notifying them of the office hours held in June.
- **4/08/2015** Staff notified the Plan Commission of the South Moorland Road Corridor – Neighborhood Plan – "Staff Open Office Hours".
- **5/5/2015** Plan Commission requested the Common Council set a Public Hearing date for June 29, 2015 (Note: item tabled at the May 12, 2015 Common Council meeting in order to provide more time for discussions with the property owners).
- **7/28/2015** Common Council set a date for a Public Hearing for the amendments.
- **8/24/2015** Special Plan Commission Meeting - Commission presentation & discussion on recommendations and action.
- **9/9/2015** Public Hearing
- **10/5/2015** Plan Commission action & recommendation to Council
- **10/13/2015** Common Council action to approve.

PREVIOUS ACTION: SOUTH MOORLAND ROAD CORRIDOR (SECTION 35) ZONING CODE AMENDMENTS: The Plan Commission adopted amendments to the Zoning Code reflecting the Comprehensive Plan amendments above, which established a new Zoning District for this area of the City, which was the M-3, Section 35 Business Park Development District.

- **12/17/2015** Plan Commission held a public hearing.
- **1/6/2016** Plan Commission approved the amendments.
- **1/12/2016** Common Council approved the amendment.

PREVIOUS ACTION FOR ROCKWELL PROJECT:

- **4/14/2026** Common Council set the date for a joint public hearing on June 1, 2026, for a Rezoning and Comprehensive Plan amendment for Rockwell. Common Councial also authorized an agreement to hire Ehlers & Associates to prepare a TID Project Plan for Tax Incremental District # 6. Further information will follow.
- **5/13/2026** Neighborhood meeting for Rockwell.

CONSISTENCY WITH PREVIOUS ACTION: Yes

FINDINGS:

1. The rezoning must meet the following criteria outlined in the New Berlin Municipal Code Chapter 275-22(F):

   a. *The proposed rezoning is consistent with the Comprehensive Plan and the stated purposes of chapter 275;*

      The Future Land Use map identifies this majority of this area as Business Park / Industrial. Area identified as Urban Residential on parcels located at 14811 & 14655 W. Grange Avenue is being requested to be amended to Business Park/Industrial. This rezoning request is consistent with the Comprehensive Plan Amendment request on file (CP-2600596) and the overall intent of the Chapters.

      There are areas on the site that will remain C-1, some of which contain Environmental Corridor. To further protect this area, DCD Staff may recommend the use of a Conservation Easement be used to protect the area at the time of Use, Site and Architecture application. Please see the "Findings" section below for additional information.

   b. *Adequate public facilities and services (including sewage and waste disposal, water, gas, electricity, schools, police and fire protection, and roads and transportation, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development;*

      Yes, the proposed rezoning is compliant. Adequate sewer and water facilities are available and will be further analyzed at the time of Use, Site and Architecture application.

      The applicant has submitted a Traffic Impact Analysis.

   c. *Provision of public facilities to accommodate development will not place an unreasonable burden on the ability of the City to provide them;*

      Yes, the proposed rezoning is compliant.

d. *The proposed development has taken into account impacts on surrounding properties or the natural environment, including air, water, noise, storm water management, soils, wildlife, and vegetation;*

Yes, the proposed rezoning is compliant. The applicant is preparing a wetland delineation for this parcel and will register the wetlands on the City's Zoning Map.

e. *The land proposal for rezoning is suitable for development and will not cause unreasonable soil erosion or have an unreasonable adverse effect on rare or irreplaceable natural areas;*

Yes, is compliant.

f. *The proposed rezoning will not be used to legitimize, or "spot zone," a nonconforming use or structure; and*

No, it will not be spot zoning. It will be consistent with the surrounding M-1, M-3, C-1 and C-2 Zoning Districts and the Future Land Use Map.

A historical review of several documents indicates that this land was intended to have a future land use of "Business Park/Industrial". The review includes the following documents:

- ✓ Growth & Development Master Plan Update – 2001; and
- ✓ Comprehensive Plan - 2020

g. *The proposed rezoning is the minimum action necessary to accomplish the intent of the petition, and an administrative modification, variance, or Conditional Use Permit could not be used to achieve the same result.*

Yes, per Section 275-37F, the applicant is required to field delineate wetlands and register them with the City.

2. Staff may require a Conservation Easement as part of the CSM application (File #: LD-2600598) or the Use, Site and Architecture Application. The easement will encompass the Environmental Corridor areas and likely the C-1 areas that will remain.

3. Proposed roadway reconstruction projects in the Section 35 Area are dependent on the timing of Capital Improvement Program (CIP) funding. Sunny Slope Road and Grange Avenue are included in the City's 5-year CIP list. Please see the attached staff summary.

4. The applicant has simultaneously applied for a Comprehensive Plan Amendment (see file #: CP-2600596) and 1-Lot Certified Survey Map (see file #: LD-2600598). Action for these applications is anticipated for the July 15, 2026 Plan Commission meeting.

5. The proposed facility will be operated by Rockwell Automation, Inc. A Planned Unit Development Overlay has been prepared to accommodate an advanced manufacturing campus which may include manufacturing and assembly operations, warehousing and distribution functions, office, administrative and operational support uses.

a. Phase I (South Building): ~810,000 sq. ft. (including ~ 770,000 sq. ft of manufacturing and ~ 40,000 sq. ft. of office). Possible future expansion of Phase I may include an additional ~200,000 sq. ft.

b. Phase II (North Building, along Grange Avenue) may be developed as light industrial at a future date. Traffic Study estimated a possible 425,000 sq. ft. building. Final plans may increase to 830,000 sq. ft. as part of the Use Approval application request. Note, this section will be updated after the city receives that submittal.

6. Mary Claire Lanser with Lanser Public Affairs LLC provided door-to-door community outreach for this development. See attached report.
7. The applicant held a neighborhood meeting on Wednesday, May 13, 2026. Approximately 882 notices were mailed out and about 77 people attended. See attached Question and Answer Handout.
8. Additional information will be provided when the Use, Site and Architecture submittal is received.
9. General Comments:
    a. Waukesha County will be the approving authority on the roadway improvements and access permitting along CTH O (Moorland Road).
    b. A TIA dated January 28, 2026 has been submitted. Locations of recommended improvements for the initial build-out include:
        (1) Intersection of Moorland Road and Woods Edge Road
        (2) Intersection of Grange Avenue and proposed driveway to the development site
        (3) Intersection of Moorland Road and College Avenue
        (4) Intersection of Moorland Road and Grange Avenue
    c. A Development Agreement will be required for the proposed improvements. See the Development Handbook for public infrastructure requirements.
        (1) A public road is being proposed from Moorland Road, aligning with Woods Edge Road to the west.
        (2) On-road and off-road facilities for bicycles and pedestrians are required, which includes a sidepath within the proposed right-of-way off Moorland Road.
10. A Special Conditions Apply (SCA) overlay will be added to the GIS Zoning Map layer to reflect that this lot shall adhere to the M-3 Zoning District. Per Zoning Code Section 275-37E(3) “for purposes of the setback and other land use provisions of this chapter, the registered wetland boundary shall apply.

D.R.C. RECOMMENDATION: No recommendation, public hearing only.

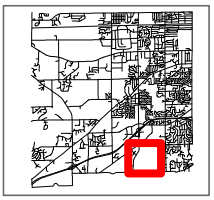
Attachments:
Location Map
Plan of Operation Letter
Zoning Comparison Map
CSM
Proposed Roadway Reconstruction Projects – Section 35 Area (Staff Map)
Development Plans
Draft PUD Ordinance

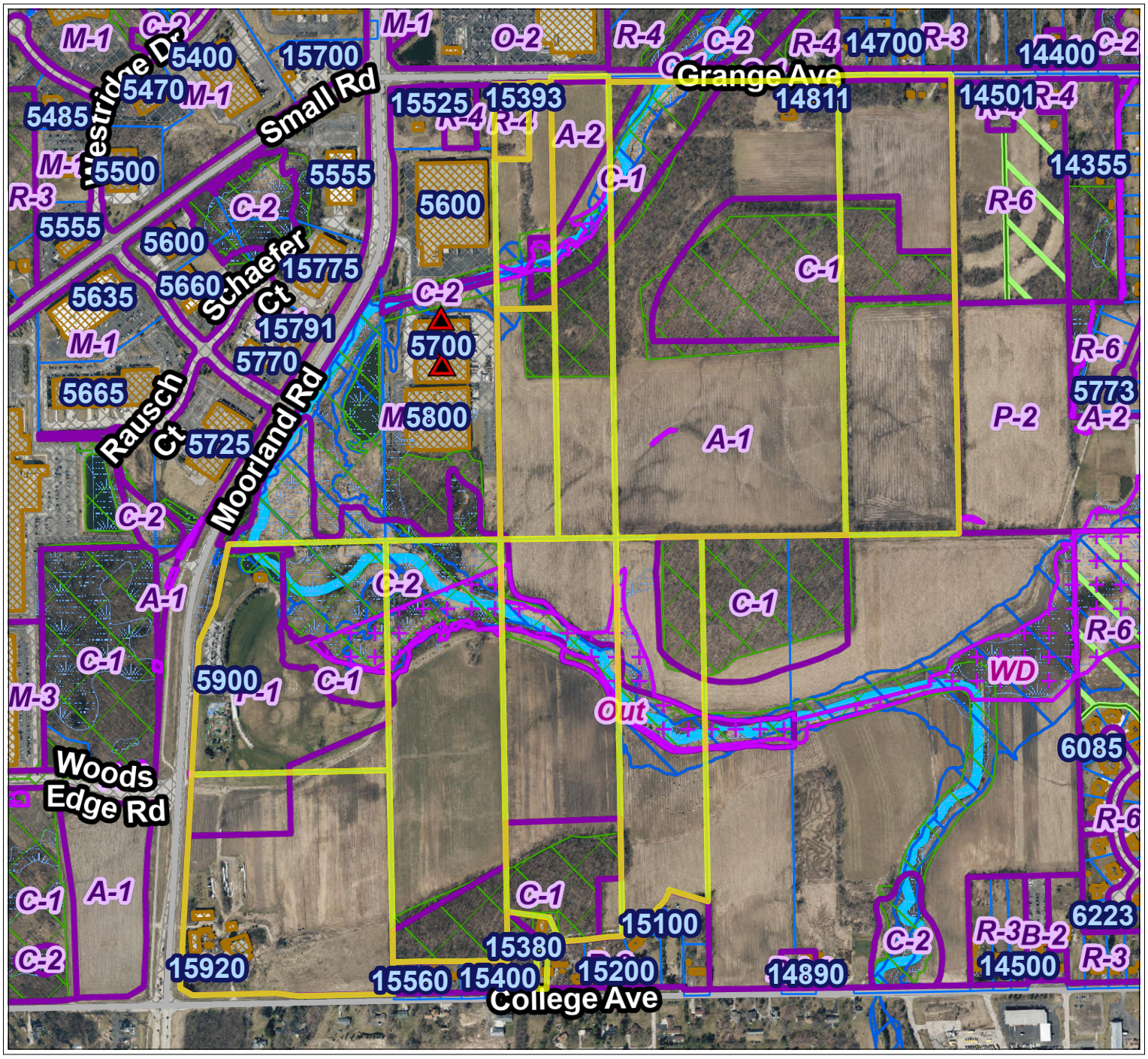
Question and Answer Handout (forthcoming)
Door to door summary (forthcoming)

The following are on file in the Department of Community Development office:
TIA

City of New Berlin
Community Development

Rockwell Automation





Parcels
Road Right-of-Way
Conservation Easement
Environmental Corridor

Floodplain FEMA DFIRM
FEMA DFIRM - Zone A
FEMA DFIRM - Zone AE
FEMA DFIRM - 0.2% Chance

Wetland

Zoning Wetland Registration
Registered Wetland
Outside Wetland

Zoning Overlay
PUD
Special Conditions Apply
SPO

Zoning Boundaries

N

0 400 800
ft

Scale is estimate - not survey

City of New Berlin
Department of Community Development
3805 S Casper Dr.
New Berlin WI 53151
(262) 797-2445
www.newberlin.org

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18

Map Printed: 4/15/2026 3:26 PM

City of New Berlin
Department of Community Development
3805 S. Casper Drive
New Berlin, WI 53151

Re: Department of Community Development
Plan of Operation Report
Proposed Planned Unit Development (PUD) Rezoning

April 6, 2026

Dear Review Staff:

On behalf of the applicant, **SunCap Property Group**, we respectfully submit this Plan of Operation Report in support of:

1. A Comprehensive Plan Amendment
    a. From: Business Park/Industrial and Urban Residential
    b. To: Business Park/Industrial (see attached Land Use exhibit)
2. A Rezoning request
    a. From: A-1 Agricultural, A-2 Agricultural & Rural Holding, R-4 Low Density S-F Residential, M-1 Light Manufacturing, P-1 Park & Recreation, C-1 Upland Resource Conservancy & C-2 Shoreland Wetland Holding Districts.
    b. To: A-1 Agricultural, M-3 (PUD) / Section 34-35 Business Park Development District Planned Unit Development, P-1 Park & Recreation, C-1 Upland Resource Conservancy & C-2 Shoreland Wetland Holding Districts. (see attached Zoning exhibit)

The proposed facility will be operated by **Rockwell Automation, Inc.**, a global leader in industrial automation and digital transformation. This Plan of Operation Report is intended to provide a concise, operations-focused overview appropriate for the rezoning stage of review. Additional detail will be provided through companion submittals, including site plans, architectural renderings, engineering documentation, and proposed PUD zoning language.

Proposed Use

The proposed Planned Unit Development will accommodate an advanced manufacturing campus, which may include:

- Manufacturing and assembly operations
- Warehousing and distribution functions
- Office, administrative, and operational support uses

Operations will be conducted in a manner consistent with contemporary advanced manufacturing facilities and applicable zoning standards.

General Operations

General site operations are anticipated to include:

- Employee and visitor parking
- Truck circulation and loading/unloading at designated dock areas
- Refuse and recycling services located within screened or enclosed service areas

No permanent outdoor storage is proposed unless otherwise approved by the City.

All operations will comply with applicable City of New Berlin ordinances and State and Federal regulations.

Employment and Economic Activity

Hundreds of new jobs will be created and capital investment in the building is expected to be between $211 million and $246 million.

Existing Conditions and Site Cleanup

The project includes demolition of existing structures on the property, including residences identified in the environmental assessment as having mold infestation and potential structural concerns, along with other buildings that are not in consistent ongoing use. All clean up efforts will be done in compliance with environmental regulations utilizing proper disposal locations as
required.

Traffic and Circulation

Site access and circulation will be designed to efficiently accommodate employee, visitor, and truck traffic while minimizing impacts to surrounding roadways.

- Primary truck routes will utilize major arterial roads and regional transportation corridors. Access to and from the site will be focused to the Moorland Rd entrance with minimal access via Grange Ave.

- A traffic impact analysis is currently in progress and is expected to be submitted by April 7, 2026

- Review and approval will be required by applicable municipal and county reviewing authorities, as appropriate

---

Refuse and Recycling

Refuse and recycling is expected to be non-toxic and contained within a limited area that is screened and/or fenced from public visibility as much as possible

---

Utilities and Infrastructure

The proposed development will be served by public utilities and infrastructure extensions as required. Improvements may include roadway, power, water, and sanitary sewer extensions. Based on the anticipated usage requirements of the facility, existing water and sewer systems are expected to be sufficient to serve the development without material strain on those systems. The scope, timing, and responsibility for these improvements will be coordinated with the City and applicable reviewing authorities. The proposed facility is not a data center and its power demand is expected to be significantly lower than energy-intensive commercial uses like a typical data center.

Conclusion

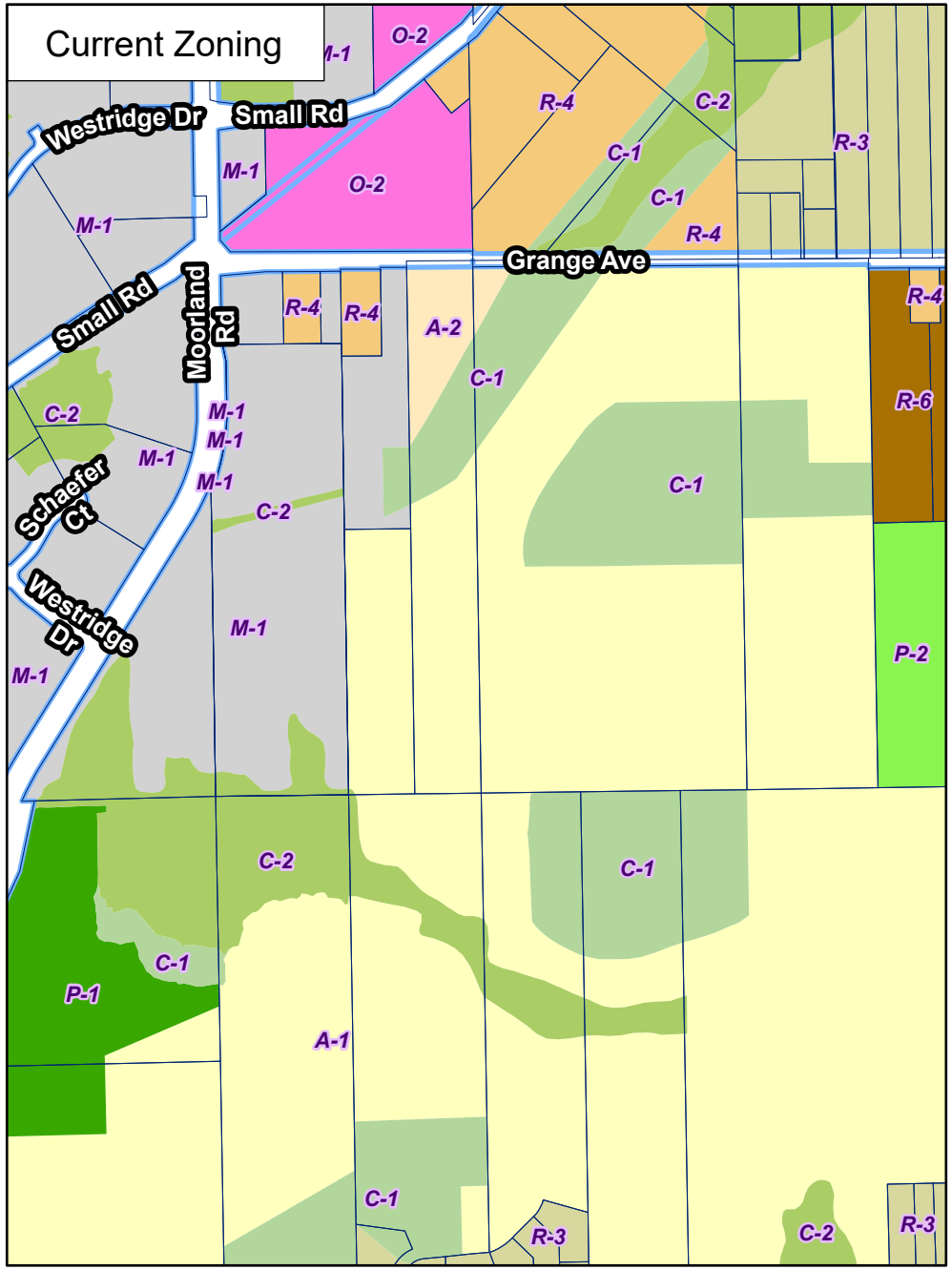
This Plan of Operation Report is submitted to demonstrate that the proposed development can operate in a compatible and responsible manner consistent with the intent of the Planned Unit Development zoning district. Additional detail will be provided through companion submittals and subsequent review stages as the project advances.

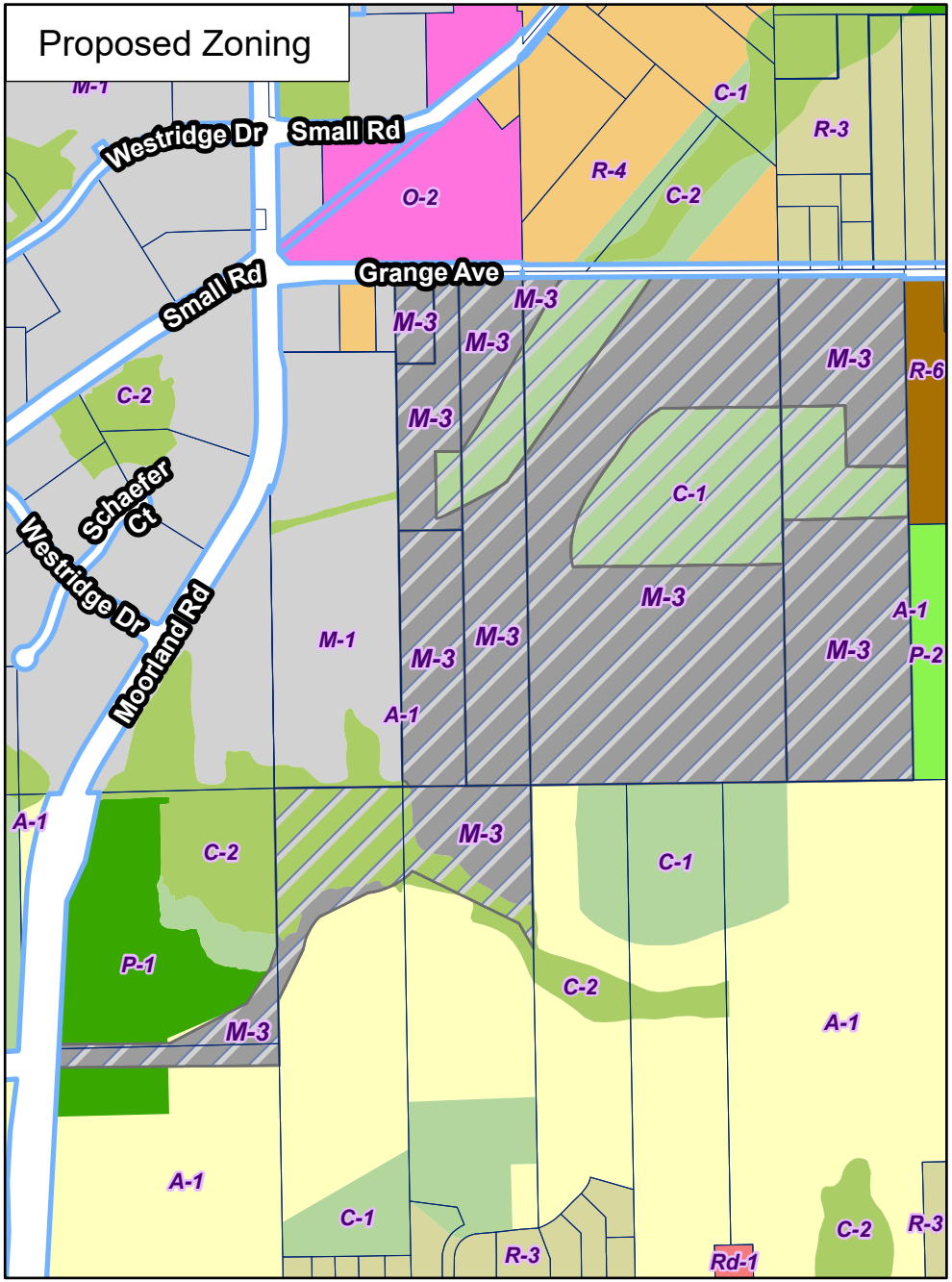
We appreciate the City's time and consideration and look forward to continued coordination throughout the rezoning review process.

Respectfully submitted,

SunCap Property Group
Patrick Theodossiou
Development Director
252-229-2501
ptheodossiou@suncappg.com

This Plan of Operation Report is intentionally concise and may be refined as additional information becomes available.





City of New Berlin
Department of Community Development
3805 S Casper Dr.
New Berlin WI 53151
(262) 797-2445
www.newberlin.org

RZ-2600597
Rockwell Automation
Taxkey #'s: 1290998, 1290998002, 1290998003, 1290998001, 1290999, 1289998, 1291997, 1291986001, 1291994, 1288997, 1288999.

Legend
Parcels
Road Right-of-Way

N

0 425 850 Feet

23

P:\DCD\Projects\RZ\RZ-2600597\ROCKWELL\GIS\

LEGEND

EXISTING ZONING

- C-1: UPLAND CONSERVANCY
- C-2: SHORELAND-WETLAND CONSERVANCY
- A-1: AGRICULTURAL

PROPOSED ZONING

- OVERALL PROJECT AREA (±198 ACRES)
- CONSERVATION ZONING AREAS THAT MAY BE GRADED AND/OR DISTURBED DURING PROPOSED DEVELOPMENT
- M-3 PUD OVERLAY DISTRICT

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 250' 500'

W GRANGE AVE

W SMALL RD

C.T.H. "O" / S MOORLAND RD

FUTURE DEVELOPMENT

WETLANDS

WETLANDS

POND

POND

POND

TAX KEYS:
NBC 1290-998-003
NBC 1290-998-002
NBC 1290-998-001
NBC 1289-999
NBC 1289-998
NBC 1289-995

POTENTIAL SUBSTATION

FUTURE TRAILER STALLS

TRAILER STALLS

TRUCK DOCKS

TRUCK DOCKS

FUTURE TRUCK DOCKS

LIGHT INDUSTRIAL USE

CAR PARKING

FUTURE LIGHT INDUSTRIAL USE

FUTURE TRUCK DRIVE

LANDSCAPE BUFFER

OFFICE

CAR PARKING

CAR PARKING

FUTURE TRUCK DOCKS & TRAILER STALLS

COMP. FLOOD STORAGE

WETLANDS

STORMWATER POND

OWNER: VIRGIL SALTZMANN
TAX KEY # NBC 1288-999

OWNER: VIRGIL SALTZMANN & RAYMOND E SALTZMANN
TAX KEY # NBC 1288-997

OWNER: RAYMOND E SALTZMANN & MARIE L NEILSEN
TAX KEY # NBC 1291-994

OWNER: BAAS FARM LLC
TAX KEY # NBC 1291-986-001

OWNER: BAAS FARM LLC
TAX KEY # NBC 1291-997

C.T.H. "HH" / W COLLEGE AVE

Z:\PROJECTS\2015\594.00A-WI\CAD\EXHIBITS\2026-04-24_594.00A REZONING EXHIBIT.DWG 4/24/2026 12:53 PM

ZONING EXHIBIT

04/24/2026

PINNACLE ENGINEERING GROUP 20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186 | WWW.PINNACLE-ENGR.COM

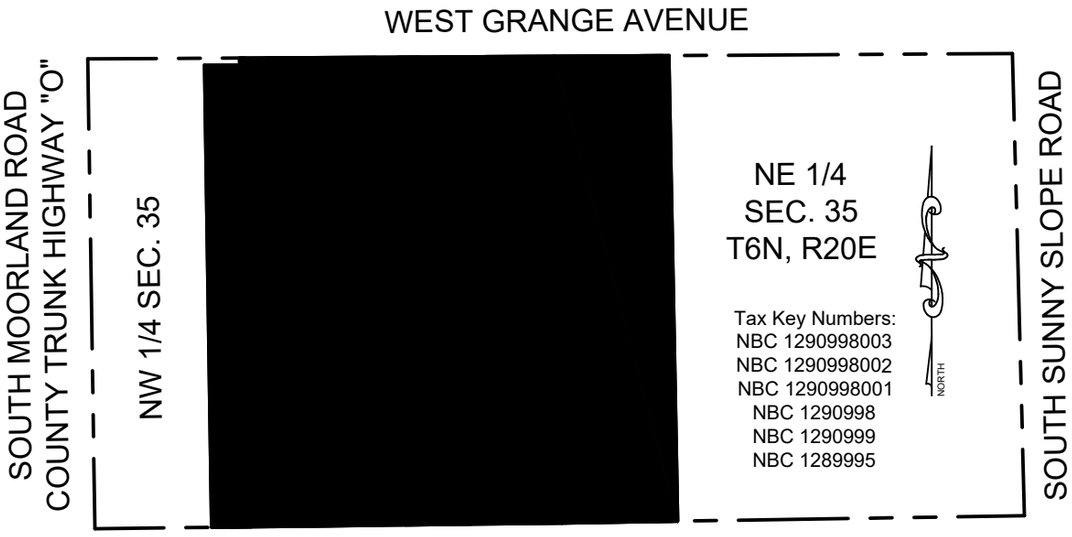
PLAN | DESIGN | DELIVER **JOB #:** 594.00A

CERTIFIED SURVEY MAP NO. _____

Being Certified Survey Map No. 2365 and additional lands in the Southwest 1/4 and Northwest 1/4 of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest 1/4 of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin

VICINITY MAP

SCALE 1":1000'



WISCONSIN
JESSE ZOLTOWSKI
S-3094
Milwaukee, WI
LAND SURVEYOR

DRAFT

Jesse Zoltowski

JANUARY 14, 2026

Prepared for:
Rockwell Automation, Inc.
1201 S 2nd Street
Milwaukee, WI 53204

NOTES:

- All measurements have been made to the nearest one-hundredth of a foot.
- All angular measurements have been made to the nearest one second.
- Coordinates referenced to the Wisconsin State Plane Coordinate System, South Zone (N.A.D. 1983/2011). Bearings referenced to the north line of the Northwest 1/4 of Section 35, Township 6 North, Range 20 East which has a bearing of N89°41'05"E.
- Flood Zone Classification: The property lies with in Zone "X" and Zone "A" of the Flood Insurance Rate Map Community Panel No. 55133C0353H with an effective date of OCTOBER 19, 2023. Zone "X" areas are determined to be outside the 0.2% annual chance floodplain. Zone "AE" areas are Special Flood Hazard Areas without a Base Flood Elevation and is depicted by scaled map location and graphic plotting only, subject to map scale uncertainty.
- All existing buildings and silos to be removed.

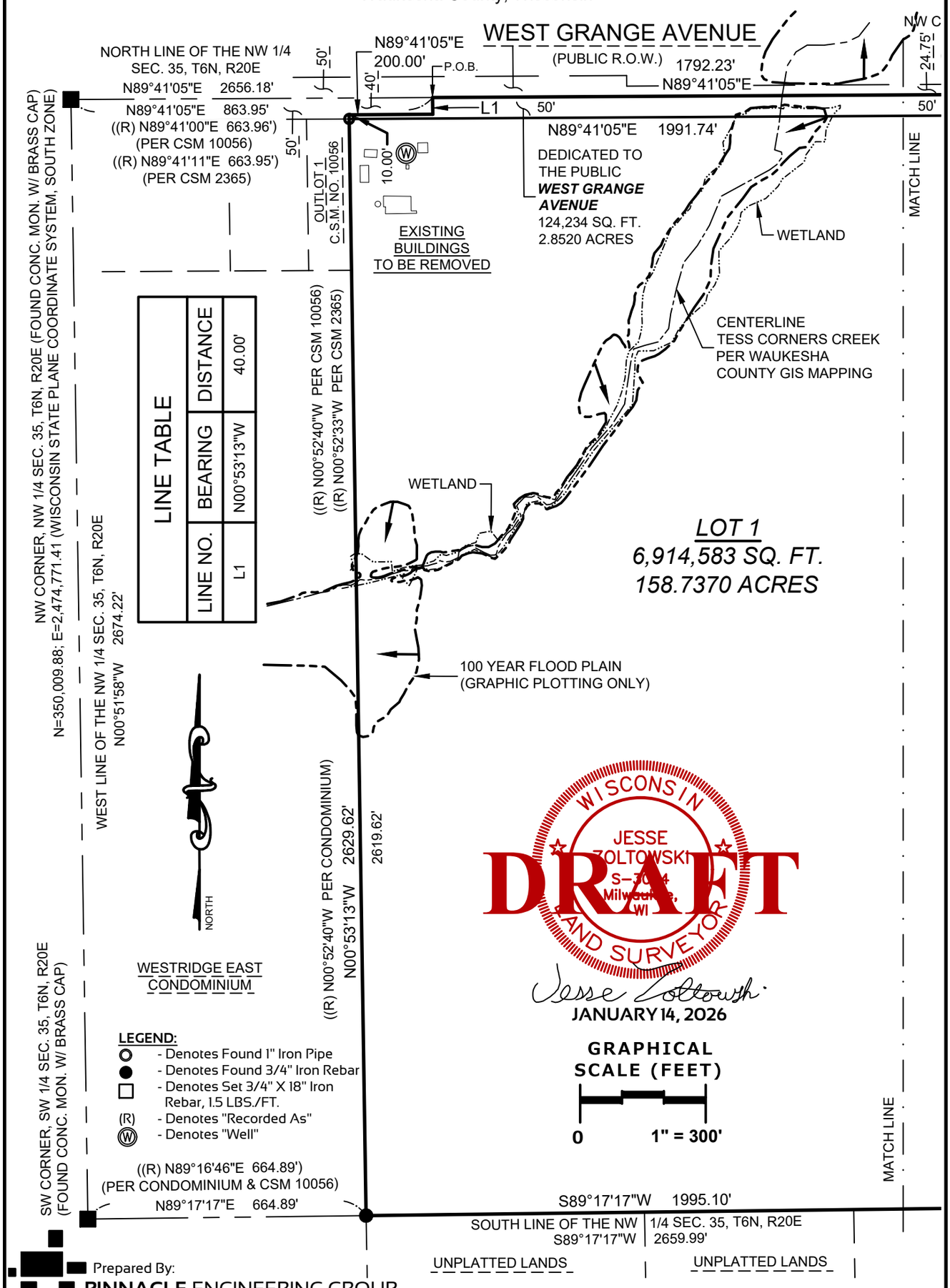
Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

DRAFTED BY: ST
PEG JOB#594.00
SHEET 1 OF 8

CERTIFIED SURVEY MAP NO. _____

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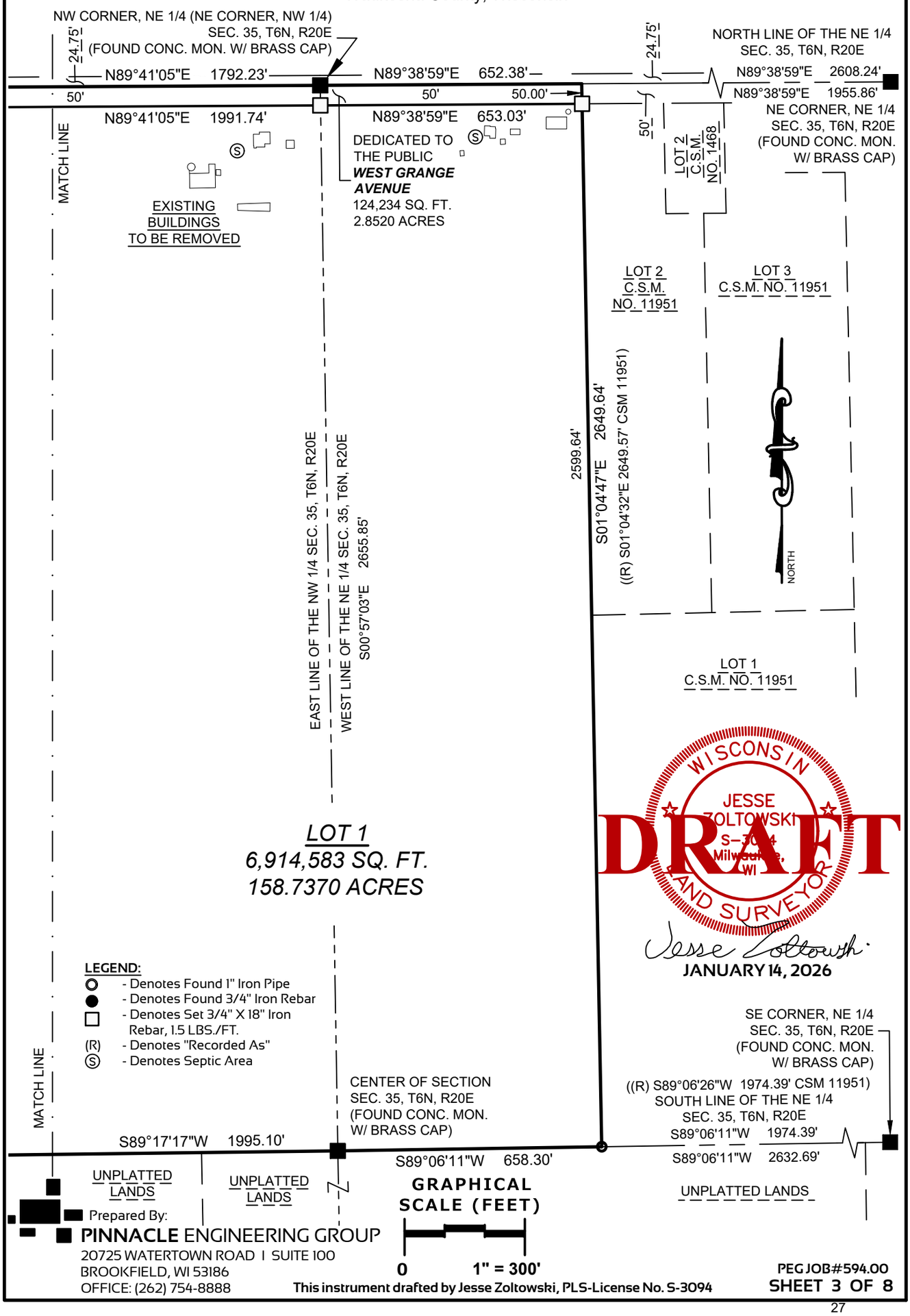
This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

PEG JOB#594.00

SHEET 2 OF 8

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Prepared By:

PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
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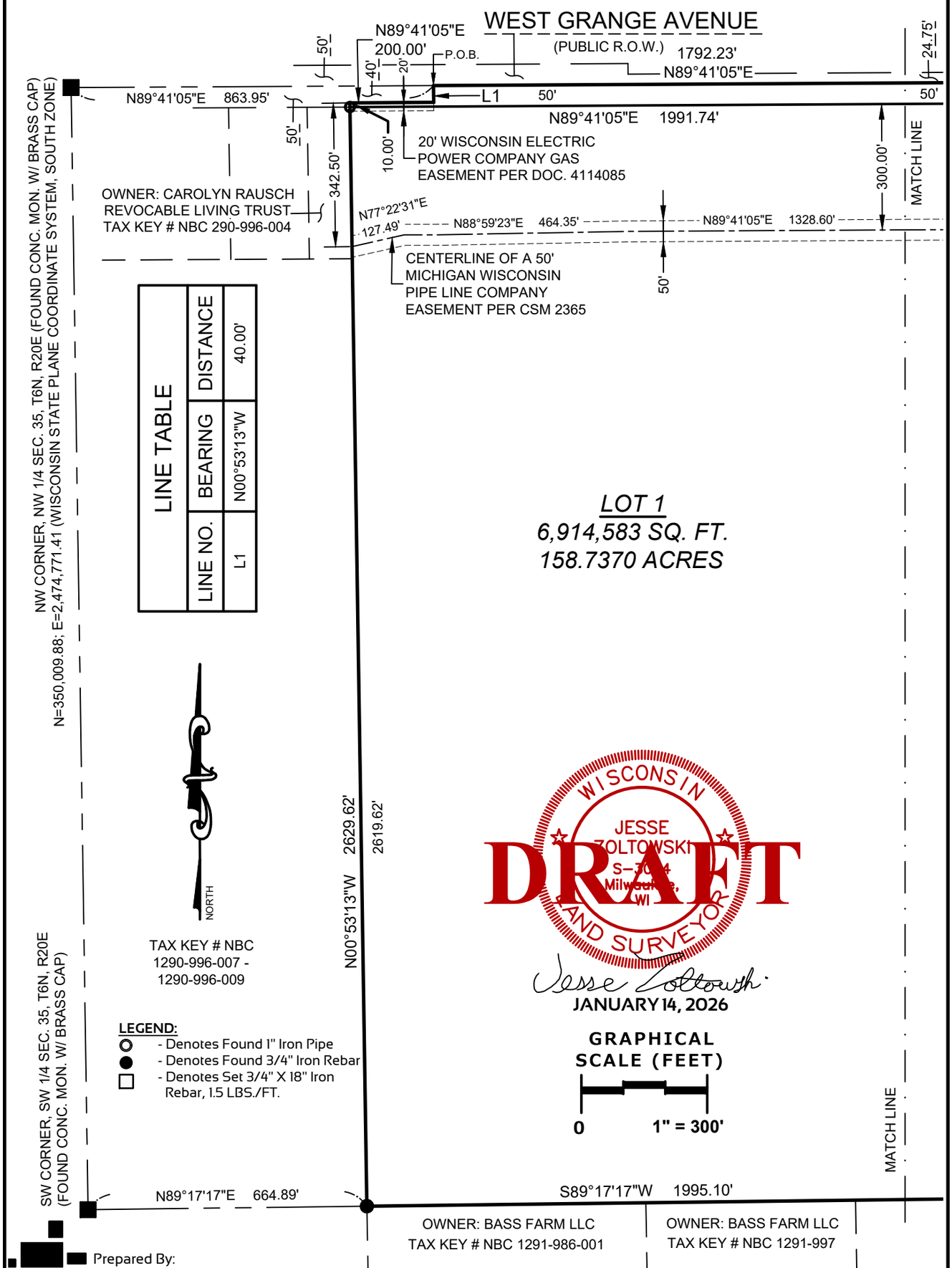
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PEG JOB#594.00

SHEET 3 OF 8

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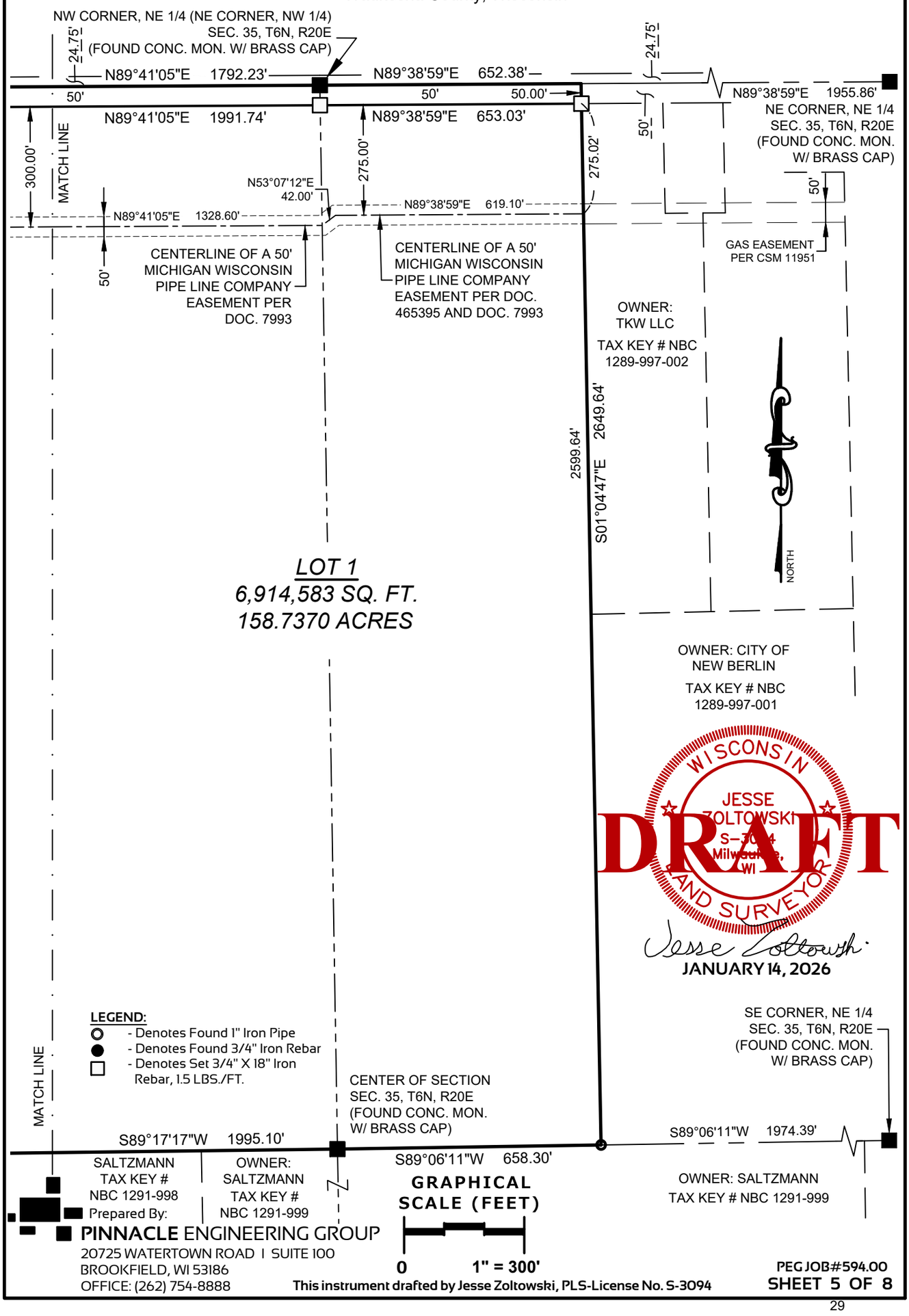
Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
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PEG JOB#594.00
SHEET 4 OF 8

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PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
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PEG JOB#594.00

SHEET 5 OF 8

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SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN)
WAUKESHA COUNTY) SS

I, Jesse Zoltowski, Professional Land Surveyor, do hereby certify:

That I have surveyed, mapped and divided Certified Survey Map No. 2365, as recorded in the Register of Deeds office for Waukesha County as Document No. 921624, and additional lands in the Southwest 1/4 and Northwest 1/4 of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest 1/4 of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin, described as follows:

Commencing at the northwest corner of the Northwest 1/4 of said Section35; thence North 89°41'05" East along the north line of said Northwest 1/4, 863.95 feet to the Point of Beginning;

Thence continuing North 89°41'05" East along said north line of the Northwest 1/4, 1792.23 feet to the northwest corner of the Northeast 1/4 of said Section 35;
Thence North 89°38'59" East along the north line of said Northeast 1/4, 652.38 feet to the west line of Certified Survey Map No. 11951;
Thence South 01°04'47" East along said west line, 2649.64 feet to the south line of said Northeast 1/4 of Section 35;
Thence South 89°06'11" West along said south line, 658.30 feet to the Center of said Section 35;
Thence South 89°17'17" West along the south line of the aforesaid Northwest 1/4 of Section 35, 1995.10 feet to the southeast corner of Westridge East Condominium;
Thence North 00°53'13" West along the east line of said Condominium, 2629.62 feet;
Thence North 89°41'05" East, 200.00 feet;
Thence North 00°53'13" West, 40.00 feet to the Point of Beginning.

