CITY OF CEDARBURG
A MEETING OF THE PLAN COMMISSION
MONDAY, AUGUST 4, 2025 – 7:00 PM

A meeting of the Plan Commission, City of Cedarburg, Wisconsin, will be held on Monday, August 4, 2025 at 7:00 PM The meeting will be held online utilizing the Zoom app and in-person at City Hall, W63 N645 Washington Avenue, Cedarburg, WI., on the second floor, Council Chambers. The meeting may be accessed by clicking the following link:https://us02web.zoom.us/j/87225708068

AGENDA

1. CALL TO ORDER

   Mayor Patricia Thome

2. ROLL CALL

   Mayor Patricia Thome, Jack Arnett, Sig Strautmanis, Sherry Bublitz, Jon Scholz, Common Council Member Jim Fitzpatrick Also Present: City Planner Mary Censky, City Administrator Mikko Hilvo, Administrative Assistant Theresa Hanaman

3. STATEMENT OF PUBLIC NOTICE

4. APPROVAL OF MINUTES

   A. July 7, 2025

5. COMMENTS AND SUGGESTIONS FROM CITIZENS

   Comments from citizens on a listed agenda item will be taken when the item is addressed by the Plan Commission. At this time individuals can speak on any topic not on the agenda for up to 2 minutes, time extensions at the discretion of the Mayor. No action can be taken on items not listed except as a possible referral to committees, individuals, or a future Council agenda item.

6. PUBLIC HEARINGS; AND ACTION THEREON

   A. Applicant, Black River Bells, LLC (d/b/a Taco Bell) in c/o Dean Koulouras, requests Conditional Use Permit approval to develop a 2,051 square foot Taco Bell quick-serve restaurant with drive-thru on the existing, vacant, .51-acre lot located directly north of W62 N202-16 Washington Avenue. Detailed building and site plans are included for review, consideration, and possible approval. The property owner is Concord 44 LLC in c/o Andrew Petzold. This property is zoned B-2 Community Business District.
   Previous Discussion Dates: None
   Zoning District: B-2 Community Business District
   Tax Key No: 13-051-03-03-007
   Ward/Alder District: W5/AD5

7. REGULAR BUSINESS; AND ACTION THEREON

   A. Applicant, Kate Schley d/b/a Coach House Homes, requests concept review, discussion and feedback in respect to her seven-lot/home single-family-detached residential infill development proposed for the properties located at W59 N367 Hilbert Avenue & W61 N394 Washington Avenue. This 1.78-acre site, owned by Wendell Lee LLC in c/o Paula Motte, is zoned Rs-5 Single-Family Residential.
   Previous Discussion Dates: None
   Zoning District: Rs-5 Single-Family Residential
   Tax Key No: 13-050-22-03-003
   Ward/Alder District: W5/AD5

   B. Review, discussion, and possible action (recommendation to the Common Council) on proposed new regulations applicable to sidewalk right-of-way encroachments throughout the B-3 Central Business District and HPD Historic Preservation Overlay Zoning Districts. This matter is City-initiated.
   Previous Discussion Dates: January 6, 2025, June 2, 2025, and July 7, 2025
   Zoning District: B-3 Central Business District and HPD Historic Preservation Overlay District

   C. Review, discussion and possible recommendation to the Common Council for adoption of updates/amendments to Chapters 1 - 10 and other related materials in the City of Cedarburg Smart Growth Comprehensive Plan - 2025, as a part of the update to 2050.

8. COMMENTS AND ANNOUNCEMENTS BY PLAN COMMISSIONERS

9. MAYOR'S ANNOUNCEMENTS

10. ADJOURNMENT

Individual members of various boards, committees, or commissions may attend the above meeting. It is possible that such attendance may constitute a meeting of a City board, committee, or commission pursuant to State ex. rel. Badke v. Greendale Village Board, 173 Wis. 2d 553, 494 NW 2d 408 (1993). This notice does not authorize attendance at either the above meeting or the Badke Meeting but is given solely to comply with the notice requirements of the open meeting law. * Information attached for Council; available through City Clerk's Office. ** Citizen comments should be primarily one-way, from citizen to the Council. Each citizen who wishes to speak shall be accorded one opportunity at the beginning of the meeting. Comments should be kept brief. If the comment expressed concerns a matter of public policy, response from the Council will be limited to seeking information or acknowledging that the citizen has been understood. It is out of order for anyone to debate with a citizen addressing the Council or for the Council to take action on a matter of public policy. The Council may direct that the concern be placed on a future agenda. Citizens will be asked to state their name and address for the record and to speak from the lectern for the purposes of recording their comments. *** Information available through the Clerk's Office. City of Cedarburg is an affirmative action and equal opportunity employer. All qualified applicants will receive consideration for employment without regard to race, color, religion, sex, disability, age, sexual orientation, gender identity, national origin,

veteran status, or genetic information. City of Cedarburg is committed to providing access, equal opportunity and reasonable accommodation for individuals with disabilities in employment, its services, programs, and activities. To request reasonable accommodation, contact the Clerk’s Office, (262) 375-7606, email: cityhall@cityofcedarburg.wi.gov

CITY OF CEDARBURG
PLAN COMMISSION
July 7, 2025

A regular meeting of the City of Cedarburg Plan Commission was held on Monday, July 7, 2025, at Cedarburg City Hall, W63 N645 Washington Avenue, upper level, Council Chambers, and online via the Zoom app. Mayor Patricia Thome called the meeting to order at 7:00 p.m.

Roll Call -Mayor Patricia Thome, Council Member James Fitzpatrick, Sig Strautmanis, Jack Arnett, Sherry Bublitz, Jon Scholz

Excused – Adam Voltz

Also Present - City Planner Mary Censky, City Administrator Mikko Hilvo, Administrative Assistant Theresa Hanaman,

STATEMENT OF PUBLIC NOTICE
Administrative Assistant Hanaman confirmed that the agenda for the meeting had been posted and distributed in compliance with the Wisconsin Open Meetings Law.

APPROVAL OF MINUTES
Commissioner Bublitz, seconded by Commissioner Arnett, moved to approve the minutes from May 28, 2025, and June 2, 2025. The motion carried unanimously. Commissioner Voltz excused.

COMMENTS AND SUGGESTIONS FROM CITIZENS – NONE

PUBLIC HEARING
The motion was made by Commissioner Bublitz, seconded by Commissioner Strautmanis, to open the Public Hearing at 7:02 pm. The motion carried unanimously. Commissioner Voltz excused.

APPLICANT CENTER FOR JEWISH LIFE, INC., IN C/O RABBI MENACHEM RAPOPORT, REQUESTS APPROVAL TO HAVE THE EXISTING CONDITIONAL USE PERMIT FOR A 1-UNIT, SECOND FLOOR 'TOURIST ROOMING HOUSE' TRANSFERRED INTO THEIR NAME(S) AS THE PROSPECTIVE NEW OWNERS OF THE BUILDING AND SITE LOCATED AT W61 N508-510 WASHINGTON AVENUE. THE APPLICANT DOES NOT PLAN TO MAKE ANY CHANGES TO THE STRUCTURES, SITE, OR OPERATING PLAN FROM WHAT IS CURRENTLY PERMITTED. THE CURRENT PROPERTY OWNER/CUP HOLDER IS BURG 63, LLC IN C/O MIKE AND CINDI PURNELL.

Planner Censky reported the request from the Center for Jewish Life, Inc., to transfer an existing conditional use permit for a second-floor tourist rooming house to their name after purchasing the building. The applicant, Rabbi Menachem Rapaport, explained that the residential unit would be used for his family's accommodation, particularly during Jewish holidays when travel is not

permitted. On dates it is not needed for the Rabbi's family accommodations, they plan to use it for short-term rentals.

No one wishing to speak, a motion was made by Commissioner Scholz, seconded by Council Member Fitzpatrick, to close the public hearing at 7:06 pm. The motion was carried on a roll call vote with Commissioners Arnett, Scholz, Strautmanis, Bublitz, Council Member Fitzpatrick, and Mayor Thome voting aye. The motion carried unanimously. Commissioner Voltz excused.

A motion was made by Commissioner Bublitz, seconded by Council Member Fitzpatrick, to approve the conditional use permit as drafted, and to include the planner's recommendations as set forth in her report dated July 7, 2025. The motion carried unanimously. Commissioner Voltz excused.

REGULAR BUSINESS AND POSSIBLE ACTION THEREON

APPLICANT BLIND HORSE WINERY (IN C/O MANAGING DIRECTOR CHRIS VARAH) SEEKS A FAVORABLE RECOMMENDATION TO THE COMMON COUNCIL FOR ISSUANCE OF AN OUTDOOR ALCOHOL BEVERAGE LICENSE TO PERMIT SERVICE AND CONSUMPTION OF ALCOHOL THROUGHOUT THEIR APPROVED OUTDOOR SEATING AREA (INCLUDING AN OUTDOOR BAR). THIS PROPERTY, OWNED BY ORMSBY ACQUISITIONS, IS LOCATED AT W63 N674 WASHINGTON AVENUE.

Planner Censky reported this land use item was discussed and favorably recommended by the Landmarks Commission on June 26, 2025 for Blind Horse Winery's outdoor alcohol beverage sales, service and consumption on the patio. Council Member Fitzpatrick noted that the venue's renovation was completed to a high standard. It was noted that the Commission's approval should align with existing practices for similar venues in the area, such as having to enter the patio through the principal building vs directly to/from the sidewalk without any oversight. Planner Censky confirmed that the alcohol licensing process would be handled by the Clerk's office and/or State of Wisconsin while the Plan Commission focuses on the land use and spatial considerations.

A motion was made by Vice Chairperson Arnett, seconded by Council Member Fitzpatrick, to make a favorable recommendation to the Common Council for the Blind Horse Winery's outdoor alcohol beverage sales, service, and consumption on the patio, subject to the planner's recommendations as set forth in her report dated July 7, 2025. The motion carried unanimously. Commissioner Voltz excused.

APPLICANT/PROPERTY OWNER GREGORY ROBL REQUESTS PLAN COMMISSION REVIEW AND APPROVAL OF WAIVER, PER SECTION 13-1-101(G) OF THE CITY CODE, TO PERMIT MORE THAN 720 TOTAL SQUARE FEET OF AREA IN ACCESSORY STRUCTURES ON HIS SINGLE-FAMILY RESIDENTIALLY ZONED PROPERTY. THIS .37-ACRE PROPERTY IS LOCATED AT N49 W6815 WESTERN ROAD.

Planner Censky reported that any approval should be contingent on the applicant removing the

southmost third shed by July 31st and securing an after-the-fact building permit for the 200-square-foot greenhouse by the same date. The Commission also discussed the proportionality of accessory structure limits to lot size, with some members questioning the current 720 square foot cap.

A motion was made by Commissioner Bublitz, seconded by Commissioner Strautmanis, to approve the waiver to permit more than 720 total square feet of area (but not to exceed 1,100 square feet) in the two accessory structures that will remain and be subject to the planner's recommendations as set forth in her report dated July 7, 2025. The motion carried unanimously. Commissioner Voltz excused.

APPLICANT SETH DEHNE, ON BEHALF OF SIERZANT, REQUESTS PLAN COMMISSION REVIEW, DISCUSSION, AND POSSIBLE APPROVAL OF THE PLANTING PLAN FOR THE AREA ALONG THE SOUTH AND EAST SIDES OF THE OUTDOOR PATIO AND BOCCE SCREENING FENCE. THIS 1.34-ACRE PROPERTY(S), LOCATED AT N49 W5471 PORTLAND ROAD, IS OWNED BY MOFRO LLC IN C/O LANCE WOOTEN.

Planner Censky reported the approval process of this project, which was initially approved by the Plan Commission but was appealed by the neighbors to the Board of Appeals. The Board of Appeals also approved the project with the same conditions as the Plan Commission, except for deferring to staff the review and approval of the planting plan for the area along the south and east sides of the outdoor patio and the screening fence. The planting plan for the area outside the fence was presented, with emphasis on planting closer to the fencing to maximize sunlight exposure and selecting fast-growing, tall trees to obscure the view of the fence from the neighbors.

A motion was made by Commissioner Scholz, seconded by Council Member Fitzpatrick, to approve the planting plan for the area along the south and east sides of the outdoor patio and bocce screening fence, subject to include the planner's recommendations as set forth in her report dated July 7, 2025. The motion carried unanimously. Commissioner Voltz excused.

REVIEW, DISCUSSION, AND POSSIBLE ACTION (RECOMMENDATION TO THE COMMON COUNCIL) ON PROPOSED NEW REGULATIONS APPLICABLE TO SIDEWALK RIGHT-OF-WAY ENCROACHMENTS THROUGHOUT THE B-3 CENTRAL BUSINESS DISTRICT AND HPD HISTORIC PRESERVATION OVERLAY ZONING DISTRICTS. THIS MATTER IS CITY INITIATED.

The Plan Commission discussed new regulations for sidewalk right-of-way encroachments in the B-3 central business district and historic preservation overlay zones. Planner Censky presented proposed changes allowing businesses to apply for temporary permits to place tables, chairs, and other items on sidewalks, provided they maintain a 5-foot pedestrian walkway and a 3-foot clear terrace area. The Commission reviewed application requirements, conditions, and fees, and agreed that alcohol sales would not be permitted in the right-of-way.

Commissioners focused on discussing insurance requirements and seating arrangements for businesses in public spaces and debated whether insurance listing the city as secondary was a requirement or recommendation, with City Administrator Hilvo agreeing to confirm with the

city's insurance company. Other issues raised included whether tables, chairs, and benches in front of one businesses storefront makes the use of those accessories exclusive to that business, how to enforce exclusive use, seasonal use/limitations including snow removal issues. Planner Censky also discussed grandfathering rules for existing seating arrangements and the potential for businesses to be notified of new requirements. Planner Censky and City Administrator Hilvo agreed to revamp the proposal and prepare to return to the Commission at a meeting where the Chamber and local businesses/property owners can be invited to attend and provide feedback, ask questions, and similar.

Discussion only

CONFIRM SEPTEMBER MEETING DATE

The September meeting date was scheduled for September 2, 2025 at 7:00 pm.

COMMENTS AND ANNOUNCEMENTS BY PLAN COMMISSIONERS

Commissioner Strautmanis notified Plan Commission he will not be at the August 4, 2025 Plan Commission meeting.

MAYOR'S ANNOUNCEMENTS

NONE

ADJOURNMENT

A motion was made by Vice Chairperson Arnett, seconded by Commissioner Bublitz, to adjourn the meeting at 8:19 pm. The motion carried unanimously. Commissioner Voltz excused.

Theresa Hanaman
Administrative Assistant

DRAFT

PROJECT NAME:	**Taco Bell**			PLANNER REVIEW FORM
PROJECT ADDRESS:	W62 N230 Washington Avenue			B-2 COMMUNITY COMMERCIAL ZONING DISTRICT
PROJECT DESCRIPTION:	2,051 square foot quick-serve restaurant with drive-thru			
B-2 Community Commercial Zoning District Standards:				
The use "Restaurant" is listed as a conditional use in the B-2 District				
		Compliant	**Not Compliant**	**Notes and Comments**
Minimum Required Lot Size	Lots shall provide sufficient area and width for the principal building and its accessory buildings, off-street parking and loading areas, and required yards.	T BD		Per Code, minimum lot size is "Lots shall provide sufficient area and width for the principal building and its accessory buildings, off-street parking and loading areas, and required yards".
Minimum Required Lot Width	150 feet, as measured at the abutting street right-of-way line.	X*		* A lot located in the business, manufacturing, or institutional districts which does not contain sufficient area to conform to the dimensional requirements of this chapter may be used as a building site provided that the lot is a lot of record in the County Register of Deeds' office prior to the effective date of this chapter. Substandard lots granted permits under this chapter shall be required to meet the setback and other yard requirements of this chapter. A building permit for the improvement of a lot with lesser dimensions and requisites than those stated above shall be issued only after a variance by the zoning board of appeals.
Maximum Building Height:				
Principal Building	Two stories maximum or 35 feet, whichever is less.	X		
Accessory Building	20 feet.	N /A		Note: Dumpster enclosure structure is ~6 feet tall.
Maximum Building Area:	Sum total square footage of all *buildings* (principal & accessory) not to exceed 50% of lot area.	X		
Minimum Required Building Setback:				
From Right-of-Way of all Existing or Planned Streets	40 feet (all buildings).	X*		* Provided Plan Commission finds that the .5 foot +/- canopy encroachment is accepetable.
Side Lot Lines*	15 feet for principal structures.	T BD		*No separation req'd between business uses but must have minimum 20 foot opening/150 feet of commercial structure. 13.7 foot setback to canopy on south wall. PC?Architectural projections, such as chimneys, flues, sills, eaves, belt courses, and ornaments, may project into any required yard, but such projection shall not exceed three feet.
Rear Lot Line(s)	25 feet.	X		
Traffic, Parking Loading & Access:				
Minimum Required Stall Size*	10 feet x 18 feet (180 sq. ft.)		X	9' x 18' stalls proposed. *Plan Commission has authority to waive or modify this standard where it's determined that the unique circumstances of a particular site suggest that stalls may be safely and effectively provided under alternative size or configuration arrangements.
Minimum Required Aisle Width	Preference 24 feet for 2-way traffic and 12 feet for 1-way.	X*		* Drive thru lane drops below 12 feet at one point.
Minimum/Maximum Driveway Width	Preference 24 feet for 2-way traffic.	X		Shared private drive will be widened to 24 feet from Wash Ave to the Taco Bell entry.
Minimum Required Stall Count*	Minimum 1 stall/50 sq. ft. GFA, plus one space/two employees for the work shift with the largest number of employees. Sufficient space shall be provided for a minimum of four waiting vehicles at each drive-through.		X	44 Stalls required (if 6 employees on maximum shift). 17 stalls proposed with two of those designated for order pick-up parking only. *Note the minimum number of required parking spaces may be adjusted by the plan commission on a case-by-case basis. The petitioner for such an adjustment shall show to the satisfaction of the plan commission that adequate parking will be provided for customers, clients, visitors, and employees. The following provisions and factors shall be used as a basis to adjust parking requirements:(1)Evidence that actual parking demands will be less than ordinance requirements. The petitioner shall submit written documentation and data to the satisfaction of the plan commission that the operation will require less parking than the ordinance requires.(2)Availability of shared parking. The petitioner shall submit written documentation to the satisfaction of the plan commission that off-site shared parking spaces are available to satisfy the parking demand. When a reduction of parking spaces attributable to shared parking is requested, the petitioner shall submit written verification that such parking is available and shall include copies of any contracts, joint lease agreements, purchase agreements, and other such documentation to show that such shared parking can be accomplished. The city attorney shall provide an opinion designating the method by which the required shared parking shall be provided. The off-site shared parking spaces shall be clearly posted for the joint use of employees, and/or tenants, or customers of each respective use those spaces.(3)Use of on-street parking for visitors. Available nearby on-street parking may be counted toward visitor parking needs. This may only be allowed when on-street parking is permitted in a specific location, and then only when such on-street parking spaces are within 250 feet of the entrance they are intended to serve.(4)Use of alternative transportation. Upon demonstration to the plan commission that effective alternative transportation to the automobile will occur, the plan commission may reduce parking requirements. Alternative transportation may include, but is not limited to, bus transit, van pool operations, car pool/ride sharing, and bicycles. Parking management plans/operations may also be used as a basis to reduce required parking. Parking management plans may include, but are not limited to, flexible working hours, or shifts, preferential parking for car pools/van pools, transit/van pool fare subsidy, imposition of a charge for parking, and establishment of a transportation coordinator to implement car pool, van pool, and transit programs. Proposals for adjustments of parking requirements under this section shall show how the alternative transportation modes will be implemented, the permanency of such modes, extent of the program, the number of vehicles the mode will replace, and other pertinent information.
Paving Required?	Yes.	X		
Meets Parking Lot Landscaping Requirements?	Minimum 5 foot perimeter greenbelt. Minimum 4% greenspace over total surface parking area, plus one tree for each ten spaces. Minimum 1 landscape island/ per linear row of 12 stalls.			
Dumpster Enclosure Required?	Yes.	X*		Plan depicts ~6' tall/30 sq. ft. enclosure setback 5 feet from rear lot line. 3 sides are brick to match bldg and light grey composite doors. *Code states Accessory uses and detached accessory structures are permitted in the rear yard only, no closer than ten feet to the principal structure, shall not exceed 20 feet in height, and shall not be closer than three feet to any lot line nor five feet to an alley line.
Site Plan Review				
Architectural Review				
Signs				No signs are permitted or approved as a part of this CUP request. All signs are subject to Permit Application and Approval prior to placement at the site.
Signs in B-2 District				City Code defines sign as "Any structure or device displaying advertising in the form of lettering, pictures, symbols or other media, including all but the supporting structure".
				Googled definition for advertising = practice and techniques employed to bring attention to a product.

CEDARBURG
WISCONSIN

LAND DEVELOPMENT APPLICATION

PROPERTY LOCATION/ADDRESS: Parcel 13-051-03-03-007 / Washington Ave

APPLICANT/BUSINESSNAME: Black River Bells LLC - Dean Koulouras

APPLICANT/BUSINESS ADDRESS: 7915 Kensington Ct, Brighton MI 48116

STATUS OF APPLICANT: ☐ OWNER ☐ AGENT ☐ BUYER ☒ OTHER Lessee

PHONE: 734-257-0647 EMAIL: Dean.koulouras@teamlyders.com

PROPERTY OWNER (IF DIFFERENT): Concord 46, LLC

PROPERTY OWNER MAILING ADDRESS: 10580 N Port Washington Rd, Mequon, WI 53092

PROPERTY OWNER PHONE: 262-241-9910 x 104 PROPERTY OWNER EMAIL: apetzold@concorddevelopment.com

REQUEST FOR (CHECK ALL THAT APPLY):

- ☐ CONCEPT REVIEW
- ☒ SITE/ARCHITECTURAL PLAN APPROVAL
- ☐ SUBDIVISION PLAT OR CSM REVIEW
- ☐ ZONING DISTRICT CHANGE
- ☒ CONDITIONAL USE ZONING
- ☐ ANNEXATION REQUEST
- ☐ VARIANCE/BOARD OF APPEALS
- ☐ OTHER _____

DESCRIBE REQUEST: New Taco bell quick-serve restaurant with drive-thru

PLEASE SUBMIT: *FIVE (5) COPIES OF WRITTEN DESCRIPTION OF PROPOSAL OR REQUEST FOR CITY STAFF REVIEW -PLUS ELECTRONIC*
FIVE (5) FULL SETS OF SUPPORTING DRAWINGS, SKETCHES OR SURVEY MAPS FOR CITY STAFF REVIEW PLUS ELECTRONIC
TEN (10) SETS OF PLANS (11" x 17" MAX) FOR PLAN COMMISSION REVIEW -PLUS ELECTRONIC

ELECTRONIC COPIES MAY BE SENT TO THANAMAN@CITYOCFEDARBURG.WI.GOV

The undersigned certifies that he/she has familiarized themselves with the State and Local codes and procedures pertaining to this application. The undersigned further hereby certifies that the information contained in this application is true and correct. This application shall be signed by the property owner(s).

PROPERTY OWNER(S) SIGNATURE: _____ DATE: 6/29/2025

FOR CITY STAFF USE ONLY

TOTAL FEE: $ _____ (SEE FEE SCHEDULE ON REVERSE PAGE) DATE FEE PAID: _____

APPLICATION AND FEE RECEIVED BY: _____ PLAN COMMISSION MEETING DATE: _____

ATTACHMENTS (CHECK IF RECEIVED):

☐ FIVE DESCRIPTIONS ☐ FIVE FULL-SIZE SETS ☐ THIRTEEN PLAN SETS

PROPERTY TAX KEY NO/PLAN COMMISSION FILE NO: _____

ZONING: _____ ALDERMANIC DISTRICT: _____ PREVIOUS MEETING: _____

City of Cedarburg W63 N645 Washington Avenue PO Box 49 Cedarburg Wisconsin 53012-0049 (262) 375-7614 Fax (262) 375-7906
Website: www.ci.cedarburg.wi.us

June 30, 2025

Project Narrative

Project: Taco Bell
Washington Avenue
Cedarburg, WI 53012

Black River Bells, LLC is requesting Conditional Use and Site and Architectural Review Board review and approval for a new Taco Bell quick-serve restaurant with a drive-thru located on parcel 13-051-03-03-007, north of W62 N202 Washington Avenue in the City of Cedarburg. The property is B-2, Community Business, and the proposed use requires a Conditional Use approval.

The existing 0.51-acre site is vacant. The proposed Taco Bell will be a single-story building with a 2,051 square foot footprint featuring a single drive-thru. The ordering station for the drive-thru will be on the west side of the building and the drive-thru lane will flow south, then east along the south side of the building. The waste enclosure proposed on the northeast corner of the site will be masonry material with metal gates painted to match the building exterior.

The building features an upgraded design from a typical Taco Bell new build with a modern, clean, and classy brick exterior to complement the surrounding area while meeting Taco Bell Corporate design requirements. Tower elements add definition and depth to the building while providing a functional element to invite customers into the restaurant. Exciting artwork panels and vibrant building signage inspire energy and vibrancy.

Exterior materials are represented in the attached color elevations and color rendering. Building signage is proposed approximately as illustrated in the attached elevations. A monument sign is also proposed as shown on the site plan. Official sign submittals for permitting will be provided by others.

Access to the site will be on the north end of the site via access easement from the adjacent property to the north. Vehicle flow for the drive-thru will be counterclockwise around the building and vehicle parking for dine-in or pick-up orders will be on the North and East sides of the building. A new connector sidewalk will be provided to connect the site to the existing public sidewalk along Washington Avenue. Proposed parking includes 17 spaces (including 1 handicap accessible stall).

Landscape plantings will be provided in accordance with the City requirements, in an approach which ensures species resiliency and complimentary aesthetics. New site lighting will also meet the City requirements in a fashion that provides appropriate foot candles for safety and cut-off fixtures for minimal light trespass.

Stormwater from the proposed development will be conveyed via curb and gutter or sheet flow to storm inlets, connecting into a proposed underground storm chamber system which will discharge into the existing storm sewer within Washington Avenue right-of-way. New water and sanitary services are proposed to connect to existing mains in Washington Avenue.

The facility will be in operation from 9 AM to 2 AM, Monday – Thursday, from 9 AM to 3 AM Friday and Saturday, and from 9 AM to 1 AM on Sunday. The anticipated number of shifts is three (3) with a maximum of eight (8) employees per shift. Anticipated weekly deliveries include McLane food deliveries two (2) times per week and a cash change delivery by armored truck one (1) time every other week. The estimated project value including site improvements is $1.5 million. Construction is estimated to start in fall of 2025.

The proposed development is designed to work in harmony with the existing commercially developed area enhancing the character of the neighborhood. The property will be transformed into a commercial development that is aesthetically pleasing with high-quality exterior materials on the building, along with landscaping designed to ensure species resiliency and complimentary style. The building and grounds will be well-maintained.

Parcel Information

Legend

Tax Parcel	CSM	US Highway	Town/Public Road
Gap	Cemetery Plat	State Highway	Railroad Centerline
Overlap	Condominium Plat	County Road	
Historical Parcel Lines	Subdivision Plat	Ramp	
Assessors Plat	Plat of Survey	Private Road	

Product of the LAND INFORMATION OFFICE

7/1/2025, 10:15:39 AM

7/1/2025, 10:15:39 AM

0 0.0050.01 0.02 0.03 0.04 mi

DISCLAIMER: This map is not a substitute for an actual field survey or onsite investigation.
The accuracy of this map is limited to the quality of the records from which it was assembled.

OZAUKEE COUNTY

N

34 10 21

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

LEGAL DESCRIPTION:

AS DESCRIBED IN CHICAGO TITLE INSURANCE COMPANY COMMITMENT NUMBER CO-3143 REVISION A BEARING AN EFFECTIVE DATE OF MAY 11, 2015.

PARCEL A:
PARCEL 1 OF CERTIFIED SURVEY MAP NO. 1065, RECORDED AUGUST 18, 1978, IN VOLUME 5 OF CERTIFIED SURVEY MAPS ON PAGES 158 TO 159, AS DOCUMENT NO. 304164, A DIVISION OF PARCEL 4 OF CERTIFIED SURVEY MAP NO. 1047, IN THE SOUTHEAST 1/4 OF SECTION 34, TOWN 10 NORTH, RANGE 21 EAST, IN THE CITY OF CEDARBURG, COUNTY OF OZAUKEE, STATE OF WISCONSIN.

TAX KEY NO: 13-051-03-03-007

ADDRESS: SITUATED ON WASHINGTON AVENUE

PARCEL B:
NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL A CREATED BY DRIVEWAY EASEMENT AGREEMENT DATED SEPTEMBER 13, 1976 AND RECORDED IN VOLUME 427, PAGE 955 AS DOCUMENT NO. 307209 FOR INGRESS AND EGRESS AS PROVIDED FOR THEREIN.

NOTES CORRESPONDING TO SCHEDULE B - II

1 - 4, 9, 14 - 16 NOT SURVEY RELATED.
5 - 8 VISIBLE EVIDENCE SHOWN IF ANY.

10. EASEMENT(S) FOR THE PURPOSE(S) AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO WISCONSIN TELEPHONE COMPANY, FOR UTILITY PURPOSES, RECORDED IN VOLUME 63, PAGE 27, AS DOCUMENT NO. 78695. AN EASEMENT FOR POLES AND WIRES ALONG THE HIGHWAY. EXACT WIDTH AND LOCATION OF EASEMENT CANNOT BE PLOTTED. THERE ARE NO UTILITY POLES OR WIRES LOCATED ON SUBJECT PROPERTY ADJOINING WASHINGTON AVENUE.
11. RESERVATION FOR ACCESS EASEMENT SET FORTH IN LAND CONTRACT RECORDED IN VOLUME 159, PAGE 10, AS DOCUMENT NO. 194690. ACCESS EASEMENT FOR INGRESS AND EGRESS OVER EXISTING ROAD UNTIL JULY 1, 1964. IT IS THE SURVEYOR'S OPINION THIS EASEMENT NO LONGER AFFECTS SUBJECT PROPERTY.
12. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN WARRANTY DEED RECORDED ON JANUARY 16, 1979, IN VOLUME 429, PAGE 790, AS DOCUMENT NO. 308290. COVENANT FOR THE SUBJECT PROPERTY TO BE FOREVER MAINTAINED AS A PARKING LOT AND FOR NO OTHER PURPOSE. AFFECTS PROPERTY BUT CANNOT BE PLOTTED.
13. DRIVEWAY EASEMENT AS SET FORTH ON CERTIFIED SURVEY MAP NO. 1065, CERTIFIED SURVEY MAP NO. 1047 AND CERTIFIED SURVEY MAP NO. 328. DRIVEWAY EASEMENT AFFECTS PROPERTY AS SHOWN ON SURVEY.
17. TERMS, CONDITIONS AND PROVISIONS RELATING TO THE USE AND MAINTENANCE OF THE EASEMENT DESCRIBED AS PARCEL B OF THE SUBJECT PREMISES, DRIVEWAY EASEMENT AGREEMENT RECORDED DECEMBER 1, 1978, IN VOLUME 429, PAGE 955, AS DOCUMENT NO. 307209. AGREEMENT TO CLEARLY DELINEATE THE RIGHTS AND OBLIGATIONS OF A DRIVEWAY EASEMENT. AFFECTS PROPERTY, CANNOT BE PLOTTED.

TABLE A

2. ADDRESS (AS DISCLOSED IN TITLE COMMITMENT): SITUATED ON WASHINGTON AVENUE
3. FLOOD ZONE CLASSIFICATION: THE PROPERTY LIES WITH IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 55089C0186F WITH AN EFFECTIVE DATE OF DECEMBER 4, 2007. ZONE "X" AREAS ARE DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
4. GROSS LAND AREA (PARCEL A): 22,166 SQUARE FEET (0.5089 ACRES).
5. VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29). CONTOURS ARE SHOWN AT A 1' INTERVAL BASED ON ACTUAL GROUND SURVEY OF THE CURRENT GROUND TERRAIN. REFERENCE BENCHMARK: CONCRETE MONUMENT WITH BRASS CAP AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 SECTION 34, TOWN 10 NORTH, RANGE 21 EAST, ELEVATION = 760.47.
6. THE SUBJECT PROPERTY IS CURRENTLY ZONED B-2 COMMUNITY BUSINESS DISTRICT PER THE CITY OF CEDARBURG AND HAS THE FOLLOWING SETBACK REQUIREMENTS:
   FRONT YARD: 40 FEET
   SIDE YARD: 15 FEET
   REAR YARD: 25 FEET
   MAXIMUM BUILDING HEIGHT: 35 FEET
   SEE ZONING ORDINANCE FOR FULL LISTING OF EXCEPTIONS AFFECTING SETBACKS.
11. UNDERGROUND UTILITIES BASED ON FIELD MARKINGS BY DIGGERS HOTLINE TICKET # 20152009344 WITH A CLEAR DATE OF MAY 15, 2015.
14. DISTANCE TO THE NEAREST INTERSECTING STREET: 223.84 FEET TO THE NORTH LINE OF ZEUNERT STREET.
16. NO EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS BASED ON A VISUAL OBSERVATION.
17. NO EVIDENCE OF CHANGES IN STREET RIGHT OF WAY LINES AND STREET OR SIDEWALK CONSTRUCTION OR REPAIRS BASED ON A VISUAL OBSERVATION.
18. NO EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL BASED ON A VISUAL OBSERVATION.
20.(a) LOCATE IMPROVEMENTS WITHIN OFFSITE EASEMENTS DISCLOSED IN THE RECORD DOCUMENTS: DRIVEWAY EASEMENT (PARCEL B) SHOWN ON SURVEY.

CERTIFICATION

TO: CONCORD DEVELOPMENT COMPANY, A WISCONSIN CORPORATION; FAMILY SAVINGS AND LOAN ASSOCIATION N/K/A FAMILY FINANCIAL SAVINGS ASSOCIATION; CHICAGO TITLE INSURANCE COMPANY; PORT WASHINGTON STATE BANK:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 6(b), 8, 11(a), 11(b), 13, 14, 16, 17, 18 & 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 20, 2015.

JOHN P. KONOPACKI, PLS
REGISTRATION NO. S-2461

DATE: AUGUST 5, 2015

PINNACLE ENGINEERING GROUP, LLC.
15850 WEST BLUEMOUND ROAD SUITE 210
BROOKFIELD, WI 53005
PHONE: 262-754-8888
FAX: 262-754-8850

WISCONSIN JOHN P. KONOPACKI S-2461 Waukesha, WI LAND SURVEYOR

STATEMENT OF ENCROACHMENTS

(AA) - EXISTING ASPHALT DRIVE EXTENDS SOUTH OF EASEMENT AREA 0.4' AT THE NORTHWEST CORNER OF THE PROPERTY AND 24.9' AT THE NORTHEAST CORNER OF THE PROPERTY.

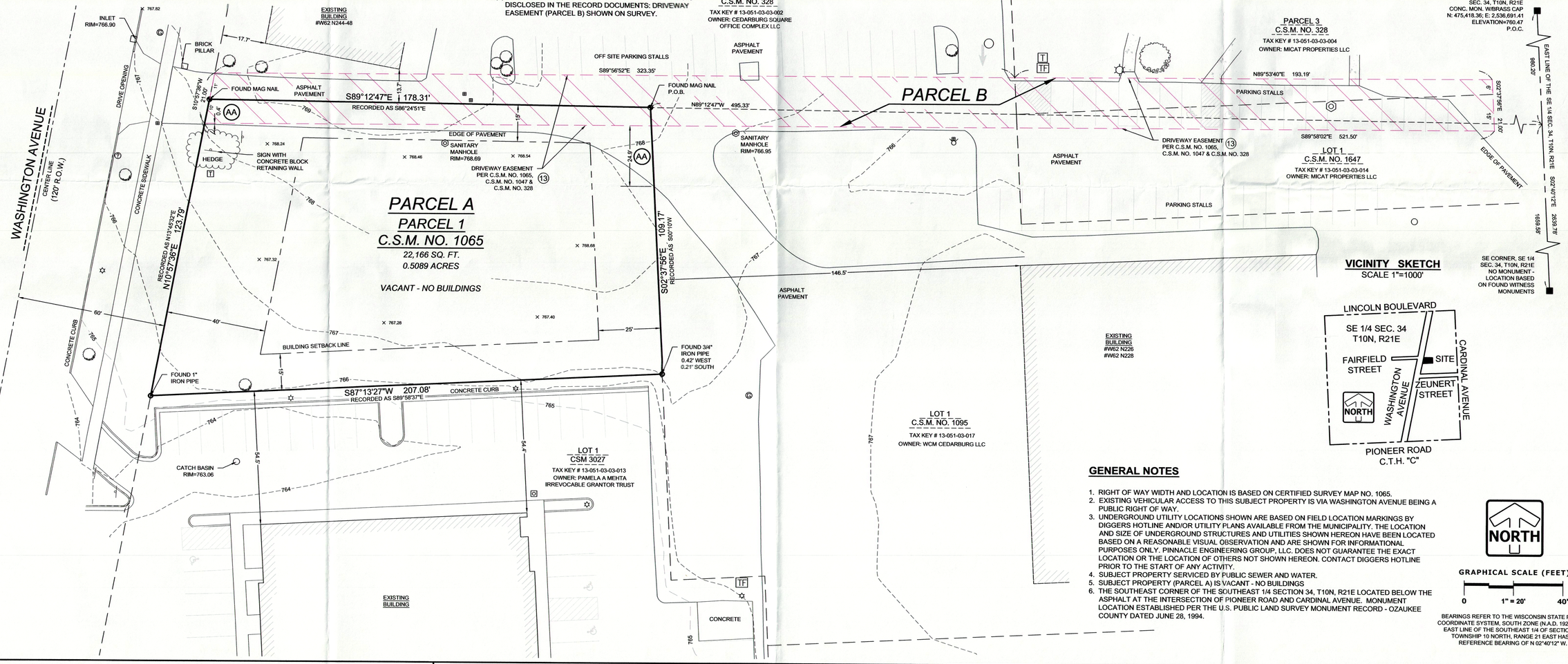
LEGEND OF SYMBOLS & ABBREVIATIONS

SANITARY MANHOLE, STORM MANHOLE, STORM INLET, CLEANOUT, CATCH BASIN, LATERAL, BASKETBALL HOOP, SPOT ELEVATION, AIR CONDITIONING UNIT, UNKNOWN MANHOLE, DUMPSTER, HANDICAP STALL, WELL, HYDRANT, WATER VALVE, WATER SERVICE BOX, SPRINKLER VALVE, TRAFFIC SIGNAL, FLOOD LIGHT, LIGHT POLE

FIBER OPTIC MARKER, FIBER OPTIC MANHOLE, TELEPHONE PEDESTAL, TELEPHONE MANHOLE, TELEPHONE MARKER, POWER POLE, GUY WIRE, TRANSFORMER, ELECTRIC METER, ELECTRIC MANHOLE, CABLE TV RISER/BOX, CABLE TV MANHOLE, GAS VALVE, GAS METER, GAS MARKER, DIRECTIONAL ARROW, CONIFER TREE, DECIDUOUS TREE, BUSH, WETLAND SYMBOL, SANITARY SEWER, STORM SEWER, WATER MAIN, FIBER OPTIC, TELEPHONE, ELECTRICAL, OVERHEAD WIRES, CABLE TELEVISION, GAS MAIN, WETLANDS

SIGN, MAIL BOX, FLAG POLE, BOLLARD, CROSS CUT, IRON PIPE, MAG NAIL, SECTION MONUMENT, BENCH MARK

CL. =CENTERLINE
CONC. =CONCRETE
EL. =ELEVATION
EXIST. =EXISTING
F.I.P. =FOUND IRON PIPE
F.M.N. =FOUND MAG NAIL
INV. =INVERT
P.O.B. =POINT OF BEGINNING
P.O.C. =POINT OF COMMENCEMENT
R.O.W =RIGHT OF WAY
SEC. =SECTION
SQ. FT. =SQUARE FEET
T.O.C. =TOP OF CURB
D.S. =DOWNSPOUT



VICINITY SKETCH

SCALE 1"=1000'

GENERAL NOTES

1. RIGHT OF WAY WIDTH AND LOCATION IS BASED ON CERTIFIED SURVEY MAP NO. 1065.
2. EXISTING VEHICULAR ACCESS TO THIS SUBJECT PROPERTY IS VIA WASHINGTON AVENUE BEING A PUBLIC RIGHT OF WAY.
3. UNDERGROUND UTILITY LOCATIONS SHOWN ARE BASED ON FIELD LOCATION MARKINGS BY DIGGERS HOTLINE AND/OR UTILITY PLANS AVAILABLE FROM THE MUNICIPALITY. THE LOCATION AND SIZE OF UNDERGROUND STRUCTURES AND UTILITIES SHOWN HEREON HAVE BEEN LOCATED BASED ON A REASONABLE VISUAL OBSERVATION AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. PININACLE ENGINEERING GROUP, LLC. DOES NOT GUARANTEE THE EXACT LOCATION OR THE LOCATION OF OTHERS NOT SHOWN HEREON. CONTACT DIGGERS HOTLINE PRIOR TO THE START OF ANY ACTIVITY.
4. SUBJECT PROPERTY SERVICED BY PUBLIC SEWER AND WATER.
5. SUBJECT PROPERTY (PARCEL A) IS VACANT - NO BUILDINGS
6. THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 SECTION 34, T10N, R21E LOCATED BELOW THE ASPHALT AT THE INTERSECTION OF PIONEER ROAD AND CARDINAL AVENUE. MONUMENT LOCATION ESTABLISHED PER THE U.S. PUBLIC LAND SURVEY MONUMENT RECORD - OZAUKEE COUNTY DATED JUNE 28, 1994.

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 20' 40'

BEARINGS REFER TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (N.A.D. 1927). THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 10 NORTH, RANGE 21 EAST HAS A REFERENCE BEARING OF N 02°40'12" W.

DRAFTED: ST DESIGNED: REVIEWED: JPK

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO | MILWAUKEE | NATIONWIDE

WISCONSIN OFFICE:
15850 W. BLUEMOUND ROAD
BROOKFIELD, WI 53005
(262) 754-8888

LOCATION: WASHINGTON AVENUE, CEDARBURG, WI
PARCEL 1 OF C.S.M. NO. 1065, SE 1/4 OF SEC. 34, T10N, R21E

ALTA / ACSM LAND TITLE SURVEY

REVISIONS
1 REVIEW COMMENTS 08/05/2015

PEG JOB No. 499.00W1
PEG PM AEK
DATE 07/31/15
SCALE 1"=20'

SHEET 1 OF 1

© COPYRIGHT 2015

SURVEY

www.pinnacle-engr.com

CITY OF CEDARBURG
SITE AND ARCHITECTURAL REVIEW BOARD
July 24, 2025

A regular meeting of the City of Cedarburg Site and Architectural Review Board was held on Thursday, July 24, 2025, at Cedarburg City Hall, W63 N645 Washington Avenue, upper level, Council Chambers, and online via the Zoom app. Chairman Adam Voltz called the meeting to order at 10:02 a.m.

ROLL CALL: Present - Chairman Architect Adam Voltz, Architect Peter Damsgaard, Architect Paul Rushing, Alderperson Kristin Burkart (via Zoom), Plan Commission Co-Chairperson Jack Arnett

Also Present - Mayor Patricia Thome (via Zoom), City Planner Mary Censky, Administrative Assistant Theresa Hanaman, Jason Daye (Excel Engineering), Andrew Petzold (Concord Development via Zoom), Kate Schley (Coach House Homes), Keith Barnes (KCB Architects)

STATEMENT OF PUBLIC NOTICE

Administrative Assistant Hanaman confirmed that the meeting agenda had been posted and distributed in compliance with the Wisconsin Open Meetings Law.

APPROVAL OF MINUTES -NONE

COMMENTS AND SUGGESTIONS FROM CITIZENS -NONE

REGULAR BUSINESS AND POSSIBLE ACTION THEREON

APPLICANT, BLACK RIVER BELLS, LLC (D/B/A TACO BELL) IN C/O DEAN KOULOURAS, REQUESTS REVIEW AND FAVORABLE RECOMMENDATION TO THE PLAN COMMISSION AS TO THE ARCHITECTURE, SITE PLAN, LANDSCAPING, EXTERIOR LIGHTING, AND RELATED DETAILS ATTENDANT TO THEIR APPLICATION FOR CONDITIONAL USE PERMIT TO DEVELOP A 2,051 SQUARE FOOT TACO BELL QUICK-SERVE RESTAURANT WITH DRIVE-THRU ON THE EXISTING, VACANT, .51-ACRE LOT LOCATED DIRECTLY NORTH OF W62 N202-16 WASHINGTON AVENUE. THE PROPERTY OWNER IS CONCORD 44 LLC IN C/O ANDREW PETZOLD. THIS PROPERTY IS ZONED B-2 COMMUNITY BUSINESS DISTRICT.

Planner Censky reported that the use "Restaurant" is listed as a conditional use in the B-2 District. She presented a detailed analysis of the project's extent of compliance with zoning requirements, noting some concerns regarding setbacks to canopy overhangs, parking stall sizes, and drive width.

Chairman Voltz expressed concerns about the narrow shared private entry drive, suggesting widening this driveway to 24 feet where it meets Washington Avenue and tapering it back 20 feet further east after the Taco Bell drive entry. This may necessitate relocating the existing sign and landscaping.

Board member Damsgaard addressed the parking layout, with the board reaching a consensus to reduce the parking stall dimensions from 10x18 feet to 9x18 feet. Council Member Burkart noted that this project/plan is probably a good example of why the Common Council left flexibility in the Code for Plan Commission to waive the 10' x 18' standard in certain cases.

Board member Rushing discussed signage and artwork, stating that art without branding is acceptable, while branded elements (i.e., bell, wording like taco…) should be reviewed and considered as signage. He went on to say the building's design and materials look good to him. The trash enclosure gates need to be designed with great attention to durability, and the door hinges made especially sturdy. It was suggested that the dumpster should be built with authentic materials vs thin brick over block. It was noted this will contribute to long-term durability.

Board member Rushing considered options for finishing the visible portions of the back of the tower, with the SARB ultimately deciding to prioritize brick veneer or matte finish black brake-metal that matches the brick color to finish off the tower, instead of completing the tower or using a white or tan roof membrane. Planner Censky questioned concerns about rooftop access, noting that whether it is required for a building without mechanical equipment would be a question for building code compliance. But if there is rooftop access via an outdoor ladder and parapet opening, that should be shown on the plan.

Chairman Voltz suggested adding more windows for enhanced natural light and symmetry, particularly in the vestibule area, near the restrooms, and near the soda machine area. Mr. Petzold explained that some areas with mechanical equipment already utilized spandrel glass and agreed to consider making the transom window slightly taller, if operationally feasible.

A favorable recommendation to the Plan Commission was made by Commissioner Arnett, seconded by Board member Rushing to include dumpster doors must be very sturdy and kept closed, dumpster enclosure must be real brick not thin brick over block, adding more windows for enhanced natural light and symmetry, particularly in the vestibule area near the restrooms, and near the soda machine area and make the transom window slightly taller, if operationally feasible, widening the driveway to 24 feet from Washington Avenue to entrance on the north side of the property and taper back to 20 feet after the Taco Bell driveway, require if there is rooftop access via an outdoor ladder and parapet opening, that should be shown on the plan, sign code compliance for any artwork that contains branding or product references to ensure it meets sign code requirements, consider the timing of construction relative to the Washington Avenue reconstruction project, confirm the exact location, specification and possible screening of the grease interceptor, coordinate with other property owners regarding shared driveway easement as to required widening, finish the back of the tower with a like kind/color brick or matte black brake-metal veneer that matches instead of using a white or tan roof membrane, and provide turning radius exhibits to support access requirements. The SARB does not object to the canopy overhang, limited

yard encroachments, or the parking stall 9' x 18' sizes since this is principally a drive-thru model vs dine-in. The motion carried unanimously.

APPLICANT, KATE SCHLEY D/B/A COACH HOUSE HOMES, REQUESTS CONCEPT REVIEW, DISCUSSION, AND FEEDBACK AS A RECOMMENDATION TO THE PLAN COMMISSION IN RESPECT TO HER SEVEN LOT/HOME SINGLE-FAMILY-DETACHED RESIDENTIAL INFILL DEVELOPMENT PROPOSED FOR THE PROPERTIES LOCATED AT W59 N367 HILBERT AVENUE & W61 N394 WASHINGTON AVENUE. THIS 1.78 ACRE SITE, OWNED BY WENDELL LEE LLC IN C/O PAULA MOTTE, IS ZONED RS-5 SINGLE-FAMILY RESIDENTIAL.

Planner Censky presented the applicant proposal for a seven-lot/home single-family-detached residential Planned Unit Development. The proposal depicts a private cul-de-sac drive entering Hilbert Avenue. The infill development project aims to reconfigure two existing lots into seven lots, including one out lot, resulting in six new homes. The applicant plans to seek approval under a Planned Unit Development (PUD) zoning district, which permits modifications to bulk and spatial requirements. The project proposes a lower density of 3.9 units per acre, compared to the maximum allowed density of 5.2 units per acre, and has some smaller lot sizes than the minimum requirements, with an average lot size of 7,736 square feet. The floor area ratio average in this neighborhood is ~24%, with the proposal showing an average floor area ratio of ~49%. The fire department has not objected to the site plan but has requested the removal of interior green space in the cul-de-sac to ensure emergency vehicle access.

Board member Rushing presented an alternative design concept that he feels better aligns with the historic character of the neighborhood. He proposed a "pocket neighborhood" design, featuring several more and much smaller homes situated closer together around a central green space, and with separate car barns.

Board member Rushing focused on evaluating the fit of the proposed high-quality homes and shared green spaces within the existing neighborhood context. While he appreciated the aesthetic and architectural elements, concerns were raised about the size of the houses being too large for the area, along with the fountain and community building not fitting in. Although the proposal was considered promising, he did not agree that it aligned with the neighborhood's existing character and historical context.

Board members expressed mixed feelings about how much paving comes with cul-de-sacs. Damsgard noted that, as much as excess paving is not a design preference, the neighborhood kids will use it as their gathering and play space and families on the front porches will see that. Chairman Voltz suggested removing Lot 3 altogether to enhance the layout and better integrate community amenities and suggested realigning the entry drive on Hilbert Avenue with an existing driveway across the street. Board member Damsgaard questioned the location of the garage on certain lots and the close placement of the home to the sidewalk on certain lots, and suggested adjustments to improve the design.

DRAFT

NEW BUILD FOR

TACO BELL - BLACK RIVER BELLS

CEDARBURG, WI

SITE #317811

PROJECT INFORMATION

SITE INFORMATION:

PROPERTY AREA: 22,183 S.F. (0.51 ACRES).

EXISTING ZONING: B-2 COMMUNITY BUSINESS DISTRICT

PROPOSED ZONING: B-2 COMMUNITY BUSINESS DISTRICT

PROPOSED USE: QUICK SERVE RESTAURANT WITH DRIVE THRU

AREA OF SITE DISTURBANCE: 22,161 S.F. (0.51 ACRES)

SETBACKS:
BUILDING: STREET = 40'
SIDE = 15'
REAR = 25'
PAVEMENT: STREET = 5'
SIDE = 5'
REAR = 5'

PROPOSED BUILDING HEIGHT: 23' TO TOP OF TOWER (MAX. HEIGHT ALLOWED: 35')

PARKING REQUIRED: 1 SPACE PER 50 S.F. GROSS FLOOR AREA + 1 SPACE PER 2 EMPLOYEES
(41 + 4 = 45 SPACES REQ.)

PARKING PROVIDED: 17 SPACES (1 H.C. ACCESSIBLE)

HANDICAP STALLS REQUIRED: 1 REQUIRED, 1 PROVIDED

BUILDING OCCUPANCY CLASSIFICATION = GROUP B

CLASS OF BUILDING CONSTRUCTION = TYPE VB - WOOD FRAMED

PARKING LOT INTERIOR GREENSPACE
REQUIRED: 4% MIN.
PROVIDED: 4.4%

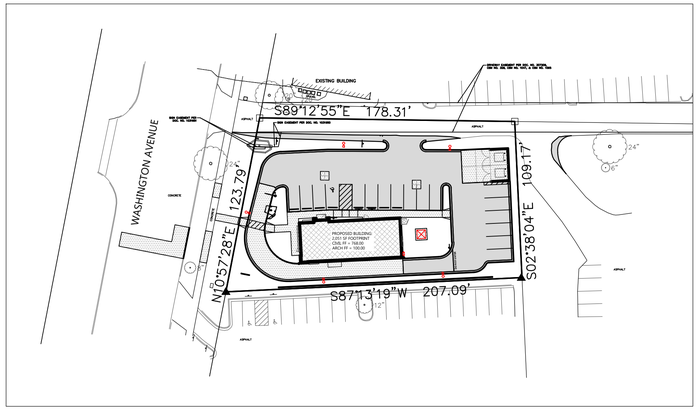
EXISTING PROJECT AREA SITE DATA

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.00	0	0.0%
PAVEMENT (ASP. & CONC.)	0.05	2,292	10.3%
TOTAL IMPERVIOUS	0.05	2,292	10.3%
LANDSCAPE/ OPEN SPACE	0.46	19,891	89.7%
PROJECT SITE	0.51	22,183	100.0%

PROPOSED PROJECT AREA SITE DATA

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.05	2,051	9.2%
PAVEMENT (ASP. & CONC.)	0.34	14,795	66.7%
TOTAL IMPERVIOUS	0.39	16,846	75.9%
LANDSCAPE/ OPEN SPACE	0.12	5,337	24.1%
PROJECT SITE	0.51	22,183	100.0%

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE TELEFAX (414) 259-0947
TDD (FOR THE HEARING IMPAIRED)
1-800 542-2289
WISCONSIN STATUTE 182.0175 (1974)
REQUIRES MINIMUM OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE



SITE PLAN OVERVIEW
SCALE: 1"= 50'
50' 0 50' 100'
NORTH

PROJECT CONTACTS

OWNER INFORMATION:
BLACK RIVER BELLS
DEAN KOULOURAS
DIRECTOR OF CONSTRUCTION
Phone: (734) 257-0647
Email: dean.koulouras@teamlyders.com

CIVIL:
EXCEL ENGINEERING, INC.
JASON DAYE, PE
Phone: (920) 322-1687
E-mail: jason.daye@excelengineer.com

CITY PLANNER:
MARY CENSKY
Phone: (262) 375-7614
E-mail: mcensky@cityofcedarburg.wi.gov

CITY ENGINEER:
DYLAN URBANEK
Phone: (262) 375-7610
E-mail: durbanek@cityofcedarburg.wi.gov

CITY FIRE CHIEF:
JEFFREY VAHSHOLTZ
Phone: (262) 375-7630
E-mail: jvahsholtz@cityofcedarburg.wi.gov

CITY BUILDING INSPECTOR:
JEFF THOMA
Phone: (262) 375-7609
E-mail: jthoma@cityofcedarburg.wi.gov

CITY DIRECTOR OF PUBLIC WORKS:
MIKE WIESER
Phone: (262) 375-7610
E-mail: mwieser@cityofcedarburg.wi.gov

LOCATION MAP

NTS

PROJECT NOTES

GENERAL PROJECT NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WORK IN ROW PERMITS.
2. CONTRACTOR SHALL INCLUDE IN BASE BID TO OWNER ALL COSTS ASSOCIATED WITH CONSTRUCTION STAKING/SURVEYING. COSTS INCURRED ABOVE AND BEYOND THE BASE BID DUE TO RESTAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, NOT THE OWNER.
3. CONTRACTOR SHALL INCLUDE IN BASE BID TO OWNER ALL COSTS ASSOCIATED WITH GEOTECHNICAL TESTING/SAMPLING SERVICES AS NEEDED FOR THE PROPOSED SITE IMPROVEMENTS.

CONSTRUCTION STAKING SERVICES

CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING AS REQUESTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR TO CONTACT RYAN WILGREEN AT 920-926-9800 OR RYAN.W@EXCELENGINEER.COM TO GET STAKING PRICE TO INCLUDE IN BID TO OWNER. PAYMENT OF STAKING COSTS ABOVE AND BEYOND THE BASE PRICE DUE TO RESTAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, NOT THE OWNER. CAD DRAWING FILES AND SURVEY CONTROL WILL NOT BE PROVIDED FOR STAKING PURPOSES.

SHEET INDEX

SHEETS BELOW INTENDED TO BE PRINTED IN: COLOR. REFER TO DIGITAL FORMAT DRAWINGS IF PRINTED GRAYSCALE TO ENSURE SCOPE CLARITY.

NUMBER	SHEET NAME / DESCRIPTION
C0.1	COVER SHEET
C0.2	SPECIFICATIONS
C1.0	EXISTING SITE AND DEMOLITION PLAN
C1.1	SITE PLAN
C1.2	GRADING AND EROSION CONTROL PLAN
C1.3	UTILITY PLAN
C1.4	LANDSCAPE AND RESTORATION PLAN
C2.0	DETAILS
C2.1	DETAILS
C2.2	DETAILS
C2.3	DETAILS
C2.4	DETAILS
C3.1	SITE PHOTOMETRIC PLAN & DETAILS
C3.2	GREASE INTERCEPTOR DETAIL & SCHEDULE

LEGEND

NOTE: ALL SYMBOLS SHOWN MAY NOT APPEAR ON DRAWINGS.

SYM.	IDENTIFICATION	SYM.	IDENTIFICATION
SPOT ELEVATIONS			
000.00	PROPOSED SPOT ELEVATIONS (FLOW LINE OF CURB UNLESS OTHERWISE SPECIFIED)	000.00 TC 000.00 FL	PROPOSED SPOT ELEVATIONS (TOP OF CURB, FLOWLINE OF CURB)
000.00 EG	EXISTING GRADE SPOT ELEVATIONS		
000.00 BG 000.00 FG	PROPOSED SPOT ELEVATIONS (REFERENCE R-WALL DETAIL) BG-FINISHED SURFACE GRADE AT BACK OF WALL FG-FINISHED SURFACE GRADE AT FRONT OF WALL	000.00 TW 000.00 BW	PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK @ FLOWLINE)
EXISTING SITE SYMBOLS			
	EXISTING SIGN		EXISTING UTILITY POLE
	EXISTING HANDICAP PARKING STALL		EXISTING UTILITY POLE WITH GUY WIRE
	EXISTING WATER VALVE IN BOX		EXISTING STREET LIGHT
	EXISTING WATER VALVE IN MANHOLE		EXISTING TELEPHONE PEDESTAL
	EXISTING WATER SERVICE VALVE		EXISTING ELECTRIC PEDESTAL
	EXISTING WELL		EXISTING ELECTRIC BOX
	EXISTING STORM CATCH BASIN		EXISTING FLOOD LIGHT
	EXISTING STORM CURB INLET		EXISTING TELEPHONE MANHOLE
	EXISTING SQUARE CATCH BASIN		EXISTING CABLE TV PEDESTAL
	EXISTING LIGHT POLE		EXISTING GAS VALVE
	1-1/4" REBAR SET WEIGHING 4.30 LB/FT.		EXISTING HEDGE
	3/4" REBAR SET WEIGHING 1.50 LB/FT.		EXISTING WOODED AREA
	1-1/4" REBAR FOUND		EXISTING MARSH AREA
	3/4" REBAR FOUND		EXISTING DECIDUOUS TREE WITH TRUNK DIAMETER
	2" IRON PIPE FOUND		EXISTING CONIFEROUS TREE
	1" IRON PIPE FOUND		EXISTING SHRUB
	SECTION CORNER		EXISTING STUMP
PROPOSED SITE SYMBOLS			
	PROPOSED SIGN		PROPOSED STORM FIELD INLET - ST FI
	PROPOSED HANDICAP PARKING STALL		PROPOSED LIGHT POLE
	PROPOSED WATER VALVE IN BOX		PROPOSED DRAINAGE FLOW
	PROPOSED WATER VALVE IN MANHOLE		PROPOSED APRON END SECTION
	PROPOSED WATER SERVICE VALVE		SOIL BORING
	PROPOSED WELL		CENTER LINE
	PROPOSED STORM CATCH BASIN - ST CB	CO	PROPOSED CLEANOUT
	PROPOSED STORM CURB INLET - ST CI	DSG	PROPOSED DOWNSPOUT TO GRADE
		DSR	PROPOSED DOWNSPOUT TO RISER
EXISTING LINETYPES			
	EXISTING CHAINLINK FENCE	POL	EXISTING POLISH SEWER AND MANHOLE
	EXISTING WOOD FENCE	P	EXISTING PROCESS SEWER AND MANHOLE
	EXISTING BARBED WIRE FENCE	CLW	EXISTING CLEAR WATER LINE
	EXISTING CURB AND GUTTER	FO	EXISTING UNDERGROUND FIBER OPTIC LINE
	EXISTING GUARD RAIL	E	EXISTING UNDERGROUND ELECTRIC CABLE
800	EXISTING GROUND CONTOUR	T	EXISTING UNDERGROUND TELEPHONE CABLE
ST	EXISTING STORM SEWER AND MANHOLE	G	EXISTING UNDERGROUND GAS LINE
SA	EXISTING SANITARY SEWER AND MANHOLE	OU	EXISTING OVERHEAD UTILITY LINE
	EXISTING WATER LINE AND HYDRANT		RAILROAD TRACKS
	INTERIOR PROPERTY LINE		RIGHT-OF-WAY LINE
PROPOSED LINETYPES			
	PROPOSED CHAINLINK FENCE	POL	PROPOSED POLISH SEWER AND MANHOLE
	PROPOSED WOOD FENCE	P	PROPOSED PROCESS SEWER AND MANHOLE
	PROPOSED BARBED WIRE FENCE	CLW	PROPOSED CLEAR WATER LINE
	PROPOSED CURB AND GUTTER	FO	PROPOSED UNDERGROUND FIBER OPTIC LINE
	PROPOSED GUARD RAIL	E	PROPOSED UNDERGROUND ELECTRIC CABLE
800	PROPOSED GROUND CONTOUR	T	PROPOSED UNDERGROUND TELEPHONE CABLE
ST	PROPOSED STORM SEWER AND MANHOLE - ST MH	G	PROPOSED UNDERGROUND GAS LINE
SA	PROPOSED SANITARY SEWER AND MANHOLE - SAN MH	OU	PROPOSED OVERHEAD UTILITY LINE
	PROPOSED WATER LINE AND HYDRANT		MATCHLINE
	PROPOSED PROPERTY LINE		GRADING/SEEDING LIMITS

CIVIL COVER SHEET

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL
WISCONSIN
JASON DAYE
39777-006
FOND DU LAC
WISCONSIN
PROFESSIONAL ENGINEER
07/30/25

SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
C0.1

CIVIL SPECIFICATIONS

DIVISION 31 EARTH WORK

31 10 00 SITE CLEARING (DEMOLITION)

A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING SITE DEMOLITION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO BIDDING. CONTRACTOR SHALL REMOVE, REPLACE, OR DEMOLISH ALL ITEMS AS NEEDED DURING CONSTRUCTION.
C. CONTRACTOR TO PROTECT EXISTING IMPROVEMENTS THAT ARE SCHEDULED TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPLACED AT CONTRACTORS EXPENSE.
D. ALL CONCRETE NOTED TO BE REMOVED SHALL BE REMOVED TO THE NEAREST CONTROL JOINT.