Dedicating the Northerly portion of subject property as graphically shown for public right of way purposes.

Containing 7,038,817 Square Feet (161.5890 Acres) of land Gross and 6,914,583 square feet (158.7370 acres) of land Net, more or less.

That I have made such survey, land division and map by the direction of ROCKWELL AUTOMATION, INC., owner of said land.

That such map is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have fully complied with the requirements of Chapter 236 of the Wisconsin State Statutes and the City of New Berlin Land Division Ordinance in surveying, mapping and dividing the land within the certified survey map.

Date: JANUARY 14, 2026



Jesse Zoltowski
Professional Land Surveyor S-3094

Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

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OWNER'S CERTIFICATE OF DEDICATION

ROCKWELL AUTOMATION, INC., a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, as owner, does hereby certify that said corporation caused the land described on this certified survey map to be surveyed, divided, mapped and dedicated as represented on this certified survey map.

ROCKWELL AUTOMATION, INC., as owner, does further certify that this certified survey map is required by Chapter 236 of the Wisconsin State Statutes to be submitted to the following for approval:

1. City of New Berlin

IN WITNESS WHEREOF, the said ROCKWELL AUTOMATION, INC. has caused these presents to be signed by (name - print) _____, (title) _____, at (city)_____, _____ County, Wisconsin, on this _____ day of _____ , 2026.

In the presence of: ROCKWELL AUTOMATION, INC.

_____
Name (signature) - Title

STATE OF _____)
_____ COUNTY) SS

Personally came before me this _____ day of _____ , 2026, (name) _____, (title) _____, of the above named ROCKWELL AUTOMATION, INC., to me known to be the persons who executed the foregoing instrument, and to me known to be such _____(title) of said corporation, and acknowledged that they executed the foregoing instrument as such officer as the deed of said corporation, by its authority.

_____
Notary Public
Name:_____
State of _____
My Commission Expires: _____

CONSENT OF CORPORATE MORTGAGEE

_____ , a corporation duly organized and existing under and by virtue of the laws of the State of _____, mortgagee of the above described land, does hereby consent to the surveying, dividing, mapping and dedication of the land described in the forgoing affidavit of Jesse Zoltowski, surveyor, and does hereby consent to the above certification of owners.

IN WITNESS WHEREOF, the said _____ , has caused these presents to be signed by _____ , its _____, and its corporate seal to be hereunto affixed this _____ day of _____ , 2026.

_____ _____
Date Name - Title

STATE OF WISCONSIN)
_____ COUNTY) SS

Personally came before me this _____ day of _____ , 2026, _____ , to me known to be the person who executed the foregoing instrument and to me known to be such officer of said corporation and acknowledged the same.

_____
Notary Public
Name:_____
State of Wisconsin
My Commission Expires: _____



Jesse Zoltowski

JANUARY 14, 2026

Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

PEG JOB#594.00
SHEET 7 OF 8

CERTIFIED SURVEY MAP NO. _____

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PLAN COMMISSION APPROVAL

Approved by the Plan Commission of the City of New Berlin on this _____ day of _____ , 2026.

_____ _____
Date

_____
David A. Ament, Chairman

_____ _____
Date

_____
Nikki Jones, Secretary

COMMON COUNCIL APPROVAL

Approved by the Common Council of the City of New Berlin, Wisconsin, on this _____ day of _____ , 2026.

_____ _____
Date

_____
David A. Ament, Mayor

_____ _____
Date

_____
Rubina R. Medina, City Clerk



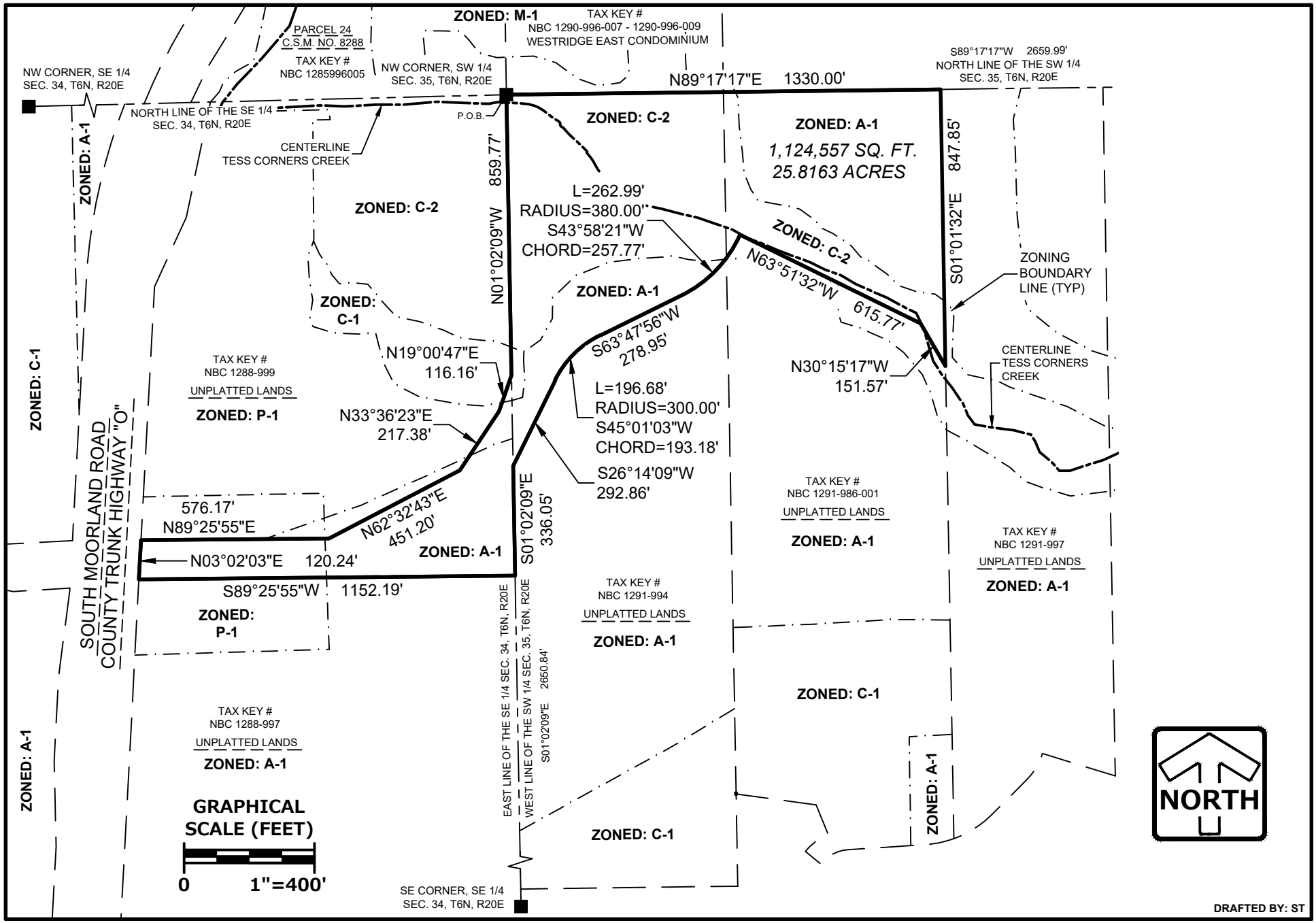
Jesse Zoltowski

JANUARY 14, 2026

Prepared By:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

This instrument drafted by Jesse Zoltowski, PLS-License No. S-3094

PEG JOB#594.00
SHEET 8 OF 8



Z:\PROJECTS\2015\594.00-WI\SURVEY\CAD\VOID\2026-04-24_594.00 EXHIBIT BOUNDARY SOUTH.DWG

SOUTHERN BOUNDARY EXHIBIT

04/24/2026

PINNACLE ENGINEERING GROUP

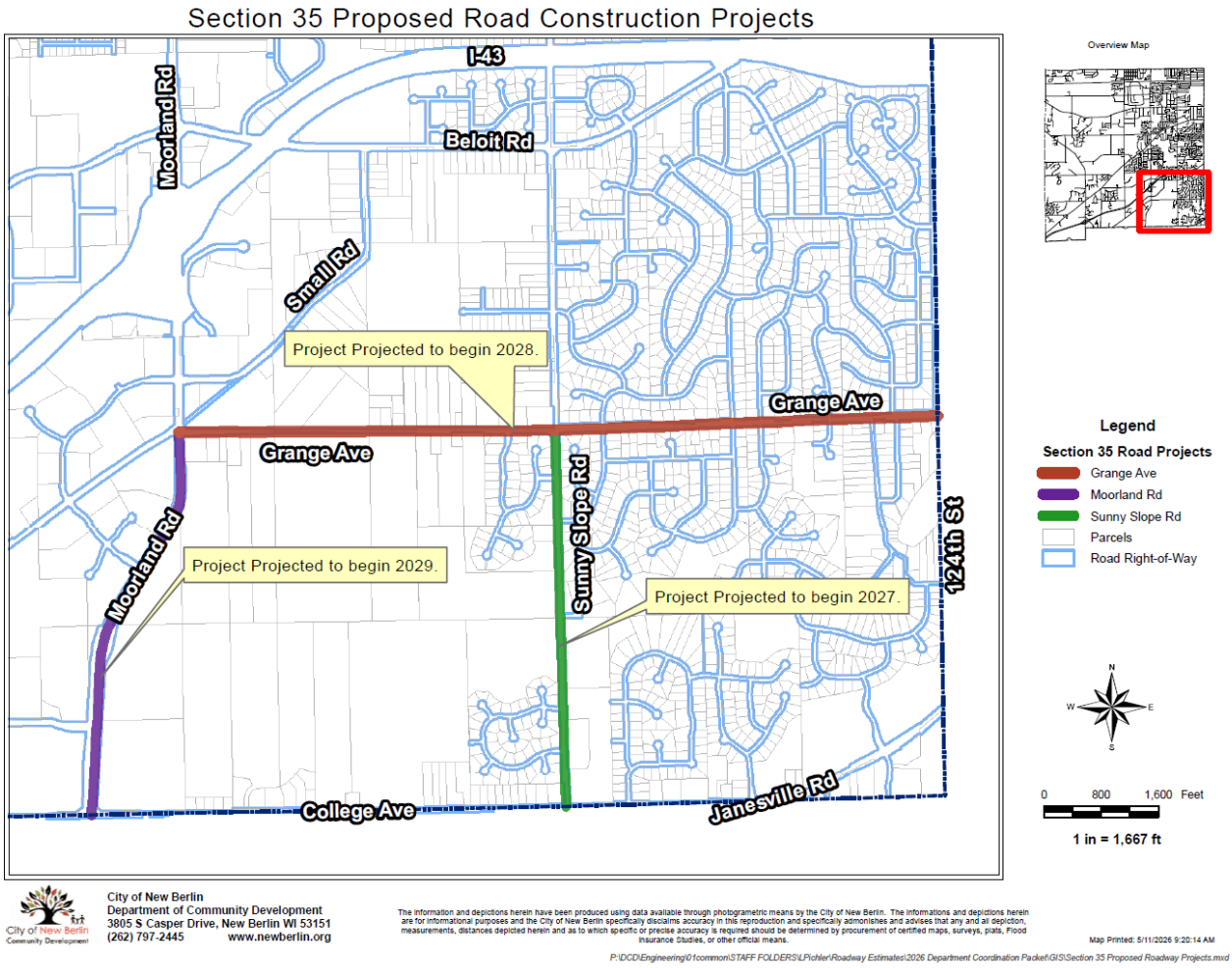
PLAN | DESIGN | DELIVER

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186

WWW.PINNACLE-ENGR.COM

PEG JOB #594.00

Proposed Roadway Reconstruction Projects – Section 35 Area



Sunny Slope Road – Grange Avenue to College Avenue

Jurisdiction: City of New Berlin
Design: Complete
Real Estate Acquisition: Complete
Utility Relocation: In progress, to be completed in 2026
Construction: Bid in Fall 2026 for Spring 2027 start.
Funding Source: City CIP or Developer TIF
Description: Proposed one lane in each direction with paved shoulder. Improved pedestrian accommodations.

Moorland Road – Grange Avenue to College Avenue

Jurisdiction: Waukesha County
Design: 60% Complete
Real Estate Acquisition: In Progress
Utility Relocation: Coordination in progress
Construction: 2029 (Per Waukesha County)
Funding Source: State STP
Description: Proposed two lanes in each direction with grass median. Intersection improvements at College Avenue, Woods Edge Road, and Grange Avenue.

Grange Avenue – Moorland Road to 124th Street

Jurisdiction: City of New Berlin
Design: 30% Complete
Real Estate Acquisition: Starting 2026
Utility Relocation: Starting Fall 2027
Construction: 2028
Funding Source: City CIP or Developer TIF
Description: Proposed one lane in each direction with paved shoulder.

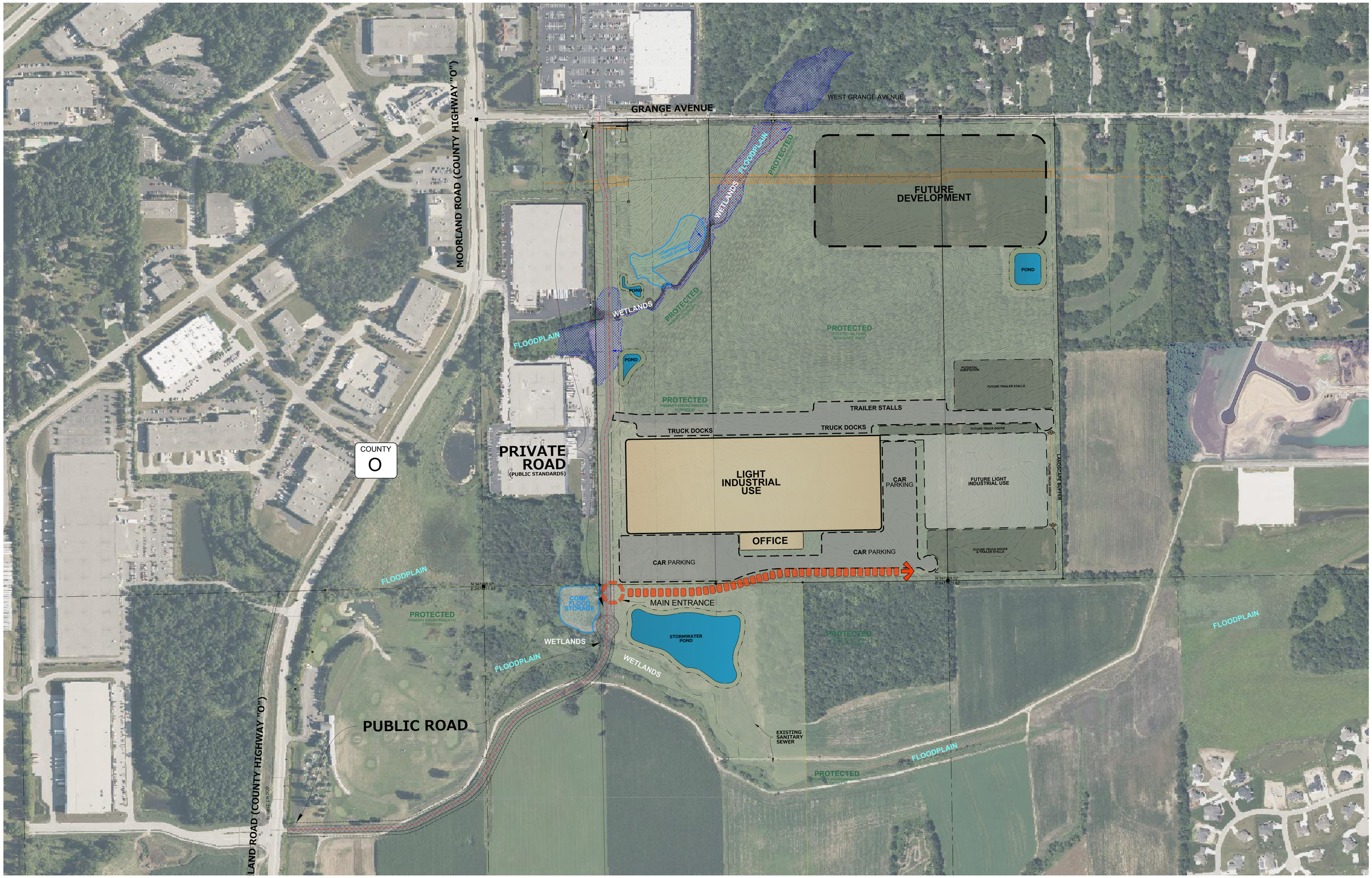
Developer Funded Projects:

Grange Avenue & Costco Driveway: Traffic Signal
Woods Edge Road extension east of Moorland Road

Note: All projects are pending approval of funds. All dates are subject to change.

PROJECT GRAVITY
5533-001-00

SCHEMATIC SITE PLAN



HGA

PINNACLE ENGINEERING GROUP

SunCap
PROPERTY GROUP®

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 200' 400'

SHEET SIZE: 30" x 42"

03/31/2026

1" = 200'-0"



HGA

PINNACLE ENGINEERING GROUP

SunCap PROPERTY GROUP®

NORTH

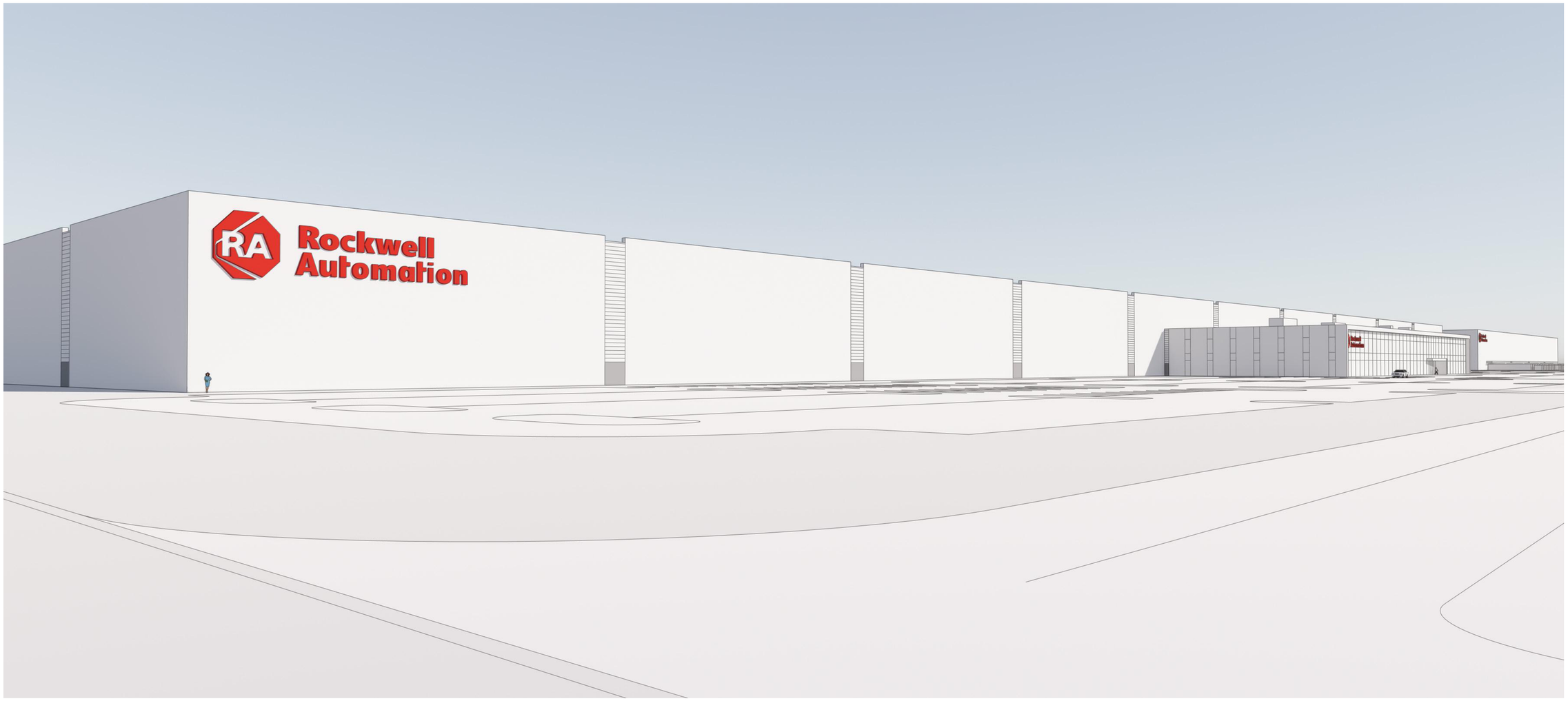
GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

SHEET SIZE: 30" x 42"

03/31/2026

1" = 100'-0"

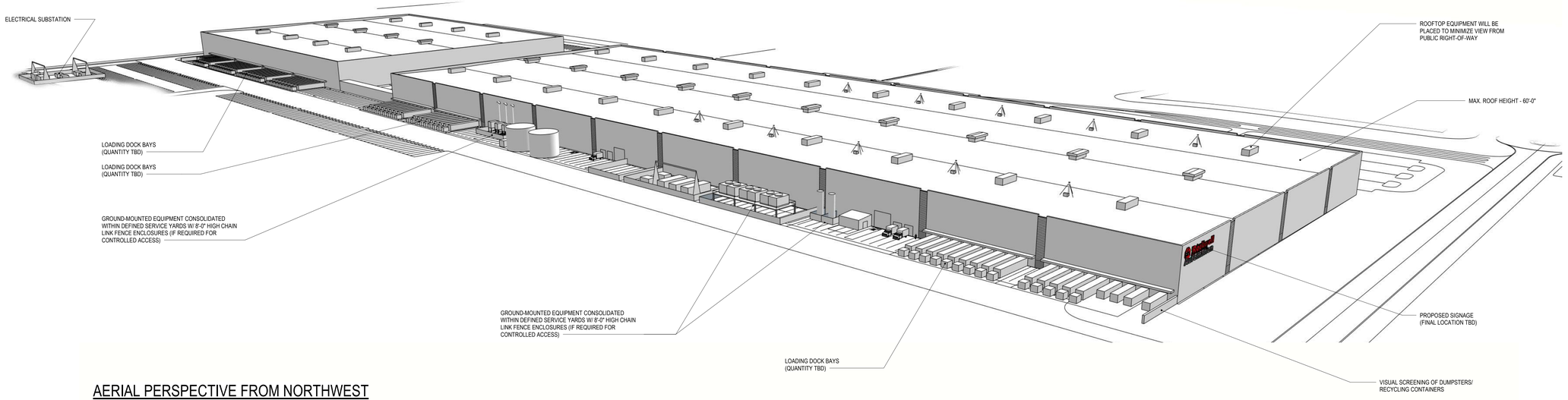


ENTRY PERSPECTIVE FROM SOUTHWEST

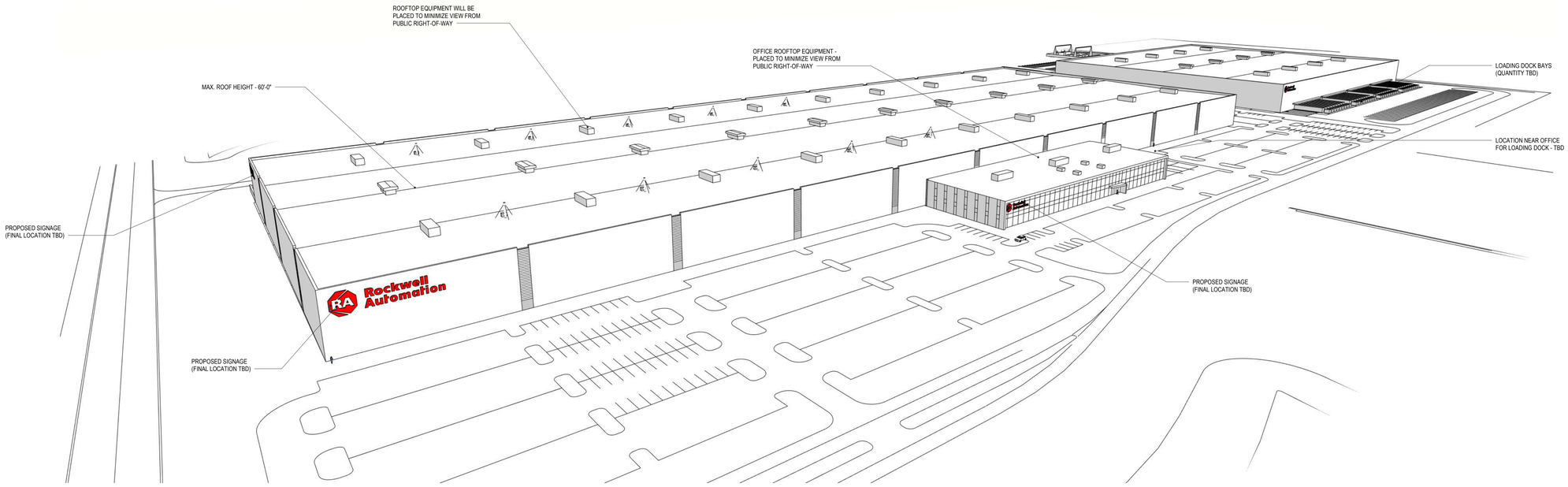
SHEET INDEX

00 - COVER SHEET
01 - SITE PLAN (PINNACLE)
02 - AERIAL PERSPECTIVES
03 - BUILDING PLAN
04 - BUILDING CROSS SECTIONS

HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®



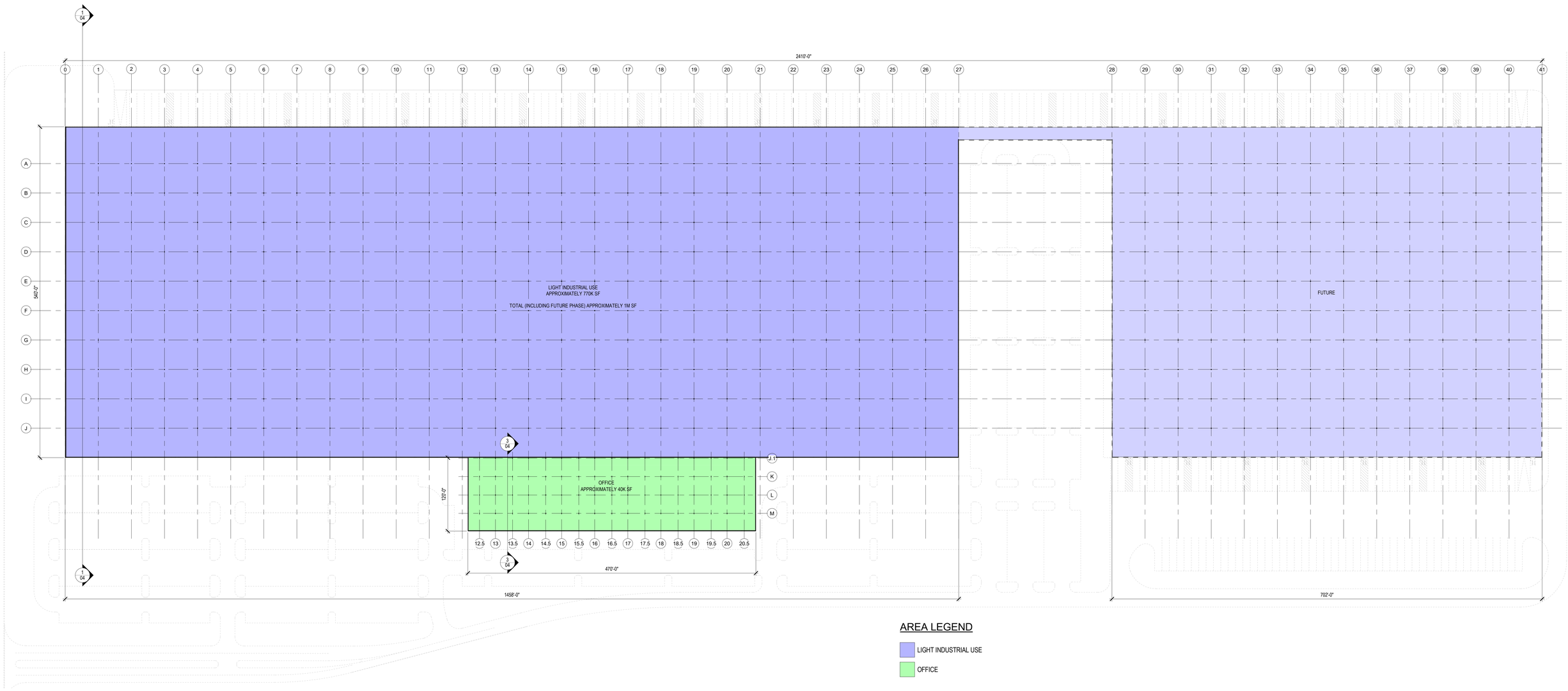
AERIAL PERSPECTIVE FROM NORTHWEST



AERIAL PERSPECTIVE FROM SOUTHWEST

HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®

01



AREA LEGEND

- LIGHT INDUSTRIAL USE
- OFFICE

1 BUILDING PLAN

0 24' 48' 96' 144'

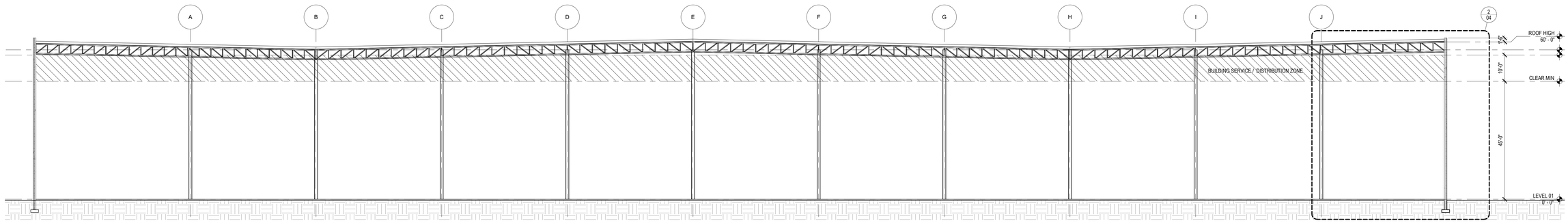
HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®

03

SHEET SIZE: 30" x 42"

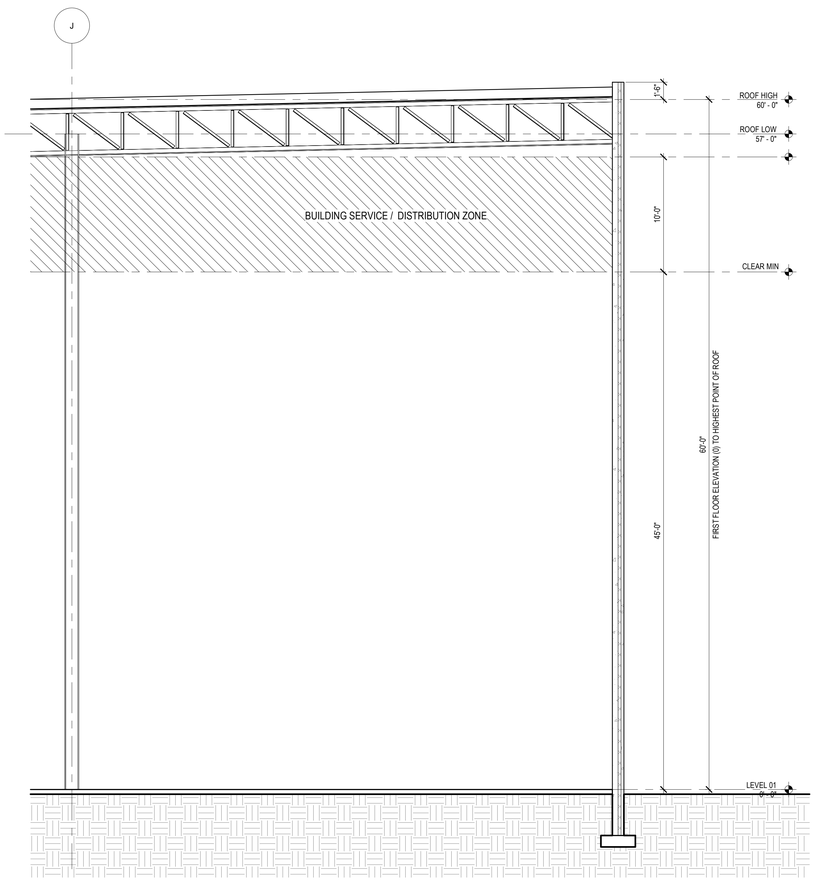
3/4/2026

1/64" = 1'-0"



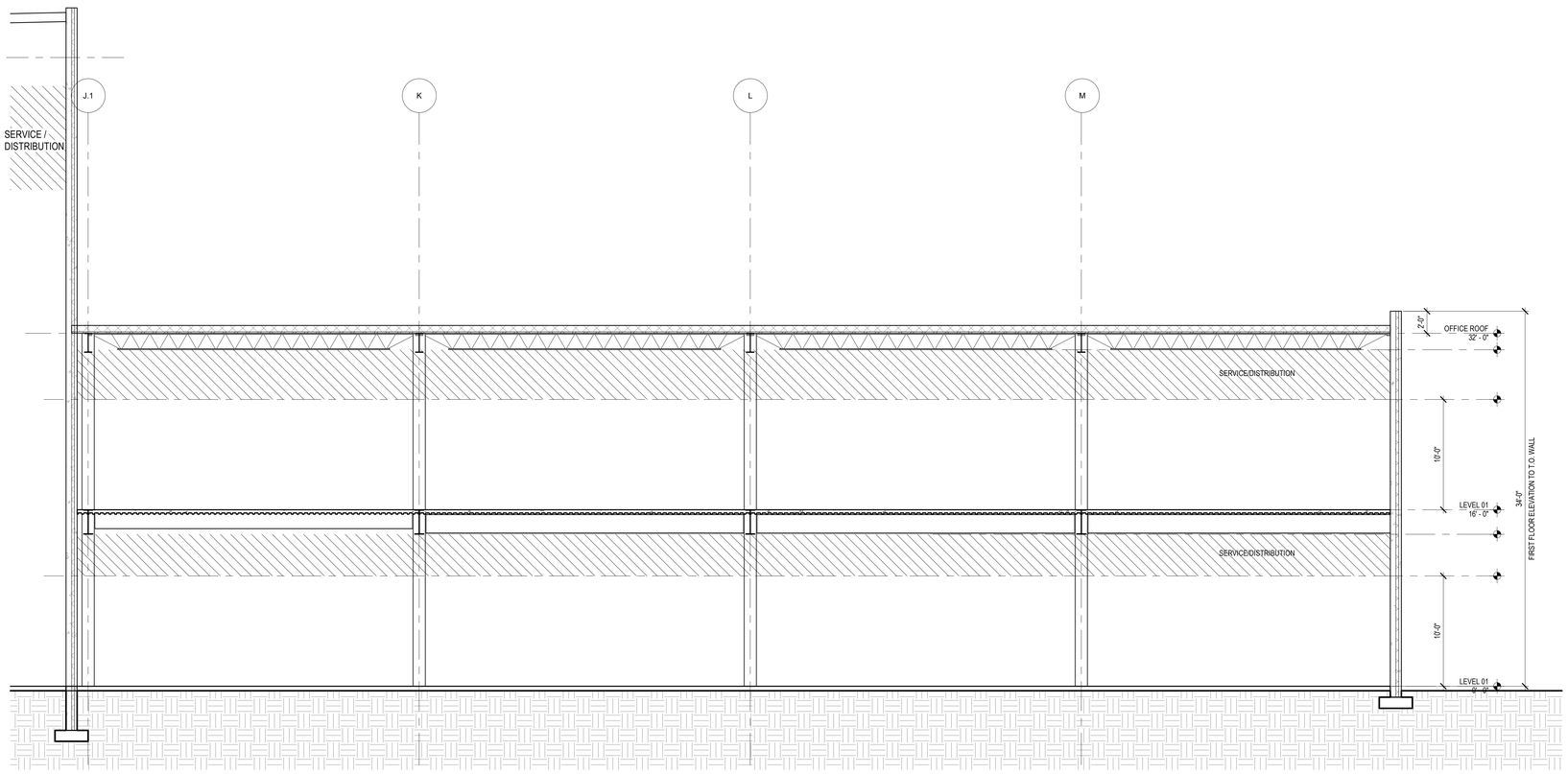
1 TRANSVERSE SECTION
1/16" = 1'-0"

0 8' 16' 32'



2 SECTION BAY
3/16" = 1'-0"

0 2' 4' 8' 12'



3 SECTION - NORTH/SOUTH OFFICE
3/16" = 1'-0"

0 2' 4' 8' 12'

HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP®

04

ORDINANCE NO. 2720

Rockwell PUD / Planned Unit Development

The Common Council of the City of New Berlin, Waukesha County, do ordain as follows:

SECTION I

WHEREAS, the City of New Berlin (City) has adopted a Comprehensive Plan under Wis. Statutes Sections 62.23 and 66.1001; and

WHEREAS, the City has adopted a Zoning Ordinance under Wis. Statues 62.23 and does allow planned unit development overlays (PUD) per Section 275-39B(1) of the New Berlin Municipal Code; and

WHEREAS, the Applicant Patrick Theodossiou with SunCap Property Group has submitted an application for a Planned Unit Development Overlay District located at:

- 15393 W. Grange Avenue (Tax Key #: 1290.998) [E. James Rausch, Marie A. Rausch A. May – 2 Acres]
- Tax Key #: 1290.998.002 [E. James Rausch – 10.11 Acres]
- Tax Key #: 1290.998.003 [E. James Rausch, Marie A. Rausch, Marie Rausch A. May – 7.92 Acres]
- 15301 W. Grange Avenue (Tax Key #: 1290.998.001) [E. James Rausch – 20.34 Acres]
- 14811 W. Grange Avenue (Tax Key #: 1290.999) [Loomis Farm, LLC – 80.22 Acres]
- 14655 W. Grange Avenue (Tax Key #: 1289.995) [Maureen E. Bosch Revocable Trust - 39.83 Acres]
- Tax Key #: 1291.997 [Baas Farm, LLC - 24.49 Acres]
- Tax Key #: 1291.986.001 [Baas Farm, LLC – 34.84 Acres]
- Tax Key #: 1291.994 [Raymond E. Saltzmann, Marie L. Nielsen – 37.13 Acres]
- 15920 W College Avenue (Tax Key #: 1288.997) [Virgil A. Saltzmann, Raymond E. Saltzmann – 34.94 Acres]
- 5900 S Moorland Road (Tax Key #: 1288.999) [Virgil Saltzmann – 32.18 Acres]

in accordance with Sections 275-23 and 275-39(B)(1) of the New Berlin Municipal Code; and

WHEREAS, the proposed PUD will necessitate an amendment to the City of New Berlin Comprehensive Plan. The procedure for the creation of a PUD Overlay District and the amendment to its Comprehensive Plan has been followed in compliance with Sections 275-21.1, 275-22 and 275-23 of the New Berlin Municipal Code; and

WHEREAS, a Joint Public Hearing was held on June 1, 2026 before the Plan Commission to receive comments concerning the proposed Planned Unit Development Overlay District Ordinance 2720, as well as the proposed Comprehensive Plan Amendment. Additionally, a neighborhood meeting was held on May 13, 2026 to review the development and;

WHEREAS, based upon the recommendation from the Plan Commission at a meeting held on July 15, 2026 to INSERT MOTION the Rockwell Planned Unit Development Ordinance # 2720, along with INSERT MOTION of the amendment to the City's Comprehensive Plan and;

NOW, THEREFORE, BE IT HEREBY RESOLVED AND INSERT IF ADOPTED BY THE CITY OF NEW BERLIN, the Planned Unit Development Overlay Ordinance # 2720 – Rockwell PUD Overlay District is hereby **INSERT IF ADOPTED** pursuant to Chapter 275-39(B)(1) of the New Berlin Municipal Code as follows:

SECTION II

Planned Unit Development Summary

The purpose of the Planned Unit Development (PUD) is to create a zoning district that allows flexibility from the rigid development standards of underlying zoning districts. This PUD ordinance shall specify all elements of what is to be modified or added to the basic underlying district, and provisions of the underlying basic use district not specifically enumerated as changed, modified, or deleted shall remain in full effect.

Unless specified otherwise by this ordinance, any regulation not listed shall be regulated in accordance with the Zoning Ordinance dated June 10, 2025 and underlying zoning districts: Section 275-35B(6) M-3 Section 34-35 Business Park Development District, Section 275-37B(3) C-1 Upland Resource Conservancy District, and Section 275-37B(4) C-2 Shoreland Wetland Holding District.

The parcels of land that are the subject of this ordinance are located the City of New Berlin, which are legally described below. The total combined area of the properties is approximately 184.54 acres (ACTUAL ACRES TO BE UPDATED BASED ON CSM APPROVALS).

EXISTING LEGAL DESCRIPTIONS:

Tax Key #: 1290.998
CSM V17 P91 BEING PT OF NW.25 SEC 35 T6N R20E DOC #4407097 07/10/2019

Tax Key #: 1290.998.002
S.50 OF W.50 OF E.50 OF W.50 OF NW.25 SEC 35 T6N R20E V1180 P556

Tax Key #: 1290.998.003
N.50 OF W.50 OF E.50 OF W.50 NW.25 SEC 35 T6N R20E EXC C.S.M. V 17 PG 91 R129 I876 #2547000 3/17/00 #2590448 8/31/00

Tax Key #: 1290.998.001
E.50 OF E.50 OF W.50 OF NW.25 SEC 35 T6N R20E - 20 AC V1108 P218

Tax Key #: 1290.999
E.50 NW.25 SEC 35 T6N R20E 80 AC DOC #3715598

Tax Key #: 1289.995
W1/2 OF W1/2 OF NE1/4 SEC 35 T6N R20E

Tax Key #: 1291.997
W 30 AC OF E1/2 OF SW1/4 SEC 35 T6N R20E :: EX DOC #404204 :: EX CSM #2256 :: EX CSM #5004 ::EX DOC #1004515 :: EX S 33 FT FOR ROAD :: INCLUDING ACCESS EASMENT RECORDED AS DOC #3948483 & DOC #3991954 :: ALSO SUBJECT TO ACCESS EASEMENT RECORDED AS DOC #4787372

Tax Key #: 1291.986.001
PT E1/2 OF W1/2 OF SW1/4 SEC 35 T6N R20E

Tax Key #: 1291.994
W.50 W.50 SW.25 SEC 35 T6N R20E EX VOL 635/80, 756/114 37.283 AC. R406 I466 #2586533 8/15/00 EASE DOC #3948484 REC 09/10/2012

Tax Key #: 1288.997

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S.50 SE.25 SEC 34 T6N R20E 80 AC EXC S 33 FT FOR RD R976 I800 EXC R2399 I620 3/11/97 EXC LANDS LYING W OF CTY HWY 'O' APPROX 36.68 AC EASE DOC #3948484 09/10/2012

Tax Key #: 1288.999
NE.25 SE.25 SEC 34 T6N R20E 40 AC R976 I800 EXC R2399 I620 3/11/97 FOR HWY & EXC LAND WEST OF CTY HWY 'O' EASE DOC #3948482 REC 09/10/2012

SECTION III

A 1-Lot Certified Survey Map (CSM'S) has been submitted, which is attached in its draft form to this ordinance as Appendix E. Appendix E will be replaced with the approved CSM once recorded. Legal Description of parcel to be rezoned to M-3/PUD:

LANDS TO BE REZONED FROM A-1, A-2, R-4, M-1, P-1, C-1 & C-2 to A-1, M-3/PUD, P-1, C-1, & C-2 (AS SHOWN ON THE EXHIBIT LOCATED ON THE CITY'S WEBSITE):

Areas zoned C-1 (Upland Resource Conservancy District) and C-2 (Shoreland Wetland Holding District) on the City's Zoning Map will remain unchanged.

North Area along Grange Avenue

Lot 1 of Certified Survey Map No. _____, recorded in the Office of the Register of Deeds for Waukesha County on _____ as Document No. _____, being a Being Certified Survey Map No. 2365 and additional lands in the Southwest 1/4 and Northwest ¼ of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest ¼ of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin

That I have surveyed, mapped and divided Certified Survey Map No. 2365, as recorded in the Register of Deeds office for Waukesha County as Document No. 921624, and additional lands in the Southwest 1/4 and Northwest 1/4 of the Northeast 1/4 AND part of the Northeast 1/4, Southeast 1/4, Southwest 1/4 and Northwest 1/4 of the Northwest 1/4 all in Section 35, Township 6 North, Range 20 East, City of New Berlin, Waukesha County, Wisconsin, described as follows: Commencing at the northwest corner of the Northwest 1/4 of said Section35; thence North 89°41'05" East along the north line of said Northwest 1/4, 863.95 feet to the Point of Beginning; Thence continuing North 89°41'05" East along said north line of the Northwest 1/4, 1792.23 feet to the northwest corner of the Northeast 1/4 of said Section 35; Thence North 89°38'59" East along the north line of said Northeast 1/4, 652.38 feet to the west line of Certified Survey Map No. 11951; Thence South 01°04'47" East along said west line, 2649.64 feet to the south line of said Northeast 1/4 of Section 35; Thence South 89°06'11" West along said south line, 658.30 feet to the Center of said Section 35; Thence South 89°17'17" West along the south line of the aforesaid Northwest 1/4 of Section 35, 1995.10 feet to the southeast corner of Westridge East Condominium; Thence North 00°53'13" West along the east line of said Condominium, 2629.62 feet; Thence North 89°41'05" East, 200.00 feet; Thence North 00°53'13" West, 40.00 feet to the Point of Beginning. Dedicating the Northerly portion of subject property as graphically shown for public right of way purposes. Containing 7,038,817 Square Feet (161.5890 Acres) of land Gross and 6,914,583 square feet (158.7370 acres) of land Net, more or less

South Area East of Moorland Road (A conceptual CSM exhibit is provided in Exhibit E)

Being a part of the Northeast 1/4 and Southeast 1/4 of the Southeast 1/4 of Section 34 and part of the Northeast ¼ and Northwest 1/4 of the Southwest 1/4 of Section 35, all in Township 6 North, Range 20 East, City of New Berlin,

Waukesha County, Wisconsin, described as follows:

Beginning at the northwest corner of the Southwest 1/4 of said Section 35; thence North 89°17'17" East along the north line of said Southwest 1/4, 1330.00 feet; thence South 01°01'32" East, 847.85 feet; thence North 30°15'17" West, 151.57 feet; thence North 63°51'32" West, 615.77 feet to a point on a curve; thence southwesterly 262.99 feet along the arc of said curve to the right, whose chord bears South 43°58'21" West, 257.77 feet; thence South 63°47'56" West, 278.95 feet to a point on a curve; thence southwesterly 196.68 feet along the arc of said curve to the left, whose radius is 300.00 feet and whose chord bears South 45°01'03" West, 193.18 feet; thence South

26°14'09" West, 292.86 feet to the west line of the aforesaid Southwest 1/4; thence South 01°02'09" East along said west line, 336.05 feet; thence South 89°25'55" West, 1152.19 feet to the east right of way line of South Moorland Road – County Trunk Highway "O"; thence North 03°02'03" East along said east right of way line, 120.24 feet; thence North 89°25'55" East, 576.17 feet; thence North 62°32'43" East, 451.20 feet; thence North 33°36'23" East, 217.38 feet; thence North 19°00'47" East, 116.16 feet to the west line the aforesaid Southwest 1/4, thence North 01°02'09" West along said west line, 859.77 feet to the Point of Beginning.

All remaining areas not included in the *South Area East of Moorland Road* zoned A-1 (Agricultural District) and P-1 (Park District) shall remain unchanged and are not subject to this PUD.

M-3/PUD: Rockwell / Planned Unit Development District

The purpose of this Planned Unit Development (PUD) Ordinance is to allow for the coordinated development of large-scale, master planned corporate manufacturing and technology campus in a manner that provides flexibility in building placement, size, configuration, phasing, infrastructure, and site design. This PUD is intended to accommodate evolving manufacturing technologies, supply-chain requirements, workforce needs, and market conditions over time, provided development remains consistent with this approved PUD Ordinance.

Approval of the PUD shall include a Conceptual Master Plan intended to depict the overall campus concept, circulation framework, open space areas, utility extensions, and development envelopes. This plan is conceptual in nature and does not establish fixed building location or dimensions, therefore providing guidance for future developments. The design is based on principles outlined in Chapters 17 and 18 of the City's Comprehensive Plan. Appendix A, Conceptual Master Plan, reflects Rockwell's plan and design principles.

The M-3/PUD: The Rockwell / Planned Unit Development District is intended to provide for M-3 Section 34-35 Business Park Development District. The M-3 Section 34-35 Business Park Development District is intended for light manufacturing, office and business uses. The M-3 Section 34-35 Business Park Development District is also intended to provide a broader mix of allowable uses including retail establishments within Sections 34 and 35 of the City to support both business and residential development. The district is further intended to promote open space, intense vertical landscape, planting screens, buffer yards and preservation of existing environmental features (trees, wetlands, floodplain, rock outcroppings, steep slopes and viewsheds).

The applicant has identified approximately 1,500,000 sq. ft. of industrial development, which shall include a network of walkable streets with interconnected sidewalks, pedestrian ways, landscaping and urban design measures that promote Traditional Neighborhood Development (TND) ideals.

Unless specified otherwise by this section, all new development shall be in accordance with the M-3 Zoning District, per Section 275-35B(6) M-3 Section 34-35 Business Park Development District.

1. Principal Uses (See also Chapters 275-35C (Table 275-35-1) and 275-41D)

    a. Utilities as defined under Zoning Code Section 275-70. The public and private facilities, that are not of a regional nature, such as water wells, sanitary sewers, water mains, water and sewage pumping stations, water storage tanks, water purification facilities, power and communication transmission lines, electrical power stations and substations, static transformer stations, telephone and telegraph exchanges and gas regulation stations, wastewater treatment plants, municipal incinerators and storage yards. Telecommunication facilities are not to be considered utilities. See also Section 275-40.

        i. This proposal may include a We Energies substation to service this development. Building and Electric permits will be required.

2. Accessory Uses (See also Chapters 275-35C (Table 275-35-1) and 275-42)

    a. Use Approval Permit. DCD staff shall determine if Architecture Review Committee review and approval is required. Accessory buildings located within non-single-family residential zoning districts with a maximum size of 5,000 square feet shall require the issuance of building permits by DCD staff.

i. The applicant may have accessory building(s) for maintenance equipment and/or additional storage.

3. Conditional Uses (See also Chapters 275-27 and 275-35C (Table 275-35-1))

4. Prohibited Uses (See also Chapter 275-35C (Table 275-35-1))

5. Lot Area and Width (See also Chapter 275-44)

a. Parcels of land subject to this PUD Ordinance may be configured in any manner by Subdivision, CSM or meets and bounds transfer subject to City review and approval under WI Statutes CH. 236 and New Berlin Municipal Code Chapter 275 and 235. (See Appendix A, Conceptual Master Plan).

6. Building Height (See also Chapters 275-45 and 275-35D (Table 275-35-2))

a. The building(s) shall not exceed 60'. Height to be measured from level 1 floor surface to highest point of roof: 60'. Roof height being defined as roof surface, excluding parapet height and roof equipment.

7. Setback and yards (See also Chapters 275-35D and 275-46)

a. Under the M-3 District, there are no required setbacks, but all applicable building and fire codes, landscaping, screening and buffer yards shall be met.

b. In order to maintain maximum flexibility with the redevelopment plans, there shall be a zero-lot line setback from property lines if developed as part of a unified project. These setback requirements shall be subject to the requirements of other governmental regulatory bodies with jurisdiction. These setbacks assume adequate vision triangles, parking and circulation. The Plan Commission shall have the authority to require larger setbacks on a case-by-case basis in order to accommodate for safety and/or to further the redevelopment vision for this area.

c. Wetland Setback. All impervious surfaces shall be setback a minimum of zero (0) feet.

8. Lot Coverage (See also Chapter 275-35D (Table 275-35-3))

a. Table 275-35-3 shall not apply. The applicant and the City will work together to achieve additional green space around the building / future building(s) with planters, other urban design measures, and additional plantings. Future development shall coordinate with the City on any storm water management requirements.

9. Time Limits (See also Chapter 275-23(F))

a. If the development has not commenced, as evidenced by the securing of the initial Zoning Permits for Rockwell PUD and building permits for construction of any project defined in this PUD, and construction has not started within two calendar years from the approval of this ordinance, the Rockwell Planned Unit Development Overlay District ordinance shall expire and become null and void. The underlying basic use district shall remain in force.

b. If the developer requires an extension of the time limits, any extension shall be requested by the developer in writing explaining the hardship and sent via Certified Mail to the Department of Community Development not less than 60 days prior to the expiration of this PUD. The Common Council may allow multiple extensions in the sole exercise of its discretion.

10. Use and Site Plan Review (See also Chapters 275-24 and 275-53)

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a. No principal or accessory use, development or structure shall hereafter be located, erected, moved, reconstructed, extended, enlarged, structurally altered, occupied, or reoccupied, and no site or premise shall be altered, used, changed, modified, occupied, or building permit approved until after the owner has applied for and received approval of the application for the zoning permit/use approval. An approved PUD Ordinance shall not be construed as a Zoning Permit or any other approval until the Plan Commission has granted a zoning permit use approval and staff has determined that all conditions of that approval have been satisfied.

b. On-site grading work can begin prior to issuance of Zoning permits; however, the grading and stormwater plan shall be approved prior to any site disturbance. No work on public improvements shall begin until a Development Agreement is approved.

c. The overall building size may be adjusted as presented in a Use, Site and Architecture plan application as the building floor plans are finalized by Rockwell. Conceptual plans for building(s) are:

i. Phase I (South Building) will include ~ 770,000 sq. ft of manufacturing and ~40,000 sq. ft. of office (Total for Phase I ~810,000 sq. ft.). Future expansion of Phase I could be an additional approximate 200,000 sq. ft. Final plans may increase to 830,000 sq. ft. as part of the Use Approval application request. Note, this section will be updated after the city receives that submittal.

ii. Phase II (North Building along Grange Avenue) may be developed as light industrial at a future date. Traffic Study estimated a possible 425,000 sq. ft. building.

11. Parking & Circulation (See also Chapter 275-57)

a. Parking lots may be located at the property line as long as circulation, bufferyards, vision triangles, and/or drainage are taken into consideration.

b. Minimum Parking calculations:

i. Office Space: 1 space per 300 sq. ft.(minimum)

ii. Remainder of Building (warehouse, manufacturing, distribution) 1 space per 4,000 sq. ft. (minimum).

iii. Independent parking space study. An applicant may choose to prepare an independent parking space study in order to better accommodate reduced parking spaces. DCD staff may approve up to a 15% reduction to what is presented in this PUD; however, any reductions greater than 15% of what is presented in this PUD shall require Plan Commission approval. Requirements shall include the following:

[1] Estimates of parking demand based on recommendations of the Institute of Traffic Engineers Manual (ITE), Urban Land Institute, or other acceptable estimates as approved by the Community Development Director; and/or

[2] Reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by the source of the data used to develop the recommendations.

c. There is no maximum number of parking spaces.

12. Architecture (See also Chapter 275-59)

a. No principal or accessory use, development, structure or sign shall hereafter be located, erected, moved, reconstructed, extended, enlarged, structurally altered, occupied, or reoccupied and no site or premise shall be altered, used, changed, modified, building permit

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approved, or occupied until after the owner has applied for and the Architectural Review Committee of the Plan Commission has reviewed and approved the architecture for the zoning permit/use approval.

b. Per Chapter 275-59D(3)(b), In the M-1, M-2, M-3 and I-1 Districts, all building exteriors facing a street shall be permitted materials.

   i. Such materials shall extend around all four sides of the structure.

   ii. Large buildings should include some smaller masses and forms to break down the building scale and provide visual richness. Techniques include using recesses or projections, creating distinct building components, and occasionally varying roof forms.

   iii. Building elevations should be articulated in ways that give the appearance of multiple layers which add depth and avoid the appearance of flat facades. Suggested techniques include setting windows back from the exterior wall plane; adding decorative elements such as cornices, lintels, or sills; expressing structural columns through changes of plane; and extending roof eaves.

   iv. Building facades should be composed to define base, middle, and top elements. The base of the building anchors it to the ground and is the interface between the building and people. The transition between the middle of the building and the base and top should be articulated by the use of contrasting materials, window openings, or ornamental elements. The top terminates the building against the sky and provides an opportunity to create an interesting silhouette.

      1. The proposed building(s) are larger scaled. The applicant shall coordinate with the Architecture Review Committee to break up the façade. The overall building wall panel color may be adjusted as presented in a Use, Site and Architecture plan application as the building elevations are finalized by Rockwell.

c. The recommended architectural materials for the M-3 Zoning District are listed in Figure VIII-10 of Chapter 275-59C(1)(d)[6].

   i. Conceptual architectural plans submitted as part of this PUD/Rezoning request can be found in Appendix C of this Ordinance.

13. Lighting (See also Chapter 275-60)

a. Minimum lighting standards Per Zoning Code Section 275-60I(4). All areas designated on approved site plans for vehicular parking, loading or circulation and used for any such purpose after sunset shall provide artificial illumination in such areas, exclusive of approved anti-vandal lighting. For nonresidential development:

   i. The average illumination shall be 2.0 footcandles. Light levels may be lower under the PUD.

   ii. The average to minimum illumination ratio is approximately 5:1 (0.4 footcandle minimum). Light levels may be lower under the PUD.

   iii. The maximum to minimum illumination ratio is approximately 20:1 (8.0 footcandles maximum). Light levels may be lower under the PUD.

   iv. Streetlighting, where required, on public roadways shall follow IESNA RP-8 specifications.

1. A specific light is required to be installed within the public right-of-way and medians at Wood's Edge Road. Developer may use their own street light fixture in for the private drive. This will be outlined in the TIF agreement.

v. Flashing, flickering, and other distracting lighting. Flashing, flickering, and other distracting lighting will be allowed in the rear of the building. Applicant has indicated they use lights near the truck loading area. Lights may not be seen from the public right-of-way.

14. Signage (See also Chapter 275-61)

a. This area is within a Special Commercial Sign Area (Moorland Road Business Corridor South), per Section 275-61J(3) of the Zoning Code, Figure VIII-14.

i. Number of signs. Nine monument signs (6 road signs and 3 building signs) may be permitted per business. Per Section 275-61 I(1)(c)[1], monument signs are required along arterials.

ii. Wall signage.

1. There shall be a maximum number of 10 wall signs permitted per building.

2. Wall signs and building signs shall be placed against the exterior walls of buildings and shall not extend more than 12 inches outside of a building's wall surface; shall not exceed 1.25 square foot in area for every one linear foot of building face width on which they are mounted; and shall not exceed the height or project beyond the building.

3. The maximum area of a wall sign may be increased by 25% if the building elevation where the sign is located faces the right-of-way and is set back by more than 150 feet from the right-of-way.

iii. Monument signs.] Monument signs shall adhere to the stipulations outlined in Section 275-61 I(1)(c) and (3)(b), with exception to the items listed below.

1. Monument sign(s) may be placed anywhere on the property that is outside of the ultimate right-of-way, vision triangle and circulation areas.

2. Signage shall be integrated into an overall coordinated sign plan for the entire development. Coordinated sign plan shall be reviewed and approved by DCD.

3. The total monument sign height shall not exceed 15 feet.

4. Maximum size of the monument sign face:

a. The area for a single tenant monument sign shall not exceed 75 square feet per side.

b. The area for a multitenant master identification monument sign that incorporates tenant names shall not exceed 100 square feet per side.

c. Square footage calculations do not include any architectural elements of the sign.

iv. EMCs shall adhere to the regulations outlined in Section 275-61 I(1)(g).

v. Off premise signage along Moorland Road is permitted to provide additional signage for a cohesive development, modifying Section 275-61J(3)(c)[3] of the Zoning Code.

vi. See the appendix section of a sample business park monument sign.

b. Monument signs in the M-3 District shall utilize the required bronze metal address plaque delineated in the sketch below (See also Chapter 275-61I(1):

Figure VIII-13
Bronze Metal Address Plaque Example



15. Landscaping (See also Chapter 275-54 and Chapter 275-56).

a. Applicant shall include prominent gateway signage, increased landscaping and plantings beds to be planted throughout the year as part of the development to be approved by the City.

b. Screening. To the maximum extent possible, roof, wall and ground mounted equipment shall be screened from the public right-of-way.

c. The M-3 specific bufferyard and trail requirements outlined in 275-56 shall apply.

i. Minimum required bufferyard. The minimum bufferyard shall be 40 feet adjacent to all single-family residential uses.

1. Existing plant materials. Healthy, existing trees and shrubs shall be incorporated into the landscape to the maximum extent feasible, per the requirements of Section 275-56 C(3)(b).

2. The buffer at the edge of this district shall be reserved as a meaningful landscape area. Sufficient landscaping, berming and/or decorative fencing or garden walls shall be used in these areas to adequately screen the adjacent uses from the view of the residential properties.

3. Consideration shall be given to plant species to allow sufficient screening during the winter months.

ii. Trail requirements.

1. As development occurs, off-road or on-road paths and trail connections, where appropriate to connect to the City's Utility easement/public trail and on-road bike paths for both residential and non-residential development to create an interconnected trail system, shall be required. Plan Commission may waive requirement due to site constraints. All path and trail connections shall be constructed at the time of development and public trail easements provided to the City. Requirements shall include the following:

a. Where practical, side paths shall be a minimum of five feet along local roads, and six feet along collectors or arterials. If along the back of curb, a minimum of eight feet shall be required.

b. Surface treatments. Concrete, or other approved material, shall be used for all side paths abutting roadways. The use of bricks or pavers shall be prohibited.

c. Where practical, street lights, utility poles, sign posts, fire hydrants, mailboxes, benches or other street furniture shall not obstruct the sidewalk width.

d. Pedestrian-level lighting may be installed to improve pedestrian visibility, comfort and security.

2. Uniform signage. Any directional signage shall be part of an overall coordinated sign plan with a theme for placement, lettering style, color, construction, material and related design considerations of signs, while at the same time minimizing sign confusion and clutter.

d. Financial security (See also Chapter 275-56C(2))

i. At the time of final execution of a certified survey map, subdivision plat or landscape plan with the city, the owner is required to make a fiscal surety commitment, either by escrowed funds, certificate of deposit or letter of credit, with the City to ensure that the owner is in full compliance with the landscape installation and maintenance requirements of the approved plans and the City's Developer's Handbook.

ii. A maintenance portion of the surety is required to ensure that the landscape installation is maintained during its critical establishment (five-year) period following installation. The amount of the maintenance portion of the surety shall be 20% of the original surety.

e. Replacement of significant trees. Pursuant to 275-54B(7) the DEVELOPER acknowledges that it shall be responsible for paying a tree replacement fee.

i. The applicant is coordinating with the CITY on a public / private partnership for the design and construction of the future public road to the east of Moorland Road along with the storm water management pond (final location to be determined with Use, Site and Architecture application) which will be set forth in a Development Agreement. The design and installation of the pond will account for the CITY's future Public Road storm water requirements. If an agreement is reached, the applicant's tree replacement fee may be reduced.

ii. Any reduction will consider road and pond design costs that go above and beyond the driveway requirements for this new building. The reduction will also factor in the required maintenance for the pond and storm water features.

f. Parking Lot landscaping (See also Chapter 275-56E(3)

i. Parking lot interiors. The use of landscaped islands and medians shall be used to provide positive guidance to motorists and establish proper driving patterns and/or stormwater best management practices.

1. Applicability. All parking lots with 40 or more parking spaces shall comply with these interior parking lot landscaping requirements, unless the Director finds that landscaped islands are not appropriate for a particular site. Landscaping used to fulfill the perimeter parking lot landscaping requirements as outlined in Subsection E(2) shall not be used to satisfy these interior parking lot landscaping requirements. This shall not apply to the truck parking area. Additional protection may be required depending on placement of fire hydrants as they are typically placed in the landscape island areas.

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ii. General requirements.

1. Each individual landscaped island shall include a minimum of one tree and two shrubs or appropriate stormwater plantings.

2. Landscaped islands shall be at least 170 square feet in size with the smallest dimension of pervious surface being six feet to allow for adequate root aeration and expansion. Any landscaped island that is less than 170 square feet in area may not be used in the minimum 5% interior landscaping requirement calculation.

3. Plant materials shall be chosen and arranged to maximize the shading of parking spaces.

4. Plant materials shall be arranged to minimize obstruction of parking spaces as well as visibility and access on and off site.

5. Landscaped islands shall be dispersed throughout the parking area in order to break up large areas of surfaced parking.

g. (b)Required screening (See also Chapter 275-56G(1)(b)

i. All mechanical equipment to be screened from right-of-way to the maximum practical extent as follows:

1. Roof-mounted equipment. Roof-mounted mechanical equipment shall be screened by a parapet wall or similar structural feature that is an integral part of the building's architectural design. The parapet wall or similar structure shall be of a height equal to or greater than the height of the mechanical equipment being screened.

2. Wall-mounted equipment. Wall-mounted mechanical equipment that protrudes more than six inches from the outer building wall to be screened from the public right-of-way by structural features that are compatible with the architecture of the subject building. Wall-mounted mechanical equipment that protrudes six inches or less from the outer building wall shall be designed to blend with the color and architectural design of the subject building.

3. Ground-mounted equipment. Ground-mounted mechanical equipment to be screened from view of the public-right-of-way by a decorative wall that is compatible with the architecture and landscaping of a development site. The wall shall be of a height equal to or greater than the height of the mechanical equipment being screened.

h. Alternative screening (See also Chapter 275-56G(1)(c)

i. Alternative screening methods, including but not limited to increased landscaping, larger setbacks and grouping of equipment may be permitted with the approval of the Director.

16. <u>Engineering / Roads / Easements</u>

a. The proposed road (Wood’s Edge Road, located on the east side of Moorland Road) along the south property line is within the 25' dedicated trail easement. Applicant and adjacent property owners shall coordinate to dedicate a new location for the trail to extend to the western property line. Proposed road cross section shall include a sidepath (on road and off road).

b. The City will require proof of easement (for utilities) for the driveway if the full road is not

installed at this time.

c. The City will require the developer to prepare a CSM(s) with dedication of the full right-of-way for all parcels adjacent to CTY O (Moorland Road) and along the proposed road (Wood's Edge Road, located on the east side of Moorland Road).

d. Provide a cul-de-sac (or roundabout) on the proposed road within the public right-of-way which will abut the private entrance to Rockwell, per Section 235-23F of the Subdivision Code, Stub streets.

    i. A note shall be added to the face of future CSM and the Use Approval plan set.

e. Phased development. Where the Plan Commission has approved the construction of a temporary stub street due to phased development, the developer will provide a suitable all-weather turnaround. The use of the turnaround shall be guaranteed to the public until such a time as the road can be extended.

f. Based on the Section 34/35 TIA Trip Generation prepared for the City, this development will need to provide the number of additional vehicles per day they will add to the overall area. The project needs to contribute funds at the time of occupancy for the overall improvements in this section. The City Engineer will determine this amount after additional information is known about the tenant.

g. Detailed road/infrastructure/stormwater/grading plans need to be approved by the Engineering Division in conjunction with writing of the Developer Agreement (DA). The DA is required for all public improvements and shall require a separate application. The DA will need final approval from the Board of Public Works and the Common Council. The DA shall be executed prior to clearing, grubbing, grading and/or infrastructure work commencing. The Director shall approve any preliminary site work prior to execution of a DA.

    i. Approval of all surety instruments is required prior to the commencement of construction.

h. A fee-in-lieu shall be submitted to cover the proportionate costs of constructing the intersection and roadway improvements in the Section 34/35 Development Area. DEVELOPER shall submit the fee-in-lieu prior to application for building permit.

    i. The fee–in-lieu applies to all development projects located within the Section 34/35 Development Area and covers the necessary improvements to:

        1. Grange/Moorland Intersection

        2. Grange/Sunny Slope Intersection

        3. College/Moorland Intersection

        4. College/Sunny Slope Intersection

        5. Moorland Road Improvements

        6. Support documentation is on file with the CITY. The fee-in-lieu is calculated based on the Section 34/35 Development Area Traffic Impact Analysis, dated July 19, 2016.

17. <u>Site Amenities</u>

a. The development shall incorporate public outdoor gathering space(s).

SECTION IV

AREAS ZONED C-2, SHORELAND WETLAND HOLDING DISTRICT ON THE CITY'S ZONING MAP WILL REMAIN UNCHANGED. NEW WETLANDS WILL BE REGISTERED ON THE CITY'S ZONING MAP.

SECTION V

WHEREFORE, The amendments to the City of New Berlin Comprehensive Plan necessary to accommodate this PUD having been approved on July 15, 2026 pursuant to Chapter 275-21.1 and the: Rockwell Planned Unit Development Overlay District Ordinance having been considered as being consistent with the City of New Berlin Comprehensive Plan was approved as a Planned Unit Development on July 28, 2026, pursuant to Chapter 275-23 of the New Berlin Zoning Code, the Common Council hereby adopts this Ordinance and approves the rezoning of land described in Section III to M-3/PUD, C-1 & C-2 to be named the Rockwell Planned Unit Development Overlay District, pursuant to the conditions set forth herein.

The Mayor and City Clerk are authorized to execute this Ordinance No. 2720 on behalf of the City of New Berlin.

This ordinance shall take effect upon the passage and publication as required by law, and upon the final approval of the Development Plans as recommended by the Plan Commission, and the City Clerk shall so amend the Code of Ordinances and zoning map of the City of New Berlin and shall indicate the date and number of this amending ordinance therein.

The several sections of this ordinance are declared to be severable. If any section shall be declared by decision of a court of competent jurisdiction to be invalid, such decision shall not affect the validity of other portions of the ordinance.

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

PASSED AND ADOPTED by the Common Council this 28th day of July 2026.

APPROVED:

_____
David A. Ament, Mayor

Countersigned:

_____
Rubina Medina, City Clerk

DRAFT

APPENDIX A

Conceptual Master Plan (Site & Utility Plans) (CONCEPTUAL)

DRAFT

APPENDIX B

The City's Comprehensive Plan Chapter 17 Neighborhood "G" Sections 26 and 35 South Moorland Road Corridor, Chapter 18 Neighborhood "H" Westridge and Moorland Road & Chapter 10 Land Use Plan.

Proposed amendments are attached to the Comp. Plan Staff Report CP-2600596.

Visit the City's website at www.newberlinwi.gov for the most up to date plan.

DRAFT

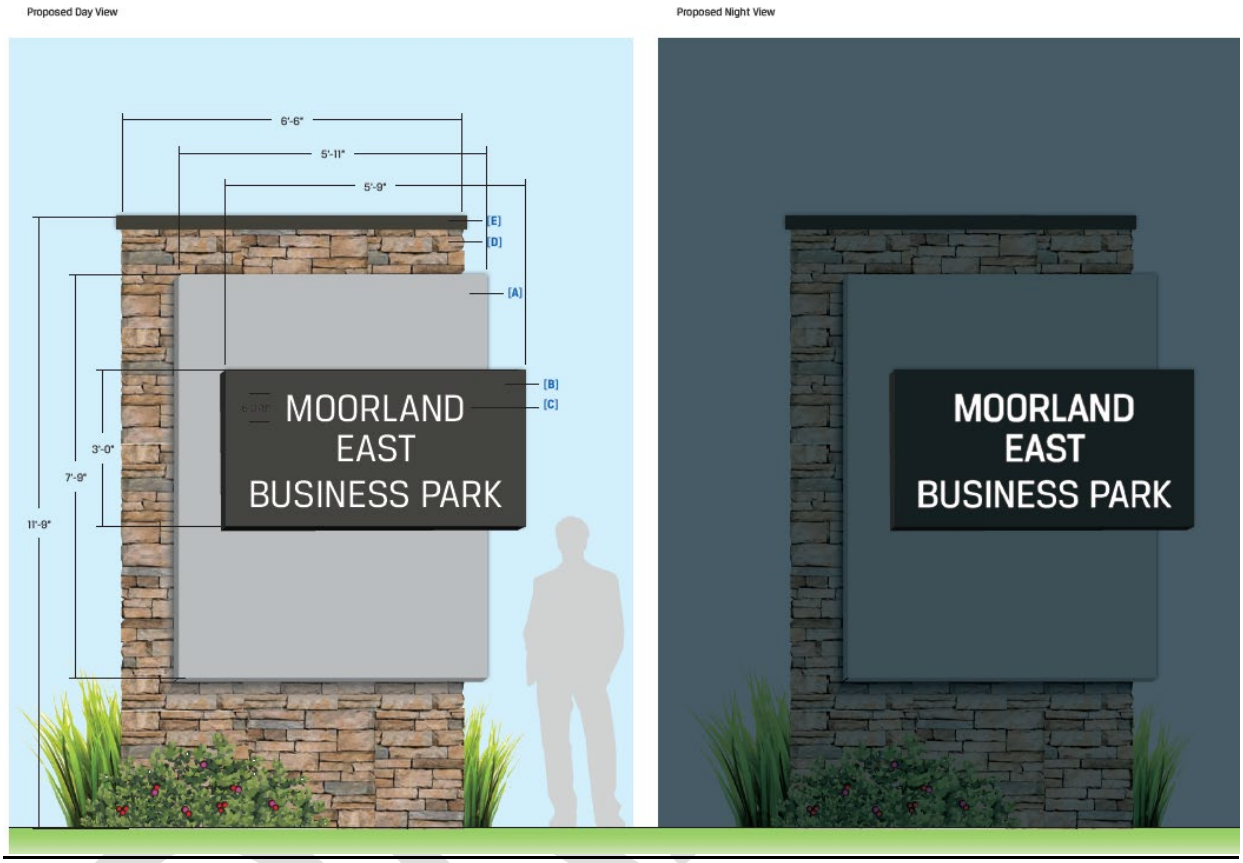
APPENDIX C

Elevations (CONCEPTUAL)

DRAFT

APPENDIX D

Signage / Business Park Sign / Right-of-way Lighting Spec (CONCEPTUAL)

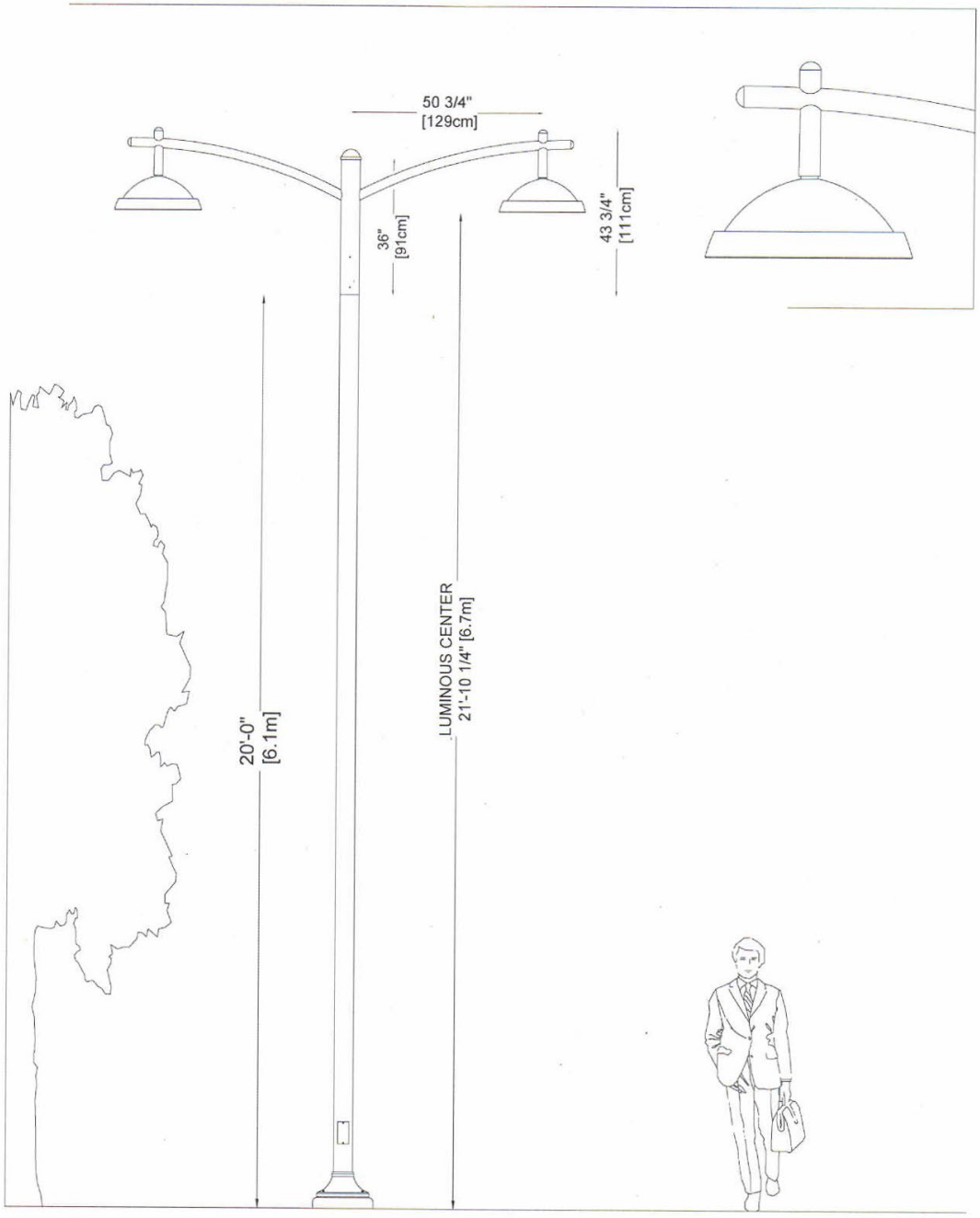


8/12/19
Approved

cyclone
The Luminaires Group Inc

APPROVAL – SPECIFICATION

Project : **New Berlin - WI - RD-19-16**	Order: **SQ_025482**
Tag: **2**	Qty:**2**



Stamp/Approval	File : **CR22P1A - SQ_025482 - NEW BERLIN - WI - RD-19-16.DOC**
Name : Date :	Date : **08/08/2019** Page : **1/3** Designer : **obeland**

Cyclone Lighting - Phone: 450-434-5000 - Fax: 450-434-5001, 2175 Boulevard des Entreprises, Terrebonne, QC. J6Y 1W9, info@cyclonelighting.com

APPENDIX E

Draft CSM & Supporting Documentation (CONCEPTUAL)

DRAFT

Door to Door Outreach Report: Project Gravity/Rockwell Automation

Prepared by Mary Claire Lanser

Date of Report: April 28, 2026

Lanser Public Affairs is a grassroots public affairs and community outreach small business retained by clients for over twenty-one years. The community outreach for Project Gravity/Rockwell Automation followed my usual process, which demonstrates respect for everyone and all opinions. Outreach radius was dictated by District Alderman Ken Harenda, who indicated only residential properties need to be visited, not businesses. Outreach radius included neighborhoods in Alderman Joe Stribl's district. City staff provided a map of the streets and subdivisions to be included.

Dates of Doors: April 10 – April 25 (no Sundays)

Where: Grange Avenue, College Avenue, Small Road, Red Fox Crossing Subdivision, Thompson Hollow Subdivision, High Grove Subdivision, The Conservancy Subdivision, Karrington Woods Subdivision, Elmwood Drive, Sunnyslope Road, Jennifer Court (see map for complete radius)

Number of Residential Properties Visited: 755

Number of Properties Where I Spoke with Someone: 305

I introduced myself, clearly stated that I am hired to provide information, answer questions, write down comments, and follow up with anyone who wants more information. I went through as much of my information binder as desired (including actual submittal materials), indicating that applications were just filed on April 6 and that materials are also available on the city's website. I urged people to contact their alderman or staff with specific questions. People were most interested in the location and site plan. As I noted comments, I said these would be used to help draft the presentation for the May 13 public information

meeting and be summarized in the outreach summary that would be provided to the city in advance of the June 1 public hearing, available to anyone as public record. I gave each person a copy of the May 13 invitation, which they began to receive in the mail about halfway through the door-to-door outreach schedule. At homes where no one came to the door, the invitation was left in a plastic doorhanger bag. Visit times ranged from one to thirty minutes. People were grateful for accurate information early in the process, and the opportunity to discuss the proposal one on one.

General Comments

- Nearly all comments are driven by residents' individual location/proximity
- Most people had not heard of the proposed development
- People who know Rockwell have a favorable impression of them ("they do things the right way"; "environmentally sensitive and clean")
- People are intrigued about the innovation that will occur here, especially about robotics
- People have relatives who have worked, or still do work, for Rockwell
- Most people who shared an opinion are in favor, but many don't have an opinion or said they don't know enough about the proposal yet
- There is a recent/current controversial issue in New Berlin that I had to steer people from ("this is not that")
- The site was easily identified and people are eager to see where their homes are in relation to it (but many aren't clear about how far they are from the site and what they will/won't see)
- This is good for New Berlin for status/image and taxbase, that New Berlin was chosen over other communities
- A coordinated campus is good, better than several individual proposals
- Preserving green space is beneficial, even if you can't see it.
- Glad it won't be a data center
- Belief that if this fits the city's criteria for the area, it will be approved ("progress is inevitable")
- Some people are opposed to any change and prefer the area remain as farmland ("I don't want anything built here, ever")
- This is a good place for light industrial OR all industrial should only go into already established industrial parks

- Concern about loss of farmland (matter of principle or "I like to look at farms")
- Questions about the "future development" at the northeast corner of the site (use, appearance, access, timeline, public notification)
- Tax increases have been nominal; New Berlin is careful about spending. Thoughtful, high value development has made this possible
- Moorland Road as main access is good
- If Grange Avenue access is gated and key carded for approved users, shouldn't be much impact
- Are there any environmental impacts that aren't being addressed yet?
- Lack of awareness, or participation in, the (30+?) neighborhood meetings about Section 35 (these meetings may have preceded development of newest subdivisions)
- Personal outreach is a plus, most people appreciated the door-to-door approach, realizing this is neither required nor typical
- Some people said they now have enough information and don't plan to come to the May 13 information meeting or official city meetings where this will be on the agenda
- People are skeptical about "everything these days"

Specific Topics (in addition to what was covered in the information binder)

- Will be proud to have Rockwell here
- What is the relationship between SunCap and Rockwell? Which company is purchasing the property?
- Traffic (several will want to see segments of the TIA, perhaps the executive summary, and will want to hear the traffic engineer's comments at the May 13 meeting)
- Lighting (we should describe lighting for safety/security as opposed to that used at the driving range)
- Any pollutants (air, stormwater)?
- Noise (from production and trucking)
- What the buildings will look like
- How many truck loading bays?
- From a farm family in Iowa "good for these farmers and for taxbase to support our schools"
- Might this development or taxes help fund youth sports?

- How many jobs and what types, how will people know how/when to apply? Will there be jobs besides white collar and engineers?
- Any military related work?
- It's farmland, not like forests are being destroyed to develop this land
- At least one of these sellers used to own the land that this subdivision sits on. Was that controversial?
- Many questions about city and county plans to improve Grange, College, Sunnyslope, Moorland, intersections; scope and timelines
- Any effect on citizens' utility costs?
- How will this development affect residential property values? (might increase my property value when new employees want to live closer to work OR concern development will decrease property values - suggested people contact the City Assessor)
- Hours of operation
- Unclear on if/what they will see from their properties
- Stormwater staying on the site
- Lack or understanding about taxbase, master planning, zoning, city approval process
- Tax Incremental Financing
- Will any outdoor spaces be available to the public?
- What are current plans for the city's park northeast of the subject site?
- Will the Grange access line up with Costco's access and might it be signalized?
- If the main entrance is on Moorland, what will the Grange access be used for?
- There is a sign at the Costco access advising that no trucks should turn left (eastbound) onto Grange. Why is that not being enforced?
- Where will trucks enter? What kinds of trucks will there be?
- How will access points and (already) planned roadway improvements be coordinated?
- How is light industrial defined?
- What will happen with the wetlands on site?
- Will anyone be forced from their homes or is any property being acquired via eminent domain?
- Will there be enough parking?
- Will food service and other amenities be available on site for employees, and will they be supporting local restaurants and other businesses (which would be a good thing)?

- Will there be sidewalks or trails on the property?
- Besides status and taxbase, how does this benefit New Berlin? How would this affect current residents?
- Is Rockwell American owned?
- What will happen with the (two?) lots along Grange east of what Rockwell is purchasing (between Rockwell and Red Fox subdivision)?
- Will there be noise that residents will hear?
- What will the impacts on emergency services (fire and police) be?
- How are conditional approvals enforced by the city (once approved, may a company do whatever they want on the site?)
- Why would anyone oppose this?
- Fourth generation New Berlin resident, relative of one of the sellers, supports farmers selling acreage for appropriate uses
- Grange Avenue is the greatest roadway issue (especially for semitrailers), whether or not Rockwell develops

Other Random Comments

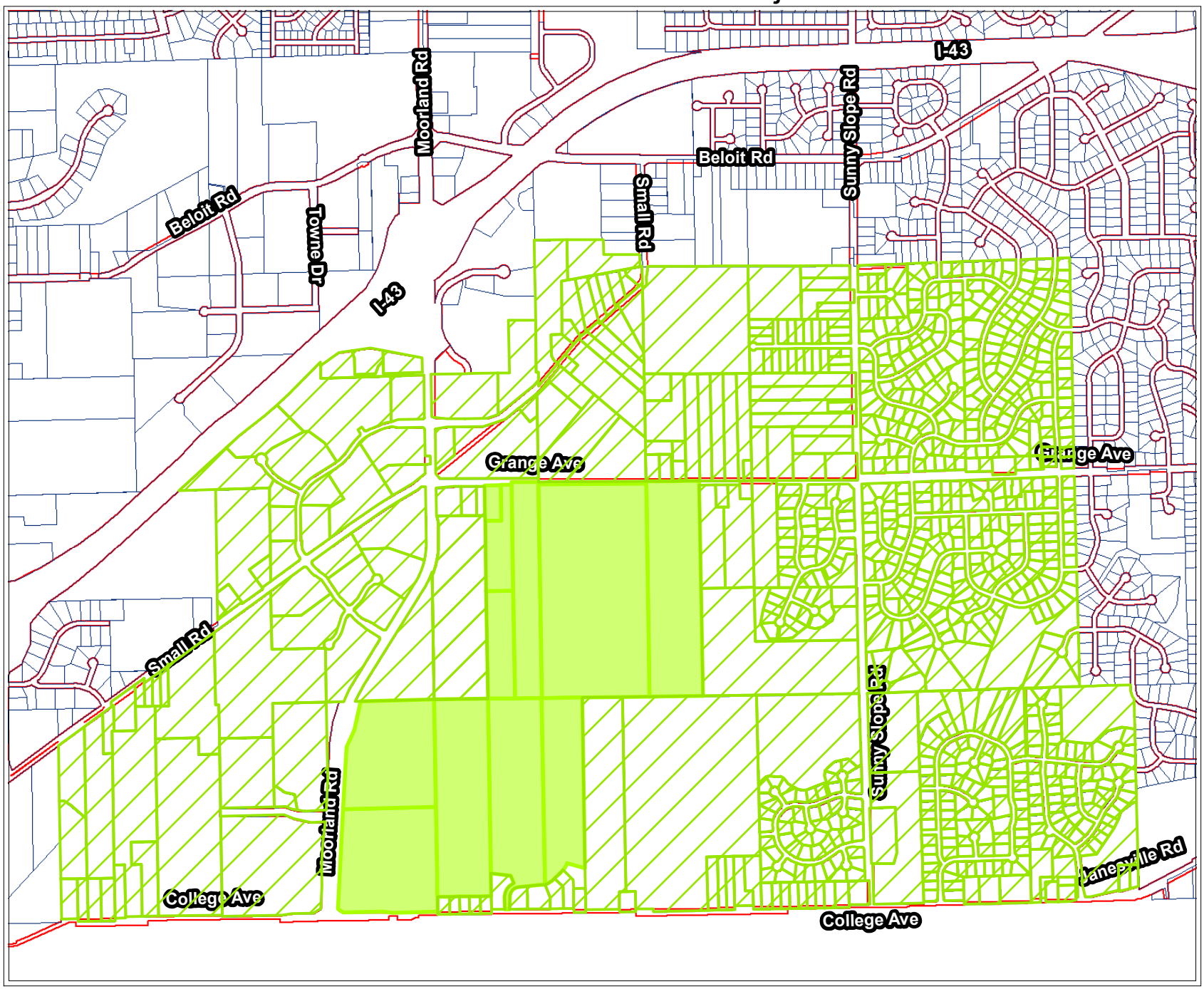
- Farmers are greedy and just want to cash out. No sympathy for them
- (From farmers who lease some of the subject property to raise crops): Farmers are stewards of the land, some of us for generations and for more than 100 years here. Those selling some of their property have been trying to sell for decades and should be allowed to do so without criticism. What about property rights?
- Farming is misunderstood (especially by subdivision homeowners) and getting more challenging (especially for small farms like these)
- "I'm not opposed, but you are going to hear some crazy things."
- Suspicion about process and developers/businesses following what they agreed to; what if plans change?
- Opposition to any additional access onto Sunnyslope by any user
- Opposed to ALL development, past and future/wants entire 158 acres donated by current owners to the city for parkland/would rather pay more taxes to prevent development/keep taxes down some other way/opposed to any change/we don't need more businesses or jobs/young people don't live within their means/we worked hard to live here and no other people should come to New Berlin
- I won't see it; probably nobody will
- Maybe there should be low priced homes on this site instead

My Responses to Some Issues Raised

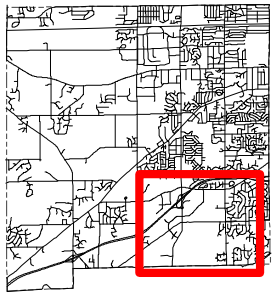
- Rockwell (through SunCap) selected this site because it has
    - Enough acreage
    - Close freeway access
    - Availability of utilities; sewer and water (which are sufficient to serve the site)
- Rockwell will continue at their existing locations, including the iconic Allen Bradley clocktower building
- A coordinated campus is better, aesthetically and operationally, than a handful of individual companies
- This site has been anticipated for light industrial since 1999
- There will be no access onto Sunnyslope or College
- The invitation from the city may be misleading in that it shows whole properties (such as those on College). Many of these are selling only portions of their site (north of the creek). The driving range will remain
- People are probably not seeing this (farm) acreage now and won't once it is developed
- Only likely change in views will be the decrepit buildings along Grange will be razed (Fire Department may want to do training here, though not set them on fire)
- This won't be a major water user, maybe just sinks and toilets?
- Rockwell will continue to hire the best candidates, regardless of where they live. There will be a range of positions. Some hires would be local as people want to live close to where they work
- The Grange Avenue access will be gated and used only by people who are authorized. A key card for employees and Knox box for Police and Fire
- Trucks will use the main entrance and public road, not the Grange access. Construction access will be from Moorland
- Waukesha County plans to improve Moorland and the Moorland/College intersection will be coordinated with Rockwell's road improvements
- There are currently no plans for the "FUTURE DEVELOPMENT" which would be subject to city approvals (but not public hearing)
- As property taxes are based upon a property's structures, not the area, agricultural acreage pays almost nothing in taxes. But a $246M development is a significant taxbase, funding municipal services and schools

- Incremental Financing is requested for public improvements (the road from Moorland), following the usual analysis and process required by the city
- Rockwell will pay for roadway improvements that are required for their development and operations
- Areas east of Calhoun Road are served by utilities, most west of Calhoun are not. This are where farms continue and are not predominantly planned for industrial users
- Rockwell is proud to partner with New Berlin and will be a solid corporate citizen

Rockwell Automation Project



Overview Map



Legend

- Subject to Action
- Notified Parcels
- Other Parcels

Notified parcels (green hash lines) are those properties that fall within a predetermined distance of the properties that are subject to City of New Berlin action.