31 20 00 EARTH MOVING

A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING EXCAVATION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT FOR ALL EXCAVATION, GRADING, FILL AND BACKFILL WORK AS REQUIRED TO COMPLETE THE GENERAL CONSTRUCTION WORK. ALL EXCAVATION AND BACKFILL FOR ELECTRICALS AND MECHANICALS ARE THE RESPONSIBILITY OF THE RESPECTIVE CONTRACTOR UNLESS OTHERWISE SPECIFIED IN THE BID DOCUMENTS.
C. ALL ORGANIC TOPSOIL INSIDE THE BUILDING AREA; UNDER PAVED AREAS, AND AT SITE FILL AREAS SHALL BE REMOVED. PROOF ROLL SUBGRADES BEFORE PLACING FILL WITH HEAVY PNEUMATIC-TIRED EQUIPMENT, SUCH AS A FULLY-LOADED TANDEM AXLE DUMP TRUCK, TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. CONTRACTOR SHALL VERIFY TOPSOIL DEPTHS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REVIEW AND FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND ACCOUNT FOR EXISTING CONDITIONS PRIOR TO SUBMITTING BID FOR THE PROJECT. EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY LOCAL ZONING REQUIREMENTS.
D. PLACE AND COMPACT FILL MATERIAL IN LAYERS TO REQUIRED ELEVATIONS, UNIFORMLY MOISTEN OR AERATE SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL LAYER BEFORE COMPACTION AS RECOMMENDED TO ACHIEVE SPECIFIED DRY DENSITY. REMOVE AND REPLACE, OR SCARIFY AND AIR DRY, OTHERWISE SATISFACTORY SOIL MATERIAL THAT IS TOO WET TO COMPACT TO SPECIFIED DRY DENSITY
E. PLACE BACKFILL AND FILL MATERIALS IN LAYERS NOT MORE THAN 8" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
F. COMPACT THE SOIL TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MAXIMUM DRY DENSITY ACCORDING TO ASTM D 698, STANDARD PROCTOR TEST. FILL MAY NOT BE PLACED ON FROZEN GROUND AND NO FROZEN MATERIALS MAY BE USED FOR BACK FILL. APPLY THE MORE STRINGENT REQUIREMENTS WHEN COMPARING BETWEEN THE FOLLOWING AND THE GEOTECHNICAL REPORT.
   1. UNDER FOUNDATIONS - SUBGRADE, AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 98 PERCENT.
   2. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS MORE THAN 3 FEET BELOW THE SLAB - PLACE A DRAINAGE COURSE LAYER OF 3/4" CRUSHED STONE, WITH 5% TO 12% FINES, PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT.
   3. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS WITHIN 3 FEET OF THE SLAB SURFACE- PLACE A DRAINAGE COURSE LAYER OF CLEAN 3/4" CRUSHED STONE, WITH NO MORE THAN 5% FINES, PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT.
   4. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENTS - COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
   5. UNDER WALKWAYS - COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
   6. UNDER LAWN OR UNPAVED AREAS - COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 85 PERCENT.
G. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. CONTRACTOR SHALL PROVIDE DOCUMENTATION OF PASSING DENSITY TESTING AND PROOF-ROLLING TO ENGINEER UPON COMPLETION. IT IS SUGGESTED THAT THE GEOTECHNICAL FIRM USED TO PERFORM THE SUBSURFACE SOIL INVESTIGATION BE ENGAGED FOR THE FIELD-QUALITY CONTROL TESTS.
H. ALLOW THE TESTING AGENCY TO TEST AND INSPECT SUBGRADES AND EACH FILL OR BACKFILL LAYER. PROCEED WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS FOR PREVIOUSLY COMPLETED WORK COMPLY WITH REQUIREMENTS. PROVIDE ONE TEST FOR EVERY 2000 SQUARE FEET OF PAVED AREA OR BUILDING SLAB, ONE TEST FOR EACH SPREAD FOOTING, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.
I. WHEN THE TESTING AGENCY REPORTS THAT SUBGRADES, FILLS, OR BACKFILLS HAVE NOT ACHIEVED DEGREE OF COMPACTION SPECIFIED, SCARIFY AND MOISTEN OR AERATE, OR REMOVE AND REPLACE SOIL TO DEPTH REQUIRED; RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION IS OBTAINED.
J. THE BUILDING SITE SHALL BE GRADED TO PROVIDE DRAINAGE AWAY FROM THE BUILDING AS INDICATED ON THE PLANS. SITE EARTHWORK SHALL BE GRADED TO WITHIN 0.10' OF ROUGH EARTHWORK ELEVATIONS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE GRADING PLAN.

31 30 00 EROSION CONTROL

A. THE GRADING PLAN REFLECTS LESS THAN 1 ACRE OF DISTURBED AREA. THE SITE IS THEREFORE EXEMPT FROM WISCONSIN DEPARTMENT OF NATURAL RESOURCES NR 216 NOTICE OF INTENT REQUIREMENTS. THE DESIGN ENGINEER SHALL PREPARE AN EROSION CONTROL PLAN TO MEET NR 151.105 CONSTRUCTION SITE PERFORMANCE STANDARDS FOR NON-PERMITTED SITES.
B. EROSION AND SEDIMENT CONTROL IMPLEMENTED DURING CONSTRUCTION SHALL STRICTLY COMPLY WITH THE GUIDELINES AND REQUIREMENTS SET FORTH IN WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151, THE STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES RUNOFF MANAGEMENT PERFORMANCE STANDARDS. TECHNICAL STANDARDS PUBLISHED BY THE WISCONSIN DNR SHALL ALSO BE UTILIZED TO IMPLEMENT THE REQUIRED PERFORMANCE STANDARDS. THE METHODS AND TYPES OF EROSION CONTROL WILL BE DEPENDENT ON THE LOCATION AND TYPE OF WORK INVOLVED. ALL SEDIMENT CONTROL MEASURES SHALL BE INSTALLED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION, AND INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. BELOW IS A LIST OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES TO ACHIEVE THE PERFORMANCE STANDARDS REQUIRED.
   1. SILT FENCE SHALL BE PLACED ON SITE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. SILT FENCE SHALL ALSO BE PROVIDED AROUND THE PERIMETER OF ALL SOIL STOCKPILES THAT WILL EXIST FOR MORE THAN 7 DAYS. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1056 (CURRENT EDITION).
   2. STORM DRAIN INLET PROTECTION SHALL BE PROVIDED FOR ALL NEW AND DOWNSTREAM STORM CATCH BASINS AND CURB INLETS. TYPE B OR C PROTECTION SHOULD BE PROVIDED AND SHALL BE IN CONFORMANCE WITH WISCONSIN DNR TECHNICAL STANDARD 1060 (CURRENT EDITION).
   3. DUST CONTROL MEASURES SHALL BE PROVIDED TO REDUCE OR PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. CONTROL MEASURES INCLUDE APPLYING MULCH AND ESTABLISHING VEGETATION, WATER SPRAYING, SURFACE ROUGHENING, APPLYING POLYMERS, SPRAY-ON TACKIFIERS, CHLORIDES, AND BARRIERS. SOME SITES MAY REQUIRE AN APPROACH THAT UTILIZES A COMBINATION OF MEASURES FOR DUST CONTROL. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
   4. THE USE, STORAGE, AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS USED ON SITE SHALL BE MANAGED DURING THE CONSTRUCTION PERIOD TO PREVENT THEIR TRANSPORT BY RUNOFF INTO WATERS OF THE STATE.
   5. CONTRACTOR SHALL PROVIDE AN OPEN AGGREGATE CONCRETE TRUCK WASHOUT AREA ON SITE. CONTRACTOR TO ENSURE THAT CONCRETE WASHOUT SHALL BE CONTAINED TO THIS DESIGNATED AREA AND NOT BE ALLOWED TO RUN INTO STORM INLETS OR INTO THE OVERLAND STORMWATER DRAINAGE SYSTEM. WASHOUT AREA SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION.
   6. TEMPORARY SITE RESTORATION SHALL TAKE PLACE IN DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRES VEGETATIVE COVER FOR LESS THAN ONE YEAR. THIS TEMPORARY SITE RESTORATION REQUIREMENT ALSO APPLIES TO SOIL STOCKPILES THAT EXIST FOR MORE THAN 7 DAYS. PERMANENT RESTORATION APPLIES TO AREAS WHERE PERENNIAL VEGETATIVE COVER IS NEEDED TO PERMANENTLY STABILIZE AREAS OF EXPOSED SOIL. PERMANENT STABILIZATION SHALL OCCUR WITHIN 3 WORKING DAYS OF FINAL GRADING. TOPSOIL, SEED, AND MULCH SHALL BE IN GENERAL CONFORMANCE WITH TECHNICAL STANDARDS 1058 AND 1059 AND SHALL MEET THE SPECIFICATIONS FOUND IN THE LANDSCAPING AND SITE STABILIZATION SECTION OF THIS CONSTRUCTION DOCUMENT. ANY SOIL EROSION THAT OCCURS AFTER FINAL GRADING AND/OR FINAL STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
   7. IF SITE DEWATERING IS REQUIRED FOR PROPOSED CONSTRUCTION ACTIVITIES, ALL SEDIMENT LADEN WATER GENERATED DURING THE DEWATERING PROCESS SHALL BE TREATED TO REMOVE SEDIMENT PRIOR TO DISCHARGING OFF-SITE OR TO WATERS OF THE STATE. FOLLOW ALL PROCEDURES FOUND IN TECHNICAL STANDARD 1061.
   8. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH WORKING DAY. DUST CONTROL REQUIREMENTS SHALL BE FOLLOWED PER WI DNR TECHNICAL STANDARD 1068 (CURRENT EDITION). FLUSHING SHALL NOT BE ALLOWED.
C. ALL EROSION CONTROL DEVICES SHALL AT A MINIMUM BE INSPECTED EVERY 7 CALENDAR DAYS OR EVERY 14 DAYS AND WITHIN 24 HOURS OF THE END OF A RAIN EVENT OF 0.5" OR MORE. MAINTENANCE SHALL BE PERFORMED PER WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151 STORMWATER MANAGEMENT TECHNICAL STANDARD REQUIREMENTS.
D. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREA(S) SERVED HAVE ESTABLISHED VEGETATIVE COVER.
E. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS.

DIVISION 32 EXTERIOR IMPROVEMENTS

32 10 00 AGGREGATE BASE & ASPHALT PAVEMENT

A. CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT WHERE INDICATED ON THE PLANS. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. PROVIDE HOT MIX ASPHALT MIXTURE TYPES PER SECTION 460 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. CONTRACTOR SHALL OBTAIN AND REVIEW SOILS REPORT FOR RECOMMENDATIONS FOR GEO-GRID / GEOTEXTILE BELOW CRUSHED AGGREGATE (IF APPLICABLE). CONTRACTOR TO PROVIDE AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT TYPES AND DEPTHS AS INDICATED BELOW:

HEAVY ASPHALT PAVING SECTION
1-1/2" SURFACE COURSE (5 LT 58-28S)
WISDOT 455.2.5 TACK COAT (STAGED PAVING)
2-1/2" BINDER COURSE (4 LT 58-28S)
12" OF 1-1/4" CRUSHED AGGREGATE

B. CONTRACTOR TO COMPACT THE AGGREGATE BASE, ASPHALT BINDER COURSE, AND ASPHALT SURFACE COURSE TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL ASPHALT PAVEMENT AREAS SHALL BE PROOF ROLLED WITH A LOADED TANDEM AXLE DUMP TRUCK WITH POSITIVE DRAINAGE BEING MAINTAINED IN ACCORDANCE WITH DESIGN PLANS. A MINIMUM OF 1.5% SLOPE SHALL BE MAINTAINED IN ALL ASPHALT PAVEMENT AREA.
C. HOT MIX ASPHALT CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF GEOTECHNICAL REPORT OR CONSTRUCTION DOCUMENTS.
D. CONTRACTOR TO PROVIDE 4" WIDE YELLOW OR WHITE PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. YELLOW OR WHITE PAINT MARKINGS SHALL ALSO BE PROVIDED FOR H.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32 20 00 CONCRETE AND AGGREGATE BASE

A. CONTRACTOR TO PROVIDE CRUSHED AGGREGATE BASE AND CONCRETE WHERE INDICATED ON THE PLANS.
B. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL AGGREGATE PLACED MUST BE COMPACTED TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
C. DESIGN AND CONSTRUCTION OF ALL CAST-IN-PLACE EXTERIOR CONCRETE FLAT WORK SHALL CONFORM TO ACI 330R-08 & ACI 318-08.
D. EXTERIOR CONCRETE FLAT WORK CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF THE GEOTECHNICAL REPORT OR THIS SPECIFICATION. CONCRETE FLAT WORK CONSTRUCTION IS AS FOLLOWS:
   1. SIDEWALK CONCRETE - 4" OF CONCRETE OVER 4" OF 3/4" CRUSHED AGGREGATE BASE. CONTRACTION JOINTS SHALL CONSIST OF 1/8" WIDE BY 1" DEEP TOOLED JOINT WHERE INDICATED ON THE PLANS.
   2. DUMPSTER PAD/APRON CONCRETE - 8" OF CONCRETE OVER 6" OF AGGREGATE BASE.
      a. CONCRETE SHALL BE STEEL REINFORCED WITH THE FOLLOWING AND PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB.
         1) TIE BARS AT ALL CONTRACTION JOINTS OF THE CONCRETE. TIE BARS SHALL BE #4 REBAR 30" LONG PLACED AT 30" O.C.
      b. DUMPSTER PAD CONCRETE JOINTING SHALL BE AS FOLLOWS:
         1) CONTRACTION SAWCUT JOINT - CONTRACTOR SHALL PROVIDE A SAWCUT JOINT AT MAXIMUM SPACING OF 10' ON CENTER. SAWCUT SHALL BE 2" IN DEPTH.
         2) TYPICAL POUR POINT JOINT - POUR CONTROL JOINT SHALL BE PROVIDED WITH 1-1/4" DIAMETER BY 20" LONG SMOOTH DOWEL PLACED AT 12" O.C. ONE HALF OF THE DOWEL SHALL BE GREASED. GREENSTREAK 9" SPEED DOWEL TUBES SHALL BE USED.
   3. HEAVY DUTY/DRIVE THRU CONCRETE - 6" OF CONCRETE OVER 6" OF 3/4" CRUSHED AGGREGATE. CONCRETE SHALL BE REINFORCED WITH #3 REBARS ON CHAIRS AT 3' O.C. REBAR SHALL BE PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB. CONTRACTION JOINTS SHALL BE SAWCUT 1.5" IN DEPTH AND BE SPACED A MAXIMUM OF 15' ON CENTER.
E. DESIGN MIXES SHALL BE IN ACCORDANCE WITH ASTM C94
   1. STRENGTH TO BE MINIMUM OF 4,500 PSI AT 28 DAYS FOR EXTERIOR CONCRETE.
   2. MAXIMUM WATER/CEMENT RATIO SHALL BE 0.45.
   3. SLUMP SHALL NOT EXCEED 4" FOR EXTERIOR CONCRETE FLAT WORK
   4. SLUMP SHALL BE 2.5" OR LESS FOR SLIP-FORMED CURB AND GUTTER
   5. SLUMP SHALL BE BETWEEN 1.5" TO 3" FOR NON SLIP-FORMED CURB AND GUTTER.
   6. ALL EXTERIOR CONCRETE SHALL BE AIR ENTRAINED WITH 4% TO 7% AIR CONTENT. NO OTHER ADMIXTURES SHALL BE USED WITHOUT APPROVAL OF EXCEL ENGINEERING, INC. CALCIUM CHLORIDE SHALL NOT BE USED.
   7. MAXIMUM AGGREGATE SIZE FOR ALL EXTERIOR CONCRETE SHALL BE 0.75 INCHES.
F. VERIFY EQUIPMENT CONCRETE PAD SIZES WITH CONTRACTOR REQUIRING PAD. PADS SHALL HAVE FIBERMESH 300 FIBERS AT A RATE OF 1.5 LBS/CU. YD. OR 6 X 6–W1.4 X W1.4 WELDED WIRE MESH WITH MINIMUM 1 INCH COVER. EQUIPMENT PADS SHALL BE 5.5 INCHES THICK WITH 1 INCH CHAMFER UNLESS SPECIFIED OTHERWISE. CONCRETE SHALL BE PROVIDED ON 6" OF 3/4" CRUSHED AGGREGATE BASE. COORDINATE ADDITIONAL PAD REQUIREMENTS WITH RESPECTIVE CONTRACTOR.
G. ALL CONCRETE FLAT WORK SURFACES AND CONCRETE CURB FLOWLINES SHALL BE CONSTRUCTED TO WITHIN 0.05' OF DESIGN SURFACE AND FLOWLINE GRADES ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE DESIGN PLANS.
H. CONCRETE FLAT WORK SHALL HAVE CONSTRUCTION JOINTS OR SAW CUT JOINTS PLACED AS INDICATED ON THE PLANS OR PER THIS SPECIFICATION. SAWCUTS SHALL BE DONE AS SOON AS POSSIBLE BUT NO LATER THAN 24 HOURS AFTER CONCRETE IS PLACED. CONCRETE CURB AND GUTTER JOINTING SHALL BE PLACED EVERY 10' OR CLOSER (6' MIN.). IF CONCRETE PAVEMENT IS ADJACENT TO CONCRETE CURB, JOINTING IN THE PAVEMENT AND CURB SHALL ALIGN. ALL EXTERIOR CONCRETE SHALL HAVE A BROOM FINISH UNLESS NOTED OTHERWISE. A UNIFORM COAT OF A HIGH SOLIDS CURING COMPOUND MEETING ASTM C309 SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. ALL CONCRETE IS TO BE CURED FOR 7 DAYS. EXTERIOR CONCRETE SHALL BE SEPARATED FROM BUILDINGS WITH CONTINUOUS 0.5 INCH FIBER EXPANSION JOINT AND/OR 0.25 INCH FIBER EXPANSION JOINT AT DECORATIVE MASONRY UNITS.
I. ALL REINFORCING BARS SHALL BE ASTM A615 GRADE 60. THICKNESS OF CONCRETE COVER OVER REINFORCEMENT SHALL BE NOT LESS THAN 3" WHERE CONCRETE IS DEPOSITED AGAINST THE GROUND WITHOUT THE USE OF FORMS AND NOT LESS THAN 1.5" FOR UP TO #5 BARS AND 2" FOR #6 TO #10 BARS IN ALL OTHER LOCATIONS. ALL REINFORCING SHALL BE LAPPED 48 DIAMETERS FOR UP TO #6 BARS, 62 DIAMETERS FOR #7 TO #9 BARS, 68 DIAMETERS FOR #10 BARS OR AS NOTED ON THE DRAWINGS AND EXTENDED AROUND CORNERS WITH CORNER BARS. PLACING AND DETAILING OF STEEL REINFORCING AND REINFORCING SUPPORTS SHALL BE IN ACCORDANCE WITH CRSI AND ACI MANUAL AND STANDARD PRACTICES. THE REINFORCEMENT SHALL NOT BE PAINTED AND MUST BE FREE OF GREASE/OIL DIRT OR DEEP RUST WHEN PLACED IN THE WORK. ALL WELDED WIRE FABRIC SHALL MEET THE REQUIREMENTS OF ASTM A 1064. WELDED WIRE FABRIC SHALL BE PLACED 2" FROM TOP OF SLAB, UNLESS INDICATED OTHERWISE.
J. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO SAMPLE MATERIALS, PERFORM TESTS, AND SUBMIT TEST REPORTS DURING CONCRETE PLACEMENT. TESTS WILL BE PERFORMED ACCORDING TO ACI 301. CAST AND LABORATORY CURE ONE SET OF FOUR STANDARD CYLINDERS FOR EACH COMPOSITE SAMPLE FOR EACH DAY'S POUR OF EACH CONCRETE MIX EXCEEDING 5 CU. YD., BUT LESS THAN 25 CU. YD., PLUS ONE SET FOR EACH ADDITIONAL 50 CU. YD. OR FRACTION THEREOF. PERFORM COMPRESSIVE-STRENGTH TESTS ACCORDING TO ASTM C 39. TEST TWO SPECIMENS AT 7 DAYS AND TWO SPECIMENS AT 28 DAYS. PERFORM SLUMP TESTING ACCORDING TO ASTM C 143. PROVIDE ONE TEST AT POINT OF PLACEMENT FOR EACH COMPOSITE SAMPLE, BUT NOT LESS THAN ONE TEST FOR EACH DAY'S POUR OF EACH CONCRETE MIX. PERFORM ADDITIONAL TESTS WHEN CONCRETE CONSISTENCY APPEARS TO CHANGE.
K. PROTECT FRESHLY PLACED CONCRETE FROM PREMATURE DRYING AND EXCESSIVE COLD OR HOT TEMPERATURES. IN HOT, DRY, AND WINDY WEATHER, APPLY AN EVAPORATION-CONTROL COMPOUND ACCORDING TO MANUFACTURER'S INSTRUCTIONS AFTER SCREEDING AND BULL FLOATING, BUT BEFORE POWER FLOATING AND TROWELLING.
L. LIMIT MAXIMUM WATER-CEMENTITIOUS RATIO OF CONCRETE EXPOSED TO FREEZING, THAWING AND DEICING SALTS TO 0.45.
M. TEST RESULTS WILL BE REPORTED IN WRITING TO THE DESIGN ENGINEER, READY-MIX PRODUCER, AND CONTRACTOR WITHIN 24 HOURS AFTER TESTS. REPORTS OF COMPRESSIVE STRENGTH TESTS SHALL CONTAIN THE PROJECT IDENTIFICATION NAME AND NUMBER, DATE OF CONCRETE PLACEMENT, NAME OF CONCRETE TESTING SERVICE, CONCRETE TYPE AND CLASS, LOCATION OF CONCRETE BATCH ON SITE, DESIGN COMPRESSIVE STRENGTH AT 28 DAYS, CONCRETE MIX PROPORTIONS AND MATERIALS, COMPRESSIVE BREAKING STRENGTH, AND TYPE OF BREAK FOR BOTH 7 DAY TESTS AND 28-DAY TESTS.

32 30 00 LANDSCAPING AND SITE STABILIZATION

A. TOPSOIL: CONTRACTOR TO PROVIDE A MINIMUM OF 6" OF TOPSOIL FOR ALL DISTURBED OPEN AREAS, OTHER THAN A LANDSCAPE ISLANDS SHALL BE PROVIDED WITH A MINIMUM OF 10" OF TOPSOIL. REUSE SURFACE SOIL STOCKPILED ON SITE AND SUPPLEMENT WITH IMPORTED OR MANUFACTURED TOPSOIL FROM OFF SITE SOURCES WHEN QUANTITIES ARE INSUFFICIENT. EXCAVATOR SHALL BE RESPONSIBLE FOR ROUGH PLACEMENT OF TOPSOIL TO WITHIN 1" OF FINAL GRADE PRIOR TO LANDSCAPER FINAL GRADING. LANDSCAPER TO PROVIDE PULVERIZING AND FINAL GRADING OF TOPSOIL. PROVIDE SOIL ANALYSIS BY A QUALIFIED SOIL TESTING LABORATORY AS REQUIRED TO VERIFY THE SUITABILITY OF SOIL TO BE USED AS TOPSOIL AND TO DETERMINE THE NECESSARY SOIL AMENDMENTS. TEST SOIL FOR PRESENCE OF ATRAZINE AND INFORM EXCEL ENGINEERING, INC. IF PRESENT PRIOR TO BIDDING PROJECT. TOPSOIL SHALL HAVE A PH RANGE OF 5.5 TO 8, CONTAIN A MINIMUM OF 5 PERCENT ORGANIC MATERIAL CONTENT, AND SHALL BE FREE OF STONES 1 INCH OR LARGER IN DIAMETER. ALL MATERIALS HARMFUL TO PLANT GROWTH SHALL ALSO BE REMOVED.
TOPSOIL INSTALLATION: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 6 INCHES AND REMOVE STONES LARGER THAN 1" IN DIAMETER. ALSO REMOVE ANY STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER AND DISPOSE OF THEM OFF THE PROPERTY. SPREAD TOPSOIL TO A DEPTH OF 6" BUT NOT LESS THAN WHAT IS REQUIRED TO MEET FINISHED GRADES AFTER LIGHT ROLLING AND NATURAL SETTLEMENT. DO NOT SPREAD TOPSOIL IF SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET. GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO WITHIN 0.05 FEET OF FINISHED GRADE ELEVATION.
B. SODDED LAWNS: PROVIDE SOD CONSISTING OF THE FOLLOWING GRASS SPECIES - 65% KENTUCKY BLUEGRASS, 20% PERENNIAL RYEGRASS, 15% FINE FESCUE. PROVIDE VIABLE SOD OF UNIFORM DENSITY, COLOR, AND TEXTURE. SOD SHOULD BE STRONGLY ROOTED AND CAPABLE OF VIGOROUS GROWTH AND DEVELOPMENT WHEN PLANTED. LAY SOD WITHIN 24 HOURS OF HARVESTING. DO NOT LAY SOD IF DORMANT OR IF GROUND IS FROZEN OR MUDDY. LAY SOD WITH TIGHTLY FITTED BUTT END AND SIDE JOINTS. DO NOT STRETCH OR OVERLAP. STAGGER SOD STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. TAMP AND ROLL LIGHTLY TO ENSURE CONTACT WITH TOPSOIL UNDERNEATH. WATER SODS EXCEEDING 6:1 SLOPE. PROVIDE SLOW RELEASE FERTILIZER AS RECOMMENDED BY SOD SUPPLIER FOR PROPER LAWN ESTABLISHMENT. SATURATE WITH FINE WATER SPRAY WITHIN 2 HOURS OF PLANTING.
C. SODDED LAWN MAINTENANCE: CONTRACTOR TO PROVIDE MAINTENANCE FOR ALL SODDED AREAS FOR A PERIOD OF 90 DAYS FROM THE DATE OF INSTALLATION. AT THE END OF THE MAINTENANCE PERIOD, A HEALTHY, WELL-ROOTED, EVEN-COLORED, VIABLE LAWN SHOULD BE ESTABLISHED. THE LAWN SHOULD BE FREE OF WEEDS, OPEN JOINTS, BARE AREAS, AND SURFACE IRREGULARITIES. REESTABLISH LAWNS THAT DO NOT COMPLY WITH THESE REQUIREMENTS AND CONTINUE MAINTENANCE UNTIL LAWNS ARE SATISFACTORY.
D. TREES AND SHRUBS: FURNISH NURSERY-GROWN TREES AND SHRUBS WITH HEALTHY ROOT SYSTEMS DEVELOPED BY TRANSPLANTING OR ROOT PRUNING. PROVIDE WELL-SHAPED, FULLY BRANCHED, AND HEALTHY LOOKING STOCK. STOCK SHOULD ALSO BE FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. SEE THE LANDSCAPE PLAN FOR SPECIFIC SPECIE TYPE, SIZE, AND LOCATION.
E. TREE AND SHRUB INSTALLATION: EXCAVATE CIRCULAR PITS WITH SIDES SLOPED INWARD. TRIM BASE LEAVING CENTER AREA RAISED SLIGHTLY TO SUPPORT ROOT BALL. EXCAVATE PIT APPROXIMATELY THREE TIMES AS WIDE AS THE ROOT BALL DIAMETER. SET TREES AND SHRUBS PLUMB AND IN CENTER OF PIT WITH TOP OF BALL 1" ABOVE ADJACENT FINISHED GRADES. PLACE PLANTING SOIL MIX AROUND ROOT BALL IN LAYERS AND TAMP TO SETTLE MIX. WATER ALL PLANTS THOROUGHLY. PROVIDE TEMPORARY STAKING FOR TREES AS REQUIRED.
F. TREE AND SHRUB MAINTENANCE/WARRANTY: CONTRACTOR TO PROVIDE MAINTENANCE OF ALL LANDSCAPING FOR A PERIOD OF 90 DAYS FROM THE DATE OF INSTALLATION. MAINTENANCE TO INCLUDE REGULAR WATERING AS REQUIRED FOR SUCCESSFUL PLANT ESTABLISHMENT. CONTRACTOR TO PROVIDE 1 YEAR WARRANTY ON ALL TREES, SHRUBS, AND PERENNIALS.
G. LANDSCAPE STONE: PROVIDE 3" MINIMUM THICK BLANKET OF 1.5" MINIMUM TO 2.5" MAXIMUM BLACK STAR GRANITE DECORATIVE STONE AT ALL PLANTING AREAS INDICATED ON THE LANDSCAPE PLAN. INSTALL OVER NON-WOVEN WEED BARRIER FABRIC.
H. PLASTIC EDGING: INSTALL VALLEY VIEW INDUSTRIES BLACK DIAMOND LAWN EDGING TO SEPARATE ALL PLANTING BEDS FROM LAWN AREAS. EDGING TO BE 5.5" TALL WITH METAL STAKES INSTALLED PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
I. LANDSCAPE AND LAWN IRRIGATION: CONTRACTOR TO PROVIDE DESIGN AND INSTALLATION OF IRRIGATION SYSTEM PIPING, VALVES, VALVE BOXES, SPRINKLERS, EMITTERS, DRIP TUBES, AND CONTROLS IN COMBINATIONS THAT BEST SUIT THE LANDSCAPE PLAN LAYOUT. ALL LAWN AND LANDSCAPING AREAS SHALL BE PROVIDED WITH IRRIGATION AS DELINEATED ON THE PLAN. THE DESIGN SHOULD MINIMIZE THE AMOUNT OF WATER THAT EXTENDS BEYOND THE PROPERTY AND ON PAVED AREAS. THE SYSTEM SHALL BE DESIGNED FOR FULLY AUTOMATIC OPERATION AND PROVIDE ALL NECESSARY CONTROLS, VALVES, AND WIRING TO OPERATE THE SYSTEM. THE CONTROL UNIT SHALL BE INSTALLED IN A MECHANICAL ROOM OR AT A LOCATION AGREED TO WITH THE OWNER. THE CONTROL UNIT SHOULD BE PROVIDED WITH A LOCKING COVER.

GENERAL NOTES:

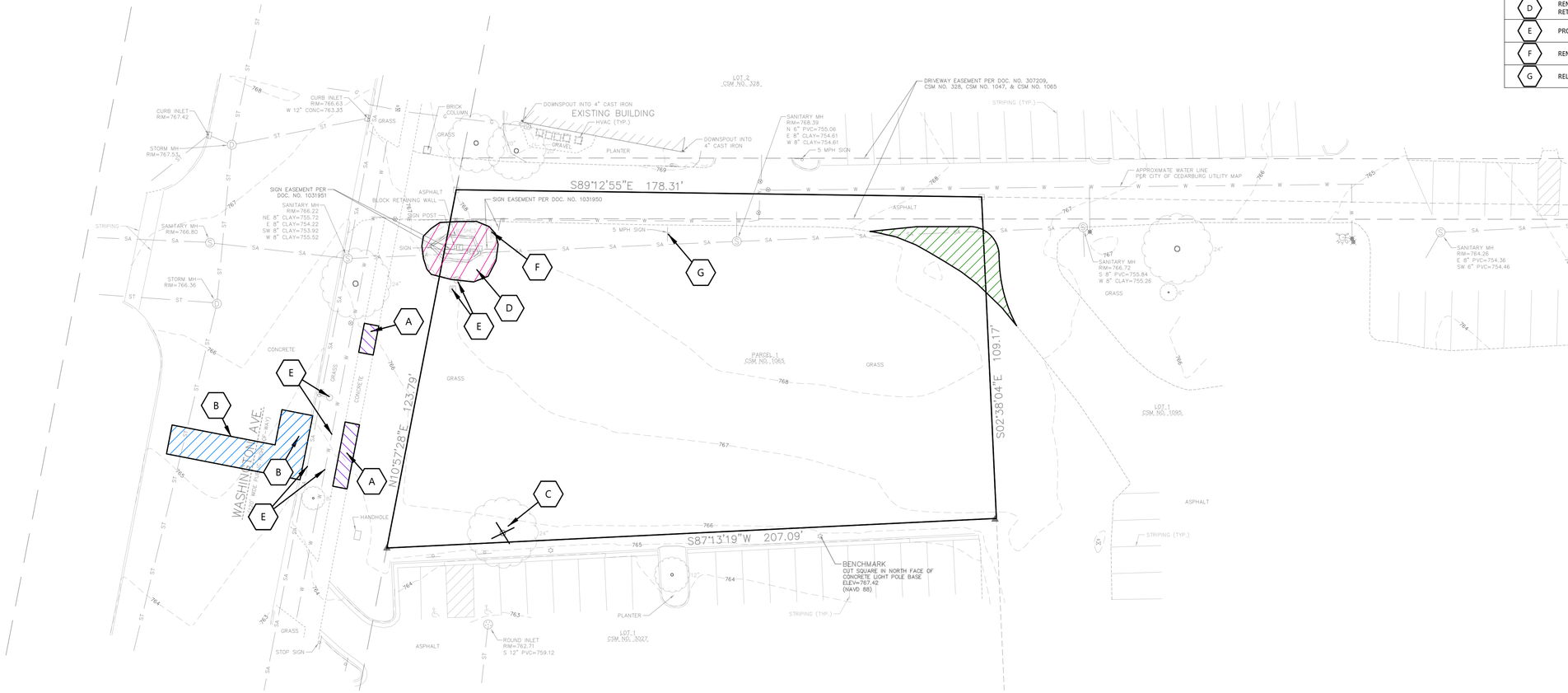
- WASHINGTON AVENUE IS PLANNED TO BE RECONSTRUCTED IN 2026. COORDINATE TIMING OF SIDEWALK, CURB & GUTTER AND PAVEMENT REMOVALS/RECONSTRUCTION FOR UTILITY CONNECTIONS WITH CITY PRIOR TO CONSTRUCTION.
- DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO BIDDING. CONTRACTOR SHALL REMOVE, OR DEMOLISH ITEMS AS NEEDED DURING CONSTRUCTION.
- PRIVATE LOCATE SHALL BE COMPLETED PRIOR TO CONSTRUCTION AND EXISTING UTILITY LOCATIONS AND DEPTHS SHALL BE FIELD VERIFIED AS NEEDED. PROPOSED DOWNSTREAM UTILITY CONNECTIONS SHALL BE VERIFIED PRIOR TO CONSTRUCTION. NOTIFY DESIGN ENGINEER OF CONFLICTS AND/OR DISCREPANCIES.
- EXISTING CONDITIONS SURVEY WAS COMPLETED BY EXCEL ENGINEERING ON 05/12/2025.
- CONTRACTOR/OWNER TO COORDINATE OFF SITE WORK/WORK WITHIN SIGN EASEMENT WITH ADJACENT OWNERS.

LEGEND:

- REMOVE ASPHALT AND BASE
- REMOVE CONCRETE SIDEWALK
- REMOVE CONCRETE PAVEMENT AND CURB & GUTTER
- REMOVE FEATURES

KEYNOTES

A	SAWCUT (AS NECESSARY) AND REMOVE CONCRETE SIDEWALK TO NEAREST CONTROL JOINT FOR UTILITY CONNECTION. CONTRACTOR RESPONSIBLE FOR WORK IN R/W PERMITS AND COORDINATING AND PEDESTRIAN CONTROL MEASURES REQUIRED DURING CONSTRUCTION.
B	SAWCUT (AS NECESSARY) AND REMOVE CONCRETE PAVEMENT AND CURB & GUTTER TO NEAREST CONTROL JOINT AS REQUIRED FOR UTILITY CONNECTION. CONTRACTOR RESPONSIBLE FOR WORK IN R/W PERMITS AND COORDINATING ANY TRAFFIC CONTROL MEASURES REQUIRED DURING CONSTRUCTION.
C	REMOVE TREE
D	REMOVE BUSHES. PROTECT SIGN, ELECTRIC METER, POWER TO SIGN & RETAINING WALL.
E	PROTECT EXISTING UTILITIES
F	REMOVE SIGN
G	RELOCATE SPEED LIMIT SIGN



SCALE: 1" = 20'

NORTH

20' 0 20' 40'

CIVIL EXISTING SITE AND DEMOLITION PLAN

EXCEL

Always a Better Plan

100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:

SUNDANCE

W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

C1.0

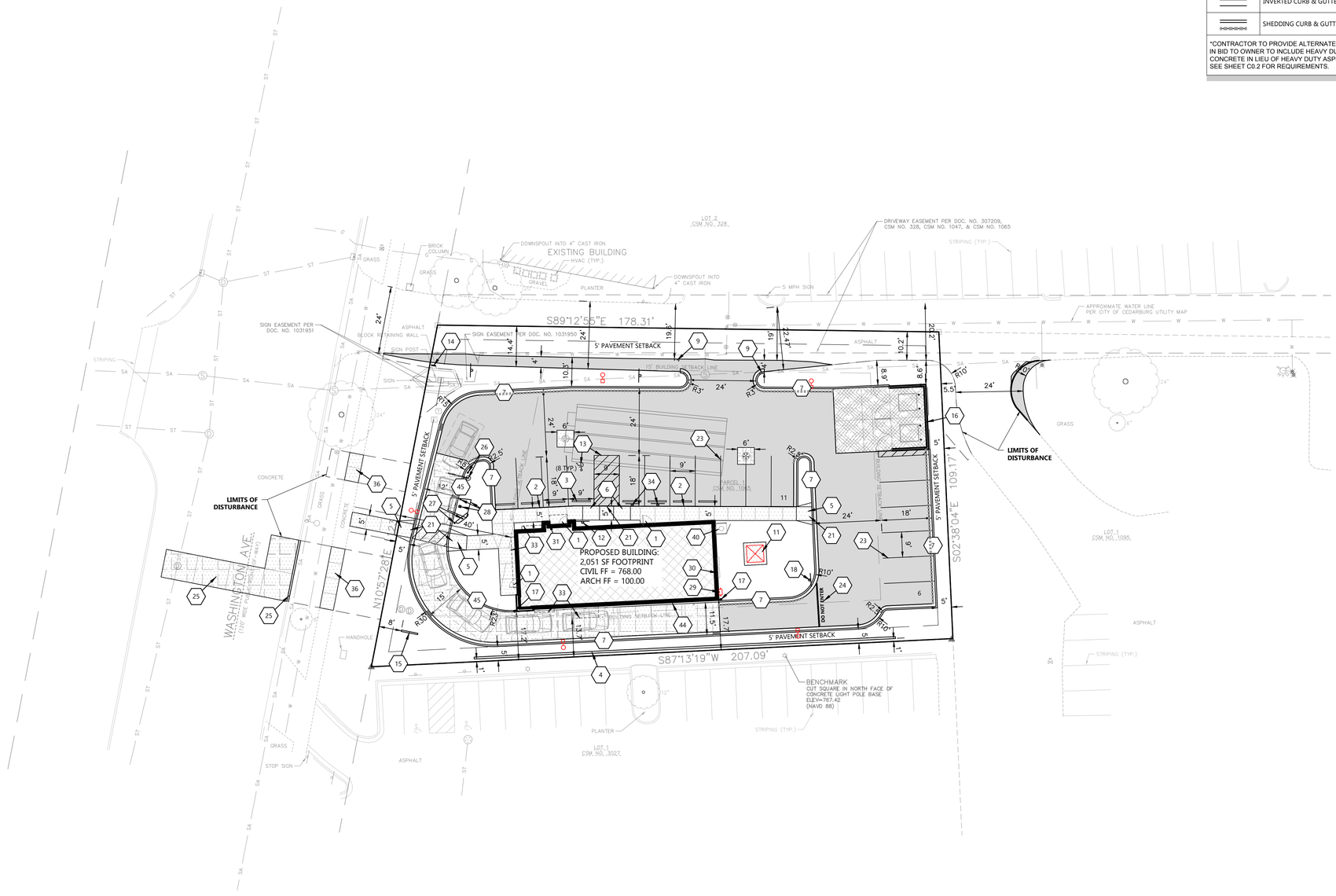
LEGEND:

HATCH	PAVEMENT SECTION
	HEAVY DUTY ASPHALT*
	SIDEWALK CONCRETE
	HEAVY DUTY CONCRETE
	DUMPSTER PAD / APRON CONCRETE
	INVERTED CURB & GUTTER
	SHEDDING CURB & GUTTER

*CONTRACTOR TO PROVIDE ALTERNATE PRICE IN BID TO OWNER TO INCLUDE HEAVY DUTY CONCRETE IN LIEU OF HEAVY DUTY ASPHALT. SEE SHEET C0.2 FOR REQUIREMENTS.

GENERAL NOTES:

- KNOX BOX TO BE PROVIDED AT PRIMARY ENTRANCE PER LOCAL REQUIREMENTS. CONTRACTOR TO COORDINATE W/ BUILDING INSPECTOR/FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS.
- ALL DRIVE-THRU EQUIPMENT AND PLACEMENTS SHALL BE VERIFIED W/ OWNER PRIOR TO INSTALLATION.
- WASHINGTON AVENUE IS PLANNED TO BE RECONSTRUCTED IN 2026. COORDINATE TIMING OF SIDEWALK, CURB & GUTTER AND PAVEMENT REMOVALS/RECONSTRUCTION FOR UTILITY CONNECTIONS WITH CITY PRIOR TO CONSTRUCTION.
- CONTRACTOR/OWNER TO COORDINATE OFF SITE WORK/WORK WITHIN SIGN EASEMENT WITH ADJACENT OWNERS.



KEYNOTES

1	CONCRETE STOOP (SEE STRUCTURAL PLANS FOR DETAILS)
2	RAISED WALK (SEE DETAIL)
3	CONCRETE WHEEL STOP (TYP.)
4	150' OF CONCRETE BLOCK RETAINING WALL. SEE DETAIL.
5	CURB RAMP (SEE DETAIL)
6	ADA SIDEWALK RAMP (SEE DETAIL)
7	18" CURB & GUTTER (SEE DETAIL)
9	CURB TAPER (SEE DETAIL)
11	CONCRETE TRANSFORMER PAD BY UTILITY SUPPLIER (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PRIOR TO CONSTRUCTION)
12	HANDICAP SIGN PER STATE CODE (SEE DETAIL)
13	HANDICAP STALL & STRIPING PER STATE CODES
14	DIRECTIONAL SIGN V-03 WITH "ENTER" MESSAGING
15	MONUMENT SIGN V-02.19 WITH "DRIVE-THRU" MESSAGING. OVERALL HEIGHT 8' MAX. (DETAILS, FINAL LOCATION, & APPROVAL BY SIGN VENDOR)
16	DUMPSTER ENCLOSURE (SEE DETAIL)
17	6" CONCRETE BOLLARDS (TYP.) (SEE DETAILS)
18	DO NOT ENTER SIGN (TYP.)
21	DETECTABLE WARNING PLATE PER STATE CODE
23	PAINT STRIPING (TYP). COLOR TO MATCH PARKING STALL STRIPING
24	PAVEMENT LETTERING (TYP.) COLOR TO MATCH PARKING STALL STRIPING
25	REPLACE EXISTING CITY CURB & GUTTER AND PAVEMENT PER CITY STANDARDS. REPLACE TO NEAREST CONTROL JOINT.
26	CLEARANCE BAR AND BOLLARD (TYP.)
27	MENU BOARD.
28	SPEAKER POST, CANOPY, AND BOLLARD.
29	GAS METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
30	ELECTRIC METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
31	KNOX BOX PER LOCAL REQUIREMENTS.
33	BUILDING CANOPY (TYP.) SEE ARCH PLANS)
34	MOBILE ORDER PICK UP SIGN (2 TYP.) (SEE DETAIL)
36	REPLACE EXISTING CONCRETE SIDEWALK PER LOCAL STANDARDS. REPLACE TO NEAREST CONTROL JOINT. ENSURE MAXIMUM OF 1.5% CROSS SLOPE, 4.5% RUNNING SLOPE.
38	EXISTING CONCRETE APRON AROUND EXISTING CATCH BASIN TO REMAIN. CONTRACTOR TO CONFIRM STRUCTURAL INTEGRITY OF EXISTING APRON; REPLACE IF NEEDED.
40	CO2 TANK/ENCLOSURE. SEE ARCH PLANS FOR DETAILS.
44	DRIVE-THRU BUILDING VERTICAL CURB. (SEE DETAIL ON C2.0)
45	DRIVE-THRU 6" VERTICAL CURB (SEE DETAIL ON C2.0)

SCALE: 1"= 20'
20' 0 20' 40'
NORTH

CIVIL SITE PLAN

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

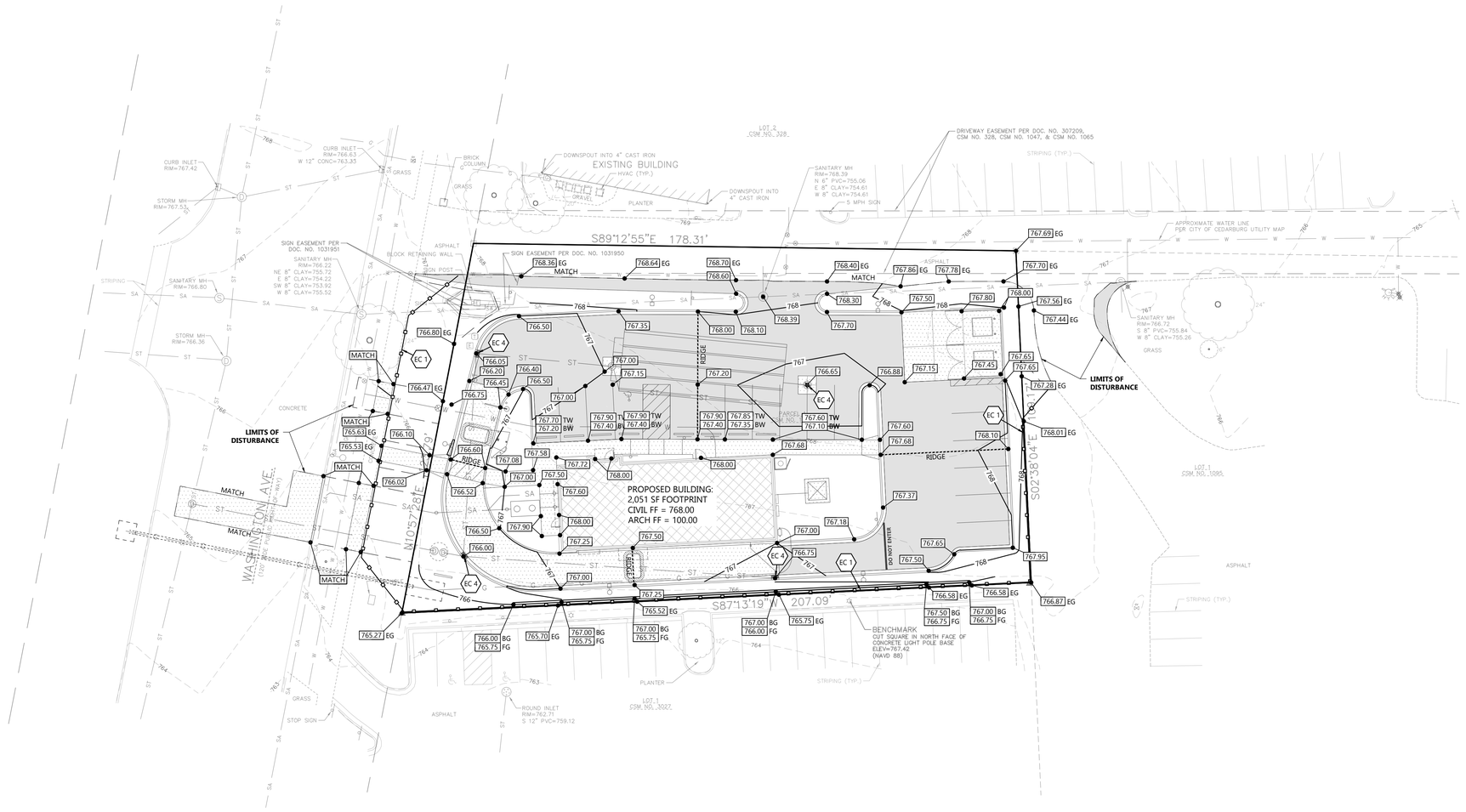
C1.1

GENERAL NOTES:

- HANDICAP STALL AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1.50% IN ANY DIRECTION. HANDICAP STALL & ACCESS AISLES SHALL CONFORM TO ADA REQUIREMENTS (CURRENT EDITION)
- ALL SIDEWALKS SHALL NOT EXCEED A MAXIMUM CROSS SLOPE OF 1.50% AND RUNNING SLOPE OF 4.50% UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT CONSTRUCTION ENTRANCE FOR PROPOSED IMPROVEMENTS AS REQUIRED PER CODE.
- CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.
- CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ONSITE & OFFSITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE.
- CONTRACTOR/OWNER TO COORDINATE OFF SITE WORK/WORK WITHIN SIGN EASEMENT WITH ADJACENT OWNERS.

KEYNOTES

EC 1	SILT FENCE
EC 2	DITCH CHECK
EC 3	STABILIZED CONSTRUCTION ENTRANCE
EC 4	INLET PROTECTION
EC 5	CONCRETE WASHOUT



SCALE: 1" = 20'

NORTH

CIVIL GRADING AND EROSION CONTROL PLAN

EXCEL

Always a Better Plan

100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC	JULY 31, 2025

JOB NUMBER

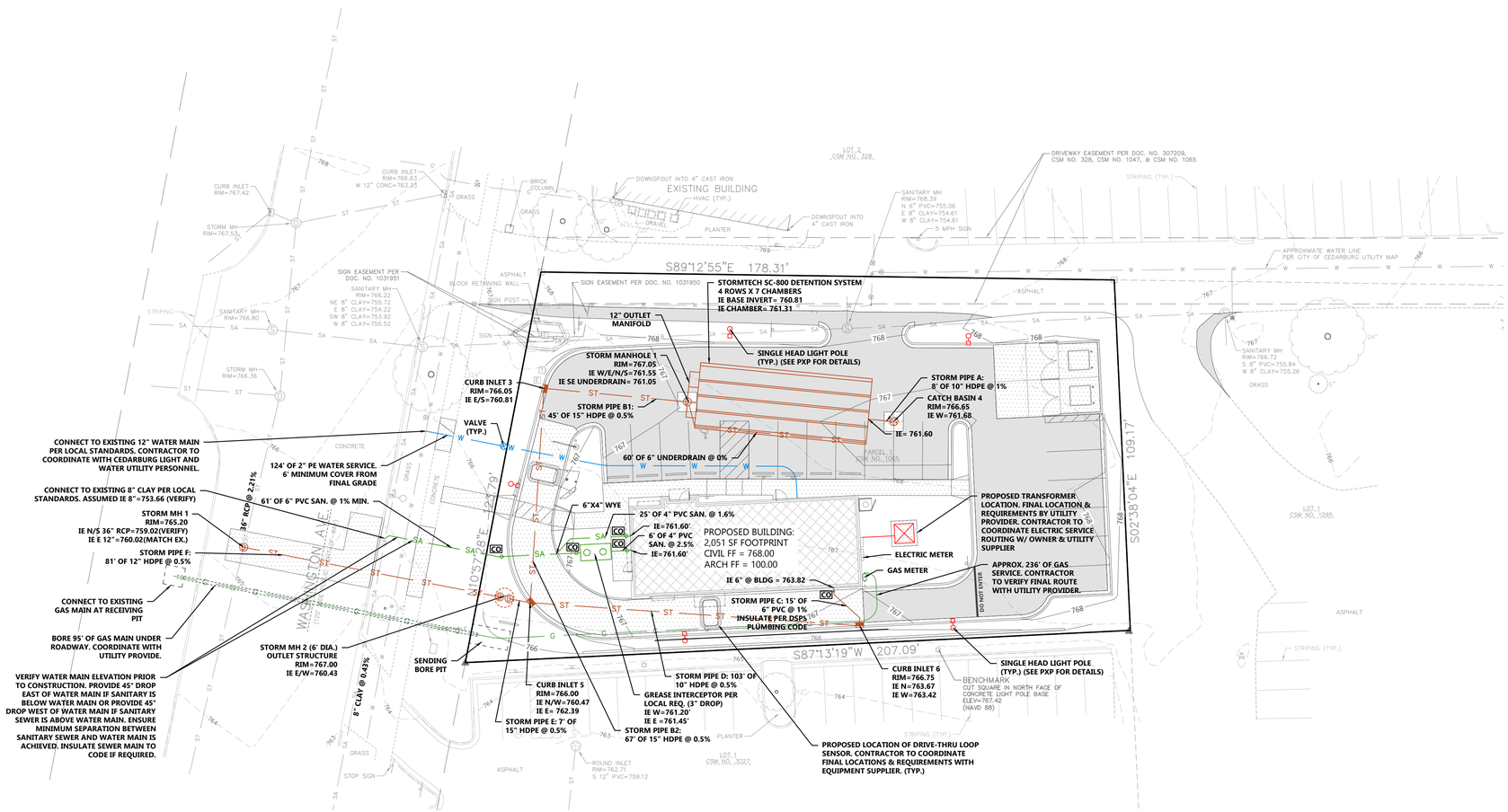
250121500

SHEET NUMBER

C1.2

GENERAL NOTES:

- WASHINGTON AVENUE IS PLANNED TO BE RECONSTRUCTED IN 2026. COORDINATE UTILITY CONNECTIONS WITH PROPOSED WASHINGTON AVENUE DESIGN PLANS. COORDINATE TIMING OF ALL UTILITY CONNECTIONS WITH CITY TO VERIFY IF CONNECTING TO EXISTING OR PROPOSED DESIGN.



SCALE: 1" = 20'
20' 0 20' 40'
NORTH

CIVIL UTILITY PLAN

EXCEL

Always a Better Plan

100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC	JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

C1.3

PLANT SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	QUANTITY	PLANTED SIZE	ROOT
SHADE TREES					
	Hackberry	Celtis occidentalis	2	2" CAL.	B&B
DECIDUOUS SHRUBS					
	Kodiak Orange Bush Honeysuckle	Diervilla x 'G2X88544'	8	18" HT.	CONT.
	Nikko Slender Deutzia	Deutzia gracilis 'Nikko'	10	18" HT.	CONT.
	Bobo Hydrangea	Hydrangea paniculata 'ILVOBO'	9	18" HT.	CONT.
	Dream Cloud Lilac	Syringa patula 'KLMone'	5	24" HT.	CONT.
EVERGREEN SHRUBS					
	Green Velvet Boxwood	Buxus 'Green Velvet'	14	24" HT.	CONT.
	Blue Rug Juniper	Juniperus horizontalis 'Wiltonii'	24	#5	CONT.
	Sea Green Juniper	Juniperus chinensis 'Sea Green'	6	36" HT.	CONT.
ORNAMENTAL GRASSES					
	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	42	1 GAL.	CONT.
PERENNIALS					
	Rosy Returns Daylily	Hemerocallis 'Rosy Returns"	15	1 GAL.	CONT.
	Dolce Wildberry Coral Bells	Heuchera x 'Wildberry'	7	1 GAL.	CONT.
	First Frost Hosta	Hosta 'First Frosta'	9	1 GAL.	CONT.
	Walker's Low Catmint	Nepeta 'Walker's Low'	19	1 GAL.	CONT.
	Autumn Joy Sedum	Sedum ' Autumn Joy'	10	1 GAL.	CONT.

LANDSCAPING CALCULATIONS

ZONE	REQ. PLANTS	PLANTS PROVIDED
PARKING	4% OF PARKING AREA TO BE LANDSCAPED 1 TREE PER 10 PARKING SPACES 7942 SF x .04 = 317.68 SF 17 SPACES / 10 = 1.7 TREES	365 SF / 2 TREES
PERIMETER	PERIMETER GREENBELT 5' WIDE TO BE PROVIDED ALONG STREET FRONTAGE AND INTERIOR LOT LINES. THEY SHOULD BE LANDSCAPED WHEN POSSIBLE.	5' LANDSCAPED GREENBELT PROVIDED AS NECESSARY
SIGNAGE	LANDSCAPING SHALL EXTEND 5' FROM THE BASE OF SIGN IN ALL DIRECTIONS	5' PROVIDED ON ALL SIDES ON SIGN

GENERAL NOTES:

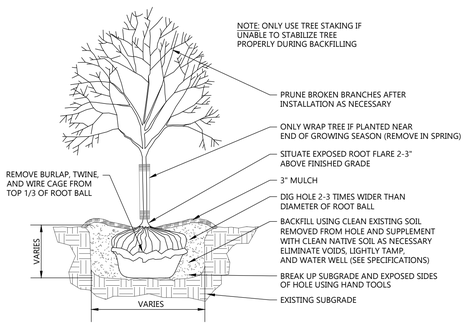
- ALL DISTURBED BARE SOIL OUTSIDE OF BLACK STAR DECORATIVE LANDSCAPE STONE AREAS ARE TO BE SODDED.
- ALL PLANTS ARE SHOWN AT MATURE SIZE.
- SEE SHEET C0.2 FOR ALL LANDSCAPE SPECIFICATIONS

IRRIGATION NOTES:

LANDSCAPE AND LAWN IRRIGATION: CONTRACTOR TO PROVIDE DESIGN AND INSTALLATION OF IRRIGATION SYSTEM PIPING, VALVES, VALVE BOXES, SPRINKLERS, EMITTERS, DRIP TUBES, AND CONTROLS IN COMBINATIONS THAT BEST SUIT THE LANDSCAPE PLAN LAYOUT. ALL LAWN AND LANDSCAPING AREAS SHALL BE PROVIDED WITH IRRIGATION AS DELINEATED ON THE PLAN. THE DESIGN SHOULD MINIMIZE THE AMOUNT OF WATER THAT EXTENDS BEYOND THE PROPERTY AND ON PAVED AREAS. THE SYSTEM SHALL BE DESIGNED FOR FULLY AUTOMATIC OPERATION AND PROVIDE ALL NECESSARY CONTROLS, VALVES, AND WIRING TO OPERATE THE SYSTEM. THE CONTROL UNIT SHALL BE INSTALLED IN A MECHANICAL ROOM OR AT A LOCATION AGREED TO WITH THE OWNER. THE CONTROL UNIT SHOULD BE PROVIDED WITH A LOCKING COVER.. POP-UP SPRAY OR ROTARY SPRINKLERS SHALL BE USED AT LAWN AREAS TO PROVIDE A UNIFORM COVERAGE OF 1 TO 2 INCHES OF WATER PER HOUR. EMITTERS AND DRIP TUBES OR SHRUBBERY SPRINKLERS SHALL BE USED AT PLANTS AND SHRUBS AS APPROPRIATE FOR THE PLANTING DENSITY AND SPECIES TYPE. ALL SPRINKLER HEADS SHALL BE COMMERCIAL GRADE. THE SYSTEM SHALL BE CIRCUITED AS REQUIRED TO PROVIDE ADEQUATE WATER FLOW TO EACH SPRINKLER HEAD. THE CONTROL SYSTEM MUST INCLUDE A RAIN SENSING SHUT OFF DEVICE. THE ENTIRE SYSTEM IS TO BE INSTALLED WITH A MINIMUM UNIFORM SLOPE OF 0.5 PERCENT TOWARD DRAIN VALVES.

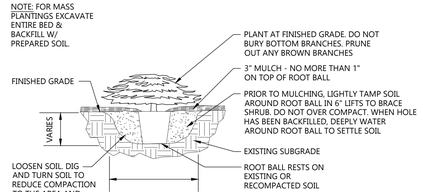
HATCH KEY:

HATCH	LANDSCAPE MATERIAL
	DECIDUOUS TREES
	DECIDUOUS SHRUBS
	EVERGREEN SHRUBS
	ORAMENTAL GRASSES
	PERENNIALS
	BLACK STAR GRANITE DECORATIVE STONE
	SODDED LAWN
	BUILDING / STRUCTURES
	ASPHALT
	CONCRETE



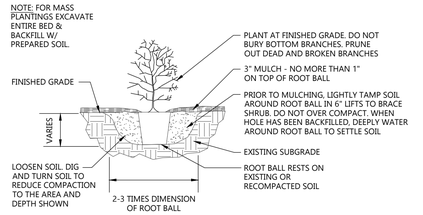
DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



EVERGREEN SHRUB PLANTING DETAIL

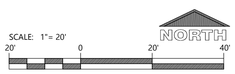
NOT TO SCALE



DECIDUOUS SHRUB PLANTING DETAIL

NOT TO SCALE

SCALE: 1"= 20'



CIVIL LANDSCAPE AND RESTORATION PLAN

EXCEL

Always a Better Plan

100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

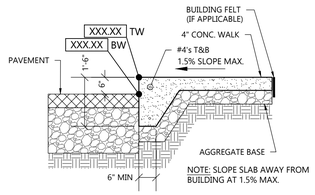
IFC	JULY 31, 2025

JOB NUMBER

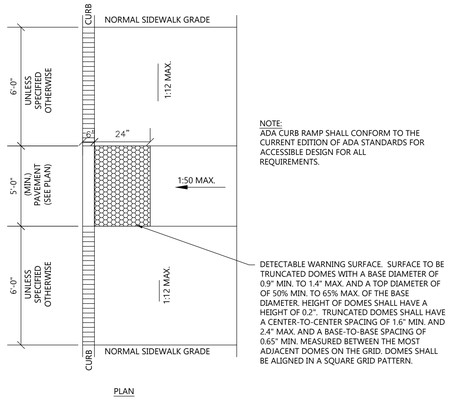
250121500

SHEET NUMBER

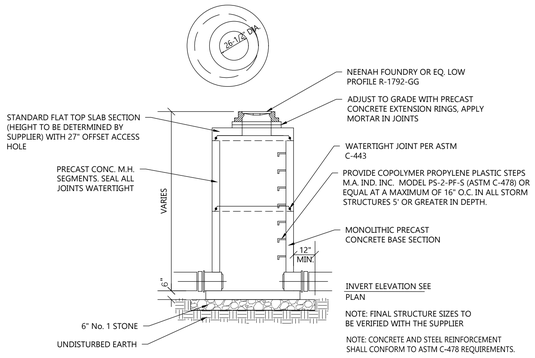
C1.4



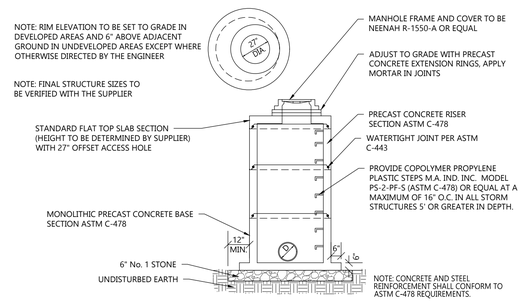
RAISED WALK DETAIL
NOT TO SCALE



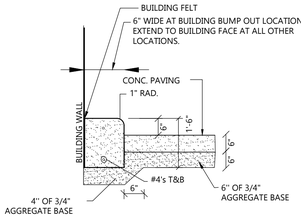
ADA SIDEWALK RAMP DETAIL
NOT TO SCALE



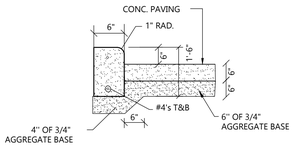
STORM CATCH BASIN DETAIL
NOT TO SCALE



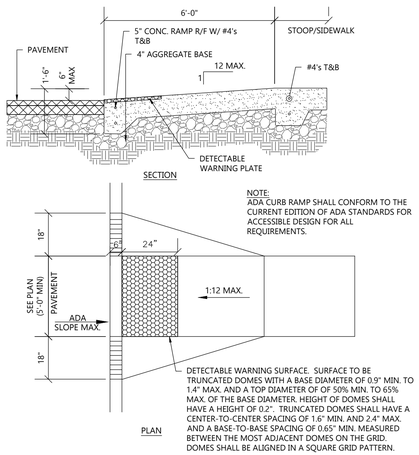
STORM MANHOLE DETAIL
NOT TO SCALE



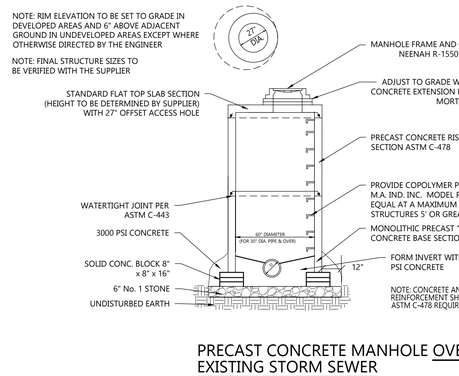
DRIVE-THRU BUILDING VERTICAL CURB DETAIL
NO SCALE



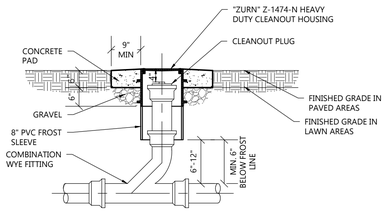
DRIVE-THRU 6" VERTICAL CURB DETAIL
NO SCALE



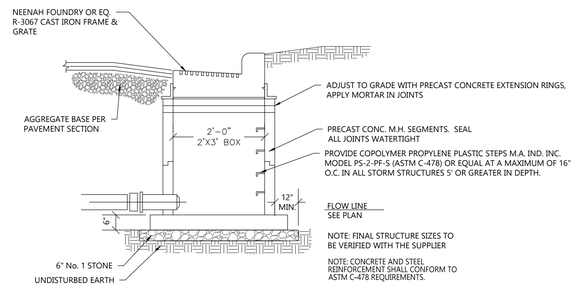
CURB RAMP DETAIL
NOT TO SCALE



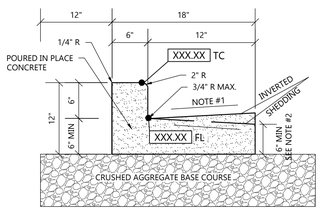
PRECAST CONCRETE MANHOLE OVER EXISTING STORM SEWER
NOT TO SCALE



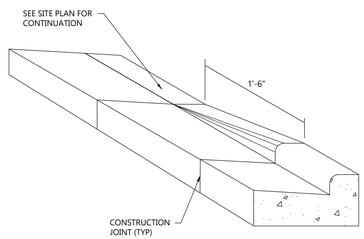
CLEANOUT TO GRADE DETAIL
NOT TO SCALE



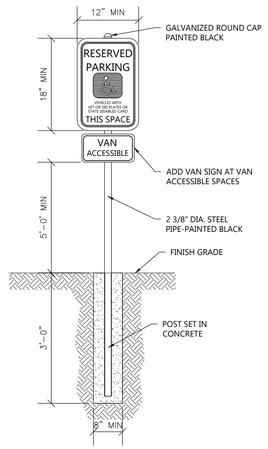
STORM CURB INLET DETAIL
NOT TO SCALE



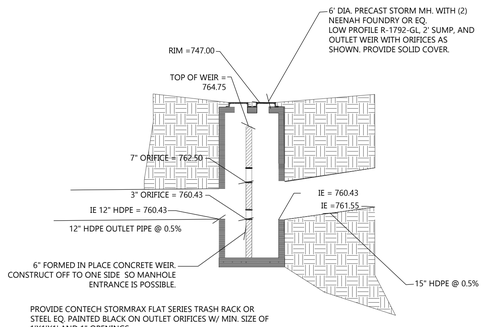
18" CONCRETE CURB & GUTTER DETAIL
NOT TO SCALE



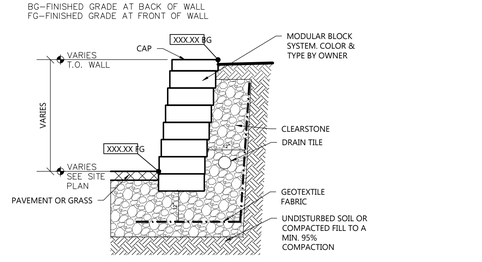
CURB TAPER DETAIL
NOT TO SCALE



HANDICAP SIGNAGE WITH CONCRETE BASE DETAIL
NOT TO SCALE



OUTLET STRUCTURE A DETAIL
NO SCALE



*THIS DETAIL IS NOT FOR CONSTRUCTION. THE WALL MANUFACTURER IS RESPONSIBLE FOR FINAL DESIGN AND CONSTRUCTION DETAILS.