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City of New Berlin
Community Development

City of New Berlin
Department of Community Development
3805 S Casper Drive, New Berlin WI 53151
(262) 797-2445 www.newberlin.org

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May 22, 2026

Public Information Meeting (PIM) Follow Up

Thank you to the residents, City of New Berlin staff, Plan Commission members, and elected officials who attended the Public Information Meeting regarding the proposed Rockwell Automation manufacturing site. We appreciate the thoughtful questions and community engagement.

The purpose of this follow-up is to provide additional clarification on several topics discussed during the meeting including traffic, operations, environmental protections, lighting, and sound mitigation. As discussed during the PIM, the project team remains committed to working collaboratively with the City of New Berlin and surrounding residents throughout the planning and review process.

The proposed campus represents a significant long-term investment in New Berlin that will support American manufacturing and local employment opportunities, expand the local tax base, and reinforce the city's planned economic development goals for the area.

- **Project Overview**
  - This project includes 800,000 square feet of Rockwell Automation manufacturing and office space.
  - Construction would begin in early to mid-2027.
  - Future phases are conceptual only—any future expansion phases would require additional review, approvals, and public processes prior to development.
  - The proposed facility, designed to be a factory of the future, will produce advanced industrial automation technologies, not heavy industrial processing. Operations are expected to take place fully within the building and are not expected to involve significant outdoor manufacturing activities, odor generation, smoke, or heavy emissions typically associated with traditional industrial operations.
  - This facility is expected to create hundreds of highly skilled jobs for the New Berlin and surrounding communities.
  - The site is part of the Section 35 Neighborhood Plan that was coordinated with heavy public involvement and approved by the Common Council 2016. The site was planned and envisioned to be an industrial node for the area, and this proposal is consistent with that vision.
- **Traffic**
  - Traffic impact is being mitigated by offsite improvements recommended by a traffic study performed by a professional traffic consultant. The study is being reviewed and will ultimately require approval by the City of New Berlin and Waukesha County.
  - Truck traffic will be routed south toward Moorland Avenue and away from residential corridors.
  - Overnight truck traffic is expected to be minimal to nonexistent.

- **Sound**
  - A sound study was performed by a professional acoustical consultant.
  - Based on the consultant's findings, projected sound levels at the residences located nearest to the planned facility will be at or below applicable standards and would not rise to levels that warrant a sound barrier. However, out of an abundance of caution and to address the concern of residents, a physical sound barrier will be constructed near the building to further mitigate any sound impact.
- **Viewshed**
  - A viewshed analysis was conducted, demonstrating that the development will be largely shielded from view by existing vegetation and natural topography, even in winter months.
  - The site plan also incorporates setbacks, landscaping, screening, and buffering measures intended to provide separation between the development and adjacent residential areas.
- **Lighting**
  - External lighting will be shielded to cast light inward and downward, and not outward.
  - While the parking areas will be illuminated for the safety and security of the employees, shielding will limit light pollution to the surrounding areas.
- **Environmental**
  - An environmental study found some of the existing, worn-down structures on the property to be potential environmental hazards. These structures will be demolished in accordance with regulations.
  - There are wetlands around the site that have been avoided and will continue to be avoided as much as possible, only crossing them for access to the site. Any wetland impacts or crossings will require permitting and regulatory review through the Wisconsin Department of Natural Resources and applicable agencies.
  - Stormwater management facilities will be designed in accordance with local, state, and regional regulations to control runoff rates and water quality.

May 29, 2026

City of New Berlin – Department of Community Development (DCD)

SUBJ: Rockwell Automation Development Opposition

Attached is our petition with signatures expressing concern and opposition to the Rockwell Automation development being proposed.

We all appreciate responsible economic development, but strongly feel that this location for the Rockwell complex is incompatible with surrounding residential development.

Many homeowners in the neighboring subdivisions of Thomson Hollow, Red Fox Crossing and the new Theofila Estates have concerns regarding the location and scale of this proposed large-scale industrial/manufacturing development and have signed the attached petition expressing opposition and requesting reconsideration of this location.

The petition outlines concerns regarding the potential impacts to nearby residential neighborhoods, wetlands, athletic fields and the surrounding community. The proposed construction and operation of the one million square foot facility, potential 24/7 operations, truck loading docks, semi-truck traffic, lighting, rooftop mechanical equipment, and associated noise and exhaust raise significant concerns regarding neighborhood compatibility, environmental impact and quality of life.

The attached petition contains signatures from 90 homeowners/residents, representing nearly 80 percent of the households contacted within the three subdivisions since the project scope was presented at the May 13 meeting at City Hall.

Attached is a photo of the map Rockwell presented at the May 13 City Hall meeting with added white text to indicate our subdivisions, existing and proposed New Berlin athletic fields, and Costco for size and placement reference:

Thank you for your understanding and consideration.

Dan Olstinske
6043 S Aster Ct
New Berlin, WI 53151
262-649-0973

SCHEMATIC SITE PLAN



HGA PINNACLE ENGINEERING GROUP SunCap PROPERTY GROUP

PETITION OPPOSING PROPOSED ROCKWELL AUTOMATION INDUSTRIAL / MANUFACTURING DEVELOPMENT NEAR THOMSON HOLLOW, THEOFILA ESTATES AND RED FOX CROSSING SUBDIVISIONS

To: The Mayor, Common Council, Plan Commission, Zoning Officials, and City Representatives of New Berlin

We, the undersigned residents and homeowners of Thomson Hollow, Theofila Estates and Red Fox Crossing subdivisions and surrounding neighborhoods, respectfully express our strong opposition to the proposed industrial/manufacturing development planned adjacent to our residential community.

Our neighborhood was developed and purchased as a quiet residential area intended for families, long-term homeownership, recreation, and preservation of community character. The proposed industrial development is incompatible with the surrounding residential environment and raises substantial concerns regarding safety, environmental impacts, traffic, aesthetics, and quality of life.

Residents are particularly concerned about the following aspects of the proposed development:

- Potential 24-hour, 7-day-per-week industrial operations creating continuous noise, lighting, traffic, and disruption to nearby homes

- Unknown future manufacturing processes, materials, emissions, odors, and operational activities that may affect nearby residents and environmental quality

- A proposed development reportedly approaching approximately one million square feet of manufacturing and industrial space, with additional future phase expansion potential that could further intensify industrial activity adjacent to residential neighborhoods

- Large industrial buildings reportedly reaching approximately 45 feet in height, including visible rooftop mechanical equipment, HVAC systems, ventilation units, and industrial infrastructure that would permanently alter the residential landscape and views

- Significant noise pollution from rooftop equipment, industrial operations, loading activities, backup alarms, refrigeration systems, and truck traffic

- Extensive light pollution from overnight operations, parking lot lighting, security lighting, loading dock illumination, and facility operations negatively impacting nearby homes and residential enjoyment

- Numerous semi-truck loading docks, including approximately 16 loading dock positions, trailer staging areas, and truck circulation routes creating excessive commercial traffic and industrial activity near homes

• Concerns regarding idling semi-trucks, diesel exhaust, vibration, noise, and increased roadway wear and safety risks

• Proposed parking capacity reportedly approaching 700 parking spaces, indicating an extremely large-scale industrial operation inconsistent with the character and intent of the surrounding residential area

• The proposed development directly bordering wetlands and environmentally sensitive areas, raising concerns regarding stormwater runoff, habitat disruption, drainage impacts, flooding risks, and long-term environmental degradation

• Industrial facilities directly bordering newly constructed residential subdivisions, homes, and family-oriented community areas

• Proximity to nearby residential amenities including existing and proposed athletic fields, recreational spaces, walking areas, and the nearby Elmwood Elementary School, raising additional concerns regarding traffic, safety, noise, and environmental exposure affecting children and families

• Potential negative impacts on property values, neighborhood desirability, and future residential development

• Increased traffic congestion and safety concerns for pedestrians, children, bicyclists, school transportation, and local residents

We respectfully request that the City of New Berlin:

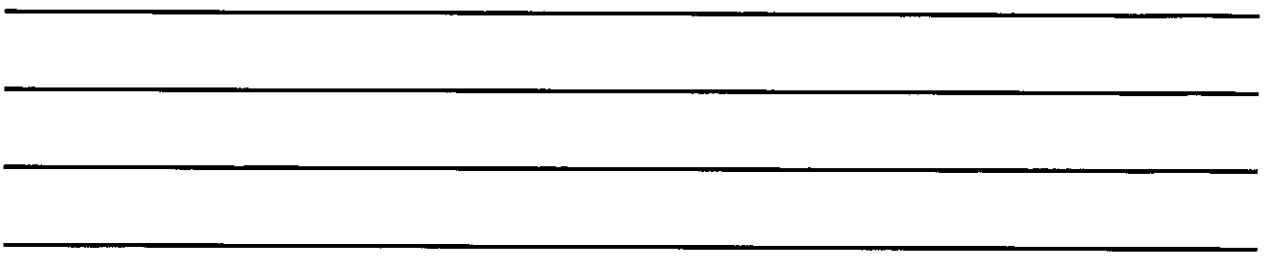
1. Deny approval of the proposed industrial/manufacturing development in its current location; and/or

2. Require relocation of this project, and like projects, to an area properly designated and buffered for heavy industrial use away from residential neighborhoods, schools, parks, athletic facilities, and wetlands.

We urge city leaders to protect the residential character, environmental integrity, safety, beauty, recreational resources, and long-term quality of life of our community by rejecting incompatible industrial development adjacent to established neighborhoods.

Respectfully submitted,

Name | Address | Signature | Date



Name | Address | Signature | Date

Dan Olstinske 6043 S Aster Ct 5-16-26

ANN Olstinske 6043 S. Aster Ct 5-16-26

Deborah A Gannon, 6084 S Pennycress Ct NB 5.16.26

THOMAS M. GANNON " " 5-16-26

Nicole Wickman 14307 W. Old Farm Rd 5/16/26

MARIO WICKMAN " " 5/16/26

Christine Zielinski 6117 S. Grouse Hollow Ct. 5/16/2026

6117 S Grouse Hollow Ct 5/16/2026

James A Gardetto 6157 S Grouse Hollow Ct 5/16/2026

John Gardetto 6157 S. Grouse Hollow Ct. 5/16/2026

Matt Risic 6071 S. Aster Ct 5/16/2026

Laura Risic 6071 S. Aster Ct. Laura Risic 5-16-26

Harbir Singh 5597 S. RED FOX RD, NEW BERLIN 5-16-26

[illegible] 5581 S. Red Fox Rd, New Berlin 5/16/26

Andrew Peters 5592 S. Red Fox Rd, New Berlin, 5/16/26

Ranjan Dash 5614 S. Red Fox Rd, New Berlin, 5/16/26

Tom Feldmann 5776 S Theofila Ct. New Berlin WI 53151 5/16/26

Emily Feldmann 5776 S. Theofila Ct. New Berlin WI 53151 5/16/26

Heather Butler 6067 S Aster Ct New Berlin, WI 53151

Name | Address | Signature | Date

Kevin Butler, 6067 S. Aster Ct. New Berlin, WI 5/16/26

DAN WEBER 13990 W. BROOK HOLLOW CT 5/19/26

Sue Weber 13990 W. Brook Hollow Ct 5/19/26

Ben Schroeter 5758 S theofila ct 5/19/26

Calli Schroeter 5758 S theofila ct 5/19/26

Pierre Gilles 5743 S TheoFila Ct 5/19/26

Evelina Gilles 5743 S Theofila Ct 5/19/26 E Gilles

[illegible] McDonald 5617 S Red Fox Rd 5/19/26

Joanne Michalski 5539 S. Red Fox Rd. 5/19/26

[illegible] 5584 S Fox Tail Ct 5/19/26

Ryan Gmininger 5552 S Fox Tail Ct 5/19/2026

Jason West 5544 S. Fox Tail Ct 5/19/2026

Amy Brieske 5622 S. Foxtail Court 5/19/26

Ben Wang 5623 Foxtail Ct 5/19/26

Suyana Staid 6073 S. Aster Ct 5-21-26 Suyana Staid

Egon Staid 6073 ASTER CT 5-21-26

Sophie Nasrolla 5656 S Red Fox Rd 5-21-26

Michael Hoffman 6220 S Delora Ct 5-21-26

Jenica Barcus 6212 S Thomson Hollow Ct 5-21-26

Name | Address | Signature | Date

14147 W. Osprey Way 5/22/26

Abby Olshinske / 6043 S Aster Ct / 5/22/26 /

Michelle Trampe 6209 S. Thomson Hollow Ct. 53151

Name | Address | Signature | Date

Valerie + Buss 14144 W Osprey Way 5.16.26

Jack Buss 14144 W Osprey Way 5.17.26

Terry Buss 14144 W OSPREY WAY, NEW BERLIN 5/17/26

Paul Kittson 6101 S. Primrose Ct. New Berlin, WI 5-18/26

Nathan & KRISTINA Tritt 14176 W. OSPREY WAY New Berlin, 5/18/26

Cassie + Erik Daniels 14074 W. Old Farm Rd New Berlin, WI 53151 5/18/26

Aaron & Jill Weidenbaum - 6202 S. Thomson Hollow Ct New Berlin WI 53151 5/18/26

Kristine & Trevin Bne 14144 W Old Farm Rd. Kbne 5/18/26

Tim & Jeanne Tanty 14182 W. Old Farm Rd. New Berlin, 53151 5/18

Jason & Ashley Schafer 6092 S Pennycress Ct New Berlin WI 53150

April + Terrence Schulte 13950 W Brookhollow Ct. New Berlin WI 53151

Sarah Kawczynski 5653 S. Red Fox Rd New Berlin WI

KELSEY UNRATH 5678 S. FOX TAIL COURT, NEW BERLIN, WI 53151

RAY Herschleb 6132 S. Primrose Ct. New Berlin, WI 53151

Amy Budziszewski 6152 S Grouse Hollow Ct New Berlin WI 53151

ALEXANDER MICHAELIS 14360 W OSPREY WAY, NEW BERLIN, WI 53151

DENNIS KIPSKI 14247 W. OLD FARM RD NEW BERLIN 53151

Sarah Helmer 6229 S. Thomson Hollow Ct. New Berlin, WI 53151

PETITION OPPOSING PROPOSED ROCKWELL AUTOMATION INDUSTRIAL / MANUFACTURING DEVELOPMENT NEAR THOMSON HOLLOW, THEOFILA ESTATES AND RED FOX CROSSING SUBDIVISIONS

To: The Mayor, Common Council, Plan Commission, Zoning Officials, and City Representatives of New Berlin

We, the undersigned residents and homeowners of Thomson Hollow, Theofila Estates and Red Fox Crossing subdivisions and surrounding neighborhoods, respectfully express our strong opposition to the proposed industrial/manufacturing development planned adjacent to our residential community.

Our neighborhood was developed and purchased as a quiet residential area intended for families, long-term homeownership, recreation, and preservation of community character. The proposed industrial development is incompatible with the surrounding residential environment and raises substantial concerns regarding safety, environmental impacts, traffic, aesthetics, and quality of life.

Residents are particularly concerned about the following aspects of the proposed development:

- Potential 24-hour, 7-day-per-week industrial operations creating continuous noise, lighting, traffic, and disruption to nearby homes

- Unknown future manufacturing processes, materials, emissions, odors, and operational activities that may affect nearby residents and environmental quality

- A proposed development reportedly approaching approximately one million square feet of manufacturing and industrial space, with additional future phase expansion potential that could further intensify industrial activity adjacent to residential neighborhoods

- Large industrial buildings reportedly reaching approximately 45 feet in height, including visible rooftop mechanical equipment, HVAC systems, ventilation units, and industrial infrastructure that would permanently alter the residential landscape and views

- Significant noise pollution from rooftop equipment, industrial operations, loading activities, backup alarms, refrigeration systems, and truck traffic

- Extensive light pollution from overnight operations, parking lot lighting, security lighting, loading dock illumination, and facility operations negatively impacting nearby homes and residential enjoyment

- Numerous semi-truck loading docks, including approximately 16 loading dock positions, trailer staging areas, and truck circulation routes creating excessive commercial traffic and industrial activity near homes

• Concerns regarding idling semi-trucks, diesel exhaust, vibration, noise, and increased roadway wear and safety risks

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• Potential negative impacts on property values, neighborhood desirability, and future residential development

• Increased traffic congestion and safety concerns for pedestrians, children, bicyclists, school transportation, and local residents

We respectfully request that the City of New Berlin:

1. Deny approval of the proposed industrial/manufacturing development in its current location; and/or

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We urge city leaders to protect the residential character, environmental integrity, safety, beauty, recreational resources, and long-term quality of life of our community by rejecting incompatible industrial development adjacent to established neighborhoods.

Respectfully submitted,

Name | Address | Signature | Date

Dan Anderson 6050 S. Aster Ct Dan Anderson 5/20/26

Michele Anderson 6050 S Aster Ct Michele Anderson 5/20/26

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Name | Address | Signature | Date

Rajesh Gupta | 6163 S Grease Hollow Ct | [signature] | 5/17/2026

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Name | Address | Signature | Date

DANIEL J. MARUSZEWSKI 5627 S. RED FOX RD.

Daniel J. Maruszewski 5-22-26

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Name | Address | Signature | Date

Wei Fan Chen, 14224 W Old Farm Rd, New Berlin, WI 53151

Wei Fan Chen May 19, 2026

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Name | Address | Signature | Date

Todd Liefer 14361 W. Old Farm Rd, New Berlin Todd Liefer 5-18-26

Kelly Liefer 14361 W. Old Farm Rd, New Berlin Kelly Liefer 5/18/26

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Name | Address | Signature | Date

Gerald + Rebecca Frei

5530.5 Red Fox Rd New Berlin 53151

5-19-26 5-19-26

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Michael Von Rueden. 5542 RED FOX RD. NEW BERLIN, WIS. 53151 Michael Von Rueden 5/15/26

Yvette Von Rueden 5542 Red Fox Road New Berlin, WI 53151 5/15/26

Yvette Von Rueden

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Jackie Bulkowski 6061 S Aster Ct New Berlin WI 53151 5/19/26

Chad Bulkowski 6061 S Aster Ct. New Berlin 5/19/26

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Rajesh Gupta | 6163 S Grasse Hollow Ct | [signature] | 5/17/2026

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BRENT L BRISTOL, 6085 S. PENNYCRESS CT, May 19, 2026

Lara R Bristol, 6085 S Pennycress Ct, Lara R Bristol, May 19, 2026

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- Large industrial buildings reportedly reaching approximately 45 feet in height, including visible rooftop mechanical equipment, HVAC systems, ventilation units, and industrial infrastructure that would permanently alter the residential landscape and views

- Significant noise pollution from rooftop equipment, industrial operations, loading activities, backup alarms, refrigeration systems, and truck traffic

- Extensive light pollution from overnight operations, parking lot lighting, security lighting, loading dock illumination, and facility operations negatively impacting nearby homes and residential enjoyment

- Numerous semi-truck loading docks, including approximately 16 loading dock positions, trailer staging areas, and truck circulation routes creating excessive commercial traffic and industrial activity near homes

• Concerns regarding idling semi-trucks, diesel exhaust, vibration, noise, and increased roadway wear and safety risks

• Proposed parking capacity reportedly approaching 700 parking spaces, indicating an extremely large-scale industrial operation inconsistent with the character and intent of the surrounding residential area

• The proposed development directly bordering wetlands and environmentally sensitive areas, raising concerns regarding stormwater runoff, habitat disruption, drainage impacts, flooding risks, and long-term environmental degradation

• Industrial facilities directly bordering newly constructed residential subdivisions, homes, and family-oriented community areas

• Proximity to nearby residential amenities including existing and proposed athletic fields, recreational spaces, walking areas, and the nearby Elmwood Elementary School, raising additional concerns regarding traffic, safety, noise, and environmental exposure affecting children and families

• Potential negative impacts on property values, neighborhood desirability, and future residential development

• Increased traffic congestion and safety concerns for pedestrians, children, bicyclists, school transportation, and local residents

We respectfully request that the City of New Berlin:

1. Deny approval of the proposed industrial/manufacturing development in its current location; and/or

2. Require relocation of this project, and like projects, to an area properly designated and buffered for heavy industrial use away from residential neighborhoods, schools, parks, athletic facilities, and wetlands.

We urge city leaders to protect the residential character, environmental integrity, safety, beauty, recreational resources, and long-term quality of life of our community by rejecting incompatible industrial development adjacent to established neighborhoods.

Respectfully submitted,

Name | Address | Signature | Date

Stephen Maier 6211 S. Delora Ct. New Berlin WI 53151 5-26-2026

Jennifer M Maier 6211 S. Delora Ct 5-26-26

• The proposed development directly bordering wetlands and environmentally sensitive areas, raising concerns regarding stormwater runoff, habitat disruption, drainage impacts, flooding risks, and long-term environmental degradation

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Respectfully submitted,

Name | Address | Signature | Date

Takushi Kohmoto, 14358 W Osprey Way, New Berlin, WI 53151 5/28/2026

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Name | Address | Signature | Date

Rajesh Gupta / 6163 S Grasse Hollow Ct / [signature] / 5/17/2026

Page 2/3

PETITION OPPOSING PROPOSED ROCKWELL AUTOMATION INDUSTRIAL / MANUFACTURING DEVELOPMENT NEAR THOMSON HOLLOW, THEOFILA ESTATES AND RED FOX CROSSING SUBDIVISIONS

To: The Mayor, Common Council, Plan Commission, Zoning Officials, and City Representatives of New Berlin

We, the undersigned residents and homeowners of Thomson Hollow, Theofila Estates and Red Fox Crossing subdivisions and surrounding neighborhoods, respectfully express our strong opposition to the proposed industrial/manufacturing development planned adjacent to our residential community.

Our neighborhood was developed and purchased as a quiet residential area intended for families, long-term homeownership, recreation, and preservation of community character. The proposed industrial development is incompatible with the surrounding residential environment and raises substantial concerns regarding safety, environmental impacts, traffic, aesthetics, and quality of life.

Residents are particularly concerned about the following aspects of the proposed development:

• Potential 24-hour, 7-day-per-week industrial operations creating continuous noise, lighting, traffic, and disruption to nearby homes

• Unknown future manufacturing processes, materials, emissions, odors, and operational activities that may affect nearby residents and environmental quality

• A proposed development reportedly approaching approximately one million square feet of manufacturing and industrial space, with additional future phase expansion potential that could further intensify industrial activity adjacent to residential neighborhoods

• Large industrial buildings reportedly reaching approximately 45 feet in height, including visible rooftop mechanical equipment, HVAC systems, ventilation units, and industrial infrastructure that would permanently alter the residential landscape and views

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Respectfully submitted,

Name | Address | Signature | Date

Justin and Amy Bohler

6095 S. Pennycress Ct New Berlin, WI

5/22/26

Plan Commission
MEETING MINUTES

May 4, 2026 - 6:00 PM
Council Chambers
3805 S. Casper Drive

MINUTES

1. PUBLIC HEARING(S)

A. (4) NJ CU-2600296 Nick Petit with Tierwiler Construction & Supply Co. on behalf of WisDot - 6600-6666 S. Crowbar Road (Tax Key #'s: 2182-999-011 & 2182-999-013) (Johnson Sand & Gravel) - Conditional Use for a Temporary Mobile Concrete Batch Plant (PUBLIC HEARING 6:00 PM)

Nikki Jones introduced the Public Hearing item to the Plan Commission.

Alderman Joseph Stribl asked if there were any questions for clarification.
- There were none

Alderman Joseph Stribl asked if there was anyone wishing to speak in favor of the public hearing item.
- There were none

Alderman Joseph Stribl asked if there was anyone wishing to speak in opposition of the public hearing item.
- There were none

Alderman Joesph Stribl asked if there were questions and/or comments from the Plan Commissioners.
- There were none

B. Discussion and possible action to recommend to Common Council approval of (3) NJ RZ-2600594 John Spitz with Western Contractors Inc. - 2445 S. 179th Street (Tax Key #: 1185.990), 2345 S. 179th Street (Tax Key #: 1185.994) & Tax Key #: 1185.991 - Rezone from M-1/SPO, C-1 & C-2 to M-1/SPO & C-2 to remove the C-1 Zoning. (Public Hearing 6:01 PM)

Nikki Jones introduced the Public Hearing item to the Plan Commission.

Alderman Joseph Stribl asked if there were any questions for clarification.
- There were none

Alderman Joseph Stribl asked if there was anyone wishing to speak in favor of the public hearing item.
- There were none

Alderman Joseph Stribl asked if there was anyone wishing to speak in opposition of the public hearing item.

- There were none

Alderman Joesph Stribl asked if there were questions and/or comments from the Plan Commissioners.
- There were none

City Clerk, Rubina Medina, stated one resident sent a letter in opposition of the public hearing item.

2. PRIVILEGE OF THE FLOOR

Each speaker will be limited to three (3) minutes. The Privilege of the Floor session shall not exceed a total of thirty (30) minutes.

None

3. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Jospeh Stribl called the meeting to order at 6:11pm and led the Pledge of Allegiance.

4. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

City Clerk Rubina R. Medina took the roll call as follows:
Present: Commissioner Schulpius, Commissioner Felda, Commissioner Rafel, Alderperson Stribl, Commissioner Erdmann
Excused: Commissioner Theodore Anderson, Mayor Dave Ament

Staff Present: Director of Community Development Greg Kessler, Deputy Director Nikki Jones, Principal Planner Kelly Wall, Principal Planner Kristen Hogan, City Attorney Mark Blum, City Clerk Rubina R. Medina, DCD Office Assistant Kailyn Jackowick

The City Clerk confirmed that a quorum was present and that the meeting was properly posted in compliance with open meetings law.

5. APPROVAL OF MINUTES

A. 02/02/2026 Meeting Minutes

MOTION: Motion to Approve

VOTE: Motion by: Commissioner Rafel
Second by: Commissioner Schulpius
Motion Passed 5-0

6. PLAN COMMISSION SECRETARY'S REPORT

None

7. CONTINUED BUSINESS

None

8. NEW BUSINESS

A. Discussion and possible recommendation to the Common Council to approve (4) KW LD-2600547 Allan Ryan Bassett - 19540 W. Highland Drive (Tax Key #: 1277.001.001) - 1-Lot Certified Survey Map.

MOTION: Motion to Approve

VOTE: Motion by: Commissioner Schulpius
Second by: Commissioner Rafel
Motion Passed 5-0

B. (4) NJ CU-2600296 Nick Petit with Tierwiler Construction & Supply Co. on behalf of WisDot - 6600-6666 S. Crowbar Road (Tax Key #'s: 2182-999-011 & 2182-999-013) (Johnson Sand & Gravel) - Conditional Use for a Temporary Mobile Concrete Batch Plant (PUBLIC HEARING 6:00 PM)

MOTION: Motion to Approve

VOTE: Motion by: Commissioner Felda
Second by: Commissioner Rafel
Motion Passed 5-0

C. Discussion and possible recommendation to the Common Council to approve (3) NJ LD-2600333 Ken Kroeger with NBG LLC - 19470 W. Lincoln Avenue (Tax Key #: 1172.997.001 & 19400 W. Lincoln Avenue (Tax Key # 1172.997.002) - 1-Lot Certified Survey Map.

MOTION: Motion to Approve

VOTE: Motion by: Commissioner Rafel
Second by: Commissioner Schulpius
Motion Passed 5-0

D. (4) KW UA-2600340 Josh Obert with Walters Buildings on behalf of Workman Enterprise - 20203 W. Lawnsdale Road (Tax Key #: 1266.995) - Use, Site, and Architecture for a new 11,520 square foot agricultural building.

MOTION: Motion to Approve

VOTE: Motion by: Commissioner Rafel
Second by: Commissioner Schulpius
Motion Passed 5-0

E. (7) KH SP-2600056 John Jewell with JJED Holdings LLC - Five Fields at Historic Coffee Road - Concept Subdivision Review.

Discussion only, no action taken.

F. (1) KH SG-2600480 La Macchia Group on behalf of Trustone Financial Credit Union - 12800 W. National Avenue - Monument Sign Waiver Requests

MOTION: Motion to Deny both sign waivers based on comments made by staff in the staff report and consistency with past practices.

VOTE: Motion by: Alderperson Stribl
Second by: Commissioner Schulpius
Motion Passed 5-0

G. Discussion and possible action to recommend to Common Council approval of (3) NJ RZ-2600594 John Spitz with Western Contractors Inc. - 2445 S. 179th Street (Tax Key #: 1185.990), 2345 S. 179th Street (Tax Key #: 1185.994) & Tax Key #: 1185.991 - Rezone from M-1/SPO, C-1 & C-2 to M-1/SPO & C-2 to remove the C-1 Zoning. (Public Hearing 6:01 PM)

MOTION: Motion to Approve

VOTE: Motion by: Commissioner Felda
Second by: Commissioner Rafel
Motion Passed 5-0

H. (3) KH CU-2502137 Welcome East Side LLC – 17200 W. Cleveland Avenue – Conditional Use Permit to reoccupy the existing building for a gas station and convenience store, and the construction of an 891 square foot addition. (Public Hearing 12/8/25)

MOTION: Motion to Approve, inclusive of conditions set forth in the staff report.

VOTE: Motion by: Commissioner Schulpius
Second by: Commissioner Rafel
Motion Passed 5-0

9. PENDING

No items

10. COMMUNICATIONS

No items

11. ADJOURN

MOTION: Motion to Adjourn at 6:34pm

VOTE: Motion by: Commissioner Erdmann
Second by: Commissioner Felda
Motion Passed 5-0

STAFF REPORT
EXECUTIVE SUMMARY

APPLICANT/PROJECT:	**Matt Schabel / 8' Fence in a Storm Sewer Easement**
LOCATION:	**14545 W. Maylore Ct.**
REQUEST:	**Use, Site and Architecture approval to construct an 8' tall fence along the rear lot line for approximately 48 feet of their rear property line, which encompasses a storm sewer easement, located at 14545 W. Maylore Ct.**
D.R.C. RECOMMENDATION:	**Use, Site and Architecture approval to construct an 8' tall fence along the rear lot line for approximately 48 feet of their rear property line, which encompasses a storm sewer easement, located at 14545 W. Maylore Ct., subject to the application, plans on file and the following conditions of approval:**

1. **Per Zoning Code Section 275-42H(4) *"Residential fences exceeding 74 inches in height, provided that all other requirements for fences are met. Plan Commission review and approval is required."***
    a. **The applicant is proposing to install an 8' tall fence along approximately 48 feet of their rear property line, which encompasses a storm sewer easement. The applicant is planning to use a decorative fence which should not cause any negative effects on the existing easement. Staff can justify this request based on the following:**
        i. **There is an elevation difference between the two lots. The neighbor's home located at 3025 S. 145th Ct. sits approximately 3 to 4 feet higher (~873') than the owner at 14545 W. Maylore Ct (~869'). The fence will provide privacy from the rear doors / windows of both homes.**
        ii. **The property owner did contact the property owner located directly behind him located at 3025 S. 145th Ct. and that property owner has provided a letter of support in the packet.**
    b. **See attached survey provided by the applicant.**
2. **Per Zoning Code Section 275-42H(2)(b) *"Fences shall be located outside of public easement areas unless Plan Commission approval is granted."***
    a. **If Plan Commission grants approval of this request, a Hold Harmless Agreement shall be signed and recorded at the County, in recognition that the fence is being placed in the easement at the homeowner's risk. If it is necessary for the City to remove the fence for work in the easement, the City will not reimburse or replace the fence.**
3. **Fence construction and location shall adhere to the requirements set forth in Zoning Code Section §275-42H.**
4. **Per Zoning Code Section 275-42, Fences shall not block or impact existing drainage patterns. Any grade changes made in the area of the fence installation must follow the requirements in §275-55.**
    a. **No grading has been proposed or approved as part of this application.**

5. **Fence shall be raised by a minimum of 2 to 3-inches from the ground to allow for drainage to pass through.**
6. **Applicant or contractor shall contact digger's hotline.**

ATTACHMENTS:
Location Map
Survey
Letter

1196.153 SBN 181-88

SUBDIVIDING
LOT SURVEYS

KUORKANEN & ASSOCIATES, INC.

BUILDING SURVEYS
PERCOLATION TESTS
SOIL BORING TESTS

910 ELM GROVE RD.
ELM GROVE, WISCONSIN 53122
PHONE: 782-8690

88-671-123

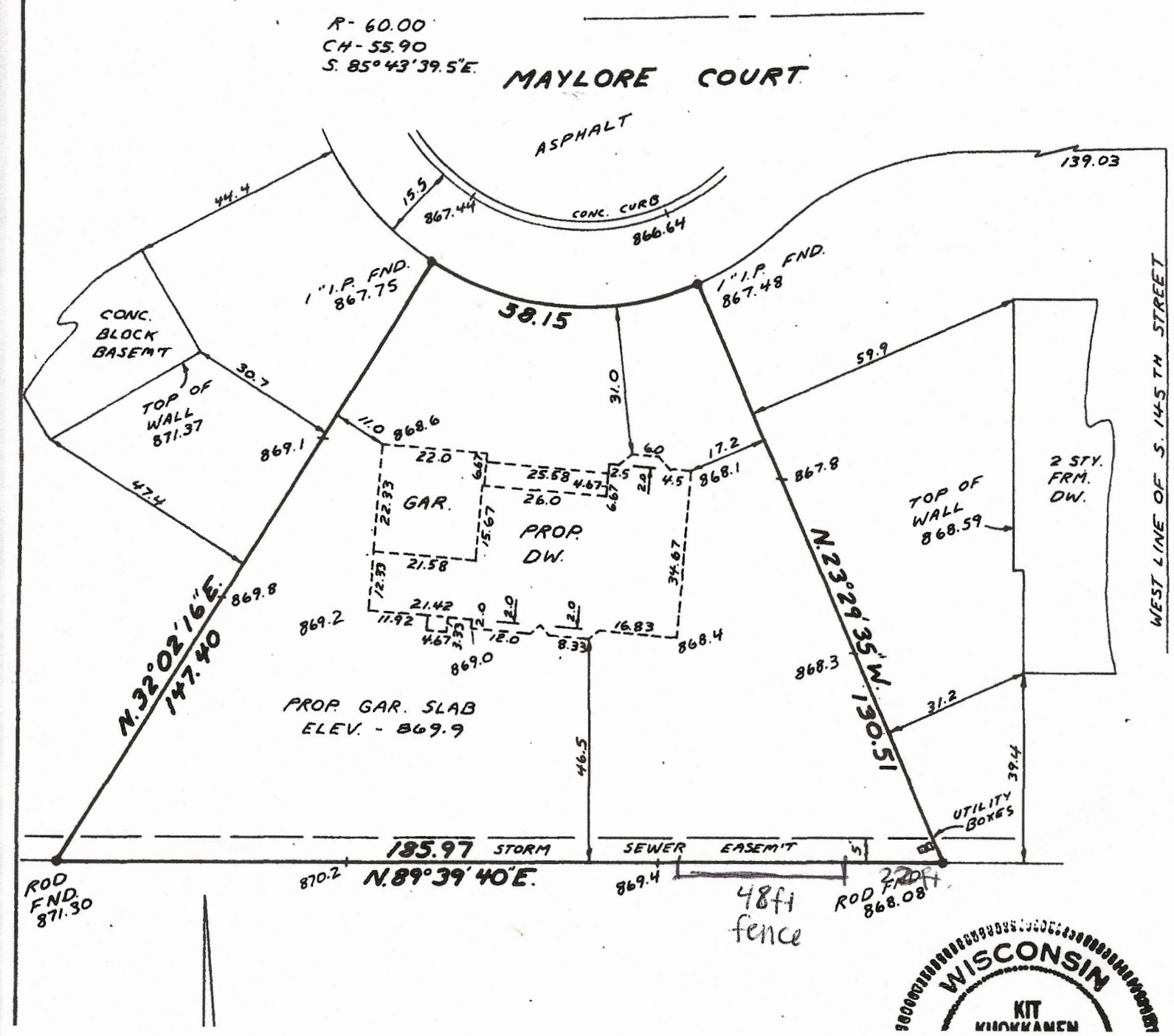
1196.153

PREPARED FOR: Michael & Marie Schaumann / Stonefield Homes, Ltd.
LOCATION 14545 Maylore Court (New Berlin)

DESCRIPTION OF PROPERTY

Lot 20 in Block 5 in FIELDPOINTE, being a part of the SW 1/4 and the SE 1/4 of the SE 1/4 of Section 11, Town 6 North, Range 20 East, in the City of New Berlin, Waukesha County, Wisconsin.

(14,543 sq.ft.)



To: City of New Berlin Planning Commission

From: Matt Schabel

Property Address: 14545 w Maylore Ct.

Date: 4/16/26

RE: Request for Variance – 8-Foot Fence Height and Easement Encroachment

To the Members of the Planning Commission,

I am submitting this request for a variance to install 48 linear feet of privacy fencing along the rear southeast lot line of my property. Specifically, I am requesting approval for an 8-foot fence height and permission to install the structure within the existing stormwater easement.

1. Justification for 8-Foot Height (Topographic Hardship) As shown in the attached site photos, there is a significant elevation disparity between my backyard and the neighbor's property to the rear. The neighbor's primary bedroom area and sliding glass door sit approximately 3–4 feet higher than my grade.

Under standard city code, a 74-inch fence would terminate near the base of the neighbor's door, providing no actual privacy for either party. The requested 8-foot height is the minimum necessary to create a functional visual screen between their elevated "stadium-view" vantage point and my family's primary outdoor recreation space.

2. Justification for Easement Encroachment The proposed fence is situated over a stormwater easement. We are requesting this placement for two primary reasons:

- **Existing Improvements:** My existing shed is located near the rear of the lot. Adhering to a 5-foot setback from the easement would create a narrow, inaccessible "alley" between the shed and the fence. This would make routine maintenance (mowing, weed control) impossible and would likely lead to debris accumulation.
- **Drainage Preservation:** I am committed to ensuring that the functional purpose of the stormwater easement remains intact. The fence will be installed with a 2-to-3-inch clearance from the ground. This "floating" installation ensures that sheet flow of water remains entirely unimpeded across the lot line.

3. Project Scope and Materials This request is limited to a small 48-foot section of the lot line, rather than the entire perimeter. The fence will be constructed of vinyl, a maintenance-free material that allows for placement on the lot line per city guidelines. The finished, structural-side-in design will be professionally installed.

I have consulted with the affected rear neighbor, who is in support of this project as it provides mutual privacy. Their signed letter of support is attached to this application.

Thank you for your consideration of this request to improve the privacy and utility of my home.

Sincerely,

Matt Schabel

(262)751-9936

schabelmatt@gmail.com

Letter of Support for Fence Variance

Date: 4/16/26

To: City of New Berlin Planning Commission

From: Michelle McCafferty

Property Address: 3025 145th Ct.

Subject: Support for Fence Variance at 14545 w Maylore Ct.

To the Planning Commission,

I am writing as the direct rear neighbor to Matt Schabel at 14545 w Maylore Ct.. I have been informed of their proposal to install a 48-foot section of privacy fencing along our shared rear property line.

I understand that this request involves a variance for an **8-foot fence height** and placement within the **stormwater easement**.

I would like to formally state that I have **no objection** to this request. Due to the difference in elevation between our two properties, I agree that a standard 6-foot fence would not provide adequate privacy for either household. I believe the proposed 8-foot height is a reasonable solution that benefits both properties by providing a necessary visual screen.

Furthermore, I have no concerns regarding the placement of the fence on the lot line/easement, provided that the natural drainage of the land is maintained.

I respectfully request that the Planning Commission approve this variance as proposed.

Sincerely,

(Signature) M McCafferty

(Printed Name) Michelle McCafferty







STAFF REPORT
EXECUTIVE SUMMARY

APPLICANT/PROJECT: Chris Madigan with Driven Brands / Use Approval for Take 5 Automotive Oil Change

LOCATION: 15201 W. Greenfield Ave (Tax Key #: 1158.998.002)

REQUEST: Use, Site and Architecture approval for Take 5 Automotive Oil Change to construct a building located at 15201 W. Greenfield Ave (Tax Key #: 1158.998.002).

D.R.C. RECOMMENDATION: Use, Site and Architecture approval for Take 5 Automotive Oil Change to construct a building located at 15201 W. Greenfield Ave (Tax Key #: 1158.998.002) subject to the application, plans on file and the following conditions:

1. PLANNING

a. Architecture Review Committee (ARC) approval required.

b. Applicant shall adhere to the general submitted plan of operation.

i. Number of Employees: 6 (largest shift)

ii. Hours of Operation: Monday- Friday from 7:00am-8:00pm, Saturday from 7:00am-7:00pm, and Sunday from 9:00am-5:00pm

c. Employee and customer parking shall be contained on site.

d. Applicant shall coordinate with Walmart on any necessary amendments to existing egress/ingress easements. (See Waukesha County Document # 4654236)

e. Approval of the Landscaping Plan and payment of all installation and maintenance sureties is required. Landscape plans shall meet all the requirements of Article VIII Section 275-53 through 275-56 of the City's Zoning Code. Applicant shall provide a final list of trees to be removed. Removal of significant trees shall be replaced per the tree replacement schedule outlined in §275-54B(6) of the Zoning Code.

f. Dumpsters shall be properly screened from the street and public view in accordance with Article VIII Section 275-56 of the Zoning Code.

g. Mechanical equipment shall be properly screened from the street and public view in accordance with Section 275-56.G of the Zoning Code.

h. Applicant shall show any roof, ground, and wall mounted equipment on architectural plans.

a. All permanent and temporary signs require a Sign Application to be filed prior to installation.

2. INSPECTION

Inspection UA - LOCAL REVIEW

a. Building plans shall be signed and stamped by a licensed architect or professional engineer per the Wisconsin Enrolled Commercial Building Code (Comm. 361.31).

b. The State of Wisconsin Commerce review can be done locally as per (Comm.361.60) if under 50,000 cubic foot rule per WI Statute 101.12(3) (b) and (g). Proposed building 21,000 cubic ft.

c. **Apply and obtain appropriate building, HVAC, electric, plumbing and fire permits from the City of New Berlin Building Inspection Division. Four sets of plans with Building Permit application required.**

d. **Zoning approval will be required before applying for the building permit. Separate application and plans are required.**

e. **The building shall be fully accessible from the parking lot to the interior elements (Com. 63.1101 and ICC/ANSI A117.1).**

f. **Plumbing: State review is required for over 16 fixtures - new and/or replacements.**

g. **Additional state approvals may be required.**

3. ENGINEERING

Parking lot layout:

a. **Per Zoning Code section 275-57A(6) - The minimum area for each parking space, excluding the area needed to maneuver, shall be 9 ft wide and 18 ft long, except for designated handicapped parking.**

b. **Per Zoning Code section 275-57A (7) - Method of measurement. All drive aisles and parking space widths shall be measured from edge of pavement to edge of pavement. Parking stall depths can be measured to the face of the curb, where applicable.**

   i. **Do not include the flange line of the curb and gutter in the parking stall width or the drive aisle width.**

c. **Per Development Handbook H.5.2.12.4: Sidewalks adjacent to parking stalls shall be 8 feet wide.**

d. **Grading and Erosion control shall be contained within the property limits.**

e. **Per Zoning Code section 275-55A(5) - Retaining walls exceeding 16 inches in height may be constructed only upon issuance of an administrative permit.**

   i. **Per Zoning Code section 275-55A(5)[a] - A retaining wall plan detailing the location, size, type and proposed grades on both sides of the retaining wall, together with a detailed cross section of the retaining wall, a description of the material to be used, and a description of the method of construction to be utilized shall be required.**

   ii. **Per Zoning Code section 275-55A(5)[b][3] - Retaining walls should not exceed 48 inches in height unless designed by a professional engineer or installed according to manufacturer's specifications. Walls that are not tiered and exceed seven feet in height shall require a professional engineer on site overseeing the construction of the retaining wall. If the manufacturer's specifications require the wall be designed and stamped by and engineer, the height of the wall does not govern.**

   iii. **Per Zoning Code section 275-55A(5)[b][4] - Retaining walls shall not be located closer than 5 feet to a side or rear lot line unless the Director finds that there is no other practical location, and only after written approval by the affected neighbor is received.**

   iv. **Per Zoning Code section 275-55A(5)[b][7] - Adequate safety features and precautions shall be incorporated into the retaining wall design to mitigate the hazard of the abrupt drop off created by the wall.**

   v. **Per Zoning Code section 275-55A(5)[c] - Retaining walls structures, including tiebacks, are to be located outside the base setback line.**

f. **The contractor doing the work within the right-of-way shall apply for the "Work within the right-of-way" permit. The permit application shall include a traffic control plan for STH 59, Greenfield Ave.**

4. STORM WATER UTILITY

a. **The proposed culvert under the driveway at Greenfield Avenue should be a storm sewer connected to the existing structure approximately 115 east of the driveway. Update plans accordingly.**

b. **MMSD Chapter 13 Green Infrastructure approval is required.**

c. **Stormwater Management Facilities Asbuilts are required to be submitted and approved prior to occupancy.**

d. **Stormwater Maintenance Agreement, City of New Berlin boilerplate agreement is available online, is required to be recorded prior to occupancy.**

5. SEWER UTILITY

a. **Maintain a 5 feet minimum horizontal clearance from any water main and sanitary sewer pipes and structures.**

b. **Maintain 18 inches vertical clearance when crossing any pipes and structures.**

c. **Please call Alex Parker at New Berlin Water Utility with Questions.**

d. **If a conflict occurs, conduits will be removed at the owner's expense.**

6. WATER UTILITY

a. **Maintain a 5 feet minimum horizontal clearance from any water main and sanitary sewer pipes and structures.**

b. **Maintain 18 inches vertical clearance when crossing any pipes and structures.**

c. **Please call Alex Parker at New Berlin Water Utility with Questions.**

7. FIRE DEPARTMENT

a. **Fire extinguishers every 75 feet of travel NFPA 1 and NFPA 10.**

b. **Fully sprinklered and monitored for water flow activation NFPA 13.**

c. **Audio/visual upon waterflow activation.**

d. **Manual fire alarm system throughout, per NFPA72.**

e. **Egress/emergency lighting throughout.**

f. **Unobstructed access to FDC.**

g. **Maintain and/or upgrade egress/emergency lighting NFPA 1.**

h. **Name and address on front and rear of building.**

i. **Maintain fire lane access of 24 feet.**

j. **Knox box required.**

k. **Contact form filled out and returned.**

DETAILS IN ATTACHED STAFF REPORT:

CITY OF NEW BERLIN
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLAN COMMISSION STAFF REPORT

Meeting of June 1, 2026

Chris Madigan with Driven Brands / Use Approval
15201 W. Greenfield Ave (Tax Key #: 1158.998.002)

DATE STAFF REPORT REVISED: May 8, 2026

APPLICANT / OWNER(S): Chris Madigan with Driven Brands / 15201 Greenfield, LLC

REQUEST / DESCRIPTION OF PROJECT: Use, Site and Architecture approval for Take 5 Automotive Oil Change to construct a building located at 15201 W. Greenfield Ave (Tax Key #: 1158.998.002).