RETAINING WALL DETAIL
NOT TO SCALE

CIVIL DETAILS

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

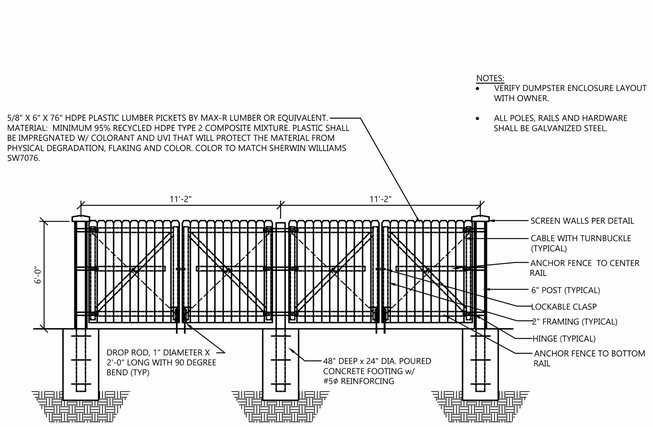
PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

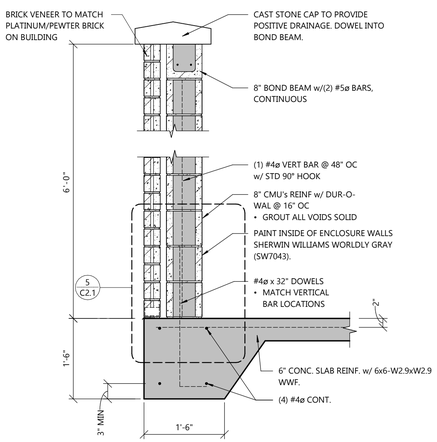
SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

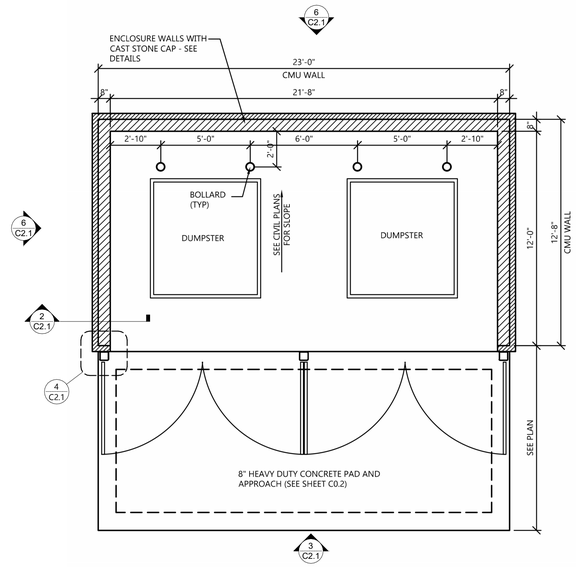
SHEET NUMBER
C2.0



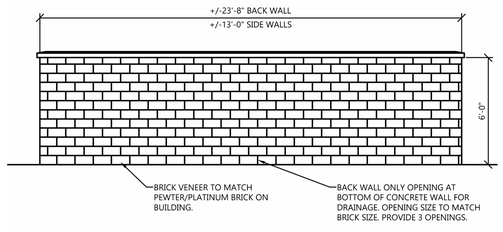
3 C2.1 DUMPSTER ENCLOSURE GATES
SCALE: 1/4" = 1'-0"



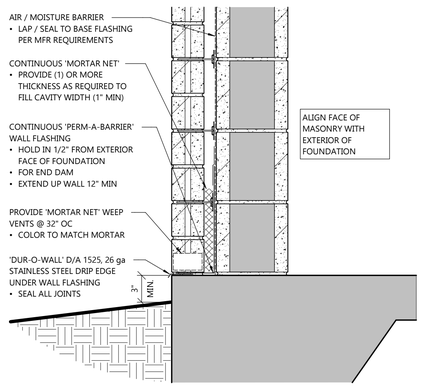
2 C2.1 DUMPSTER ENCLOSURE SECTION
SCALE: 3/4" = 1'-0"



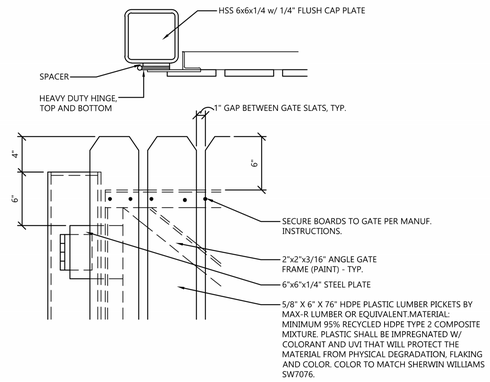
1 C2.1 DUMPSTER ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"



6 C2.1 DUMPSTER ENCLOSURE WALLS
SCALE: 1/4" = 1'-0"



5 C2.1 DUMPSTER ENCLOSURE BASE DETAIL
SCALE: 1 1/2" = 1'-0"



4 C2.1 DUMPSTER ENCLOSURE GATE DETAIL
SCALE: 1 1/2" = 1'-0"

CIVIL DETAILS

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

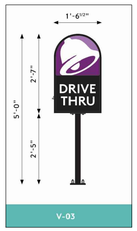
SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
C2.1

C:\Revit Local\250121500_Arch Central_R23_sally.NCFUBB.rvt
7/30/2025 1:13:34 AM

EXAMPLE DRIVE THRU LAYOUT
NO SCALE

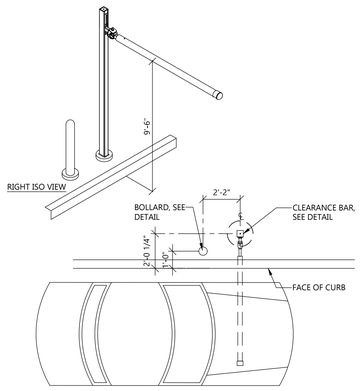


DIRECTIONAL SIGN EXAMPLE

*FINAL DETAILS BY SIGN VENDOR

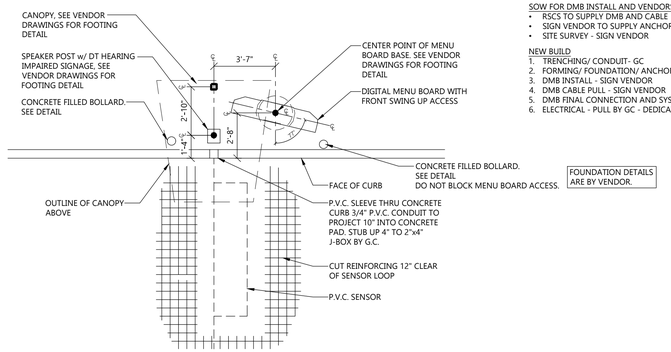
MONUMENT SIGN EXAMPLE
NO SCALE

*FINAL DETAILS BY SIGN VENDOR



CLEARANCE BAR DETAIL
NO SCALE

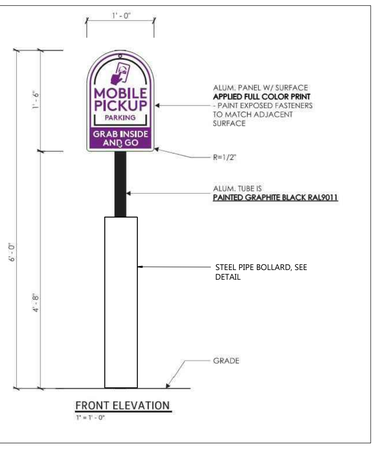
NOTES
1. ALL AREAS OF THE MB MUST BE VISIBLE TO DRIVER LOCATED AT SPEAKER POST. ASSUME DRIVERS LOCATION IS 24" FROM FACE OF CURB, CENTERED ON SPEAKER POST.
2. CENTER OF MB TO BE 5'-6" TO 9'-0" FROM DRIVERS POINT OF VIEW.
3. PROVIDE (2) 1" CONDUITS FROM BUILDING TO SPEAKER POST FOR LOW VOLTAGE WIRING



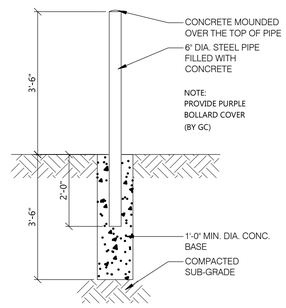
MENU BOARD LAYOUT
NO SCALE

SOW FOR DMB INSTALL AND VENDORS
- RSCS TO SUPPLY DMB AND CABLE
- SIGN VENDOR TO SUPPLY ANCHOR BOLTS AND BOLT PATTERN TO GC.
- SITE SURVEY - SIGN VENDOR

NEW BUILD
1. TRENCHING/ CONDUIT- GC
2. FORMING/ FOUNDATION/ ANCHOR BOLTS - GC
3. DMB INSTALL - SIGN VENDOR
4. DMB CABLE PULL - SIGN VENDOR
5. DMB FINAL CONNECTION AND SYSTEM CHECK - SIGN VENDOR
6. ELECTRICAL - PULL BY GC - DEDICATED CIRCUIT



MOBILE ORDER PARKING SIGN
NO SCALE



BOLLARD DETAIL
NO SCALE

CIVIL DETAILS

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

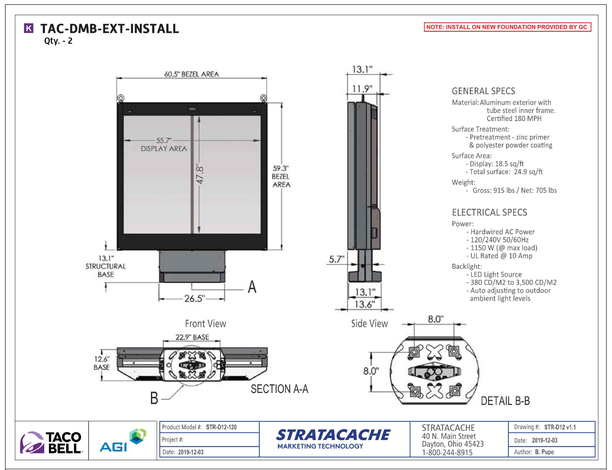
PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

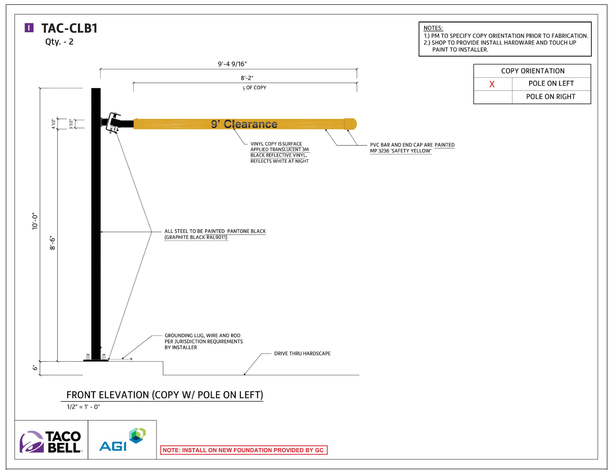
PROFESSIONAL SEAL

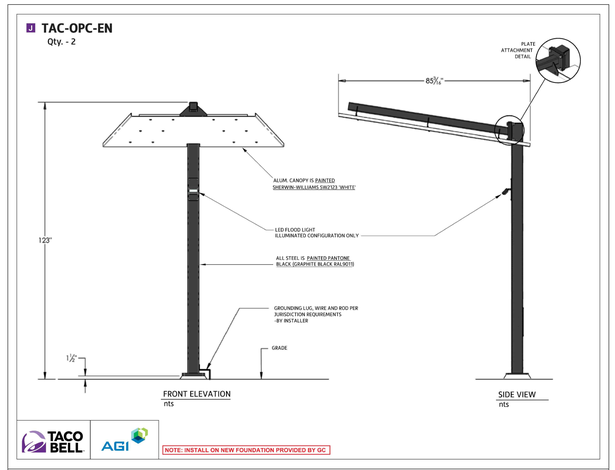
SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

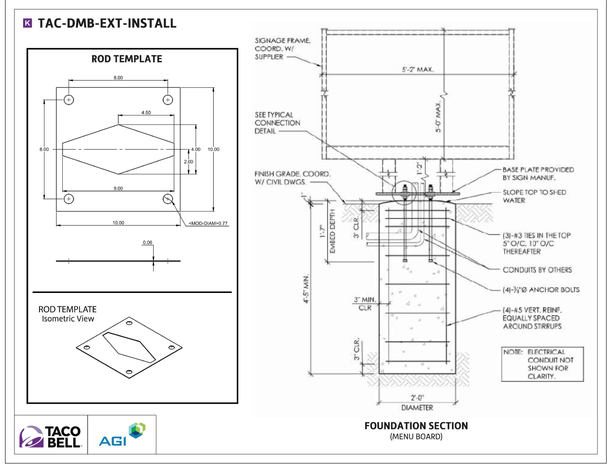
JOB NUMBER
250121500

SHEET NUMBER
C2.2

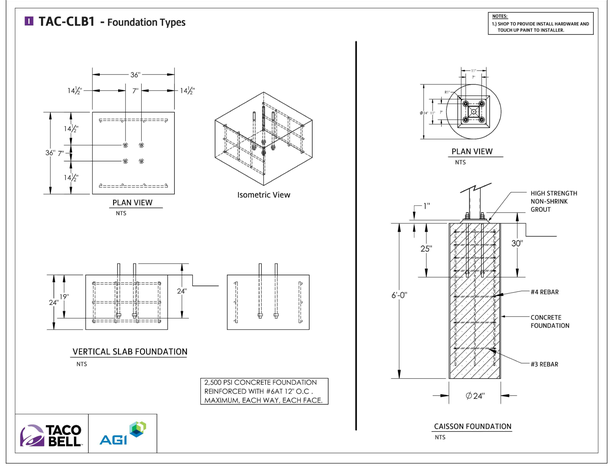




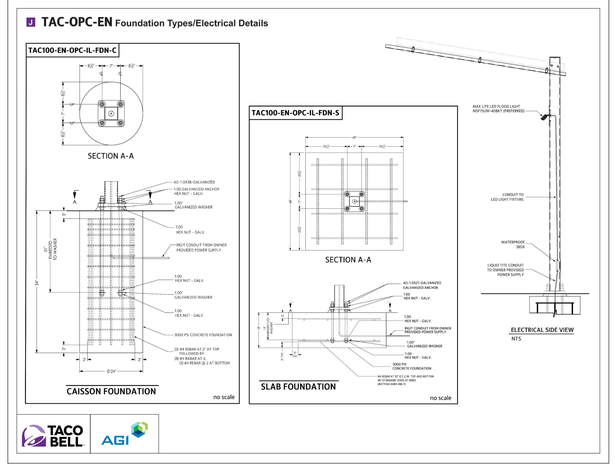




MENU BOARD DETAIL
NO SCALE



CLEARANCE BAR DETAIL
NO SCALE



CANOPY DETAIL
NO SCALE

CIVIL DETAILS

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
C2.3

Advanced Drainage Systems, Inc.

ADS SiteAssist™
FOR STORMTECH INSTALLATION INSTRUCTIONS VISIT OUR WEBSITE

SC-800 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH SC-800.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (+1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 750 LBS/FT/%, THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.
10. MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECHNICAL NOTE 6.32 FOR MANIFOLD SIZING GUIDANCE. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
11. ADS DOES NOT DESIGN OR PROVIDE MEMBRANE LINER SYSTEMS. TO MINIMIZE THE LEAKAGE POTENTIAL OF LINER SYSTEMS, THE MEMBRANE LINER SYSTEM SHOULD BE DESIGNED BY A KNOWLEDGEABLE GEOTEXTILE PROFESSIONAL AND INSTALLED BY A QUALIFIED CONTRACTOR.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-800 SYSTEM

1. STORMTECH SC-800 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH SC-800 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 3" (75 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE; AASHTO M43 #3, 357, 4, 467, 5, 56, OR 57.
8. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
9. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

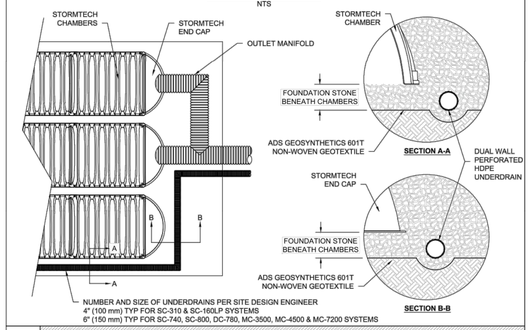
NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH SC-800 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
2. THE USE OF CONSTRUCTION EQUIPMENT OVER SC-800 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-800-821-6710 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

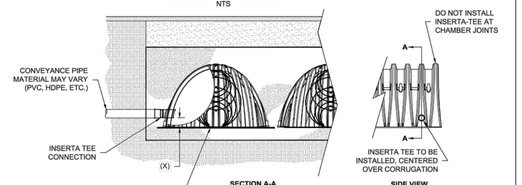
UNDERDRAIN DETAIL
NTS



NUMBER AND SIZE OF UNDERDRAINS PER SITE DESIGN ENGINEER
4" (100 mm) TYP FOR SC-310 & SC-160LP SYSTEMS
6" (150 mm) TYP FOR SC-740, SC-800, DC-780, MC-3500, MC-4500 & MC-7200 SYSTEMS

5 UNDERDRAIN DETAIL

INSERTA TEE DETAIL
NTS



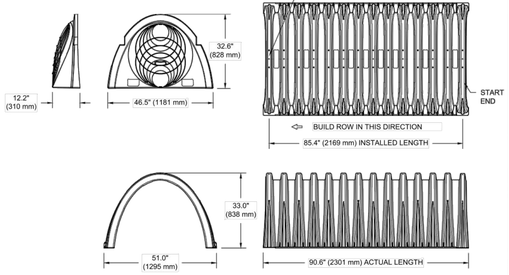
CHAMBER	MAX DIAMETER OF INSERTA TEE	HEIGHT FROM BASE OF CHAMBER (X)
SC-310	6" (150 mm)	4" (100 mm)
SC-740	10" (250 mm)	4" (100 mm)
SC-800	10" (250 mm)	4" (100 mm)
DC-780	10" (250 mm)	4" (100 mm)
MC-3500	12" (300 mm)	6" (150 mm)
MC-4500	12" (300 mm)	8" (200 mm)
MC-7200	12" (300 mm)	8" (200 mm)

INSERTA TEE FITTINGS AVAILABLE FOR SDR 26, SDR 35, SCH 40 IPS
GASKETED & SOLVENT WELD, N-12, HP STORM, C-900 OR DUCTILE IRON

NOTES:
- PART NUMBERS WILL VARY BASED ON INLET PIPE MATERIALS. CONTACT STORMTECH FOR MORE INFORMATION.
- CONTACT ADS ENGINEERING SERVICES IF INSERTA TEE INLET MUST BE RAISED AS NOT ALL INVERTS ARE POSSIBLE.

6 INSERTA-TEE SIDE INLET DETAIL

SC-800 TECHNICAL SPECIFICATION
NTS



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	51.0" X 33.0" X 85.4"	(1295 mm X 838 mm X 2169 mm)
CHAMBER STORAGE	50.6 CUBIC FEET	(1.43 m³)
MINIMUM INSTALLED STORAGE*	78.4 CUBIC FEET	(2.22 m³)
WEIGHT	81.8 lbs.	(37.1 kg)

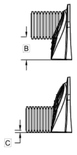
NOMINAL END CAP SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	46.5" X 32.6" X 10.5"	(1181 mm X 828 mm X 267 mm)
END CAP STORAGE	3.4 CUBIC FEET	(0.09 m³)
MINIMUM INSTALLED STORAGE**	14.7 CUBIC FEET	(0.42 m³)
WEIGHT	15.7 lbs.	(7.1 kg)

* ASSUMES 6" (150 mm) STONE ABOVE AND BELOW CHAMBER, 3" (75 mm) BETWEEN CHAMBERS
**ASSUMES 6" (150 mm) STONE ABOVE AND BELOW END CAPS, 3" (75 mm) BETWEEN ROWS, 12" (300 mm) BEYOND END CAPS

PRE-CORED HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "BPC"
PRE-CORED HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "TPC"

PART #	STUB	B	C
SC800EPE06TPC	6" (150 mm)	21.4" (544 mm)	---
SC800EPE06BPC		---	0.9" (23 mm)
SC800EPE08TPC	8" (200 mm)	19.2" (488 mm)	---
SC800EPE08BPC		---	1.0" (25 mm)
SC800EPE10TPC	10" (250 mm)	17.0" (432 mm)	---
SC800EPE10BPC		---	1.2" (30 mm)
SC800EPE12TPC	12" (300 mm)	14.4" (366 mm)	---
SC800EPE12BPC		---	1.6" (41 mm)
SC800EPE15TPC	15" (375 mm)	11.3" (287 mm)	---
SC800EPE15BPC		---	1.7" (43 mm)
SC800EPE18TPC	18" (450 mm)	8.0" (203 mm)	---
SC800EPE18BPC		---	2.0" (51 mm)
SC800ECEZ	24" (600 mm)	---	2.3" (58 mm)



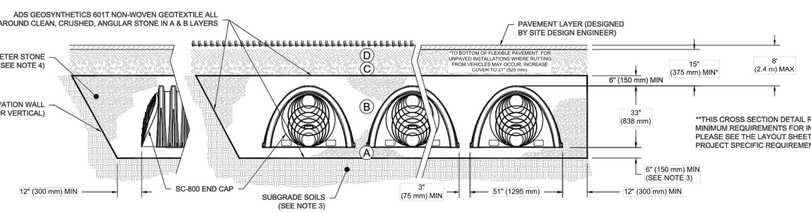
NOTE: ALL DIMENSIONS ARE NOMINAL

2 SC-800 TECHNICAL SPECIFICATIONS

ACCEPTABLE FILL MATERIALS: STORMTECH SC-800 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 15" (375 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[5]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[5]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE[2,3,4]

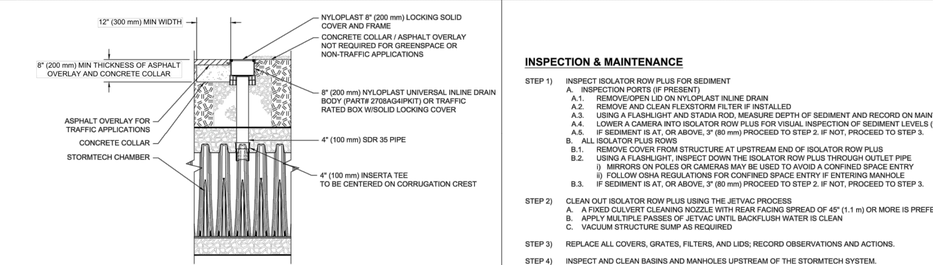
PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



**THIS CROSS SECTION DETAIL REPRESENTS MINIMUM REQUIREMENTS FOR INSTALLATION. PLEASE SEE THE LAYOUT SHEET(S) FOR PROJECT SPECIFIC REQUIREMENTS.

NOTES:
1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-800 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2" (50 mm).
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 750 LBS/FT/%, AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1 SC-800 CROSS SECTION DETAIL



SC-800 ISOLATOR ROW PLUS DETAIL
NTS

3 SC-800 ISOLATOR ROW PLUS DETAIL

NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION CREST.

4" PVC INSPECTION PORT DETAIL (SC SERIES CHAMBER)
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

4 4" PVC INSPECTION PORT DETAIL (SC SERIES CHAMBER)

SC-800
STANDARD DETAILS

DRAWN: SMW | DATE: 04/21/2025
REVIEWED: JLM | PROJECT NO: 721-890
REV: | NOT TO SCALE

StormTech® Chamber System

4640 TRUEMAN BLVD
HILLIARD, OH 43026

Advanced Drainage Systems, Inc.

SHEET 1

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON REFERENCED STANDARDS. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. UNLESS THE PLANS ARE SIGNED AND SEALED BY THE SITE DESIGN ENGINEER, THE SITE DESIGN ENGINEER IS RESPONSIBLE TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE APPLICABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

CIVIL DETAILS

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

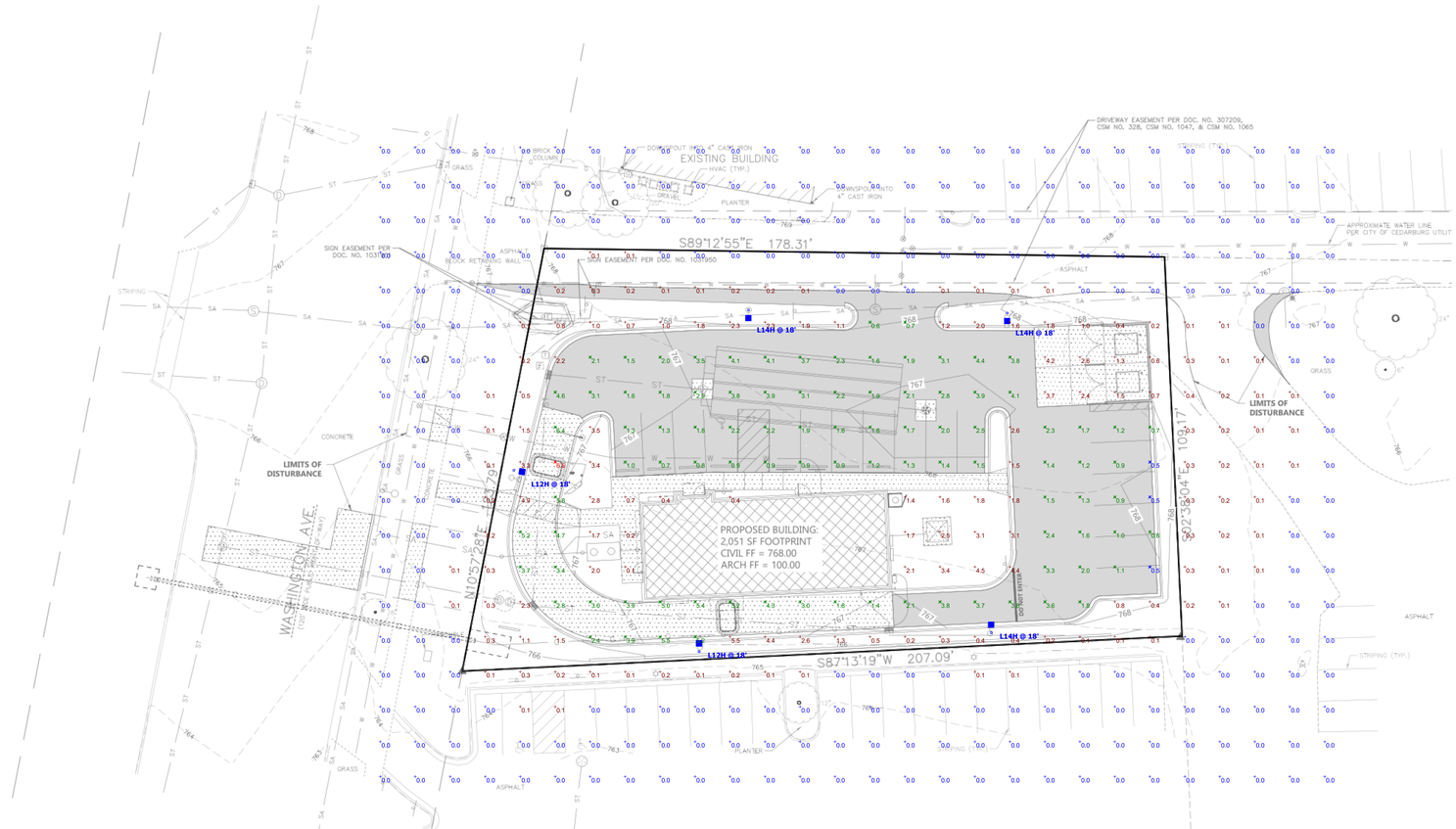
PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
C2.4



CIVIL SITE PHOTOMETRIC PLAN & DETAILS

SCALE: 1" = 20'

NORTH

20' 0 20' 40'

Mirada Medium (MRM)

Outdoor LED Area Light

IP66 IK08

OVERVIEW	
Lumen Package	7000 - 55,000
Wattage Range	48 - 438
Efficacy Range (LPW)	115 - 162
Weight lbs(kg)	30 (13.6)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Designed to mount to square or round poles.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 37 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 4, SW, FT, FTA, AM, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance chart)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40°C. 55L lumen package rate to +35°C.
- Power factor: > 90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion. Fixtures operate independently and can be commissioned via iOS or Android configuration app
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7. (see controls section for more details).

Installation

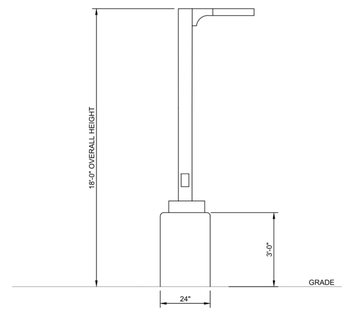
- Designed to mount to square or round poles.
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional 3" drill pattern B3 for easy fastening of LSI products.

Warranty

- LSI LED Fixtures carry a 5-year warranty.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- Dark Sky compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- RoHS compliant
- Suitable for wet Locations.
- IP66 rated Luminaire per IEC 60598.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)
- IK08 rated luminaire per IEC 66262 mechanical impact code



LIGHT POLE DETAIL

NO SCALE

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	L12H	2	LSI INDUSTRIES, INC.	MRM-LED-12L-SIL-2-40--70CRI-IL	1	7985	1	85
	L14H	3	LSI INDUSTRIES, INC.	MRM-LED-12L-SIL-4-40--70CRI-IL	1	8184	1	85

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.7 fc	6.5 fc	0.0 fc	N/A	N/A
PARKING LOT	X	2.5 fc	6.5 fc	0.5 fc	13.0:1	5.0:1

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

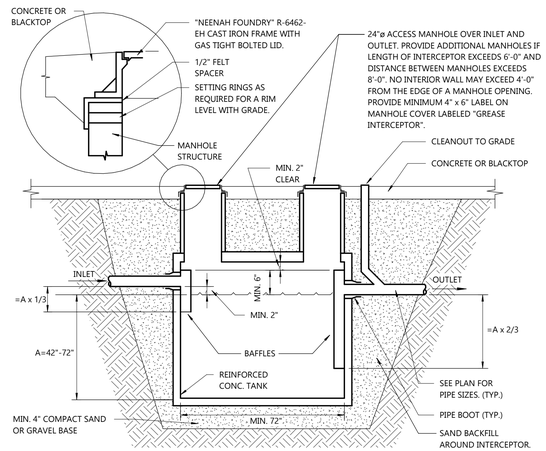
IFC JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

C3.1



1 / C3.2 EXTERIOR GREASE INTERCEPTOR DETAIL

NOT TO SCALE

EXTERIOR GREASE INTERCEPTOR SCHEDULE (GI)

NO.	MAT'L	LENGTH (INCHES)	DIAMETER (INCHES)	LIQUID LEVEL...	CAPACITY (GAL.)	INLET & OUTLET SIZE	MANHOLES	APPROX. COVER...	MODEL	REMARKS
1	HDPE	113	60	39	1250	4"	(1)	10.5' (2)	1250 GALLON	KSI

- ACCEPTABLE MANUFACTURERS: KENNEDY SOLUTIONS INC.(KSI) OR EQUAL.
- HDPE HS-25 LOAD RATED TANK AND RISERS.

(1) SEE EXTERIOR GREASE INTERCEPTOR DETAIL FOR ADDITIONAL INFORMATION.

(2) SEE SITE UTILITY DRAWINGS FOR COVER DEPTH TO DETERMINE RISER LENGTHS. DEPTH SHOWN IS AN ESTIMATION.

GREASE INTERCEPTOR CALCULATIONS						
FIXTURE	NUMBER OF	LENGTH (INCHES)	DEPTH (INCHES)	VOLUME (CU. IN.)	VOLUME (GALLONS)	0.75 x VOLUME (GPM)
S-1	3	10	5	2,100	9	7
S-2	3	102	12	113,832	493	370
S-3	1	21	14	4,704	20	15
TOTAL (MINIMUM FLOW RATE)						392
MINIMUM GREASE HOLDING CAPACITY						783
HOLDING CAPACITY OF SINKS					392	GALLONS
REQUIRED LIQUID HOLDING CAPACITY					392	GALLONS

GREASE INTERCEPTOR DETAIL AND SCHEDULE

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:

TACO BELL - BLACK RIVER BELLS

W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

PROFESSIONAL SEAL

PRELIMINARY DATES

JULY 7, 2025

NOT FOR CONSTRUCTION

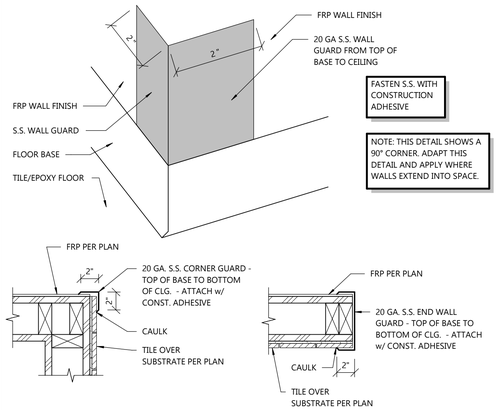
JOB NUMBER

250121500

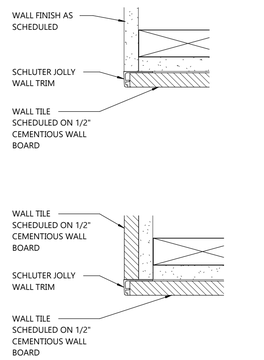
SHEET NUMBER

C3.2

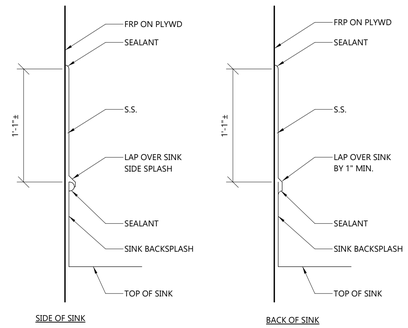
C:\Revit Local\250121500_PBig Central_R23_chris.hoffman.RDY4.rvt
7/7/2025 3:41:02 PM



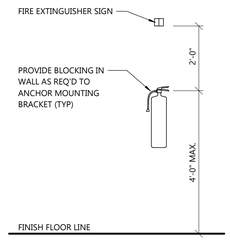
4 / A1.1 CORNER GUARD
SCALE: 1 1/2" = 1'-0"



3 / A1.1 SCHLUTER STRIP DETAIL
SCALE: 3" = 1'-0"



2 / A1.1 STAINLESS STEEL BACKSPLASH
SCALE: 1 1/2" = 1'-0"



FIRE EXTINGUISHER SPECIFICATION:

PROVIDE (1) K EXTINGUISHER WITHIN 30 FEET OF THE COOKING EQUIPMENT IN THE KITCHEN. PROVIDE AT LEAST (2) ABC EXTINGUISHERS IN THE BUILDING LOCATED WITHIN 50 FEET FROM ANY POINT WITHIN THE BUILDING. PLEASE CONFIRM QUANTITIES AND LOCATIONS WITH THE LOCAL FIRE MARSHALL.

1 / A1.1 FIRE EXTINGUISHER
SCALE: 1/4" = 1'-0"

SYMBOLS LEGEND

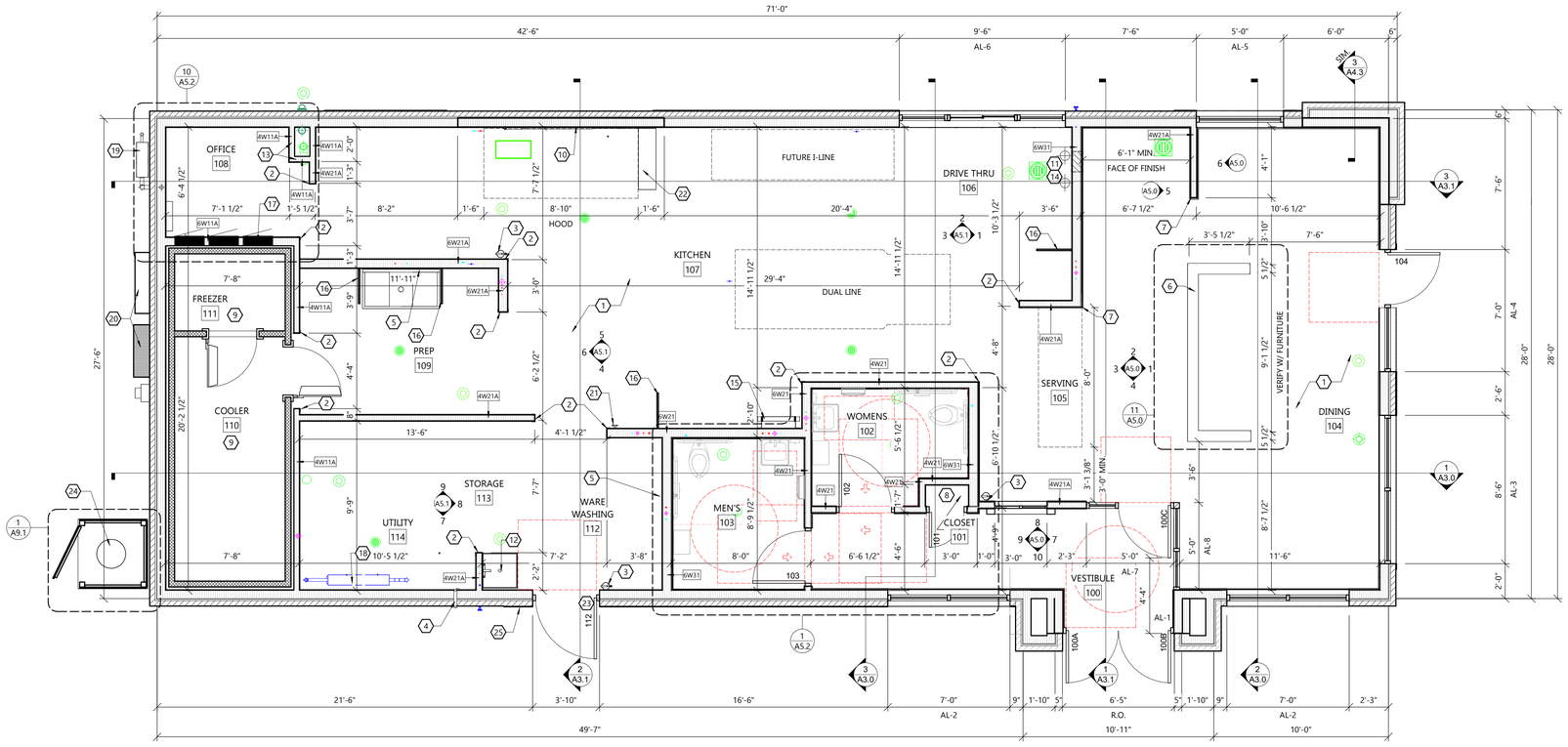
- 4W22 — INTERIOR WALL TYPE
  - SEE SHEET A4.0 FOR WALL TYPES
- EXIT SIGNAGE
- FIRE EXTINGUISHER -SEE DETAIL THIS SHEET
- STUD WALL
- MASONRY VENEER
- SEE PLAN FOR ALL WALL WIDTHS
- NEW DOOR

GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE-OF-STUD.
- DIMENSIONS NOTED AS "CLEAR" OR "HOLD" ARE MIN. REQUIRED NET CLEARANCE FROM FACE OF WALL / WAINSCOT FINISH. VERIFY FINAL EQUIPMENT SIZES W/ VENDOR PRIOR TO INTERIOR WALL FRAMING.
- ALL INTERIOR WALLS TO BE 2x4 OR 2x6 @ 16" O.C. (SEE INTERIOR WALL TYPES FOR SIZE) w/ 1/2" SUBSTRATE - EXTEND TO BOTTOM CHORD OF TRUSSES / UNDERSIDE OF DECK.
- PROVIDE SOUND BATT INSULATION AROUND PERIMETER OF THE TOILET ROOM.
- SEE SHEET A6.1 FOR DOOR SCHEDULE AND WINDOW SCHEDULE.
- ALL JOINTS, GAPS OR SPACES LEADING TO ALL HOLLOW OR INACCESSIBLE SPACES SHALL BE SEALED WITH "NSF INTERNATIONAL" APPROVED SEALANTS.
- PROVIDE PROPER 2X BLOCK AT ALL RECESSED ACCESSORIES, WALL, & CEILING MOUNTED EQUIPMENT, SIGNAGE, PLUMBING/LIGHT FIXTURES, ETC. TYP.

SALES & SERVICE COUNTERS

IN RETAIL STORES WHERE COUNTERS HAVE CASH REGISTERS AND ARE PROVIDED FOR SALES OR DISTRIBUTION OF GOODS OR SERVICES TO THE PUBLIC, AT LEAST ONE OF EACH TYPE SHALL HAVE A PORTION OF THE COUNTER WHICH IS AT LEAST 36" IN LENGTH WITH A MAXIMUM HEIGHT OF 36" ABOVE THE FINISH FLOOR. COUNTER SHALL BE ON AN ACCESSIBLE ROUTE COMPLYING WITH ADA GUIDELINE 4.3.



NORTH

FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"
0' 4' 8'

FLOOR PLAN KEYNOTES

1. REFER TO SHEET A9.1 FOR FURNITURE AND EQUIPMENT INFORMATION.
2. S.S. CORNER GUARD / WALL CAP TYP. ALL CORNERS IN BACK-OF-HOUSE FROM REAR WALL TO THE KITCHEN SIDE OF THE SERVICE COUNTER.
   - SEE DETAIL 4/A1.1
3. FIRE EXTINGUISHER, TYP. OF (3).
   - SEE DETAIL 1/A1.1
4. OIL COLLECTION PORT.
   - REFER TO THE PLUMBING DRAWINGS AND THE MANUFACTURERS INSTALLATION INSTRUCTIONS.
5. PROVIDE STAINLESS STEEL PANEL FROM TOP OF SINK TO BOTTOM OF FIRST RACK ABOVE SINK.
   - SEE DETAIL 2/A1.1
6. LOW WALL BY G.C.
   - SEE DETAIL 11/A5.0
7. SCHLUTER WALL TRIM STRIP.
   - SEE DETAIL 3/A1.1
8. CLOSET SHELVING BY G.C.
9. VERIFY COOLER/FREEZER SIZE WITH WOOD STUD FRAMING. NO FRP BEHIND WALK-IN COOLER/FREEZER.
10. METAL STUD HOOD WALL.
    - REFER TO THE WALL SECTIONS AND DETAILS.
11. KEEP CLEAR SPACE FOR UTILITIES & SYRUP LINES INSTALLED IN FINISH AREA.
    - REFER TO THE REFLECTED CEILING PLAN ON SHEET A7.1.
12. MOP SINK.
    - REFER TO THE PLUMBING DRAWINGS.
13. DO NOT INSULATE.
14. 14"x14" HORIZONTAL OPENING FOR SYRUP TUBES. COORDINATE WALL PENETRATION WITH COUNTER INSTALLER.
    - SEE DETAIL 8/A4.4
15. ROOF LADDER AND HATCH.
    - SEE DETAIL 5/A1.3
    - SEE DETAIL 6/A1.3
16. SPLASH GUARD.
    - SEE DETAIL 7/A4.4
17. ELECTRICAL PANELS RECESSED IN 2x6 WALL. MAINTAIN 3'-0" CLEAR IN FRONT OF ELECTRICAL PANELS.
    - REFER TO THE ELECTRICAL DRAWINGS.
18. WATER METER AND VALVING.
    - REFER TO THE PLUMBING DRAWINGS.
19. GAS METER.
    - REFER TO THE PLUMBING DRAWINGS.
20. ELECTRICAL EQUIPMENT.
    - REFER TO THE ELECTRICAL DRAWINGS.
21. THE ANSUL PULL STATION SHALL BE INSTALLED NOT MORE THAN 48 INCHES OR LESS THAN 42 INCHES ABOVE THE FLOOR AND SHALL CLEARLY IDENTIFY THE HAZARD PROTECTED.
22. HOOD FIRE PROTECTION SYSTEM (ANSUL R-102 OR EQUAL).
    - G.C. TO SUPPLY.
23. SECURITY DOOR PACKAGE.
    - REFER TO SHEET A6.1.
24. CO2 TANK AND ENCLOSURE.
    - SEE DETAIL 1/A9.1
25. PROVIDE KNOX BOX PER CITY REQUIREMENTS.

ARCHITECTURAL FIRST FLOOR PLAN

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:
TACO BELL - BLACK RIVER BELLS
W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
A1.1

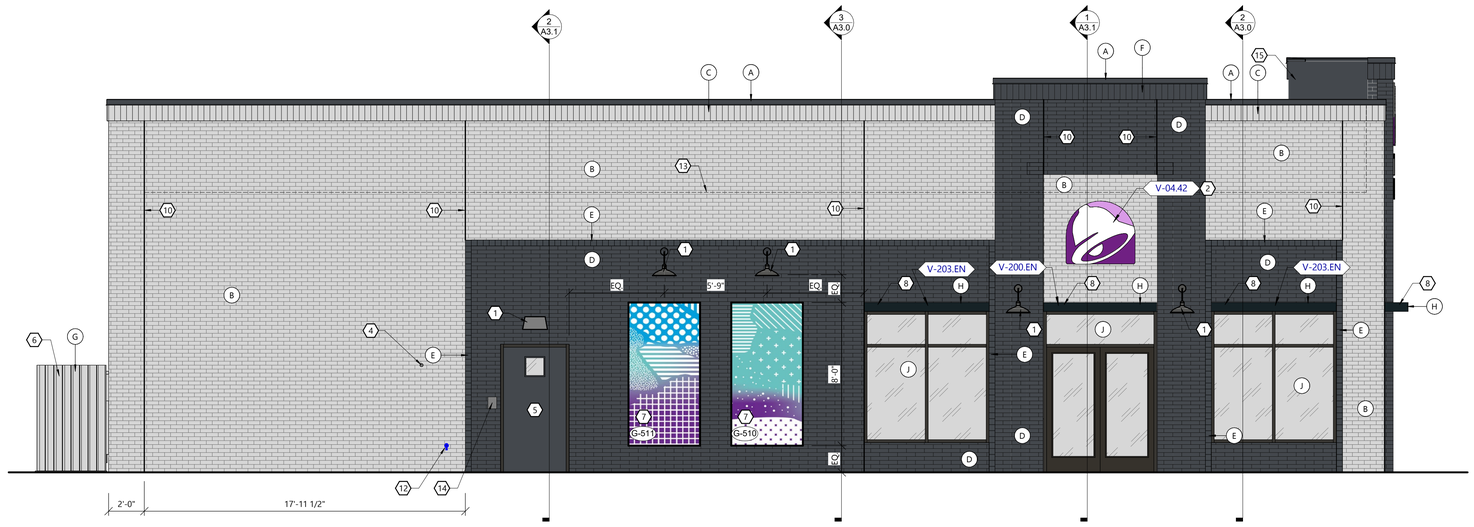
C:\Revit Local\250121500_Arch Central_R23_kelly.hCT186.rvt
7/30/2025 7:56:54 PM

SIGN & CANOPY SCHEDULE

TAG	QUANTITY	ITEM DESCRIPTION	ELEC REQ'D
V-04.42	2	42" SWINGING BELL, PURPLE LOGO	YES
V-09.14W	1	14" WHITE CHANNEL LETTERS - WALL	YES
V-100.DT	1	DRIVE-THRU CANOPY 9'-6"W x 6"H x 4'-0"D	YES
V-200.EN	1	SIDE ENTRY CANOPY, 6-4" W. x 6" HL x 3'-6" DP., BLACK	YES
V-202.EN	1	FRONT EYEBROW CANOPY, 18'-0" W. x 6" HL x 1'-4" DP., BLACK	YES
V-203.EN	3	SIDE EYEBROW CANOPY, 7'-0" W. x 6" HL x 1'-4" DP., BLACK	NO

WEST ELEVATION

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



NORTH ELEVATION

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

EXTERIOR MATERIAL KEY

- A — **PARAPET CAP**
  MFR: DURO-LAST
  PRE-FINISHED METAL
  COLOR: MATCH SW7076 CYBERSPACE
- B — **BRICK VENEER**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK LIGHT GRAY
  COLOR: 70% PEWTER/30% PLATINUM MIX
- C — **BRICK VENEER - SOLDIER COURSE**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK LIGHT GRAY
  COLOR: 70% PEWTER/30% PLATINUM MIX
- D — **BRICK VENEER**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- E — **BRICK VENEER - 4" ROWLOCK**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- F — **BRICK VENEER - SOLDIER COURSE**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- G — **HDPE PLASTIC LUMBER**
  MFR: MAX-R LUMBER
  PLASTIC LUMBER PICKETS
  COLOR: MATCH INTERSTATE PEWTER/PLATINUM MIX
- H — **AWNINGS**
  MFR: SIGNAGE VENDOR
  ANODIZED ALUMINUM
  COLOR: BLACK
- J — **GLASS - CLEAR**
  SEE GLAZING SPEC
  LOW-E GLASS
  BRONZE ANODIZED ALUMINUM FRAMES

MIDNIGHT BLACK FACE BRICK MORTAR:
SOLOMON 85X OR EQUAL

70% PEWTER/30% PLATINUM MIX FACE BRICK MORTAR:
SOLOMON PLAN OR EQUAL

GENERAL NOTES

- REFER TO SHEET A6.1 FOR WINDOW AND DOOR TYPES.
- ROOF TOP MECHANICAL EQUIPMENT IS SHIELDED FROM VIEW BY THE PARAPET WALLS.
- ALL LIGHTING SHALL BE DIRECTED DOWNWARD.
- NO EXTERIOR SIGNS ARE WITHIN THE SCOPE OF WORK COVERED BY THE BUILDING PERMIT APPLICATION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE INSTALLATION OF ALL EXTERIOR SIGNS AND INSTALLATION OF REQUIRED BLOCKING AND ELECTRICAL CONNECTIONS FOR FINAL APPROVED SIGNS.

EXTERIOR ELEVATION KEYNOTES

1. DECORATIVE WALL SCONCE/WALL PACK/ OR EMERGENCY LIGHT FIXTURE.
   - REFER TO THE ELECTRICAL DRAWINGS FOR SPECIFICATIONS.
2. BUILDING SIGNAGE PROVIDED BY SIGNAGE VENDOR.
   - REFER TO THE ELECTRICAL DRAWINGS.
   - REFER TO THE SIGNAGE SCHEDULE.
   - PROVIDE BLOCKING AS REQUIRED.
3. HVAC, ELECTRICAL, OR PLUMBING SERVICE EQUIPMENT.
   - REFER TO THE MEP DRAWINGS.
   - WHERE POSSIBLE, PAINT TO MATCH ADJACENT WALL.
4. OIL COLLECTION PORT. SEE MANUFACTURER INSTALLATION INSTRUCTIONS.
   - REFER TO THE PLUMBING DRAWINGS.
5. BOH SERVICE DOOR.
   - PAINT TO MATCH BRICK.
6. CO2 TANK ENCLOSURE.
   - SEE DETAIL 1/A9.1
7. ARTWORK. VERIFY SIZES IN FIELD.
   - REFER TO THE ARTWORK SCHEDULE ON SHEET A9.1.
8. CANOPY DESIGNED BY SIGNAGE VENDOR.
   - REFER TO THE ELECTRICAL DRAWINGS.
   - REFER TO THE SIGNAGE SCHEDULE.
   - PROVIDE BLOCKING AS REQUIRED.
9. 12" HIGH ADDRESS NUMBERS IN BLACK. ADDRESS SHALL BE VISIBLE FROM THE STREET. VERIFY THE ADDRESS AND REQUIREMENTS WITH AUTHORITY HAVING JURISDICTION.
10. CONTROL JOINT, TYP.
11. ROOF DRAIN OVERFLOW NOZZLE.
    - REFER TO THE PLUMBING DRAWINGS.
12. HOSE BIBB.
    - REFER TO THE PLUMBING DRAWINGS.
    - SEE DETAIL 3/A4.4
13. ROOF LINE BEHIND PARAPET.
14. PROVIDE LOCK BOX PER CITY STANDARDS.
15. PROVIDE FLASHING TO MATCH TOWER BRICK AT BACK SIDE OF TOWER.

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:
TACO BELL - BLACK RIVER BELLS
W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC	JULY 31, 2025

JOB NUMBER
250121500

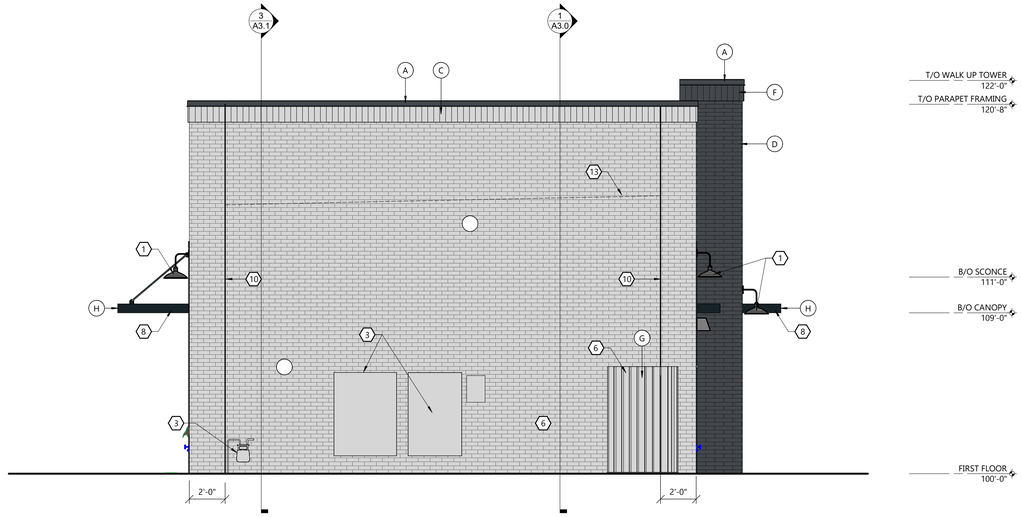
SHEET NUMBER
A2.0

ARCHITECTURAL EXTERIOR ELEVATIONS

C:\Revit Local\250121500_Arch Central_R23_LeahyA.rvt
7/30/2025 1:56:37 PM

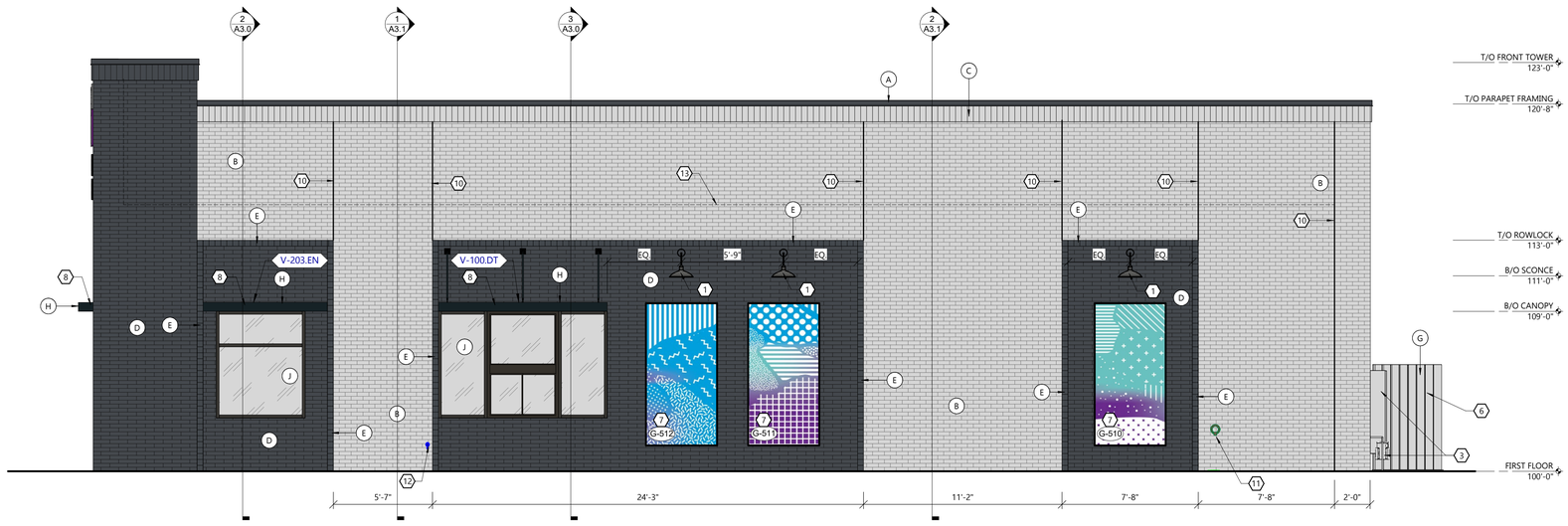
SIGN & CANOPY SCHEDULE

TAG	QUANTITY	ITEM DESCRIPTION	ELEC REQ'D
V-04.42	2	42" SWINGING BELL, PURPLE LOGO	YES
V-09.14W	1	14" WHITE CHANNEL LETTERS - WALL	YES
V-100.DT	1	DRIVE-THRU CANOPY 9'-6"W x 6"H x 4'-0"D	YES
V-200.EN	1	SIDE ENTRY CANOPY, 6-4" W. x 6" Ht. x 3'-6" Dp., BLACK	YES
V-202.EN	1	FRONT EYEBROW CANOPY, 18'-0" W. x 6" Ht. x 1'-4" Dp., BLACK	YES
V-203.EN	3	SIDE EYEBROW CANOPY, 7'-0" W. x 6" Ht. x 1'-4" Dp., BLACK	NO



EAST ELEVATION

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



SOUTH ELEVATION

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

EXTERIOR MATERIAL KEY

- A — **PARAPET CAP**
  MFR: DURO-LAST
  PRE-FINISHED METAL
  COLOR: MATCH SW7076 CYBERSPACE
- B — **BRICK VENEER**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK LIGHT GRAY
  COLOR: 70% PEWTER/30% PLATINUM MIX
- C — **BRICK VENEER - SOLDIER COURSE**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK LIGHT GRAY
  COLOR: 70% PEWTER/30% PLATINUM MIX
- D — **BRICK VENEER**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- E — **BRICK VENEER - 4" ROWLOCK**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- F — **BRICK VENEER - SOLDIER COURSE**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- G — **HDPE PLASTIC LUMBER**
  MFR: MAX-R LUMBER
  PLASTIC LUMBER PICKETS
  COLOR: MATCH INTERSTATE PEWTER/PLATINUM MIX
- H — **AWNINGS**
  MFR: SIGNAGE VENDOR
  ANODIZED ALUMINUM
  COLOR: BLACK
- J — **GLASS - CLEAR**
  SEE GLAZING SPEC
  LOW-E GLASS
  BRONZE ANODIZED ALUMINUM FRAMES

MIDNIGHT BLACK FACE BRICK MORTAR:
SOLOMON 85X OR EQUAL

70% PEWTER/30% PLATINUM MIX FACE BRICK MORTAR:
SOLOMON PLAN OR EQUAL

GENERAL NOTES

- REFER TO SHEET A6.1 FOR WINDOW AND DOOR TYPES.
- ROOF TOP MECHANICAL EQUIPMENT IS SHIELDED FROM VIEW BY THE PARAPET WALLS.
- ALL LIGHTING SHALL BE DIRECTED DOWNWARD.
- NO EXTERIOR SIGNS ARE WITHIN THE SCOPE OF WORK COVERED BY THE BUILDING PERMIT APPLICATION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE INSTALLATION OF ALL EXTERIOR SIGNS AND INSTALLATION OF REQUIRED BLOCKING AND ELECTRICAL CONNECTIONS FOR FINAL APPROVED SIGNS.

EXTERIOR ELEVATION KEYNOTES

1. DECORATIVE WALL SCONCE/WALL PACK/ OR EMERGENCY LIGHT FIXTURE.
   - REFER TO THE ELECTRICAL DRAWINGS FOR SPECIFICATIONS.
2. BUILDING SIGNAGE PROVIDED BY SIGNAGE VENDOR.
   - REFER TO THE ELECTRICAL DRAWINGS.
   - REFER TO THE SIGNAGE SCHEDULE.
   - PROVIDE BLOCKING AS REQUIRED.
3. HVAC, ELECTRICAL, OR PLUMBING SERVICE EQUIPMENT.
   - REFER TO THE MEP DRAWINGS.
   - WHERE POSSIBLE, PAINT TO MATCH ADJACENT WALL.
4. OIL COLLECTION PORT. SEE MANUFACTURER INSTALLATION INSTRUCTIONS.
   - REFER TO THE PLUMBING DRAWINGS.
5. BOH SERVICE DOOR.
   - PAINT TO MATCH BRICK.
6. CO2 TANK ENCLOSURE.
   - SEE DETAIL 1/A9.1
7. ARTWORK. VERIFY SIZES IN FIELD.
   - REFER TO THE ARTWORK SCHEDULE ON SHEET A9.1.
8. CANOPY DESIGNED BY SIGNAGE VENDOR.
   - REFER TO THE ELECTRICAL DRAWINGS.
   - REFER TO THE SIGNAGE SCHEDULE.
   - PROVIDE BLOCKING AS REQUIRED.
9. 12" HIGH ADDRESS NUMBERS IN BLACK. ADDRESS SHALL BE VISIBLE FROM THE STREET. VERIFY THE ADDRESS AND REQUIREMENTS WITH AUTHORITY HAVING JURISDICTION.
10. CONTROL JOINT, TYP.
11. ROOF DRAIN OVERFLOW NOZZLE.
    - REFER TO THE PLUMBING DRAWINGS.
12. HOSE BIBB.
    - REFER TO THE PLUMBING DRAWINGS.
    - SEE DETAIL 3/A4.4
13. ROOF LINE BEHIND PARAPET.
14. PROVIDE LOCK BOX PER CITY STANDARDS.
15. PROVIDE FLASHING TO MATCH TOWER BRICK AT BACK SIDE OF TOWER.

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:
TACO BELL - BLACK RIVER BELLS
W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES
ISSUED FOR CONSTRUCTION
IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
A2.1

ARCHITECTURAL EXTERIOR ELEVATIONS

C:\Revit Local\250121500_Arch Central_R23_LeftyX.rvt
7/30/2025 1:56:33 PM

NOTE:
THE EXTERIOR RENDERING REPRESENTS THE BUILDING AND ASSOCIATED MATERIALS. IT DOES NOT REPRESENT THE LANDSCAPE DESIGN. FOR THE LANDSCAPE DESIGN, SEE CIVIL SHEETS.