DATE OF APPLICATION / DATE FILED WITH CITY CLERK: 4/17/2026

DATE OF COMPLETENESS DETERMINATION: 4/20/2026

PRE-APPLICATION CONFERENCE HELD: Yes
Date(s) of Meeting(s): 1/6/2026
Site Visit(s): 5/20/2026

CONCEPTUAL PLAN: Yes

SIZE OF DEVELOPMENT / PARCEL(S): 1 Acre

CURRENT ZONING: B-2 (General Retail Sales and Service District)

CURRENT LAND USE: Vacant

PROPOSED LOT SIZES: N/A

PROPOSED ZONING: N/A

PROPOSED LAND USE: Commercial

PROPOSED DENSITY: N/A

ADJACENT ZONING AND LAND USE:

North:	Zoning: Commercial	Land Use: Commercial (City of Brookfield)
South:	Zoning: B-1	Land Use: Commercial (Walmart)
East:	Zoning: I-1	Land Use: Cemetery
West:	Zoning: B-1	Land Use: Commercial (Walmart)

Conformance with Comprehensive Plan and Municipal Code: Yes
CONFORMANCE WITH COMPREHENSIVE PLAN AND MUNICIPAL CODE: Yes

Chapter 11: Neighborhood A: Greenfield Avenue:
Vision:

- Greenfield Avenue will be a mixed commercial and residential corridor, and shall act as a gateway to the northern area of New Berlin. The eastern half of the corridor should foster a more urban mix of uses, while the western half should encourage a mix of rural commercial, residential, and environmental features.

Development Policies:

- Create development standards for site layout, building character, and landscaping that are suitable for new development along the corridor.
- Encourage land combinations that accommodate future development options.

Land Use:

- Future Land Use Map: Suburban Commercial

ZONING CODE (Chapter 275): Yes, this request meets the requirements of §275-34B(2) of the Zoning Code.

DEVELOPMENT CODE (CHAPTER 235): N/A

REZONING REQUIRED: No

CONDITIONAL USE REQUIRED: No

PUBLIC HEARING REQUIRED: No

USE / SITE / ARCHITECTURAL REVIEW:
Use Approval Required: Yes
Site Plan Required: Yes, plans are attached.
Architectural Review Required: Yes, plans are attached.

PROPOSED ARCHITECTURE: Yes, plans are attached.

UNIQUE SITE CHARACTERISTICS:
Environmental Corridor: No
Wetland On Property: No
Conservancy Districts (C-1, C-2): No
NRCS Map Classification: Not Inventoried
Floodplain: No
Topography / Geologic: The site slopes to the northeast corner of the property, towards Greenfield Avenue.

BIKE & PEDESTRIAN FACILITIES PLAN: No improvements identified.

PARK & OPEN SPACE PLAN: No improvements identified.

NATURAL RESOURCES PROTECTION:
Limits of Disturbance (LOD): Shown on the plans.
Wildlife Habitat Protection: N/A
Wildlife Management Plan: N/A

ENVIRONMENTAL IMPACT: Trees to be removed shall be shown on plans.

STORMWATER MANAGEMENT / DRAINAGE PLAN: Applicant is required to adhere to all City of New Berlin Codes, Ordinances and Plans regarding storm water conveyance and maintenance as identified by the Department of Community Development. A full report has been submitted.

SANITARY SEWER PROVISION:
Within Current Sewer Service Area: Yes
Basin Capacity Available: Yes
Adequate Linkage: Yes
Onsite System Required: No

WATER USAGE CALC.: Will be reviewed at the time of building permit application submittals. The Utility Department has reviewed the project conceptually and there is adequate supply for this project.

TRAFFIC IMPACT: A Traffic Impact Study is not required for this development.

SCHOOL DISTRICT IMPACT: N/A
Notice Sent to Affected School District(s): No

PREVIOUS ACTION:

1955	Building permit for home.
5/6/2024	Plan Commission public hearing for Comprehensive Plan Amendment CP-2400415.
	Plan Commission public hearing for Rezoning RZ-2400416.
6/3/2024	Plan Commission recommend approval of Comprehensive Plan Amendment CP-2400415 via Resolution # 2024-10.
	Plan Commission recommend approval of Rezoning RZ-2400416.
	Plan Commission recommend approval of 2-lot land division LD-2400417.
6/11/2024	Common Council approval of Comprehensive Plan Amendment CP-2400415 via Ordinance # 2694.
	Common Council approval of Rezoning RZ-2400416 via Ordinance # 2695.
	Common Council approval of 2-lot land division LD-2400417. (Expired 6/11/2025)
10/6/2025	Plan Commission recommend approval of 2-lot land division LD-2501457.
10/14/2025	Common Council approval of 2-lot land division LD-2501457.

CONSISTENCY WITH PREVIOUS ACTION: Yes

FINDINGS:

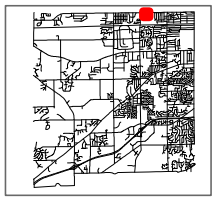
1. A shared parking agreement with Walmart is required.
2. Per 275-57E(1), Driveways shall be set back a minimum of 5 feet from all side lot lines, except in the case of an approved joint or shared driveway.
    a. Applicant shall coordinate with Walmart on any necessary amendments to existing egress/ingress easements. (See Waukesha County Document # 4654236)
3. There is a 0’ parking setback from the lot lines.

D.R.C. RECOMMENDATION: Use, Site and Architecture approval for Take 5 Automotive Oil Change to construct a building located at 15201 W. Greenfield Ave (Tax Key #: 1158.998.002) subject to the application, plans on file and the following conditions: **See Executive Summary.**

ATTACHMENTS:
Location Map
Applicant Letter
Plans

City of New Berlin
Community Development

UA-2600705
Take 5 Oil Change
15201 W. Greenfield Ave





Parcels
Road Right-of-Way
Conservation Easement
Environmental Corridor

Floodplain FEMA DFIRM
FEMA DFIRM - Zone A
FEMA DFIRM - Zone AE
FEMA DFIRM - 0.2% Chance

Wetland

Zoning Wetland Registration
Registered Wetland
Outside Wetland

Zoning Overlay
PUD
Special Conditions Apply
SPO

Zoning Boundaries

N

0 75 150
ft

Scale is estimate - not survey

City of New Berlin
Department of Community Development
3805 S Casper Dr.
New Berlin WI 53151
(262) 797-2445
www.newberlin.org

The information and depictions herein have been produced using data available through photogrametric means by the City of New Berlin. The informations and depictions herein are for informational purposes and the City of New Berlin specifically disclaims accuracy in this reproduction and specifically admonishes and advises that any and all depiction, measurements, distances depicted herein and as to which specific or precise accuracy is required should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means.

Kimley»Horn

MEMORANDUM

To: Kelly Wall, Principal Planner

From: Brian Wurdeman, Project Manager, P.E.

Kimley-Horn and Associates, Inc.

Date: April 15, 2026

Subject: Take 5 Oil Change

This memorandum details the plan of operation for the proposed Take 5 Oil Change at 15201 Greenfield Avenue plan. The proposed use of this site is a drive-through, automotive oil change. Customers will remain in their vehicles during the entire service with average service times of approximately 10 minutes.

The site will consist of one +/-1,800SF building, including three service bays with queuing lanes for up to three cars each, associated parking and two-way drive aisles, utility connections, enclosed trash bin, landscaping, and green infrastructure. Two driveways are provided for site access, one on the north side of the site and one on the south side of the site. The north side of the site offers right-in/right-out access on Greenfield Avenue. Eight parking stalls (seven stalls and one accessible stall) are provided adjacent to the building. This site will have landscaping and green infrastructure located throughout. The proposed green infrastructure will meet the requirements of Milwaukee Metropolitan Sewer District and consists of native landscaping, green infrastructure, and trees. Construction is anticipated to be one phase and begin Fall 2026 and be operational by the end of 2026.

The oil change will be operational throughout the entire year, with usual business hours Monday- Friday from 7:00am-8:00pm, Saturday from 7:00am-7:00pm, and Sunday from 9:00am-5:00pm. The largest shift typically consists of 6 employees. The largest vehicles that usually serve the site are a standard trash truck, and an oil delivery truck (same size as a trash truck). Oil is delivered to the site weekly or bi-weekly depending on the territory and proximity to the distributor. The site typically has three large storage tanks for the used oil, with 400-500 gallons collected weekly. Majority of the vehicles that will be frequenting the site are standard passenger vehicles with 45-50 cars serviced on an average day. A typical Take 5 Oil Change generates traffic in non-peak traffic hours.

Please contact me if you have any questions,

KIMLEY-HORN AND ASSOCIATES, INC.
Brian Wurdeman, P.E.
(651) 643-0470
Brian.Wurdeman@kimley-horn.com

SITE DEVELOPMENT PLANS
FOR
TAKE 5 OIL CHANGE

15201 W GREENFIELD AVE
NEW BERLIN, WAUKESHA COUNTY, WI

PROJECT TEAM:

ENGINEER/LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.

PREPARED BY: BRIAN M. WURDEMAN
AND RYAN HYLLESTED
11995 SINGLETREE LANE
EDEN PRAIRIE, MN 55344
TELEPHONE (651) 645-4197

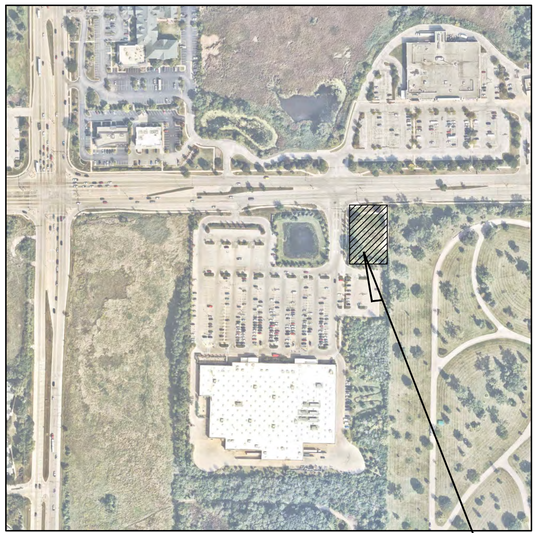
OWNER / DEVELOPER
DRIVEN BRANDS

440 SOUTH CHURCH STREET
SUITE 700, CHARLOTTE, NC 28202
TELEPHONE: (407) 580-0826

SURVEYOR
EGAN, FIELD & NOWAK, INC.
475 OLD HIGHWAY 8 NW, SUITE 200,
NEW BRIGHTON, MN 55112
TELEPHONE: (612) 466-3300
CONTACT: STEVEN F. HOUGH

GEOTECHNICAL ENGINEER
TERRACON
4900 S PENNSYLVANIA AVE
SUITE 100, CUDAHY, WISCONSIN 53110
TELEPHONE: (414) 423-0255
CONTACT: JEREMY THOMAS

ARCHITECT
COR3 DESIGN, LLC
125 RHETT STREET
SUITE 101, GREENVILLE, SC 29601
TELEPHONE: (864) 451-5288
CONTACT: MARY AYOUB



VICINITY
N.T.S.

NOTES:

1. CONTRACTOR SHALL CONFIRM THAT THE EXISTING CONDITIONS FOR THE SITE MATCH WHAT IS SHOWN ON THE DRAWINGS INCLUDED PRIOR TO CONSTRUCTION.
2. IF REPRODUCED, THE SCALES SHOWN ON THESE PLANS ARE BASED ON A ARCH expand D (36.00 x 24.00 Inches) SHEET.
3. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICES COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
4. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

Sheet List Table

Sheet Number	Sheet Title
C000	COVER SHEET
C100	GENERAL NOTES
C101	ALTA TOPOGRAPHIC SURVEY
C200	SITE DEMOLITION AND EROS PH. 1 PLAN
C301	EROSION AND SEDIMENT CONTROL PLAN - PHASE 2
C302	EROSION AND SEDIMENT CONTROL DETAILS
C303	EROSION AND SEDIMENT CONTROL DETAILS
C400	SITE DIMENSION PLAN
C401	SITE DETAILS
C402	SITE DETAILS
C403	SITE DETAILS
C404	NATURAL RESOURCE PLAN
C500	GRADING AND DRAINAGE PLAN
C501	GREEN INFRASTRUCTURE PLAN
C600	UTILITY PLAN
C601	UTILITY DETAILS
C602	UTILITY DETAILS
L100	LANDSCAPE PLAN
L101	LANDSCAPE DETAILS

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

SITE BENCHMARK #1 NW FLANGE BOLT ON HYDRANT
ELEVATION= 848.76' (NAVD 88)

811 Know what's **below.** **Call** before you dig.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

No.	REVISIONS	DATE	BY

Kimley»Horn
2024 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

WISCONSIN
BRIAN WURDEMAN
E-100307
MINNETRISTA
MN/WI
PROFESSIONAL ENGINEER

KHA PROJECT	160396005
DATE	03/30/2026
SCALE	AS SHOWN
DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

ISSUED FOR PERMIT - NOT FOR CONSTRUCTION

COVER SHEET

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

SHEET NUMBER
C000

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GENERAL CONSTRUCTION NOTES

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS OF THE CITY OF NEW BERLIN AND THE WISCONSIN DEPARTMENT OF TRANSPORTATION AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK. UNLESS OTHERWISE NOTED, ALL WORK SHALL CONFORM AS APPLICABLE TO THESE STANDARDS AND SPECIFICATIONS.
3. PERFORM ALL WORK IN COMPLIANCE WITH APPLICABLE CITY REGULATIONS, STATE CODES, AND O.S.H.A. STANDARDS. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING THE NECESSARY MATERIALS & LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS, AND IN ACCORDANCE WITH THE SPECIFICATIONS AND REQUIREMENTS OF THE APPROPRIATE APPROVING AUTHORITIES.
4. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.
5. THE EXISTING SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS QUALITY LEVEL "D" UNLESS OTHERWISE NOTED. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ACSE 38/02, ENTITLED STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF SUBSURFACE QUALITY DATA BY THE FHA. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE COMMENCING ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, GEOTECHNICAL REPORT AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
9. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER.
10. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER DIRECTLY FROM THE TESTING AGENCY.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR.
12. ANY WELLS DISCOVERED ON SITE THAT WILL HAVE NO USE MUST BE PLUGGED BY A LICENSED WELL DRILLING CONTRACTOR IN A MANNER APPROVED BY ALL JURISDICTIONAL AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY WELL ABANDONMENT PERMITS REQUIRED.
13. ANY WELL DISCOVERED DURING EARTH MOVING OR EXCAVATION SHALL BE REPORTED TO THE APPROPRIATE JURISDICTIONAL AGENCIES WITHIN 24 HOURS AFTER DISCOVERY IS MADE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK THAT WOULD BE AFFECTED. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.
15. SHOULD CONTRACTOR ENCOUNTER ANY DEBRIS LADEN SOIL, STRUCTURES NOT IDENTIFIED IN THE DOCUMENTS, OR OTHER SOURCE OF POTENTIAL CONTAMINATION, THEY SHALL IMMEDIATELY CONTACT THE ENGINEER AND OWNER.
16. CONTRACTOR SHALL NOTIFY OWNER AND/OR ENGINEER 48 HOURS IN ADVANCE OF THE FOLLOWING ACTIVITIES: PRE-CONSTRUCTION MEETING, SUBGRADE PREPARATION, BASE INSTALLATION, ASPHALT INSTALLATION, UNDERGROUND PIPING AND UTILITIES INSTALLATION, INSTALLATION OF STRUCTURES, CHECK VALVES, HYDRANTS, METERS, ETC., SIDEWALK INSTALLATION, CONNECTIONS TO WATER AND SEWER MAINS, TESTS OF UTILITIES.

THIRD PARTY SUPPLEMENTAL INFORMATION

KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED WITHIN SUPPLEMENTAL INFORMATION PROVIDED BY THIRD PARTY CONSULTANTS.

1. **BOUNDARY & TOPOGRAPHIC SURVEY**
   PERFORMED BY: EAGAN, FIELD, & NOWAK, INC.
   ADDRESS: 475 OLD HIGHWAY 8 NW, SUITE 200, NEW BRIGHTON, MINNESOTA 55112
   PHONE: (612) 466-3300
   DATED: 02/27/2026
2. **GEOTECHNICAL EVALUATION REPORT**
   PERFORMED BY: TERRACON
   ADDRESS: 4900 S PENNSYLVANIA AVE, SUITE 100, CUDAHY, WI 53110
   PHONE: (414) 423-0255
   DATED: 2/11/2025
3. **CONSTRUCTION TESTING**
   TEST REPORTS REQUIRED FOR CLOSE OUT INCLUDE, BUT ARE NOT LIMITED TO:
   - DENSITY TEST REPORTS
   - BACTERIOLOGICAL TESTS OF WATER SYSTEM
   - PRESSURE TEST OF WATER/SEWER
   - LEAK TESTS ON SEWER SYSTEM AND GREASE TRAPS
   - ANY OTHER TESTING REQUIRED BY THE AGENCY/MUNICIPALITY

EROSION CONTROL NOTES

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THE EROSION CONTROL PLAN, THE STANDARD DETAILS, THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN THE SPECIFICATIONS OF THE SWPPP, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY OR OWNER.
4. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION, AND SHALL MAINTAIN COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS FOR THE DURATION OF CONSTRUCTION.
5. THE CONTRACTOR SHALL FIELD ADJUST AND/OR PROVIDE ADDITIONAL EROSION CONTROL BMP'S AS NEEDED TO PREVENT EROSION AND OFF-SITE SEDIMENT DISCHARGE FROM THE CONSTRUCTION SITE. LOG AND RECORD ANY ADJUSTMENTS AND DEVIATIONS FROM THE APPROVED EROSION CONTROL PLANS WITHIN THE SWPPP DOCUMENTS STORED IN THE JOB SITE TRAILER.
6. BMPS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION AS REQUIRED BY ALL JURISDICTIONS UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A CERTIFIED PERSON AT LEAST ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5-INCH OR GREATER RAINFALL EVENT.
7. EROSION & SEDIMENT CONTROL BMPS SHALL BE MAINTAINED IN ACCORDANCE WITH THE FOLLOWING:
   7.1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
   7.2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO VERIFY THAT A HEALTHY STAND OF VEGETATION IS MAINTAINED. SEEDED AREAS SHOULD BE FERTILIZED, WATERED AND RE-SEEDED AS NEEDED. REFER TO THE LANDSCAPE PLAN AND PROJECT SPECIFICATIONS.
   7.3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-THIRD THE HEIGHT OF THE SILT FENCE.
   7.4. THE ROCK CONSTRUCTION ENTRANCE(S) SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC ADDITIONS OF ROCK TOP DRESSING AS CONDITIONS DEMAND.
   7.5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC ADDITIONS OF TOP DRESSING IF THE TEMPORARY PARKING CONDITIONS DEMAND.
   7.6. PERFORM ALL MAINTENANCE OPERATIONS IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INSPECTION.

PAVING AND STRIPING NOTES

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN JURISDICTION'S RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE LOCAL CITY OR COUNTY SPECIFICATIONS AND STANDARDS, OR THE STATE DOT SPECIFICATIONS AND STANDARDS IF NOT COVERED BY LOCAL CITY OR COUNTY REGULATIONS.
2. ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D) AND CITY STANDARDS.
3. CONTRACTOR SHALL FURNISH ALL PAVEMENT MARKINGS FOR FIRE LANES, ROADWAY LANES, PARKING STALLS, ACCESSIBLE PARKING SYMBOLS, ACCESS AISLES, STOP BARS AND SIGNS, AND MISCELLANEOUS STRIPING WITHIN THE PARKING LOT AS SHOWN ON THE PLANS.
4. ALL EXPANSION JOINTS SHALL EXTEND THROUGH THE CURB.
5. THE MINIMUM LENGTH OF OFFSET JOINTS AT RADIUS POINTS SHALL BE 2 FEET.
6. ALL JOINTS, INCLUDING EXPANSION JOINTS WITH REMOVABLE TACK STRIPS, SHALL BE SEALED WITH JOINT SEALANT.
7. THE MATERIALS AND PROPERTIES OF ALL CONCRETE SHALL MEET THE APPLICABLE REQUIREMENTS IN THE A.C.I. (AMERICAN CONCRETE INSTITUTE) MANUAL OF CONCRETE PRACTICE.
8. CONTRACTOR SHALL APPLY A SECOND COATING OVER ALL PAVEMENT MARKINGS PRIOR TO ACCEPTANCE BY OWNER FOLLOWED BY A COAT OF GLASS BEADS AS APPLICABLE PER THE PROJECT DOCUMENTS.
9. ANY EXISTING PAVEMENT, CURBS AND/OR SIDEWALKS DAMAGED OR REMOVED WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND OWNER.
10. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY SUITABLE ACCESSIBLE ROUTES (PER A.D.A). GRADING FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES INCLUDING CROSSING DRIVEWAYS SHALL CONFORM TO CURRENT ADA STATE/NATIONAL STANDARDS. IN NO CASE SHALL ACCESSIBLE RAMP SLOPES EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPES EXCEED 2%. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPES EXCEED 5%. IN NO CASE SHALL ACCESSIBLE PARKING STALLS OR AISLES EXCEED 2% (1.5% TARGET) IN ALL DIRECTIONS. SIDEWALK ACCESS TO EXTERNAL BUILDING DOORS AND GATES SHALL BE ADA COMPLIANT. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ADA CRITERIA CANNOT BE MET IN ANY LOCATION PRIOR TO PAVING. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR A.D.A COMPLIANCE ISSUES.
11. MAXIMUM JOINT SPACING IS TWICE THE DEPTH OF THE CONCRETE PAVEMENT IN FEET.

GRADING AND DRAINAGE NOTES

1. GENERAL CONTRACTOR AND ALL SUBCONTRACTORS SHALL VERIFY THE SUITABILITY OF ALL EXISTING AND PROPOSED SITE CONDITIONS INCLUDING GRADES AND DIMENSIONS BEFORE START OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES.
2. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL ADJUST BMP'S AS NECESSARY AND REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.
3. CONTRACTOR SHALL ENSURE THERE IS POSITIVE DRAINAGE FROM THE PROPOSED BUILDINGS SO THAT SURFACE RUNOFF WILL DRAIN BY GRAVITY TO NEW OR EXISTING DRAINAGE OUTLETS. CONTRACTOR SHALL ENSURE NO PONDING OCCURS IN PAVED AREAS AND SHALL NOTIFY ENGINEER IF ANY GRADING DISCREPANCIES ARE FOUND IN THE EXISTING AND PROPOSED GRADES PRIOR TO PLACEMENT OF PAVEMENT OR UTILITIES.
4. CONTRACTOR SHALL PROTECT ALL MANHOLE COVERS, VALVE COVERS, VAULT LIDS, FIRE HYDRANTS, POWER POLES, GUY WIRES, AND TELEPHONE BOXES THAT ARE TO REMAIN IN PLACE AND UNDISTURBED DURING CONSTRUCTION. EXISTING CASTINGS AND STRUCTURES TO REMAIN SHALL BE ADJUSTED TO MATCH THE PROPOSED FINISHED GRADES.
5. BACKFILL FOR UTILITY LINES SHALL BE PLACED PER DETAILS, STANDARDS, AND SPECIFICATIONS SO THAT THE UTILITY WILL BE STABLE. WHERE UTILITY LINES CROSS THE PARKING LOT, THE TOP 6 INCHES SHALL BE COMPACTED SIMILARLY TO THE REMAINDER OF THE LOT. UTILITY DITCHES SHALL BE VISUALLY INSPECTED DURING THE EXCAVATION PROCESS TO ENSURE THAT UNDESIRABLE FILL IS NOT USED.
6. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF 4" OF TOPSOIL AT COMPLETION OF WORK. ALL UNPAVED AREAS IN EXISTING RIGHTS-OF-WAY DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED.
7. AFTER PLACEMENT OF SUBGRADE AND PRIOR TO PLACEMENT OF PAVEMENT, CONTRACTOR SHALL TEST AND OBSERVE PAVEMENT AREAS FOR EVIDENCE OF PONDING. ALL AREAS SHALL ADEQUATELY DRAIN TOWARDS THE INTENDED STRUCTURE TO CONVEY STORM RUNOFF. CONTRACTOR SHALL IMMEDIATELY NOTIFY OWNER AND ENGINEER IF ANY DISCREPANCIES ARE DISCOVERED.
8. WHERE EXISTING PAVEMENT IS INDICATED TO BE REMOVED AND REPLACED, THE CONTRACTOR SHALL SAW CUT FULL DEPTH FOR A SMOOTH AND STRAIGHT JOINT AND REPLACE THE PAVEMENT WITH THE SAME TYPE AND DEPTH OF MATERIAL AS EXISTING OR AS INDICATED.
9. THE CONTRACTOR SHALL INSTALL PROTECTION OVER ALL DRAINAGE STRUCTURES FOR THE DURATION OF CONSTRUCTION AND UNTIL ACCEPTANCE OF THE PROJECT BY THE OWNER. ALL DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AS REQUIRED DURING AND AT THE END OF CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE FLOWS.
10. IF DEWATERING IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE DESIGN ENGINEER PRIOR TO ANY EXCAVATION.
11. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE LOCAL JURISDICTIONAL AGENCY OR TO WISDOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
12. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE AREAS SHALL THEN BE SODDED OR SEEDED AS SPECIFIED IN THE PLANS, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL GROWTH IS ESTABLISHED TO MINIMUM COVERAGE OF 70% IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDED AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14. SOD, WHERE CALLED FOR, MUST BE INSTALLED AND MAINTAINED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES.
15. THE CONTRACTOR SHALL ENSURE THAT LANDSCAPE ISLAND PLANTING AREAS AND OTHER PLANTING AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED AND PROPERLY DISPOSED OF IN A LEGAL MANNER.
16. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER MANUFACTURER'S RECOMMENDATIONS AND WISDOT SPECIFICATIONS.
17. PAVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH THE RECOMMENDATION OF THE SITE SPECIFIC GEOTECHNICAL EVALUATION REPORT AND CITY & WISDOT SPECIFICATIONS.
18. SPOT ELEVATIONS REPRESENT THE FINISHED SURFACE GRADE OR FLOWLINE OF CURB UNLESS OTHERWISE NOTED.
19. LIMITS OF CONSTRUCTION ARE TO THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED ON THE PLAN.
20. IMMEDIATELY REPORT TO THE OWNER ANY DISCREPANCIES FOUND BETWEEN ACTUAL FIELD CONDITIONS AND CONSTRUCTION DOCUMENTS.
21. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING EXISTING UTILITIES, AND SHALL REPAIR ALL DAMAGE TO EXISTING UTILITIES THAT OCCUR DURING CONSTRUCTION WITHOUT COMPENSATION.
22. BLEND NEW EARTHWORK SMOOTHLY TO TRANSITION BACK TO EXISTING GRADE.
23. ALL PROPOSED GRADES ONSITE SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE INDICATED ON THE PLANS. ANY SLOPES STEEPER THAN 4:1 REQUIRE EROSION AND SEDIMENT CONTROL BLANKET.
24. ADHERE TO ALL TERMS AND CONDITIONS AS NECESSARY IN THE GENERAL N.P.D.E.S. PERMIT AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
25. ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.

WATER STORM SEWER & SANITARY SEWER NOTES

1. THE CONTRACTOR SHALL CONSTRUCT GRAVITY SEWER LATERALS, MANHOLES, GRAVITY SEWER LINES, AND DOMESTIC WATER AND FIRE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIALS, EQUIPMENT, MACHINERY, TOOLS, MEANS OF TRANSPORTATION AND LABOR NECESSARY TO COMPLETE THE WORK IN FULL AND COMPLETE ACCORDANCE WITH THE SHOWN, DESCRIBED AND REASONABLY INTENDED REQUIREMENTS OF THE CONTRACT DOCUMENTS AND JURISDICTIONAL AGENCY REQUIREMENTS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
2. ALL EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR UTILITY LOCATION AND COORDINATION IN ACCORDANCE WITH THE NOTES CONTAINED IN THE GENERAL CONSTRUCTION SECTION OF THIS SHEET.
3. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.
4. DEFLECTION OF PIPE JOINTS AND CURVATURE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A WATERTIGHT PLUG WHEN WORK IS NOT IN PROGRESS. THE INTERIOR OF ALL PIPES SHALL BE CLEAN AND JOINT SURFACES WIPED CLEAN AND DRY AFTER THE PIPE HAS BEEN LOWERED INTO THE TRENCH. VALVES SHALL BE PLUMB AND LOCATED ACCORDING TO THE PLANS.
5. ALL PIPE AND FITTINGS SHALL BE CAREFULLY STORED FOLLOWING MANUFACTURER'S RECOMMENDATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE COATING OR LINING IN ANY D.I. PIPE FITTINGS. ANY PIPE OR FITTING WHICH IS DAMAGED OR WHICH HAS FLAWS OR IMPERFECTIONS WHICH, IN THE OPINION OF THE ENGINEER OR OWNER, RENDERS IT UNFIT FOR USE, SHALL NOT BE USED. ANY PIPE WHICH IS SATISFACTORY FOR USE SHALL BE CLEARLY MARKED AND IMMEDIATELY REMOVED FROM THE JOB SITE, AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. WATER FOR FIRE FIGHTING SHALL BE MADE AVAILABLE FOR USE BY THE CONTRACTOR PRIOR TO COMBUSTIBLES BEING BROUGHT ON SITE.
7. ALL UTILITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECEIVE PAVING SHALL BE COMPLETELY BACK FILLED IN ACCORDANCE WITH THE GOVERNING JURISDICTIONAL AGENCY'S SPECIFICATIONS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
8. UNDERGROUND UTILITY LINES SHALL BE SURVEYED BY A STATE LICENSED PROFESSIONAL LAND SURVEYOR PRIOR TO BACK FILLING.
9. CONTRACTOR SHALL PERFORM, AT THEIR OWN EXPENSE, ANY AND ALL TESTS REQUIRED BY THE SPECIFICATIONS AND/OR ANY AGENCY HAVING JURISDICTION. THESE TESTS MAY INCLUDE, BUT MAY NOT BE LIMITED TO, INFILTRATION AND EXFILTRATION, TELEVISION INSPECTION AND A MANDREL TEST ON GRAVITY SEWER. A COPY OF THE TEST RESULTS SHALL BE PROVIDED TO THE UTILITY PROVIDER, OWNER AND JURISDICTIONAL AGENCY AS REQUIRED.
10. BETWEEN WATER AND SEWER MANHOLES AND PIPES, CONTRACTOR SHALL PROVIDE FOR A MINIMUM HORIZONTAL CLEARANCE OF 10-FEET AND A MINIMUM VERTICAL SEPARATION OF 18-INCHES.
11. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
12. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GASKETED AND/OR GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT UNLESS OTHERWISE STATED BY CITY AND STATE DESIGN STANDARDS AND SPECIFICATIONS.
13. UNLESS OTHERWISE STATED IN CITY AND STATE DESIGN STANDARDS AND SPECIFICATIONS, ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING & COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER". EXISTING CASTINGS AND STRUCTURES WITHIN PROJECT LIMITS SHALL BE ADJUSTED TO MEET THESE CONDITIONS AND THE PROPOSED FINISHED GRADE.
14. TOPOGRAPHIC INFORMATION IS TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
15. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
16. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR FROM INVERT IN TO INVERT OUT.
17. ROOF DRAINS SHALL BE CONNECTED TO STORM SEWER BY PREFABRICATED WYES OR AT STORM STRUCTURES. ROOF DRAINS AND TRUCK WELL DRAIN SHALL RUN AT A MINIMUM 2.0% SLOPE, UNLESS NOTED OTHERWISE, AND TIE IN AT THE CENTERLINE OF THE STORM MAIN.
18. PROVIDE INSULATION OF UNDERGROUND ROOF DRAINS AND SANITARY SEWER SERVICES IF ADEQUATE FROST DEPTH CANNOT BE PROVIDED.
19. THE CONTRACTOR SHALL PROTECT EXISTING UNDERGROUND UTILITIES AND APPURTENANCES THAT ARE TO REMAIN FROM DAMAGE DURING CONSTRUCTION OPERATIONS.
20. THE LOCATION OF EXISTING UTILITIES, STORM DRAINAGE STRUCTURES AND OTHER ABOVE AND BELOW-GRADE IMPROVEMENTS ARE APPROXIMATE AS SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE AND INVERT ELEVATIONS OF EACH PRIOR TO THE START OF CONSTRUCTION.
21. A MINIMUM SEPARATION OF 5-FEET IS REQUIRED BETWEEN UNDERGROUND UTILITIES AND TREES UNLESS A ROOT BARRIER IS UTILIZED.
22. GAS, PHONE AND ELECTRIC SERVICES SHOWN FOR INFORMATIONAL PURPOSES ONLY. DRY UTILITY COMPANIES MAY ALTER THE DESIGN LAYOUT DURING THEIR REVIEW. CONTRACTOR TO COORDINATE FINAL DESIGN AND INSTALLATION WITH UTILITY COMPANIES.
23. COORDINATE UTILITY INSTALLATION WITH IRRIGATION DESIGN AND INSTALLATION.
24. ALL DIMENSIONS ARE TO FLOW LINE OF CURB UNLESS OTHERWISE NOTED. PERIMETER WALL DIMENSIONS ARE TO INSIDE WALL FACE. REFERENCE ARCHITECTURAL PLANS FOR EXACT WALL WIDTH AND SPECIFICATIONS.
25. REFERENCE ARCHITECTURAL PLANS (BY OTHERS) FOR EXACT BUILDING DIMENSIONS, MATERIALS SPECIFICATIONS.
26. REFERENCE M.E.P. PLANS (BY OTHERS) FOR MECHANICAL EQUIPMENT DIMENSIONS AND SPECIFICATIONS.
27. CONTRACTOR SHALL REFERENCE STRUCTURAL PLANS (BY OTHERS) FOR FOOTING AND FOUNDATION PAD PREPARATION SPECIFICATIONS.
28. CONTRACTOR SHALL REFERENCE M.E.P PLANS (BY OTHERS) FOR ROUTING OF PROPOSED ELECTRICAL & COMMUNICATIONS SERVICES AND SITE LIGHTING LAYOUT.

No.	REVISIONS	DATE	BY

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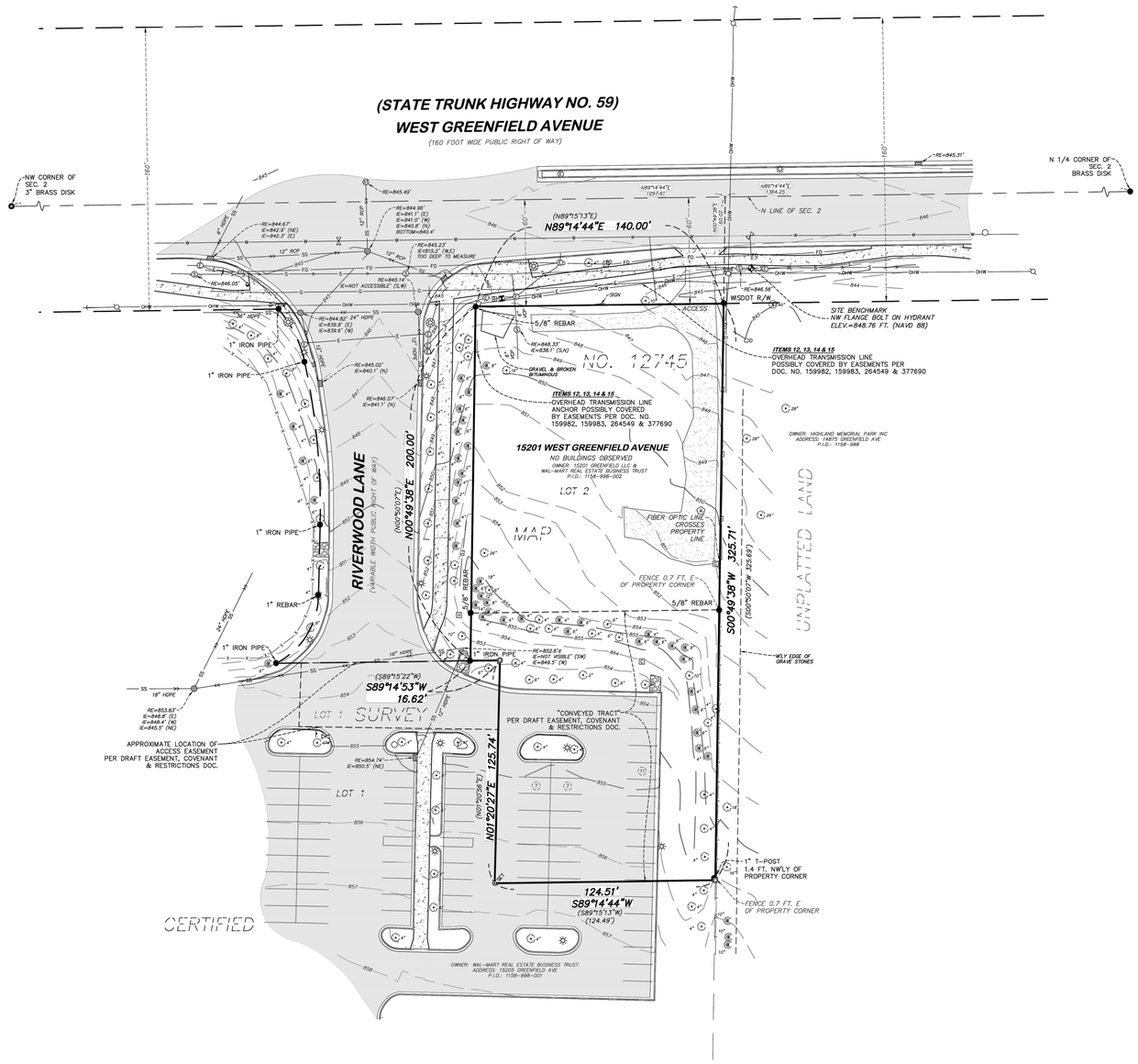
WISCONSIN
BRIAN WURDEMAN
E-100307
MINNETRISTA, MN
PROFESSIONAL ENGINEER

KHA PROJECT	160389005
DATE	03/30/2026
SCALE	NTS
DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

ISSUED FOR PERMIT - NOT FOR CONST

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Kimley - Horn & Associates, Inc.

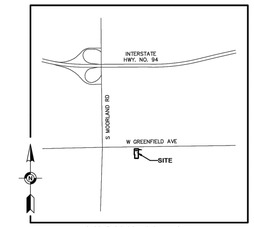


LEGEND:

- FOUND IRON MONUMENT
- SET 3/4" REBAR WEIGHING 1.50 LBS/LINEAL FOOT
- SET MASONRY NAIL
- BENCHMARK
- (XXX.XX) RECORD DISTANCE
- (NXX°XX'XX"E) RECORD BEARING
- SANITARY MANHOLE
- MANHOLE
- STORM MANHOLE
- CATCH BASIN
- DRAIN (INLET)
- GATE VALVE
- HYDRANT
- ELECTRIC MANHOLE
- ELECTRIC BOX
- ELECTRIC METER
- LIGHT
- UTILITY POLE
- GUY WIRE
- SEMAPHORE
- PEDESTRIAN POST
- HANDHOLE
- COMMUNICATION BOX
- SIGN
- CHAIN LINK FENCE
- METAL FENCE
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND ELECTRIC
- OVERHEAD WIRE
- UNDERGROUND FIBER OPTIC
- UNDERGROUND GAS
- 920 EXISTING CONTOUR LINE
- TREE
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- RIP RAP SURFACE
- (15) PARKING COUNT
- (N) POSSIBLE ENCROACHMENT ITEM

0 30 60 90
SCALE IN FEET

SECTION 2, T 06 N, R 20 W



VICINITY MAP
NO SCALE

FIELD BOOK	PAGE

FIELDWORK CHIEF: JV, SD
DRAWN BY: DL
CHECKED BY: SFH

DRAWING NAME: 43126 ALTA.dwg
JOB NO. 43126
FILE NO. 6035

REVISIONS

NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:
Kimley - Horn & Associates, Inc.

PROPERTY ADDRESS:
15201 West Greenfield Avenue
New Berlin, Wisconsin 53151
Waukesha County Tax PID 1158-998-002

Egan, Field & Nowak, Inc.
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SHEET 2 OF 2

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FOR REFERENCE ONLY

KHA PROJECT	160396005
DATE	03/30/2026
SCALE	NTS
DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

ISSUED FOR PERMIT - NOT FOR CONSTRUCTION

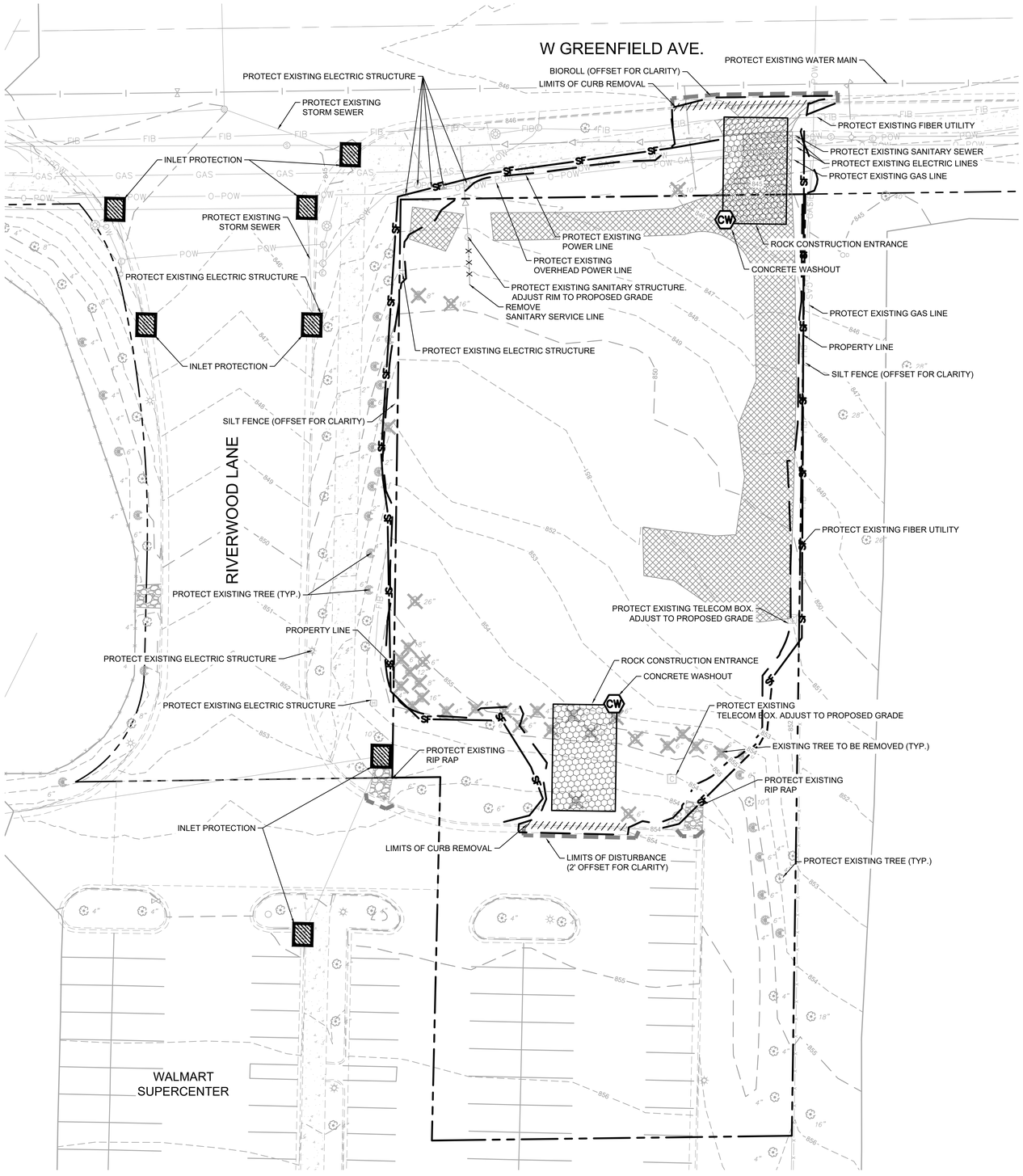
ALTA TOPOGRAPHIC SURVEY

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

SHEET NUMBER
C101

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AREA SUMMARY	
TOTAL PROPERTY AREA	1.00 AC / 43,564 SF
EXISTING IMPERVIOUS AREA	0.39 AC / 17,058 SF
EXISTING PERVIOUS AREA	0.61 AC / 26,507 SF
PROPOSED IMPERVIOUS AREA	0.60 AC / 26,075 SF
PROPOSED PERVIOUS AREA	0.40 AC / 17,488 SF
TOTAL DISTURBED AREA	0.67 AC / 29,373 SF

PHASE I BMP QUANTITIES	
SILT FENCE	±645 LF
INLET PROTECTION	7 EA
ROCK CONSTRUCTION ENTRANCE	2 EA
BIO ROLL	±130LF

LEGEND

- ROCK ENTRANCE
- EROSION CONTROL BLANKET
- INLET PROTECTION
- SILT FENCE
- BIOROLL

PHASE 1 SEQUENCE OF CONSTRUCTION

1. INSTALL PERIMETER EROSION CONTROL (I.E. SILT FENCE) AND INLET PROTECTION AT EXISTING STORMWATER INLETS.
2. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE AND CONCRETE WASHOUT
3. PREPARE TEMPORARY PARKING AND STORAGE AREA.
4. CLEAR AND GRUB THE SITE.
5. BEGIN MASS SITE GRADING AND ROUGH GRADE SITE SUFFICIENTLY TO ESTABLISH PROPOSED DRAINAGE PATTERNS.
6. START CONSTRUCTION OF THE BUILDING PAD AND STRUCTURES.
7. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DISTURBED AREAS THAT WILL BE INACTIVE FOR 14 DAYS OR MORE OR AS REQUIRED BY THE NPDES AND/OR CITY GRADING PERMIT(S).

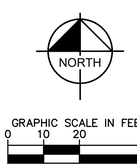
NOTE: THE SEQUENCE OF CONSTRUCTION IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY.

LEGEND

- PROPERTY LINE
- REMOVE BITUMINOUS SURFACE
- REMOVE CONCRETE SURFACE
- REMOVE GRAVEL SURFACE
- CLEARING & GRUBBING
- FULL DEPTH SAWCUT
- REMOVE TREE
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINE
- LIMITS OF CONSTRUCTION
- EXISTING OVERHEAD POWER LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING GAS MAIN
- EXISTING UNDERGROUND TELEPHONE
- EXISTING CONTOUR
- EXISTING CURB & GUTTER
- EXISTING STORM MANHOLE
- EXISTING STORM CATCHBASIN
- EXISTING POST INDICATOR VALVE
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING ELECTRICAL METER
- EXISTING TELEPHONE MANHOLE
- EXISTING CABLE BOX
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE

DEMOLITION PLAN NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL (IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC. SUCH THAT THE IMPROVEMENTS ON THE PLANS CAN BE CONSTRUCTED. FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE PROJECT DOCUMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING OF THE DEBRIS IN A LAWFUL MANNER AND IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEMOLITION AND DISPOSAL FROM THE APPROPRIATE LOCAL AND STATE AGENCIES. CONTRACTOR SHALL PROVIDE COPIES OF THE PERMIT AND RECEIPTS OF DISPOSAL OF MATERIALS TO THE OWNER AND OWNERS REPRESENTATIVE, INCLUDING THE TYPE OF DEBRIS AND LOCATION WHERE IT WAS DISPOSED.
3. THE CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ADJACENT PROPERTIES AT ALL TIMES. UTILITY SERVICES SHALL NOT BE INTERRUPTED WITHOUT APPROVAL FROM THE CONSTRUCTION MANAGER AND COORDINATION WITH THE ADJACENT PROPERTIES AND/OR THE CITY.
4. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
5. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANIES TO PROVIDE LOCATIONS OF EXISTING UTILITIES WITHIN PROPOSED WORK AREA.
6. EXISTING SEWERS, PIPING AND UTILITIES SHOWN ARE BASED ON AVAILABLE RECORD PLAN DATA AND/OR FIELD UTILITY MARKINGS AND ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION. ADDITIONAL UNMARKED OBSTACLES MAY EXIST ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED UNDERGROUND FEATURES. GIVE NOTICE TO AFFECTED UTILITY COMPANIES REGARDING REMOVAL OF SERVICE LINES AND CAP ANY ABANDONED LINES BEFORE PRECEDING WITH THE PROPOSED WORK.
7. ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE. CONTRACTOR SHALL PAY CLOSE ATTENTION TO EXISTING UTILITIES WITHIN ANY ROAD RIGHT-OF-WAY DURING CONSTRUCTION.
8. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC. (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE CONSTRUCTION MANAGER. MAINTENANCE OF TRAFFIC CONTROL SHALL BE COORDINATED IN ACCORDANCE WITH THE CITY, COUNTY, AND STATE DOT AS NECESSARY.
9. CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION, AND SHALL NOTIFY ADJACENT PROPERTY OWNERS IF ACCESS WILL BE INTERRUPTED OR ALTERED AT ANY TIME DURING CONSTRUCTION.
10. PRIOR TO THE START OF DEMOLITION, INSTALL EROSION CONTROL BMP'S IN ACCORDANCE WITH THE EROSION & SEDIMENT CONTROL PLANS / SWPPP.
11. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT OR CURB, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
12. THE CONTRACTOR SHALL COORDINATE WATER MAIN WORK WITH THE CITY WATER AND FIRE DEPARTMENTS TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE AND SURROUNDING PROPERTIES THROUGH ALL PHASES OF CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATER MAIN SHUT OFFS WITH THE CITY. ANY COSTS ASSOCIATED WITH WATER MAIN SHUT OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.
13. IN THE EVENT A WELL IS FOUND, THE CONTRACTOR SHALL CONTACT THE ENGINEER AND OWNER IMMEDIATELY. ALL WELLS SHALL BE SEALED BY A LICENSED WELL CONTRACTOR IN ACCORDANCE WITH STATE REQUIREMENTS.
14. IN THE EVENT THAT UNKNOWN CONTAINERS OR TANKS ARE ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE OWNER AND/OR OWNERS REPRESENTATIVE IMMEDIATELY. ALL CONTAINERS SHALL BE DISPOSED OF AT A PERMITTED LANDFILL PER THE PROJECT DOCUMENTS.
15. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY EXISTING DRAINTILE IS ENCOUNTERED ON SITE; ACTIVE DRAINTILE SHALL NOT BE REMOVED WITHOUT APPROVAL FROM THE ENGINEER.
16. IF CONTAMINATED MATERIAL IS ENCOUNTERED ON THE PROJECT SITE, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE OWNER AND ENGINEER IMMEDIATELY.



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BRIAN WURDEMAN
E-100307
MINNETRISTA
WI
PROFESSIONAL ENGINEER

KHA PROJECT	160589005
DATE	03/30/2026
SCALE	AS SHOWN
DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

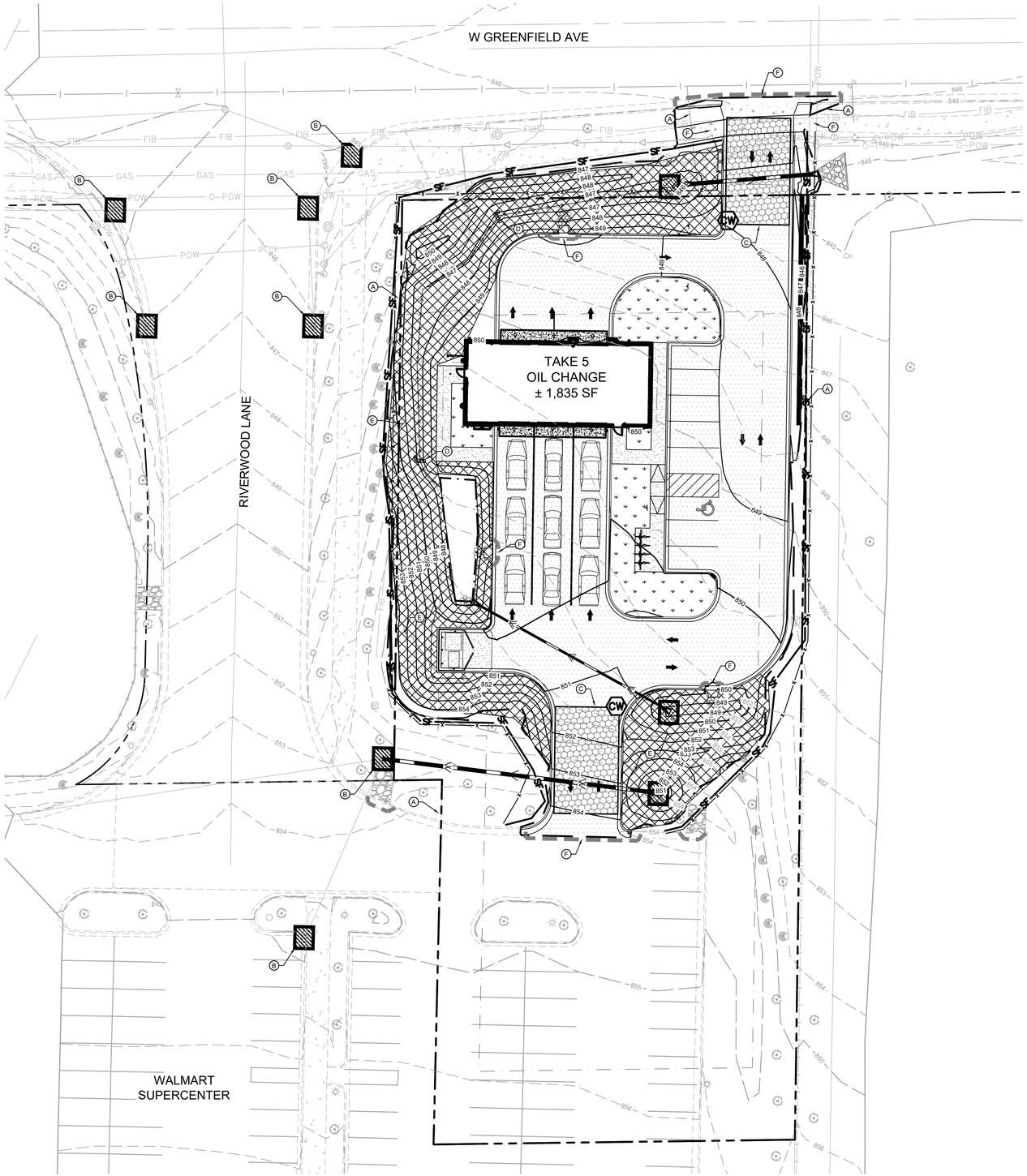
ISSUED FOR PERMIT - NOT FOR CONSTRUCTION

SITE DEMOLITION AND EROS PH. 1 PLAN

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS
NEW BERLIN WI

SHEET NUMBER
C200

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AREA SUMMARY	
TOTAL PROPERTY AREA	1.00 AC / 43,564 SF
EXISTING IMPERVIOUS AREA	0.39 AC / 17,058 SF
EXISTING PERVIOUS AREA	0.61 AC / 26,507 SF
PROPOSED IMPERVIOUS AREA*	0.60 AC / 26,075 SF
PROPOSED PERVIOUS AREA	0.40 AC / 17,488 SF
TOTAL DISTURBED AREA	0.67 AC / 29,373 SF

*NET NEW IMPERVIOUS AREA PROPOSED IS 9,354SF ACCORDING TO MMSD NET NEW IMPERVIOUS AREA CALCULATION CRITERIA.

PHASE 2 BMP QUANTITIES	
SILT FENCE	±645 LF
INLET PROTECTION	10 EA
ROCK CONSTRUCTION ENTRANCE	2 EA
BIO ROLL	±164 LF
EROSION CONTROL BLANKET	±8,200 SF
ROCK CHECK DAM	2 EA

KEYNOTE LEGEND

A	SILT FENCE
B	INLET PROTECTION
C	ROCK CONSTRUCTION ENTRANCE
D	ROCK CHECK DAM
E	EROSION CONTROL BLANKET
F	BIO LOG / STRAW WATTLE

LEGEND

- ROCK ENTRANCE
- EROSION CONTROL BLANKET
- INLET PROTECTION
- SF — SILT FENCE (OFFSET FOR CLARITY)
- LIMITS OF DISTURBANCE
- x — x — SAFETY FENCE (OFFSET FOR CLARITY)
- BIOROLL
- ROCK CHECK DAM

EROSION CONTROL PLAN NOTES

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THE EROSION CONTROL PLAN, THE STANDARD DETAILS, THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN THE SPECIFICATIONS OF THE SWPPP, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH LAND DISTURBING ACTIVITIES SHALL OBTAIN A COPY OF THE SWPPP AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT, AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE AND LOCAL REQUIREMENTS, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY, ENGINEER OR OWNER.
4. SITE ENTRY AND EXIT LOCATIONS SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT THE TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC ROADWAYS. SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO A PUBLIC ROADWAY FROM THE CONSTRUCTION SITE MUST BE REMOVED AS SOON AS PRACTICABLE. WHEN WASHING IS REQUIRED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY, IT SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN. ANY FINES IMPOSED FOR DISCHARGING SEDIMENT ONTO A PUBLIC RIGHT OF WAY SHALL BE PAID BY THE CONTRACTOR.
5. TEMPORARY SEEDING OR OTHER APPROVED METHODS OF STABILIZATION SHALL BE INITIATED WITHIN 7 DAYS OF THE LAST DISTURBANCE ON ANY AREA OF THE SITE.
6. THE CONTRACTOR SHALL MINIMIZE LAND DISTURBANCE AND CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
7. CONTRACTOR SHALL DENOTE ON THE PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES; OFFICE TRAILERS, AND TOILET FACILITIES.
8. ALL WASH WATER FROM THE CONSTRUCTION SITE (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED BEFORE DISPOSAL.
9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ON SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
12. STAGING AREAS, STOCKPILES, SPOILS, ETC. SHALL BE LOCATED OUTSIDE OF DRAINAGE WAYS SUCH THAT STORM WATER RUNOFF WILL NOT BE ADVERSELY AFFECTED. PROVIDE STABILIZATION MEASURES SUCH AS PERIMETER EROSION CONTROL BMP'S, SEEDING, OR OTHER COVERING AS NECESSARY TO PREVENT EROSION.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING ANY EROSION CONTROL BMP DISTURBED DURING CONSTRUCTION OPERATIONS. NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DEFICIENCIES IN THE ESTABLISHED EROSION CONTROL MEASURES THAT MAY LEAD TO UNAUTHORIZED DISCHARGE OF STORM WATER POLLUTANTS. UNAUTHORIZED POLLUTANTS INCLUDE (BUT ARE NOT LIMITED TO) EXCESS CONCRETE DUMPING, CONCRETE RESIDUE, PAINTS, SOLVENTS, GREASES, FUELS, LUBRICANT OILS, PESTICIDES, AND SOLID WASTE MATERIALS.
14. EROSION CONTROL BMP'S SHOWN ON THESE PLANS SHALL BE INSTALLED PRIOR TO THE START OF LAND-DISTURBING ACTIVITIES ON THE PROJECT, AND INITIATED AS SOON AS PRACTICABLE.
15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION, AND SHALL MAINTAIN COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS FOR THE DURATION OF CONSTRUCTION.
16. THE CONTRACTOR SHALL FIELD ADJUST AND/OR PROVIDE ADDITIONAL EROSION CONTROL BMP'S AS NEEDED TO PREVENT EROSION AND OFF-SITE SEDIMENT DISCHARGE FROM THE CONSTRUCTION SITE. LOG AND RECORD ANY ADJUSTMENTS AND DEVIATIONS FROM THE APPROVED EROSION CONTROL PLANS WITHIN THE SWPPP DOCUMENTS STORED IN THE JOB SITE TRAILER.

SWPPP UPDATES & AMENDMENTS

THE CONTRACTOR MUST UPDATE THE SWPPP BY NOTING ON THE SITE MAPS IN THE JOB SITE BINDER TO REFLECT THE PROGRESS OF CONSTRUCTION ACTIVITIES AND GENERAL CHANGES TO THE PROJECT SITE FOR THE DURATION OF LAND DISTURBING ACTIVITIES. AT A MINIMUM, UPDATES SHALL BE MADE DAILY TO TRACK CONSTRUCTION PROGRESS DESCRIBED IN THE SEQUENCE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR NOTING THE LOCATION OF THE JOB SITE TRAILER, TEMPORARY PARKING & LAYDOWN AREAS, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL & MATERIAL STORAGE, SOLID WASTE CONTAINERS, AND OTHER CONSTRUCTION RELATED FACILITIES THAT MAY IMPACT STORMWATER RUNOFF.

PHASE 2 SEQUENCE OF CONSTRUCTION

1. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DENUDED AREAS THAT WILL BE INACTIVE FOR 14 DAYS OR MORE.
2. CONSTRUCT UNDERGROUND SITE UTILITIES AND STORM SEWER.
3. INSTALL APPROPRIATE INLET PROTECTION AT ANY NEW STORM SEWER STRUCTURES AS EACH STRUCTURE IS CONSTRUCTED.
4. COMPLETE SITE GRADING AND PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
5. PLACE PAVEMENT BASE MATERIAL.
6. CONSTRUCT PAVEMENTS, CURB & GUTTER, AND SIDEWALKS.
7. AS APPROPRIATE, REPLACE & MAINTAIN INLET PROTECTION DEVICES WITHIN PAVED AREAS AS WORK PROGRESSES.
8. COMPLETE FINAL GRADING AND INSTALL OF PERMANENT STABILIZATION (SEEDING, SODDING, ETC.) WITHIN LANDSCAPED AREAS.
9. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION AS DEFINED BY THE APPLICABLE EROSION CONTROL PERMITS, REMOVE ALL REMAINING TEMPORARY EROSION & SEDIMENT CONTROL BMP'S AND RE-STABILIZE ANY AREAS DISTURBED BY THE REMOVAL.

NOTE: THE SEQUENCE OF CONSTRUCTION IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY.

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WISCONSIN PROFESSIONAL ENGINEER
BRIAN WURDEMAN
E-100307
MINNETRISTA - MN

KHA PROJECT 160596005
DATE 03/30/2026
SCALE AS SHOWN
DESIGNED BY KLC
DRAWN BY KJA
CHECKED BY BMW

ISSUED FOR PERMIT - NOT FOR CONSTRUCTION

EROSION AND SEDIMENT CONTROL PLAN - PHASE 2

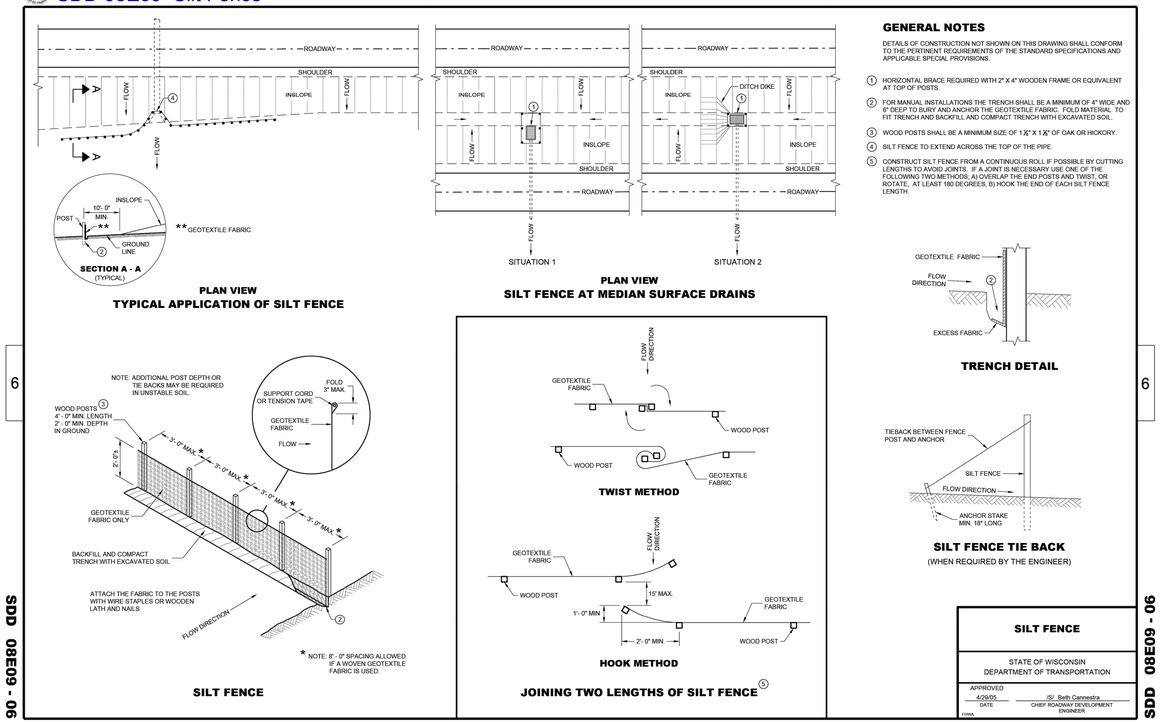
TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

SHEET NUMBER
C301

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SDD 08E09 Silt Fence



GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE AND 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL AND COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 ½" X 1 ½" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4/29/05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

SDD 08E09 - 06

Version 6 **Standard Detail Drawing 8E9** *July 5, 2005*

Silt Fence

References:

FDM 10-10-23

Bid items associated with this drawing:

ITEM NUMBER	DESCRIPTION	UNIT
628.1504	Silt Fence	LF
628.1520	Silt Fence Maintenance	LF

Standardized Special Provisions associated with this drawing:

STSP NUMBER	TITLE
NONE	

Other SDDs associated with this drawing:

NONE

Design Notes:

Silt Fence is not recommended for channel applications.

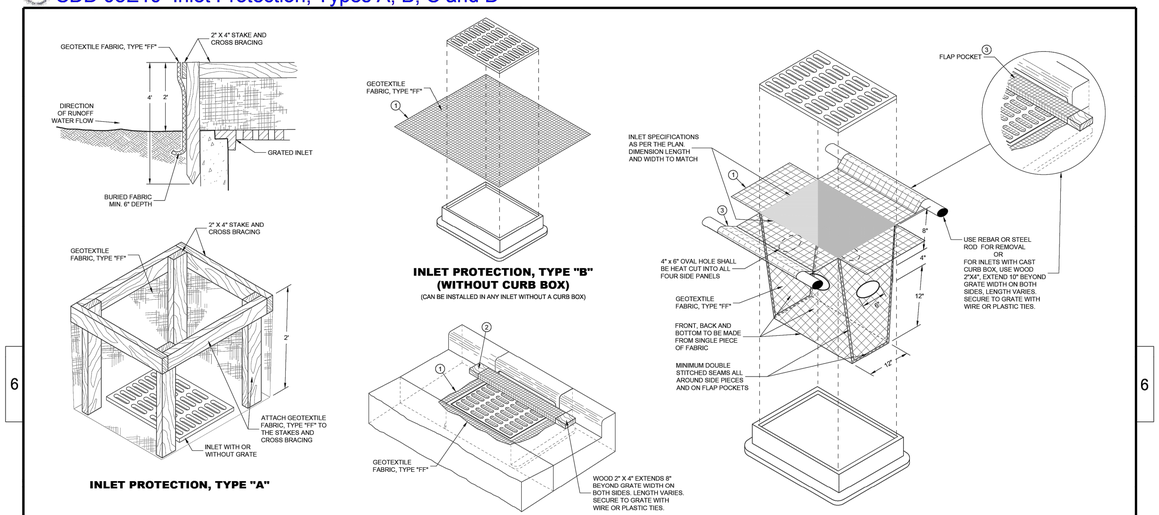
Increase the calculated need for silt fence by 25% and list this quantity as "undistributed" on the miscellaneous quantities sheet.

Silt Fence is neither biodegradable, recyclable, nor reusable and, therefore is recommended only when other erosion control best management practices are not practical.

Contact Person:

Jeremy Ashauer (920) 412-6381

SDD 08E10 Inlet Protection, Types A, B, C and D



GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

1. FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
2. FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
3. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPES B & C

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

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

TYPE D

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

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

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

INLET PROTECTION TYPES A, B, C AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Cannestra ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

SDD 08E10 - 02

Version 2 **Standard Detail Drawing 8E10** *April 18, 2003*

Inlet Protection Type A, B, C and D

References:

FDM 10-10-27

Bid items associated with this drawing:

ITEM NUMBER	DESCRIPTION	UNIT
628.7005	Inlet Protection Type A	EACH
628.7010	Inlet Protection Type B	EACH
628.7015	Inlet Protection Type C	EACH
628.7020	Inlet Protection Type D	EACH

Standardized Special Provisions associated with this drawing:

STSP NUMBER	TITLE
NONE	

Other SDDs associated with this drawing:

NONE

Design Notes:

See Wisconsin Department of Transportation's Product Acceptability List (PAL) for other inlet protection devices available. A copy of the PAL is available here:

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/pal/default.aspx

Use inlet protection Type A where the wooden posts can be placed around the inlet box. Examples of such locations include median inlets, field inlets, yard drains, or curb inlet locations prior to the placement of curb and gutter.

Inlet protection Type B or C may be used only after the inlet castings are in place. Most urban projects, with curb inlets will require both the bid item or inlet protection Type A and inlet protection Type C, at each inlet location, as the project progresses.

Inlet protection Type D is intended for locations where street flooding could pose safety hazards. Projects without parking lanes and locations where the inlets are on the low side of curves or the low points of vertical profiles should be evaluated for Type D inlet protection.

Contact Person:

Jeremy Ashauer (920) 412-6381

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FOR REFERENCE ONLY

KHA PROJECT 160396005	
DATE	03/30/2026
SCALE	NTS
DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

ISSUED FOR PERMIT - NOT FOR CONSTRUCTION

EROSION AND SEDIMENT CONTROL DETAILS

PREPARED FOR

TAKE 5 OIL CHANGE

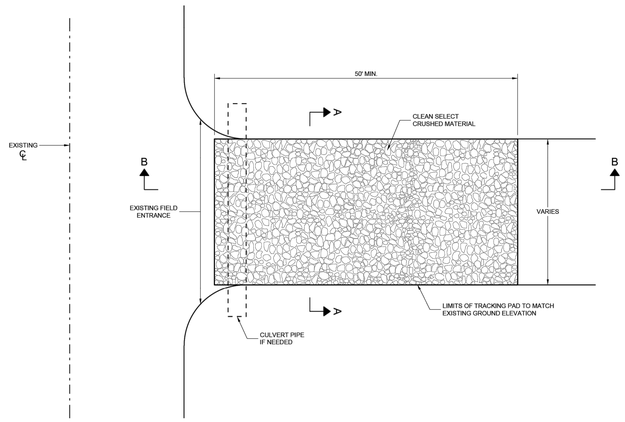
DRIVEN BRANDS

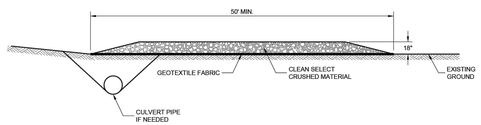
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SHEET NUMBER

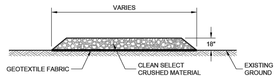
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SDD 08E14 Tracking Pad





SECTION B - B



SECTION A - A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

SDD 08E14 - 01

SDD 08E14 - 01

FOR REFERENCE ONLY

Version 1	**Standard Detail Drawing 8E14**	*April 27, 2011*
	Tracking Pad	

References:

FDM 10-10-42

Bid items associated with this drawing:

Bid items for tracking pad are encoded as follows:

ITEM NUMBER	DESCRIPTION	UNIT
628.7560	Tracking Pads	EACH

Standardized Special Provisions associated with this drawing:

STSP NUMBER	TITLE
NONE	

Other SDDs associated with this drawing:

NONE

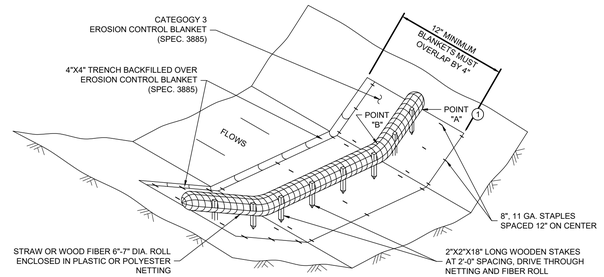
Design Notes:

1. Tracking pads are to be used at egress points from the project, borrow and/or waste site locations, where construction vehicles enter live traffic.
2. One tracking pad per selected site.
3. Practices used to divert flow away from, under, or around tracking pads are incidental to the bid item.

Contact Person:

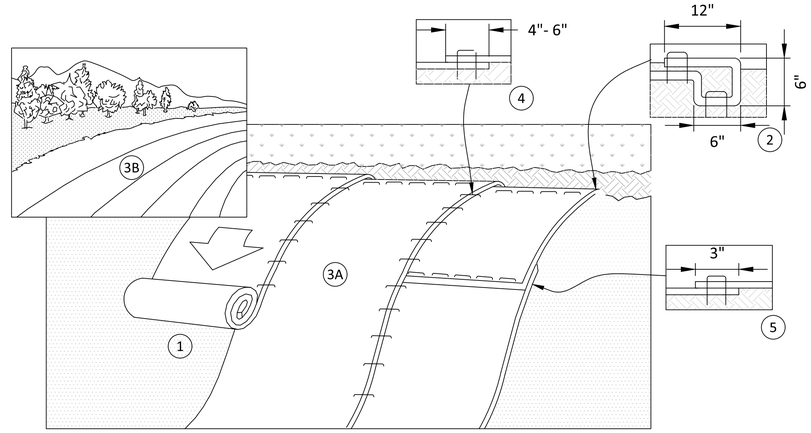
Jeremy Ashauer (920) 412-6381

FOR REFERENCE ONLY



1 BIO-ROLL BLANKET SYSTEM

NO SCALE



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS PER MANUFACTURES RECOMMENDATION.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 4"-6" OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3"OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12"APART ACROSS ENTIRE BLANKET WIDTH.
6. PLACE STAPLES/STAKES PER MANUFACTURE RECOMMENDATION FOR THE APPROPRIATE SLOPE BEING APPLIED.

NOTES:

1. IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

2. FOLLOW EROSION CONTROL TECHNOLOGY COUNCIL SPECIFICATION FOR PRODUCT SELECTION

EB EROSION CONTROL BLANKET

N.T.S.

No.	REVISIONS	DATE	BY

Kimley»Horn
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MN
PROFESSIONAL ENGINEER

KHA PROJECT	160396005
DATE	03/30/2026
SCALE	NTS
DESIGNED BY	KLSC
DRAWN BY	KJA
CHECKED BY	BMW

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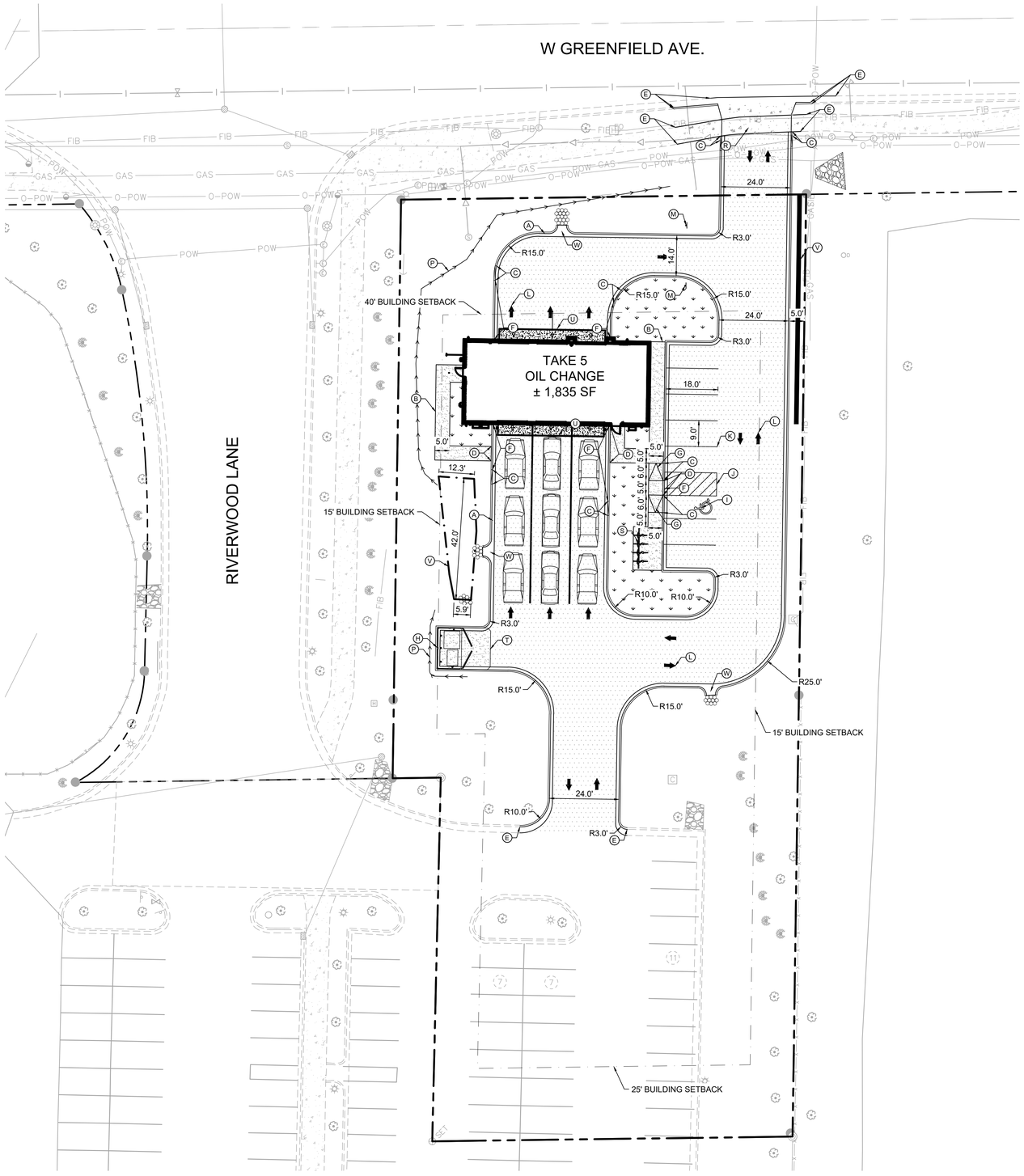
EROSION AND SEDIMENT CONTROL DETAILS

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

SHEET NUMBER
C303

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PROPERTY SUMMARY	
TOTAL PROPERTY AREA	1.00 AC / 43,564 SF
DISTURBED AREA	0.67 AC / 29,373 SF
EXISTING IMPERVIOUS AREA	0.39 AC / 17,058 SF / 39%
EXISTING PERVIOUS AREA	0.61 AC / 26,507 SF / 61%
PROPOSED IMPERVIOUS AREA	0.60 AC / 26,075 SF / 60%
PROPOSED PERVIOUS AREA	0.40 AC / 17,488 SF / 40%
NET INCREASE IN IMPERVIOUS AREA	0.21 AC / 9,354 SF

SITE DATA	
EXISTING ZONING	GENERAL RETAIL SALES & SERVICE (B-2)
PROPOSED ZONING	GENERAL RETAIL SALES & SERVICE (B-2)
PROPOSED LAND USE	AUTOMOBILE SERVICE STATION
PARKING SETBACKS	SIDE/REAR = 5' RIGHT OF WAY = 10'
BUILDING SETBACKS	FRONT = 40' SIDE = 15' REAR = 25'

BUILDING DATA	
TOTAL BUILDING AREA	±1,835 SF
PERCENT OF TOTAL PROPERTY AREA	±4.2%
MAXIMUM BUILDING HEIGHT	35 FT

PARKING SUMMARY	
REQUIRED PARKING	8 SPACES @ 1.0/200 SF OFFICE + 2 PER BAY
TOTAL PROPOSED PARKING	8 SPACES
REQUIRED ACCESSIBLE PARKING	1 STANDARD SPACES
PROPOSED ACCESSIBLE PARKING	1 STANDARD SPACES

LEGEND

- PROPERTY LINE
- SETBACK LINE
- DRAINAGE AND UTILITY EASEMENT
- PROPOSED FENCE
- RETAINING WALL
- PROPOSED CURB AND GUTTER
- STANDARD DUTY ASPHALT PAVMENT — SEE DETAILS FOR SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE DETAILS FOR SECTION
- STANDARD DUTY CONCRETE PAVEMENT / SIDEWALK — SEE DETAILS FOR SECTION

SITE PLAN NOTES

1. REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF STOOPS, TRUCK DOCKS, TRASH ENCLOSURES & PRECISE BUILDING DIMENSIONS. REFER TO THE SITE ELECTRICAL PLAN FOR LOCATIONS OF PROPOSED LIGHT POLES, CONDUITS, AND ELECTRICAL EQUIPMENT.
2. REFER TO CERTIFIED SITE SURVEY OR PLAT FOR EXACT LOCATION OF EXISTING EASEMENTS, PROPERTY BOUNDARY DIMENSIONS, AND ADJACENT RIGHT-OF-WAY & PARCEL INFORMATION.
3. DIMENSIONS AND RADII ARE DRAWN TO THE FACE OF CURB, UNLESS OTHERWISE NOTED. DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT, AND AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
4. UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING EXISTING SITE IMPROVEMENTS THAT CONFLICT WITH THE PROPOSED WORK, INCLUDING BUT NOT LIMITED TO TRAFFIC SIGNS, LIGHT POLES, ABOVEGROUND UTILITIES, ETC. PERFORM WORK IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS. COST SHALL BE INCLUDED IN BASE BID.
5. TYPICAL PARKING STALL DIMENSIONS SHALL BE 9.0-FEET IN WIDTH AND 18-FEET IN LENGTH UNLESS OTHERWISE INDICATED.
6. MONUMENT SIGN(S) ARE DETAILED ON THE ARCHITECTURAL PLANS AND ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIGN DIMENSIONS, LOCATION AND REQUIRED PERMITS WITH THE OWNER.

KEYNOTE LEGEND

- (A) 6" CONCRETE CURB & GUTTER (B612) - SEE DETAIL
- (B) CONCRETE SIDEWALK - SEE DETAIL
- (C) CURB TRANSITION FROM 6" TO FLUSH, SEE GRADING PLAN
- (D) SIDEWALK FLUSH WITH PAVEMENT
- (E) MATCH EXISTING EDGE OF PAVEMENT / CURB&GUTTER
- (F) FLUSH CURB
- (G) ACCESSIBLE CURB RAMP - SEE DETAIL
- (H) TRASH ENCLOSURE - REFER TO ARCHITECTURAL PLANS FOR DETAILS
- (I) ACCESSIBLE PARKING SYMBOL & LOADING AREA - SEE DETAIL
- (J) STRIPED WHITE CROSS-HATCH AREA 4" SOLID LINES @ 45° 2' O.C.
- (K) 4"WIDE WHITE PAINTED SOLID PARKING LOT LINE
- (L) PAINTED WHITE DIRECTIONAL ARROW
- (M) DO NOT ENTER SIGN - SEE SITE AND SIGN PLAN FOR DETAILS
- (N) STOP SIGN - SEE SITE AND SIGN PLAN FOR DETAILS
- (O) MONUMNET SIGN - SEE SITE AND SIGN PLAN FOR DETAILS
- (P) DRAINAGE SWALE
- (Q) SIGN - SEE SITE AND SIGN PLAN FOR DETAILS
- (R) CONCRETE DRIVEWAY - SEE DETAIL
- (S) BIKE RACK - SEE ARCHITECTURAL PLANS FOR DETAILS
- (T) DUMPSETER PAD - SEE DETAIL
- (U) STANDARD DUTY CONCRETE - SEE DETAIL
- (V) RETAINING WALL - SEE GRADING PLAN FOR DETAILS
- (W) CONCRETE FLUME - SEE DETAIL
- (V) RAIN GARDEN - REFER TO MMSD RAIN GARDEN TYPICAL DETAILS, PLANT PATTERNS, SPECIFICATIONS, AND MAINTENANCE GUIDE

811 Know what's **below.** **Call** before you dig.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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NEW BERLIN WI

SITE DIMENSION PLAN

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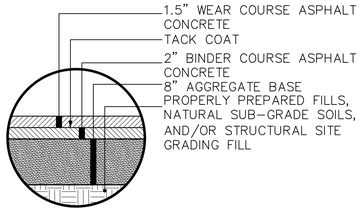
WISCONSIN PROFESSIONAL ENGINEER
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MINNETRISTA - MN

KHA PROJECT	160590005
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SCALE	AS SHOWN
DESIGNED BY	KLC
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CHECKED BY	BMW

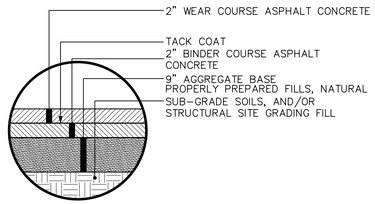
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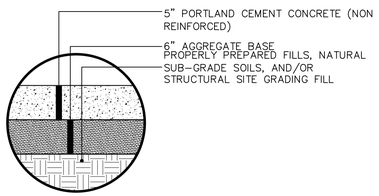
PAVEMENT SECTIONS SHOWN ARE PROVIDED AS A REFERENCE ONLY. REFER TO GEOTECHNICAL REPORT FOR ALL PAVEMENT, SUBGRADE PREPARATION AND COMPACTION REQUIREMENTS.



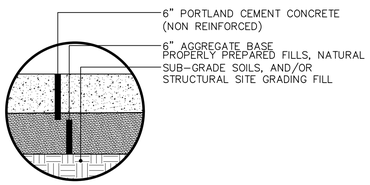
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NO SCALE



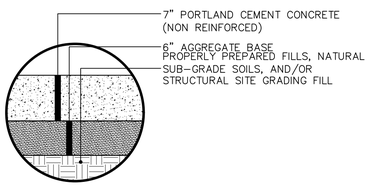
2 HEAVY DUTY ASPHALT PAVMENT SECTION
NO SCALE



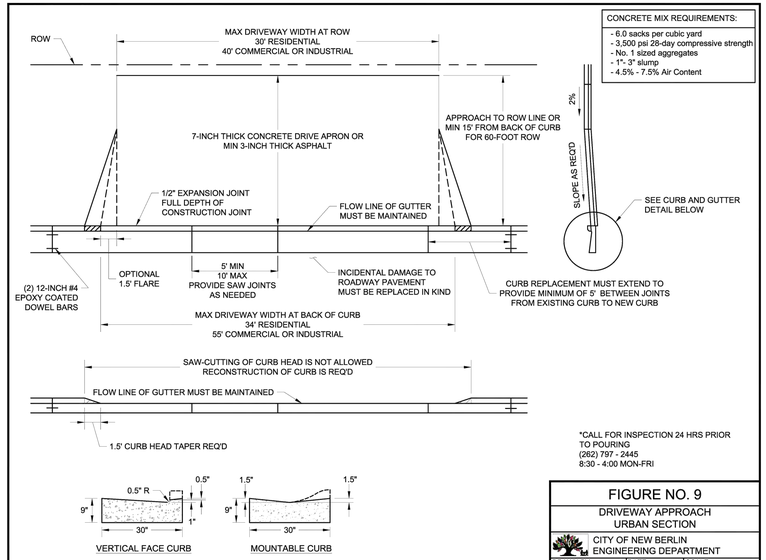
3 STANDARD DUTY CONCRETE PAVMENT SECTION
NO SCALE



4 HEAVY DUTY CONCRETE PAVMENT SECTION
NO SCALE



5 DUMPSTER PAD CONCRETE PAVMENT SECTION
NO SCALE



CONCRETE MIX REQUIREMENTS:
- 6.0 sacks per cubic yard
- 3,500 psi 28-day compressive strength
- No. 1 sized aggregates
- 1"- 3" slump
- 4.5% - 7.5% Air Content

*CALL FOR INSPECTION 24 HRS PRIOR TO POURING
(262) 797 - 2445
8:30 - 4:00 MON-FRI

FIGURE NO. 9
DRIVEWAY APPROACH
URBAN SECTION
CITY OF NEW BERLIN
ENGINEERING DEPARTMENT

DRAWN BY:	DATE:	SCALE:
TMS/CBT	6/05, REV 11/18	NTS

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FOR REFERENCE ONLY

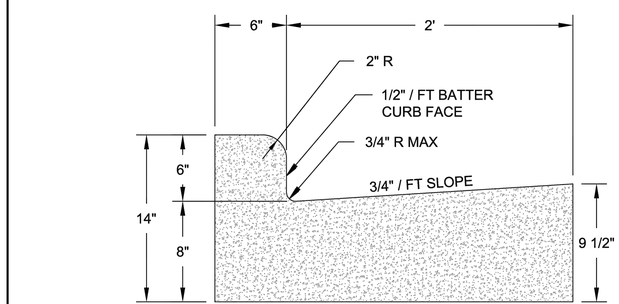
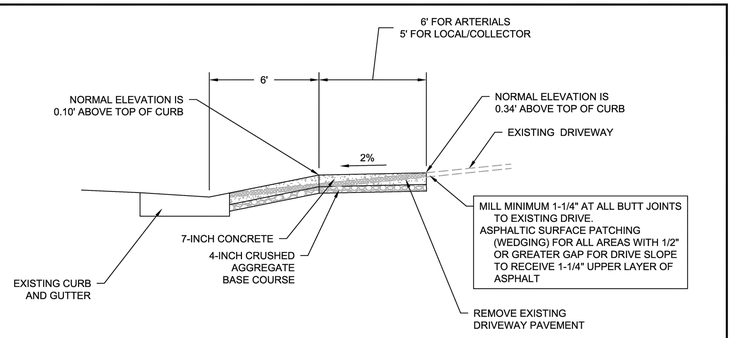


FIGURE NO. 6
CONCRETE
CURB AND GUTTER 30-INCH
CITY OF NEW BERLIN
ENGINEERING DEPARTMENT

DRAWN BY:	DATE:	SCALE:
JMS/NLH	2/01, REV 5/16	NTS

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FOR REFERENCE ONLY



1. IF THE EXISTING DRIVE ELEVATION IS WITHIN 0.08' +/- OF DESIRED ELEVATION, PLACE WALK TO MATCH DRIVE.
2. IF THE EXISTING DRIVE ELEVATION IS >/< 0.08' OF DESIRED ELEVATION, PLACE WALK AT DESIRED ELEVATION AND ADJUST DRIVE SURFACE AS NEEDED FOR A SMOOTH TRANSITION.
3. ALL ASPHALTIC DRIVE PATCHING OUTSIDE THE WALK AREA SHALL HAVE A MINIMUM OF 1-1/4" THICKNESS. MILL AS NECESSARY.
4. FINAL THICKNESS OF DRIVE SHALL NOT BE LESS THAN 3-INCHES. IF MILLING TO MATCH WALK ELEVATION IS REQUIRED, A NEW 3-INCH ASPHALT DRIVE SHALL BE CONSTRUCTED.
5. SAW CUT EXISTING DRIVE AS NEEDED
6. PATCHING, WEDGING, AND MILLING LIMITS TO BE DETERMINED IN THE FIELD

FIGURE NO. 12
SIDE PATH SECTION
THROUGH DRIVEWAY
CITY OF NEW BERLIN
ENGINEERING DEPARTMENT

DRAWN BY:	DATE:	SCALE:
JMS/NLH	1/01, REV 5/16	NTS

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DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

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SITE DETAILS

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

SHEET NUMBER
C401

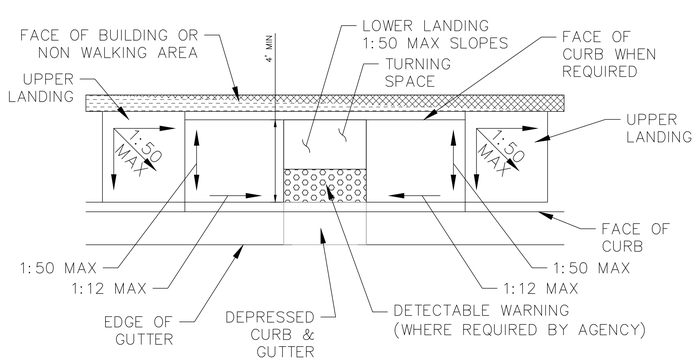
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GENERAL NOTES:

1. THE MAXIMUM SLOPE OF THE SIDE FLARE FOR TYPE B RAMPS SHALL BE 1:10; HOWEVER, IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS TAN 1.2m (4'–0") THEN THE MAXIMUM SLOPE SHALL BE 1:12.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMNT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. RAMP DETAILS TO BE COORDINATED PER VILLAGE REQUIREMENTS.
5. DETECTABLE WARNINGS SHALL CONSIST OF TRUNCATED DOMES WHICH CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT–ON–DARK OR DARK–ON–LIGHT.
6. CONTRACTOR TO SELECT ADA DETECTABLE WARNING PERMEABLE PAVERS OR CONCRETE WITH ADA DETECTABLE WARNING DOMES FOR RAMPS.