ARCHITECTURAL EXTERIOR RENDERING

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:
TACO BELL - BLACK RIVER BELLS
W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

PROFESSIONAL SEAL

PRELIMINARY DATES
JUNE 30, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
250121500

SHEET NUMBER
A2.2

C:\Revit Local\250121500_Render Model_R23_cwillyn.rvt
6/30/2025 10:28:53 AM

EXTERIOR MATERIAL KEY

- A — **PARAPET CAP**
  MFR: DURO-LAST
  PRE-FINISHED METAL
  COLOR: MATCH SW7076 CYBERSPACE
- B — **BRICK VENEER**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK LIGHT GRAY
  COLOR: 70% PEWTER/30% PLATINUM MIX
- C — **BRICK VENEER - SOLDIER COURSE**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK LIGHT GRAY
  COLOR: 70% PEWTER/30% PLATINUM MIX
- D — **BRICK VENEER**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- E — **BRICK VENEER - 4" ROWLOCK**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- F — **BRICK VENEER - SOLDIER COURSE**
  MFR: INTERSTATE BRICK
  UTILITY FACE BRICK DARK GRAY
  COLOR: MIDNIGHT BLACK
- G — **HDPE PLASTIC LUMBER**
  MFR: MAX-R LUMBER
  PLASTIC LUMBER PICKETS
  COLOR: MATCH INTERSTATE PEWTER/PLATINUM MIX
- H — **AWNINGS**
  MFR: SIGNAGE VENDOR
  ANODIZED ALUMINUM
  COLOR: BLACK
- J — **GLASS - CLEAR**
  SEE GLAZING SPEC
  LOW-E GLASS
  BRONZE ANODIZED ALUMINUM FRAMES

MIDNIGHT BLACK FACE BRICK MORTAR:
SOLOMON 85X OR EQUAL

70% PEWTER/30% PLATINUM MIX FACE BRICK MORTAR:
SOLOMON PLAN OR EQUAL

Photo intended to show brick colors only. Not an exact design of the proposed Cedaburg location.

Interstate Brick
Color: Platinum - 30%

Interstate Brick
Color: Pewter - 70%

Interstate Brick
Color: Midnight Black

ARCHITECTURAL DIGITAL SAMPLE BOARD

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:
TACO BELL - BLACK RIVER BELLS
W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

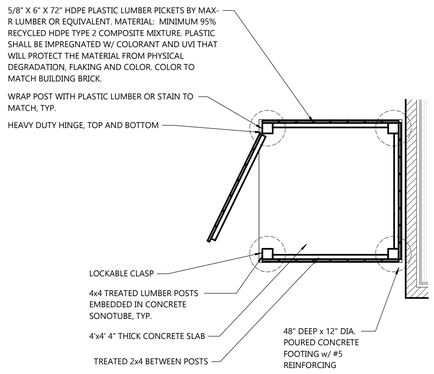
PROFESSIONAL SEAL

PRELIMINARY DATES
JULY 1, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
250121500

SHEET NUMBER
A2.3



1 / A9.1 CO2 ENCLOSURE

SCALE: 1/2" = 1'-0"

ARTWORK SCHEDULE

TAG	QUANTITY	NAME	FAMILY	FRAME OR MURAL	SIZES	LOCATION
G-280	1	OVERLAP BELLS	B	F01	28" x 40"	SEE SHEET A5.0
G-281	1	OVERLAP BELLS	B	F01	28" x 40"	SEE SHEET A5.0
G-258	1	ANSWER IS TACOS	B	F01	28" x 40"	SEE SHEET A5.0
G-282	1	OVERLAP BELLS	B	F01	28" x 40"	SEE SHEET A5.0
G-510	1	CAMO-PATTERN-PURPLE	B	M02	4'-0" x 8'-0"	SEE SHEET A2.0
G-511	1	CAMO-PATTERN-PURPLE	B	M02	4'-0" x 8'-0"	SEE SHEET A2.1
G-512	1	CAMO-PATTERN-PURPLE	B	M02	4'-0" x 8'-0"	SEE SHEET A2.1

FURNITURE SCHEDULE

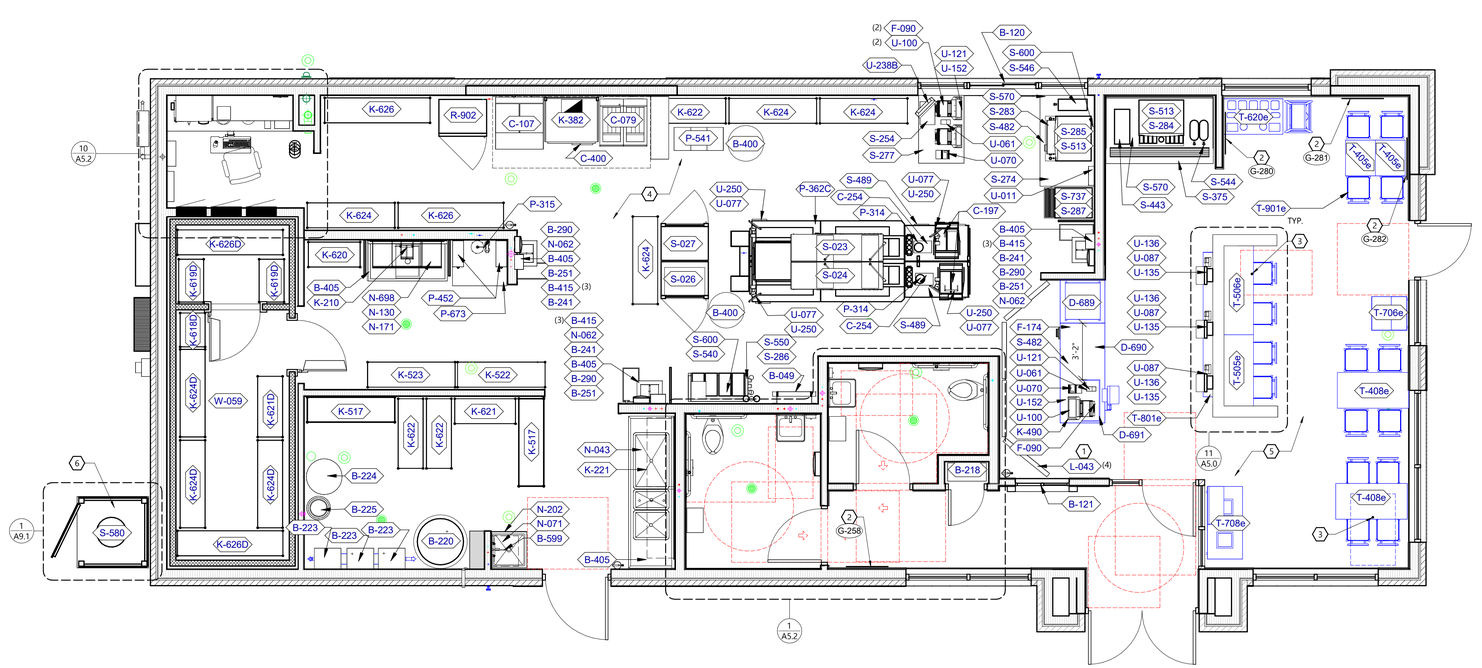
NO.	QTY	ITEM DESCRIPTION	NOTES
T FURNITURE PACKAGE - BY FURNITURE VENDOR U.N.O.			
D-689	1	TALL PICK UP SHELF	
D-690	1	POS COUNTER SYSTEM	
D-691	1	POS COUNTER SHROUD	
T-405e	2	LAMINATE TABLE - 24" X 20" X 30" - 2 TOP	
T-408e	2	LAMINATE TABLE ADA - 24" X 48" X 30" - 4 TOP	
T-505e	1	COUNTER TOP - 48" X 20" X 30"	
T-506e	1	COUNTER TOP - 60" X 20" X 30"	
T-620e	1	CONDIMENT COUNTER - RECTANGLE	
T-706e	1	WASTE ENCLOSURE - SINGLE	
T-708e	1	WASTE ENCLOSURE - DOUBLE	
T-801e	1	KIOSK 1/2 TOWER	
T-901e	16	CHAIR - LAMINATE SEAT	

SHELVING QUANTITIES

STORAGE TYPE	LINEAR FEET
DRY	70.5
COLD	26.5
FREEZER	11

EQUIPMENT PLAN KEYNOTES

1. WALL MOUNTED DIGITAL BOARDS ABOVE.
   - REFER TO THE VENDOR AND ELECTRICAL DRAWINGS..
2. ARTWORK.
   - REFER TO THE ARTWORK SCHEDULE THIS SHEET.
3. ACCESSIBLE TABLE AS INDICATED BY CLEARANCE MARKER LABEL ON TABLE TOP.
4. KITCHEN EQUIPMENT.
   - REFER TO THE EQUIPMENT SCHEDULE ON SHEET A9.2.
5. FURNITURE BY VENDOR.
   - REFER TO THE FURNITURE SCHEDULE THIS SHEET.
6. CO2 TANK ENCLOSURE.
   - SEE DETAIL 1/A9.1



NORTH FIRST FLOOR EQUIPMENT PLAN

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

0' 4' 8'

ARCHITECTURAL FIRST FLOOR EQUIPMENT PLAN

EXCEL

Always a Better Plan

100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

NEW BUILDING FOR:

TACO BELL - BLACK RIVER BELLS

W62 N240 WASHINGTON AVE. • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

A9.1

C:\Revit Local\250121500_Arch Central_R23_kelly.hCT1BE.rvt
7/30/2025 10:54:1 PM

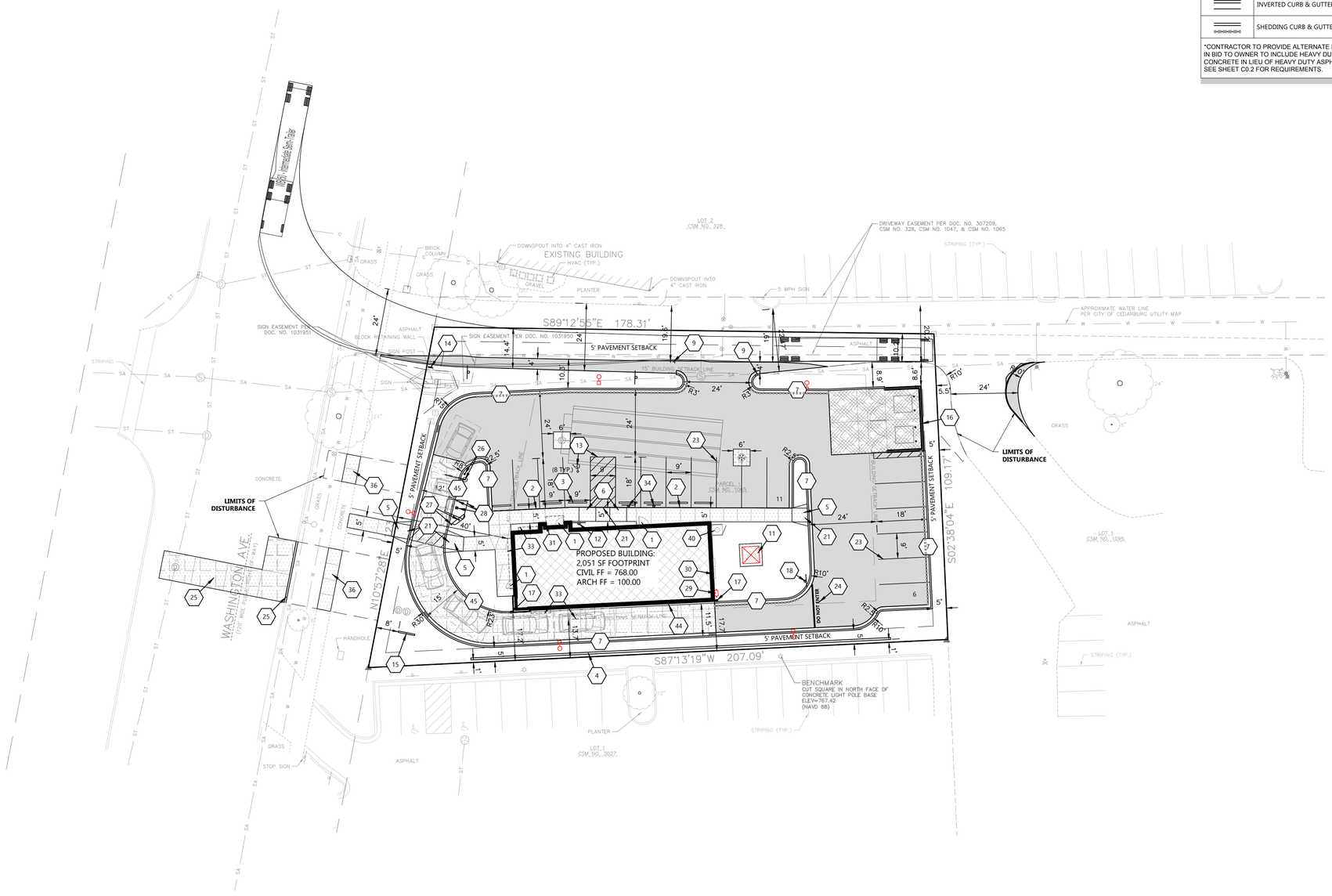
LEGEND:

HATCH	PAVEMENT SECTION
	HEAVY DUTY ASPHALT*
	SIDEWALK CONCRETE
	HEAVY DUTY CONCRETE
	DUMPSTER PAD / APRON CONCRETE
	INVERTED CURB & GUTTER
	SHEDDING CURB & GUTTER

*CONTRACTOR TO PROVIDE ALTERNATE PRICE IN BID TO OWNER TO INCLUDE HEAVY DUTY CONCRETE IN LIEU OF HEAVY DUTY ASPHALT. SEE SHEET C0.2 FOR REQUIREMENTS.

GENERAL NOTES:

- KNOX BOX TO BE PROVIDED AT PRIMARY ENTRANCE PER LOCAL REQUIREMENTS. CONTRACTOR TO COORDINATE W/ BUILDING INSPECTOR/FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS.
- ALL DRIVE-THRU EQUIPMENT AND PLACEMENTS SHALL BE VERIFIED W/ OWNER PRIOR TO INSTALLATION.
- WASHINGTON AVENUE IS PLANNED TO BE RECONSTRUCTED IN 2026. COORDINATE TIMING OF SIDEWALK, CURB & GUTTER AND PAVEMENT REMOVALS/RECONSTRUCTION FOR UTILITY CONNECTIONS WITH CITY PRIOR TO CONSTRUCTION.
- CONTRACTOR/OWNER TO COORDINATE OFF SITE WORK/WORK WITHIN SIGN EASEMENT WITH ADJACENT OWNERS.



KEYNOTES

1	CONCRETE STOOP (SEE STRUCTURAL PLANS FOR DETAILS)
2	RAISED WALK (SEE DETAIL)
3	CONCRETE WHEEL STOP (TYP.)
4	150' OF CONCRETE BLOCK RETAINING WALL. SEE DETAIL.
5	CURB RAMP (SEE DETAIL)
6	ADA SIDEWALK RAMP (SEE DETAIL)
7	18" CURB & GUTTER (SEE DETAIL)
9	CURB TAPER (SEE DETAIL)
11	CONCRETE TRANSFORMER PAD BY UTILITY SUPPLIER (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PRIOR TO CONSTRUCTION)
12	HANDICAP SIGN PER STATE CODE (SEE DETAIL)
13	HANDICAP STALL & STRIPING PER STATE CODES
14	DIRECTIONAL SIGN V-03 WITH "ENTER" MESSAGING
15	MONUMENT SIGN V-02.19 WITH "DRIVE-THRU" MESSAGING. OVERALL HEIGHT 8' MAX. (DETAILS, FINAL LOCATION, & APPROVAL BY SIGN VENDOR)
16	DUMPSTER ENCLOSURE (SEE DETAIL)
17	6" CONCRETE BOLLARDS (TYP.) (SEE DETAILS)
18	DO NOT ENTER SIGN (TYP.)
21	DETECTABLE WARNING PLATE PER STATE CODE
23	PAINT STRIPING (TYP). COLOR TO MATCH PARKING STALL STRIPING
24	PAVEMENT LETTERING (TYP.) COLOR TO MATCH PARKING STALL STRIPING
25	REPLACE EXISTING CITY CURB & GUTTER AND PAVEMENT PER CITY STANDARDS. REPLACE TO NEAREST CONTROL JOINT.
26	CLEARANCE BAR AND BOLLARD (TYP.)
27	MENU BOARD.
28	SPEAKER POST, CANOPY, AND BOLLARD.
29	GAS METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
30	ELECTRIC METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
31	KNOX BOX PER LOCAL REQUIREMENTS.
33	BUILDING CANOPY (TYP.) SEE ARCH PLANS)
34	MOBILE ORDER PICK UP SIGN (2 TYP.) (SEE DETAIL)
36	REPLACE EXISTING CONCRETE SIDEWALK PER LOCAL STANDARDS. REPLACE TO NEAREST CONTROL JOINT. ENSURE MAXIMUM OF 1.5% CROSS SLOPE, 4.5% RUNNING SLOPE.
38	EXISTING CONCRETE APRON AROUND EXISTING CATCH BASIN TO REMAIN. CONTRACTOR TO CONFIRM STRUCTURAL INTEGRITY OF EXISTING APRON; REPLACE IF NEEDED.
40	CO2 TANK/ENCLOSURE. SEE ARCH PLANS FOR DETAILS.
44	DRIVE-THRU BUILDING VERTICAL CURB. (SEE DETAIL ON C2.0)
45	DRIVE-THRU 6" VERTICAL CURB (SEE DETAIL ON C2.0)

SCALE: 1"= 20'
20' 0 20' 40'
NORTH

CIVIL SITE PLAN

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

C1.1

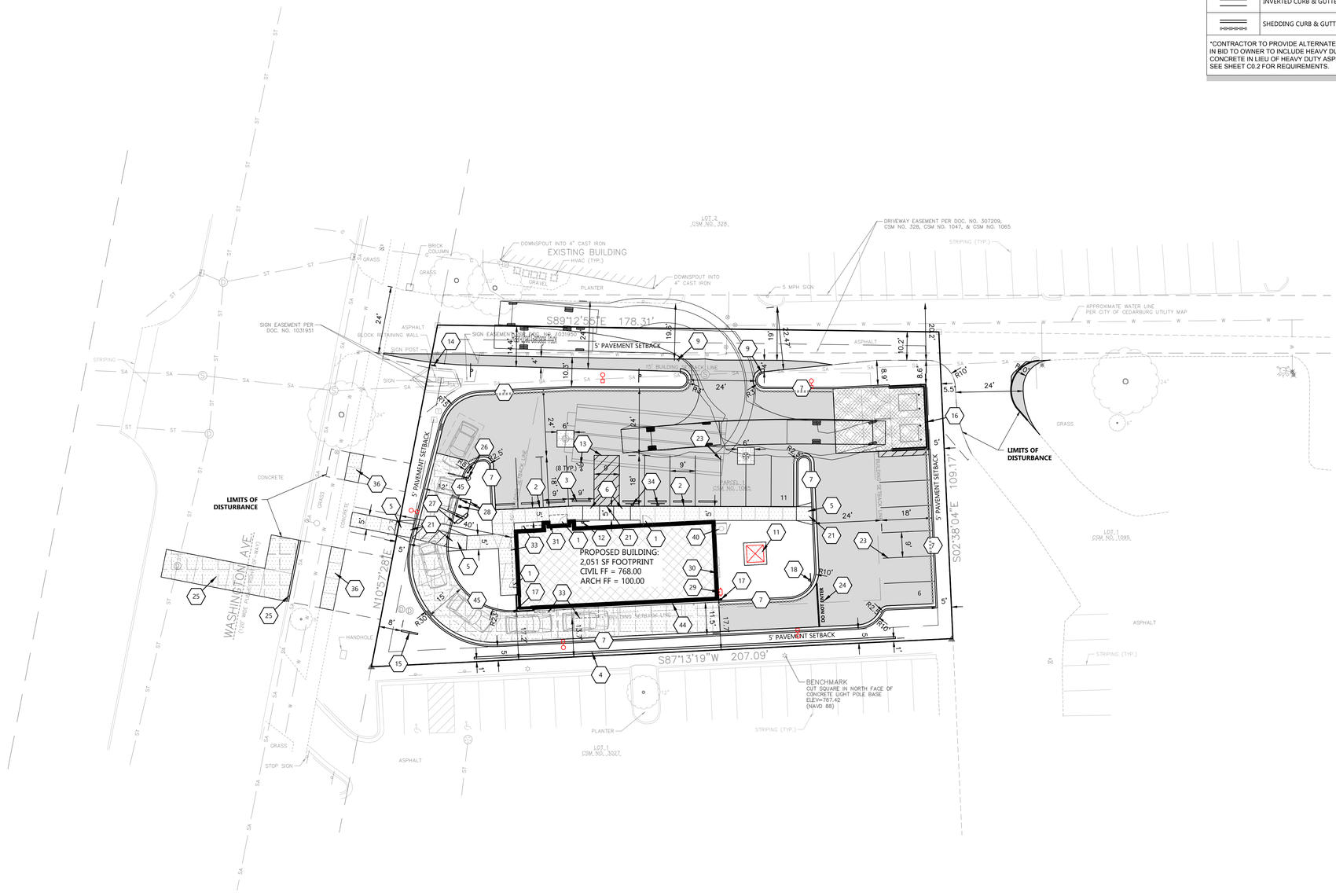
LEGEND:

HATCH	PAVEMENT SECTION
	HEAVY DUTY ASPHALT*
	SIDEWALK CONCRETE
	HEAVY DUTY CONCRETE
	DUMPSTER PAD / APRON CONCRETE
	INVERTED CURB & GUTTER
	SHEDDING CURB & GUTTER

*CONTRACTOR TO PROVIDE ALTERNATE PRICE IN BID TO OWNER TO INCLUDE HEAVY DUTY CONCRETE IN LIEU OF HEAVY DUTY ASPHALT. SEE SHEET C0.2 FOR REQUIREMENTS.

GENERAL NOTES:

- KNOX BOX TO BE PROVIDED AT PRIMARY ENTRANCE PER LOCAL REQUIREMENTS. CONTRACTOR TO COORDINATE W/ BUILDING INSPECTOR/FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS.
- ALL DRIVE-THRU EQUIPMENT AND PLACEMENTS SHALL BE VERIFIED W/ OWNER PRIOR TO INSTALLATION.
- WASHINGTON AVENUE IS PLANNED TO BE RECONSTRUCTED IN 2026. COORDINATE TIMING OF SIDEWALK, CURB & GUTTER AND PAVEMENT REMOVALS/RECONSTRUCTION FOR UTILITY CONNECTIONS WITH CITY PRIOR TO CONSTRUCTION.
- CONTRACTOR/OWNER TO COORDINATE OFF SITE WORK/WORK WITHIN SIGN EASEMENT WITH ADJACENT OWNERS.



KEYNOTES

1	CONCRETE STOOP (SEE STRUCTURAL PLANS FOR DETAILS)
2	RAISED WALK (SEE DETAIL)
3	CONCRETE WHEEL STOP (TYP.)
4	150' OF CONCRETE BLOCK RETAINING WALL. SEE DETAIL.
5	CURB RAMP (SEE DETAIL)
6	ADA SIDEWALK RAMP (SEE DETAIL)
7	18" CURB & GUTTER (SEE DETAIL)
9	CURB TAPER (SEE DETAIL)
11	CONCRETE TRANSFORMER PAD BY UTILITY SUPPLIER (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PRIOR TO CONSTRUCTION)
12	HANDICAP SIGN PER STATE CODE (SEE DETAIL)
13	HANDICAP STALL & STRIPING PER STATE CODES
14	DIRECTIONAL SIGN V-03 WITH "ENTER" MESSAGING
15	MONUMENT SIGN V-02.19 WITH "DRIVE-THRU" MESSAGING. OVERALL HEIGHT 8' MAX. (DETAILS, FINAL LOCATION, & APPROVAL BY SIGN VENDOR)
16	DUMPSTER ENCLOSURE (SEE DETAIL)
17	6" CONCRETE BOLLARDS (TYP.) (SEE DETAILS)
18	DO NOT ENTER SIGN (TYP.)
21	DETECTABLE WARNING PLATE PER STATE CODE
23	PAINT STRIPING (TYP). COLOR TO MATCH PARKING STALL STRIPING
24	PAVEMENT LETTERING (TYP.) COLOR TO MATCH PARKING STALL STRIPING
25	REPLACE EXISTING CITY CURB & GUTTER AND PAVEMENT PER CITY STANDARDS. REPLACE TO NEAREST CONTROL JOINT.
26	CLEARANCE BAR AND BOLLARD (TYP.)
27	MENU BOARD.
28	SPEAKER POST, CANOPY, AND BOLLARD.
29	GAS METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
30	ELECTRIC METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
31	KNOX BOX PER LOCAL REQUIREMENTS.
33	BUILDING CANOPY (TYP.) SEE ARCH PLANS)
34	MOBILE ORDER PICK UP SIGN (2 TYP.) (SEE DETAIL)
36	REPLACE EXISTING CONCRETE SIDEWALK PER LOCAL STANDARDS. REPLACE TO NEAREST CONTROL JOINT. ENSURE MAXIMUM OF 1.5% CROSS SLOPE, 4.5% RUNNING SLOPE.
38	EXISTING CONCRETE APRON AROUND EXISTING CATCH BASIN TO REMAIN. CONTRACTOR TO CONFIRM STRUCTURAL INTEGRITY OF EXISTING APRON; REPLACE IF NEEDED.
40	CO2 TANK/ENCLOSURE. SEE ARCH PLANS FOR DETAILS.
44	DRIVE-THRU BUILDING VERTICAL CURB. (SEE DETAIL ON C2.0)
45	DRIVE-THRU 6" VERTICAL CURB (SEE DETAIL ON C2.0)

SCALE: 1"= 20'
20' 0 20' 40'
NORTH

CIVIL SITE PLAN

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC JULY 31, 2025

JOB NUMBER
250121500

SHEET NUMBER
C1.1

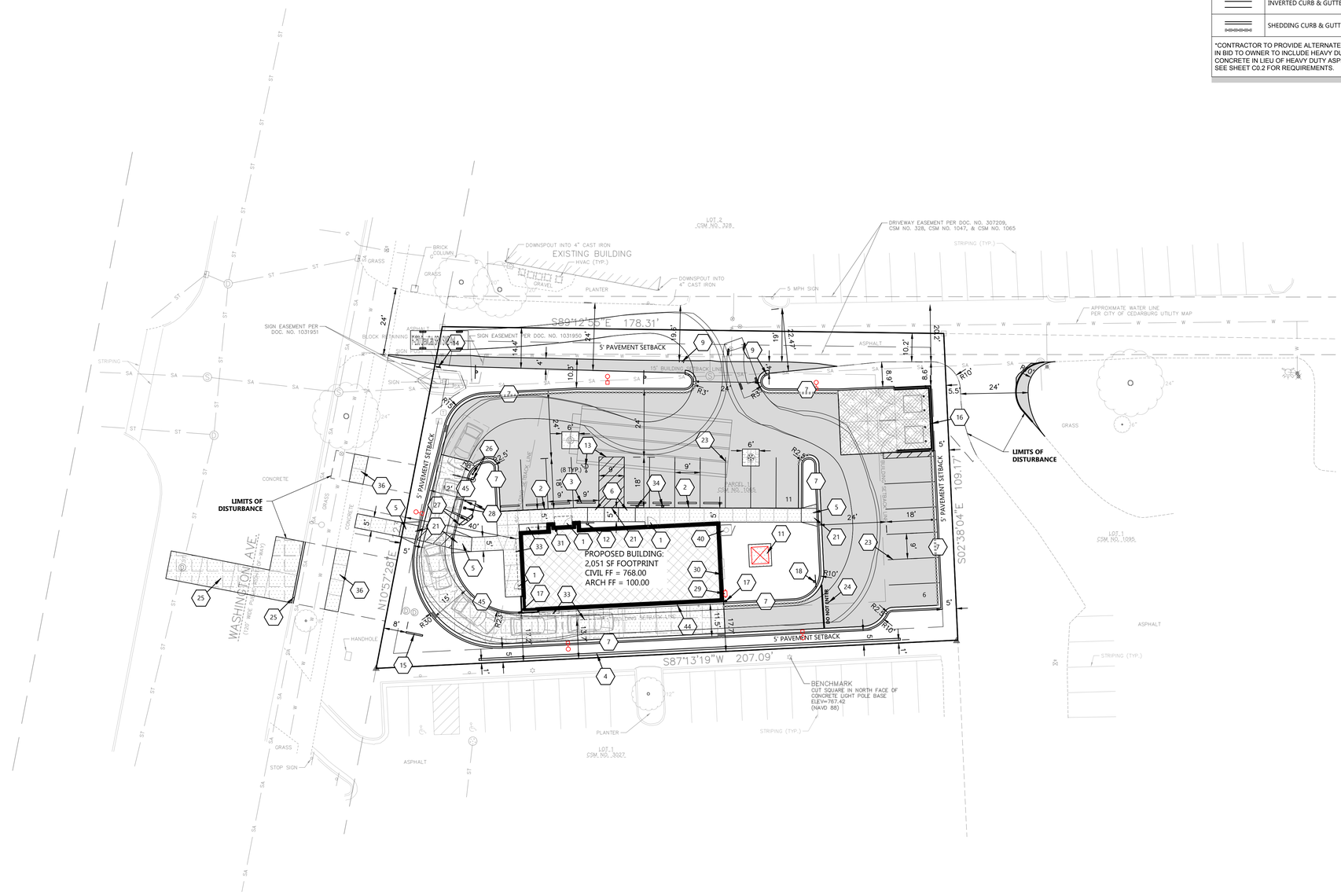
LEGEND:

HATCH	PAVEMENT SECTION
	HEAVY DUTY ASPHALT*
	SIDEWALK CONCRETE
	HEAVY DUTY CONCRETE
	DUMPSTER PAD / APRON CONCRETE
	INVERTED CURB & GUTTER
	SHEDDING CURB & GUTTER

*CONTRACTOR TO PROVIDE ALTERNATE PRICE IN BID TO OWNER TO INCLUDE HEAVY DUTY CONCRETE IN LIEU OF HEAVY DUTY ASPHALT. SEE SHEET C0.2 FOR REQUIREMENTS.

GENERAL NOTES:

- KNOX BOX TO BE PROVIDED AT PRIMARY ENTRANCE PER LOCAL REQUIREMENTS. CONTRACTOR TO COORDINATE W/ BUILDING INSPECTOR/FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS.
- ALL DRIVE-THRU EQUIPMENT AND PLACEMENTS SHALL BE VERIFIED W/ OWNER PRIOR TO INSTALLATION.
- WASHINGTON AVENUE IS PLANNED TO BE RECONSTRUCTED IN 2026. COORDINATE TIMING OF SIDEWALK, CURB & GUTTER AND PAVEMENT REMOVALS/RECONSTRUCTION FOR UTILITY CONNECTIONS WITH CITY PRIOR TO CONSTRUCTION.
- CONTRACTOR/OWNER TO COORDINATE OFF SITE WORK/WORK WITHIN SIGN EASEMENT WITH ADJACENT OWNERS.



KEYNOTES

1	CONCRETE STOOP (SEE STRUCTURAL PLANS FOR DETAILS)
2	RAISED WALK (SEE DETAIL)
3	CONCRETE WHEEL STOP (TYP.)
4	150' OF CONCRETE BLOCK RETAINING WALL. SEE DETAIL.
5	CURB RAMP (SEE DETAIL)
6	ADA SIDEWALK RAMP (SEE DETAIL)
7	18" CURB & GUTTER (SEE DETAIL)
9	CURB TAPER (SEE DETAIL)
11	CONCRETE TRANSFORMER PAD BY UTILITY SUPPLIER (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PRIOR TO CONSTRUCTION)
12	HANDICAP SIGN PER STATE CODE (SEE DETAIL)
13	HANDICAP STALL & STRIPING PER STATE CODES
14	DIRECTIONAL SIGN V-03 WITH "ENTER" MESSAGING
15	MONUMENT SIGN V-02.19 WITH "DRIVE-THRU" MESSAGING. OVERALL HEIGHT 8' MAX. (DETAILS, FINAL LOCATION, & APPROVAL BY SIGN VENDOR)
16	DUMPSTER ENCLOSURE (SEE DETAIL)
17	6" CONCRETE BOLLARDS (TYP.) (SEE DETAILS)
18	DO NOT ENTER SIGN (TYP.)
21	DETECTABLE WARNING PLATE PER STATE CODE
23	PAINT STRIPING (TYP). COLOR TO MATCH PARKING STALL STRIPING
24	PAVEMENT LETTERING (TYP.) COLOR TO MATCH PARKING STALL STRIPING
25	REPLACE EXISTING CITY CURB & GUTTER AND PAVEMENT PER CITY STANDARDS. REPLACE TO NEAREST CONTROL JOINT.
26	CLEARANCE BAR AND BOLLARD (TYP.)
27	MENU BOARD.
28	SPEAKER POST, CANOPY, AND BOLLARD.
29	GAS METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
30	ELECTRIC METER LOCATION. COORDINATE SERVICE ROUTING W/ UTILITY COMPANY.
31	KNOX BOX PER LOCAL REQUIREMENTS.
33	BUILDING CANOPY (TYP.) SEE ARCH PLANS)
34	MOBILE ORDER PICK UP SIGN (2 TYP.) (SEE DETAIL)
36	REPLACE EXISTING CONCRETE SIDEWALK PER LOCAL STANDARDS. REPLACE TO NEAREST CONTROL JOINT. ENSURE MAXIMUM OF 1.5% CROSS SLOPE, 4.5% RUNNING SLOPE.
38	EXISTING CONCRETE APRON AROUND EXISTING CATCH BASIN TO REMAIN. CONTRACTOR TO CONFIRM STRUCTURAL INTEGRITY OF EXISTING APRON; REPLACE IF NEEDED.
40	CO2 TANK/ENCLOSURE. SEE ARCH PLANS FOR DETAILS.
44	DRIVE-THRU BUILDING VERTICAL CURB. (SEE DETAIL ON C2.0)
45	DRIVE-THRU 6" VERTICAL CURB (SEE DETAIL ON C2.0)

SCALE: 1"= 20'
20' 0 20' 40'
NORTH

CIVIL SITE PLAN

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED TACO BELL FOR:
SUNDANCE
W62 N240 WASHINGTON AVENUE • CEDARBURG, WI 53012

PROFESSIONAL SEAL

SHEET DATES

ISSUED FOR CONSTRUCTION

IFC JULY 31, 2025

JOB NUMBER

250121500

SHEET NUMBER

C1.1

July 30, 2025

City of Cedarburg
Attn: Mary Censky
W63N645 Washington Ave
Cedarburg, WI 53012

Re: SARB Review Comments
Taco Bell

Dear Mary,

Please accept the resubmittal addressing the SARB comments received on July 29, 2025.

- Dumpster doors must be very sturdy and kept closed, dumpster enclosure must be real brick not thin brick over block.
  - Excel Response: Dumpster enclosure has been revised to include real brick.

- Adding more windows for enhanced natural light and symmetry, particularly in the vestibule area near the restrooms, and near the soda machine area and make the transom window slightly taller, if operationally feasible.
  - Excel Response: An additional window has been added to the vestibule and the transom window has been made taller.

- Widening the driveway to 24 feet from Washington Avenue to entrance on the north side of the property and taper back to 20 feet after the Taco Bell driveway.
  - Excel Response: Driveway width has been adjusted to 24' to the Taco Bell entrance and tapered back to existing width East of the Taco Bell entrance.

- Require if there is rooftop access via an outdoor ladder and parapet opening, that should be shown on the plan.
  - Excel Response: Roof access ladder is inside building.

- Sign code compliance for any artwork that contains branding or product references to ensure it meets sign code requirements.
  - Excel Response: Artwork has been updated.

- Consider the timing of construction relative to the Washington Avenue reconstruction project.
  - Excel Response: Construction is currently planned for early 2026

- Confirm the exact location, specification and possible screening of the grease interceptor.
  - Excel Response: Grease interceptor is within a stone mulch landscaped area and surrounded by plantings.

- Coordinate with other property owners regarding shared driveway easement as to required widening.
    - Excel Response: This item will need to be addressed by owner.

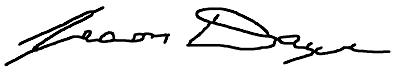
- Finish the back of the tower with a like kind/color brick or matte black brake-metal veneer that matches instead of using a white or tan roof membrane.
    - Excel Response: Flashing on the back side of the tower to match the tower brick has been included.

- Provide turning radius exhibits to support access requirements.
    - Excel Response: Turning radius exhibit is submitted with the planset.

- The SARB does not object to the canopy overhang, limited yard encroachments, or the parking stall 9' x 18' sizes since this is principally a drive-thru model vs dine-in.
    - Excel Response: Noted.

The submittal documents have been revised per the comments above. Please accept for review and approval. Please let me know if you have any comments, questions, or need additional information.

Sincerely,



Jason Daye, P.E.
Principal - Civil

307209

VOL 427 PAGE 955

RECORDED

C-4

DEC 1 2 44 PM '76

REGISTER OF DEEDS
OZAUKEE COUNTY, WISC.

DRIVEWAY EASEMENT AGREEMENT

THIS AGREEMENT made and entered into this 13th day of September, 1976, by and between AUTOMOTIVE & AIRCRAFT SUPPLY CO., INC., a Wisconsin corporation, (AUTOMOTIVE), ROBERT H. BIEGERT and MILDRED BIEGERT, his wife, (BIEGERT), GARY LIED and JOYCE LIED, his wife, (LIED), and FAMILY SAVINGS AND LOAN ASSOCIATION, a Wisconsin corporation, (FAMILY),

W I T N E S S E T H :

WHEREAS, AUTOMOTIVE is the owner of the following described parcel of real estate situated in the City of Cedarburg, Ozaukee County, Wisconsin:

> Parcel 1 of Certified Survey Map recorded in Volume 1 of Certified Survey Maps on Page 591, as Document No. 231860, except that portion deeded to the City of Cedarburg for public street purposes.

and

WHEREAS, BIEGERT is the owner of the legal interest in the following described parcel of real estate, subject however, to the outstanding vendees' interest under land contract held by LIED, which land contract dated and acknowledged November 28, 1969, and recorded in the office of the Register of Deeds of Ozaukee County, Wisconsin, on December 1, 1969, as Document No. 232036 in Volume 259 of Records on Pages 1427-1428:

> Parcel 3 of Certified Survey Map recorded in Volume 1 of Certified Survey Maps on Page 591 as Document No. 231860,

and

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

WHEREAS, FAMILY is the owner of the following described parcel of real estate situated in the City of Cedarburg, Ozaukee County, Wisconsin:

Parcel 2 of Certified Survey Map recorded in Volume 1 of Certified Survey Maps on Page 591 as Document No. 231860,

and

WHEREAS, the original Certified Survey Map referred to above covering Parcels 1, 2 and 3 referred to above and which was recorded in Volume 1 of Certified Survey Maps on Page 591 as aforedescribed, outlined thereon a driveway easement which traverses across portions of the lands of Parcels 1, 2 and 3 thereof, but did not clearly delineate all of the rights, privileges and burdens and requirements imposed and/or granted to the respective owners thereof as a result of said driveway easement reflected on the Certified Survey Map aforedescribed, and the parties hereto desire to reduce said driveway easement to a written agreement clearly delineating the rights and obligations of all of the parties hereto, their heirs, assigns, successors, representatives,

NOW, THEREFORE, IT IS HEREBY AGREED that for and in consideration of the mutual exchange of One ($1.00) dollar and other good and valuable consideration from one to the other, the receipt of which is hereby acknowledged:

1. The parties hereto do herewith ratify and reaffirm the existence of the driveway easement covering the lands as described in detail as shown upon the Certified Survey Map recorded in Volume 1 of Certified Survey Maps on Page 591 of the Records of the office of the Register of Deeds of Ozaukee County, Wisconsin, as Document No. 231860, and the

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

legal description of the location of said driveway easement as shown upon said recorded plat as incorporated herein by reference.

2. That each of the parties hereto, for themselves, their heirs, assigns, successors and representatives, do herewith grant to each other mutual and permanent easements for the purposes of the undersigned, their heirs, assigns, successors, representatives, as well as business invitees and licensees, and tenants occupying all or any portion of the lands described above, as well as business invitees and licensees of said tenants aforedescribed, the right of ingress and egress over, upon and on the above described driveway easement.

3. That each of the parties hereto, for themselves, their heirs, assigns, successors and representatives, do herewith agree to be responsible on an equal, prorata basis among each other for the cost of maintenance, repairs, upkeep and snow plowing of said driveway easement as defined and described on said Certified Survey Map recorded in Volume 1 of Certified Survey Maps on Page 591 as Document No. 231860 in the office of the Register of Deeds of Ozaukee County, Wisconsin.

This driveway easement agreement is joined in by way of execution by the holders of outstanding mortgages against the subject premises solely for the purposes of giving their approval to the execution and recording of this instrument, and without creating thereby or imposing thereby any liability or obligation upon said mortgagees by reason of having joined in the execution of this instrument. In this regard, a mortgage of record in favor of CEDARBURG SAVINGS & LOAN

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

ASSOCIATION dated and acknowledged August 18, 1972 and recorded August 22, 1972, in Volume 306 of Records at Page 358 as Document No. 250143, having been executed by AUTOMOTIVE & AIRCRAFT SUPPLY CO., INC., as effects Parcel 1 described above, and an additional mortgage is of record effecting Parcel 3 described above having been executed by ROBERT H. BIEGERT and MILDRED C. BIEGERT, his wife, to CEDARBURG SAVINGS & LOAN ASSOCIATION (now known as FIRST OZAUKEE SAVINGS & LOAN ASSOCIATION) which mortgage was dated and acknowledged September 20, 1965, and recorded September 22, 1965, in Volume 198 of Records, Page 11, as Document No. 206943, in the office of the Register of Deeds of Ozaukee County, Wisconsin.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 13th day of September, 1976.

Executed In The Presence Of:

AUTOMOTIVE & AIRCRAFT SUPPLY CO., INC.
a Wisconsin corporation

By: Robert H. Biegert (Seal)
President

Mildred C. Biegert
Secretary

Robert H. Biegert (SEAL)
ROBERT H. BIEGERT

Mildred C. Biegert (SEAL)
MILDRED BIEGERT

(SEAL)
GARY LIED

Joyce Lied (SEAL)
JOYCE LIED

FAMILY SAVINGS AND LOAN ASSOCIATION
a Wisconsin corporation

By: M. G. POTRATZ, President

Yvonne Kuckowski
Asst. Secretary

Elizabeth S. Landsteiner

Marcia A. Manley

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

Seal

FIRST OZAUKEE SAVINGS & LOAN ASSOCIATION
(formerly known as CEDARBURG SAVINGS &
LOAN ASSOCIATION), a Wisconsin corporation

By: Russell A Jones
President

Robert J Henry
Secretary

STATE OF WISCONSIN)
(ss
OZAUKEE COUNTY)

Personally came before me this 14TH day of November, 1978, Robert H. Biegert, President, and Mildred C. Biegert, Secretary of AUTOMOTIVE & AIRCRAFT SUPPLY CO., INC., to me known to be the persons who executed the foregoing instrument, and to me known to be such President and Secretary of said Corporation, and acknowledged that they executed the foregoing instrument as such officers as the deed of said corporation, by its authority.

Notary Public, State of Wisconsin
Jane Keenitz
My Commission: October 23, 1977
EXPIRES MARCH 11, 1979

STATE OF WISCONSIN)
(ss
OZAUKEE COUNTY)

Personally came before me this 14TH day of November, 1978, the above named ROBERT H. BIEGERT and MILDRED BIEGERT to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, State of Wisconsin
Jane Keenitz
My Commission: EXPIRES MARCH 11, 1979

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

STATE OF WISCONSIN)
(ss
OZAUKEE COUNTY)

Personally came before me this 5 day of December, 1976, the above named GARY LIED to me known to be the person who executed the foregoing instrument and acknowledged the same.

Susan J. Bruner
Notary Public, State of Wisconsin
My Commission: October 23, 1977

STATE OF WISCONSIN)
(ss
WAUKESHA COUNTY)

Personally came before me this 13th day of September, 1976, M. G. POTRATZ, President, and Yvonne Kuchnicki Post, Secretary of FAMILY SAVINGS AND LOAN ASSOCIATION, to me known to be the persons who executed the foregoing instrument, and to me known to be such President and Secretary of said Corporation, and acknowledged that they executed the foregoing instrument as such officers as the deed of said corporation, by its authority.

Marcia A Mosley
Notary Public, State of Wisconsin
My Commission: 2-10-80

STATE OF WISCONSIN)
(ss
OZAUKEE COUNTY)

Personally came before me this 28th day of November, 1976, Russell A Jones.

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

President, and Robert J Howey,
Secretary of FIRST OZAUKEE SAVINGS & LOAN ASSOCIATION (formerly known as CEDARBURG SAVINGS & LOAN ASSOCIATION), to me known to be the persons who executed the foregoing instrument, and to me known to be such President and Secretary of said Corporation, and acknowledged that they executed the foregoing instrument as such officers as the deed of said corporation, by its authority.

Bonnie E. Leppert
Notary Public, State of Wisconsin
My Commission: expires July 18, 1982

This instrument was drafted by:

IRVING D. GAINES of GAINES & SAICHEK, S.C.
Attorneys at Law, Milwaukee, Wisconsin

STATE OF WISCONSIN)
COUNTY) ss.

Personally came before me this 5 day of December, 1976, the above named JOYCE LIED, to me known to be the person who executed the foregoing instrument and acknowledge the same.

Susan D. Bruner
Notary Public, State of Wisconsin
My Commission: October 23, 1977

LAW OFFICES
GAINES & SAICHEK, S.C.
6032 PLANKINTON BLDG.
161 W. WISCONSIN AVE.
MILWAUKEE

CEDARBURG
WISCONSIN

LAND DEVELOPMENT APPLICATION

PROPERTY LOCATION/ADDRESS: W61N394 Washington Avenue and W59N367 Hilbert, Cedarburg

APPLICANT/BUSINESSNAME: Kate Schley- Coach House Homes

APPLICANT/BUSINESS ADDRESS: W63N671 Washington Avenue, Cedarburg, WI 53012

STATUS OF APPLICANT: ☐ OWNER ☐ AGENT ■ BUYER ☐ OTHER _____

PHONE: 414-422-5952 EMAIL: Kate@coachhousehomes.com

PROPERTY OWNER (IF DIFFERENT): Paula Motte

PROPERTY OWNER MAILING ADDRESS: W59N457 Hilgen Avenue, Cedarburg, WI 53012

PROPERTY OWNER PHONE: 262-375-3350 PROPERTY OWNER EMAIL: _____

REQUEST FOR (CHECK ALL THAT APPLY):

- ■ CONCEPT REVIEW
- ☐ SITE/ARCHITECTURAL PLAN APPROVAL
- ☐ SUBDIVISION PLAT OR CSM REVIEW
- ☐ ZONING DISTRICT CHANGE
- ☐ CONDITIONAL USE ZONING
- ☐ ANNEXATION REQUEST
- ☐ VARIANCE/BOARD OF APPEALS
- ☐ OTHER _____

DESCRIBE REQUEST: Review of the Conceptual Plan for a 7- Single Family Home Planned Unit Development on 1.58acres of vacant land.

PLEASE SUBMIT: *FIVE (5) COPIES OF WRITTEN DESCRIPTION OF PROPOSAL OR REQUEST FOR CITY STAFF REVIEW -PLUS ELECTRONIC*
FIVE (5) FULL SETS OF SUPPORTING DRAWINGS, SKETCHES OR SURVEY MAPS FOR CITY STAFF REVIEW PLUS ELECTRONIC
TEN (10) SETS OF PLANS (11" x 17" MAX) FOR PLAN COMMISSION REVIEW -PLUS ELECTRONIC

ELECTRONIC COPIES MAY BE SENT TO THANAMAN@CITYOCFEDARBURG.WI.GOV

The undersigned certifies that he/she has familiarized themselves with the State and Local codes and procedures pertaining to this application. The undersigned further hereby certifies that the information contained in this application is true and correct. This application shall be signed by the property owner(s).

PROPERTY OWNER(S) SIGNATURE: _____ DATE: _____

FOR CITY STAFF USE ONLY

TOTAL FEE: $ _____ (SEE FEE SCHEDULE ON REVERSE PAGE) DATE FEE PAID: _____

APPLICATION AND FEE RECEIVED BY: _____ PLAN COMMISSION MEETING DATE: _____

ATTACHMENTS (CHECK IF RECEIVED):

☐ FIVE DESCRIPTIONS ☐ FIVE FULL-SIZE SETS ☐ THIRTEEN PLAN SETS

PROPERTY TAX KEY NO/PLAN COMMISSION FILE NO: _____

ZONING: _____ ALDERMANIC DISTRICT: _____ PREVIOUS MEETING: _____

CEDARBURG
WISCONSIN

CITY OF CEDARBURG FEES

Type of Request	City Code/ Policy Reference	Fees
Concept/Consultation Plat Review	SEC. 14-1-100(d)(1)	$100
Preliminary Plat Review Fee	SEC. 14-1-100(d)(2)	$150 plus $6/dwelling unit
Preliminary Plat Reapplication Fee	SEC. 14-1-100(d)(3)	$75
Final Plat Review Fee	SEC. 14-1-100(e)(1)	$100 plus $3/dwelling unit
Final Plat Reapplication Fee	SEC. 14-1-100(e)(2)	$50
Certified Survey Map (w/o dedication)	SEC. 14-1-100(d)(4)	$300
Certified Survey Map (with dedication)	SEC. 14-1-100(d)(5)	$325
Rezoning Petition (Map)	SEC. 13-1-230(b)(7)	$250
Rezoning Petition (Text)	SEC. 13-1-230(b)(6)	$200
Planned Unit Development Overlay Petition	SEC. 13-1-230(b)(3)	$350
Conditional Use Fee	SEC. 13-1-230(b)(4)	$300
Board of Appeals or Variance	SEC. 13-1-230(b)(5)	$150
Concept/Consultation Plan Review	SEC. 13-1-230(b)(13)	$100
Minor Site Plan Modifications	SEC. 13-1-230(b)(9)	$100
Site, Architectural, Lighting and Landscaping Plan Review	SEC. 13-1-230(b)(10)	$350
Individual Architectural Review	SEC. 13-1-230(b)(11)	$110
Annexation	SEC. 13-1-230(b)(8)	$150
Land Use Map Amendment	SEC. 13-1-230(b)(15)	$200
Occupancy Permit/Temporary Use	SEC. 13-1-230(b)(2)	$27.50
Residential Infill Lot Architectural Review	SEC. 13-1-230(b)(12)	No Fee
Accessory or Minor Structure Review	SEC. 13-1-230(b)(14)	$100
Street Opening Permit Opening street Opening curb, alleyway, walkway, or parkway Perform work or labor or deposit excavation or construction materials within a public right-of-way	SEC. 6-2-3(g)(1) a. b. c.	 $250 $150 $50

THE PROMENADE

CONCEPT REVIEW- PUD

Presented by:

Coach House Homes, LLC and

KCB Architecture and Design

July 31, 2025

Land Development Proposal for "The Promenade"

An Exceptional Community Enclave in Historic Downtown Cedarburg

July 31, 2025

Overview

We propose the creation of *The Promenade*, a special, intimate, and thoughtfully designed pocket community located in the heart of downtown Cedarburg. Nestled just steps from Washington Avenue, this development will consist of seven custom homes blending historical Cedarburg architecture with modern amenities. The promenade will appeal to growing families, and empty nesters, who value proximity to downtown, a strong sense of community, and updated living standards. This intimate community celebrates the historic charm, architectural integrity, and walkability that define Cedarburg.

Development Vision

The Promenade will be a pedestrian-first community defined by:

- **Historic Architecture**: Historic Pillars greet the entrance, while brick pavers and coach lights lead a path to the uniquely designed homes; each built with quality and natural materials. The homes will draw inspiration from early 20th-century architecture—Craftsman, Colonial Revival, and Victorian farmhouse styles—with character and charm.
- **Front Porch Living**: Wide, welcoming front porches on every home encourage interaction among neighbors and reinforce a sense of community.
- **Safety First**: Ensuring easy access for the Cedarburg Fire Department, a properly designed Cul Du Sec, with required turning radius, as well a safe travel path to Washington Avenue. The paver lined Cul Du Sac will also promote a safe playing and community gathering area for the community.
- **Modern Living**: Interiors will include energy-efficient systems, functional floor plans, and natural quality finishes.
- **Sense of Community:** The "Gathering Tree", centered in the Island, promotes the community gathering place of the Cul Du Sac, while the water feature and small mail room/warming house create an overall nostalgia of the enclave.

Site Features

- **Number of Homes:** 7 single-family homes arranged around a shared green courtyard.
- **Community Building**: A charming, quaint, community house for possible mail/packages as well as a shelter for children waiting for their bus, or a small area to gather for hobbies.
- **Shared Gardens**: Raised beds and shared garden plots to encourage community gardening and food sharing.
- **Park-Like Green Space**: Green space furnished with benches, a water feature, and native plant landscaping for relaxation and gatherings.
- **Public Walking Path ("The Washington Ave Promenade")**: A landscaped pedestrian path will connect the neighborhood directly to Washington Avenue, making all of downtown Cedarburg's amenities easily accessible by foot or bicycle.

Target Residents

- **Families**: Seeking walkable access to schools, parks, and community resources.
- **Empty Nesters**: Downsizing without compromising lifestyle or proximity to downtown.
- **Community-Minded Buyers**: Individuals and couples who value shared green spaces, social engagement, and local charm.

Benefits to the City of Cedarburg

- **Preservation of Character**: Enhances the architectural continuity of downtown Cedarburg with its charm and appeal.
- **Walkable Density**: Adds residential vitality without sprawl.
- **Economic Contribution**: Increases local tax base and foot traffic to downtown businesses.
- **Community Enhancement**: Provides publicly accessible promenade and green features that enhance the urban fabric.
- **Civil Benefit**: Attracts diverse, engaged residents who support local businesses and participate in civic life.
- **Added Inventory for the Real Estate Market**: Increases availability to the much desired, modern life style homes within Downtown Cedarburg. Residents of the Downtown area prefer the Character Neighborhoods over Cookie-Cutter, and builder

grade subdivisions. These homes will achieve an enclave of options for those seeking quality built, durable homes with todays modern amenities, in Downtown.

Planning and Zoning:

While the proposed development would require a Re-zoning as a Planned Unit Development, the design intent for the development is to create 7 single family homes that contextually integrate into the surrounding single-family residential neighborhood and RS-5 Zoning:

Maintains the following RS-5 Zoning Requirements:

- ✓ Density- Under Density with 3.9units per acre vs. 5.2
- ✓ Rear Set Backs Met- Detached garages are setback 5' from rear property. Most Attached garages are 25' from Rear Yard.
- ✓ Side Set Backs Met- 4' Side yard setback will be maintained on all parcels, other than lot 3 and lot 7.
- ✓ The overall FAR ratio of the development is below the required .36. From a land conservancy approach, the parcel, as a whole, is only .28. total FAR.
- ✓ The minimum home size is met with proposed two- story home ranging from 2,700 sf to 3,500 sf. (The actual house sizes will be further developed after after engaging with the owner/resident who will live in each residence.)
- ✓ Fire Safety- The required 45' radius turnaround space needed to accommodate fire rescue vehicles.

Planned-Unit Development Necessities

I. **Proposed lot sizes**: The proposed lot sizes at this conceptual stage range from 7,509 square feet to 10,939 square feet, with an average of 8,424SF.

II. **Proposed FAR**: The conceptually planned homes have Floor Area Ratios for each individual parcel ranging from 0.40 to 0.44. (While the ratio is higher, due to the public safety access, the density and overall sizes of the homes are in line with the neighborhood.)

III. **Rear Set Backs for Attached Garages**: Where feasible, the houses will provide a 25' rear yard setback, however in the case of 2 lots, the set back will decrease to 15'.

IV. **Front Yard Set Backs**- Lastly, the proposed front yard setback from the curbline is 15'. In order to prioritize the rear yard setbacks, the closer front set back is being proposed. By placing front porches on every home, and in closer proximity to the sidewalk, the new front yard setback encourages social interaction and reinforces the walkable neighborhood community that is the hallmark of the proposed design

Home Size Goals:

The proposed living square footage of these homes range from 2,750-3800 Sq. feet in order to achieve the following modern accommodations requested by current Cedarburg Residents:

*Note: Each residence will be custom designed to meet the specific requirements of each individual resident.

I. First Floor Master Bedrooms- for Aging in Place
II. Larger, more open kitchen layouts
III. Secondary Living Spaces/Dens or Sunrooms
IV. Modern Mudroom Spaces, especially for the detached garage homes.
V. Home Office Space
VI. 2-3 Second Floor Bedroom Spaces
VII. 2.5 baths

Proof of Demand from Current Cedarburg Residents:

Coach House Homes, Cedarburg's local General Contractor, has witnessed the current demand of housing needs from local residents. Over the past 5 years, the following families have increased the size of their homes, to accommodate the above needs. Many of these residents are within walking distance to this proposed community:

- ✓ 2020 -N49 W 6651 Western Road- added 1,528SF, Final Total of = 3795SF
- ✓ 2022- N62W5948 Columbia- Added 240SF, Final Total of= 1565SF
- ✓ 2022- W65N680 St. John Avenue - added 1,709SF, Final Total of= 3685
- ✓ 2023- Jackson Street- Added 2400SF, Final Total of= 4167
- ✓ 2024 W63N753 Washington Avenue, added 1350, Final Total of= 4790
- ✓ 2024- W66N533 Madison Avenue Added 110SF, Final Total of= 2020
- ✓ 2025 W65N549 Saint John Avenue , added 520SF, Final Total of= 3220SF
- ✓ 2025 - N41W5913 Hamilton Road, added 144SF, Final Total of= 2264SF

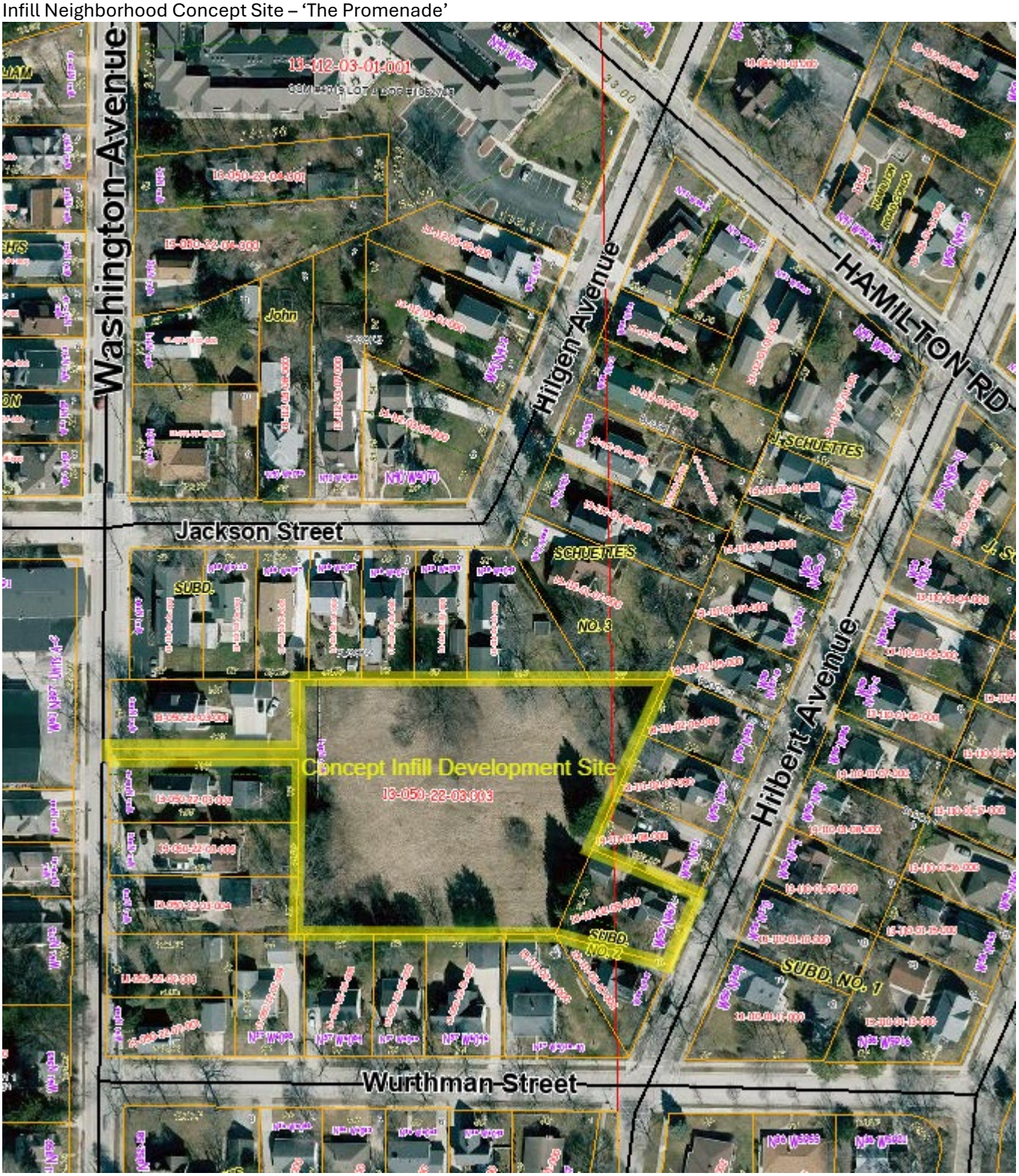
Quality over Quantity:

While the FAR is higher than the proposed RS5 requirements, due to the quality of craftmanship, natural materials, and level of character, Coach House Homes brings expertise to this development to ensure these homes are not "builder grade" or "cookie cutter homes". The current residents of Cedarburg desire homes that are in this proposed square footage range. The overall massing of the homes have been deeply analyzed to ensure "The Promenade" will be a desired neighborhood, by both those who currently live here, and those who dream to live in Downtown Cedarburg.

Conclusion

The Promenade will be more than a housing development—it will be a true neighborhood. With its blend of historical character, modern amenities, and community-focused design, this enclave will enrich Cedarburg's downtown and serve as a model for thoughtful, human-scale development.

Ozaukee County GIS Map Aerial View excerpt – 2024
Infill Neighborhood Concept Site – 'The Promenade'



yard encroachments, or the parking stall 9’ x 18’ sizes since this is principally a drive-thru model vs dine-in. The motion carried unanimously.

APPLICANT, KATE SCHLEY D/B/A COACH HOUSE HOMES, REQUESTS CONCEPT REVIEW, DISCUSSION, AND FEEDBACK AS A RECOMMENDATION TO THE PLAN COMMISSION IN RESPECT TO HER SEVEN LOT/HOME SINGLE-FAMILY-DETACHED RESIDENTIAL INFILL DEVELOPMENT PROPOSED FOR THE PROPERTIES LOCATED AT W59 N367 HILBERT AVENUE & W61 N394 WASHINGTON AVENUE. THIS 1.78 ACRE SITE, OWNED BY WENDELL LEE LLC IN C/O PAULA MOTTE, IS ZONED RS-5 SINGLE-FAMILY RESIDENTIAL.

Planner Censky presented the applicant proposal for a seven-lot/home single-family-detached residential Planned Unit Development. The proposal depicts a private cul-de-sac drive entering Hilbert Avenue. The infill development project aims to reconfigure two existing lots into seven lots, including one out lot, resulting in six new homes. The applicant plans to seek approval under a Planned Unit Development (PUD) zoning district, which permits modifications to bulk and spatial requirements. The project proposes a lower density of 3.9 units per acre, compared to the maximum allowed density of 5.2 units per acre, and has some smaller lot sizes than the minimum requirements, with an average lot size of 7,736 square feet. The floor area ratio average in this neighborhood is ~24%, with the proposal showing an average floor area ratio of ~49%. The fire department has not objected to the site plan but has requested the removal of interior green space in the cul-de-sac to ensure emergency vehicle access.

Board member Rushing presented an alternative design concept that he feels better aligns with the historic character of the neighborhood. He proposed a "pocket neighborhood" design, featuring several more and much smaller homes situated closer together around a central green space, and with separate car barns.

Board member Rushing focused on evaluating the fit of the proposed high-quality homes and shared green spaces within the existing neighborhood context. While he appreciated the aesthetic and architectural elements, concerns were raised about the size of the houses being too large for the area, along with the fountain and community building not fitting in. Although the proposal was considered promising, he did not agree that it aligned with the neighborhood's existing character and historical context.