LEGEND

- SIDEWALK
- RAMP
- DETECTABLE WARNINGS
- NON WALKING AREA
- FACE OF BUILDING

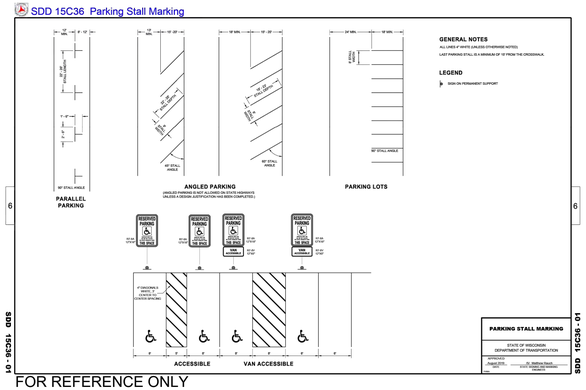


PARALLEL MID–BLOCK CURB RAMP

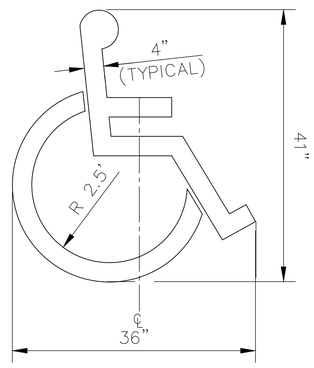
1 SIDEWALK RAMP

NO SCALE

SDD 15C36 Parking Stall Marking

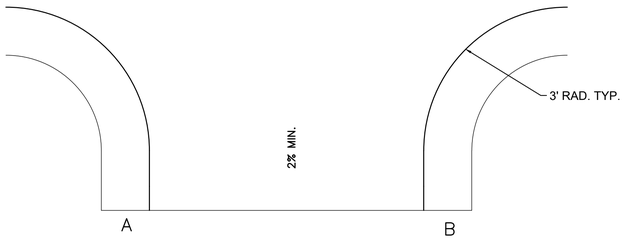


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3 ACCESSIBLE PARKING SYMBOL

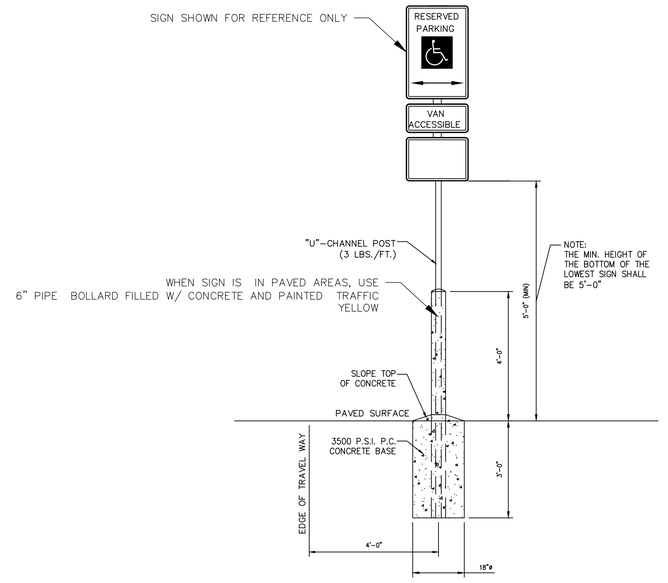
SCALE: NTS



TRANSITION B612 CURB TO FLUSH WITH INLET.
ELEV. AT A=B (TYP)

2 DRAINAGE CURB CUT

NO SCALE



SINGLE POST

N.T.S.

NOTES:

1. ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
2. GALVANIZED SQUARE TUBE

   POST TUBES – 2"x2"x3/16" 12ga
   POST TUBE SHALL MEET ASTM A1011 GRADE 50.
   POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.

NOTES:

POLE AND SIGN TO BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR.

ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

4 ADA SINGLE POST

SCALE: NTS

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TAKE 5 OIL CHANGE
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DRIVEN BRANDS
NEW BERLIN WI

SITE DETAILS

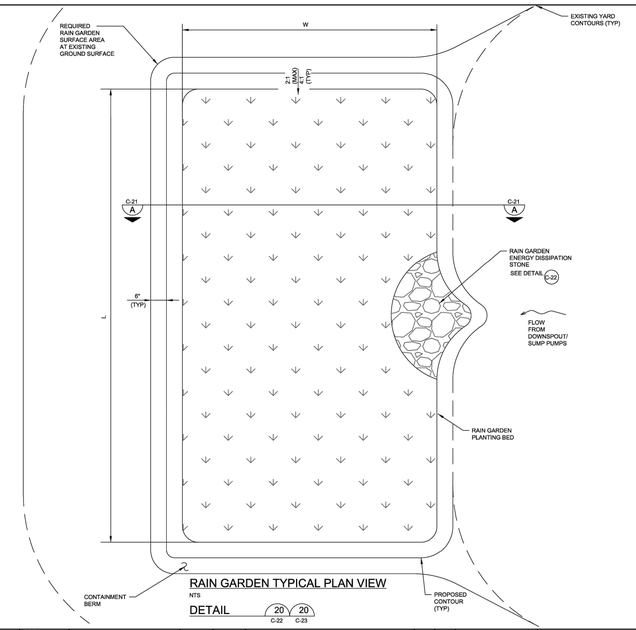
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BRIAN WURDEMAN
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MINNETRISTA
MN

KHA PROJECT	160539005
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SCALE	AS SHOWN
DESIGNED BY	KLSC
DRAWN BY	KJA
CHECKED BY	BMW



DIMENSION	DESCRIPTION	DISTANCE
L	PLANTED BED SURFACE LENGTH	X
W	PLANTED BED SURFACE WIDTH	X

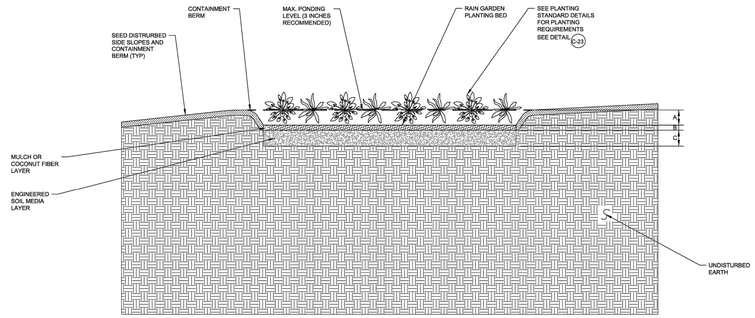
RAIN GARDEN TYPICAL PLAN VIEW

NTS

DETAIL 20 (C-22) 20 (C-23)

FINAL

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VERIFY SCALES	BAR IS ONE-HALF INCH ON ORIGINAL DRAWING. IF _____ IS NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.
DSGN	MK
DFT	PA ROEPER
CHK	CJR
APVD	JTL
This Design Prepared For MMSD By:	
REV. NO.	A
DATE	07/21
REVISION DESCRIPTION	GREEN INFRASTRUCTURE SIZING TOOL UPDATES
BY	ATS
APVD	PAB
MMSD	PARTNERS FOR A CLEANER ENVIRONMENT
MILWAUKEE METROPOLITAN SEWERAGE DISTRICT	
WATERCOURSE	GREEN INFRASTRUCTURE STANDARD SPECIFICATIONS AND PLAN TEMPLATES
CIVIL	RAIN GARDEN TYPICAL PLAN VIEW
DRAWING NO.:	C-20
SHEET:	22
DATE:	JULY, 2016
CONTRACT:	M030064P21
MMSD FILE:	



DIMENSION	LAYER NAME	DEPTH
A	SURFACE PONDING	X
B	MULCH OR COCONUT FIBER	X
C	ENGINEERED SOIL MEDIA	X

RAIN GARDEN TYPICAL CROSS-SECTION

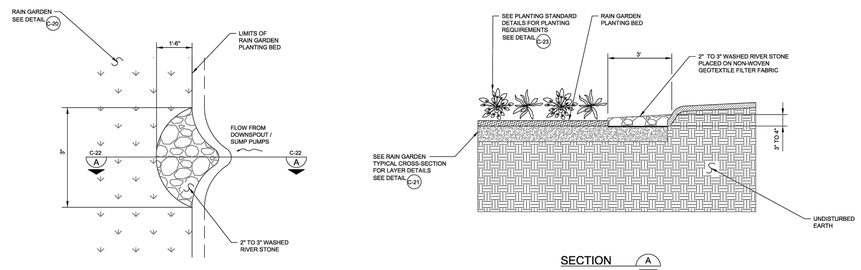
SECTION A (C-20)

NTS

DETAIL 21 (C-22)

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DFT	PA ROEPER
CHK	CJR
APVD	JTL
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DATE	07/21
REVISION DESCRIPTION	GREEN INFRASTRUCTURE SIZING TOOL UPDATES
BY	ATS
APVD	PAB
MMSD	PARTNERS FOR A CLEANER ENVIRONMENT
MILWAUKEE METROPOLITAN SEWERAGE DISTRICT	
WATERCOURSE	GREEN INFRASTRUCTURE STANDARD SPECIFICATIONS AND PLAN TEMPLATES
CIVIL	RAIN GARDEN TYPICAL CROSS-SECTION
DRAWING NO.:	C-21
SHEET:	23
DATE:	JULY, 2016
CONTRACT:	M030064P21
MMSD FILE:	



PLAN VIEW

SECTION A

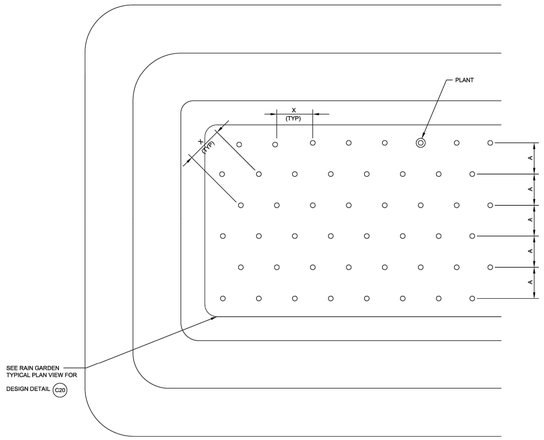
RAIN GARDEN ENERGY DISSIPATION STONE

NTS

DETAIL 22 (C-20)

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DFT	PA ROEPER
CHK	CJR
APVD	JTL
This Design Prepared For MMSD By:	STRAND ASSOCIATES
REV. NO.	
DATE	
REVISION DESCRIPTION	
BY	
APVD	
MMSD	PARTNERS FOR A CLEANER ENVIRONMENT
MILWAUKEE METROPOLITAN SEWERAGE DISTRICT	
WATERCOURSE	GREEN INFRASTRUCTURE STANDARD SPECIFICATIONS AND PLAN TEMPLATES
CIVIL	RAIN GARDEN ENERGY DISSIPATION STONE
DRAWING NO.:	C-22
SHEET:	24
DATE:	JULY, 2016
CONTRACT:	M030064P21
MMSD FILE:	



SPACING SCHEDULE	
SPACING "X" (SUGGESTED PLANT SPACING)	SPACING "A"
8" O.C.	7"
12" O.C.	10 1/2"
18" O.C.	15 1/2"
24" O.C.	20 3/4"
30" O.C.	26"
36" O.C.	31"
42" O.C.	36"
60" O.C.	52"

RAIN GARDEN PLANT SPACING

DETAIL 23 (C-21) 23 (C-22)

NTS

FINAL

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DFT	PA ROEPER
CHK	CJR
APVD	JTL
This Design Prepared For MMSD By:	STRAND ASSOCIATES
REV. NO.	
DATE	
REVISION DESCRIPTION	
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APVD	
MMSD	PARTNERS FOR A CLEANER ENVIRONMENT
MILWAUKEE METROPOLITAN SEWERAGE DISTRICT	
WATERCOURSE	GREEN INFRASTRUCTURE STANDARD SPECIFICATIONS AND PLAN TEMPLATES
CIVIL	RAIN GARDEN PLANT SPACING
DRAWING NO.:	C-23
SHEET:	25
DATE:	JULY, 2016
CONTRACT:	M030064P21
MMSD FILE:	

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FOR REFERENCE ONLY

KHA PROJECT	160396005
DATE	03/30/2026
SCALE	AS SHOWN
DESIGNED BY	KLSC
DRAWN BY	KJA
CHECKED BY	BMW

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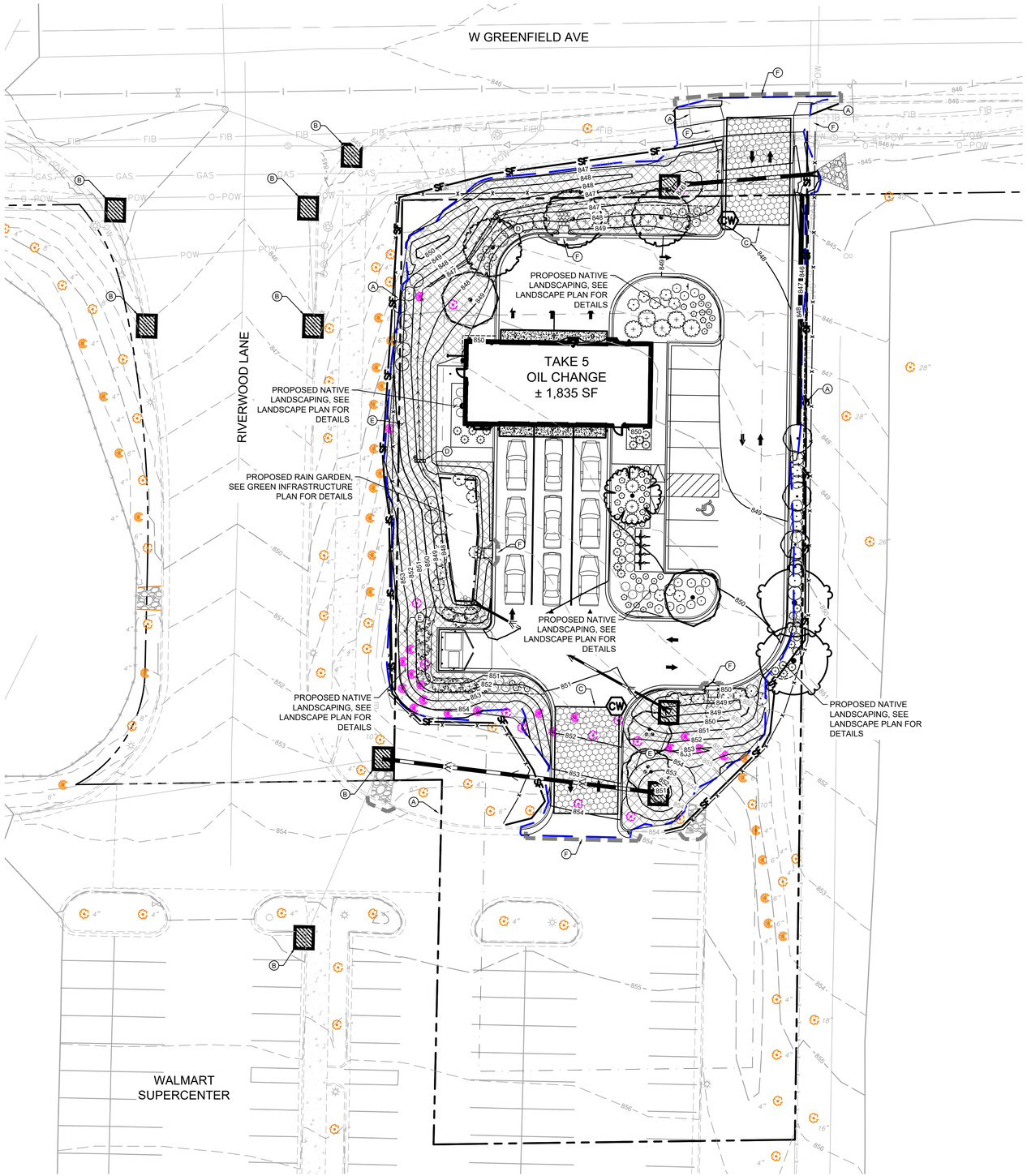
SITE DETAILS

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

SHEET NUMBER
C403

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KEYNOTE LEGEND

A	SILT FENCE
B	INLET PROTECTION
C	ROCK CONSTRUCTION ENTRANCE
D	STRAW BALE CHECK DAM
E	EROSION CONTROL BLANKET
F	BIO LOG / STRAW WATTLE

NOTES
1. REFER TO EROSION CONTROL PLANS FOR DETAILS.
2. REFER TO DEMOLITION PLAN FOR DETAILS.
3. REFER TO LANDSCAPE PLAN FOR DETAILS ON PROPOSED PLANTINGS.

LEGEND

- ROCK ENTRANCE
- EROSION CONTROL BLANKET
- INLET PROTECTION
- SILT FENCE (OFFSET FOR CLARITY)
- LIMITS OF DISTURBANCE
- SAFETY FENCE (OFFSET FOR CLARITY)
- BIOROLL
- STRAW BALE CHECK DAM
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

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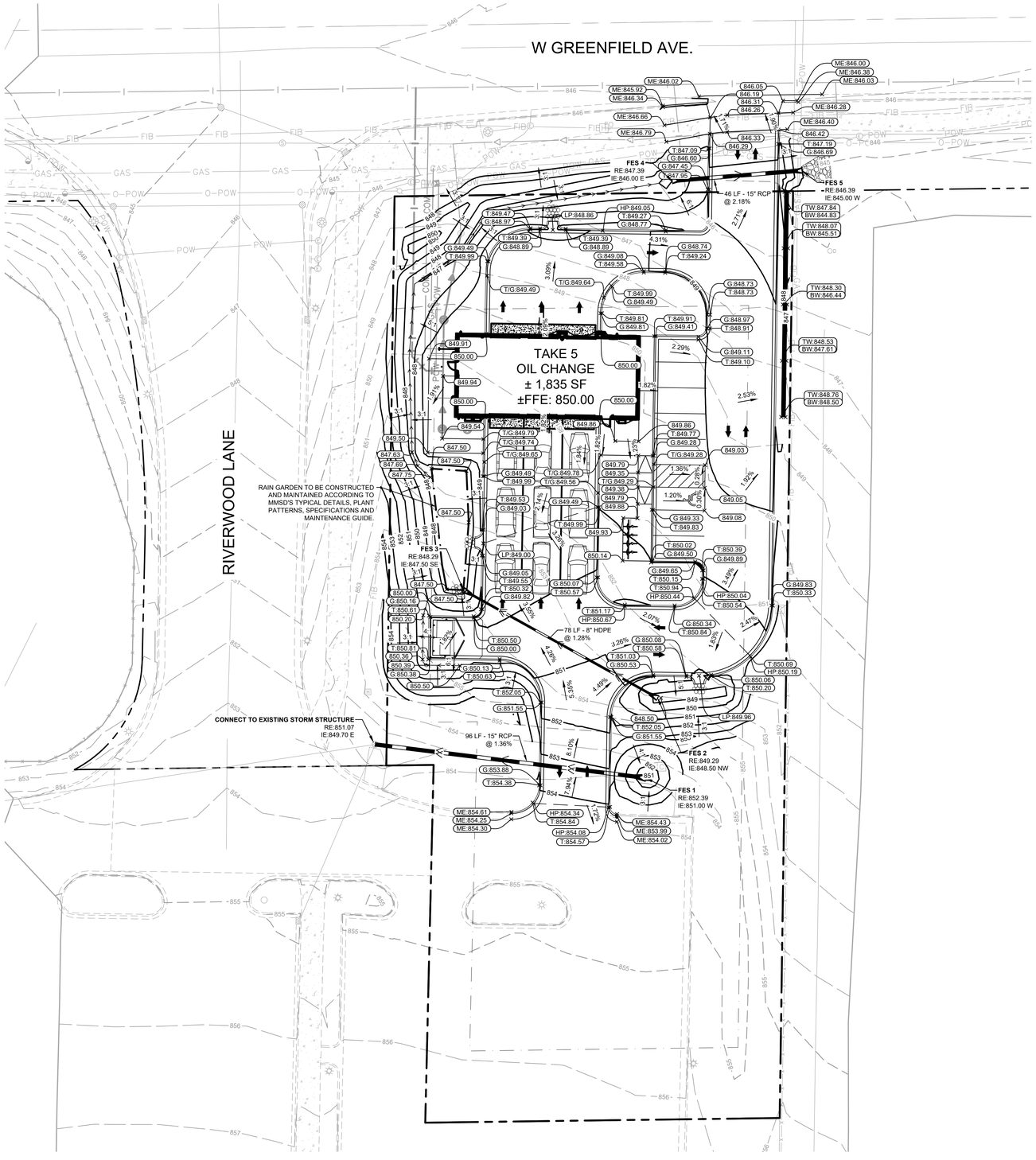
NATURAL RESOURCE PLAN

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LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED RIDGE LINE
- PROPOSED SWALE
- PROPOSED STORM MANHOLE (SOLID CASTING)
- PROPOSED STORM MANHOLE (ROUND INLET CASTING)
- PROPOSED STORM MANHOLE/ CATCH BASIN (CURB INLET CASTING)
- PROPOSED STORM SEWER CLENOUT
- PROPOSED FLARED END SECTION
- PROPOSED RIPRAP
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- PROPOSED HIGH POINT ELEVATION
- PROPOSED LOW POINT ELEVATION
- PROPOSED GUTTER ELEVATION
- PROPOSED TOP OF CURB ELEVATION
- PROPOSED FLUSH PAVEMENT ELEVATION
- MATCH EXISTING ELEVATION
- PROPOSED EMERGENCY OVERFLOW ELEVATION
- PROPOSED TOP/BOTTOM OF WALL ELEVATION
- PROPOSED DRAINAGE DIRECTION
- PROPOSED GRADE BETWEEN POINTS

GRADING PLAN NOTES

1. PERFORM GRADING WORK IN ACCORDANCE WITH APPLICABLE CITY SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTACT STATE 811 CALL-BEFORE-YOU-DIG LOCATING SERVICE AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION FOR UNDERGROUND UTILITY LOCATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
4. FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF LAND DISTURBING ACTIVITIES. NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS IMPACTING THE PROPOSED DESIGN OF THE PROJECT.
5. IN PAVED AREAS, ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE THE SITE READY FOR SUB-BASE.
6. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP OFFSET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
7. ELEVATIONS SHOWN REPRESENT FINISHED SURFACE GRADES. SPOT ELEVATIONS ALONG CURB & GUTTER REPRESENT THE FLOW LINE UNLESS OTHERWISE NOTED
8. EXCESS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
9. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM SLOPES THAT PROVIDE POSITIVE DRAINAGE TO COLLECTION POINTS. MAINTAIN A MINIMUM SLOPE OF 1.25% IN ASPHALT PAVEMENT AREAS AND A MINIMUM SLOPE OF 0.50% IN CONCRETE PAVEMENT AREAS.
10. MAINTAIN A MINIMUM SLOPE OF 0.50% ALONG CURB & GUTTER. REVIEW PAVEMENT GRADIENT AND CONSTRUCT "INFALL" CURB WHERE PAVEMENT DRAINS TOWARD THE GUTTER, AND "OUTFALL" CURB WHERE PAVEMENT DRAINS AWAY FROM THE GUTTER.
11. INSTALL A MINIMUM OF 4-INCHES OF AGGREGATE BASE MATERIAL UNDER PROPOSED CONCRETE CURB & GUTTER, SIDEWALKS, AND TRAILS UNLESS OTHERWISE DETAILED.
12. GRADING FOR SIDEWALKS AND ACCESSIBLE ROUTES, INCLUDING CROSSING DRIVEWAYS, SHALL CONFORM TO CURRENT STATE & NATIONAL ADA STANDARDS:

    ACCESSIBLE RAMP SLOPES SHALL NOT EXCEED 8.3% (1:12).
    SIDEWALK CROSS-SLOPES SHALL NOT EXCEED 2.0%.
    LONGITUDINAL SIDEWALK SLOPES SHALL NOT EXCEED 5.0%.
    ACCESSIBLE PARKING STALLS AND ACCESS AISLES SHALL NOT EXCEED 2.0% IN ANY DIRECTION. A MAXIMUM SLOPE OF 1.50% IS PREFERRED.

    SIDEWALK ACCESS TO EXTERNAL BUILDING DOORS AND GATES SHALL BE ADA COMPLIANT. NOTIFY ENGINEER IMMEDIATELY IF ADA CRITERIA CANNOT BE MET IN ANY LOCATION PRIOR TO PAVEMENT INSTALLATION. CHANGE ORDERS WILL NOT BE ACCEPTED FOR ADA COMPLIANCE ISSUES.
13. UPON COMPLETION OF LAND DISTURBING ACTIVITIES, RESTORE ADJACENT OFFSITE AREAS DISTURBED BY CONSTRUCTION TO MATCH OR EXCEED THE ORIGINAL CONDITION. LANDSCAPE AREAS SHALL BE RE-VEGETATED WITH A MINIMUM OF 4-INCHES OF TOPSOIL.
14. EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS. REFER TO THE UTILITY PLANS FOR LAYOUT AND ELEVATIONS FOR PROPOSED SANITARY SEWER, WATER MAIN, AND OTHER BUILDING UTILITY SERVICE CONNECTIONS.
15. RAIN GARDEN TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH MILWAUKEE METROPOLITAN SEWER DISTRICT DETAILS, PLANT PATTERNS, SPECIFICATIONS, AND MAINTENANCE GUIDE.

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KHA PROJECT	160380GS
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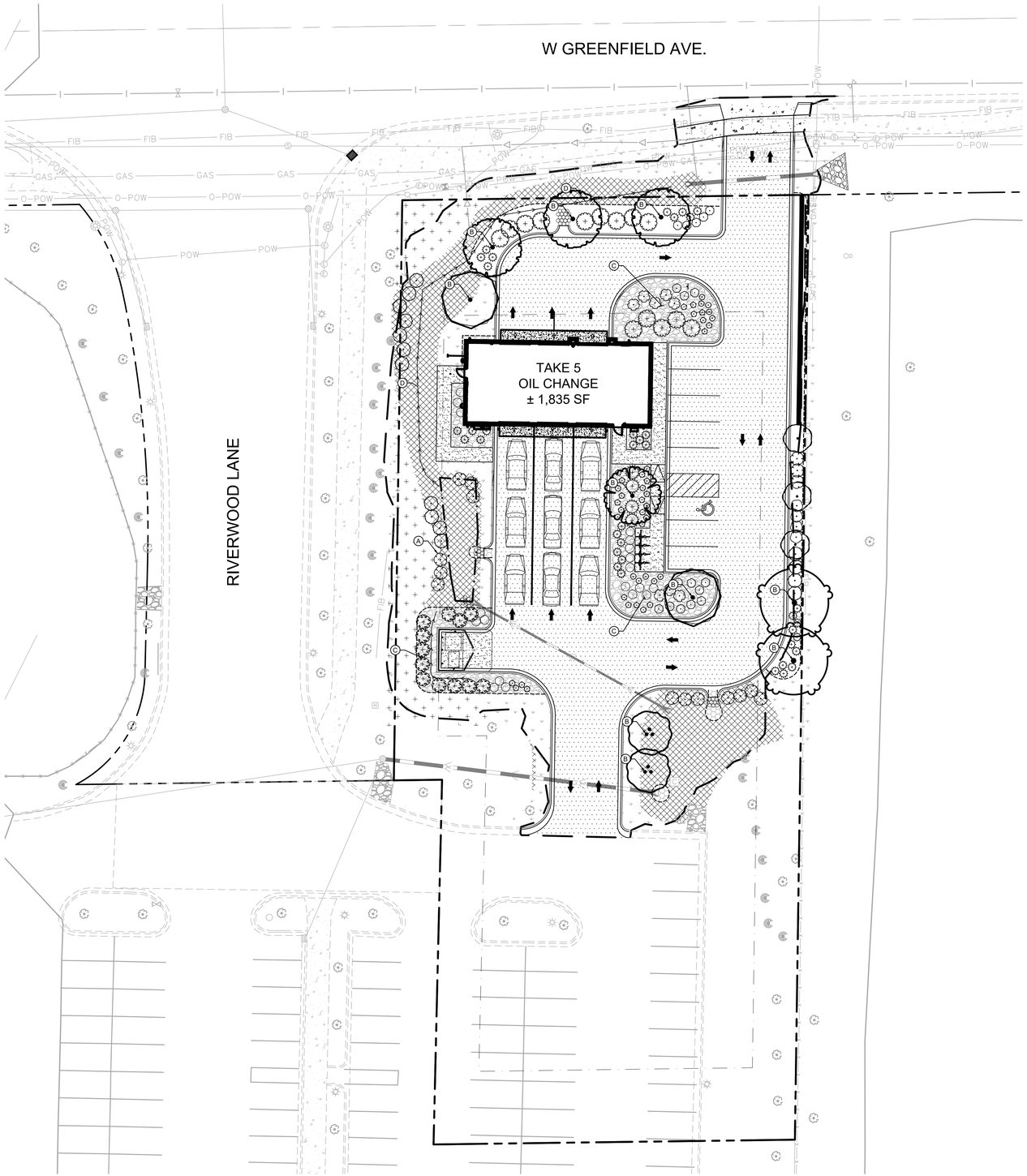
GRADING AND DRAINAGE PLAN

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

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AREA SUMMARY	
TOTAL PROPERTY AREA	1.00 AC / 43,564 SF
EXISTING IMPERVIOUS AREA	0.39 AC / 17,058 SF
EXISTING PERVIOUS AREA	0.61 AC / 26,507 SF
PROPOSED IMPERVIOUS AREA*	0.60 AC / 26,075 SF
PROPOSED PERVIOUS AREA	0.40 AC / 17,488 SF
TOTAL DISTURBED AREA	0.67 AC / 29,373 SF

*NET NEW IMPERVIOUS AREA PROPOSED IS 9,354SF ACCORDING TO MMSD NET NEW IMPERVIOUS AREA CALCULATION CRITERIA.

GREEN INFRASTRUCTURE QUANTITIES	
RAIN GARDEN	±418 LF
NATIVE LANDSCAPING	±2,190 SF
TREES	13 EA

KEYNOTE LEGEND

- (A) RAIN GARDEN - TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH MMSD'S TYPICAL DETAILS, PLANT PATTERNS, SPECIFICATIONS, AND MAINTENANCE GUIDE.
- (B) TREE - SEE LANDSCAPE PLAN FOR DETAILS
- (C) NATIVE LANDSCAPE AREA - SEE LANDSCAPE PLAN FOR DETAILS
- (D) GRASS LINED SWALE - SEE GRADING PLAN FOR DETAILS

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STANDARD DUTY ASPHALT PAVMENT — SEE DETAILS FOR SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE DETAILS FOR SECTION
- STANDARD DUTY CONCRETE PAVEMENT / SIDEWALK — SEE DETAILS FOR SECTION

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KHA PROJECT	160396005
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SCALE	AS SHOWN
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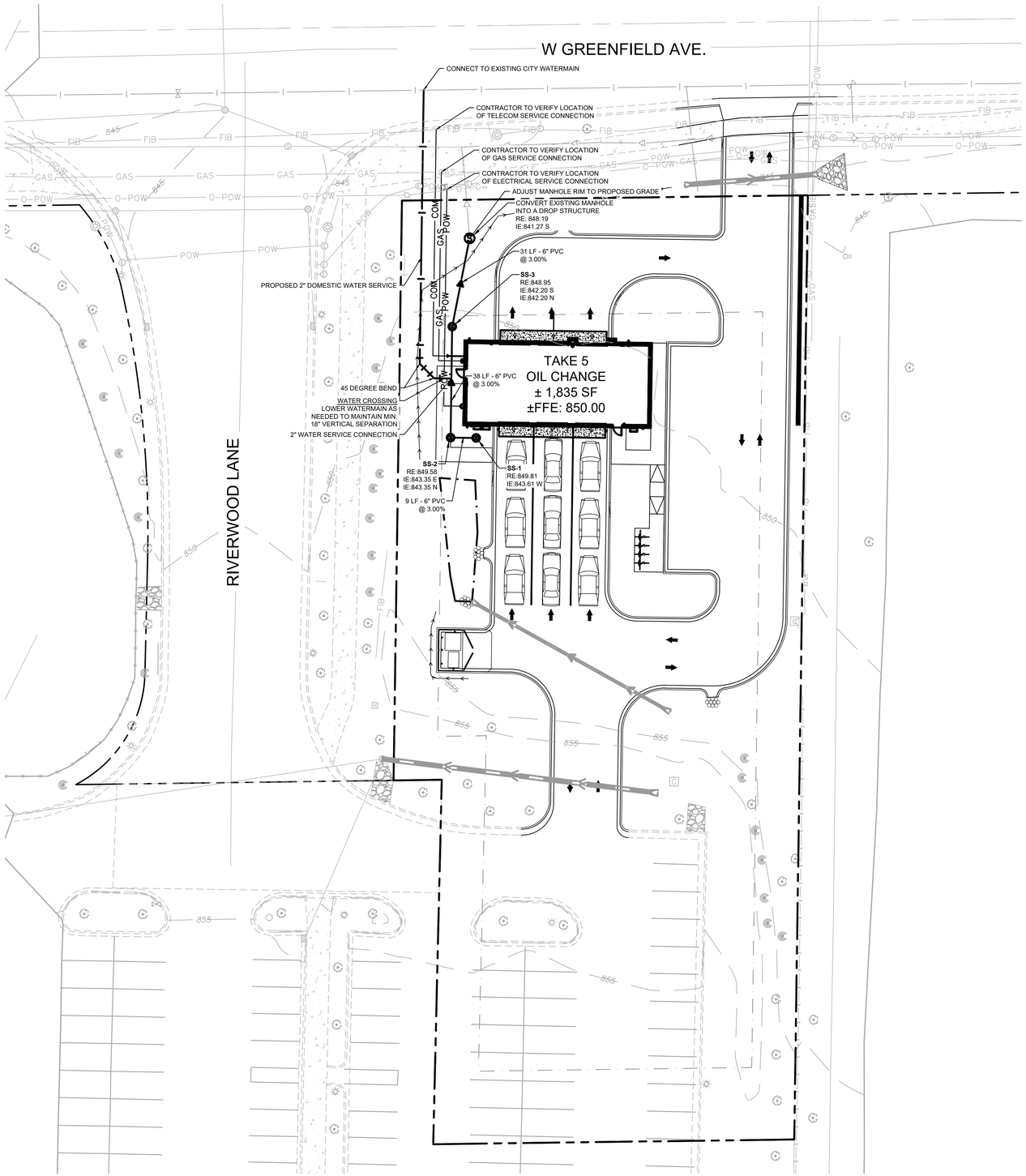
GREEN INFRASTRUCTURE PLAN

TAKE 5 OIL CHANGE
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LEGEND

EXISTING	PROPOSED	
		GATE VALVE
		HYDRANT
		REDUCER
		TEE
		SANITARY SEWER MANHOLE
		SANITARY CLEANOUT
		WATERMAIN
		SANITARY SEWER
		STORM SEWER
POW	POW	UNDERGROUND ELECTRIC
COM	COM	TELEPHONE
GAS	GAS	GAS MAIN

UTILITY PLAN NOTES

1. INSTALL UTILITIES IN ACCORDANCE WITH APPLICABLE CITY SPECIFICATIONS, STATE PLUMBING CODE, AND BUILDING PERMIT REQUIREMENTS.
2. CONTACT STATE 811 CALL-BEFORE-YOU-DIG LOCATING SERVICE AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION FOR UNDERGROUND UTILITY LOCATIONS.
3. CONTRACTOR IS RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
4. SANITARY SEWER PIPE SHALL BE:
   PVC: ASTM D-2729, D-3034
   PVC SCH 40: ASTM D-1785, F-714, F-894
   SANITARY SEWER FITTINGS SHALL BE:
   PVC: ASTM D-2729, D-3034
   PVC SCH40: ASTM D-2665, F-2794, F-1866
5. WATER MAIN PIPE SHALL BE:
   PVC: ASTM D-1785, D-2241, AWWA C-900
   DUCTILE IRON: AWWA C115
   WATER MAIN FITTINGS SHALL BE:
   PVC: ASTM D-2464, D-2466, D-2467, F-1970, AWWA C-907
   DUCTILE IRON: AWWA C-153, C-110, ASME 316.4
5. STORM SEWER PIPE SHALL BE:
   RCP: ASTM C-76
   HDPE: ASTM F-714, F-894
   PVC: ASTM D-2729
   PVC SCH40: ASTM D-1785, D-2665, F-794
   DRAIN TILE SHALL BE:
   PE: ASTM F-6667
   PVC: ASTM D-2729
   STORM SEWER FITTINGS SHALL BE:
   RCP: ASTM C-76, JOINTS PER ASTM C-361, C-990, AND C-443
   HDPE: ASTM D-3212
   PVC: ASTM D-2729, JOINTS PER ASTM D-3212
   PVC SCH40: ASTM D-2665, F-794, F-1866
6. WHEN CONNECTING TO AN EXISTING UTILITY LINE, FIELD VERIFY THE LOCATION, DEPTH, AND SIZE OF THE EXISTING PIPE(S) PRIOR TO INSTALLATION OF THE NEW LINES. NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS IMPACTING THE PROPOSED DESIGN OF THE PROJECT.
7. PLACE AND COMPACT ALL FILL MATERIAL PRIOR TO INSTALLATION OF PROPOSED UNDERGROUND UTILITIES. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
8. MAINTAIN A MINIMUM OF 7'-6" COVER ON ALL WATER LINES.
9. FOR WATER LINES AND STUB-OUTS UTILIZE MECHANICAL JOINTS WITH RESTRAINTS SUCH AS THRUST BLOCKING, WITH STAINLESS STEEL OR COBALT BLUE BOLTS, OR AS INDICATED IN THE CITY SPECIFICATIONS AND PROJECT DOCUMENTS.
10. MAINTAIN 18-INCH MINIMUM VERTICAL SEPARATION WHERE SEWER PIPE CROSSES WATER LINES (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE OR STRUCTURE). PROVIDE 10-FOOT HORIZONTAL SEPARATION BETWEEN SEWER PIPE AND WATER LINES.
11. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (OR ANY OBSTRUCTION EXISTING AND PROPOSED), THE SANITARY PIPE MATERIAL SHALL BE PVC SCHEDULE 40 OR PVC C900 AND HAVE MECHANICAL JOINTS AT LEAST 10 FEET ON EITHER SIDE OF THE CENTER LINE OF THE CROSSING. THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE FASTENERS AS REQUIRED TO PROVIDE A MINIMUM OF 18-INCH VERTICAL SEPARATION MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
12. ALL PVC & HDPE SEWER AND WATER PIPE SHALL HAVE A TRACER WIRE INSTALLED IN THE TRENCH AND TERMINATED PER THE DETAILS.
13. UNDERGROUND UTILITY LINES SHALL BE INSTALLED, INSPECTED AND APPROVED PRIOR TO PLACING BACKFILL.
14. IN PAVEMENT AREAS, RAISE MANHOLE CASTINGS TO BE FLUSH WITH PROPOSED FINISHED SURFACE GRADE. IN GREEN AREAS, RAISE MANHOLE CASTINGS TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATION & INSTALL A WATERTIGHT LID.
15. REFER TO PLUMBING PLANS FOR LOCATION, SIZE AND ELEVATION OF UTILITY SERVICE CONNECTIONS AND ROOF DRAINS TO THE INTERIOR BUILDING SYSTEMS. BACKFLOW DEVICES (DDCV AND PRZ ASSEMBLIES) & METERS ARE LOCATED INSIDE THE BUILDING.
16. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
17. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES. COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
18. REFER TO THE SITE ELECTRICAL PLANS FOR SPECIFICATIONS OF THE PROPOSED SITE LIGHTING AND ELECTRICAL EQUIPMENT.
19. EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS. REFER TO THE UTILITY PLANS FOR LAYOUT AND ELEVATIONS FOR PROPOSED SANITARY SEWER, WATER MAIN, AND OTHER BUILDING UTILITY SERVICE CONNECTIONS. REFER TO THE GRADING PLAN FOR DETAILED SURFACE ELEVATIONS.
20. EXCESS MATERIAL, ABANDONED UTILITY ITEMS, AND OTHER UNUSABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
21. COORDINATE WITH THE PLUMBING PLANS FOR THE LOCATION, SIZE AND ELEVATION OF THE PROPOSED UNDERGROUND ROOF DRAIN CONNECTIONS.
22. WHERE STORM SEWER ROOF DRAINS HAVE LESS THAN 4-FEET OF COVER IN PAVED AREAS OR 3-FEET OF COVER IN LANDSCAPE AREAS, PROVIDE 3-INCH THICK INSULATION A MINIMUM OF 5-FEET IN WIDTH, CENTERED ON THE PIPE.
23. ALL STORM SEWER PIPE JOINTS SHALL BE WATER-TIGHT CONNECTIONS.
24. ALL STORM SEWER PIPE CONNECTIONS TO MANHOLES SHALL BE GASKETED AND WATER TIGHT. BOOTED COUPLERS AT THE STRUCTURE OR A WATER STOP WITH NON-SHRINK GROUT MAY BE USED IN ACCORDANCE WITH LOCAL CODES.
25. CONTRACTOR SHALL AIR TEST ALL STORM SEWER PIPE IN ACCORDANCE WITH LOCAL CODE REQUIREMENTS.

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KHA PROJECT	160396065
DATE	03/30/2026
SCALE	AS SHOWN
DESIGNED BY	KLC
DRAWN BY	KJA
CHECKED BY	BMW

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UTILITY PLAN

TAKE 5 OIL CHANGE
PREPARED FOR
DRIVEN BRANDS

NEW BERLIN WI

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Version 11 | **Standard Detail Drawing 8F1** | *July 28, 2011*

Apron Endwalls for Culvert Pipe

References:

FDM 13-1-15
FDM 13-1-17
FDM 13-1-30
FDM 13-15-5

Bid items associated with this drawing:

ITEM NUMBER	DESCRIPTION	UNIT
520.1000 - 1199	Apron Endwalls for Culvert Pipe (size)	EACH
521.1000 - 1199	Apron Endwalls for Culvert Pipe Steel (size)	EACH
522.1000 - 1199	Apron Endwalls for Culvert Pipe Reinforced Concrete (size)	EACH
525.0300 - 0399	Apron Endwalls for Culvert Pipe Aluminum (size)	EACH

Standardized Special Provisions associated with this drawing:

STSP NUMBER	TITLE

SPV.0060 if non-standard size is specified.

Other SDDs associated with this drawing:

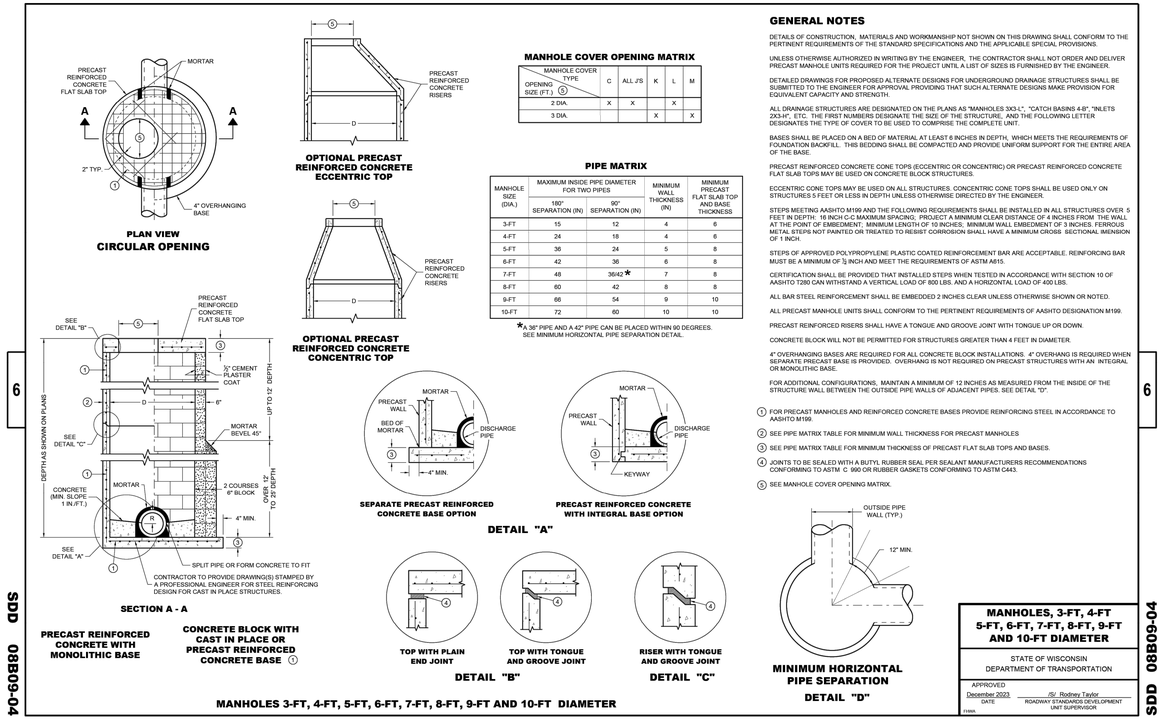
SDD 8F4 Joint Ties for Concrete Pipe

Design Notes:

Joint ties are required for the apron endwall and the last 2 sections of culvert and storm sewer pipe installations. See Standard Specifications.

Contact Person:

Ed Lilla (608) 266-2312



MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) ⑤ \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES: 180° SEPARATION (IN)	90° SEPARATION (IN)	MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36#2*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING. PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 5 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO REBIST CORROSION SHALL HAVE A MINIMUM GROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

① FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

② SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

③ SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

④ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

⑤ SEE MANHOLE COVER OPENING MATRIX.

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED: December 2023 (DATE) — /S/ Rodney Taylor, ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

SDD 08B09-04

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DATE 03/30/2026	SCALE NTS	
DESIGNED BY	KLC	
DRAWN BY	KJA	
CHECKED BY	BMW	

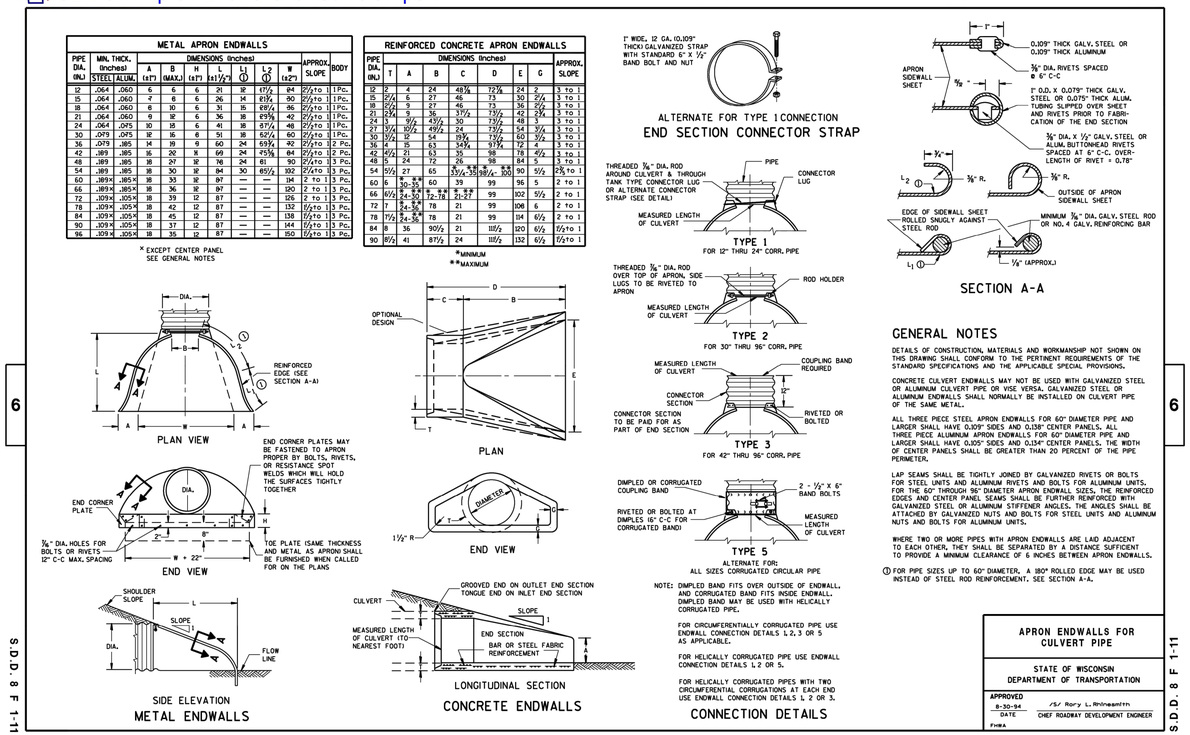
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UTILITY DETAILS

SHEET NUMBER
C601

SDD 8F1 Apron Endwalls for Culvert Pipe



Version 4 | **Standard Detail Drawing 8B9** | *December 2023*

Manholes 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, and 10-FT Diameter

References:

FDM 13-25-15

Bid items associated with this drawing:

ITEM NUMBER	DESCRIPTION	UNIT
611.2003	Manholes 3-FT Diameter	EACH
611.2004	Manholes 4-FT Diameter	EACH
611.2005	Manholes 5-FT Diameter	EACH
611.2006	Manholes 6-FT Diameter	EACH
611.2007	Manholes 7-FT Diameter	EACH
611.2008	Manholes 8-FT Diameter	EACH
611.2009	Manholes 9-FT Diameter	EACH
611.2010	Manholes 10-FT Diameter	EACH

Standardized Special Provisions associated with this drawing:

STSP NUMBER	TITLE

NONE

Other SDDs associated with this drawing:

SDD 8A5	Inlet cover sheets "b" and "e".
SDD 8D17	Manholes, Manhole and Inlet Covers

Design Notes:

Guidelines for matching manhole opening size and manhole covers are provided on the front side of this SDD.

A pipe matrix on the front side of this SDD guidance for selecting the maximum inside pipe diameter.

Manholes should be used as follows:

1. For cleaning and maintenance locations spaced as recommended in FDM chapter 13
2. At changes in pipe size
3. At bends in pipe
4. Where flow needs to be split or diverted

Precast concrete manholes 12' in diameter are available but require a special construction detail. A structural design should be completed to determine the wall thickness and steel requirements for the top, walls and base.

Contact Person:

Ed Lilla (608) 266-2312

C = Depth of Cover (4.0' min - 9.0' max)
Dw = Diameter of Water Main
t = Thickness of Insulation
W = Width of Insulation (4' min)

	INSULATION	
C Depth of Cover (ft)	t Thickness (in)	W Width
>4.0 to 5.0	3	5Dw
>5.0 to 6.0	2	4Dw
>6.0 to 7.0 (a)	1	3Dw
>7.0 to 9.0 (b)	-	-
(a) Insulation only required in paved areas		
(b) Maximum depth of cover is 9.0'		

P:\DCD\Projects\DCD1 DCD Study Plan\DCD1-1601034 DEVELOPMENT HANDBOOK\Development Handbook 202107_02 DETAILS\FIG-21_proposed watermain.dwg

FIGURE NO. 21

INSULATION REQUIREMENTS
PROPOSED WATER MAIN

CITY OF NEW BERLIN
ENGINEERING DEPARTMENT

DRAWN BY:	DATE:	SCALE:
NLH	6/18	NTS

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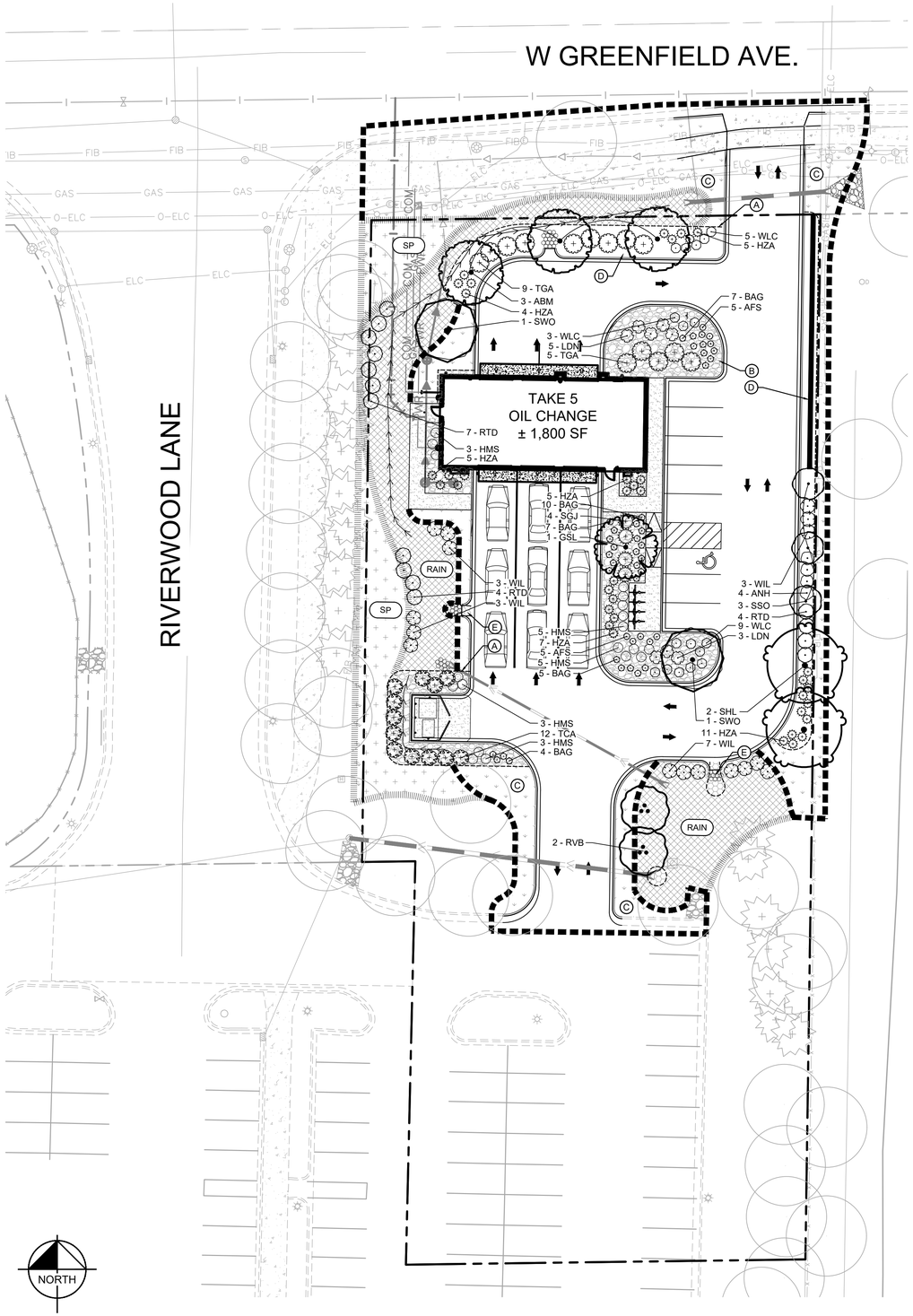
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UTILITY DETAILS

KHA PROJECT	160396005
DATE	03/30/2026
SCALE	NTS
DESIGNED BY	KLSC
DRAWN BY	KJA
CHECKED BY	BMW

SHEET NUMBER
C602



LANDSCAPE LEGEND

- EXISTING DECIDUOUS TREE (TYP.)
- EXISTING CONIFEROUS TREE (TYP.)
- EXISTING SHRUB (TYP.)
- EDGER (TYP.)
- APPROXIMATE LIMITS OF SOD/IRRIGATION, SEED/SOD ALL DISTURBED AREAS (TYP.)
- APPROXIMATE LIMITS OF SEED, SEED/SOD EDGE (TYP.)
- ROCK MULCH (TYP.)
- 3-4" DIAMETER ROCK COBBLES (TYP.)
- SOD (TYP.)
- SEED WITH MOIST MEADOW RAIN GARDEN SEED MIX BY PRAIRIE NURSERIES, OR APPROVED EQUAL (TYP.)
- SEED WITH SHORT PRAIRIE SEED MIX FOR MEDIUM SOILS BY PRAIRIE NURSERIES, OR APPROVED EQUAL (TYP.)

LANDSCAPE KEYNOTES (A)

- (A) EDGER (TYP.)
- (B) ROCK MULCH (TYP.)
- (C) SOD (TYP.)
- (D) DOUBLE SHREDDED HARDWOOD MULCH (TYP.)
- (E) 3-4" DIAMETER ROCK COBBLES (TYP.)

SEEDING KEYNOTES (WI)

- (RAIN) SEED WITH MOIST MEADOW RAIN GARDEN SEED MIX BY PRAIRIE NURSERIES, OR APPROVED EQUAL (TYP.)
- (SP) SEED WITH SHORT PRAIRIE SEED MIX FOR MEDIUM SOILS BY PRAIRIE NURSERIES, OR APPROVED EQUAL (TYP.)

LANDSCAPE SUMMARY

OPEN SPACE REQUIREMENTS

TREES REQUIRED:	5 TREES = 16,529 S.F. OF OPEN SPACE / 3,600
TREES PROVIDED:	5 TREES
SHRUBS REQUIRED:	14 SHRUBS = 16,529 S.F. OF OPEN SPACE / 3,600
SHRUBS PROVIDED:	59 SHRUBS
FRONT YARD LANDSCAPING REQUIRED:	60% OF LANDSCAPING TO BE IN THE FRONT YARD
FRONT YARD LANDSCAPING PROVIDED:	SEE PLAN

PERIMETER PARKING LOT LANDSCAPING REQUIREMENTS

TREES REQUIRED:	8 TREES = 220 L.F. / 30
TREES PROVIDED:	8 TREES
SHRUBS REQUIRED:	44 SHRUBS = 220 L.F. / 5
SHRUBS PROVIDED:	44 SHRUBS

BUFFERYARD REQUIREMENTS

SOUTH BUFFERYARD TREES REQUIRED:	7 TREES = (215 L.F. * 3) / 100
SOUTH BUFFERYARD TREES PROVIDED:	7 EXISTING TREES
SOUTH BUFFERYARD SHRUBS REQUIRED:	7 SHRUBS = (215 L.F. * 3) / 100
SOUTH BUFFERYARD SHRUBS PROVIDED:	7 SHRUBS
EAST BUFFERYARD TREES REQUIRED:	10 TREES = (325 L.F. * 3) / 100
EAST BUFFERYARD TREES PROVIDED:	10 EXISTING TREES
EAST BUFFERYARD SHRUBS REQUIRED:	10 SHRUBS = (325 L.F. * 3) / 100
EAST BUFFERYARD SHRUBS PROVIDED:	10 EXISTING SHRUBS

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON / BOTANICAL NAME	CAL	HT
ORNAMENTAL TREE					
	RVB	2	RIVER BIRCH BETULA NIGRA	B & B	6` HT.
OVERSTORY TREE					
	ABM	3	AUTUMN BLAZE MAPLE ACER X FREEMANII 'AUTUMN BLAZE'	B & B	2.5" CAL.
	GSL	1	GREENSPIRE LITTLELEAF LINDEN TILIA CORDATA 'GREENSPIRE'	B & B	2.5" CAL.
	SHL	2	SKYLINE HONEY LOCUST GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	B & B	2.5" CAL.
	SSO	3	STREETSPIRE OAK QUERCUS X BIMUNDORUM 'JFS-KW1QX'	B & B	2.5" CAL.
	SWO	2	SWAMP WHITE OAK QUERCUS BICOLOR	B & B	2.5" CAL.
SYMBOL	CODE	QTY	COMMON / BOTANICAL NAME	CONT	SPACING
CONIFEROUS SHRUBS					
	HZA	37	HETZ MIDGET ARBORVITAE THUJA OCCIDENTALIS `HETZ MIDGET`	#5 CONT.	3` O.C.
	SGJ	4	SEA GREEN JUNIPER JUNIPERUS CHINENSIS `SEA GREEN`	#5 CONT.	5` O.C.
	TCA	12	TECHNY ARBORVITAE THUJA OCCIDENTALIS `TECHNY`	#5 CONT.	5` O.C.
	TGA	14	TECHNY GLOBE ARBORVITAE THUJA OCCIDENTALIS 'TECHNY GLOBE'	#5 CONT.	5` O.C.
DECIDUOUS SHRUBS					
	ANH	4	ANNABELLE HYDRANGEA HYDRANGEA ARBORESCENS `ANNABELLE`	#5 CONT.	4` O.C.
	LDN	8	LITTLE DEVIL NINEBARK PHYSOCARPUS OPULIFOLIUS `DONNA MAY` TM	#5 CONT.	4` O.C.
	RTD	15	RED TWIG DOGWOOD CORNUS SERICEA `BAILEYI`	#5 CONT.	5` O.C.
	WIL	16	ARTIC BLUE LEAF WILLOW SALIX PURPUREA 'NANA'	#3 CONT.	4.5' O.C.
ORNAMENTAL GRASSES					
	BAG	33	BLONDE AMBITION BLUE GRAMA GRASS BOUTELOUA GRACILIS `BLONDE AMBITION`	#1 CONT.	20" O.C.
	HMS	19	HEAVY METAL SWITCHGRASS PANICUM VIRGATUM 'HEAVY METAL'	#1 CONT.	3` O.C.
PERENNIALS					
	AFS	10	AUTUMN FIRE SEDUM SEDUM X 'AUTUMN FIRE'	#1 CONT.	24" O.C.
	WLC	17	WALKER'S LOW CATMINT NEPETA X FAASSENII 'WALKER'S LOW'	#1 CONT	30" O.C.

NOTE:
QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.

ABBREVIATIONS:
B&B = BALLED AND BURLAPPED CAL. = CALIPER HT. = HEIGHT MIN. = MINIMUM O.C. = ON CENTER
SP. = SPECIES QTY. = QUANTITY

Know what's **below.** **Call** before you dig.

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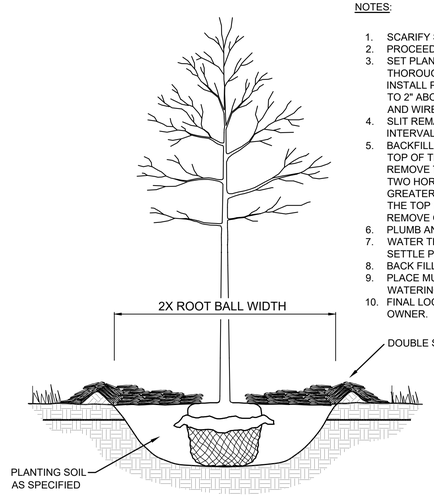
NEW BERLIN WI

LANDSCAPE PLAN

SHEET NUMBER
L100

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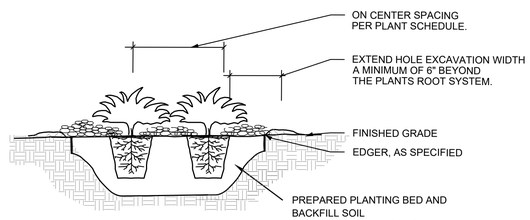


NOTES:

1. SCARIFY SIDES AND BOTTOM OF HOLE.
2. PROCEED WITH CORRECTIVE PRUNING.
3. SET PLANT ON UNDISTURBED NATIVE SOIL OR THOROUGHLY COMPACTED PLANTING SOIL. INSTALL PLANT SO THE ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE WITH BURLAP AND WIRE BASKET, (IF USED), INTACT.
4. SLIT REMAINING TREATED BURLAP AT 6" INTERVALS.
5. BACKFILL TO WITHIN APPROXIMATELY 12" OF THE TOP OF THE ROOTBALL, THEN WATER PLANT. REMOVE THE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS WHICHEVER IS GREATER. REMOVE ALL BURLAP AND NAILS FROM THE TOP 1/3 OF THE BALL. REMOVE ALL TWINE. REMOVE OR CORRECT STEM GIRDLING ROOTS.
6. PLUMB AND BACKFILL WITH PLANTING SOIL.
7. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
8. BACK FILL VOIDS AND WATER SECOND TIME.
9. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.
10. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

1 TREE PLANTING DETAIL

SCALE: N.T.S. L101

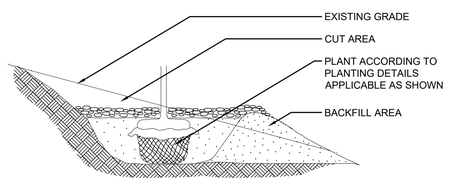


NOTES:

1. SCARIFY SIDES AND BOTTOM OF HOLE.
2. PROCEED WITH CORRECTIVE PRUNING OF TOP AND ROOT.
3. REMOVE CONTAINER AND SCORE OUTSIDE OF SOIL MASS TO REDIRECT AND PREVENT CIRCLING FIBROUS ROOTS. REMOVE OR CORRECT STEM GIRDLING ROOTS.
4. PLUMB AND BACKFILL WITH PLANTING SOIL.
5. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
6. BACK FILL VOIDS AND WATER SECOND TIME.
7. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.
8. MIX IN 3-4" OF ORGANIC COMPOST.

2 SHRUB / PERENNIAL PLANTING DETAIL

SCALE: N.T.S. L101

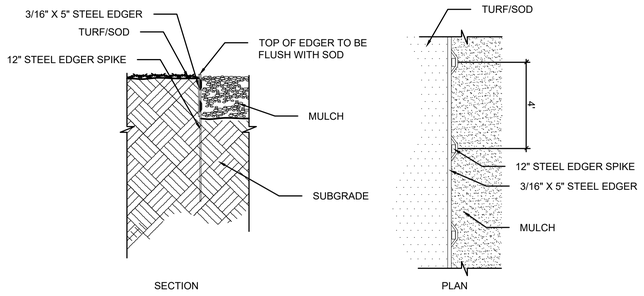


NOTE:

1. EXTENDED EXCAVATION AND BACKFILL SOIL TO A POINT DOWNSLOPE EQUAL TO OR LOWER IN ELEVATION THAN THE BOTTOM OF THE HOLE DIRECTLY BENEATH THE PLANT TO INSURE ADEQUATE DRAINAGE IN HEAVY SOILS. GRANULAR SOIL MUST BE ADDED AS BACKFILL IN AREAS OF POOR DRAINAGE.

3 STEEP SLOPE PLANTING

SCALE: N.T.S. L101



4 STEEL EDGER DETAIL

SCALE: N.T.S. L101

LANDSCAPE NOTES

PLANTING

1. CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR QUOTE BY THE LANDSCAPE CONTRACTOR.
5. PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
6. ALL PLANTS TO BE SPECIMEN GRADE, WISCONSIN-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL ADHERE TO, BUT IS NOT LIMITED BY, THE FOLLOWING STANDARDS:
   ALL PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, SCARS, ETC.
   ALL PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES.
   ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
   ALL PLANTS SHALL HAVE HEAVY, HEALTHY BRANCHING AND LEAFING.
   CONIFEROUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3.
7. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
8. PLANTS TO BE INSTALLED AS PER ANSI STANDARD PLANTING PRACTICES.
9. INSTALL PLANTS BY PLANT INSTALLATION PERIOD INFORMATION IN THE LATEST STANDARD PLANTING DETAILS FROM WISDOT. PLANTINGS BEFORE OR AFTER THESE DATES ARE DONE AT RISK.
10. PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPERLY HEEL-IN MATERIALS IF NECESSARY; TEMPORARY ONLY.
11. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLARE IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLARE. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLARE SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
12. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
13. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
14. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
15. STAKING OF TREES AS REQUIRED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.

SOIL

16. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
17. BACKFILL SOIL AND TOPSOIL TO ADHERE TO WISDOT STANDARD SPECIFICATION 625 (TOPSOIL AND SALVAGED TOPSOIL) AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROOTS, ROCKS LARGER THAN ONE INCH, SUBSOIL DEBRIS, AND LARGE WEEDS UNLESS SPECIFIED OTHERWISE. MINIMUM 4" DEPTH TOPSOIL FOR ALL LAWN GRASS AREAS AND 12" DEPTH TOPSOIL FOR TREE, SHRUBS, AND PERENNIALS.

MULCH

18. MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING BEDS SHALL HAVE 4" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH. DOUBLE SHREDDED HARDWOOD MULCH TO BE USED AROUND ALL PLANTS WITHIN TURF AREAS. PERENNIAL AND ORNAMENTAL GRASS BEDS SHALL HAVE 2" DEPTH DOUBLE SHREDDED HARDWOOD MULCH. MULCH TO BE FREE OF DELETERIOUS MATERIAL AND NATURAL IN COLOR (DYE-FREE), OR APPROVED EQUAL. ROCK MULCH RED GRANITE, 1 1/2" DIAMETER, AT MINIMUM 3" DEPTH, OR APPROVED EQUAL. APPLY PRE-EMERGENT HERBICIDE PRIOR TO MULCH PLACEMENT PER MANUFACTURER RECOMMENDATIONS, USE PREEN OR PRE-APPROVED EQUAL. ROCK MULCH TO BE ON COMMERCIAL GRADE FILTER FABRIC, BY TYPAR, OR APPROVED EQUAL WITH NO EXPOSURE. MULCH AND FABRIC TO BE APPROVED BY OWNER PRIOR TO INSTALLATION. MULCH TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).

EDGER

19. EDGING TO BE COMMERCIAL GRADE COL-MET (OR EQUAL) STEEL EDGING; 3/16" THICK x 5" TALL, COLOR BLACK, OR SPADED EDGE, AS INDICATED. STEEL EDGING SHALL BE PLACED WITH SMOOTH CURVES AND STAKED WITH METAL SPIKES NO GREATER THAN 4 FOOT ON CENTER WITH TOP OF EDGER AT GRADE, FOR MOWERS TO CUT ABOVE WITHOUT DAMAGE. UTILIZE CURBS AND SIDEWALKS FOR EDGING WHERE POSSIBLE. WHERE EDGING TERMINATES AT A SIDEWALK, BEVEL OR RECESS ENDS TO PREVENT TRIP HAZARD. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. INDIVIDUAL TREE, SHRUB, OR RAIN-GARDEN BEDS TO BE SPADED EDGE, UNLESS NOTED OTHERWISE. EDGING TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).

SEED/SOD

20. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD TO BE STANDARD WISCONSIN GROWN AND HARDY BLUEGRASS MIX, FREE OF LAWN WEEDS. ALL TOPSOIL AREAS TO BE RAKED TO REMOVE DEBRIS AND ENSURE DRAINAGE. SLOPES OF 3:1 OR GREATER SHALL BE STAKED. SEED AS SPECIFIED, PER WISDOT SPECIFICATIONS AND SUPPLIER/MANUFACTURER RECOMMENDATIONS. IF NOT INDICATED ON LANDSCAPE PLAN, SEE EROSION CONTROL PLAN.

ESTABLISHMENT

21. PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT IS FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL NOT PROVIDE WATER FOR CONTRACTOR.
22. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.

WARRANTY

23. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
24. MAINTAIN TREES, SHRUBS, SEED AND OTHER PLANTS UNTIL PROJECT COMPLETION, BUT IN NO CASE, LESS THAN FOLLOWING PERIOD; 1 YEAR AFTER PROJECT COMPLETION. MAINTAIN TREES, SHRUBS, SEED AND OTHER PLANTS BY PRUNING, CULTIVATING, AND WEEDING AS REQUIRED FOR HEALTHY GROWTH. RESTORE PLANTING SAUCERS. TIGHTEN AND REPAIR STAKE AND GUY SUPPORTS AND RESET TREES AND SHRUBS TO PROPER GRADES OR VERTICAL POSITION AS REQUIRED. RESTORE OR REPLACE DAMAGED WRAPPINGS. SPRAY AS REQUIRED TO KEEP TREES AND SHRUBS FREE OF INSECTS AND DISEASE. REPLENISH MULCH TO THE REQUIRED DEPTH. MAINTAIN LAWNS FOR 60 DAYS AFTER INSTALLING SOD INCLUDING MOWING WHEN SOD RECITES 4" IN HEIGHT. WEED PLANTING BEDS AND MULCH SAUCERS AT MINIMUM ONCE A MONTH DURING THE GROWING SEASON. PROVIDE A MONTHLY REPORT TO THE OWNER ON WEEDING AND OTHER MAINTENANCE RESPONSIBILITIES.

MOIST MEADOW RAIN GARDEN SEED MIX
SEEDING RATE: 10 LBS PER ACRE

FORBS (WILDFLOWERS)
ALLIUM CERNUUM - NODDING PINK ONION
ASCLEPIAS INCARNATA - RED MILKWEED
ASTER NOVAE-ANGLIAE - NEW ENGLAND ASTER
BAPTISIA ALBA - WHITE FALSE INDIGO
EUPATORIUM MACULATUM - JOE PYE WEED
EUPATORIUM PERFOLIATUM - BONESET
HELENIUM AUTUMNALE - DOGTOOTH DAISY
HELIOPSIS HELIANTHOIDES - OX EYE SUNFLOWER
IRIS SHREVEI - WILD IRIS
IRIS VERSICOLOR - BLUE FLAG IRIS
LIATRIS PYCNOSTACHYA - PRAIRIE BLAZING STAR
LIATRIS SPICATA - DENSE BLAZING STAR
LOBELIA CARDINALIS - CARDINAL FLOWER
LOBELIA SIPHILITICA - GREAT BLUE LOBELIA
MIMULUS RINGENS - MONKEY FLOWER
MONARDA FISTULOSA - BERGAMOT
PARTHENIUM INTEGRIFOLIUM - WILD QUININE
PENSTEMON DIGITALIS - SMOOTH PENSTEMON
RATIBIDA PINNATA - YELLOW CONEFLOWER
RUDBECKIA HIRTA - BLACK EYED SUSAN
RUDBECKIA LACINIATA - GREEN HEADED CONEFLOWER
RUDBECKIA SUBTOMENTOSA - SWEET BLACK EYED SUSAN
RUDBECKIA TRILOBA - BROWN EYED SUSAN
SENNA HEBECARPA - WILD SENNA
SOLIDAGO OHIOENSIS - OHIO GOLDENROD
SOLIDAGO RIGIDA - STIFF GOLDENROD
VERBENA HASTATA - BLUE VERVAIN
VERNONIA FASCICULATA - IRONWEED
VERONICASTRUM VIRGINICUM - CULVER'S ROOT
ZIZIA AUREA - GOLDEN ALEXANDERS

GRASSES
CAREX COMOSA - BOTTLEBRUSH SEDGE
CAREX HYSTERICINA - PORCUPINE SEDGE
CAREX SCOPARIA - BROOM SEDGE
CAREX STIPATA - AWL FRUITED SEDGE
CAREX VULPINOIDEA - FOX SEDGE
ELYMUS CANADENSIS - CANADA WILD RYE
ELYMUS VIRGINICUS - VIRGINIA WILD RYE
JUNCUS EFFUSUS - COMMON RUSH
SCIRPUS ATROVIRENS - DARK GREEN BULRUSH
SCIRPUS CYPERINUS - WOOLGRASS

ESTABLISHMENT NOTES
PER MANUFACTURER GUIDE

AVAILABLE FROM
PRAIRIE NURSERY, INC.
P.O. BOX 306
WESTFIELD, WI 53964
TOLL FREE CUSTOMER SERVICE
1-800-476-9453
WWW.PRAIRIENURSERY.COM

SHORT PRAIRIE SEED MIX FOR MEDIUM SOILS
SEEDING RATE: 12 LBS PER ACRE

FORBS (WILDFLOWERS)
AGASTACHE FOENICULUM - LAVENDER HYSSOP
ALLIUM CERNUUM - NODDING PINK ONION
ASTER AZUREUS - SKY BLUE ASTER
ASTER LAEVIS - SMOOTH ASTER
ASTRAGALUS CANADENSIS - CANADA MILK VETCH,
COREOPSIS LANCEOLATA - LANCELEAF COREOPSIS
DALEA CANDIDA - WHITE PRAIRIE CLOVER
DALEA PURPUREA - PURPLE PRAIRIE CLOVER
DODECATHEON MEADIA - SHOOTINGSTAR
ECHINACEA PALLIDA - PALE PURPLE CONEFLOWER
ECHINACEA PURPUREA - PURPLE CONEFLOWER
ERYNGIUM YUCCIFOLIUM - RATTLESNAKE MASTER
LESPEDEZA CAPITATA - ROUNDHEAD BUSHCLOVER
LIATRIS PYCNOSTACHYA - PRAIRIE BLAZING STAR
PARTHENIUM INTEGRIFOLIUM - WILD QUININE
PENSTEMON DIGITALIS - SMOOTH PENSTEMON
RUDBECKIA HIRTA - BLACK EYED SUSAN
RUDBECKIA TRILOBA - BROWN EYED SUSAN
SOLIDAGO RIGIDA - STIFF GOLDENROD
TRADESCANTIA OHIENSIS - OHIO SPIDERWORT
ZIZIA AUREA - GOLDEN ALEXANDERS

GRASSES
BOUTELOUA CURTIPENDULA - SIDEOATS GRAMA
SCHIZACHYRIUM SCOPARIUM - LITTLE BLUESTEM
SPOROBOLUS HETEROLEPIS - PRAIRIE DROPSEED

ESTABLISHMENT NOTES
PER MANUFACTURER GUIDE

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KHA PROJECT 160396005
DATE 03/30/2026
SCALE AS SHOWN
DESIGNED BY CFK
DRAWN BY CFK
CHECKED BY RAH

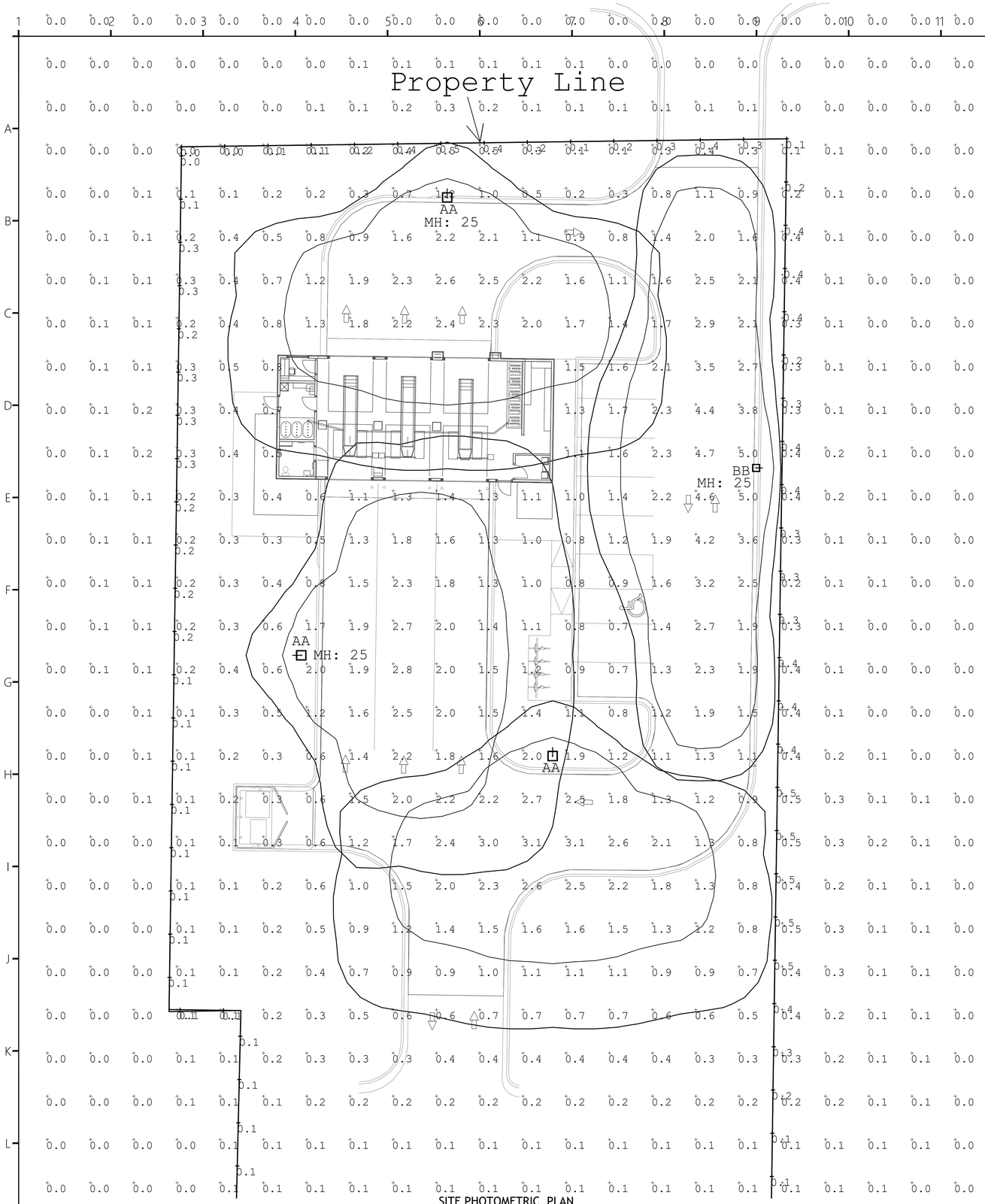
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LANDSCAPE DETAILS

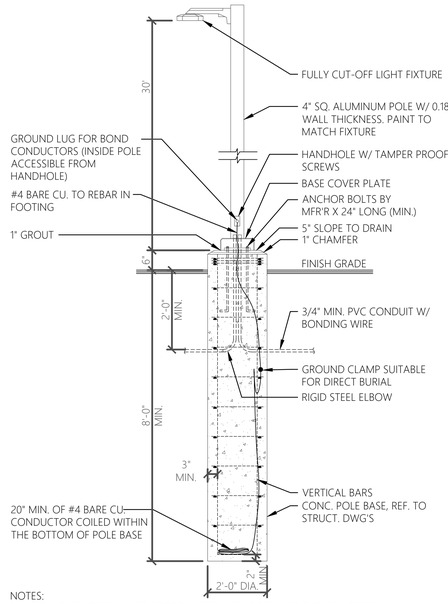
PREPARED FOR
TAKE 5 OIL CHANGE
DRIVEN BRANDS
NEW BERLIN WI

SHEET NUMBER
L101

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SITE PHOTOMETRIC PLAN
SCALE: 3/32"=1'-0"



NOTES:
1. E.P.A. RATINGS SHALL BE COORDINATED WITH POLE AND FIXTURE ASSEMBLY.
2. REFER TO STRUCTURAL SHEET S1.05 FOR LIGHT POLE BASE DESIGN.
3. CONNECT TO REBAR W/ APPROVED LISTED GROUNDING CLAMPS USED FOR THIS PURPOSE.
4. POLE BASED IN NATURAL UNDISTURBED SOIL OR APPROVED COMPACT FILL (PER SOILS REPORT).
5. PROVIDE "SONOTUBE" LINER TO ELIMINATE TUBE SPIRAL LINES, TYP.



BASE PLATE

NOTE:
VERIFY DIMENSIONS WITH MANUFACTURER

POLE MOUNTING DETAIL
SCALE: NONE

PHOTOMETRIC CALCULATIONS

DESCRIPTION	AVG	MAX	MIN	MAX/MIN	AVG/MIN
PROPERTY LINE	0.17 fc	0.50 fc	0.0 fc	N/A	N/A
SITE AREA	0.14 fc	5.0 fc	0.0 fc	N/A	N/A
PARKING DRIVEWAY	2.0 fc	5.0 fc	0.70 fc	7.14 fc	2.86 fc

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	LAMP	MANUFACTURER PART #	KELVIN	VOLTAGE	WATTAGE	MOUNTING	COMMENTS
AA	FULL CUTOFF EXTERIOR LED AREA LIGHT WITH HOUSE SIDE SHIELD. (TYPE IV DISTRIBUTION).	LED	NLS LIGHTING CATALOG #NV-1-T4FTW-64L-7-40K7-UNV-DPS3-FINISH-HSS NLS POLE CATALOG #SSAP-25-4S-7G-9BC-SGL-FINISH	4000K	120	139	POLE MOUNTED	MOUNTING HEIGHT 25'-0" AFG
BB	FULL CUTOFF EXTERIOR LED AREA LIGHT WITH HOUSE SIDE SHIELD. (TYPE II DISTRIBUTION).	LED	NLS LIGHTING CATALOG #NV-1-T2-64L-7-40K7-UNV-DPS3-FINISH-HSS NLS POLE CATALOG #SSAP-25-4S-7G-9BC-SGL-FINISH	4000K	120	136	POLE MOUNTED	MOUNTING HEIGHT 25'-0" AFG

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Project Title :
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NEW BERLIN WI
15201 W GREENFIELD AVE
NEW BERLIN, WI 53151

Client Logo:

Seals :

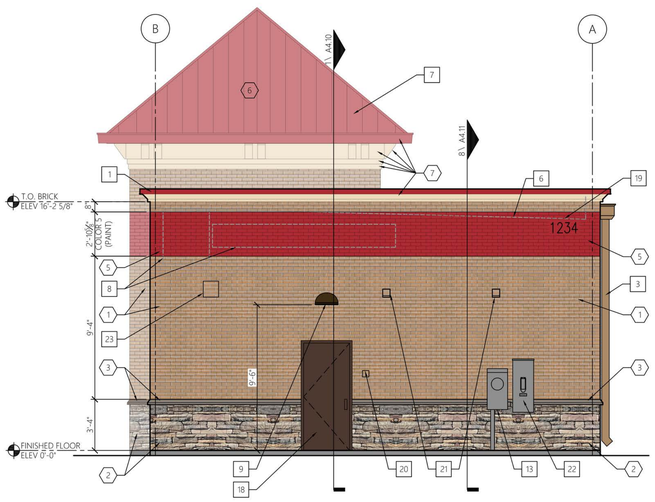
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SITE PHOTOMETRIC PLAN

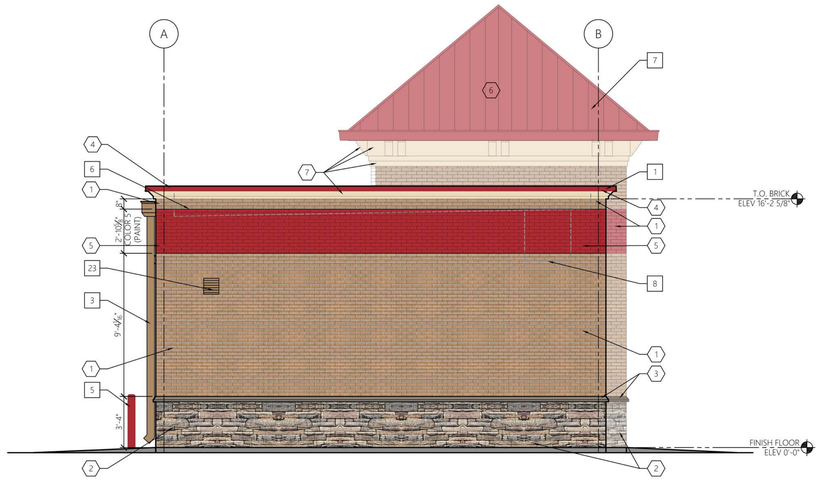
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4 EXTERIOR ELEVATION 1/4" = 1'-0"



3 EXTERIOR ELEVATION 1/4" = 1'-0"



2 EXTERIOR ELEVATION 1/4" = 1'-0"



1 EXTERIOR ELEVATION 1/4" = 1'-0"

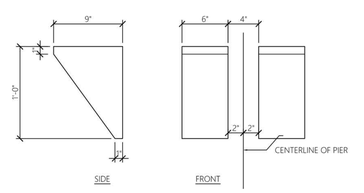
KEYNOTES

KEYNOTE DESCRIPTION

1. PREFINISHED GALV. MTL. COPING.
2. NOT USED
3. PREFINISHED MTL. DOWNSPOUT AND LEADERHEAD W/ (3) STRAP ANCHORS PER D.S., REFER TO DET. 11/A7.00 - PAINT TO MATCH BRICK 1
4. PREFINISHED MTL. OVERFLOW SCUPPER. REFER TO DET. 12/A7.00. PAINT TO MATCH BRICK 1
5. 6" DIA. CONC. FILLED PIPE BOLLARD, REFER TO DET. 8/A1.50 - COLOR TO MATCH SW COLOR #6871, POSITIVE RED.
6. ROOF LINE BEYOND.
7. BUILDING BEYOND.
8. SIGNAGE, BY OTHERS.
9. WALL PACK LIGHTING. REFER TO ELEC. DWG'S.
10. 1x2 SPLASHBLOCK OR CONNECT TO STORM DRAIN, REFER TO CIVIL DWG'S.
11. LED LIGHT FIXTURE, REFER TO ELEC. DWG'S.
12. SCONCE LIGHTING, REFER TO ELEC. DWG'S.
13. ELEC. PANEL & METER, PAINT DARK BRONZE. REFER TO ELEC. DWG'S.
14. NOT USED.
15. METAL ROLL-UP DOOR. REFER TO DOOR SCHEDULE A6.00.
16. CONDENSING UNIT FOR SPLIT-SYSTEM HEAT PUMP. REFER TO MECH. DWG'S.
17. CRL US ALUMINUM SERIES 8200 HORIZONTAL SLIDING WINDOW, REFER TO WINDOWS SCHEDULE A6.00.
18. HM DOOR, REFER TO DOOR SCHEDULE A6.00. PAINT DOOR AND FRAME COLOR TO BE SW #6076 "TURKISH COFFEE"
19. BUILDING ADDRESS SHALL BE PLAINLY LEGIBLE AND VISIBLE FROM THE STREET FRONTING THE PROPERTY. MIN. 6" HIGH NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, REFER TO WINSCONSIN FIRE PREVENTION CODE REQUIREMENTS. ADDRESS NUMBERS SHALL BE 6" BLACK ALUMINUM FLOATING OR FLAT MODERN HOUSE NUMBERS 0-9 BY MONTAGUE METAL PRODUCTS, INC.; COLOR: BLACK WITH 1.0 STROKE. OR EQUAL.
20. KNOX BOX TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR OR FRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACE INTO THE KNOX BOX WILL BE DETERMINED BY NEW BERLIN FIRE PREVENTION STAFF. ALL PER NEW BERLIN FIRE DEPT. REQUIREMENTS.
21. EXHAUST VENT, REFER TO MECH DWG'S.
22. MEANS OF DISCONNECT PER NEC; REFER TO ELEC
23. 12"X12" LOUVER REFER TO MECHANICAL.

EXTERIOR FINISH SCHEDULE

NO.	AREA	COATS	COLOR
1	BRICK VENEER	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	GLEN GERY - BURNT ALMOND WIRECUT MODULAR SIZE, STANDARD MORTAR, CONCAVE JOINT
2	STONE VENEER	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	ANATOLITY STONE - CHARDONNAY OLDE COUNTRY LEDGESTONE
3	CAST STONE SILL	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH STONE
4	COPING / CORNICE	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #6871, POSITIVE RED
5	BRICK VENEER	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	PAINT TO MATCH SW COLOR #6871, POSITIVE RED
6	TOWER PREFINISHED STANDING SEAM ROOF	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #6871, POSITIVE RED
7	EIFS ACCENT BAND	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #7678, COTTAGE CREAM



BRACKETS TO BE COLOR 2

5 EIFS BRACKET DETAIL 1 1/2" = 1'-0"

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NEW BERLIN, WI 53151

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Revisions :

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-
Checked By :
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