Board members expressed mixed feelings about how much paving comes with cul-de-sacs. Damsgard noted that, as much as excess paving is not a design preference, the neighborhood kids will use it as their gathering and play space and families on the front porches will see that. Chairman Voltz suggested removing Lot 3 altogether to enhance the layout and better integrate community amenities and suggested realigning the entry drive on Hilbert Avenue with an existing driveway across the street. Board member Damsgaard questioned the location of the garage on certain lots and the close placement of the home to the sidewalk on certain lots, and suggested adjustments to improve the design.

Alderperson Burkart raised concerns about the size of the homes and setback requirements but expressed a willingness to explore the concept if adjustments were made. The applicant noted the practicality of building larger, high-quality homes to ensure saleability. These homes will be similar to the additions people are putting on their existing homes in the area.

There is a possibility of removing the community building in favor of front porches as community spaces. The applicant mentions that two Cedarburg families have already committed to moving into the neighborhood, with one family requesting a simple house design. The board showed interest in preserving a central tree or some sort of feature in the cul-de-sac center while also deferring to the requirements of the fire department.

Commissioner Arnett made a motion to send a favorable recommendation to the Plan Commission, bearing all the comments above in mind as the applicant proceeds. Seconded by Chairman Voltz. They advised Coach House to refine the concept plans to address several concerns, including fire department access to the cul-de-sac, the size of the homes, the setbacks, and the site layout, and also suggested possible removal of the out lot accessory structures. The motion carried unanimously.

DISCUSSION AND SETTING A DAY AND TIME FOR THE REGULAR MONTHLY MEETINGS OF THIS NEW SITE AND ARCHITECTURAL REVIEW BOARD.

The SARB agreed to schedule regular meetings for the Tuesday of each month that are 13 days prior to the regular Plan Commission meeting for the following month, at 8:30 AM, starting August 19th.

COMMENTS AND ANNOUNCEMENTS BY SARB COMMISSIONERS

Board member Rushing requested a rule change to allow SARB members to physically inspect properties during the application process, and the Planner agreed to look into the city's policies regarding property inspections.

CHAIRMAN'S ANNOUNCEMENTS

NONE

ADJOURNMENT

A motion was made by Commissioner Arnett, seconded by Chairperson Voltz, to adjourn the meeting at 12:41 pm. The motion carried unanimously.

Theresa Hanaman
Administrative Assistant

COMMUNITY INSPIRATION

The Promenade by Coach House Homes

COMMUNITY VISION

The Promenade by Coach House Homes

PROPOSED COMMUNITY RENDERINGS

The Promenade by Coach House Homes

The Promenade by Coach House Homes

ENTRANCE TO THE WASHINGTON AVE. PROMENADE

The Promenade by Coach House Homes

The Promenade by Coach House Homes

PLANNERS REPORT

To: City of Cedarburg Plan Commission

By: Mary Censky
Date Prepared: August 4, 2025

General Information:

Agenda Item: 7.B.

Property Owner/Applicant:	City Initiated Item
Request:	Review, discussion, and possible action (recommendation to the Common Council) on proposed Code Amendments related to permitting Temporary Accessory Use Sidewalk Right of Way Encroachments along Washington Avenue in the B-3 Zoning District.
Location:	Throughout the B-3 Central Business District.

Discussion:
Following up on previous discussions with the Plan Commission on this topic, the attached draft of Code amendments and related documents are provided for the Commissions review, consideration and possible recommendation to the Common Council.

CHAPTER 2 - STREETS AND SIDEWALKS

Sec. 6-2-5 Obstructions and encroachments.

(a) *Obstructions and encroachments prohibited*. No person shall encroach upon or in any way obstruct or encumber any street, alley, sidewalk, public grounds or land dedicated to public use, or any part thereof, or permit such encroachment or encumbrance to be placed or remain on any public way adjoining the premises of which he is the owner or occupant, except as provided in subsections (b) and (c).

(b) *Exceptions*. The prohibition of subsection (a) shall not apply to the following:

(1) Public utility encroachments duly authorized by state law or by the common council.

(2) Goods, wares, merchandise or fixtures being loaded or unloaded which do not obstruct the width of a sidewalk by more than three feet on a sidewalk, provided such goods, wares, etc., do not remain thereon for more than three hours.

(3) Temporary encroachments or obstructions authorized by permit under section 6-2-6 of this section pursuant to Wis. Stats. § 66.045.

(4) Building materials for the period authorized by the building inspector and city engineer which shall not obstruct more than one-half of the sidewalk or more than one-third of the traveled portion of the street and which do not interfere with the flow in the gutters.

(5) Excavations and openings permitted under sections 6-2-3 and 6-2-4 of this Code.

(6) For properties located in the B-3 Zoning District where an approved business use(s) operates on the first floor and has direct, adjacent storefront window and door access to/from the Washington Avenue sidewalk right of way, a Temporary Use Permit may be issued by the Building Inspector and City Planner to place tables, chairs, seasonal entryway vestibules, and similar/related temporary accessories upon the sidewalk in accordance with the provisions set forth in Section 13-1-55(d) of the City Code.

(c) *Issuance of permit*.

(1) The building inspector is authorized to issue a temporary permit which allows property owners to place certain fixtures on sidewalks which immediately adjoin their property. In determining if a permit shall be authorized, all of the following requirements must be met:

a. The property must be located in an area zoned for commercial uses.

b. The fixture(s) shall not be physically attached to the sidewalk, any street fixture or any adjacent building, and shall be of a temporary design.

c. The placement of the fixture shall not impede the flow of pedestrian traffic on the sidewalk. In no event shall the fixture reduce the unobstructed sidewalk width to less than five feet at any point.

d. The property owner shall provide the city with proof of liability insurance coverage. The insurance coverage shall be an amount prescribed by the city's schedule of insurance requirements, and the policy shall specifically state that it includes coverage for the fixtures located on the city sidewalks. In addition, the city shall be identified as a third-party insured.

e. The fixture(s) shall not be for sale nor shall the fixture(s) be used for the sale of merchandise. Specifically excluded are all forms of vending machines, vendors' carts or tables, etc.

f. The property owner whose property adjoins the city sidewalk shall file the permit application or authorize the occupant of the subject property to file the permit application.

(2) Upon reviewing the permit application if it is determined by the building inspector that all of the above requirements have been met, he shall issue the permit. Said permit may be revoked by the building inspector or any city law enforcement officer ("city enforcement officials") at any time when one or more of the above requirements are not complied with or if he determines that the placement of the fixture(s) endangers the safety of the pedestrians who utilize the sidewalks.

(d) *Removal by city for sidewalk obstructions and encroachments*. In addition to any other penalty imposed, if any city enforcement official determines that a sidewalk is unlawfully obstructed in violation of this section, he shall issue a written notice to the owner or occupant of the premises which adjoins the obstructed sidewalk directing that the obstruction be removed within 24 hours.

(e) *Removal by city for obstruction and encroachments located in the city streets, alleys, public grounds or lands dedicated for public use*. In addition to any other penalty imposed, if any city enforcement official determines that a city street, alley, public grounds or land dedicated for public use is obstructed or encumbered, he shall issue a written notice to the property owner of the premises which adjoin the obstructed public area directing that the obstruction be removed within 30 days.

(f) *Failure to remove obstruction*.

(1) If the owner or occupant fails to remove the obstruction within the time period established in section (d) or (e) respectively, any city enforcement official shall cause the removal of the obstruction, keeping an account of the expense of the abatement, and such expenses shall be charged to and paid by such property owner. Notice of the bill for abatement of the obstruction shall be mailed to the owner of the premises and shall be payable within ten calendar days from receipt thereof. Within 60 days after such costs and expenses are incurred and remain unpaid, the city clerk shall enter those charges onto the tax roll as a special tax as provided by the State Statutes.

(2) The failure of the city clerk to record such claim or to mail such notice or the failure of the owner to receive such notice shall not affect the right to place the city expense on the tax rolls for unpaid bills for abating the obstruction as provided for in this section.

CHAPTER 13 ZONING CODE

Sec. 13-1-55 B-3 Central Business District.

(a) *Purpose and intent*. The B-3 Central Business District is intended to provide for the preservation of Cedarburg's historic downtown and the orderly appropriate regulations to ensure the compatibility of the diverse uses typical of the downtown area without inhibiting the potential for maximum development of commercial, cultural, entertainment, and other urban activities which contribute to its role as the heart of the city. This area contains a mix of retail sales shops, office, restaurants, cultural, entertainment, and residential uses.

(b) *General requirements*.

(1) Overall development shall be compatible with the city's community character, urban design, historic preservation principles and shall facilitate the objectives as expressed in the adopted Cedarburg Smart Growth Comprehensive Land Use Plan - 2015, and components thereof.

(2) A major portion of the B-3 District is also regulated by the City's Historic Preservation District (HPD). This is an "overlay" district created to protect historic buildings and sites that are listed on the National Register of Historic Places. The design, remodeling, reconstruction, painting, and site improvements within the HPD area require approval and a certificate of appropriateness by both the city's landmarks commission and plan commission.

(3) Buildings shall be designed to correspond in height, width, proportion, relationship to street, roof forms, composition, window and door patterns, materials and colors compatible with existing buildings in the downtown area.

(4) All buildings in the HPD portion of the B-3 District existing prior to October 28, 2013 are considered to be conforming structures relative to dimensional requirements to maintain the integrity of the Historic District. If such buildings are ever damaged or destroyed, they may be reconstructed exactly in their pre-damaged or pre-destroyed location and dimensional configuration.

(5) Single-family and two-family homes existing prior to October 28, 2013 are non-conforming uses and may be continued pursuant to section 13-1-140 titled non-conforming uses.

(c) *Permitted uses*. (Also see section 13-1-225.)

(1) Antique and collectors stores.

(2) Art stores, studios, galleries.

(3) Auto parts stores.

(4) Bagel shops, bakeries.

(5) Banks, credit unions, savings and loan associations, and other financial institutions (not including drive-in or drive-thru facilities).

(6) Barber shops and beauty shops.

(7) Bicycle sales, repair and rental.

(8) Bookstores.

(9) Boutiques.

(10) Business, professional, medical, and utility offices.

(11) Camera, photographic supply stores, and photographic studios.

(12) Catering services.

(13) Clinics (dental, medical, chiropractic).

(14) Clothing stores.

(15) Cocktail lounges, bars, and taverns.

(16) Coffee shops and espresso bars.

(17) Computer sales and services.

(18) Cultural centers.

(19) Delicatessen.

(20) Department stores.

(21) Electronics and appliance stores, and repair shops.

(22) Farmers markets, including farm products, food, crafts, and food vendors.

(23) Fish markets.

(24) Florists, yard and garden supplies, and service.

(25) Furniture sales.

(26) Furriers and fur apparel.

(27) Gift stores.

(28) Grocery stores.

(29) Hardware stores.

(30) Health clubs, athletic clubs, and gymnasiums.

(31) Hobby and craft stores.

(32) Ice cream parlors/soda fountain stores.

(33) Insurance offices.

(34) Interior decorators.

(35) Jewelry stores.

(36) Liquor stores.

(37) Lodges and clubs.

(38) Meat markets.

(39) Museums.

(40) Music stores.

(41) Newspaper and magazine stores.

(42) Office supplies and business machine stores

(43) Optical stores.

(44) Paint, glass, and wallpaper stores.

(45) Pet stores and pet grooming (with all operations indoors).

(46) Pharmacy (not including drive-thru service).

(47) Plumbing and heating supplies.

(48) Publishing houses.

(49) Real estate offices.

(50) Restaurants (without drive-thru facilities).

(51) Self-service laundries and dry cleaning establishments.

(52) Shoe and leather goods stores.

(53) Spas and fitness facilities.

(54) Specialty food and beverage product sales.

(55) Specialty retail shops for housewares, stationary, home décor, lighting products, and athletic and sporting goods.

(56) Tailor shops.

(57) Theaters.

(58) Tobacco shops.

(59) Used merchandise resale shops (excluding pawn shops).

(60) Variety stores.

(61) Residential use of single-family and two-family structures that existed prior to the adoption of this Ordinance.

(d) *Permitted accessory uses.*

(1) Residential quarters provided that such quarters are in the principal building, not on a ground-level floor, and the entrances and exits to such quarters are directed to the interior of the building. There shall be a minimum floor area of 420 square feet for an efficiency or one bedroom apartment and 550 square feet for a two bedroom apartment.

(2) Accessory buildings and uses customarily incidental to the above uses, including garages used in conjunction with the operation of the uses of the premise and dumpster storage facilities.

(3) Off-street parking and loading areas.

(4) Essential services as defined herein.

(5) Ground-mounted and building-mounted satellite dish antennas less than three feet in diameter.

(6) Outdoor dining and non-alcohol beverage service. (Note: Outdoor alcohol beverage services require a premises license approved by the common council).

(7) Temporary placement of tables, chairs, benches, a-frame style signs (displayed only during the days/hours that the business they support is open for business and not to exceed 4 sq. ft. per sign face with the faces not more than 2 feet apart from each other at any point) , seasonal entryway vestibules, and similar/related temporary accessories upon the sidewalk right of way, subject to full compliance with the following conditions and any additional conditions the City Building Inspector, Planner, and/or Plan Commission believe are necessary to ensure the public safety, maintain the principal functional purpose of the sidewalk as a pedestrian throughway, and complement/preserve the character of the adjacent and surrounding buildings and the street front ambiance.

a. A minimum 5-foot-deep clear pedestrian throughway shall be maintained throughout all frontages. If less than 5 feet clear presently exists due to the presence of fixed public assets (such as trees, trash cans, light posts, street signs, hydrants, utility boxes), and/or existing, permanently fixed building improvements (such as but not necessarily limited to attached stairs/steps/stoops/railings), and/or existing, legal nonconforming fixed private improvements (such as, for instance, but not necessarily limited to clock and awning support posts possibly), then the preexisting actual depth of clear pedestrian throughway shall be the required minimum. No new encroachments upon the minimum required clear pedestrian throughway shall be permitted.

b. A minimum 3-foot-deep clear terrace shall be maintained between the back of curb and the minimum required clear pedestrian throughway throughout all frontages. Within this 3-foot-deep terrace area, appropriately sized a-frame style signs that comply with Section 15-5-14(d)(3)a.8. of the City Code may be permitted. If less than 3 feet clear terrace space presently exists due to the presence of fixed public assets (such as trees, trash cans, light posts, street signs, hydrants, utility boxes), and/or existing, permanently fixed building improvements (such as but not necessarily limited to attached stairs/steps/stoops/railings), and/or existing, legal nonconforming fixed private improvements (such as, for instance, but not necessarily limited to clock and awning support posts possibly), then the preexisting actual depth of clear terrace shall be the required minimum. No new encroachments, except for appropriately sized a-frame style signs, shall be permitted within the minimum required clear sidewalk terrace area.

c. Subject to full compliance with a. & b. above, application for Temporary Washington Avenue Sidewalk Right of Way Encroachment Permit may/shall be made on forms provided by the City Planning Department. The following support materials shall be included with the application at the time of submittal:

i. Purpose statement.

ii. Scaled and accurately dimensioned site plan.

iii. Detailed imagery as to colors, materials, size and type of encroachment.

iv. Detailed imagery of the setting/surroundings where the encroachment is proposed to be located.

v. Operating plans, including the proposed dates, times, and nature of the encroachment/use of the encroachment.

vi. Any additional information the City staff deems necessary to aid in their evaluation of the request.

d. All applications and supporting materials for properties that are located in the Historic Preservation Overlay Zoning District, excluding qualifying a-frame style signs, must be reviewed and approved by the Landmarks Commission prior to issuance of a Permit to ensure that the compilation of all objects proposed to be placed on the sidewalk right of way complement/preserve the character of the adjacent and surrounding buildings and the street front ambiance.

e. Alcohol sales, service, and/or consumption is not permitted in areas approved for placement of temporary sidewalk right of way encroachment under this section.

f. Each Permit shall have a maximum term of permission not to exceed six months, except in the case of a-frame style signs for which the term of permission may be indefinite. Shorter terms of permission may be established based upon the seasonal suitability and stated need for certain types of encroachments.

g. Adequate lighting shall be available within the immediate surroundings to ensure that all encroachment objects are sufficiently visible to pedestrians on the sidewalk at all times of the day.

h. A Temporary Use Encroachment Permit must be issued to/received by the applicant prior to placement of any sidewalk right of way encroachments. Prior to issuance of the Permit, all applicants are required to have the following assurance documents on file with the City Clerk:

i. A fully executed City of Cedarburg Hold Harmless and Indemnity Agreement Form.

i. The City Planner, Building Inspector, or Plan Commission may attach conditions of approval to any Temporary Washington Avenue Sidewalk Right of Way Encroachment Permit.

(e) *Conditional uses*. (Also see section 13-1-226.)

(1) Automobile service stations.

(2) Banks, savings and loan associations, credit unions, and other financial institutions with drive-in or drive-through facilities.

(3) Bed and breakfast establishments providing adequate off-street parking.

(4) Building supply stores.

(5) Bus depots, provided all principal structures and uses are not less than 100 feet from any residential district lot line.

(6) Coffee roasting.

(7) Day care facilities.

(8) Feed mills, and feed and seed sales.

(9) Funeral homes, provided all principal structures and uses are not less than 12 feet from any lot line.

(10) Gun shops, subject to police department and plan commission review and approval.

(11) Hotels, subject to adequate off-street parking.

(12) Indoor and outdoor recreational and entertainment facilities.

(13) Microbreweries, soft drink production, and wineries.

(14) Night clubs and dance halls.

(15) Parking structures.

(16) Pharmacies with drive-thru facilities.

(17) Printing and reproduction services [not exceeding 3,000 square feet of gross floor area].

(18) Renewable energy systems (i.e. wind, solar, geothermal).

(19) Telecommunications installations.

(20) Tourist Rooming Houses.

(21) Vehicle detailing.

(22) Wool carding.

(23) Micro-Distilleries.

(f) *Dimensional requirements*. See Table 13-1-55.

(g) *Traffic, loading, parking, and access*. (See article D.)

(h) *Nonconforming uses, structures, and lots*. (See article G.)

(i) *Performance Standards*. (See article H.)

(j) *Signs*. (See title 15, chapter 5 of the Code of Ordinances.)

(k) *Site plan review*. (See article F.)

(l) *Architectural review*. (See article F.)

TABLE 13-1-55
B-3 CENTRAL BUSINESS DISTRICT

DIMENSIONAL REQUIREMENTS (See Note[a] for HPD Buildings)	
FLOOR AREA RATIOS	
Floor Area Ratio (FAR)	150%
Minimum Floor Area Per Use/Tenant/Business (sf)	300
LOT DIMENSIONAL REQUIREMENTS	
Minimum Lot Area (sq. ft.)	4,800
Minimum Lot Width at Setback Line (ft.)	40
Minimum Setback (ft.)	None[b]
Minimum Offset (side) (ft.)	0 or 5[c]
Minimum Offset (rear) (ft.)	15[e]
MINIMUM FLOOR AREA PER DWELLING UNIT	
Residential uses Non-Ground Level (sq. ft.)	Efficiency = 420 1 Bedroom=420 2 Bedroom=550

MAXIMUM BUILDING HEIGHT	
Principal Structure (ft.)	35
Accessory Structure (ft.)	25[(d)]

[(a)] All buildings in the HPD portion of the B-3 District existing prior to October 28, 2013 can be considered to be conforming structures relative to dimensional requirements to maintain the integrity of the Historic District. If such buildings are ever damaged or destroyed, they may be reconstructed exactly in their pre-damaged or pre-destroyed location and dimensional configuration.

[(b)] Corner lots are subject to vision clearance requirements per Section 13-1-80.

[(c)] No minimum side yard offset shall be required; however, where a side yard offset is provided, it shall be not less than five feet. Detached accessory structures and decks shall be in accord with Section 13-1-101.

[(d)] The Landmarks and Plan Commissions may modify the height of an accessory structure if it is located in a historic district or is a local landmark.

[(e)] The Landmarks and Plan Commission may, on a case-by-case basis, approve a pergola or similar structure to enclose an outdoor patio in the building setback area.

CITY OF CEDARBURG HOLD HARMLESS AND INDEMNITY AGREEMENT

Accessory Use Temporary Washington Avenue Sidewalk Right of Way Encroachment Permit

Location:_____

Description:_____

[*Third Party Indemnitor Name Here*] hereby agrees to indemnify, defend and hold harmless the City of Cedarburg, its elected and appointed officials, officers, employees, agents, representatives and volunteers, and each of them, from and against any and all suits, actions, legal or administrative proceedings, claims, demands, damages, liabilities, interest, defense costs, attorneys' fees, costs, and expenses of whatsoever kind or nature in any manner directly or indirectly caused, occasioned, or contributed to in whole or in part or claimed or alleged to be caused, occasioned, or contributed to in whole or in part, by reason of any act, omission, fault, or negligence, whether active or passive, of [*Third Party Name Indemnitor Here*] or its agents or anyone acting under its direction or control or on its behalf arising out of, in connection with, or relating to this Agreement. This indemnification, defense and hold harmless obligation shall exist for [*Third Party Indemnitor Name Here*] even if liability is also sought to be imposed or is alleged against City of Cedarburg, its elected and appointed officials, officers, employees, agents, representatives and volunteers for their own acts, omissions, fault or negligence arising out of or in connection with or relating to this Agreement.

[*Third Party Indemnitor Name Here*] shall reimburse the City of Cedarburg, its elected and appointed officials, officers, employees, agent or authorized representatives or volunteers for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided.

In the event that [*Third Party Indemnitor Name Here*] employs other persons, firms, corporations or entities (sub-contractors) as part of the sidewalk right of way encroachment that is the subject of this Agreement, it shall be [*Third Party Indemnitor Name Here*]'s responsibility to require and confirm that each sub-contractor enters into an Indemnity Agreement in favor of the City of Cedarburg, its elected and appointed officials, officers, employees, agents, representatives and volunteers, which contains identical indemnity, defense and hold harmless provisions and obligations as this Indemnity Agreement.

This indemnity provision shall survive the termination or expiration of this Agreement.

_____	_____	_____
Signature	Date Signed:	Printed Name as the Encroaching Party Tenant Occupant
_____	_____	_____
Signature	Date Signed:	Printed Name as the Encroaching Party Property Owner

STATE OF WISCONSIN)
) SS
OZAUKEE COUNTY)

Personally, came before me this _____ day of _____, 2025, the above-named_____, to me known to be the person(s) who executed the foregoing instrument and acknowledge the same.

_____

Printed Name _____

Notary Public, Ozaukee County, Wisconsin

My Commission Expires: _____

STATE OF WISCONSIN)
) SS
OZAUKEE COUNTY)

Personally, came before me this _____ day of _____, 2025, the above-named_____, to me known to be the person(s) who executed the foregoing instrument and acknowledge the same.

_____
Printed Name _____
Notary Public, Ozaukee County, Wisconsin
My Commission Expires: _____

DRAFT

SEE CONSTRUCTION DETAIL (SHEET 5) FOR SIDEWALK LEADING UP TO CITY HALL FRONT DOOR

City Hall BEGIN

EXISTING BRICK PAVERS AND DRINKING FOUNTAIN TO REMAIN

W63 N641

W63 N647 ReMax

W63 N655

W63 N653 Java House

CLEVELAND ST.

Dorseys W63 N657

W63 N667 W63 N667A

126+86.6 36.0' LT. 15' RAD.

127+46.4 36.0' LT. 15' RAD.

BM 'B'

4' to Steps

STA. 124+00

STA. 129+00

WASHINGTON AVE.

MATCH LINE

MATCH LINE

BM 'C'

ADVENT LUTHERAN CHURCH

642

NOTE:
SEE INTERSECTION DETAIL SHEET FOR GRADES AT CURB RETURNS.

Ashley's Confectionery

W63 N650 W63 N652

W63 N646

W63 N656 W63 N658

Art of Joy W63 N664

W63 N672

LEGEND

- (A) CONCRETE DRIVEWAY (SEE DETAIL)
- (B) CONCRETE SIDEWALK, 5-INCH
- (C) CURB RAMP (SEE DETAIL)
- (D) SPECIAL PAVERS (SEE STREETSCAPE PLANS)
- (E) MILL 1 1/2-INCH OF EXISTING PAVEMENT, PAVE 1 1/2-INCH ASPH. PAV'T, TYPE HV
- XXX FULL DEPTH SAWCUT REQUIRED
- PROPOSED TREE GRATES
- PROPOSED LIGHT POLE

(1) (6) (7)

CLEVELAND ST.

EXISTING GROUND LINE

FINISHED PROFILE GRADE LINE (P.G.L.)

PVI 124+00 791.45

PVI 127+00 793.15

0.567%

0.763%

ELEVATIONS ARE FINISHED GRADE ON P.G.L.

124	125	126	127	128	129
791.45	791.56	791.68	791.79	791.90	792.02
792.13	792.24	792.36	792.47	792.58	792.70
792.81	792.92	793.04	793.15	793.30	793.45
793.61	793.76	793.91	794.07	794.22	794.37
794.52	794.67				

800 798 796 794 792 790 788 786 784

HNTB ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

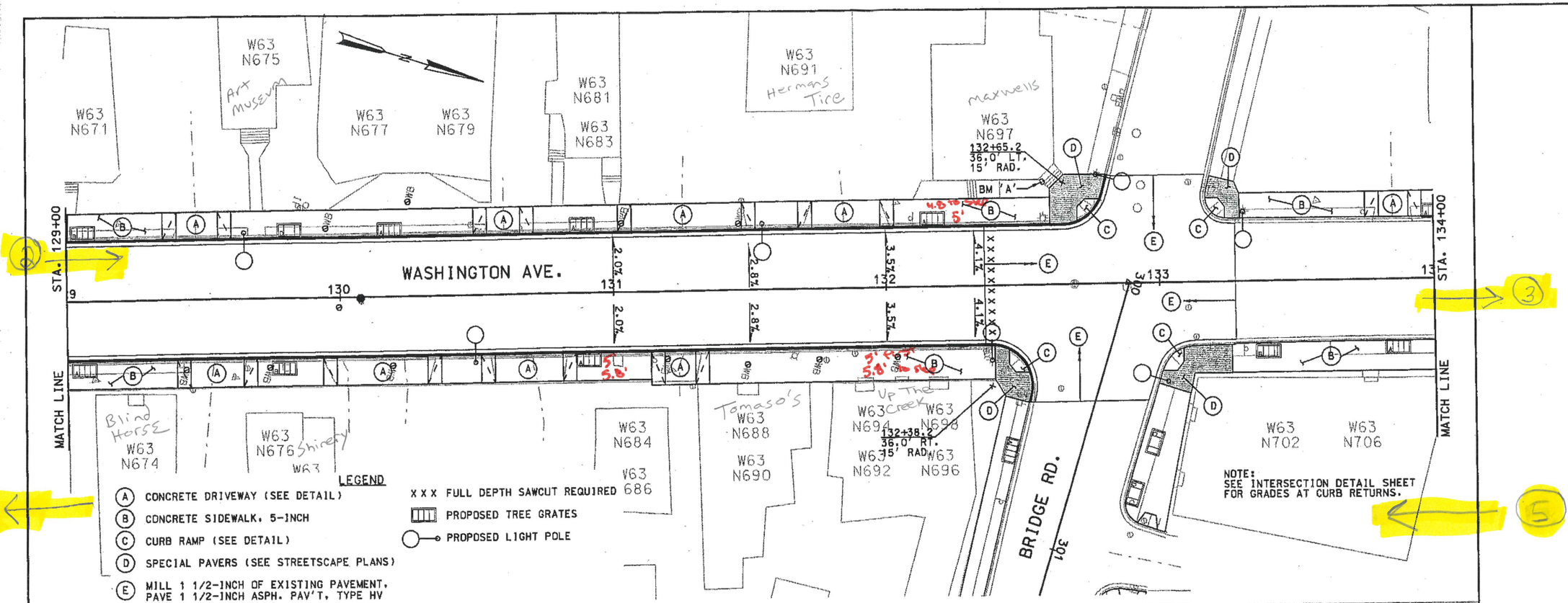
CITY OF CEDARBURG

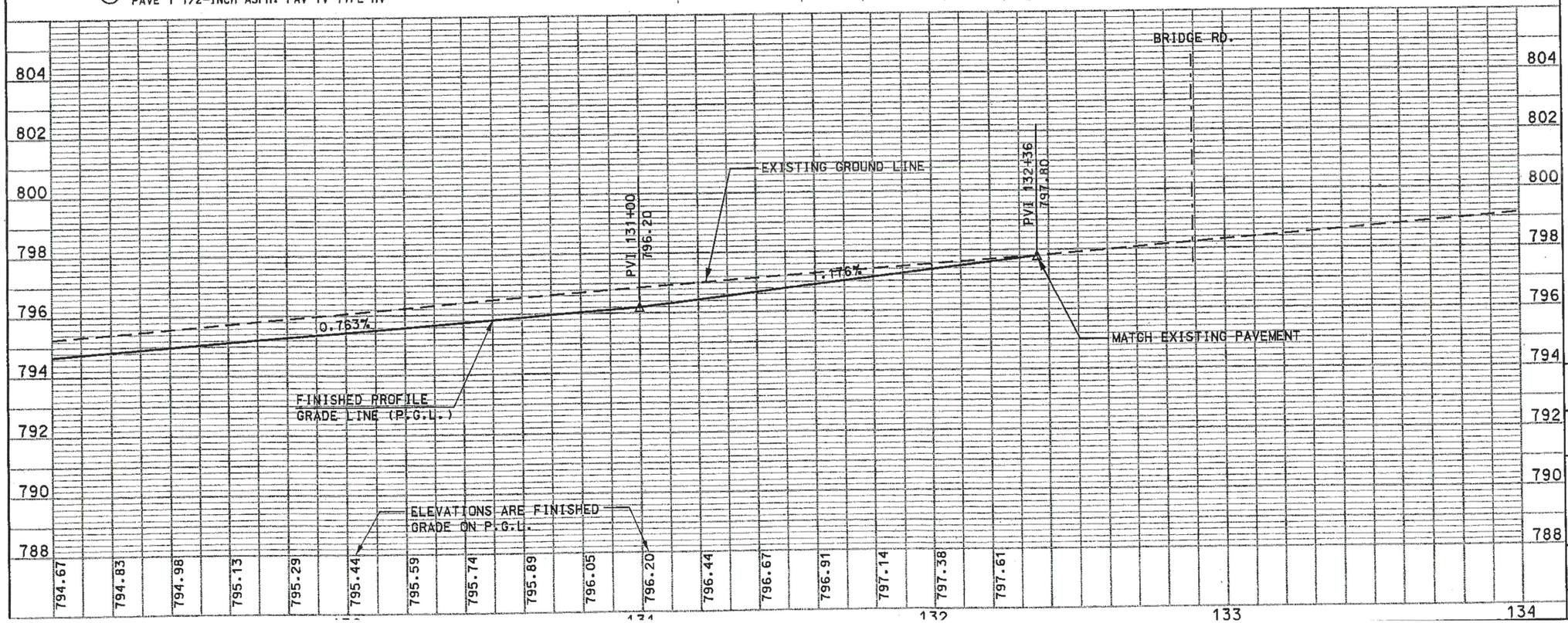
PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

SHEET NO. 37





HNTB
ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

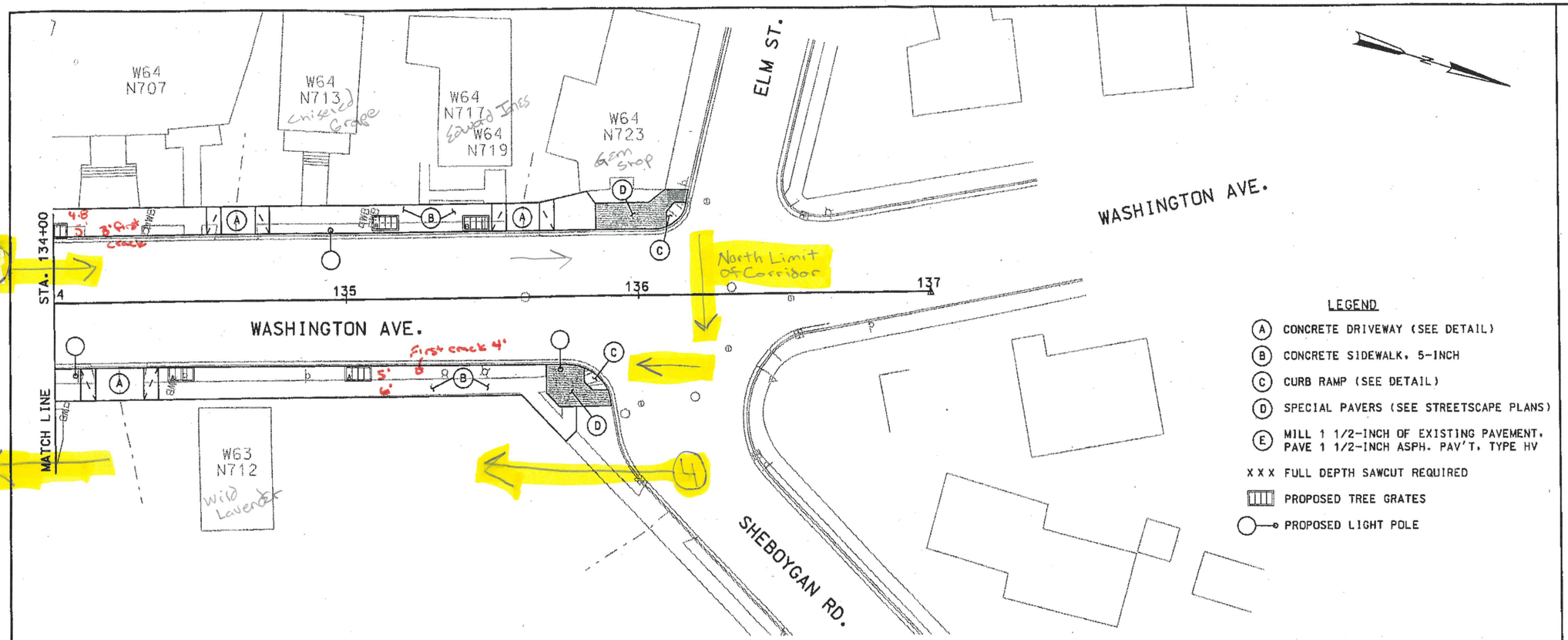
PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

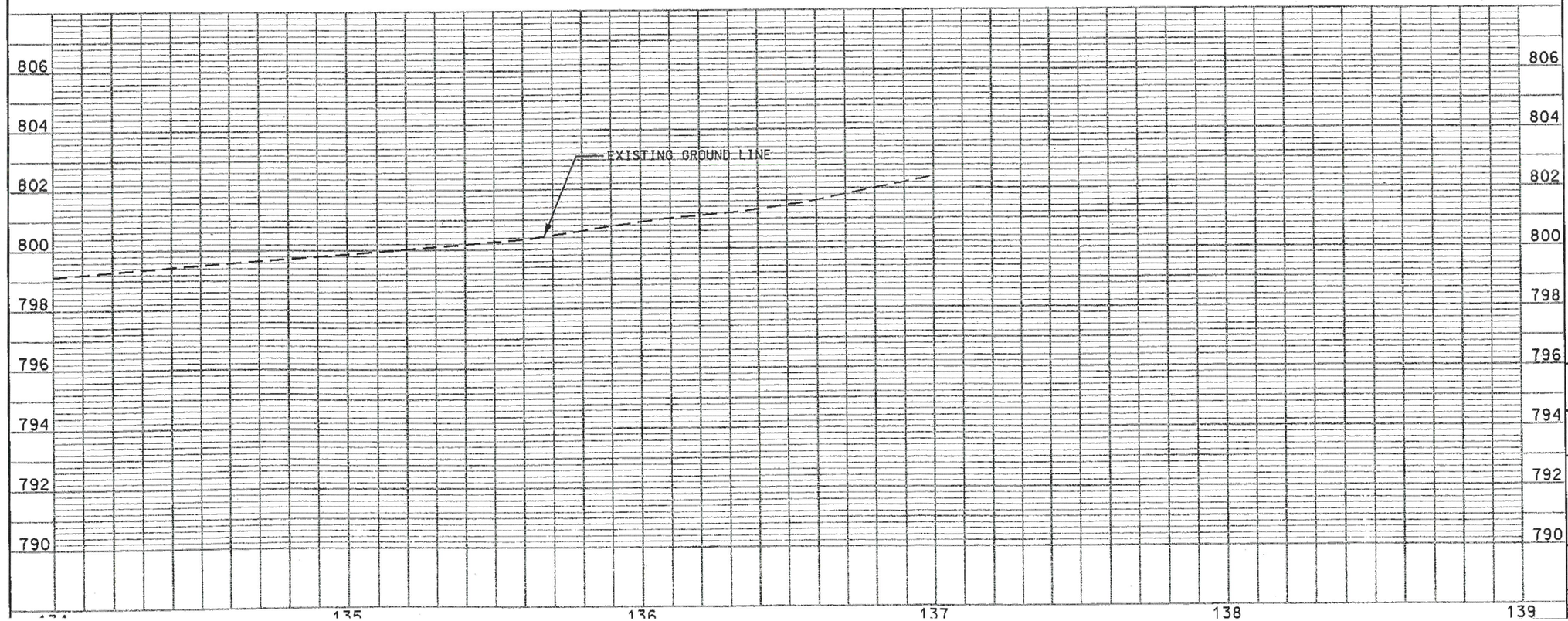
PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

SHEET NO. 58

Plotted by: PJBatfield
PEN TABLE: P:\config\plot\Nypenmth.pen





HNTB
ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

SHEET NO. 59

LEGEND

- (A) CONCRETE DRIVEWAY (SEE DETAIL)
- (B) CONCRETE SIDEWALK, 5-INCH
- (C) CURB RAMP (SEE DETAIL)
- (D) SPECIAL PAVERS (SEE STREETSCAPE PLANS)
- (E) MILL 1 1/2-INCH OF EXISTING PAVEMENT, PAVE 1 1/2-INCH ASPH. PAV'T. TYPE HV
- XXX FULL DEPTH SAWCUT REQUIRED
- PROPOSED TREE GRATES
- PROPOSED LIGHT POLE

TURNER ST.

U.S. ~~FIRSTAR~~ BANK

627 Kuhnefussl House

Sunshine

driveway/alley

Sails 635

Driveway

Gymnasium

City Hall * BEGIN

END *

16

7

598

W62 N599 | W62 N601 | W62 N603 | W62 N605 | W62 N604 | W62 N608 | W62 N616 | W62 N620 | W62 N624 | W62 N628 | W62 N630 | W62 N634

North 48 | Creamy Pig | Roastery | Fiddle-heads | Penzey's | Armbrusters | Stilt House | Advent Lutheran 642

120+17.0 36.0° LT. 15' RAD.

120+85.6 36.0° LT. 15' RAD.

BM 'D'

STA. 119+00

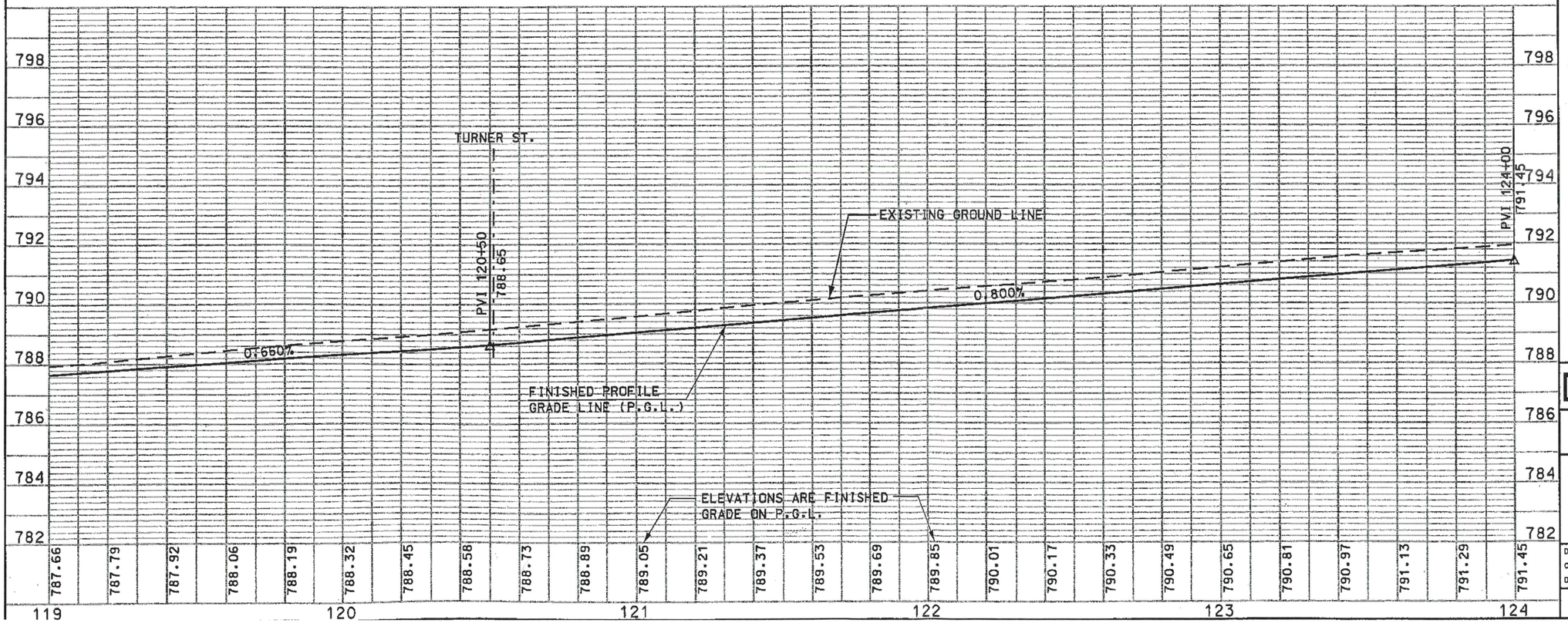
STA. 124+00

MATCH LINE

MATCH LINE

WASHINGTON AVE.

NOTE:
SEE INTERSECTION DETAIL SHEET FOR GRADES AT CURB RETURNS.



ARCHITECTS ENGINEERS PLANNERS
HNTB
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

SHEET NO. 56

LEGEND

- (A) CONCRETE DRIVEWAY (SEE DETAIL)
- (B) CONCRETE SIDEWALK, 5-INCH
- (C) CURB RAMP (SEE DETAIL)
- (D) SPECIAL PAVERS (SEE STREETSCAPE PLANS)
- (W E) MILL 1 1/2-INCH OF EXISTING PAVEMENT, PAVE 1 1/2-INCH ASPH. PAV'T, TYPE HV
- XXX FULL DEPTH SAWCUT REQUIRED
- PROPOSED TREE GRATES
- PROPOSED LIGHT POLE

CENTER ST.

W62 N563

Rivali

W62 N567

114+72.1
36.0' LT.
15' RAD.

115+19.5
31.0' LT.
10' RAD.

W62 N573

Washington House

W62 N577

W62 N579

BM 'E'

W62 N583

W62 N585

N589 Schroeder House

From the Heart

N595

10' TRANSITION AREA TO BLEND DIFFERENT CROWNS

114 115 116 117 118 119

STA. 119+00

MATCH LINE

WASHINGTON AVE.

Barber

W62 N566

W62 N570 W62 N572 W62 N578 W62 N580 W62 N580A

BEGIN PROJECT
STA. 114+60.0,
MATCH EXISTING
PAVEMENT

115+71.4
36.0' RT.
15' RAD.

116+46.7
36.0' RT.
15' RAD.

Collins

W62 N582

Weeds

W62 N588

Boulangerie

W62 N590

W62 N594

W62 N596

W62 N598

COLUMBIA RD.

NOTE:
SEE INTERSECTION DETAIL SHEET
FOR GRADES AT CURB RETURNS.

15 16 9 8

COLUMBIA RD.

CENTER ST.

EXISTING GROUND LINE

PVI 114+60
783.90

PVI 116+00
784.90

PVI 118+00
787.00

0.714%

1.050%

0.660%

FINISHED PROFILE
GRADE LINE (P.G.L.)

MATCH EXISTING PAVEMENT

ELEVATIONS ARE FINISHED GRADE ON P.G.L.

794 792 790 788 786 784 782 780 778

783.90 784.04 784.19 784.33 784.47 784.61 784.76 784.90 785.11 785.32 785.53 785.74 785.95 786.16 786.37 786.58 786.79 787.00 787.13 787.26 787.40 787.53 787.66

114 115 116 117 118 119

QUANTITIES

ITEM	UNIT	TOTAL
C.A.B.C.	TONS	8066
BREAKER RUN STONE	TONS	2096
ASPHALTIC MATERIAL FOR TACK COAT	GAL.	3678
ASPHALTIC MATERIAL FOR PLANT MIXES	TONS	226
ASPHALTIC CONCRETE PAVEMENT, TYPE HV	TONS	3759
H.E.S. CONCRETE DRIVEWAY, 7-INCH	S.Y.	1049
CONCRETE CURB AND GUTTER, 24-INCH	L.F.	3651
CONCRETE SIDEWALK, 5-INCH	S.F.	34289
WATER	MGAL	82
EROSION CONTROL, INLET PROTECTION	EACH	16
SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	225

HNTB
ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

PAVING PLAN & PROFILE

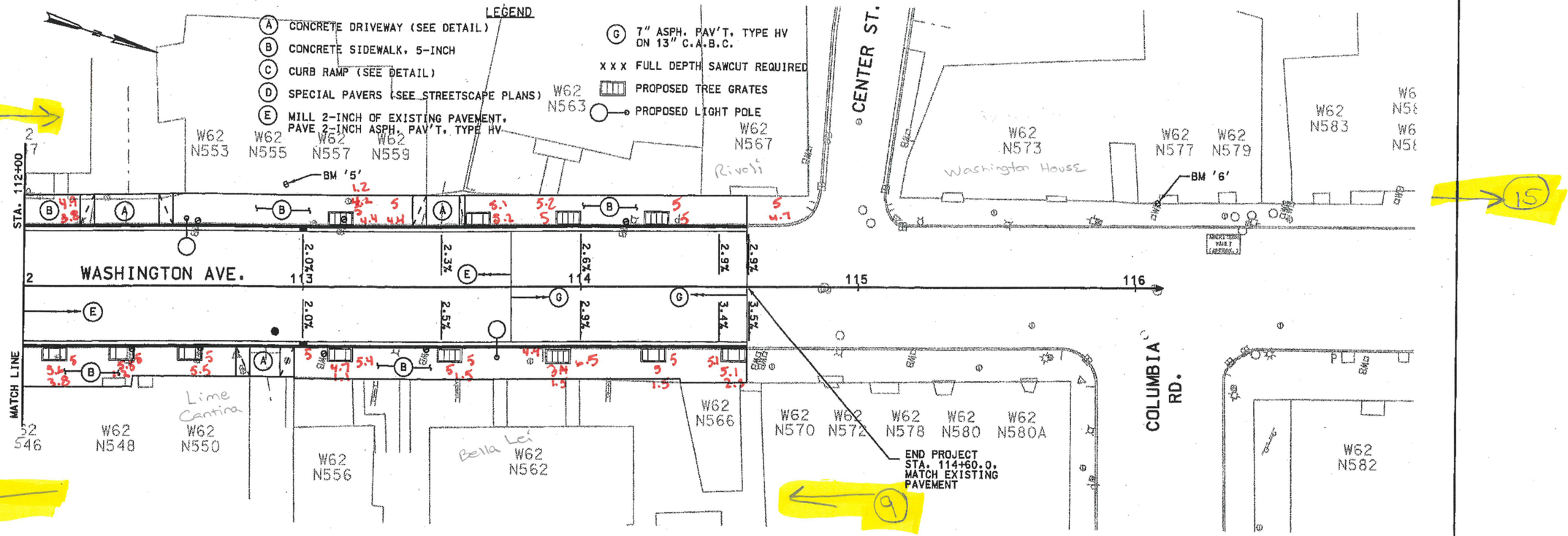
DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

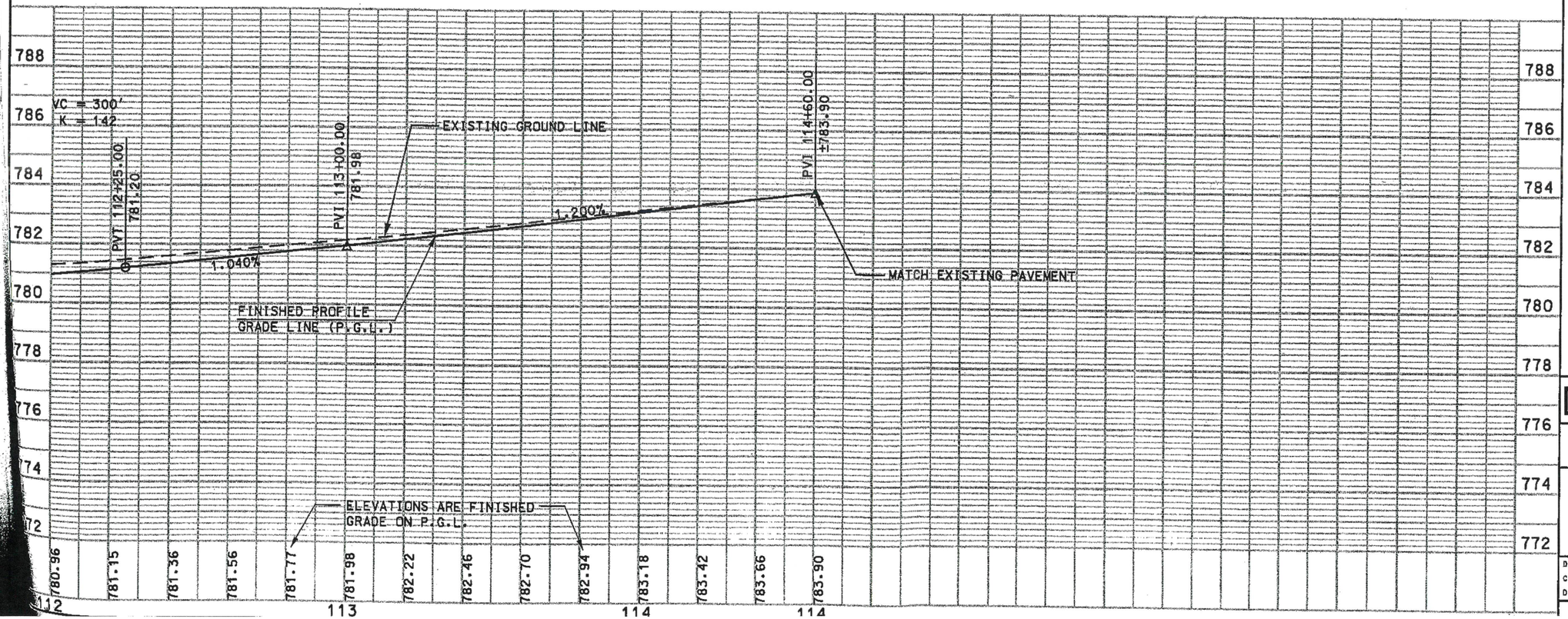
SHEET NO. 55

PEN TABLE: K:\config\pkr\Upcomb.pen
Plotted by: Pfifferling

LEGEND

- (A) CONCRETE DRIVEWAY (SEE DETAIL)
- (B) CONCRETE SIDEWALK, 5-INCH
- (C) CURB RAMP (SEE DETAIL)
- (D) SPECIAL PAVERS (SEE STREETSCAPE PLANS)
- (E) MILL 2-INCH OF EXISTING PAVEMENT, PAVE 2-INCH ASPH. PAV'T. TYPE HV
- (G) 7" ASPH. PAV'T. TYPE HV ON 13" C.A.B.C.
- XXX FULL DEPTH SAWCUT REQUIRED
- PROPOSED TREE GRATES
- PROPOSED LIGHT POLE





HNTB ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

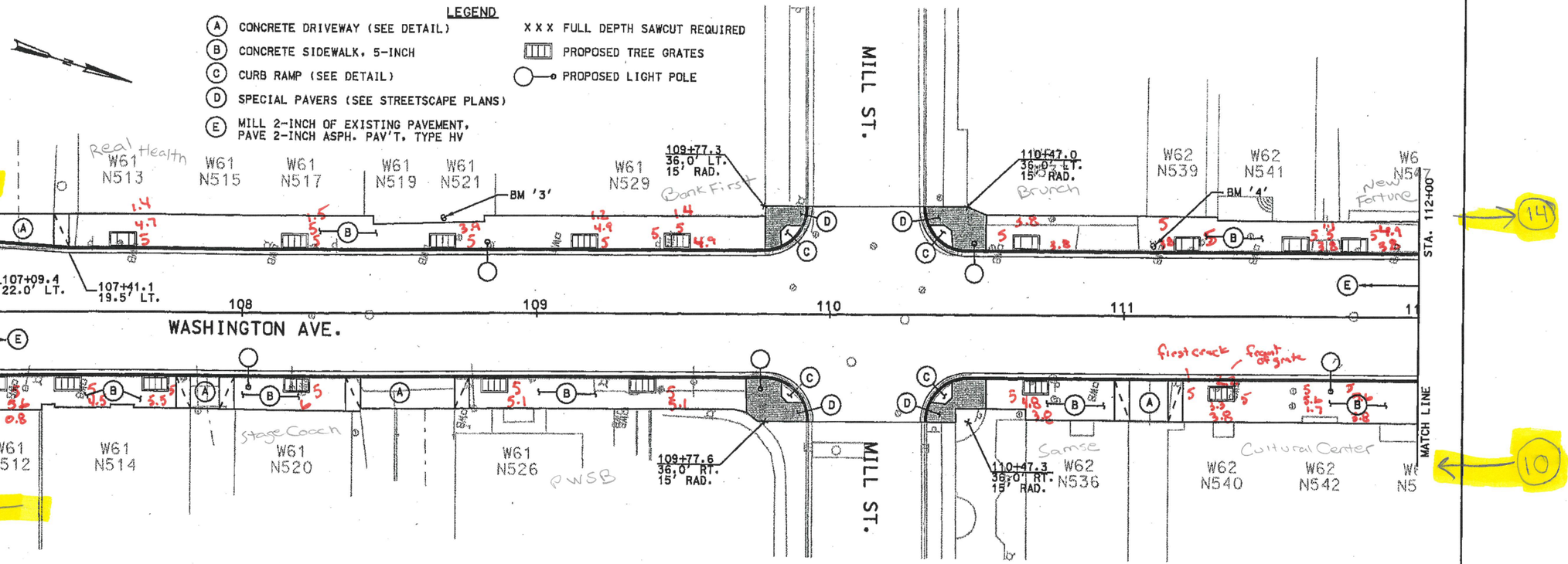
PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

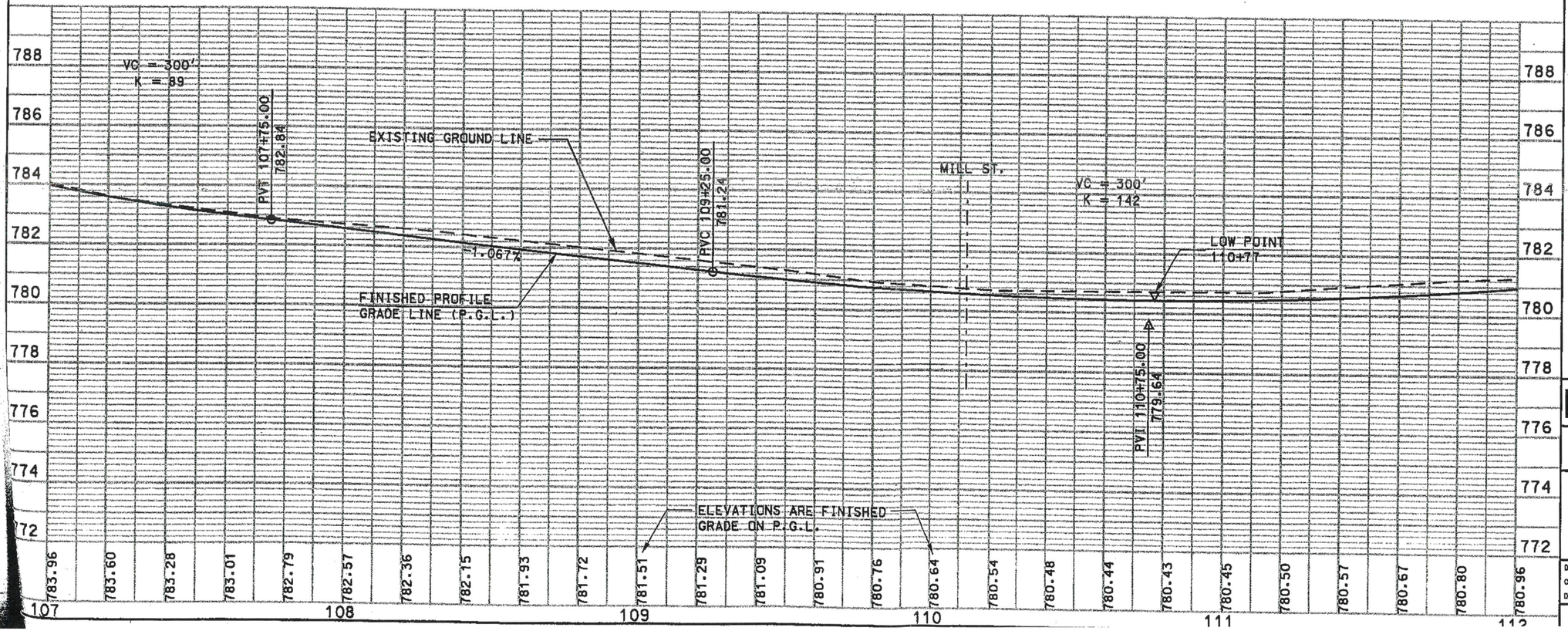
PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

LEGEND

- (A) CONCRETE DRIVEWAY (SEE DETAIL)
- (B) CONCRETE SIDEWALK, 5-INCH
- (C) CURB RAMP (SEE DETAIL)
- (D) SPECIAL PAVERS (SEE STREETSCAPE PLANS)
- (E) MILL 2-INCH OF EXISTING PAVEMENT, PAVE 2-INCH ASPH. PAV'T. TYPE HV
- XXX FULL DEPTH SAWCUT REQUIRED
- PROPOSED TREE GRATES
- PROPOSED LIGHT POLE





HNTB ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

SHEET 10

LEGEND

- (A) CONCRETE DRIVEWAY (SEE DETAIL)
- (B) CONCRETE SIDEWALK, 5-INCH
- (C) CURB RAMP (SEE DETAIL)
- (D) SPECIAL PAVERS (SEE STREETSCAPE PLANS)
- (E) MILL 2-INCH OF EXISTING PAVEMENT. PAVE 2-INCH ASPH. PAV'T. TYPE HV
- (F) 6" ASPHLATIC CONCRETE PAVEMENT. TYPE HV, ON 9" C.A.B.C

XXX FULL DEPTH SAWCUT REQUIRED

PROPOSED TREE GRATES

PROPOSED LIGHT POLE

W61 N481

W61 N491

W61 N493 Wiesler's

W61 N497

105+35.5 36,0' LT. 15' RAD.

BM '2'

WESTERN RD.

404+51.0

W61 N505 Zimmerschied Clementine

106+24.5 53.5' LT. 30' RAD.

CONCRETE BASE WITH TIE BARS REQUIRED FOR WIDENING OF RIGHT TURN LANE. (TO BE PAID FOR AS "BASE PATCHING, CONCRETE")

STA. 102+00

STA. 107+00

SOD

WASHINGTON AVE.

SOUTH LIMIT OF CORRIDOR

MATCH LINE

MATCH LINE

102+26.5 36,0' RT. 15' RAD.

SPRING ST.

W61 N484 Bradywine

102+98.3 36,0' RT. 15' RAD.

W61 N486

Immanuel Lutheran

W61 N506 Sno-B

W61 N508 Blossom

W61 N510

SPRING ST.

-1.831%

PVI 102+75.00 799.09

PVC 102+25.00 800.01

EXISTING GROUND LINE

FINISHED PROFILE GRADE LINE (P.G.L.)

VC = 100' K = 53

PVCC 103+25.00 797.23

PVI 104+00.00 794.44

VC = 150' K = 207

PVRC 104+75.00 791.11

WESTERN RD.

VC = 300' K = 89

EXISTING GROUND LINE

FINISHED PROFILE GRADE LINE (P.G.L.)

PVI 106+25.00 784.44

ELEVATIONS ARE FINISHED GRADE ON P.G.L.

800.46 800.10 799.71 799.25 798.71 798.10 797.41 796.67 795.90 795.11 794.30 793.48 792.63 791.77 790.89 790.03 789.22 788.46 787.74 787.06 786.43 785.85 785.31 784.81 784.36 783.96

800 798 796 794 792 790 788 786 784

102 103 104 105 106

HNTB ARCHITECTS ENGINEERS PLANNERS
ONE PARK PLAZA, SUITE 500
11270 WEST PARK PLACE
MILWAUKEE, WISCONSIN 53224

CITY OF CEDARBURG

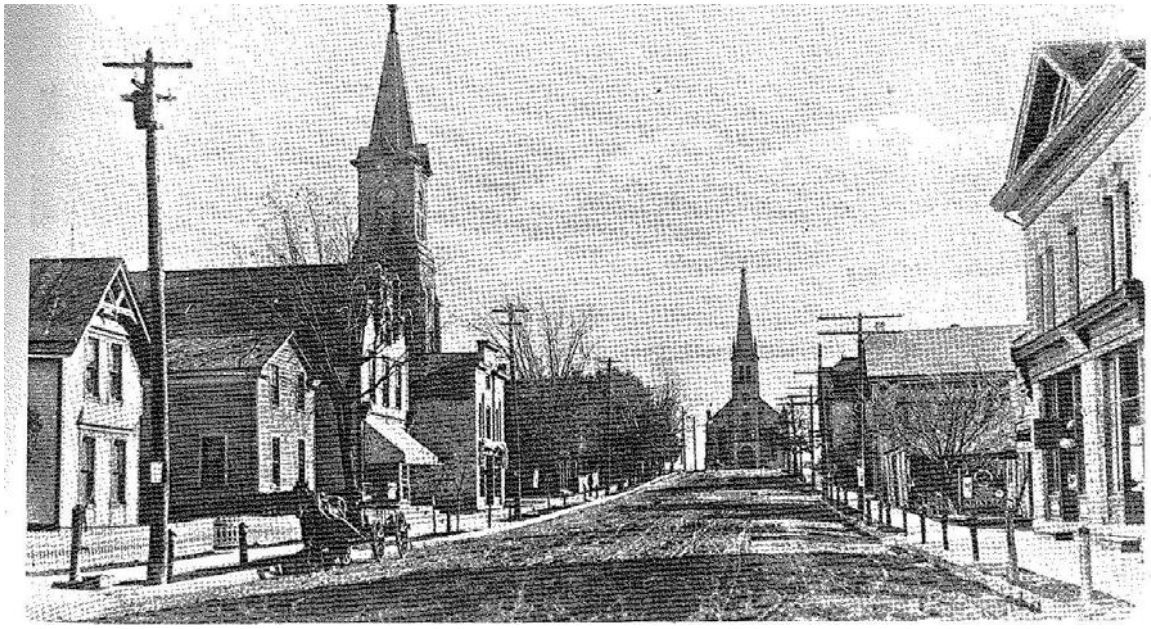
PROPOSED RECONSTRUCTION
WASHINGTON AVENUE

PAVING PLAN & PROFILE

DRAWN BY PJB
CHECKED BY RLW
DESIGNED BY PJB

SHEET NO.

SMART GROWTH COMPREHENSIVE LAND USE PLAN – ~~2025~~2050



CITY OF CEDARBURG
OZAUKEE COUNTY, WISCONSIN
Preserving Yesterday's Heritage Today

~~January 28~~Date, 200~~8~~25

CITY OF CEDARBURG

Smart Growth Comprehensive Land Use Plan – ~~2025~~2050

COMMON COUNCIL

~~Gregory Myers~~Patricia Thome, Mayor

~~Robert Loomis~~Kristin Burkart, Council President

~~Chris Reimer~~ Mark Mueller

~~Steven Glamm~~ Jim Fitzpatrick

~~Halien Besaw~~ Melissa Bitter

~~Paul Radtke~~Robert Simpson

~~Sandra Beck~~ Kristian Lindo

~~Kip Kinzel~~ Amanda Didier

PLAN COMMISSION

~~Gregory Myers~~Patricia Thome, Chair

~~Sandra Beck~~Jim Fitzpatrick

~~Mark Burgoyne~~Adam Voltz

~~Brook Brown~~Sig Strautmanis

~~Joe Emmerich~~Jack Arnett

~~Keith Kaiman~~Sherry Bublitz

~~James Schara~~Jon Scholz

CITY STAFF

~~Christy Mertes~~Mikko Hilvo, City Administrator~~/Treasurer~~

~~Thomas Wiza~~Mike Wieser, P.E., Director of Engineering & Public Works

~~Jonathan Censky~~Mary Censky, City Planner/Zoning Administrator

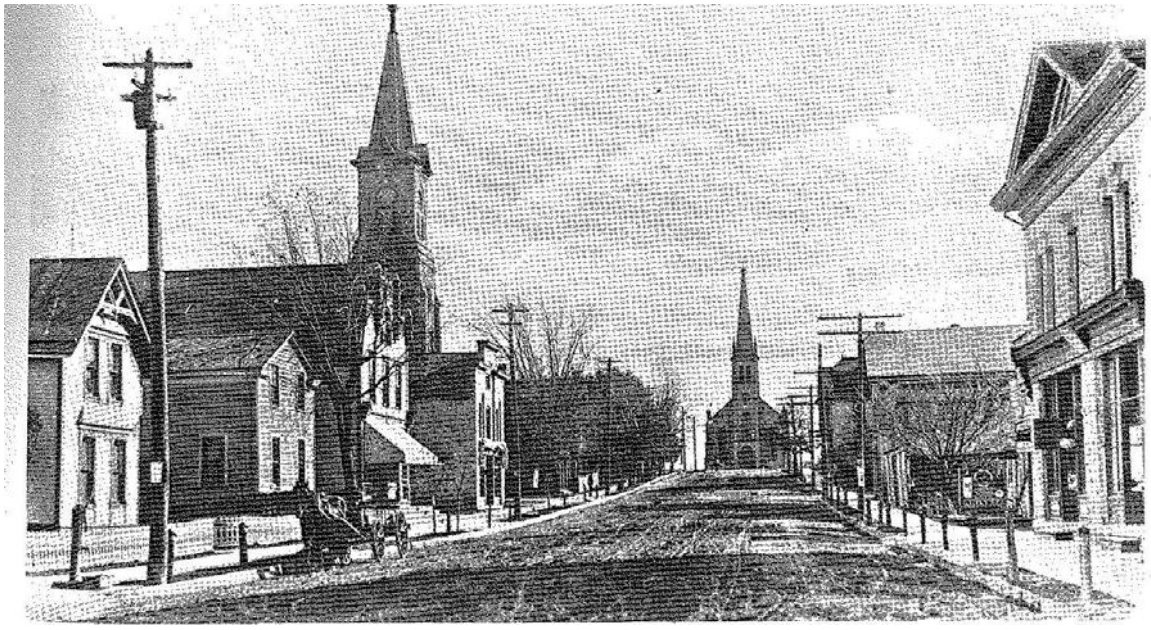
~~Constance McHugh~~Tracie Sette, City Clerk

~~**PLANNING CONSULTANT**~~

~~Martin Marchek, AICP~~

~~January 28~~, 20~~08~~25

SMART GROWTH COMPREHENSIVE LAND USE PLAN – 2050



PHOTOS/COVER IMAGE TO BE UPDATED

CITY OF CEDARBURG
OZAUKEE COUNTY, WISCONSIN
Preserving Yesterday's Heritage Today

Date, 2025

CITY OF CEDARBURG
Smart Growth Comprehensive Land Use Plan – 2050

COMMON COUNCIL
Patricia Thome, Mayor
Kristin Burkart, Council President
Mark Mueller
Jim Fitzpatrick
Melissa Bitter
Robert Simpson
Kristian Lindo
Amanda Didier

PLAN COMMISSION
Patricia Thome, Chair
Jim Fitzpatrick
Adam Voltz
Sig Strautmanis
Jack Arnett
Sherry Bublitz
Jon Scholz

CITY STAFF
Mikko Hilvo, City Administrator
Mike Wieser, P.E., Director of Engineering & Public Works
Mary Censky, City Planner/Zoning Administrator
Tracie Sette, City Clerk

Date, 2025

INTRODUCTION

In 1991, after extensive inventories and analysis of the factors and conditions affecting development in the City of Cedarburg, the Common Council adopted a comprehensive land use plan with a designated year 2010. This plan was drafted by the Southeastern Wisconsin Regional Planning Commission with assistance provided by the City Council, Plan Commission and City staff. ~~, and i~~It served to guide the City's growth ~~to the present~~through 2007. On October 27, 1999, Governor Tommy G. Thompson signed 1999 Wisconsin Act 9 into law. This legislation, referred to as Wisconsin's Smart Growth Legislation, made significant changes to the Statewide planning statutes in existence at the time. The new law requires all local governments to make land-use decisions consistent with an adopted comprehensive plan by January 1, 2010. The legislation created a nine-element definition for a comprehensive plan and requires each community to address all nine elements, which are listed below:

- Issues And Opportunities
- Housing
- Transportation
- Utilities And Community Facilities
- Agricultural, Natural And Cultural Resources
- Economic Development
- Intergovernmental Cooperation
- Land Use
- Implementation

The scope and content of the comprehensive plan extends to all aspects of the physical development of a community. The intent of the plan is to serve as a guide to accomplish a coordinated, harmonious development of the city which will best promote its public health, safety, morals, order, prosperity, and general welfare. The plan addresses the general location and intensity of residential development and the location of concentrations of commercial, industrial, and institutional uses, all of which place demands on public facilities including streets and highways, sanitary trunk sewers and ~~waste water~~wastewater treatment plants, water service and stormwater management facilities.

~~This comprehensive planning process began on October 16, 2000, with the adoption of Resolution No. 2000-36 which served to create the "Cedarburg Blue Ribbon Visioning Committee." This Committee was charged with the task of outlining a visioning process, gathering input from a broad base of citizens, including conducting a citywide survey of residents and rendering a written visioning report with recommendations to the Council. To aid the Committee in fulfilling their task, the City hired Professor Peter Maier from the University of Wisconsin – Milwaukee Center for Urban Initiatives and Research~~In 2008, the City adopted a new/updated plan – The City of Cedarburg Smart Growth Comprehensive Land Use Plan - 2025. This plan satisfied the requirements of the 1999 Wisconsin Act 9 Smart Growth Legislation and has guided growth and development throughout the City through 2025.

Section 66.1001(2)(i) of the Comprehensive Planning Statute provides that a comprehensive plan must be updated at least once every 10 years. These periodic updates do not require that all the contents or elements be wholesale rewritten or replaced, rather, to the extent certain information, maps, tables, data, goals, and objectives remain applicable and effective, the City can reaffirm these as a part of the update.

~~This Committee held two Community Forums, December 5 & 6, 2000, to solicit public comments and input as they began the visioning project. There were over 100 people that attended these forums and an additional 700 entries were received. In February of 2001, the Committee held 6 focus group sessions where over 70 people attended to discuss issues and offer their thoughts. On March 25, a citizens' survey was mailed to each resident and 34.2% or 1,780 surveys were returned. The efforts of the Blue Ribbon Visioning Committee culminated in "*Cedarburg's Community Vision 2001-2020"* report and have also guided the Plan Commission in drafting this comprehensive plan.~~

~~This planning process continued with the 2007 ad hoc Downtown Master Plan Committee and their efforts and recommendations to ensure that Cedarburg's downtown continues to be a vibrant living commercial corridor for its citizens.~~

~~In accordance with the Smart Growth legislation and based on the public comments received during the visioning exercise, the City Plan Commission developed the key elements of this Comprehensive Plan and presented those elements to the Common Council as a recommendation for their consideration. This Plan is intended to assist in defining the development objectives of the City and defining methods to achieve those objectives over time.~~

~~One of the first tasks was to review the "A Development Plan for the City of Cedarburg: 2010" to determine what information was still relevant that could be relied on for this planning process. Based on that review, it was determined that much of that information could be used in the new~~

~~Smart Growth Plan. The plan was prepared by the Southeastern Wisconsin Regional Planning (SEWRPC) in the late 1980's for the 20-year planning period from 1990 through 2010. SEWRPC provided technical information which is highly detailed and continues to be current. It was therefore decided that certain relevant information from that plan will be used to comply with certain data requirements of the new Smart Growth Plan.~~ For ~~example~~instance, but without limitation, ~~much of the required~~ data relating to the physical inventory of the natural features such as soil types, high bedrock locations, floodplain boundaries, environmental corridor~~s~~, wetland~~s~~, and forested area locations, ~~environmentally sensitive areas, threatened and endangered species area, stream corridors, floodplains, wildlife habitat~~ and certain other natural resource~~s~~ features which tend to change little over time, ~~will~~ may simply be ~~used and referred to as complying with the Smart Growth requirements for such data where applicable~~reaffirmed as a part of this update process. ~~Furthermore, the Historic Preservation Planning Inventory and Analysis~~

~~will be referenced as a component of this Smart Growth Plan.~~

The vision that these efforts have defined is that the City of Cedarburg will continue to be a quaint, historic, vibrant, and growing community with expertly planned neighborhoods and housing types for all residents, an historic downtown filled with carefully preserved and protected buildings and structures offering a variety of unique goods and services for sale along with exceptional dining and entertainment opportunities, outlying community commercial centers supplying the broader spectrum of goods and services throughout the City, along with a stable industrial and employment base, well into the future. This vision will be achieved through the watchful eyes of the Plan Commission and the Common Council to ensure that growth is limited to an annual rate of approximately 1.6% ~~to 1.5%~~annually and that there is a thoughtful balance between residential, ~~and~~ business, and light industrial development. A variety of housing options will be necessary to support the needs of the first-time homebuyer, newcomers, growing families, empty nesters, and residents who want to downsize locally. ~~A marketing plan will need to define opportunities in order to attract new business downtown.~~ Working in concert with the Economic Development Board and Cedarburg Chamber of Commerce, ~~N~~staff will continue working ~~ew business development is~~ to encourage~~d~~ new business development ~~and, in fact,~~ which is vital to the success of this Plan. ~~However, t~~The City must ~~take~~ commit to taking a thoughtful and responsible approach to new business development to safeguard against ~~those having~~ potential adverse negative impacts on ~~this~~ the community.

This planning effort involved extensive inventories and analyses of the factors and conditions impacting ~~the~~ development in the City. Through this analysis, population and housing projections were prepared which assisted in determining the amount of land needed and the ~~direction~~ appropriate classifications thereof ~~it would take~~ to support future growth. With this Plan the City has established the policies, goals and objectives to guide its growth through the year ~~2025~~2050.

INTRODUCTION

In 1991, after extensive inventories and analysis of the factors and conditions affecting development in the City of Cedarburg, the Common Council adopted a comprehensive land use plan with a designated year 2010. This plan was drafted by the Southeastern Wisconsin Regional Planning Commission with assistance provided by the City Council, Plan Commission and City staff. It served to guide the City's growth through 2007. On October 27, 1999, Governor Tommy G. Thompson signed 1999 Wisconsin Act 9 into law. This legislation, referred to as Wisconsin's Smart Growth Legislation, made significant changes to the Statewide planning statutes in existence at the time. The new law requires all local governments to make land-use decisions consistent with an adopted comprehensive plan by January 1, 2010. The legislation created a nine-element definition for a comprehensive plan and requires each community to address all nine elements, which are listed below:

- Issues And Opportunities
- Housing
- Transportation
- Utilities And Community Facilities
- Agricultural, Natural And Cultural Resources
- Economic Development
- Intergovernmental Cooperation
- Land Use
- Implementation

The scope and content of the comprehensive plan extends to all aspects of the physical development of a community. The intent of the plan is to serve as a guide to accomplish a coordinated, harmonious development of the city which will best promote its public health, safety, morals, order, prosperity, and general welfare. The plan addresses the general location and intensity of residential development and the location of concentrations of commercial, industrial, and institutional uses, all of which place demands on public facilities including streets and highways, sanitary trunk sewers and wastewater treatment plants, water service and stormwater management facilities.

In 2008, the City adopted a new/updated plan – The City of Cedarburg Smart Growth Comprehensive Land Use Plan - 2025. This plan satisfied the requirements of the 1999 Wisconsin Act 9 Smart Growth Legislation and has guided growth and development throughout the City through 2025.

Section 66.1001(2)(i) of the Comprehensive Planning Statute provides that a comprehensive plan must be updated at least once every 10 years. These periodic updates do not require that all the contents or elements be wholesale rewritten or replaced, rather, to the extent certain information, maps, tables, data, goals, and objectives remain applicable and effective, the City can reaffirm these as a part of the update.

For instance, but without limitation, data relating to the physical inventory of the natural features such as soil types, high bedrock locations, floodplain boundaries, environmental corridor, wetland, and forested area locations, and certain other natural resource features which tend to change little over time, may simply be reaffirmed as a part of this update process.

The vision that these efforts have defined is that the City of Cedarburg will continue to be a quaint, historic, vibrant, and growing community with expertly planned neighborhoods and housing types for all residents, an historic downtown filled with carefully preserved and protected buildings and structures offering a variety of unique goods and services for sale along with exceptional dining and entertainment opportunities, outlying community commercial centers supplying the broader spectrum of goods and services throughout the City, and a stable industrial and employment base, well into the future. This vision will be achieved through the watchful eyes of the Plan Commission and the Common Council to ensure that growth is limited to an annual rate of approximately 1.6% annually and that there is

a thoughtful balance between residential, business, and light industrial development. A variety of housing options will be necessary to support the needs of the first-time homebuyer, newcomers, growing families, empty nesters, and residents who want to downsize locally. Working in concert with the Economic Development Board and Cedarburg Chamber of Commerce, staff will continue working to encourage new business development which is vital to the success of this Plan. The City must commit to taking a thoughtful and responsible approach to new business development to safeguard against potential adverse negative impacts on the community.

This planning effort involved extensive inventories and analyses of the factors and conditions impacting development in the City. Through this analysis, population and housing projections were prepared which assisted in determining the amount of land needed and the appropriate classifications thereof to support future growth. With this Plan the City has established the policies, goals and objectives to guide its growth through the year 2050.

CHAPTER 2

HOUSING ELEMENT

66.1001(2)(b) Wis. Stat.:

> **Housing Element**. A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structure type, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

Housing costs, in many cases, represents the largest expenditures an individual will make in their lifetime. Because of the significance of this investment, the City of Cedarburg undertakes to protect and enhance the existing housing supply and values through effective building, zoning and land use codes while also promoting new residential growth and development to satisfy anticipated future residential housing demands.

Residential development in the City of Cedarburg has its origins along the downtown/Washington Avenue corridor. Its proximity to Cedar Creek provided ample water power to support the needs of the initial settlers. Over time, the population of Cedarburg grew slowly and in the 1880's the community began to expand beyond this original corridor in all directions. Post World War II Cedarburg experienced an increase in the rate of housing development unlike any before. Today, residential land uses occupy more land than any other developed land use within the City. This Chapter will focus on identifying the current characteristics of the City's housing stock to aid in planning for the designation of adequate lands, in suitable locations, as will ensure that the various housing needs of present and future residents, as homeowners or renters, across all income levels, are addressed.

DRAFT

Housing Inventory

Understanding the number and type of occupied housing units is important in land use and public facilities planning. Housing directly influences the demand for land as well as the demand for transportation facilities and other public facilities, utilities, and services. Housing tenure information sheds light on how residents live in the community. Occupancy and vacancy characteristics can help indicate if the existing housing stock is sufficient to meet current and trending demands. According to the US Census, the City of Cedarburg experienced a net increase of 797 units to its housing stock between 2000 and 2020. Among occupied dwelling units in 2020, 64% were single-family detached homes, 8% were duplex-type residence structures, and 28% were situated in multi-family (i.e., three or more units/building) structures. Of the 5,067 total occupied housing units in the City in 2020, 66% were owner-occupied and 34% were renter-occupied. In Ozaukee County, in 2020, 57% of the occupied housing units were owner-occupied and 43% were renter-occupied. In the State of Wisconsin for 2020, 68% of occupied housing units were owner-occupied and 32% were renter-occupied.

The U.S. Department of Housing and Urban Development has established a minimum target rate for overall unit vacancy of 3% to assure an adequate choice of housing for consumers. According to the 2020 Census data, the City of Cedarburg had an overall/combined housing unit vacancy rate of 6% indicating a healthy supply of available housing. This vacancy rate has risen slightly in Cedarburg over the last 20 years. The overall/combined housing unit vacancy rate in 2000 was 4%. Table 2.1, Comparison of Housing Occupancy, indicates that the City of Cedarburg's 2020 overall housing unit vacancy rate of 6% is comparable to the rate for Ozaukee County (5%) but substantially lower than the State of Wisconsin (11%).

Comparison of Housing Occupancy

TABLE 2.1	City of Cedarburg			Ozaukee County			State of Wisconsin		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
Occupied Housing Units	4,432		5,067	30,857		37,015	2,084,544		2,491,121
% of Total Units	96%		94%	96%		95%	90%		91%
Owner-Occupied	2,891		3,369	23,543		21,172	1,426,361		1,696,493
% of Total Occupied Units	65%	72%	66%	76%	78%	57%	68%	68%	68%
Renter-Occupied	1,541		1,698	7,314		15,843	658,183		794,628
% of Total Occupied Units	35%	28%	34%	24%	22%	43%	32%	32%	32%
Vacant Housing Units	161		323	1,117		2,071	236,600		299,365
% of Total Units	4%		6%	3%		5%	10%		11%
TOTAL HOUSING UNITS	4,593	4,932	5,390	32,034	36,341	39,086	2,321,144	2,626,142	2,727,726

Source: 2000, 2010, & 2020 U. S. Census

Structure Type

In reviewing the structure type (single-family, duplex, multi-family), one is able to get a sense of the physical characteristics of the community's housing stock. According to the 2020 Census, there were a total of 5,390 housing units in the City of Cedarburg. Among occupied dwelling units in 2020, 64% were single-family detached homes, 8% were duplex-type residence structures, and 28% were situated in multi-family (i.e., three or more units/building) structures.

Comparison of Occupied Structure Type

TABLE 2.2									
	City of Cedarburg			Ozaukee County			State of Wisconsin		
UNITS IN STRUCTURE	1990	2000	2020	1990	2000	2020	1990	2000	2020
1 Unit, Detached	2,308.00	2,671.00	3,433.00	18,741.00	22,300	24,463	1,342,230	1,531,612	1,652,182
% of Total Housing Units	58%	60%	64%	72%	70%	63%	70%	66%	66%
1 Unit, Attached	247.00	275.00	293.00	1,480.00	2,302.00	3,197.00	50,380	77,795	110,824
% of Total Housing Units	6%	6%	5%	6%	7%	8%	3%	3%	4%
2 Units	301.00	333.00	139.00	1,724.00	1,817.00	1,719	197,659	190,889	142,248
% of Total Housing Units	8%	8%	3%	7%	6%	4%	10%	8%	6%
3-4 Units	258.00	351.00	372.00	710.00	1,054.00	1,378	79,582	91,047	83,763
% of Total Housing Units	6%	8%	7%	3%	3%	4%	4%	4%	3%
5-9 Units	402.00	382.00	494.00	1,604.00	2,185.00	3,609	81,331	106,680	127,889
% of Total Housing Units	10%	9%	9%	6%	7%	9%	4%	5%	5%
10-19 Units *	239.00	201.00	119.00	1,025.00	1,153.00	4,570	67,222	75,456	308,711
% of Total Housing Units	6%	5%	2%	4%	4%	12%	3%	3%	12%
20 or more *	226	321	540	749	1,115	---	108063	143,497	---
% of Total Housing Units	6%	7%	10%	3%	4%		6%	6%	

Source; U.S. Bureau of the Census, 1990, 2000, and 2020 Census
* In 2020 this metric was changed to "10 units or more"

Structure Age

While the age of a structure can often be used to measure a dwelling's condition, in communities like the City of Cedarburg, that does not necessarily hold true. In Cedarburg, where historic preservation has been embraced and fostered, the older age of the home does not necessarily imply poor condition. These preservation efforts have established Cedarburg's distinctive architectural quality/character, and the City has benefited from increased tourism and greatly increased real estate values.

According to Census 2020, of the 5,390 housing units in the City with listed age, 1,656 or 30% have been built since 1990. This statistic compares to 34% in Ozaukee County and 33% in the State during the same period. The City of Cedarburg has about 28% of its housing units constructed prior to 1960. These homes are generally located in closest radiant proximity to downtown Cedarburg where the earliest, and many historically significant homes were first developed in the area. Table 2.3 shows a comparison of housing age between the City of Cedarburg, Ozaukee County and the State of Wisconsin.

DRAFT

Housing Age Comparison

TABLE 2.3						
	2020		2020		2020	
YEAR STRUCTURE BUILT	City of Cedarburg		Ozaukee County		State of Wisconsin	
	Number	Percent	Number	Percent	Number	Percent
2020 and Newer	5	0.09%	329	0.84%	38,130	1%
2000 to 2019	778	14%	7,897	20%	561,650	20%
1990 to 1999	873	16%	5,150	13%	324,341	12%
1980 to 1989	644	12%	5,150	13%	268,452	10%
1970 to 1979	896	17%	5,424	14%	384,425	14%
1960 to 1969	636	12%	5,424	14%	257,490	9%
1940 to 1959	724	13%	5,420	14%	431,086	16%
1939 or earlier	834	15%	4,323	11%	504,781	18%
TOTAL	5,390		39,117		2,770,355	

Source: U.S. Bureau of the Census 2020 Census

Housing Value

Housing value is another, and perhaps more important, gauge for determining the overall condition of the current housing stock. Housing values have predictably gone up across the State but the rate of increase varies depending on location. Housing values in Ozaukee County have typically exceeded the values of housing found in other areas of the State. The value of housing in the City of Cedarburg is relatively consistent with, although slightly higher than, the value of housing, on average, found throughout Ozaukee County. Housing values in the City of Cedarburg and Ozaukee County continue to run significantly higher than housing values throughout the State.

Table 2.4 compares Cedarburg's housing values to the County and the State. In 2020, the City of Cedarburg had .9% of homes valued at less than $50,000 and none that exceeded $1,000,000. The median value of housing units in the City was $372,500, which is slightly higher than Ozaukee County ($370,200) and considerably higher than The State of Wisconsin (252,800).

Housing Value Comparison (Owner Occupied)

Table 2.4									
VALUE	City of Cedarburg			Ozaukee County			State of Wisconsin		
	1990	2000	2020	1990	2000	2020	1990	2000	2020
<$50,000	12	-	32	356	67	493	287,197	73,450	70,141
% of Total	1%	-	1%	2%	0%	2%	31%	7%	4%
$50,000 to $99,999	1,063	76	35	7,789	917	168	492,163	396,893	100,865
% of Total	49%	3%	1%	48%	4%	1%	54%	35%	6%
$100,000 to $149,999	878	686	26	4,860	5,968	487	95,292	343,993	181,878
% of Total	41%	27%	1%	30%	29%	2%	10%	31%	11%
$150,000 to $199,999	161	999	53	1,721	5,584	1,317	24,660	173,519	256,702
% of Total	7%	39%	2%	11%	27%	5%	3%	16%	15%
$200,000 to $299,999	47	586	835	1,125	4,585	5,882	12,286	95,163	432,287
% of Total	2%	23%	25%	7%	22%	22%	1%	9%	25%
$300,000 to $499,999	7	228	1,761	560	2,636	11,262	5,110	30,507	458,213
% of Total	0%	9%	52%	3%	13%	42%	1%	3%	27%
$500,000 to $999,999		8	626		819	5,950		7,353	172,554
% of Total		0%	19%		4%	22%		1%	10%
$1,000,000 or more		-	1		47	966		1,589	23,853
% of Total		-	0.03%		0.20%	3.64%		0.10%	1%
MEDIAN	$100,400	$179,900	$372,500	$100,500	$177,300	$370,200	$62,500	$112,200	$252,800

Source; U.S. Bureau of the Census, 1990, 2000, 2020

Housing Affordability

According to the U.S. Department of Housing and Urban Development, no more than 30% of the household income should be spent on monthly housing costs in order for a home to be considered affordable. The U.S. Census provides data on housing costs as a percentage of household income for homeowners and renters. Information on Table 2.5 is taken from the U.S. Census and is based on a sample of households in the City of Cedarburg, not a total count of all households. It does, however, serve to compare the City of Cedarburg's monthly ownership costs with those of the County and the State.

Table 2.5 compares monthly housing costs for homeowners as a percentage of their household income for the City of Cedarburg, Ozaukee County, and the State of Wisconsin. In 2020, 80% of the homeownership households within the City of Cedarburg paid less than 30% of their monthly income toward housing costs, and those units were considered affordable to those

living in them. This percentage is slightly less than that of Ozaukee County (82%) and the State of Wisconsin (81%).

Table 2.5 Monthly Owner Costs as a Percentage of Household Income (2000)

Table 2.5												
	City of Cedarburg		City of Cedarburg		Ozaukee County		Ozaukee County		State of Wisconsin		State of Wisconsin	
	2000		2020		2000		2020		2000		2020	
Monthly Owner Costs as	2,577		3,369		20,623		26,331		1,122,467		1,683,927	
% of Household Income	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0% - 20%	1,329	52%	1,815	54%	11,072	54%	15,961	61%	634,277	56.51%	1,012,633	60%
20.0% to 24.9%	516	20%	695	21%	3,327	16%	3,126	12%	173,620	15.47%	212,723	13%
25.0% to 29.9%	266	10%	203	6%	2,060	10%	2,450	9%	109,833	9.78%	126,864	8%
30.0% to 34.9%	158	6%	234	7%	1,247	6%	1,059	4%	64,892	5.78%	80,150	5%
35% or more	302	12%	422	13%	2,848	14%	4,005	15%	135,075	12.03%	251,557	15%
not computed	6	0.23%	0	---	69	0.33%	194	0.74%	4,770	0.42%	12,566	0.75%

Source; U.S. Bureau of the Census, 2000 and 2020 Census

Table 2.6 shows monthly housing costs for renters as a percentage of their household income for the City of Cedarburg, Ozaukee County and the State of Wisconsin. In 2020, 53% of renters in the City of Cedarburg were paying a monthly rent that can be described as affordable. This percentage is comparable to both Ozaukee County (51%), and the State (51%).

Monthly Renter Costs as a Percentage of Household Income (2000 and 2020)

TABLE 2.6												
	City of Cedarburg		City of Cedarburg		Ozaukee County		Ozaukee County		State of Wisconsin		State of Wisconsin	
	2000		2020		2000		2020		2000		2020	
Monthly Renter Costs as	1,577		1,698		7,190		12,592		641,672		794,628	
% of Household Income	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0% - 20%	636	40%	461	27%	3,165	44%	4,042	32%	242,345	37.77%	233,008	29%
20.0% to 24.9%	273	17%	222	13%	1,136	16%	1,519	12%	90,934	14.17%	92,874	12%
25.0% to 29.9%	160	10%	214	13%	693	10%	820	7%	67,926	10.59%	82,695	10%
30.0% to 34.9%	126	8%	47	3%	573	8%	918	7%	44,573	6.95%	63,458	8%
35% or more	364	23%	719	42%	1,323	18%	4,710	37%	162,669	25.35%	276,752	35%
not computed	18	1%	35	2%	300	4%	583	5%	33,225	5%	45,841	6%

Source; U.S. Bureau of the Census, 2000 and 2020 Census

Housing Assistance Programs

To help maintain and improve housing conditions, and to satisfy the needs of all residents, the City of Cedarburg has several local, County and State means and programs available to them. To ensure that existing and future housing is safe and suitable for occupancy, the City's Building Code is applied and enforced. The Building Code must be reviewed and updated periodically to keep current with changes mandated by the State. The City has incorporated the State Uniform Dwelling Code into its Building Code to ensure consistent standards for all residential dwellings. To meet the needs of low and moderate income, elderly, and handicapped residents needing housing assistance, the City should always be exploring the feasibility of participating in Federal, State, and County housing programs that make loans and grants available to build, repair, rent or otherwise obtain adequate housing. The Wisconsin Housing and Economic Development Authority (WHEDA) provides a listing of numerous housing programs including low interest loans for first time homebuyers, home improvement loans, and tax credit programs for elderly and low-income family housing.

One of these programs is the Community Development Block Grant (CDBG) which is a federally funded program administered by the Wisconsin Department of Administration, Division of Energy, Housing and Community Resources, to assist local governments with housing programs that primarily benefit low and moderate income residents. CDBG funds can be used for a wide variety of activities including owner-occupied and renter-occupied housing rehabilitation, homebuyer assistance, handicap accessibility modifications, public facility/infrastructure improvements, and special housing projects like acquisition, demolition and relocation projects.

Housing Demand

Population Trends

As indicated in the Issues and Opportunities Element of this Plan, the City of Cedarburg's annual increase in population ranges from .99% per year to 8.47% per year for the decades from 1950 to 1990 (See Appendix B). During the period between 1980 and 2020, the City's population growth rate averaged .77% per year. From 2010 to 2020 the growth rate was

.62%. During the years 2020-2024, the Fairway Village Subdivision (113 Units, 16 zero-lot-line twin homes + 97 single-family-detached residences), Arrabelle Apartments (69 units), Stone Lake Condominiums (70 units, duplex-type), Cedar Place Apartments (197 units), Fox Run Development (230 units, 160 apartments, 44 townhomes, 26 single-family rental), and Cedar Way Condominiums (7-units) have been approved. According to the Wisconsin Department of Administration figures, during this most recent 4-year period (2020-2024), the City's population increased by 6.54% (+793 persons). From 2020 to 2024, Ozaukee County grew 1.76% (+1,608 persons) and the State grew 1.62% (+95,532 persons).

Considering this information, together with the 2024 City of Cedarburg Housing Data Report (Ref Appendix B), the Plan Commission has determined to use a projected population growth rate of 1.6% annually which results in a 15.92% increase from 2020 to 2030 and a 15.93% increase from 2030 to 2040.

Housing Trends

From 1990 to 2010, the trend in most communities in the State of Wisconsin, including the City of Cedarburg, was a decrease in the average number of residents inhabiting a home or apartment. This statistic is identified as *persons per household, or PPH* and it is calculated by dividing the number of residents living in occupied housing units by the number of occupied housing units. For the City of Cedarburg, people per household has declined slightly, from 2.45 in 2000 to 2.39 in 2020. Changes in the average household size have important implications for housing and residential land use planning since it is the basic factor used to convert future population to the number of dwelling units needed over the planning period. If the City's average household size were to plateau at 2.39 persons per household, an additional 1,324 dwelling units would need to be added to the existing stock by 2040 to fulfill the housing needs of 16,289 total (6,815 new) persons as projected.

Housing Development Environment

Based on the US Census 2023 Annual Geographic Information Table, the City of Cedarburg is 4.972 square miles/3,182.08 acres in area. Of the land currently located within the City's current municipal boundary, no single land use/land use classification demands greater

acreage than residential. In 2024, approximately 61% of the City's total land area is developed as, or classified for future development of, residential uses.

Approximately 373.3 additional acres are classified within the Smart Growth Areas (See Chapter 8-Land Use) for eventual annexation and future residential use. Not all are immediately serviceable (such as SGA 4, SGA 7, and portions of SGA 12. All land currently within the City limits and within the City's planned growth/development areas, are within the City of Cedarburg Sanitary Sewer Service Area boundary. All new development in the City is required to connect to sanitary sewer.

The City's wastewater treatment plant, based on annual average flow, is currently at about 86% of its capacity. Based on *peak* flows, the City's wastewater treatment plant did experience a recent past overflow during a very large rain event. Every year the city is replacing or lining leaking sanitary sewer mains to reduce these peak flow events by reducing stormwater infiltration into the sanitary system. It is true today, that the wastewater treatment plant needs to be rehabilitated, or a new wastewater treatment plant built. The city is gathering further information to decide on rehabilitating the current wastewater treatment plant vs building a new wastewater treatment plan. Until the wastewater treatment plant is rehabilitated or built new, there is still room for additional development and connections. With each new project, the city needs to be cognizant of and evaluate the potential impacts upon annual average flow and peak flows as not to exceed the system capacity.

Water service is available to support all 12 of the identified Smart Growth Areas if developed consistent with the identified land use classifications. Specific cautions/limitations on a couple of the Smart Growth Areas are identified in the Smart Growth Areas themselves (reference Chapter 8, SGA's 4 and 12).

Electric service is available to supply the projected needs of all 12 identified Smart Growth Areas if developed consistent with the recommended land use classifications.

In providing a variety and adequate supply of housing options for its residents, the City of Cedarburg considers the needs and requirements of its diverse population; a population that includes first-time home buyers, young & growing families, empty-nesters, residents who want to downsize, work from home individuals and families, people with special needs or

disabilities, and retirees. Through careful planning and good judgment, the City of Cedarburg will maintain its unique historic character and continue to foster community pride, increase its desirability and protect existing property values through thoughtfully conceived land use/smart growth plans and complimentary zoning regulations.

Conclusions – Housing Analysis

Between 2000 and 2020, the City of Cedarburg experienced a net increase of 797 housing units or a 17% increase. 2022 renter occupied units represented 33.5% of the City's housing stock. The 2020 median value for housing in the City of Cedarburg (i.e., $375,500) is greater than that of the County ($370,200) and substantially greater than the State ($252,800).

To support the projected population increase through 2040 (Ref Table 1.1) based on the Department of Administration population estimates, using a growth rate of 1% annually, the City would need to add approximately 466 housing units by 2040 (approximately 31 residential units per year).

To support the projected population increase through 2040 using the Vierbicher population projections set forth in the 2024 Cedarburg Housing Data Report, using a 1.6% annual growth rate, the City would need to add approximately 1,424 housing units by 2040 (approximately 95 residential units per year).

The City should target an annual population growth rate between 1.0 and 1.6% through the year 2040 at which time the population growth rate and household size data trends should be updated to reflect the 2030 and 2040 census.

Housing and Residential Development Issues, Goals, Objectives and Policies

Issues:

- Supply of dwelling units may not be keeping-up with demand in certain sectors.
- Lack of new single-family homes ranging in size from 1,200 square feet and up.
- New homes and development need to be more reflective of Cedarburg's unique and historic character type as to architectural themes and neighborhood design.
- Protect existing neighborhoods from intrusion by incompatible land uses.
- Connect new neighborhoods with adequate park and open space access/opportunities

and multi-modal routes to the city's central business district.

- Integrate various housing types within new neighborhoods or subregions of the City.
- Ensure proper maintenance, preservation, and improvement to the quality, integrity, care and maintenance of residential buildings and sites throughout the City.

Goals:

- Encourage sufficient supply of high quality, diverse, and attainable housing options.
- Permit a sufficient number of new lots/dwelling units each year as will ensure that an adequate supply of the various housing types (attached, detached, and multi-family/rental and owner occupied) are available.
- Maintain a sufficient supply of all housing types as might ensure that demand-side pressures are not artificially driving excessive price points.
- Support development of new single-family detached homes in a broad range of sizes (i.e., from 1,200 square feet and up).
- Encourage developers to consider offering a variety of housing types (size points, price points, attached/detached and multi-family…) within new neighborhoods.
- Satisfy local demand for move-up/move over/downsize independent and assisted living type senior housing.
- Satisfy local demand for integrated housing for persons with special needs and disabilities.
- Monitor the trends in rental vs ownership form of housing as a percentage of total occupancies in the City, and as compared to County, State, and national levels.
- Establish clear code-based provisions intended to preserve and improve the quality and integrity of existing residential neighborhoods.
- Maintain housing values over time.

Objectives:

- Work closely with developers at the outset of their neighborhood planning processes to guide them into designs that address the goals outlined above.
- Enforce residential codes and ordinances to ensure that properties are well maintained.
- Conduct a review of the City Codes and Ordinances and consider amendments

DRAFT

as may be necessary to address housing concerns/issues as outlined above.

- Educate residents about the importance of property maintenance.

Policies:

- Provide for an appropriate range in home sizes through the use of Planned Unit Development (PUD) zoning and conservation subdivisions.
- Encourage appropriate residential densities for redevelopment sites in or near the downtown area to maintain a walkable customer base for existing businesses.
- Continue to monitor the FAR and Lot Coverage (i.e., mass and open space) requirements to ensure that these reflect the character of the City while addressing the needs of its citizens.
- The City of Cedarburg should continue its efforts to update the Zoning and Building Codes to provide better consistency with the Land Use Plan.
- New senior, elderly, assisted care, and housing for those with special needs or disabilities should be guided to areas most readily accessible (ideally walkable) to medical, commercial, recreational, social services, faith/worship, banking and other such necessities.
- New residential developments should be located in areas where public utilities and services can be conveniently and economically provided.
- Require adequate buffer areas around residential developments to protect from incompatible land uses.
- Promote the integration of different housing types such as single-family and two- family.
- Encourage the development of smaller homes (i.e., 1,200 sq. ft. and >).
- Task developers with the responsibility to prepare impact analysis for new development proposals including such things as environmental implications and impact on public services, public safety, traffic/transportation facilities, schools, etc.
- Identify “Smart Growth Areas” (i.e. prospective new development and redevelopment areas) and label them on the Land Use Map.

DRAFT

- Require architectural theme and design detail information to be made a part of new housing development applications as might ensure that certain unique architectural and building/site design characteristics of historic Cedarburg continue to be referenced going forward.
- Encourage appropriate residential densities for redevelopment sites in or near the downtown area to sustain a customer base for existing retail, restaurant and entertainment uses.
- Guide high density multi-family residential uses to infill, brownfield redevelopment, and arterial-type road/highway corridor locations.
- Develop programs to assist in the rehabilitation of existing substandard homes in the City in order to provide a decent and safe living environment for all residents.
- Encourage the use of redevelopment sites where streets, sewer, and water systems are already in place.

DRAFT

CHAPTER 3
TRANSPORTATION ELEMENT

66.1001(2)(c) Wis. Stat.:

Transportation Element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation service systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals, and programs to the state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural transportation plans, airport master plans and rail plans that apply to the local governmental unit.

Transportation System

A properly planned transportation network is necessary and vital for the efficient movement of people, goods and services. Different types of uses and intensities of land use impose a variety of demands on streets and highways. Existing and new transportation facilities have significant affects on how adjacent lands develop. Accordingly, the coordination of land use and transportation improvements is critical for the attractive and efficient growth of a community. Streets and roads function as a connective network, dispersing traffic and offering a variety of pedestrian, bicycle, and vehicular routes to any destination while joining and integrating neighborhoods with surrounding neighborhoods and business centers. The system also serves as ~~the~~ a location for utilities and storm water drainage facilities. There was an estimated ~~51~~ 58.5 miles of streets and highways in the City of Cedarburg in ~~2007~~2025.

The ~~S~~street and highway classification system design is based on the primary function served. There are three classifications recognized: 1) arterial streets; 2) collector streets; and 3) land access streets.

The State Trunk Highway System, which includes Interstate Highways, U.S.-numbered highways, and State highways, generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of Statewide or regional significance. State Trunk Highways (STH) serve the longest trips, principally carrying traffic traveling through

the community or County and between the City or County to other Cities or Counties. County trunk highways (CTH) should form an integrated system with the State Trunk Highways and principally serve traffic between the community and other communities in the County. Local arterial streets serve the shortest trips, serve locally-orientated land uses, carry the lightest traffic volumes than the arterial system, provide lower traffic speeds, have the least access control, and principally serve traffic within the community.

Arterial Streets are defined as streets and highways which are principally intended to provide a high degree of travel and mobility, serving the through movement of traffic and providing transportation service between major suburban areas or through the area. Arterial streets and highways are classified by the unit of government that has responsibility, or jurisdiction, over the facility. The Wisconsin Department of Transportation (WisDOT) has jurisdiction over the State Trunk Highway system, Ozaukee County has jurisdiction over the County trunk highway system, and the City of Cedarburg has jurisdiction over the local streets within its corporate limits. Arterial streets and highways in the City of Cedarburg are shown on Map 3.1. The arterial street system should be integrated with the area-wide system. Access to abutting property from an arterial street is a secondary function and should always be subordinate to the primary function of traffic movement.

Arterial streets are typically spaced at about one-half mile intervals in high-density areas, one-mile intervals in medium density areas and two-mile intervals in low-density areas. To serve travel effectively, and to make efficient use of public resources, the arterial street system is planned as an integrated system, irrespective of jurisdictional boundaries and responsibilities for streets and highways, with consideration of existing and future traffic volumes.

~~The State Trunk Highway System, which includes Interstate Highways, U.S.-numbered highways, and State highways, generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of Statewide or regional significance. State Trunk Highways (STH) serve the longest trips, principally carrying traffic traveling through the community or County and between the City or County to other Cities or Counties. County trunk highways (CTH) should form an integrated system with the State Trunk Highways and principally serve traffic between the community and other communities in the County. Local arterial streets serve the shortest trips, serve locally-orientated land uses, carry the lightest traffic volumes than the arterial system, provide lower traffic speeds, have the least access control, and~~

~~principally serve traffic within the community.~~

Collector Streets are defined as streets or highways which are intended to serve primarily as connections between the arterial system and the land access street system. In addition to collecting traffic from and distributing traffic to the land access streets, collector streets usually provide the same principal function as land access streets; that of providing access to abutting property. The right-of-way width and cross-section for collector streets are generally uniform throughout the City as specified in the Land Division Ordinance.

Land Access (Local) Streets are defined as streets which are intended to serve primarily as a means of access to abutting properties, principally serving the residential areas of a community. WisDot maintains a detailed database of local street information in the "Wisconsin Information System for Local Roads" (WISLR). Physical attributes such as right-of-way and pavement width, number of traffic lanes, type of surface and pavement ratings, the presence and type of shoulders or curbs, and the presence of sidewalks are available through a database that can be accessed through the WisDot website by registered users. Under Section 86.302 of the Wisconsin Statutes, pavement ratings must be submitted to WisDot by each community every other year. The PASER method (Pavement Surface Evaluation and Rating) is the most commonly used method in Wisconsin.

Collector and land access (local) streets should form a street system within neighborhoods determined by arterial streets or other natural boundaries. Collector and land access streets should not be extended directly through a neighborhood, or from neighborhood to neighborhood. The street system should be designed to discourage through traffic from traveling within the neighborhood, but should be designed to permit direct travel by personal vehicle, bicycle, and walking within the neighborhood.

Right-of-Way Width

The right-of-way is the limit of publicly-owned land encompassing a street. The minimum right-of-way width of all proposed and existing streets shall generally be as follows:

Arterial streets	100 ~~120 feet~~
Collector streets	80 feet
Local streets	60 feet

Recognizing that some streets and adjacent development in Cedarburg existed prior to current

transportation design standards, the right-of-way widths do vary throughout the City of Cedarburg but can be modified by action of the Common Council as necessary to preserve the character of the historic development patterns of the past.

Congestion Measures

Level-of-service designations are used to quantitatively measure the operational characteristics of the arterial street system. There are six levels of service corresponding to letters "A" through "F" of the alphabet; "A" describes free-flow, unrestricted traffic conditions and "F" describes a breakdown in traffic flow. At level-of-service "A" or "B", traffic would operate during peak traffic periods without any speed reduction and with minimal average signalized intersection delays of only 5 to 15 seconds. Level-of –service "C" would experience no traffic congestion during peak traffic periods with no speed reduction and average signalized intersection delays would be about 15 seconds. There may, however, be some restrictions on lane changing and some difficulty in making left turns across traffic at driveways and unsignalized intersections. With level-of –service "D" conditions, traffic would experience a 5% to 10% reduction in travel speed from free-flow speeds, as average signalized intersection delays would increase to about 25 seconds. There would also be restrictions on lane changing and maneuverability and difficulty in making left turns across traffic at unsignalized intersections and driveways. At level-of-service "E", traffic would be severely congested during peak traffic periods. During peak periods, traffic would experience a 10% to 25% reduction in travel speed from free-flow and average intersection delays of about 35 seconds. There would be significant restrictions on lane changing and maneuverability and significant difficulty in making left turns across traffic at unsignalized intersections and driveways. Level-of-service "F" conditions would exhibit extreme travel congestion during peak traffic periods. Traffic would experience a 25% to 70% reduction in travel speed with substantial delays at signalized intersections. Average delays to each vehicle at controlled intersections may exceed 35 seconds and could approach 120 seconds. Vehicles may have to wait through more than one traffic-signal red phase to clear an intersection.

Facility Inventory

State Highways

State highways generally carry the highest volume of traffic, have the highest degree of access control and principally carry traffic through the City and/or County. Prior to 1993, the City of Cedarburg had one State Trunk Highway (STH 57) located within its boundary. However, that was reclassified based on an analysis of traffic volume and adjacent land uses conducted in 1984, which

determined that STH 57 (Washington Avenue) did not meet the criterion for a State Trunk

Highway. (See SEWRPC, Ozaukee County Jurisdictional Highway Plan, January 1993.) That study resulted in the City of Cedarburg entering into a Jurisdictional Transfer Agreement in 1993 with the State Department of Transportation which contained the provision that Wauwatosa Road would become a State Highway (STH 181) and the jurisdiction of STH 57 would shift to local control.

In 2005, the City of Cedarburg annexed just less than 300 acres located along the north and south side of STH 60 between Cedar Creek and the 5 Corners intersection. As a result of this annexation, Cedarburg now has two State highways within its jurisdiction: Wauwatosa Road (STH 181) and State Highway 60.

STH 181 (Wauwatosa Road) skirts the City on a north/south axes approximately 1.5 miles west of the downtown area and passes through urban type residential areas and rural agricultural areas. This highway provides for efficient movement of traffic for destinations in, through and beyond the City's limits. In 2013, the State Department of Transportation added roundabouts at the STH 181 intersections with Western road and Bridge Road, and STH 181 was upgraded to a 3-lane TWLTL (two way left turn lane) between the roundabouts. ~~In order to protect the health, safety, and welfare of its residents and to promote the rural character of the area, the City of Cedarburg is on record as supporting only limited roadway improvements to STH 181. More specifically, the Cedarburg Common Council recommends the STH 181 intersections with Western Road and Bridge Road be designed with 12 foot travel lanes and that these intersections be controlled with stop and go lights. The roadway should otherwise be limited to two lanes; one in each direction. Raised medians be prohibited and instead corrugated concrete medians be required.~~ A pedestrian/bicycle path should be constructed within the right-of-way along the east side of STH 181. The State Department of Transportation ~~has~~ plans ~~to widen~~for STH 60 ~~to four travel lanes, two in each direction~~remain uncertain at this point.

Primary Arterials

Traffic mobility is the major function of these roads although land access is important for the businesses and residences. Following are the primary arterials serving the City of Cedarburg: Washington Avenue, Columbia Road, and Pioneer Road. Washington Avenue cuts through the heart of the City where it serves the commercial development south of Lincoln Boulevard and the

downtown business district. Because Washington Avenue serves both commercial areas and also extends through old historic residential neighborhoods, traffic should be kept slow, with cautious movements. The annual average daily traffic volume (ADT) for Washington Avenue between Columbia Road and Bridge Road was ~~11,200~~7,000; from Columbia Road to Hamilton Road was ~~16,400~~10,600; and Hamilton Road to Lincoln Boulevard was ~~17,400~~11,100 in 20~~01~~23. Columbia Road, connecting downtown Cedarburg with the Village of Grafton, had an annual average traffic count of ~~7,700~~5,100 from Washington Avenue to Keup Road and ~~12,200~~8,400 east of Keup Road in ~~2001~~2023. Pioneer Road serves as the link from Cedarburg to I-43 and beyond to the City of Milwaukee. In ~~2001~~2023, the ADT for Pioneer Road between STH 181 and Washington Avenue was ~~9,500~~6,200 and east of Washington Avenue was ~~9,100~~8,200.

Secondary Arterials

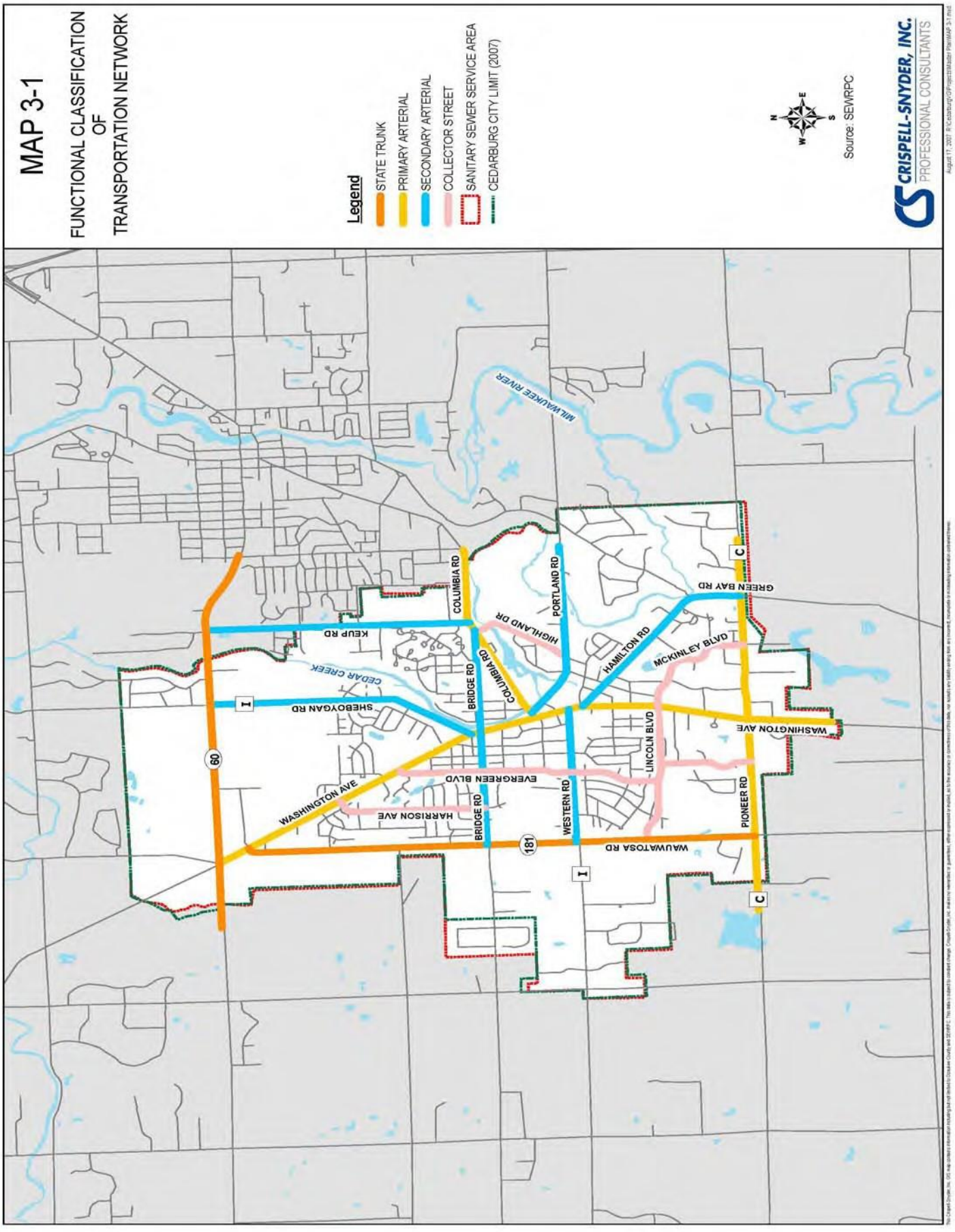
Traffic mobility is a major function of these roads; however, land access is important for businesses and residences. Bridge Road, Western Road, Sheboygan Road, Keup Road, Hamilton Road and Portland Road are considered secondary arterials. Bridge Road and Western Road serve as major east/west links to and from the City for traffic heading to STH 181 or further to the west. Sheboygan Road and Keup Road are the major links to and from STH 60 and north, east or west thereof.

Collector Streets

Collector streets are intended to serve primarily as connections between the arterial street system and land access streets. They also perform a secondary function of providing access to abutting properties. These include Evergreen Boulevard, Lincoln Boulevard, McKinley Boulevard, Harrison Avenue and Highland Drive.

Local Streets

The primary function of local streets is land access. The remaining roads are classified as local streets.


MAP 3-1
FUNCTIONAL CLASSIFICATION OF TRANSPORTATION NETWORK
Legend
STATE TRUNK
PRIMARY ARTERIAL
SECONDARY ARTERIAL
COLLECTOR STREET
SANITARY SEWER SERVICE AREA
CEDARBURG CITY LIMIT (2007)
Source: SEWRPC
CRISPELL-SNYDER, INC.
PROFESSIONAL CONSULTANTS
MILWAUKEE RIVER
CEDAR CREEK
COLUMBIA RD
KEUP RD
SHEBOYGAN RD
BRIDGE RD
PORTLAND RD
HIGHLAND DR
COLUMBIA RD
HAMILTON RD
GREEN BAY RD
MCKINLEY BLVD
WASHINGTON AVE
LINCOLN BLVD
EVERGREEN BLVD
HARRISON AVE
WASHINGTON AVE
WESTERN RD
PIONEER RD
WAUWATOSA RD
60
181
I
C

Pedestrian & Bicycle Facilities

Sidewalks and pedestrian trails are very important to the City of Cedarburg as they provide a passive form of recreation and functional connectivity throughout the City. Sidewalks in particular provide a safe and healthy way for pedestrians to travel anywhere in the City as they exist on both sides of all streets throughout most of the City. Pedestrian/bike trails are generally found along the more rural arterials and the Interurban Trail cuts through the center of the City within the WEPCO right-of- way. The City's pedestrian trail system is intended to interconnect with the Town of Cedarburg's more rural trails to provide passive and functional connectivity between the~~se~~ two communities.

To ensure pedestrian safety, the City of Cedarburg promotes programs such as "Cedarburg STOPS For Pedestrians" which recognizes that motorists and pedestrians share access to the public right-of-way and requires the operator of a vehicle to reduce speed, or stop if necessary, to avoid endangering, colliding with or interfering in any way with pedestrians. Furthermore, to provide added safety for pedestrians, Cedarburg has introduced certain restrictions on semi- trailer truck traffic traveling through Cedarburg on Washington Avenue and Columbia Road where sidewalks are close to travel lanes. Instead, semi-trailer truck traffic is directed to State Highway 60, Wauwatosa Road and Pioneer Road where traffic is diverted around the center of the City.

In order to effectively maintain the quality of its sidewalks, the City has a sidewalk replacement program in place which requires the City Engineering Department to inspect up to 20% of the City's sidewalks, on an annual basis, to determine whether sidewalk repair or replacement is necessary. Where needed, repairs and/or replacement take place annually.

One of the most popular trails in the City is the Ozaukee Interurban Trail which cuts through the heart of Cedarburg along the same route as the former Interurban railway. That railway served as a mass transit system connecting Sheboygan and Ozaukee Counties with the City of Milwaukee in the early 1900's. The Interurban was established in 1905 when the right-of-way was acquired by the Milwaukee Electric Railway and Light Company for development of an improved rapid transit system from Milwaukee to Sheboygan. The Northern Route, the interurban electric railway from Milwaukee to Sheboygan, had stops in the mostly rural communities of Brown

Deer, Thiensville, Cedarburg, Grafton, Port Washington, Belgium, Cedar Grove, Oostburg and Sheboygan. This system operated for years before finally discontinuing in the 1950's.

The Ozaukee Interurban Trail is a 30-mile paved trail that spans the entire length of Ozaukee County. The majority of the trail is off-road and perfect for family enjoyment. The trail connects the communities of Mequon, Thiensville, Cedarburg, Grafton, Port Washington and Belgium by using the existing right-of-way owned by We Energies. ~~The trail can be used as a commuter route for employment, businesses, industry and commerce.~~ Unlike many recreational trails in the State of Wisconsin, use of the Ozaukee Interurban Trail is free for everyone. The trail route connects historic downtowns with natural landscapes. It runs along woodlands, wetlands, farmlands and waterways, including Cedar Creek, the Milwaukee River, Lake Michigan and the Lake Michigan National Marine Sanctuary, and provides easy access to Ozaukee County's walkable downtowns. It is designated as a "Great Wisconsin Birding Trail." While primarily used for outdoor recreation, the Trail is also used as a commuter route for employment, businesses, industry and commerce. The trail is intended for year-round uses, such as biking, in-line skating, walking, running and cross-country skiing. Motorized vehicles and horses are not allowed on the trail. ~~The trail route connects historic downtowns with natural landscapes. Views along the trail include hardwood woodlands, wetlands, farmlands, Cedar Creek, the Milwaukee River, Lake Michigan and it is designated as a "Great Wisconsin Birding Trail."~~

Bridges

There are four vehicular bridges and two pedestrian bridges in the City of Cedarburg. The vehicular bridges include the Bridge Road bridge, the Columbia Road bridge, the Highland Avenue bridge and the Portland Road bridge. The pedestrian bridges include the Interurban Bridge which crosses Cedar Creek in the downtown area and the City Park bridge crossing Cedar Creek for park access. ~~The Official City Map also identifies one~~The possibility exists for one additional, future pedestrian bridge to be placed over Cedar Creek ~~to be located~~ at West Highland Drive approximately ½ mile south of Highway 60. These bridges are inspected annually and while Ozaukee County covers the costs of these inspections, it is the responsibility of the City of Cedarburg to conduct the preventive maintenance as stated in the inspection reports. Following is a description of the City bridges:

- The Bridge Road bridge was reconstructed in the fall of 2002 as part of a public works project that included the replacement of the deteriorated bridge deck, sidewalks, parapet

walls and the east wing walls. During the construction process it was discovered that the stone arch base structure was also in need of attention to stabilize it as the stone work of the arches were beginning to separate. Because of this, it was decided that additional maintenance work was needed and as a result, the arch base was tuck pointed and reinforced with tie rods. The Bridge Road bridge is now structurally sound and with proper maintenance should remain safe and usable for years into the future.

- The Columbia Road bridge, located east of the Washington Avenue/Columbia Road intersection, was one of the first to cross Cedar Creek and consequently is near some of the most photographed sites in the City. Its current substructure was constructed in 1949 after the original bridge was determined to be inadequate to support the changing automobile industry and the ever increasing traffic counts. The bridge was reconstructed with new approaches and a new deck in 1988. This bridge is perhaps the most important bridge in the City as it is part of a major arterial system that supports traffic movements through historic areas of Cedarburg to Grafton and destinations beyond.
- The Highland Road bridge is located adjacent to Columbia Mill Dam just east of the Columbia Road/Bridge Road/Highland Road intersection. This stone arch bridge was constructed in 1939 with WPA funds. It is a major connection for those areas located south and east of Cedar Creek.
- The Portland Road Bridge is located at the east end of City Park where Portland Avenue crosses the old ~~tail~~ mill race from Ruck Dam as it winds around to reconnect with Cedar Creek. This bridge is a simple box culvert with a decorative stone wall along the south side of Portland Avenue and a less impressive masonry wall along the north side.

Existing Public Transit System

Public transportation provides a means of travel for people by publicly owned and operated vehicles between trip origins and destinations, and may be divided into service provided for the general public and service provided to special population groups. Certain segments of the population may be expected to have a greater dependence on public transit because they have more limited access to the automobile as a mode of transportation then the general public. Five transit-dependant groups have been identified which include: 1) school age children, 2) aged individuals, 3) persons of low-income households, 4) households with no vehicles, 5) disabled individuals.

Cedarburg is served by the Ozaukee County Transit Service, the Ozaukee County Express Bus and the Ozaukee County Taxi System.

On August 5, 1996, Ozaukee County and the Ozaukee County Transportation Management Association initiated operation of a new, publicly-subsidized bus service between Ozaukee County and central Milwaukee County. The basis for the new express bus service was set forth in the commuter bus element of the first Ozaukee County transit system development plan which recommended establishment of a commuter bus route and a system of connecting shuttle routes to transport workers between central Milwaukee and Ozaukee County employment centers. This Ozaukee County Express Bus service, which provided fixed-route commuter service between Ozaukee County and downtown Milwaukee, has since been permanently eliminated. The last day of service was June 28, 2024. The Ozaukee County Board voted to terminate the service due to low ridership and high operating costs. However, Ozaukee County still offers other transportation options including Ozaukee County Shared Ride Taxi Service, established in 1998, operates every day and provides county-wide transportation, including routes that connect with the Milwaukee County Transit System (MCTS), and Ozaukee County Transit which provides connections to the (MCTS) for travel to downtown Milwaukee.

~~Ozaukee County established a second component of its public transit system, the Ozaukee County Taxi System, in 1998 to provide local, shared-ride taxicab service throughout the County.~~

Other Public Transit Services

~~The Milwaukee County Transit System is important to the operation of the Ozaukee County Express Bus System as many of the routes connect with Route No. 143 and provide service to and from the home for the daily work trips made on the Ozaukee County bus and shuttle services.~~ Specialized transportation services for aged and disabled individual are also provided in the County by a number of public and private nonprofit agencies and organizations, by private medical facilities and by private,

for-profit transportation companies. These are typically provided based on demand rather than on a fixed schedule.

~~Former~~ Historic Public Transit Services

The Milwaukee Electric Railway and Light Company owned and operated an interurban electric railway linking Milwaukee to many of the surrounding communities to as far north as Sheboygan from its inception in 1905 to the end of operation in 1951. During its operation, this interurban line was an important means of transportation for a work force that lived along its route to jobs in Milwaukee. It was made famous for transporting African-American blues musicians to the main recording studio for Paramount Records recording label in Port Washington and ultimately in Grafton.

Interregional Public Transportation

Rail, bus, ferry and airline carriers ~~provide~~ are all reasonably accessible to City of Cedarburg residents ~~with public~~providing transportation service ~~between the Southeastern Wisconsin Region~~throughout the State and cities across the country.

Rail Service

As a result of a railway engineer's decision to locate the Milwaukee-to-Green Bay rail line close to the settlement of Cedarburg in 1870, the City of Cedarburg had an important developmental advantage over the older community of Hamilton. This lead to the steady decline in growth for Hamilton and only with increases in mobility did that decline cease. Currently, intercity passenger train service in the region is provided by Amtrak out of Milwaukee locations.

Currently the Canadian National Railway tracks run through the east side of the City generally carrying products and supplies to/from Charter Steel for instance.~~over Canadian Pacific Railway tracks, with stops at the downtown Milwaukee Amtrak depot and Sturtevant in 2001. In January 2005, Amtrak service to General Mitchell International Airport began. Amtrak operates six weekday trains in each direction~~

~~between Milwaukee and Chicago and one weekday train in each direction between Milwaukee, St. Paul – Minneapolis, Chicago and Seattle. Commuter rail service is provided between Kenosha and Chicago by Metra's Union Pacific North line with intermediate stops between Kenosha and downtown Chicago in northeast Illinois north shore suburbs. Studies are underway to potentially extend Metra service from Chicago/Kenosha to Milwaukee.~~

Bus Service

Intercity bus services are ~~currently~~ provided by ~~four~~ multiple carriers including, for instance, Badger, GO Riteway, Amtrak Thruway, and US Coachways. ~~However, n~~None of the buses make stops in Ozaukee County. ~~Badger Coaches provide~~ Ddaily round trips between Green Bay, Madison, downtown Milwaukee and General Mitchell International Airport are generally available. Services provided by Greyhound~~,~~ in Southeastern Wisconsin, is centered in Milwaukee, which the carrier use~~d~~s as a regional hub ~~at which~~where passengers ha~~d~~ve the opportunity to transfer between buses. ~~Greyhound operates a route between Milwaukee and Green Bay with stops in Manitowoc and Oshkosh. Daily service provided by Lamers Bus Lines includes one bus trip in each direction between Milwaukee and Wausau with a stop in Appleton. Weekday service provided by United Limo includes 11 round-trips between Goerke's Corners in Waukesha County and Chicago O'Hare International Airport, with stops in downtown Milwaukee and at General Mitchell International Airport.~~

Ferry Service

The Lake Express H~~h~~igh S~~s~~peed ~~f~~Ferry provides daily, seasonal transport for passengers, cars, motorcycles, and bicycles between the Port of Milwaukee and the Port of Muskegon, MI. The S.S. Badger Ferry provides similar daily service between the Port of Manitowoc, WI and the Port of Ludington, MI.

~~There is Lake Michigan cross-lake ferry service available between Milwaukee and Muskegon, Michigan and between Manitowoc and Ludington, Michigan. Both ferry services operate during the months of May through October of each year.~~

Air Service

Milwaukee's General Mitchell International Airport is located approximately 30 miles to the south and is the largest scheduled passenger service airport in Wisconsin. ~~The sixteen~~ Numerous airlines that serve this medium-hub airport provid~~e~~ing nonstop flights to more than 35 cities across North America~~nonstop and indirect service to approximately 90 cities nationwide,~~ connections to over 160 international locations, making it a convenient hub for travelers from Milwaukee and beyond. There are ~~with~~ an average of 93 plane arrivals per day and 85 departures for a combined total of approximately ~~220~~178 daily arrivals and departures. The West Bend Municipal Airport and the Lawrence J. Timmerman Airport ~~is a general aviation facility located on the northwest side of Milwaukee. It serves as a "reliever" airport for General Mitchell International.~~are located just 8 and 13 miles respectively, from the City of Cedarburg. The former Grob Field airport (now listed as 'Closed Indefinitely' by AirNav.com), was a small private airport once~~, is~~ located in the Town of Cedarburg along the north side of Highway 60 west of Highway I. It ~~and~~ principally serve~~s~~d ~~d~~ recreational type flight.

Transportation Issues Identified by the City of Cedarburg

- Create a City Road Plan and establish a traffic study format with allowances for annual review.
- Reconcile zoning and land uses to prohibit development that adds ~~undesirable~~ unacceptable weight and/or volume to existing roads.
- Be careful in giving up control of roads within the community that could affect control of its uses and the City's destiny.
- Work to maintain influence over Wauwatosa Road and State Highway 60 to ~~guarantee~~ ensure community input in the future.
- Engage "traffic calming" road designs and discourage internal pass-through commuter traffic.
- New road construction should be networked and

aligned with existing roadways to ensure connectivity.

- Bike paths shall be an integral part of the City's transportation system.

Transportation Goals, Principles and Standards

In addition to the Goals, Principles and Standards listed below, the City Common Council generally endorses the ~~new~~ VISION 2050 (and recently adopted 2024 Update thereto), a land use and transportation plan prepared by the Southeastern Wisconsin Regional Planning Commission. ~~design year 2025 Regional Transportation System Plan~~ and generally integrates the recommendations of the plan into the City's planning, regulatory and other activities related to transportation.

Further, as a part of the City's effort toward updating the Comprehensive Plan Smart Growth Land Use Plan-2025 to 2050, it was determined early on that the City should gather independent, expert, analysis and reporting on housing, school district needs, and traffic/transportation (particularly within the City's north side growth areas) implications, to help inform its eventual land use and development decisions. The Final Technical Memorandum and related supporting data appendices which comprise the Cedarburg Traffic & Access Planning Study jointly commissioned by the City and Town of Cedarburg for the WIS 60/Horns Corners Road to Keup Road, Washington Avenue/WIS 60 to Bridge Road, and Sheboygan Road (County I)/WIS 60 to Washington Avenue areas are attached hereto as Appendix C.

Goal

Provide a transportation system which is economical and maintained in a timely planned manner.

- Objectives:
  - In accordance with State law, the City should continue using ~~PASERWARE~~ PASERRating System to evaluate all roads in the City to update ratings as required.
  - Use the City of Cedarburg Capital Improvements Plan and Budget to coordinate annual road improvement~~s and maintenance.~~
  - Create a robust asphalt maintenance program to maintain recently reconstructed roads in good condition as might avoid very costly future

repairs.

- Periodically review the Transportation Network Map provided in this Chapter to ensure that it accurately reflects changes indicated on the Official City Map and current development plans.

Goal

Maintain a multi-modal transportation system which will effectively serve the existing land use pattern and promote the implementation of the Comprehensive Land Use Plan.

- Objectives:
  - Provide off-road alternative pedestrian and bicycle routes for recreation and transportation.
  - Increase public awareness of public transportation services.
  - Coordinate with adjacent communities and the County to provide a viable public transportation network where feasible and appropriate.

Goal

Balance the roadway needs of through-traffic commuters with the needs of the adjacent neighborhoods to minimize disturbances and adverse impacts on the neighborhoods.

- Objectives:
  - Apply traffic calming techniques where appropriate.
  - Preserve existing trees and plant new ones along all roadways.
  - Continue to separate the traveled portion of the road from pedestrian and neighboring properties.
  - Direct the flow of general truck traffic to those roads most suitable and away from residential areas.

Goal

Provide a transportation system which reduces accident exposure and provides for increased travel safety and personal security.

- Objectives:
  - Control access along arterial and collector streets by enforcing the access requirements of the Land Division and Subdivision Code.
  - Maintain street paving in good condition.
  - Make sure that roadway design and capacity standards are appropriately related to road function.

Goal

Provide bicycle and pedestrian ways that reduce accident exposure and ensure~~s~~ increased safety and personal security.

- Objectives:
  - On and off-road ~~B~~bike and/or pedestrian paths should be encouraged in all new development.
  - Continue the sidewalk replacement program to ensure safe pedestrian travel.
  - Coordinate efforts with Ozaukee County to ensure proper maintenance of the Interurban Trail system.
  - Provide adequate directional signage along the City's paths and trails.
  - Continue to invest in programs to ensure safe and health conditions for pedestrian and bicycle traffic.

- Principles
  - An integrated multi-modal system, accessible to people of all abilities, connects major land use activities ~~within~~ throughout the City, providing the accessibility essential to support those activities. Through its effect on accessibility, the City's transportation system can be used to encourage development in desirable locations and to discourage development in undesirable areas.
  - Total transportation cost for the desired level of service should be minimized. Undue investment in transportation facilities and service ~~must~~ occurs at the expense of other public and private investments.
  - A flexible, intermodal transportation system, accessible to people of all

abilities, is necessary to provide an adequate level of service to all segments of the population and to support essential economic and social activities. The City's transportation system consisting of arterial, collector and local streets, highways, public transit facilities, bicycle and pedestrian facilities can be located and designed to be readily adaptable to changes in transportation technology.

- Adverse effects on the natural environment, air pollution, water pollution and the loss of natural habitat can be minimized through proper location, design and operation of the transportation system.
- Every attempt should be made to reduce both the incidence and severity of accidents.

Specific Recommendations

- ~~State HWY 181 intersections with Bridge Road and Western Road should be designed as follows:~~
  - ~~Require 12 foot travel lanes.~~
  - ~~Prohibit raised medians and instead require corrugated concrete medians similar to those at the Friestadt Road/Wauwatosa Road intersection.~~
  - ~~Require stop and go lights at each intersection.~~
  - ~~Require bicycle/pedestrian path on east side of Wauwatosa Road between Western Road and Bridge Road.~~
  - ~~Require curb and gutter on east side of Wauwatosa Road to allow bicycle/pedestrian path to be constructed fully within the road right-of-way.~~
  - ~~Work with the Cedarburg School District to open access road between Webster School and the High School.~~

- ~~Wauwatosa Road should remain a two lane road except at the intersections as noted above.~~

- The number of driveway cuts should be held to a minimum along Primary Arterials (i.e. Washington Avenue, Pioneer Road, Columbia Road).
- The City should continue to ~~work on~~support the ongoing private efforts toward establishing a riverwalk along Cedar Creek between Bridge Street and Cedar Creek Park.

CHAPTER 3
TRANSPORTATION ELEMENT

66.1001(2)(c) Wis. Stat.:

> **Transportation Element.** A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation service systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals, and programs to the state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural transportation plans, airport master plans and rail plans that apply to the local governmental unit.

Transportation System

A properly planned transportation network is necessary and vital for the efficient movement of people, goods and services. Different types of uses and intensities of land use impose a variety of demands on streets and highways. Existing and new transportation facilities have significant affects on how adjacent lands develop. Accordingly, the coordination of land use and transportation improvements is critical for the attractive and efficient growth of a community. Streets and roads function as a connective network, dispersing traffic and offering a variety of pedestrian, bicycle, and vehicular routes to any destination while joining and integrating neighborhoods with surrounding neighborhoods and business centers. The system also serves as a location for utilities and storm water drainage facilities. There was an estimated 58.5 miles of streets and highways in the City of Cedarburg in 2025.

The street and highway classification system design is based on the primary function served. There are three classifications recognized: 1) arterial streets; 2) collector streets; and 3) land access streets.

The State Trunk Highway System, which includes Interstate Highways, U.S.-numbered highways, and State highways, generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of Statewide or regional significance. State Trunk Highways (STH) serve the longest trips, principally carrying traffic traveling through

the community or County and between the City or County to other Cities or Counties. County trunk highways (CTH) should form an integrated system with the State Trunk Highways and principally serve traffic between the community and other communities in the County. Local arterial streets serve the shortest trips, serve locally-orientated land uses, carry the lightest traffic volumes than the arterial system, provide lower traffic speeds, have the least access control, and principally serve traffic within the community.

Arterial Streets are defined as streets and highways which are principally intended to provide a high degree of travel and mobility, serving the through movement of traffic and providing transportation service between major suburban areas or through the area. Arterial streets and highways are classified by the unit of government that has responsibility, or jurisdiction, over the facility. The Wisconsin Department of Transportation (WisDOT) has jurisdiction over the State Trunk Highway system, Ozaukee County has jurisdiction over the County trunk highway system, and the City of Cedarburg has jurisdiction over the local streets within its corporate limits. Arterial streets and highways in the City of Cedarburg are shown on Map 3.1. The arterial street system should be integrated with the area-wide system. Access to abutting property from an arterial street is a secondary function and should always be subordinate to the primary function of traffic movement.

Arterial streets are typically spaced at about one-half mile intervals in high-density areas, one-mile intervals in medium density areas and two-mile intervals in low-density areas. To serve travel effectively, and to make efficient use of public resources, the arterial street system is planned as an integrated system, irrespective of jurisdictional boundaries and responsibilities for streets and highways, with consideration of existing and future traffic volumes.

Collector Streets are defined as streets or highways which are intended to serve primarily as connections between the arterial system and the land access street system. In addition to collecting traffic from and distributing traffic to the land access streets, collector streets usually provide the same principal function as land access streets; that of providing access to abutting property. The right-of-way width and cross-section for collector streets are generally uniform throughout the City as specified in the Land Division Ordinance.

Land Access (Local) Streets are defined as streets which are intended to serve primarily as a means of access to abutting properties, principally serving the residential areas of a community. WisDot maintains a detailed database of local street information in the "Wisconsin Information System for Local Roads" (WISLR). Physical attributes such as right-of-way and pavement width, number of traffic lanes, type of surface and pavement ratings, the presence and type of shoulders or curbs, and the presence of sidewalks are available through a database that can be accessed through the WisDot website by registered users. Under Section 86.302 of the Wisconsin Statutes, pavement ratings must be submitted to WisDot by each community every other year. The PASER method (Pavement Surface Evaluation and Rating) is the most commonly used method in Wisconsin.

Collector and land access (local) streets should form a street system within neighborhoods determined by arterial streets or other natural boundaries. Collector and land access streets should not be extended directly through a neighborhood, or from neighborhood to neighborhood. The street system should be designed to discourage through traffic from traveling within the neighborhood, but should be designed to permit direct travel by personal vehicle, bicycle, and walking within the neighborhood.

Right-of-Way Width

The right-of-way is the limit of publicly-owned land encompassing a street. The minimum right-of-way width of all proposed and existing streets shall generally be as follows:

Arterial streets	100
Collector streets	80 feet
Local streets	60 feet

Recognizing that some streets and adjacent development in Cedarburg existed prior to current transportation design standards, the right-of-way widths do vary throughout the City of Cedarburg but can be modified by action of the Common Council as necessary to preserve the character of the historic development patterns of the past.

Congestion Measures

Level-of-service designations are used to quantitatively measure the operational characteristics of the arterial street system. There are six levels of service corresponding to letters "A" through "F" of the alphabet; "A" describes free-flow, unrestricted traffic conditions and "F" describes a breakdown in traffic flow. At level-of-service "A" or "B", traffic would operate during peak traffic

periods without any speed reduction and with minimal average signalized intersection delays of only 5 to 15 seconds. Level-of –service "C" would experience no traffic congestion during peak traffic periods with no speed reduction and average signalized intersection delays would be about 15 seconds. There may, however, be some restrictions on lane changing and some difficulty in making left turns across traffic at driveways and unsignalized intersections. With level-of –service "D" conditions, traffic would experience a 5% to 10% reduction in travel speed from free-flow speeds, as average signalized intersection delays would increase to about 25 seconds. There would also be restrictions on lane changing and maneuverability and difficulty in making left turns across traffic at unsignalized intersections and driveways. At level-of-service "E", traffic would be severely congested during peak traffic periods. During peak periods, traffic would experience a 10% to 25% reduction in travel speed from free-flow and average intersection delays of about 35 seconds. There would be significant restrictions on lane changing and maneuverability and significant difficulty in making left turns across traffic at unsignalized intersections and driveways. Level-of-service "F" conditions would exhibit extreme travel congestion during peak traffic periods. Traffic would experience a 25% to 70% reduction in travel speed with substantial delays at signalized intersections. Average delays to each vehicle at controlled intersections may exceed 35 seconds and could approach 120 seconds. Vehicles may have to wait through more than one traffic-signal red phase to clear an intersection.

Facility Inventory

State Highways

State highways generally carry the highest volume of traffic, have the highest degree of access control and principally carry traffic through the City and/or County. Prior to 1993, the City of Cedarburg had one State Trunk Highway (STH 57) located within its boundary. However, that was reclassified based on an analysis of traffic volume and adjacent land uses conducted in 1984, which determined that STH 57 (Washington Avenue) did not meet the criterion for a State Trunk

Highway. (See SEWRPC, Ozaukee County Jurisdictional Highway Plan, January 1993.) That study resulted in the City of Cedarburg entering into a Jurisdictional Transfer Agreement in 1993 with the State Department of Transportation which contained the provision that Wauwatosa Road would become a State Highway (STH 181) and the jurisdiction of STH 57 would shift to local control.

In 2005, the City of Cedarburg annexed just less than 300 acres located along the north and south side of STH 60 between Cedar Creek and the 5 Corners intersection. As a result of this annexation, Cedarburg now has two State highways within its jurisdiction: Wauwatosa Road (STH 181) and State Highway 60.

STH 181 (Wauwatosa Road) skirts the City on a north/south axes approximately 1.5 miles west of the downtown area and passes through urban type residential areas and rural agricultural areas. This highway provides for efficient movement of traffic for destinations in, through and beyond the City's limits. In 2013, the State Department of Transportation added roundabouts at the STH 181 intersections with Western road and Bridge Road, and STH 181 was upgraded to a 3-lane TWLTL (two way left turn lane) between the roundabouts. A pedestrian/bicycle path should be constructed within the right-of-way along the east side of STH 181. The State Department of Transportation plans for STH 60 remain uncertain at this point.

Primary Arterials

Traffic mobility is the major function of these roads although land access is important for the businesses and residences. Following are the primary arterials serving the City of Cedarburg: Washington Avenue, Columbia Road, and Pioneer Road. Washington Avenue cuts through the heart of the City where it serves the commercial development south of Lincoln Boulevard and the downtown business district. Because Washington Avenue serves both commercial areas and also extends through old historic residential neighborhoods, traffic should be kept slow, with cautious movements. The annual average daily traffic volume (ADT) for Washington Avenue between Columbia Road and Bridge Road was 7,000; from Columbia Road to Hamilton Road was 10,600; and Hamilton Road to Lincoln Boulevard was 11,100 in 2023. Columbia Road, connecting downtown Cedarburg with the Village of Grafton, had an annual average traffic count of 5,100 from Washington Avenue to Keup Road and 8,400 east of Keup Road in 2023. Pioneer Road serves as the link from Cedarburg to I-43 and beyond to the City of Milwaukee. In 2023, the ADT for Pioneer Road between STH 181 and Washington Avenue was 6,200 and east of Washington Avenue was 8,200.

Secondary Arterials

Traffic mobility is a major function of these roads; however, land access is important for businesses and residences. Bridge Road, Western Road, Sheboygan Road, Keup Road, Hamilton Road and Portland Road are considered secondary arterials. Bridge Road and Western Road serve as major

east/west links to and from the City for traffic heading to STH 181 or further to the west. Sheboygan Road and Keup Road are the major links to and from STH 60 and north, east or west thereof.

Collector Streets

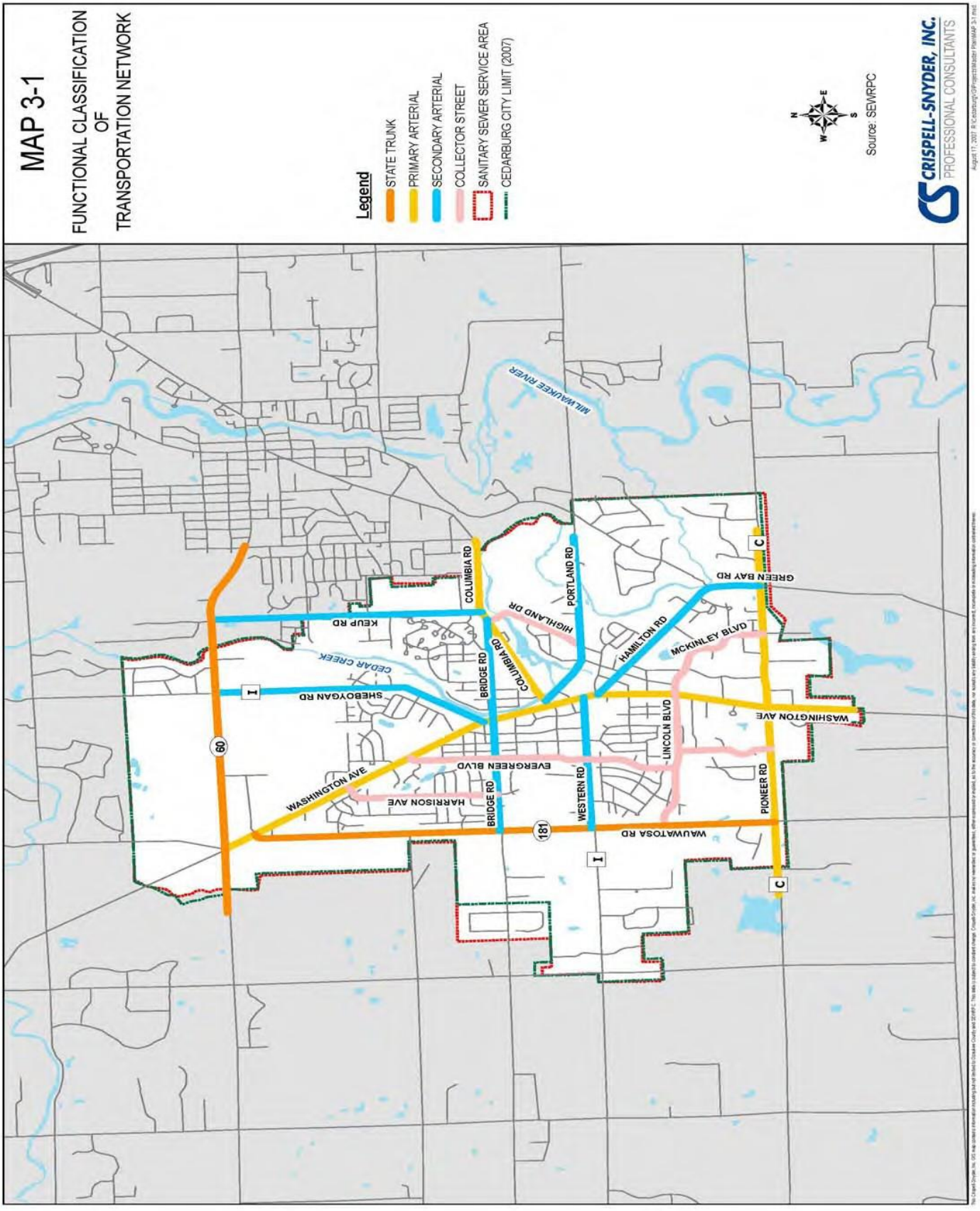
Collector streets are intended to serve primarily as connections between the arterial street system and land access streets. They also perform a secondary function of providing access to abutting properties. These include Evergreen Boulevard, Lincoln Boulevard, McKinley Boulevard, Harrison Avenue and Highland Drive.

Local Streets

The primary function of local streets is land access. The remaining roads are classified as local streets.

Map 3-1 below depicts the Functional Classification of the City's Transportation Network.

MAP TO BE UPDATED



Pedestrian & Bicycle Facilities

Sidewalks and pedestrian trails are very important to the City of Cedarburg as they provide a passive form of recreation and functional connectivity throughout the City. Sidewalks in particular provide a safe and healthy way for pedestrians to travel anywhere in the City as they exist on both sides of all streets throughout most of the City. Pedestrian/bike trails are generally found along the more rural arterials and the Interurban Trail cuts through the center of the City within the WEPCO right-of- way. The City's pedestrian trail system is intended to interconnect with the Town of Cedarburg's more rural trails to provide passive and functional connectivity between the two communities.

To ensure pedestrian safety, the City of Cedarburg promotes programs such as "Cedarburg STOPS For Pedestrians" which recognizes that motorists and pedestrians share access to the public right-of-way and requires the operator of a vehicle to reduce speed, or stop if necessary, to avoid endangering, colliding with or interfering in any way with pedestrians. Furthermore, to provide added safety for pedestrians, Cedarburg has introduced certain restrictions on semi- trailer truck traffic traveling through Cedarburg on Washington Avenue and Columbia Road where sidewalks are close to travel lanes. Instead, semi-trailer truck traffic is directed to State Highway 60, Wauwatosa Road and Pioneer Road where traffic is diverted around the center of the City.

In order to effectively maintain the quality of its sidewalks, the City has a sidewalk replacement program in place which requires the City Engineering Department to inspect up to 20% of the City's sidewalks, on an annual basis, to determine whether sidewalk repair or replacement is necessary. Where needed, repairs and/or replacement take place annually.

One of the most popular trails in the City is the Ozaukee Interurban Trail which cuts through the heart of Cedarburg along the same route as the former Interurban railway. That railway served as a mass transit system connecting Sheboygan and Ozaukee Counties with the City of Milwaukee in the early 1900's. The Interurban was established in 1905 when the right-of-way was acquired by the Milwaukee Electric Railway and Light Company for development of an improved rapid transit system from Milwaukee to Sheboygan. The Northern Route, the interurban electric railway from Milwaukee to Sheboygan, had stops in the mostly rural communities of Brown

Deer, Thiensville, Cedarburg, Grafton, Port Washington, Belgium, Cedar Grove, Oostburg and Sheboygan. This system operated for years before finally discontinuing in the 1950's.

The Ozaukee Interurban Trail is a 30-mile paved trail that spans the entire length of Ozaukee County. The majority of the trail is off-road and perfect for family enjoyment. The trail connects the communities of Mequon, Thiensville, Cedarburg, Grafton, Port Washington and Belgium by using the existing right-of-way owned by We Energies. Unlike many recreational trails in the State of Wisconsin, use of the Ozaukee Interurban Trail is free for everyone. The trail route connects historic downtowns with natural landscapes. It runs along woodlands, wetlands, farmlands and waterways, including Cedar Creek, the Milwaukee River, Lake Michigan and the Lake Michigan National Marine Sanctuary, and provides easy access to Ozaukee County's walkable downtowns. It is designated as a "Great Wisconsin Birding Trail." While primarily used for outdoor recreation, the Trail is also used as a commuter route for employment, businesses, industry and commerce. The trail is intended for year-round uses, such as biking, in-line skating, walking, running and cross-country skiing. Motorized vehicles and horses are not allowed on the trail.

Bridges

There are four vehicular bridges and two pedestrian bridges in the City of Cedarburg. The vehicular bridges include the Bridge Road bridge, the Columbia Road bridge, the Highland Avenue bridge and the Portland Road bridge. The pedestrian bridges include the Interurban Bridge which crosses Cedar Creek in the downtown area and the City Park bridge crossing Cedar Creek for park access. The possibility exists for one additional, future pedestrian bridge to be placed over Cedar Creek at West Highland Drive approximately ½ mile south of Highway 60. These bridges are inspected annually and while Ozaukee County covers the costs of these inspections, it is the responsibility of the City of Cedarburg to conduct the preventive maintenance as stated in the inspection reports. Following is a description of the City bridges:

- The Bridge Road bridge was reconstructed in the fall of 2002 as part of a public works project that included the replacement of the deteriorated bridge deck, sidewalks, parapet walls and the east wing walls. During the construction process it was discovered that the stone arch base structure was also in need of attention to stabilize it as the stonework of the arches were beginning to separate. Because of this, it was decided that additional

maintenance work was needed and as a result, the arch base was tuck pointed and reinforced with tie rods. The Bridge Road bridge is now structurally sound and with proper maintenance should remain safe and usable for years into the future.

- The Columbia Road bridge, located east of the Washington Avenue/Columbia Road intersection, was one of the first to cross Cedar Creek and consequently is near some of the most photographed sites in the City. Its current substructure was constructed in 1949 after the original bridge was determined to be inadequate to support the changing automobile industry and the ever increasing traffic counts. The bridge was reconstructed with new approaches and a new deck in 1988. This bridge is perhaps the most important bridge in the City as it is part of a major arterial system that supports traffic movements through historic areas of Cedarburg to Grafton and destinations beyond.
- The Highland Road bridge is located adjacent to Columbia Mill Dam just east of the Columbia Road/Bridge Road/Highland Road intersection. This stone arch bridge was constructed in 1939 with WPA funds. It is a major connection for those areas located south and east of Cedar Creek.
- The Portland Road Bridge is located at the east end of City Park where Portland Avenue crosses the old mill race from Ruck Dam as it winds around to reconnect with Cedar Creek. This bridge is a simple box-culvert with a decorative stone wall along the south side of Portland Avenue and a less impressive masonry wall along the north side.

Existing Public Transit System

Public transportation provides a means of travel for people by publicly owned and operated vehicles between trip origins and destinations, and may be divided into service provided for the general public and service provided to special population groups. Certain segments of the population may be expected to have a greater dependence on public transit because they have more limited access to the automobile as a mode of transportation than the general public. Five transit-dependent groups have been identified which include: 1) school age children, 2) aged individuals, 3) persons of low-income households, 4) households with no vehicles, 5) disabled individuals.

Cedarburg is served by the Ozaukee County Transit Service, the Ozaukee County Express Bus and the Ozaukee County Taxi System.

On August 5, 1996, Ozaukee County and the Ozaukee County Transportation Management Association initiated operation of a new, publicly-subsidized bus service between Ozaukee County and central Milwaukee County. The basis for the new express bus service was set forth in the commuter bus element of the first Ozaukee County transit system development plan which recommended establishment of a commuter bus route and a system of connecting shuttle routes to transport workers between central Milwaukee and Ozaukee County employment centers. This Ozaukee County Express Bus service, which provided fixed-route commuter service between Ozaukee County and downtown Milwaukee, has since been permanently eliminated. The last day of service was June 28, 2024. The Ozaukee County Board voted to terminate the service due to low ridership and high operating costs. However, Ozaukee County still offers other transportation options including Ozaukee County Shared Ride Taxi Service, established in 1998, operates every day and provides county-wide transportation, including routes that connect with the Milwaukee County Transit System (MCTS), and Ozaukee County Transit which provides connections to the (MCTS) for travel to downtown Milwaukee.

Other Public Transit Services

Specialized transportation services for aged and disabled individual are also provided in the County by a number of public and private nonprofit agencies and organizations, by private medical facilities and by private, for-profit transportation companies. These are typically provided based on demand rather than on a fixed schedule.

Historic Public Transit Services

The Milwaukee Electric Railway and Light Company owned and operated an interurban electric railway linking Milwaukee to many of the surrounding

communities to as far north as Sheboygan from its inception in 1905 to the end of operation in 1951. During its operation, this interurban line was an important means of transportation for a work force that lived along its route to jobs in Milwaukee. It was made famous for transporting African American blues musicians to the main recording studio for Paramount Records recording label in Port Washington and ultimately in Grafton.

Interregional Public Transportation

Rail, bus, ferry and airline carriers are all reasonably accessible to City of Cedarburg residents providing transportation service throughout the State and cities across the country.

Rail Service

As a result of a railway engineer's decision to locate the Milwaukee-to-Green Bay rail line close to the settlement of Cedarburg in 1870, the City of Cedarburg had an important developmental advantage over the older community of Hamilton. This lead to the steady decline in growth for Hamilton and only with increases in mobility did that decline cease. Currently, intercity passenger train service in the region is provided by Amtrak out of Milwaukee locations.

Currently the Canadian National Railway tracks run through the east side of the City generally carrying products and supplies to/from Charter Steel for instance.

Bus Service

Intercity bus services are provided by multiple carriers including, for instance, Badger, GO Riteway, Amtrak Thruway, and US Coachways. None of the buses make stops in Ozaukee County. Daily round trips between Green Bay, Madison, downtown Milwaukee and General Mitchell International Airport are generally available. Services provided by Greyhound in Southeastern Wisconsin, is centered in Milwaukee, which the carrier uses as a regional hub where passengers have the opportunity to transfer between buses.

Ferry Service

The Lake Express High Speed Ferry provides daily, seasonal transport for passengers, cars, motorcycles, and bicycles between the Port of Milwaukee and the Port of Muskegon, MI. The S.S. Badger Ferry provides similar daily service between the Port of Manitowoc, WI and the Port of Ludington, MI.

Air Service

Milwaukee's General Mitchell International Airport is located approximately 30 miles to the south and is the largest scheduled passenger service airport in Wisconsin. Numerous airlines that serve this medium-hub airport providing nonstop flights to more than 35 cities across North America connections to over 160 international locations, making it a convenient hub for travelers from Milwaukee and beyond. There are an average of 93 plane arrivals per day and 85 departures for a combined total of approximately 178 daily arrivals and departures. The West Bend Municipal Airport and the Lawrence J. Timmerman Airport are located just 8 and 13 miles respectively, from the City of Cedarburg. The former Grob Field airport (now listed as 'Closed Indefinitely' by AirNav.com), was a small private airport once located in the Town of Cedarburg along the north side of Highway 60 west of Highway I. It principally served recreational type flight.

Transportation Issues Identified by the City of Cedarburg

- Create a City Road Plan and establish a traffic study format with allowances for annual review.
- Reconcile zoning and land uses to prohibit development that adds unacceptable weight and/or volume to existing roads.
- Be careful in giving up control of roads within the community that could affect control of its uses and the City's destiny.
- Work to maintain influence over Wauwatosa Road and State Highway 60 to ensure community input in the future.

- Engage "traffic calming" road designs and discourage internal pass-through commuter traffic.
- New road construction should be networked and aligned with existing roadways to ensure connectivity.
- Bike paths shall be an integral part of the City's transportation system.

Transportation Goals, Principles and Standards

In addition to the Goals, Principles and Standards listed below, the City Common Council generally endorses the VISION 2050 (and recently adopted 2024 Update thereto), a land use and transportation plan prepared by the Southeastern Wisconsin Regional Planning Commission and generally integrates the recommendations of the plan into the City's planning, regulatory and other activities related to transportation.

Further, as a part of the City's effort toward updating the Comprehensive Plan Smart Growth Land Use Plan-2025 to 2050, it was determined early on that the City should gather independent, expert, analysis and reporting on housing, school district needs, and traffic/transportation (particularly within the City's north side growth areas) implications, to help inform its eventual land use and development decisions. The Final Technical Memorandum and related supporting data appendices which comprise the Cedarburg Traffic & Access Planning Study, jointly commissioned by the City and Town of Cedarburg for the WIS 60/Horns Corners Road to Keup Road, Washington Avenue/WIS 60 to Bridge Road, and Sheboygan Road (County I)/WIS 60 to Washington Avenue areas, are attached hereto as Appendix C.

Goal

Provide a transportation system which is economical and maintained in a timely planned manner.

- Objectives:
  - In accordance with State law, the City should continue using PASER Rating System to evaluate all roads in the City to update ratings as required.
  - Use the City of Cedarburg Capital Improvements Plan and Budget to

coordinate annual road improvement.

- Create a robust asphalt maintenance program to maintain recently reconstructed roads in good condition as might avoid very costly future repairs.
- Periodically review the Transportation Network Map provided in this Chapter to ensure that it accurately reflects changes indicated on the Official City Map and current development plans.

Goal

Maintain a multi-modal transportation system which will effectively serve the existing land use pattern and promote the implementation of the Comprehensive Land Use Plan.

- Objectives:
  - Provide off-road alternative pedestrian and bicycle routes for recreation and transportation.
  - Increase public awareness of public transportation services.
  - Coordinate with adjacent communities and the County to provide a viable public transportation network where feasible and appropriate.

Goal

Balance the roadway needs of through-traffic commuters with the needs of the adjacent neighborhoods to minimize disturbances and adverse impacts on the neighborhoods.

- Objectives:
  - Apply traffic calming techniques where appropriate.
  - Preserve existing trees and plant new ones along all roadways.
  - Continue to separate the traveled portion of the road from pedestrian and neighboring properties.
  - Direct the flow of general truck traffic to those roads most suitable and away from residential areas.

Goal

Provide a transportation system which reduces accident exposure and provides for increased travel safety and personal security.

- Objectives:
  - Control access along arterial and collector streets by enforcing the access requirements of the Land Division and Subdivision Code.
  - Maintain street paving in good condition.
  - Make sure that roadway design and capacity standards are appropriately related to road function.

Goal

Provide bicycle and pedestrian ways that reduce accident exposure and ensure increased safety and personal security.

- Objectives:
  - On and off-road bike and/or pedestrian paths should be encouraged in all new development.
  - Continue the sidewalk replacement program to ensure safe pedestrian travel.
  - Coordinate efforts with Ozaukee County to ensure proper maintenance of the Interurban Trail system.
  - Provide adequate directional signage along the City's paths and trails.
  - Continue to invest in programs to ensure safe and health conditions for pedestrian and bicycle traffic.

- Principles
  - An integrated multi-modal system, accessible to people of all abilities, connects major land use activities throughout the City, providing the accessibility essential to support those activities. Through its effect on accessibility, the City's transportation system can be used to encourage development in desirable locations and to discourage development in undesirable areas.
  - Total transportation cost for the desired level of service should be minimized. Undue investment in transportation facilities and service occurs at the expense of other public and private investments.

- A flexible, intermodal transportation system, accessible to people of all abilities, is necessary to provide an adequate level of service to all segments of the population and to support essential economic and social activities. The City's transportation system consisting of arterial, collector and local streets, highways, public transit facilities, bicycle and pedestrian facilities can be located and designed to be readily adaptable to changes in transportation technology.
- Adverse effects on the natural environment, air pollution, water pollution and the loss of natural habitat can be minimized through proper location, design and operation of the transportation system.
- Every attempt should be made to reduce both the incidence and severity of accidents.

Specific Recommendations

- The number of driveway cuts should be held to a minimum along Primary Arterials (i.e. Washington Avenue, Pioneer Road, Columbia Road).
- The City should continue to support the ongoing private efforts toward establishing a riverwalk along Cedar Creek between Bridge Street and Cedar Creek Park.

CHAPTER 4

UTILITIES AND COMMUNITY FACILITIES ELEMENT

66.1001(2)(d) Wis. Stat.:

> **Utilities and Community Facilities Element.** A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, onsite wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, child daycare facilities, power-generating plants and transmission lines, cemeteries, health care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and community facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

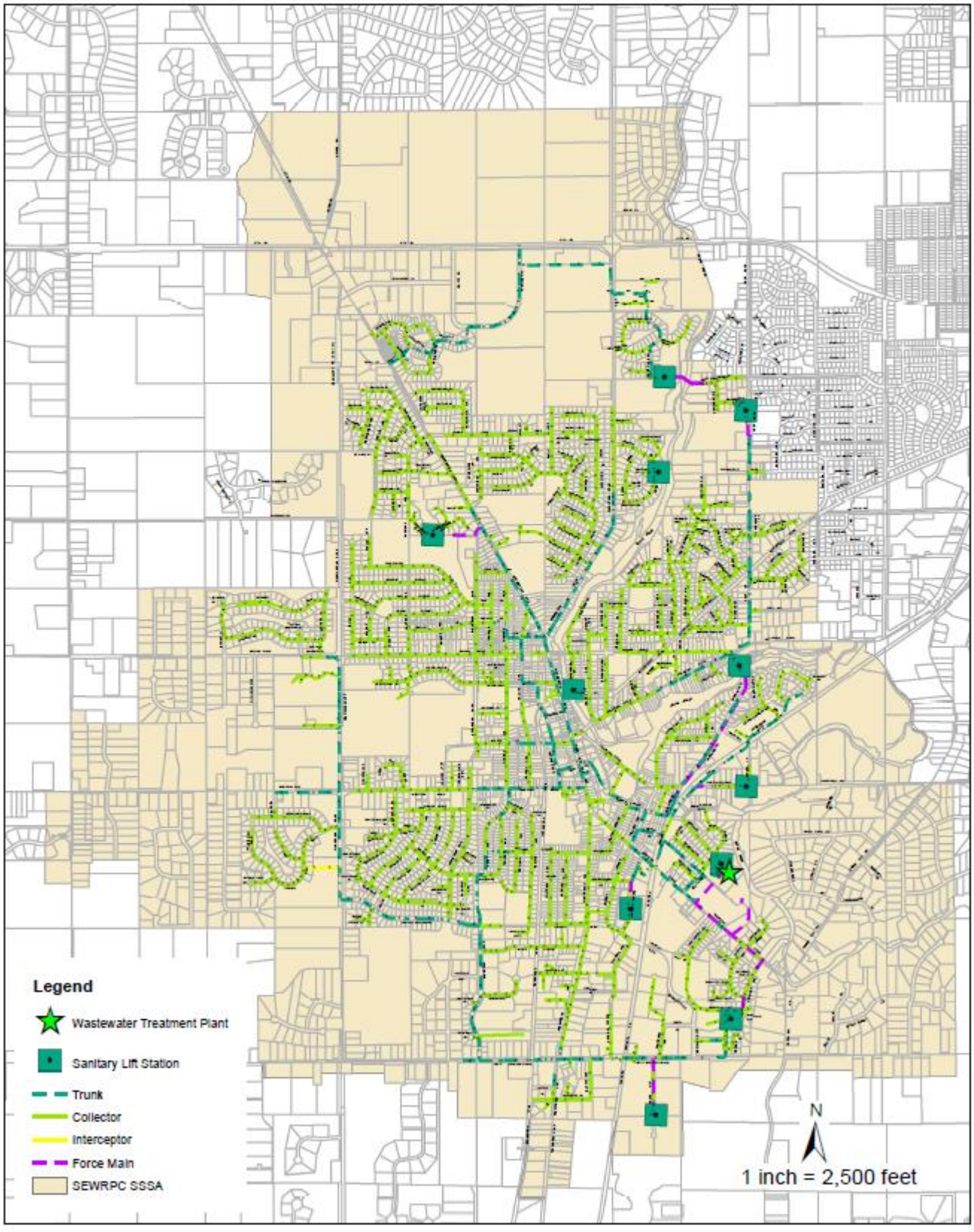
The City of Cedarburg has a Public Works and Sewerage Commission consisting of one council member, the mayor, and seven citizen members nominated by the mayor and confirmed by the common council.

Public Utilities Inventory

Sanitary Sewer Service Area

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) adopted an areawide Water Quality Management Plan for Southeastern Wisconsin in 1978. The plan is aimed at achieving clean surface waters within the seven-county southeastern region of the State and includes recommended sanitary sewer service areas for each treatment facility in the region. The City of Cedarburg's treatment facility is among them. The initial sanitary sewer service areas were based on the urban land use configuration identified in the Commission's adopted Regional Land Use Plan for the year 2000. In order to properly reflect local planning considerations, the sanitary sewer service areas were refined in cooperation with local units of governments. The current boundaries of the Sewer Service Area for the City of Cedarburg are shown on Map 4-1 below.

MAP 4-1
City of Cedarburg Sanitary Sewer Service Area on January 1, 2025



Wastewater Treatment

The Cedarburg municipal sewerage system was installed in 1921 and 1922 along with the water works. Initially, there were two plants which consisted of two-story sedimentation tanks called Imhoff Tanks. They gave a rudimentary-type treatment which consisted of separation of liquids and solids, but not to the level of treatment available in Cedarburg today.

In 1973, the activated sludge plant came online with a more sophisticated mode of operation – biological treatment. The oxidation ditch, started in 1988, took this farther still, being able to naturally remove nitrogen. The living bacteria/protozoal mass biodegrades the sewage to the point where the solid residue or biosolids could be spread on farm fields and the clear oxygen- enriched effluent discharged into Cedar Creek easily meeting the effluent limits imposed by the Wisconsin Department of Natural Resources at that time.

In 1993, the Wastewater Division of the Department of Public Works took over the cleaning and maintenance of the collection system as well as the plant and lift stations. All of this, managed and maintained by one superintendent and six operators. Through some automation at the oxidation ditch plant, the City is able to handle this workload on one shift.

In 1998, the second Discharge Permit was issued from the Department of Natural Resources. A permit to discharge is issued for a five-year period. Plant improvements for producing better biosolids were installed in 1998. In addition, a better biosolids loading station was built and the remote 180-day biosolids storage tank was operational in the fall of 1999 under a private sector contract.

In 1999, the disinfection process for the effluent was converted from chlorine to ultraviolet light eliminating two deadly gases – chlorine and sulfur dioxide. In addition, a new storage garage was constructed and the City's largest organic loading, Marigold Foods, Inc. (now Kemp's Dairy Products), started pretreating their waste.

Light and Water Utility

- Electric

  Cedarburg Light & Water is a locally owned and operated electric utility serving over 7,000 customers. This utility was founded in 1901 by the citizens of Cedarburg when the City's early founders voted to establish their own City-owned utility to provide light to its downtown area and to local residents. While a lot has changed over the years, the focus of Cedarburg Light & Water has not. Today this utility remains focused on offering its customers reliable power and electric rates that are among the lowest in Wisconsin. A seven-person Light and Water Commission, nominated by the Mayor and confirmed by the Common Council, oversees the operation of this utility.

  In the late 1970s, a group of Wisconsin communities served by local municipal electric utilities was facing a series of large, wholesale rate increases imposed by investor-owned companies that supplied the local municipalities with electric power. To gain control over their power costs, the communities joined forces in 1980 to form Wisconsin Public Power, Inc. (WPPI), the State's first municipal electric company. Cedarburg was one of the founding members. WPPI gives member utilities power supply independence, increased bargaining power and economies of scale. It can help WPPI members in the acquisition of electric power and related resources needed to provide their customers with safe, reliable and economic electric power and energy.

- Water

  Cedarburg Light and Water has seen a slow decline in water demand over the last 20 years due to "low-flow" plumbing fixtures and similar. As a result, the maximum daily pumping needs in 2024 have been slightly above 2.2 million gallons per day which is down from 3.2 million gallons per day experienced in the late 1980's. Actual system capacity is estimated at about 3.5 million gallons per day, but factors such as dry weather and declines in the water table can affect that number. It can, therefore, be assumed that Cedarburg has approximately 1.2 million gallons per day of excess capacity, or 55% above the City's existing daily peak use. Assuming a 1.5% growth rate, this provides 20+ years of capacity in the existing water system. Cedarburg Light & Water has identified a future well site along the north side of Pioneer Road east of the Milwaukee River which will be needed

to serve its customers in the future.

There are five existing deep wells in Cedarburg reaching down to the Niagra-Platville-Trenton aquifers in the limestone formation.

Well #1 is located along Mequon Street next to the firehouse. This well was drilled in 1922. It is approximately 1,210 feet deep and pumps 625 gallons per minute (GPM).

Well #2 was located near Fair Street and due to low output it is no longer in use.

Well #3 is located along Western Road next to the water tower. This well was drilled in 1955 to a depth of 1,000 feet and pumps 900 GPM.

Well #4 is located along Wauwatosa Road near the Sherman Road intersection adjacent to the blue million-gallon reservoir. This well was drilled in 1965 to a depth of 1,200 feet. The lower Sandstone Aquifer was permanently abandoned in 2009 due to Vinyl Chloride contamination. The depth of the well is now 508 feet. and pumps 600 GPM.

Well #5 is located on the north side of Lincoln Boulevard behind the Westlawn grade school. This well was drilled in 1966 to a depth of 1,000 feet and pumps 625 GPM.

Well #6 is located along Harrison Avenue near the high school football field. This well was drilled in 1986 to a depth of 700 feet and pumps 700 GPM.

Cedarburg residents and businesses use almost 500 million gallons of water each year. To ensure a safe water supply, the water is treated through a process approved by the State of Wisconsin Department of Natural Resources which includes the introduction of the three components listed below:

- Sodium Hypochlorite disinfection processes are located at each well site to disinfect the drinking water before it enters into the distribution system.
- Fluoride, at a level of 1.0 to 1.5 parts per million, helps combat childhood tooth decay.
- Orthophosphate addition at each well site is a corrosion control technology that controls mineral build-up in the water pipes by creating a barrier between the piping and the water; helping to prevent minute amounts of lead and copper from being deposited into the water from the services laterals and interior home plumbing.

Storm Water Drainage Facilities

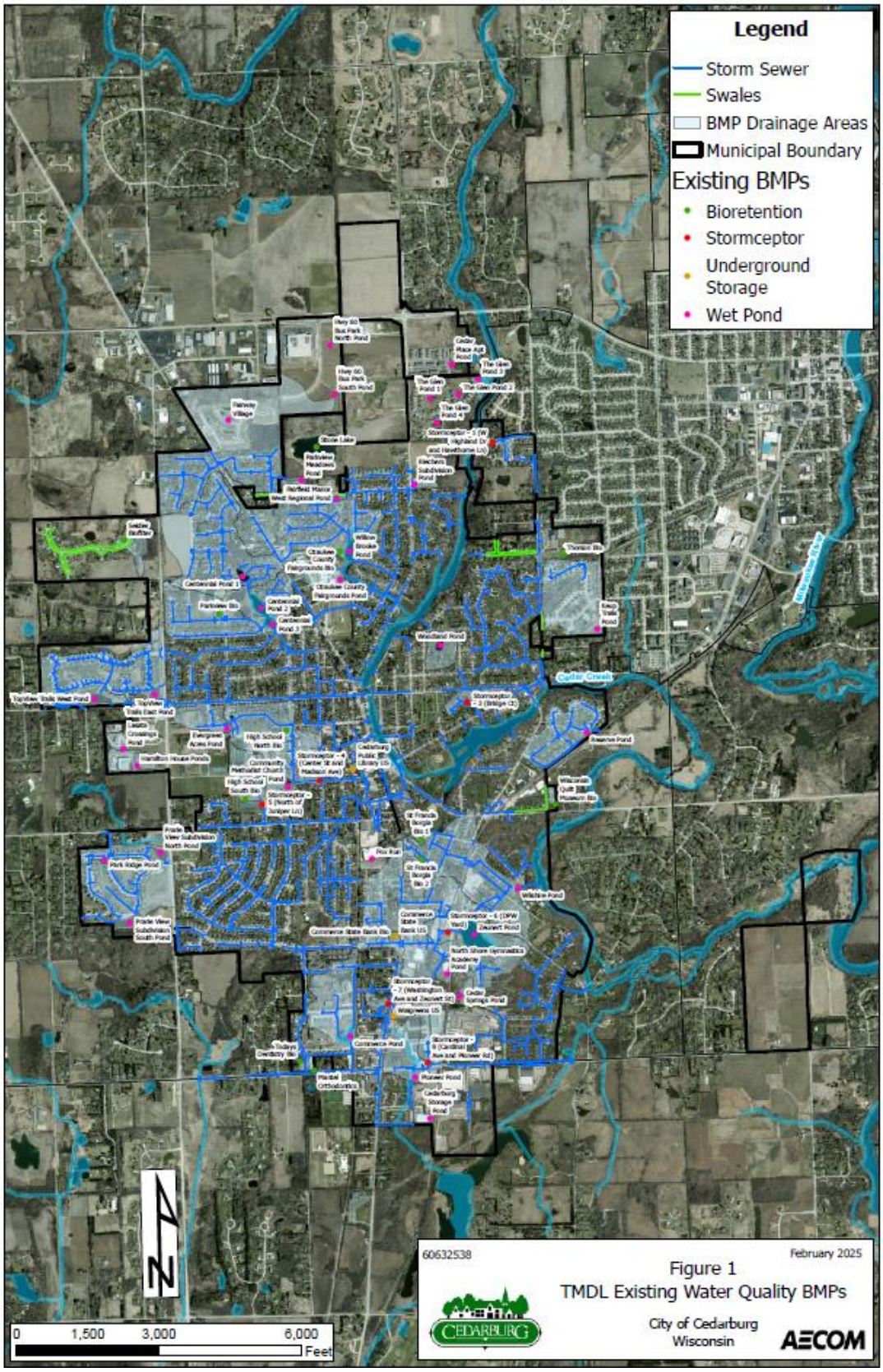
Title 14 of the Cedarburg Code of Ordinances designates the Department of Engineering and Public Works to administer and enforce the Stormwater Management regulations.

The purpose of the City's Stormwater Management Ordinance is to establish long-term post-construction runoff management requirements and criteria that will prevent and control water pollution, dimmish threats to public health, safety, welfare and the aquatic environment due to runoff of stormwater from development and redevelopment. Specific purposes are to:

- Further the maintenance of safe and healthful conditions.
- Prevent and control the adverse effects of stormwater; prevent and control soil erosion, prevent and control water pollution; protect spawning grounds, fish and aquatic life; control building sites, placement of structure and land uses, preserve ground cover and scenic beauty; and promote sound economic growth.
- Control exceedance of the safe capacity of existing drainage facilities and receiving water bodies; prevent undue channel erosion; and control increases in scouring and transportation of particulate matter.
- Minimize the amount of pollutants discharged from the separate storm sewer to protect the waters of the City and the State.

To assist the City of Cedarburg in carrying out its responsibilities regarding controlling non- point source pollution into the Cedar Creek Watershed, Woodward-Clyde Consultants were hired in 1994 to create the "Storm Water Management Plan City of Cedarburg Districts 2, 4, and 7." The purpose of the plan was to analyze the current stormwater runoff conditions for the control of negative water quality and quantity impacts. A second phase to the comprehensive analysis of the City's stormwater management needs was conducted by Rust Environmental and Infrastructure Consultants in 1997, which encompassed the remainder of the City's drainage basins. See Map 4.2 which identifies the City's stormwater conveyance system and detention areas. These studies, coupled with the adoption of the City's Stormwater Management Ordinance in 2004, are critical in guiding the City's storm water management program. The City's Stormwater Management Ordinance was updated in 2017, along with a Stormwater Quality Management Plan Update conducted by AECOM. A new permit to discharge under the Wisconsin Pollutant Discharge Elimination System for the City's MS4 Permit/System will be issued in 2025.

Map 4-2 City of Cedarburg Stormwater Management System Map


Legend
Storm Sewer
Swales
BMP Drainage Areas
Municipal Boundary
Existing BMPs
Bioretention
Stormceptor
Underground Storage
Wet Pond
N
0
1,500
3,000
6,000
Feet
60632538
February 2025
Figure 1
TMDL Existing Water Quality BMPs
City of Cedarburg
Wisconsin
CEDARBURG
AECOM

Solid Waste Disposal and Curbside Recycling

The City of Cedarburg contracts with Waste Management, to provide bi-weekly curbside recyclable pickup for its citizens and businesses. Waste Management also has the City's contract to provide weekly garbage collection for the citizens of Cedarburg. Commercial buildings may receive these services through the City or contract on their own for garbage pickup.

Residents may use the City of Cedarburg Yard Waste Drop-off site at W59 N306 Johnson Avenue for grass clippings, garden debris, brush, clean dry cardboard, waste oil, anti-freeze and lead acid batteries. The City provides periodic, seasonal curbside brush, leave, and holiday tree collection services. Visit the City Engineering/Department of Public Works tab on the City of Cedarburg website for more detailed information as to collection schedules and drop-off site policies/procedures.

Corporate Utilities

- Natural Gas

  Natural gas is available throughout the City of Cedarburg from WE Energies/ Wisconsin Gas LLC.

- Telephone and Internet Service

  Local copper and fiber land-line telephone and high-speed internet service are provided primarily by Spectrum, and AT&T. Digital and cellular/mobile telephone and high-speed internet alternatives are available through multiple carriers/providers, Spectrum, Verizon, T-Mobil, and AT&T among them.

- Cable Television

  Analog cable television is provided primarily by Spectrum. Digital options are available through Spectrum, Direct TV, Dish TV, and many others. Streaming TV services such as Netflix, Amazon Prime Video, YouTube TV, and a multitude of others have become an integral part of the TV service/programming choice.

Analysis of Public Utilities' Needs

To maintain the public health, economy and natural resource base of the City of Cedarburg, public utilities and services must be adequate to support existing and future development. In addition to providing an inventory of existing public utilities in the City, this section is intended to indicate the need for expanded or new utilities.

Sewage Collection System

The Sewer Service Area for the City of Cedarburg and the Land Use Element of this Plan includes future growth areas that are not currently served by sanitary sewers. These areas include undeveloped lands, developed residential areas and developed scattered properties generally located in the Town of Cedarburg near the City's north and west limits. In 2001, a plan was prepared by McMahon Associates, Inc. to be used as a guide to extend sewers throughout the Sewer Service Area of the City of Cedarburg. The plan divides the future service areas into nine drainage basins and the system plan has been laid out to minimize the use of lift stations and to limit the depth of sewers to no more than 25 feet. As development occurs, the final layout of the sewer system will be determined.

Wastewater Recycling Center

In March of 2022, the City's Wastewater Recycling Center Discharge Permit was renewed for another five years which will bring the City to the forty-year mark for the current plant. The current plant is not able to meet the phosphorous limits set in this permit. The City began an Adaptive Management Plan (AM) Plan as a phosphorous compliance alternative, which was approved by the DNR.In 2000, the City purchased 100 acres of land located along the north side of Pioneer Road (CTH C) at the confluence of the Cedar Creek and Milwaukee River for a new regional treatment plant. Upgrades and repairs are needed at the Wastewater Treatment Plant to serve the City's ultimate Sanitary Sewer Service Area (SSSA). The City is currently preparing a Facility Plan that will identify the future wastewater treatment needs of the City, evaluate alternatives to address those needs, and recommend a cost-effective plan to move forward. The alternatives being evaluated at this time

include:

- Rehabilitation of/at the existing Water Recycling Center.
- Building a new Water Recycling Center at the City owned site(s) on Pioneer Road.
- Incorporating Treatment Process Technology Alternatives at the existing Water Recycling Center.
- Joining the Milwaukee Metropolitan Sewerage District.

Municipal Water System

As the final phase of TID #2 developed, and in preparation to serve future development as annexations occur north and west of the current City limits, plans were forming for a new elevated water storage tank. In 2021, a new 500,000 gallon high level pressure zone elevated tower was constructed.

Municipal Power Service

In 2004, the Cedarburg Light & Water Utility upgraded its electrical system by building a new power plant substation which resulted in added capacity, and enhanced reliability. The new substation is located southwest of the south end of Doerr Way. This upgrade was necessary because the system was near its capacity of 30 megawatts and the upgrade raised that capacity to 112 megawatts. With the steady increase in electrification, the potential need for a new substation exists within this plan period.

Two substations will be retired in the near future. These include the power plant substation, located next to the firehouse and the northwest substation, located near Sherman Road. and Wauwatosa Road. These substations serve customers on legacy voltage (5KV) which is being converted to our newer system (25KV).

Community Facilities and Services

Community Center Complexes

- City Hall – In 1987, the municipal offices moved to its current location at W63 N645 Washington Avenue. This building was constructed in 1908 and served generations of local students as Cedarburg's first High School. It continued to serve the educational needs of Cedarburg into the 1960s and then sat vacant or underused for years until the Common Council undertook a preservation/ renovation effort to convert it into municipal offices. It is one of three former school buildings – the Lincoln Building, the gymnasium and the Washington Building – which comprise the Community Center Complex. The Washington building was selected to serve as the "new" City Hall because of its prominence in the heart of downtown Cedarburg and that it made a logical transition from public education to public service use. The renovation and reuse of this building has resulted in approximately 13,000 square feet of space for Cedarburg's municipal offices which will serve the City of Cedarburg well into the future.
- Senior Center – The Senior Center is located in the Lincoln Building which was constructed in 1894 and originally served as Cedarburg's grade school. Because it has remained in public ownership and has continuously been in use, it is remarkably well preserved. The Lincoln Building currently serves as Cedarburg's Senior CenterDue to handicap accessibility issues, the multi-stories of this building are not utilized to their fullest extent.
- The Gymnasium – Athletic activities had traditionally been held in the old Turner Hall located at the corner of Washington Avenue and Turner Street. In 1935, a referendum was approved to construct a new $77,000 gymnasium, pending a $35,000 grant from the federal government. The "new" Gymnasium was built in 1938-39, facing Washington Avenue. It was financed in part using Works Progress Administration (WPA) grant money. The gymnasium continues to be used for recreational and community activities. Turner Hall was razed and is now the site of a bank.

Police Department

The Cedarburg Police Department was established in 1885 and has become a

progressive, community-oriented agency, serving a community of approximately 12,914 residents. Based on the 2023 Annual Report, the Department consists of twenty-nine employees who are committed to providing the highest quality of police service. Among these, 23 are sworn officers.

The Cedarburg Police Department operates from a police station situated on a 3.5-acre site located south and east of the Wauwatosa Road and Western Road intersection. Originally, however, the police station was much smaller with the first jail being a single room in the basement of Turner Hall. That jail was mainly used to lockup a stranger overnight for disturbing the peace after imbibing too much at a local tavern. In the 1930's, the Old Firehouse on Madison Avenue was renovated as a W.P.A. project to include an office and jail. This facility served the Police Department needs until 1969 when the City constructed its first true police station on Hanover Avenue. The Hanover station included a court/meeting room, photographic facilities, dispatch facilities and a shooting range. This station served their needs until the Spring of 2000 when the Police Department moved into the current building. Substantial deferred maintenance issues at this station are being addressed incrementally as budget constraints allow. In 2025 the City is evaluating a possible remodel of the current station or building an entirely new station at a different location (possibly as a shared site/building to fulfill both fire and police department needs).

Fire Department

The Cedarburg Fire Department strives to uphold the following Values, Mission, and Vision:

- Values: "To serve the community with Courage, Honor, Pride and Commitment'.
- Mission Statement: "With our core values as a foundation, the Cedarburg

Fire Department will provide our community and visitors with the highest level of Fire Suppression, Fire Inspection, Rescue, Emergency Medical Services and Public Education'.

- Vision Statement: "It is our vision to be known as an innovative and progressive fire department, providing exceptional services through teamwork, both among our members and community partners. We strive to provide the best services possible to ensure that Cedarburg is a safe community in all respects. We will support our well-trained team by equipping ourselves with the best equipment and technology.

The Fire Department has served both the City and Town of Cedarburg on a volunteer basis since 1866, transitioning to a combination department in 2024, in large part due to passage of a City/Town public safety referendum. This changed the 66 volunteers to paid-on-call staff and added full-time staff including the Fire Chief and Firefighter/Paramedics, bringing the total number of full-time staff positions to 8. The department currently has active members providing firefighting and EMS services, and passive members that support the department through fundraising and other non-emergency functions. The service area covers approximately 33 square miles with a population of about 18,000.

Cedarburg Firemen's Park Inc., a 501 (c)(3) corporation, owns and operates a 20-acre fairground property where various fundraising efforts have generated enough money to purchase most of their own firefighting equipment and to finance an addition to the fire station. However, with the cost of fire equipment significantly increasing in price, and a decline in volunteers to assist in fundraising, these costs will need to be shared with the City.

In 2005, the Town of Cedarburg constructed a new satellite fire station northeast of the 5 Corners intersection on Covered Bridge Road on property owned by the Town. This station is necessary to provide adequate fire protection service for new growth in the Town and during special events when access to and from the downtown fire station is disrupted. Transitioning to a combination department has become a challenge at both stations, with full-time and paid-on-call staff sleeping and living at the station. The buildings were not designed to provide male/female dorm rooms, locker rooms, a day room and a bigger kitchen. The main station is not ADA compliant and is land locked along the East side of Cedar Creek causing

response issues during large events downtown when the roads are closed. Substantial deferred maintenance issues at the main station are being addressed incrementally as budget constraints allow. In 2025 the City is evaluating a possible remodel of the current station or building an entirely new station at a different location (possibly as a shared site/building to fulfill both fire and police department needs).

The fire department is actively working to reduce risk throughout the Cedarburg community at all times. This includes providing fire and life safety education to all ages, fire inspection services of local businesses, and investigation of fire incidents. Further, the Survive Alive House is utilized to teach children how to escape their home in the case of a fire. The fire department maintains an effective fleet of fire and rescue vehicles to provide fire, rescue and ambulance transport when needed.

Cedarburg Emergency Government

Cedarburg's Emergency Government began during World War II when its purpose was civil defense and its duties included bomb disposal, radiation detection and management of fallout shelters. Today, it provides long range planning, research into new policies and procedures, develops training and testing programs and provides support to local units of government with such things as traffic control for emergencies and large public events such as parades, fairs, and festivals, providing lighting for missing persons and evidence searches, severe weather spotting, escort duties, crowd control and operating the mobile communications/command post. Emergency Government previously occupied the former police station (now the site of today's library). Emergency Government is now headquartered at N49 W6409 Western Avenue, on the west edge of the Interurban Trail.

Cedarburg Public Library

The Cedarburg Public Library was first organized in 1911 and occupied the upper level of the City Firehouse/City Hall located along Mequon Avenue East of Cedar Creek. This small accommodation served the City's needs until the mid-1960s. By then the 2,800 square foot space had become very overcrowded, which led to the

Library Board's decision to construct a new building, devoted solely to their needs.

A minor fund-raising drive collected over $100,000 to be used for the construction of the $300,000 building located on the corner of Center Street and Hanover Avenue. Construction of this building began in 1970 and by February of the following year the building was occupied. This building was designed to hold 60,000 books with a seating capacity of 70. A space needs analysis completed in 1999 determined that this current building does not have sufficient space to provide a moderate level of service to the combined population of the City and Town of Cedarburg, and in particular lacks appropriate staff space and up-to-date technology.

A Building Program Statement developed in 2003/2004 recommended a 41,800 square foot library to serve a projected population of 20,000 people. However, in 2005, the City and Town jointly recommended that a new library of approximately 28,000 square feet be constructed on a site comprised of the current library site plus the site immediately to the north. It was recommended that the new library be designed for future expansion to about 40,000 square feet. For a brief period, the City and Town had considered the former Mercury Marine property located on 1.9-acres between Madison and St. John Avenues, south of Cleveland Street, as an alternate site for the new library. For various reasons (including environmental contamination), that location never fleshed out, so today's 25,500 sq. ft. library, which opened on July 12, 2014, stands at W63 N589 Hanover Avenue.

The Cedarburg Public Library is operated by a seven-member board. Members are nominated by the mayor and subject to confirmation by the common council. The Common Council oversees setting and administering the annual budget for the Cedarburg Public Library.

In its Strategic Plan 2020-2024, the Cedarburg Public Library identifies the following challenges:

- Finding the right balance between existing resources (money, space, staff time)

and desired services, programs and collections. How can the library decide which choices will have the biggest impact?

• Competition for support. Although library use in Cedarburg has held steady, the library must still compete for people's time and attention, as well as for financial resources.

• Connecting with the community. Many people don't know the full range of media, programs and services that the library offers.

• Space needs. After just five years in its new building, CPL sees the need to reallocate space within the building and must think creatively about how to maximize this finite resource.

See Table 4-1 below for the 2024 Cedarburg Public Library - Department Service Indicators.

Table 4-1	Cedarburg Public Library		
Department Service Indicators			**Year 2024**
Citizen Library Use			
Public Visits to the Library – Actual Gate Count			117,559
Patrons With Active Library Cards		*Residents*	8,342
		Non-Reside	3,595
New Library Cards Issued			834
Staff Services			
Reference/Research Questions Answered			4,039
Number of Youth Programs Offered			130
Attendance at Youth Programs			6,145
Number of Adult Programs Offered			204
Attendance at Adult Programs			3,168
Checkout of Library Materials			
Total number of physical Items checked out by patrons			179,417
Digital books/audio books/magazines checked out			56,349
Research database usage - number of log-ins			23,510
Cedarburg Resident Check Out (physical not digital)			104,149
Non-Resident Check Out (physical not digital)			75,268
Technology			
Public Computer Users			5,504
WiFi Usage - log ins			35,244
FTE Staff Per 1,000 Population			1

Public Parking

Public parking facilities are an essential element of a community's transportation system. The provisions of adequate and well managed on-street and off-street parking facilities is critical to a healthy downtown business climate. The City of Cedarburg

maintains three parking facilities which include: the .21 acre site located at the northeast corner of Hanover Avenue and Western Road and contains approximately 27 stalls; the parking lot at the southeast corner of Hanover Avenue and Turner Street is owned by Cedarburg State Bank but offered to the City at no cost, contains 24 stalls; the parking facility adjacent to City Hall, the Community Center and Senior Center contains approximately 96 stalls. The City continues to investigate opportunities in, and within walking distance of the downtown, for development of publicly available off-street parking, whether privately owned and for-profit, or publicly owned.

Schools and Churches

Public School System

In the 2024-2025 school year, the Cedarburg School District housed approximately 3,112 students in three elementary schools (K-5), one middle school (6-8) and one high school (9-12). The school district includes all of the City of Cedarburg, most of the Town of Cedarburg, and portions of City of Mequon, Town of Jackson, and the Town and Village of Grafton.

School Name	2024-2025 School Year Enrollment
• Cedarburg High School	1,086 Students
• Webster Middle School	696 Students
• Parkview Elementary School	503 Students
• Thorson Elementary School	529 Students
• Westlawn Elementary School	298 Students
• Total Enrollment	3,112 Students

Cedarburg School District is dedicated to providing an outstanding education for all students by providing challenging learning experiences, creating meaningful relationships, and promoting a culture of lifelong learning. This emphasis on learning and dedication to overall success consistently results in high student achievement and growth rates, leading to Cedarburg High School's recognition as one of the top high schools nationwide.

- 2024-25 Enrollment: 1,086

- Class of 2024 ACT Graduates Score: 23.3
- 2023 Statewide ACT Test (Juniors): 23.4
- Number of AP Courses Available 2024-25 school year: 27
- Number of AP Tests Administered 2023-24 school year: 1,107
- Of the 1,107 AP exams administered, 590 students took at least one exam last year. 84% of the tests taken received a 3-5, and 22% received a 5 (perfect score).
- Graduation Rate: 98.2

Cedarburg High School is a member of the WIAA and the Northshore Conference.

In 2024, the Cedarburg School District (CSD) commissioned a Community Growth & Projections study and report with MDRoffers Consulting. A copy of this report is included as Appendix D to this Smart Growth Comprehensive Land Use Plan. It considers full build-out of the City of Cedarburg, Town of Cedarburg, Village of Grafton, and Town of Grafton near-term targeted development areas and makes the following projections:

- Between October 2024 and 2040, the consultant projects an increase of 177 4K-12 resident students enrolled in CSD schools (4K-5 resident enrollment +91 students, 6-8 resident enrollment +26 students, and 9-12 resident enrollment +60 students).
- The combined 4K-5 resident enrollment at the CSD's three elementary schools will remain below the combined maximum capacity of the three elementary school buildings through 2040.
- Significant excess capacity at both Westlawn and Parkview Elementary Schools is anticipated, while Thorson Elementary School would exceed its maximum building capacity by the late-2030s, however, it is noted that shifting just one (as yet unbuilt) neighborhood (i.e., #49) from the Thorson to the Parkview attendance area, would result in projected resident enrollment below maximum building capacities at all three elementary schools through 2040. *Note: The boundary change, transferring neighborhood #49 from Thorson Elementary School to Parkview Elementary School, was made/approved by the Cedarburg School Board in March, 2025.*
- Webster Middle School (grade 6-8) resident enrollment will increase by 26 students between October 2024 and 2040 totaling 671 grade 6-8 students by 2040. Resident grade 6-8 enrollment is projected to remain below the maximum building capacity of Webster Middle School through 2040. Middle school enrollment is projected to

decrease through 2030, due to current larger middle school class sizes and smaller elementary class sizes. Middle school enrollment is projected to increase from 2030 to 2040, resulting from expected increases in births and housing development in the late-2020s, increasing elementary enrollment then and middle school enrollment later.

- Cedarburg High School (grade 9-12) resident enrollment will increase by 60 students by 2040. Most of the projected increase will occur through 2030, due to large current middle school class sizes, which will enter high school over the next few years. Resident enrollment at Cedarburg High School is then projected to remain stable through 2040. Resident grade 9-12 enrollment is expected to remain below the maximum capacity of the Cedarburg High School building through 2040.

School District Information Source: *Cedarburg School District Website - 2024*

Private Schools and Churches/Places of Worship

- St. Francis Borgia School – In 2006, St. Francis Borgia Catholic Church served over 2,000 families and the school offered educational opportunities for over 700 children and young adults. By 2006, the Parish had examined their current facilities and decided to construct a new school on the 47-acre site they also own, located along Covered Bridge Road north of 5 Corners. The new school, finished in 2015, now enrolls over 300 students in preK-8th grades. This north site already contained the north church which was originally built in 1951. This north site now included space for multi-purpose education, an activity center for school, religious education, administrative offices, meetings, youth ministry and athletic activities. The old school was sold. The south/downtown Church, built in 1870, continues to be used for limited daily masses, sacramental obligations, weddings, funerals, and special events. The south church underwent a *significant* restoration and beautification project in 2024.
- First Immanuel Lutheran School – Located at W67 N622 Evergreen Boulevard, this campus serves more than 440 students aged 2 through grade

8. The school features an early childhood center serving students aged 2 through pre-Kindergarten, an elementary school serving children in Kindergarten – 5th grade, and a fully departmentalized middle school serving grades 6-8. Their facilities also include a place of worship, Immanuel Lutheran Church – Located at W61 N498 Washington Avenue, this church was originally constructed in 1882.

- Advent Lutheran Church – Located at W63 N642 Washington Avenue, this church was originally constructed 1909.
- Community United Methodist Church – Located at W68 N563 Evergreen Boulevard, this church was organized and its building erected in 1905.
- First Church of Christ Scientist – Located at W63 N108 Washington Avenue. This church and building date back to the mid/late 1960's.
- Trinity Lutheran Church – Located at N60 W6047 Columbia Road, this church was originally established in 1843, and it's current building constructed in 1891.
- The Jewish Discovery Center - Located at N58W6208 Columbia Road, this center opened in 2022.
- Heritage Baptist Church – Located at W51 N776 Keup Road, this church was founded in 2008.
- Redeemer Lutheran Church – Located at W76 N627 Wauwatosa Road, this church was founded in 1969, with the existing building having been constructed in 1973.
- Saint Nicholas Orthodox Church – Located at N65W6503 Cleveland Street, this church was founded in 1985. The church building they occupy was constructed in 1891.
- Faith Lutheran Church – Located at N35 W6621 Wilson Street, this church was constructed in the late 1950's to early 60's.
- The City also has several preschool and daycare opportunities such as the recently constructed Cornerstone Christian Learning Center at N117 W6751 Forward

Way, KinderCare at W62 N218 Washington Avenue, and Morningstar Montessori at N117 W6751 Washington Avenue.

Other Community Facilities

Health Care Facilities

- Lasata Care Center – W76 N677 Wauwatosa Road is owned by Ozaukee County. This campus is comprised of:
  - Lasata Care Center, a 136-bed skilled care nursing home.
  - Lasata Crossings, a 60-unit Residential Care Apartment Complex assisted living facility.
  - Lasata Heights, a 60-unit apartment building for independent seniors over age 62.
  - A new 16,000 square foot, 21 resident, assisted living and memory care assisted living CBRF is currently under construction on the campus.
- Community-Based Residential Facilities (CBRF)
  - Harrison Home (by Excelcare Inc.) at W72 N675 Harrison Avenue is a 15-bed facility.
  - Hamilton House (by Senior Living Inc.) at W76 N629 Wauwatosa Road is a 28-bed facility.
  - Lakehouse Cedarburg (by Cedarburg AL LLC) at W65 N225 Mckinley Blvd. is a 65-bed facility.

Cemeteries

- Zur Ruhe Cemetery. This cemetery, located at N69 W60001 Bridge Road, is City owned, operated, and maintained. As of 2025, no grave sites remain available for sale. Due to the existence of high bedrock and limited space available for future grave sites expansion, the City may wish to evaluate construction of columbarium' for cremains to be interred here.
  - Hilgen Cemetery. Hilgen Cemetery is located within Zur Ruhe cemetery, directly behind Cedarburg cemetery on the very west side. There is no Hilgen Cemetery sign.

- Immanuel Cemetery. This cemetery, located at N32 W5400 Hamilton Road, is City owned, operated, and maintained. As of 2025, about 150 grave sites remain for sale at a cost of $750/site. The existing vacant residence structure on this property will be razed in 2025, which will provide some space for additional grave sites, depending on the bedrock conditions. The City may wish to evaluate construction of columbarium(s) for cremains to be interred at this site. Within the boundaries of this cemetery property, off to the west, 3+/- acres are vacant land currently used as a recreational soccer field. This area could be used for additional future grave sites as well. To the east of this site, the City also owns a vacant 2.36-acre parcel that could also be platted into future grave sites. On average, 25 grave sites are sold each year at Immanuel Cemetery.

The combined supply of available grave sites in 2025 is +/-150 , which would provide a 6-year supply of sites.

Consideration may eventually have to be given to identifying a new/future cemetery site in the City. This subject should be revisited at one of the required 10-year update intervals (i.e., 2035 or 2045) for this Plan.

- St. Francis Borgia Catholic Cemetery. This privately owned and operated cemetery , is located at 7963 Pioneer Road in the City of Mequon. This cemetery also has sites available. Saint Francis Borgia Catholic Church and School are located in the Town and City of Cedarburg respectively.
- Immanuel Heritage Cemetery. This cemetery, located at N69 W6101 Bridge Road, is City owned.
- Advent Lutheran Columbarium. This columbarium is located at W63N642 Washington Avenue.
- Otto B. Lau Cemetery. This cemetery is located on the northeast corner of Pioneer Rd. and Green Bay Road. It is located about 50 yards off the road and under a tree. The house on this corner was torn down years ago, but the grave site still remains. There is only one stone in this cemetery.

- Founders Cemetery. This cemetery is located at W67 N520 Evergreen Boulevard. This location is also associated with Founders Park.

Utilities and Community Facilities Goals, Objectives, and Policies Public Utilities. The most important element of a community that affects the rate of future growth is the availability of public utilities (water, gas, electricity, telephone, cable, sewage treatment and refuse disposal facilities), all of which are necessary to maintain a healthy environment. Community facilities contribute to the quality of living in Cedarburg.

Goal

To provide public utilities, services, and facilities in a cost-effective manner that will provide for efficient and orderly growth and development and enhance the quality of life in the City.

- Objectives
  - Provide for the extension of public utilities only in areas environmentally suitable for urban development.
  - Promote the provision of public utilities in areas that can be most efficiently and economically served.
  - Maintain a water distribution system that is capable of supplying and distributing water to all existing and planned future residents in the City.
  - Maintain a sanitary sewer system that is capable of serving the needs of all existing and planned future residents by properly maintaining the existing systems (or implementing new/different means for wastewater recycling), and planning for the orderly extension of services to planned future development.
- Policies:
  - Support and participate in local and State efforts pertaining to groundwater protection.
  - Continue to monitor, and through our land use planning (both intra-City and throughout the City's extraterritorial platting and planning jurisdictional area), manage the intensity and type of land use activities for the purpose of mitigating and/or avoiding groundwater contamination.
  - Significant drainageways should be protected from development to allow

natural drainage.

- Development should be permitted only in areas that can be efficiently and economically served by public utilities.
- The capital improvements program should continue to be used to compliment the land use plans and strategies of the Comprehensive Plan.
- The City should continue to utilize, and periodically update, the impact fee Ordinance as will appropriately place the costs for certain public services onto the direct beneficiaries.

Community Facilities and Services Goals, Objectives and Policies

Municipal services, police and fire protection, library, education and health care provisions are essential for City of Cedarburg to fulfill its responsibility to promote the comfort, health, safety, morals and general welfare for Cedarburg residents. It is also critical that the rate of Cedarburg's growth be managed to correspond with its ability to provide essential services and facilities.

Goal:

To provide and maintain essential facilities and services necessary to ensure the comfort, safety, morals, health, and general welfare to make the City of Cedarburg an attractive place to live and work.

- Objectives:
  - Provide adequate and effective police and fire protection to all areas of the City.
  - Provide high quality library collections and services that inspire personal growth, ignite curiosity, bring people together, and build a strong community.
  - Provide for a full range of municipal and social services to all City residents.
  - Continue to provide for a wide range of social, cultural, and educational activities for the benefit and enjoyment of all City residents.
  - Continue to utilize the City of Cedarburg Capital Improvements Program as the critical tool to implement this Comprehensive Plan and develop needed utilities and community facilities.

  - Continue to communicate with the Cedarburg School District regarding new development to their planning needs such as staffing and building space.

- Policies:
  - The City of Cedarburg should continue to work with the Cedarburg School District, private schools in the area, Ozaukee County and area Technical Colleges and Universities to strengthen and increase educational opportunities within the City.
  - The City of Cedarburg should continue to provide for the highest level of service and efficiency for police and fire protection services.
  - The City of Cedarburg should continue to provide social services and assist in medical services to meet the needs of its residents.
  - The City should continue to utilize the City of Cedarburg Capital Improvements Program to ensure long range financial planning is keeping step with anticipated public improvements.

Appendix B

HISTORICAL POPULATION GROWTH RATES OF THE CITY OF CEDARBURG

YEARS	POPULATION	NET POP. INCREASE PER DECADE	% INCREASE PER DECADE	ANNUAL % INCREASE
1960	5,191	--	--	--
1960 – 1970	7,696 (1970)	2,505	48.2%	4.8%
1970 – 1980	9,005 (1980)	1,309	17.0%	1.7%
1980 – 1990	10,086 (1990)	1,081	12.0%	1.2%
1990 – 2000	11,160 (2000)	1,074	10.6%	1.1%
2000 – 2010	~~12,625~~11,412 (~~est.~~ 2010)	~~1,515~~252 ~~(est.)~~	~~13.5~~2.3% ~~(est.)~~	~~1.35~~.23% ~~(est.)~~
2010 – 2020	12,121 (2020)	709	6.2%	.62%

Appendix B

HISTORICAL POPULATION GROWTH RATES OF THE CITY OF CEDARBURG

YEARS	POPULATION	NET POPULATION INCREASE PER DECADE	% INCREASE PER DECADE	ANNUAL % INCREASE
1960	5,191	--	--	--
1960 – 1970	7,696 (1970)	2,505	48.20%	4.80%
1970 – 1980	9,005 (1980)	1,309	17.00%	1.70%
1980 – 1990	10,086 (1990)	1,081	12.00%	1.20%
1990 – 2000	11,160 (2000)	1,074	10.60%	1.10%
2000 – 2010	11,412 (2010)	252	2.30%	0.23%
2010 - 2020	12,121 (2020)	709	6.20%	0.62%

raSmith

CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: April 4, 2025

TO: Mikko Hilvo, City of Cedarburg Administrator
Eric Ryer, Town of Cedarburg Administrator

FR: Pat Hawley, P.E., PTOE, RSP
Shana Brummond, P.E., PTOE

RE: Cedarburg Traffic & Access Planning Study

INTRODUCTION

The City of Cedarburg and Town of Cedarburg have several undeveloped parcels where development is either planned or anticipated in the future along the WIS 60 corridor. The communities initiated a transportation planning study to achieve the following goals:

1. Coordinate with WisDOT on the future of WIS 60. WIS 60 is a state highway; and therefore, all design and access decisions are WisDOT's responsibility.
2. Identify the future typical sections of the major public roadways and the traffic control and geometry (including roundabouts) at the major intersections in the study area needed to accommodate the planned developments. The ultimate roadway design will be determined by WisDOT.
3. Develop an access plan for the WIS 60 corridor that can be shared with developers to guide their site planning process. Future access locations will be determined by WisDOT.
4. Estimate the geometry of the development access intersections with the public street network based on planned or anticipated development plans. This is intended to provide a preliminary assessment of the intersection geometry and traffic control for planning purposes. WisDOT will ultimately require each development seeking access to WIS 60 to submit a traffic impact analysis (TIA) study to define their specific transportation improvement needs as part of their WisDOT approval. The WisDOT TIA is often also used as part of the municipal approval process.

raSmith was retained by the City and Town to prepare a traffic planning study to identify future developments, traffic forecasts, evaluate potential access locations and preliminary intersection geometry to address the goals outlined above. This technical memorandum summarizes the procedures, findings and recommendations of the study.

STUDY AREA

Based on coordination with the City and Town, the project study area includes the following roadway segments:

- WIS 60 from Horns Corners Road to Keup Road
- Washington Avenue from WIS 60 to Bridge Road
- Sheboygan Road (County I) from WIS 60 to Washington Avenue

The study area roadways are described below.

WIS 60 is an east-west arterial. It is a two-lane undivided roadway that widens to a four-lane median divided roadway east of Forward Way to east of Sheboygan Road/County I. Year 2023 Annual Average Daily Traffic (AADT) volume reported by WisDOT along WIS 60 was 15,700 vehicles per day (vpd) east of Washington Avenue (WIS 181/County NN). The posted speed limit along WIS 60 changes at approximately 1,650 feet west of Washington Avenue (55 miles per hour (mph) to the west and 45 mph to the east).

Washington Avenue is a two-lane undivided roadway with a northwest-southeast orientation within the study area. Washington Avenue is designated as WIS 181 for the section between Sycamore Drive and WIS 60. The roadway is also designated as County NN north of WIS 60. The WisDOT Year 2023 AADT volume was 9,900 vpd between WIS 60 and Sycamore Drive. The posted speed limit along Washington Avenue is 35 mph south of WIS 60 and decreases to 25 mph north of Cambridge Avenue. The posted speed limit is 55 mph to the north of WIS 60.

Sheboygan Road/County I is a two-lane undivided roadway that widens to a four-lane median divided section at the intersection with WIS 60. The WisDOT Year 2023 AADT volume along Sheboygan Road was 3,900 vpd south of WIS 60. The posted speed limit along Sheboygan Road/County I is 25 mph north of Washington Avenue that increases to 45 mph north of Henry Court. The posted speed limit on County I is 55 mph to the north of WIS 60.

The study area includes the following seven intersections, as shown in Exhibit 1:

- WIS 60 & Horns Corners Road – two-way stop control
- WIS 60 & Washington Avenue (WIS 181/County NN) & Covered Bridge Road – traffic signal
- WIS 60 & Sheboygan Road/County I – traffic signal
- WIS 60 & Keup Road – traffic signal
- Washington Avenue & Sycamore Drive – all-way stop control
- Washington Avenue & Sheboygan Road (County I)/Elm Street – one-way stop control
- Washington Avenue & Bridge Road – traffic signal

The existing transportation system is shown in Exhibit 2. The WisDOT has a resurfacing project planned for WIS 60 from Five Corners Drive to 1st Avenue. No geometric modifications are expected as part of the resurfacing project. The project will include replacing the traffic signals at the WIS 60 intersections with Washington Avenue (STH 181/County NN), Sheboygan Road/County I, and Keup Road. Construction is currently scheduled for Year 2030, which may advance to Year 2028 if funding is available.

APPROACH & METHODOLOGY

This study is intended to assist in planning for future developments within the two communities. The study was comprised of four main elements including existing conditions, future developments, future traffic and transportation planning analysis as outlined below.

Existing Conditions

raSmith obtained recent WisDOT daily traffic volumes for the study roadways. Turning movement traffic counts for three of the study intersections were obtained from WisDOT. Traffic counts at the remaining intersections were collected as part of project. raSmith documented the existing geometry for the study area and the intersection traffic control.

Future Developments
The City and Town identified currently planned developments, as well as sites where development is likely to occur by the Year 2050, in each of their communities. The City and Town identified the development locations, the planned/anticipated land use types and their planned/anticipated sizes.

Future Traffic
The Southeastern Wisconsin Regional Planning Commission (SEWRPC) provided Year 2050 daily traffic forecasts for the study corridors and peak hour turning movement forecasts for the study intersections. The SEWRPC forecasts accounted for the future developments identified by the municipalities.

raSmith developed trip generation estimates for the future development sites and assigned peak hour trips to the site driveways. Since the SEWRPC forecasts included the communities' development plans, the raSmith trip assignments were only applied to the developments' driveways, and not to the public study area intersections, to avoid double counting.

SEWRPC's WIS 60 through traffic forecasts at the public intersections were carried to the adjacent site driveways to develop the through traffic volumes at the private driveways. This approach blends two traffic forecasting methodologies, which results in some traffic imbalances along the corridor.

Transportation Planning Analysis
Traffic analysis was conducted for the Year 2050 peak hours for the existing public street intersections and the anticipated development driveway intersections. While overlapping, the goals for the public street intersections and the future development driveway intersections were slightly different.

The goal for the public street intersection analysis was to identify the likely typical section(s) along WIS 60 (two lane undivided vs three-lane TWLTL vs four-lane median divided), future traffic control options, and the functional area of the public intersections. The functional area determination was then used to establish anticipated access windows along WIS 60 for the development sites.

The goal of the development driveway intersection analysis was to estimate the anticipated intersection size and traffic control based on the traffic generated by the assumed land use types and sizes. In addition, the level of access was evaluated to determine if full access or restricted access could be provided based on the operational analysis. The future development access windows were chosen to provide adequate spacing between adjacent intersections and/or to align with access on the opposite side of WIS 60.

Potential improvement options were identified to achieve acceptable traffic operations at all study intersections and driveways. Traffic signals and roundabouts were identified as potential future intersection controls at several intersections. Traffic signal warrants were not conducted, and their identification was based on the peak hour volumes and the intersections' operations under two-way stop control.

It should be stressed this study is a planning level evaluation to provide guidance for future development and access along the WIS 60 corridor. WisDOT will require each development to prepare a traffic impact analysis (TIA) study to analyze the specific conditions of each site. The TIAs will also be used by each municipality as part of their formal review process. The ultimate driveway access locations, design and traffic control will be determined by WisDOT through the TIA process.

EXISTING CONDITIONS

WisDOT provided weekday intersection turning movement traffic counts for three intersections, and raSmith retained Gewalt Hamilton & Associates, Inc. (GHA) to collect weekday peak period turning

movement traffic counts for the remaining intersections. Details of the intersection traffic counts are summarized in Table 1.

Table 1
Intersection Turning Movement Count Collection Summary

Intersection	Weekday Count Period	Count Date	Source
WIS 60 & Horns Corners Road	6:00am to 9:00am and 3:00pm to 6:00pm	9/5/2024	GHA
WIS 60 & Washington Avenue (WIS 181/County NN) & Covered Bridge Road	6:00am to 7:00pm	11/14/2023	WisDOT
WIS 60 & Sheboygan Road/County I	6:00am to 7:00pm	11/14/2023	WisDOT
WIS 60 & Keup Road	6:00am to 7:00pm	11/14/2023	WisDOT
Washington Avenue & Sycamore Drive	6:00am to 9:00am and 3:00pm to 6:00pm	9/5/2024	GHA
Washington Avenue & Sheboygan Road (County I)/ Elm Street	6:00am to 9:00am and 3:00pm to 6:00pm	9/5/2024	GHA
Washington Avenue & Bridge Road	6:00am to 9:00am and 3:00pm to 6:00pm	9/5/2024	GHA

Based on the traffic counts, the existing weekday morning peak hour was identified to be 7:00 to 8:00am and weekday evening peak hour was identified to be 4:30 to 5:30pm. The existing traffic volumes are summarized in Exhibit 3. Traffic counts are provided in Appendix A.

raSmith collected the existing roadway geometrics, speed limits, and traffic control in the study area. The existing transportation system is shown in Exhibit 2.

FUTURE DEVELOPMENTS

The City and Town identified vacant sites in their respective communities where development is currently planned or development is likely to occur at some future time. The communities are currently at different phases of their development plans. The City has several developments in progress. Whereas the Town is in the midst of a zoning code update, and they are using this traffic planning exercise to help identify future potential transportation needs. Exhibit 4 shows the development sites included in the study, Exhibit 5 shows their anticipated land uses, and Table 2 summarizes the land use assumptions used for the traffic study. It should be stressed the land use types and sizes shown in Table 2 are purely assumptions for those sites with a status of “no current plans”, and the actual development plans are yet to be determined.

raSmith

Table 2
Future Development Sites

Site	Land Use Type & Size Assumed for the Traffic Study	Potential Access	Status
1	Athlete Performance (62,301 SF) Children's Wisconsin Clinic (9,992 SF)	Utilizes existing access on WIS 60 for Korb Sports Complex.	Athlete Performance opened in 2024.
2*	Commercial (14,400 SF) Office (14,400 SF) Residential (11 homes)	Future access driveway on WIS 60	No current plans
3	Cedarburg Professional Center (30,300 SF)	Plan to utilize existing access on WIS 60 for Korb Sports Complex.	Approved project. Pending plan submittal from developer.
4*	Future Coffee Shop (2,000 SF)	Utilize existing access on WIS 60 for Korb Sports Complex.	No current plans
5*	Commercial (24,200 SF) Restaurant (5,000 SF) Office (29,200 SF) Residential (20 homes)	Future access driveway on WIS 60.	No current plans
6*	Commercial (27,360 SF)	Future access driveway on WIS 60.	No current plans
7*	Commercial (19,200 SF) Office (19,200 SF)	Future access driveway on WIS 60.	No current plans
8*	Commercial (72,250 SF) Restaurant (5,000 SF) Office (25,750 SF) Residential (8 homes)	Future access driveway on WIS 60.	No current plans
9*	Commercial (73,500 SF) Fast Food Restaurant (3,000 SF) Office (25,500 SF) Residential (36 homes)	Future access driveway on WIS 60. Secondary access on County NN (serve residential only)	No current plans
10	Residential (422 homes)	Future access driveway on WIS 60. Secondary access on County I.	Concept plans pending
11	Existing Wilo (250,500 SF) Phillipp Lithographing Co. (30,700 SF) Manufacturing (212,800 SF) Cornerstone Christian Learning Center: Phase 1 (10,650 SF), Phase 2 (5,661 SF)	Utilize Forward Way for access to WIS 60.	Wilo opened in 2022. Phillipp Lithographing Co. and Phase 1 of Cornerstone Christian Learning Center were recently approved.
12	Gas Station with Convenience Market (9,000 SF & 20 VFP) Commercial (145,000 SF) 2 Restaurants (10,000 total SF) Public Park (10 acres)	Future access driveway on WIS 60. Secondary access on Sheboygan Road.	No current plans
13	Residential (300 apartments)	WIS 60 access anticipated to align with Cedar Creek Pkwy. Secondary Sheboygan Rd access anticipated to align with existing median opening.	Concept plans pending
14	Recreational & Complimentary Land Uses (Restaurants, Hotel, Medical Clinic, etc.)	Future access on WIS 181 (1221 Wauwatosa Road driveway)	No current plans
15	Residential (160 homes)	Future access driveway on WIS 181.	No current plans

- Land use assumptions based on draft zoning work being completed by the Town.

Table 2 (continued)
Future Development Sites

Site	Land Use Type & Size Assumed for the Traffic Study	Potential Access	Status
16	Residential (50 homes)	Future access driveway on WIS 181.	No current plans
17	Stone Lake Condominium Development (70 units)	Driveway planned on Susan Lane.	Approved & under construction
18	Residential (71 homes)	Future Sheboygan Rd access on anticipated to align with Colleen Way. Additional access to the south is planned via Holly Lane extension.	Concept plans pending
19	Residential (50 homes)	Future access driveway on Sheboygan Road.	No current plans

* Land use assumptions based on draft zoning work being completed by the Town.

As noted by the asterisks in Table 2, the anticipated land use types and sizes shown for Sites 2, 4, 5, 6, 7, 8 and 9 are for traffic study assumption purposes only based upon the Town's draft zoning work currently underway. The ultimate land uses and project sizes will be determined by final approved zoning and future development project proposals.

FUTURE TRAFFIC

raSmith developed Year 2050 traffic volumes based on the SEWRPC traffic forecasts for the study intersections and trips estimated for the developments along the WIS 60 corridor as discussed in this section.

TRAFFIC FORECASTS

SEWRPC prepared Year 2050 average weekday daily traffic (AWDT) forecasts for the study corridors and peak hour turning movements for the study intersections. The SEWRPC forecasts include the future development sites identified in Table 2. To compare the SEWRPC forecasts to WisDOT's published daily traffic values, the AWDT was converted to AADT. The existing and Year 2050 daily traffic (AADT) forecasts are shown in Exhibit 6. The Year 2050 intersection traffic volumes are shown in Exhibit 7.

SEWRPC's Year 2050 traffic forecast is provided in Appendix B.

DEVELOPMENT TRAFFIC

Trip Generation

Development traffic for each site was estimated using ITE's *Trip Generation Manual*, 11th Edition. The driveway trips were not adjusted for linked and pass-by trips to provide a more conservative trip estimate. Trip generation for sites with future access to WIS 60 (Sites 1 through 13) are provided in Appendix C. For the sites with no direct access to WIS 60 (Sites 14 through 19), trip generation and assignment were not conducted. The approach for sites 14 through 19 is consistent with the overall study goals and methodology. The traffic generated by sites 14 through 19 is included in SEWRPC's forecasts (as are sites 1 through 13), but without direct access to WIS 60, their driveway volumes will not impact the WIS 60 typical section or the WIS 60 intersections' functional areas.

Trip Distribution & Assignment

The following trip distribution was developed based on the existing traffic patterns and anticipated traffic patterns with future developments.

West of WIS 181/County NN/Covered Bridge Road:

- WIS 60 to/from the east: 65%
- WIS 60 to/from the west: 35%

East of WIS 181/County NN/Covered Bridge Road:

- WIS 60 to/from the east: 55%
- WIS 60 to/from the west: 45%

Trips generated by future development sites were assigned to their access driveway based on the above trip distribution, as shown in Exhibits 8A and 8B.

All the development trips were assigned to WIS 60 for the purpose of this study. It is anticipated that Sites 8, 9, 10, 12 and 13 may have some type of access to the side streets.

As noted previously, development trips were not assigned to the public street intersections since the SEWRPC traffic forecasts included future developments in the area. The WIS 60 through traffic from the SEWRPC forecasts was used to develop the through traffic for the adjacent driveways.

TRANSPORTATION PLANNING ANALYSIS

Transportation planning analysis was conducted for the following two scenarios:

- Year 2050 operations without improvements. This scenario analyzes the public street intersections only (no driveways) utilizing the existing intersection geometrics and traffic control. This analysis scenario provides a baseline for the study intersections without improvements.
- Year 2050 operations with improvements. The improvements analysis includes both the public street and the driveway intersections. It includes future access locations and recommends potential improvement options.

It should be noted both scenarios utilize identical Year 2050 traffic volumes at the public street intersections. The two differences are the inclusion of the anticipated development driveways and the inclusion of intersection improvements for the second scenario

The study intersections were analyzed using the procedures set forth in the Highway Capacity Manual 7th Edition (HCM7). The signalized and stop controlled intersections were analyzed with Synchro and the roundabouts were analyzed with HCS. Level of Service (LOS) is a quantitative measure from the HCM referring to the overall quality of flow at an intersection. LOS ranges from very good, represented by LOS “A,” to very poor, represented by LOS “F.” For analysis and design purposes, LOS “D” was used to define acceptable peak hour operating conditions.

The planning analysis was based on the following parameters:

- Analysis of the driveways utilized defaults for peak hour factor (0.92) and heavy vehicle percentages (2%).
- Maintaining the existing four-lane median divided section on WIS 60 between Forward Way and approximately 1,150 feet east of Sheboygan Road/County I.
- Future traffic signals between Site 5 Driveway/Site 6 Driveway and Sheboygan Road/County I would operate as a coordinated signal system. The coordinated signal system analysis does not include pedestrian phase (walk/flashing don’t walk) to cross WIS 60 or side streets. The pedestrian phases are anticipated to be push button activated.

YEAR 2050 OPERATIONS WITHOUT IMPROVEMENTS (PUBLIC STREETS ONLY, NO DRIVEWAYS)
The Year 2050 traffic analysis for the public street intersections with the existing transportation system is shown in Exhibit 9. While the development traffic is included in the Year 2050 traffic volumes, the development driveways were not analyzed in this scenario.

Based on the Year 2050 traffic analysis, the southbound approach of the WIS 60 intersections with Horns Corners Road is expected to operate at LOS F conditions during the weekday evening peak hour. The WIS 60 intersection with Washington Avenue (WIS 181/County NN) & Covered Bridge Road is expected to have several movements operating at LOS E/F conditions during the peak hours. The WIS 60 intersection with Keup Road is expected to have movements operating at LOS E/F conditions. Improvements to address the unacceptable traffic operations are provided in the improvements section.

Details of the Year 2050 traffic operational analysis with existing transportation system are provided in Appendix D.

YEAR 2050 OPERATIONS WITH IMPROVEMENTS (INCLUDES DRIVEWAYS)
The Year 2050 total traffic analysis with improvements included the study intersections and the development driveways. Exhibits 10,11 and 12 show the anticipated sites, recommended access windows and potential improvement options anticipated to accommodate the Year 2050 total traffic conditions. The potential improvements options and access locations are detailed below.

Potential Improvement Options
Some of the future driveways are expected to operate unacceptably with the existing two-lane undivided WIS 60 cross section. As part of the WisDOT TIA process, an intersection control evaluation (ICE) will analyze different intersection control options and determine the recommended intersection control. For this planning study, the following intersection control options were evaluated for the WIS 60 intersections and driveways.

Two-Way Stop Control With Raised Median: A raised median could be constructed on WIS 60 to provide storage to perform northbound and southbound left-turn and through movements in two stages (proceed from the stop bar to the median in stage 1, and accelerate from the median into the WIS 60 travel lane in stage 2). WisDOT recommends a minimum 24-foot wide median to accommodate two-stage left-turn and through movements.

Traffic Signal: A future traffic signal could be installed when warranted.

Roundabout: A future roundabout could be constructed when traffic signal warrants are met. WisDOT currently requires traffic signal warrants to be met to consider a roundabout. Roundabouts are not recommended in close proximity of a signalized intersection due to the dispersion of platoons created by traffic signals.

The results of the Year 2050 total traffic analysis with improvements is provided in Appendix E. As shown in Appendix E, the intersections are expected to operate acceptably with the improvement options shown in Exhibits 10, 11 and 12. The intersection type and traffic control is highlighted in the following sections, while the intersections' specific recommended geometry is shown in Exhibits 10-12.

WIS 60 & Horns Corners Road Intersection

- Two-Way Stop Control Option:
    - Consider providing a raised median section on the WIS 60 approaches to accommodate two-stage crossing.

- Roundabout Option:
    - Consider a single lane roundabout. *Traffic signal volume warrants are not expected to be met with the Year 2050 volumes based on the land use assumptions used in this study. A roundabout may be warranted based on safety needs.*

WIS 60 & Site 2 Driveway Intersection

- The Site 2 Driveway is anticipated to operate under one-way stop control. Based on Year 2050 traffic analysis, the southbound approach is expected to operate at LOS E conditions during the weekday evening peak period. HCM can overestimate delays for stop controlled intersections, and for the purposes of this study, it is shown with stop control. The site's future WisDOT TIA will identify the specific improvement requirements.

WIS 60 & Korb Sports Complex Driveway Intersection

- One-Way Stop Control Option:
    - Consider providing a raised median section on the WIS 60 approaches to accommodate two-stage crossing.
- Roundabout Option:
    - Consider a single lane roundabout. *Traffic signal volume warrants are not expected to be met with the Year 2050 volumes based on the land use assumptions. A roundabout may be warranted based on safety needs.*

WIS 60 & Site 5 Driveway/Site 6 Driveway Intersection

- Traffic Signal Control Option:
    - Consider installing a traffic signal when warrants are met. Coordinate future traffic signal with the adjacent traffic signals on WIS 60 to improve corridor operations.
- Roundabout Option:
    - Consider a single lane roundabout.
    - A roundabout at Site 5 Driveway/Site 6 Driveway would likely require the WIS 60 intersection with Washington Avenue to operate under roundabout control as well.

WIS 60 & Site 7 Driveway/Site 8 Driveway Intersection

- Traffic Signal Control Option:
    - Consider installing a traffic signal when warrants are met. Coordinate future traffic signal with the adjacent traffic signal at the WIS 60 intersection with Washington Avenue (WIS181/County NN) and Covered Bridge Road to improve corridor operations.
- Roundabout Option:
    - Consider a single lane roundabout.
    - A roundabout at Site 7 Driveway/Site 8 Driveway would likely require the WIS 60 intersection with Washington Avenue to operate under roundabout control as well.

WIS 60 & Washington Avenue (WIS 181/County NN) & Covered Bridge Road Intersection

- The intersection is expected to operate with several movements at LOS E/F conditions with the existing geometry. A four-lane WIS 60 is anticipated to be needed to accommodate the Year 2050 volumes at the five-legged intersection.
- Coordinate traffic signal with the adjacent future traffic signals on WIS 60.

A multi-lane roundabout would be challenging at this five-legged intersection due to the skews of the roadways and the right-of-way impacts anticipated with the realignment of the skewed approach legs. Maintaining a signalized intersection at five-corners may limit the ability to introduce roundabouts along the WIS 60 corridor.

WIS 60 & Site 9 Driveway Intersection

- Traffic Signal Control Option:
  - Consider installing a traffic signal when warrants are met. Coordinate future traffic signal with the adjacent traffic signal at the WIS 60 intersection with Washington Avenue (WIS 181/County NN) and Covered Bridge Road to improve corridor operations.
- Roundabout Option:
  - Consider a single lane roundabout.
  - A roundabout at Site 9 Driveway would likely require the WIS 60 intersections with Washington Avenue and Forward Way to operate under roundabout control as well.

WIS 60 & Forward Way/Site 10 Driveway Intersection

- Traffic Signal Control Option:
  - Consider installing a traffic signal when warrants are met. Coordinate future traffic signal with the adjacent traffic signal at the WIS 60 intersection with Sheboygan Road/County I to improve corridor operations.
- Roundabout Option:
  - Consider a single lane roundabout.
  - A roundabout at Forward Way/Site 10 Driveway would likely require the WIS 60 intersection with Sheboygan Road/County I to operate under roundabout control as well.

WIS 60 & Site 12 Driveway Intersection

- One-Way Stop Control Option:
  - Restrict the left-out movement with a raised median that allows left-in, right-in and right-out movements. The left-out movement was shown to operate unacceptably under the Year 2050 volumes.
  - The left-out traffic was redistributed to the WIS 60 intersection with Sheboygan Road/County I.
- Roundabout Option:
  - Consider a roundabout with two entry lanes for the eastbound and westbound approaches.
  - A roundabout allows for full access.
  - A roundabout at Site 12 would likely require the WIS 60 intersections with Forward Way and Sheboygan Road/County I to operate under roundabout control as well.

WIS 60 & Sheboygan Road/County I Intersection

- Traffic Signal Option:
  - Coordinate traffic signal with future traffic signals on WIS 60 to improve corridor operations. Based on preliminary analysis, the intersection has surplus capacity and could operate at acceptable levels with fewer travel lanes.
- Roundabout Option:
  - Consider a roundabout with two entry lanes for the eastbound and westbound approaches

WIS 60 & Site 13 Driveway Intersection

- Align driveway with Cedar Creek Parkway and the existing median opening. The future intersection is anticipated to operate under two-way stop control.

WIS 60 & Keup Road Intersection

- Traffic Signal Option:
  - The intersection is planned to continue to operate as an isolated signal due to spacing from adjacent signalized intersections.
- Roundabout Option:
  - Consider a roundabout with two entry lanes for the westbound approach.

Details of the Year 2050 total traffic operational analysis with improvements are provided in Appendix E.

Potential Access Locations

Future access along WIS 60 was evaluated based on WisDOT preferred intersection spacing and the functional area of the existing public street intersections. The functional area was calculated for each approach based on queues from the Year 2050 traffic analysis with improvements and deceleration related to the posted speed limit. raSmith utilized the traffic queues for the following intersection control analysis:

- WIS 60 & Horns Corners Road – future two-way stop control with raised median
- WIS 60 & Washington Avenue (WIS 181/County NN) & Covered Bridge Road – future coordinated traffic signal with improvements
- WIS 60 & Forward Way/Site 10 Driveway – future coordinated traffic signal with improvements
- WIS 60 & Sheboygan Road/County I – future coordinated traffic signal with improvements
- WIS 60 & Keup Road – uncoordinated traffic signal with improvements

The development driveways are recommended to be located outside of the functional areas of adjacent intersections.

WisDOT desires traffic signals be spaced at one quarter to one half mile spacing to provide optimal progression. WisDOT prefers roundabouts be located at the same quarter mile minimum spacing, but there may be instances where shorter intersection spacing is allowed due to roundabout's smaller functional area.

The recommended access windows for the driveways are shown in Exhibits 10, 11 and 12.

IMPROVEMENT TIMEFRAME CONSIDERATIONS

This planning study looked at a Year 2050 analysis year, which assumed all developments were constructed and open; and the study identified the improvements needed to accommodate the total future traffic conditions. In reality, the developments will occur over time over the next 25 years, and interim improvements will likely be needed for each development.

The typical process is for each developer to construct the public roadway improvements triggered by their development based on the WisDOT TIA process and the municipality's approval process. WisDOT outlines the required improvements in an improvement letter issued to the municipality after acceptance of the TIA.

RECOMMENDATIONS AND CONCLUSIONS

The transportation plan and access windows are expected to accommodate the planned and anticipated developments in the City and Town. The improvements identified are based on planning level analysis of the anticipated future developments.

As shown in Exhibits 10-12, a two-lane WIS 60 is expected to accommodate future traffic growth through the Year 2050 west of the Washington Avenue intersection. The Washington Avenue intersection has existing operational challenges due to its five-legged configuration and skewed approaches. Compensating for these challenges will require WIS 60 to operate as a four-lane roadway at the intersection, which will have right-of-way impacts. The intersection is likely to remain signalized under its five-legged configuration. A multi-lane roundabout would be challenging to construct due to the five legs, skews of the roadways and right-of-way impacts resulting from realigning the skewed legs. Maintaining traffic signal control at this intersection may limit the ability to introduce roundabouts elsewhere along the WIS 60 corridor. WIS 60 could operate acceptably as a two-lane roadway east of the Washington Avenue intersection. Considering the existing Sheboygan Road (County I) intersection is already constructed with a four-lane WIS 60, it may not be cost effective to downsize the intersection, despite its surplus capacity.

Each development requesting new access on WIS 60 will be required by WisDOT to conduct a TIA as part of their approval process to determine their access and improvements. WisDOT will seek to limit access to WIS 60 via alternative access to side streets and cross access between adjacent parcels where available.

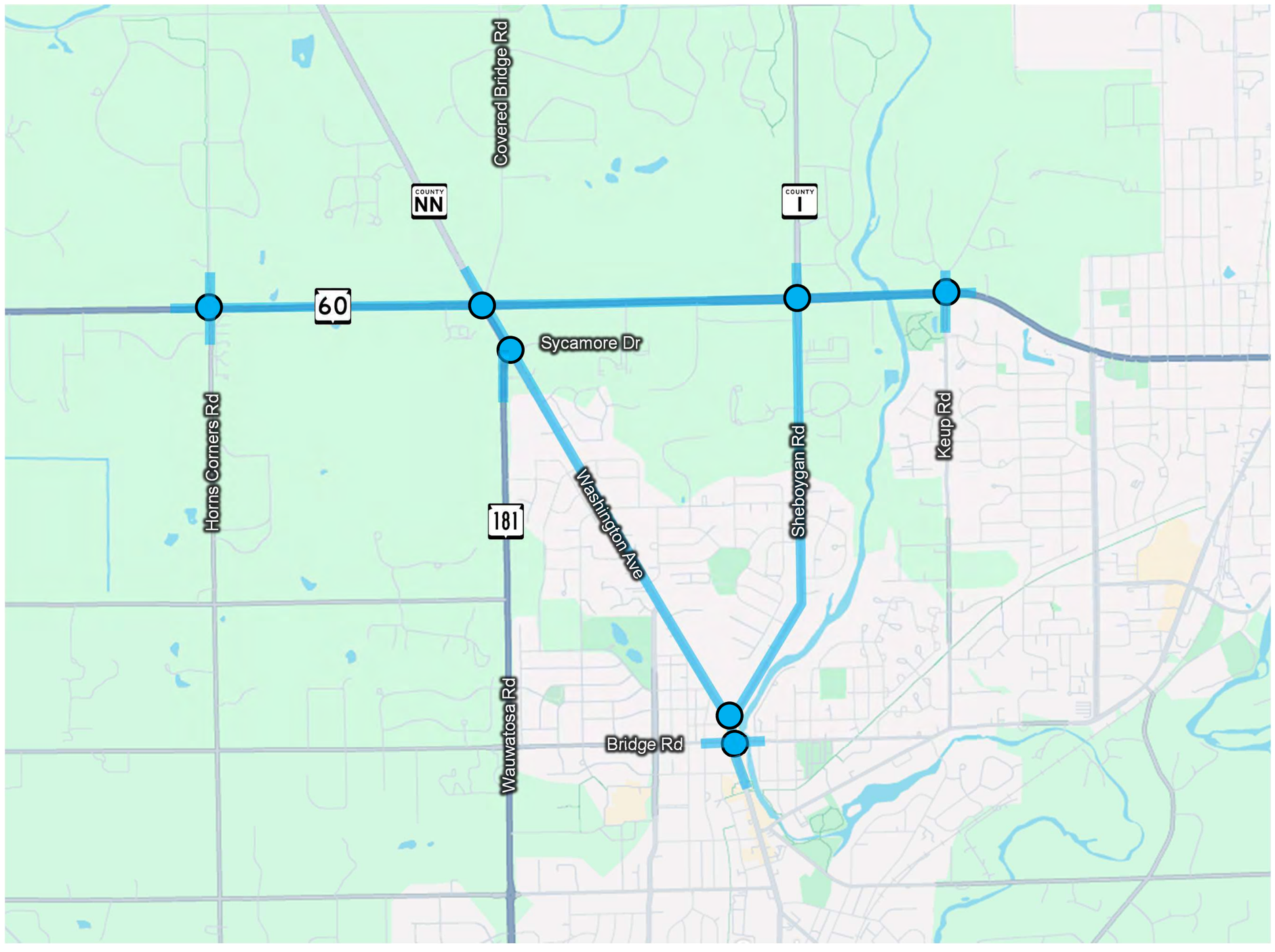
The findings and conclusions presented in this study are based on the current land use assumptions provided by the City and Town, and it provides a vision for the WIS 60 corridor under these assumptions. It is very likely these assumptions will change over time, and thus the study is not binding to the City or Town. The planning study was conducted in such a way that its recommendations are expected to accommodate some modifications to the land use types and sizes. Moderate to major changes in the assumed land use types or intensities could alter the overall recommendations.

EXHIBITS

Exhibit 1 – Study Location Map
Exhibit 2 – Existing Transportation System
Exhibit 3 – Existing Traffic Volumes
Exhibit 4 – Future Development Sites
Exhibit 5 – Future Development Sites Anticipated Land Uses
Exhibit 6 – Existing & Year 2050 Daily Traffic Volumes
Exhibit 7 – Year 2050 Traffic Volumes
Exhibits 8A – Year 2050 Total Traffic Volumes
Exhibit 8B – Year 2050 Total Traffic Volumes
Exhibit 9 – Year 2050 Peak Hour Operating Conditions with Existing Transportation System
Exhibit 10 – WIS 60 Transportation Plan Considerations (West Section)
Exhibit 11 – WIS 60 Transportation Plan Considerations (Center Section)
Exhibit 12 – WIS 60 Transportation Plan Considerations (East Section)

APPENDICES

Appendix A – Traffic Information
Appendix B – SEWRPC Forecasts
Appendix C – Development Trip Generation
Appendix D – Year 2050 Traffic Analysis for Public Street Intersections with Existing Transportation System
Appendix E – Year 2050 Total Traffic Analysis with Improvements



N
W E
S

Legend

● = Study Intersection ▬ = Study Area Roadway Segment

Study Location Map

Exhibit
1

raSmith

(4,230') (675') (2,565') (1,280') (1,805') (2,650')

N W E S

(Not to Scale)

Washington Ave

COUNTY NN

55 MPH

Covered Bridge Rd

35 MPH

60

COUNTY I

Continuous

Horns Corners Rd

45 MPH

Five Corners Dr

Hilltop Dr

Forward Way

Sheboygan Rd

55 MPH

45 MPH

Keup Rd

25 MPH

35 MPH

181

Sycamore Dr

Wauwatosa Rd

45 MPH

Elm St

Bridge Rd

25 MPH

35 MPH

(1,035')

(7,655')

(320')

(1,645')

(2,940')

300' 290' 160' 205' 70' 50' 250' 120' 120' 300' 150' 80' 215' 370' 355' 300' 160' 215' 340' 165' 190' 125' 180' 210' 315' 315' 50' 35' 40' 40' 35' 110'

Legend

→ = Lane Geometry ● = Stop Sign ⊖ = Yield Sign

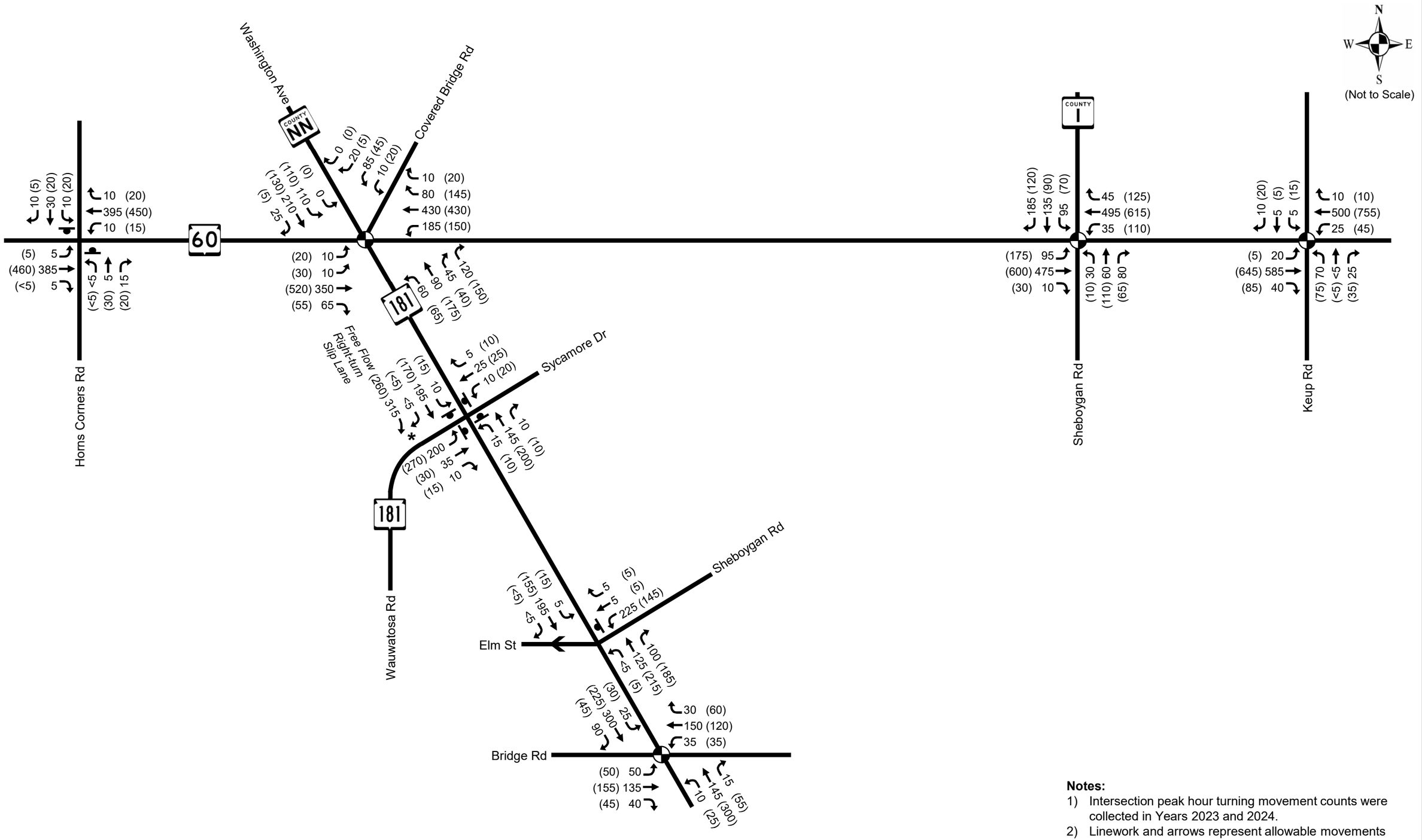
⊕ = Traffic Signal XXX' = Turn Bay Storage Length, ft

▬ = Raised Median (XXX') = Intersection Spacing (Centerline-to-Centerline, ft)

Existing Transportation System

Exhibit **2**

raSmith



Notes:
1) Intersection peak hour turning movement counts were collected in Years 2023 and 2024.
2) Linework and arrows represent allowable movements and do not represent actual geometry.

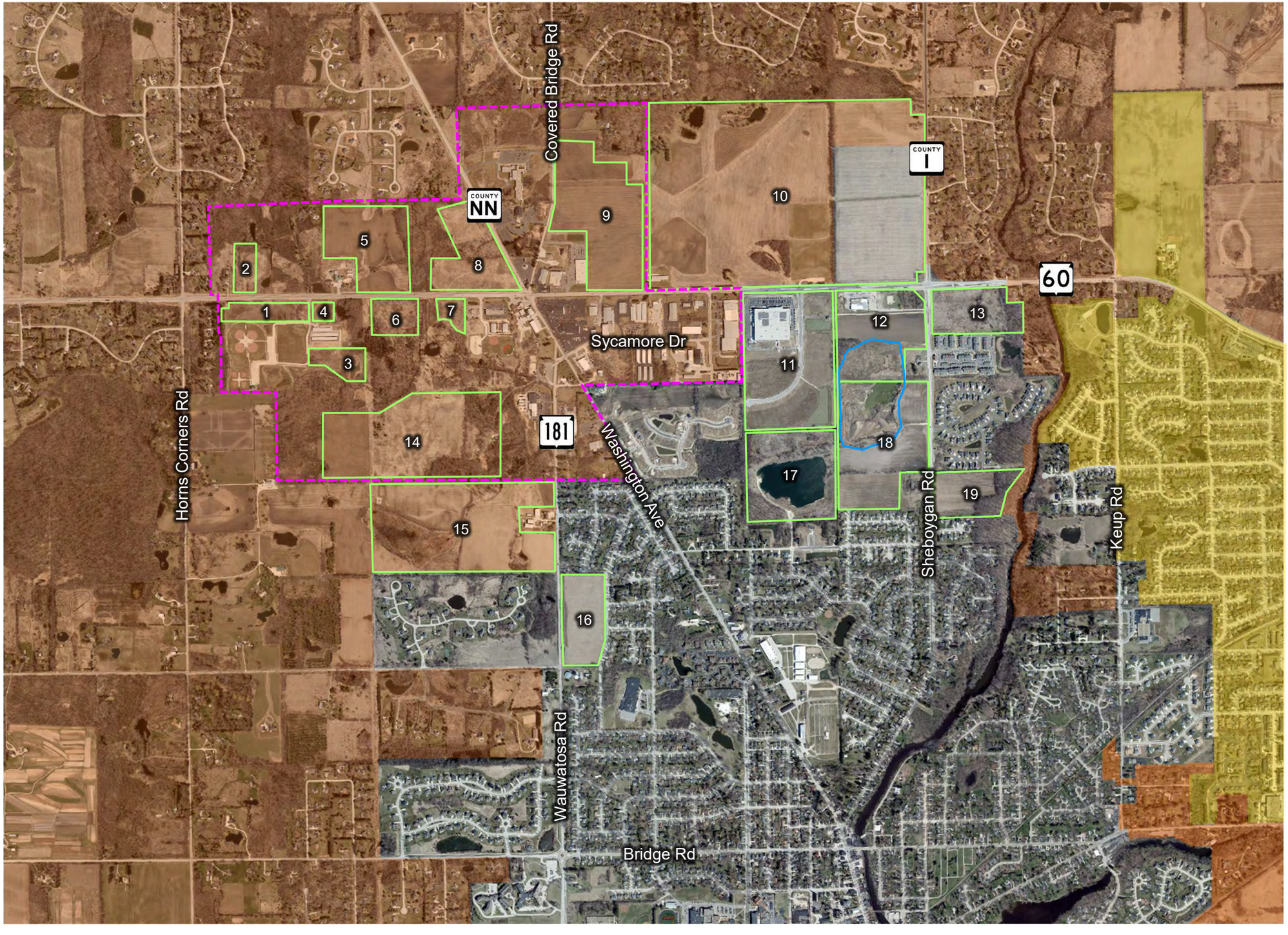
Legend

XX = Weekday Morning Peak Hour Volume (7:00 – 8:00 am)
(XX) = Weekday Evening Peak Hour Volume (4:30 – 5:30 pm)
= Traffic Signal
= Stop Sign

Existing Traffic Volumes

Exhibit **3**

raSmith



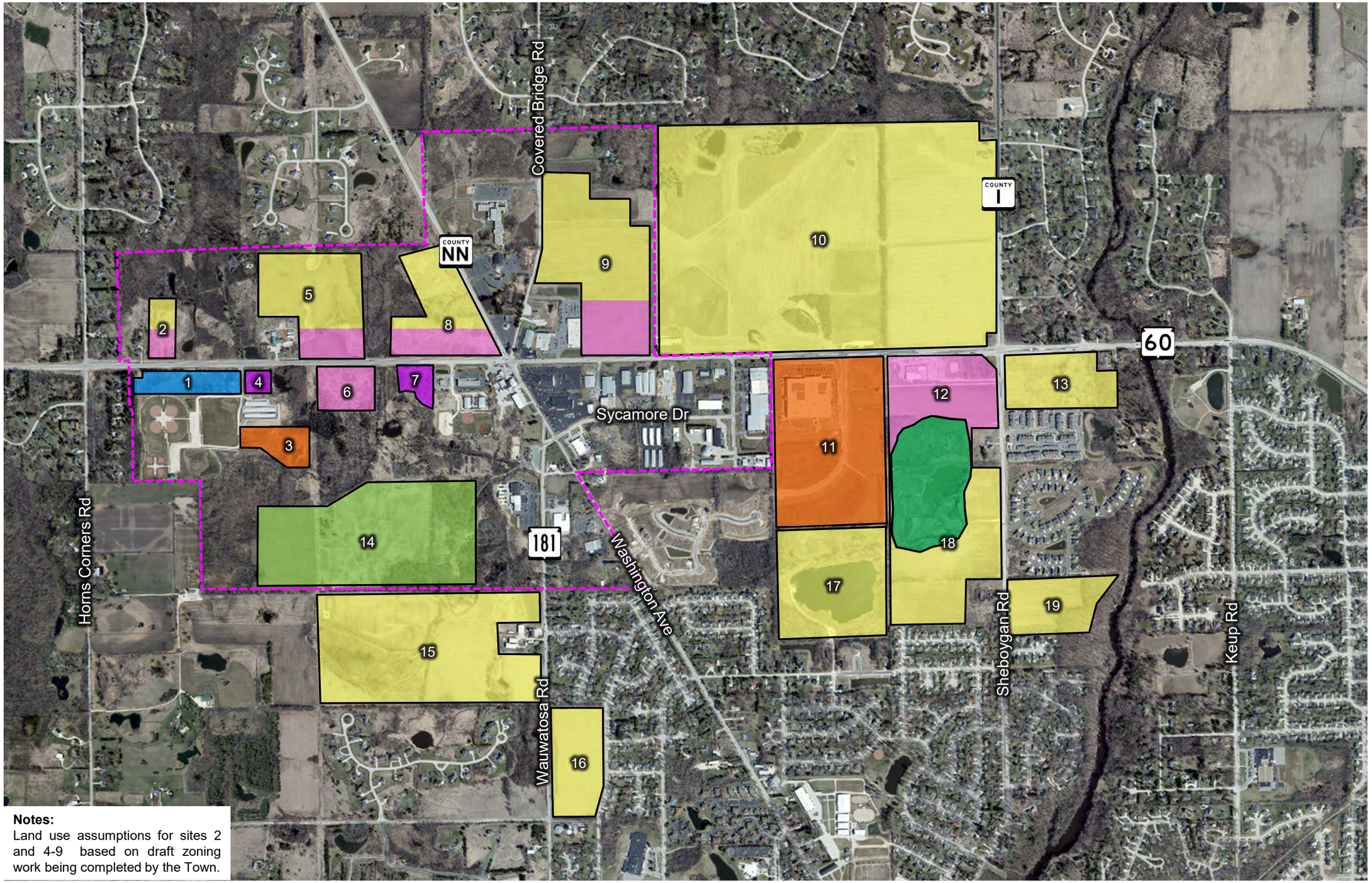
Legend

= Future Development Site
= Future Park Site
XX = Development Site Number
= Five Corners Business District
= City of Cedarburg
= Town of Cedarburg
= Village of Grafton

Future Development Sites

Exhibit **4**

raSmith



Notes:
Land use assumptions for sites 2 and 4-9 based on draft zoning work being completed by the Town.

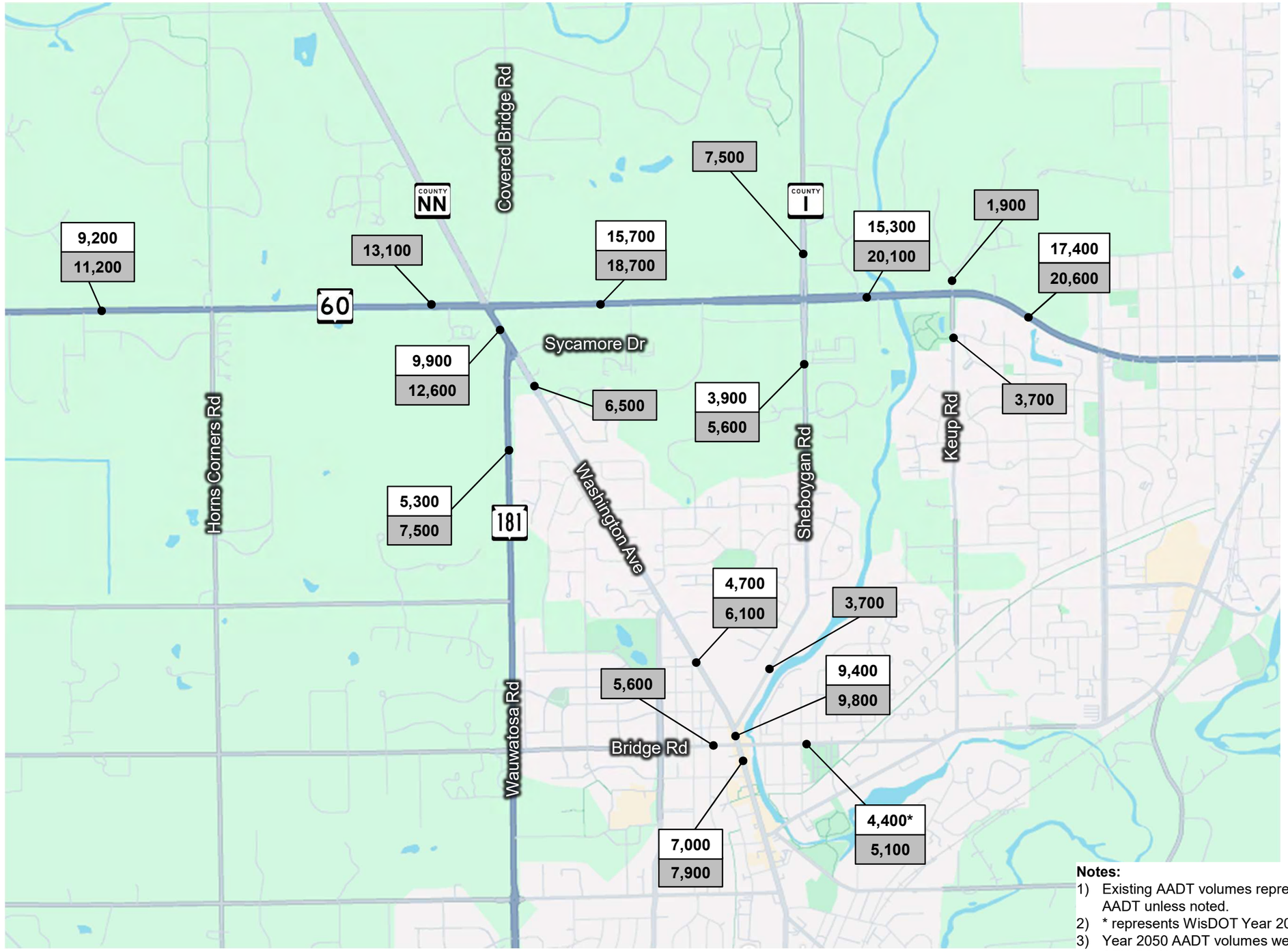
Legend

- = Residential
- = Recreational
- = Mixed Use
- = Retail / Restaurant
- = Public Park
- = Recreational & Complimentary Uses
- = Business Park/ Manufacturing
- XX = Development Site Number
- = Five Corners Business District

Future Development Sites Anticipated Land Uses

Exhibit **5**

raSmith



Notes:

1) Existing AADT volumes represent WisDOT's Year 2023 AADT unless noted.
2) * represents WisDOT Year 2019 AADT.
3) Year 2050 AADT volumes were converted from SEWRPC's Year 2050 AWDT

Legend

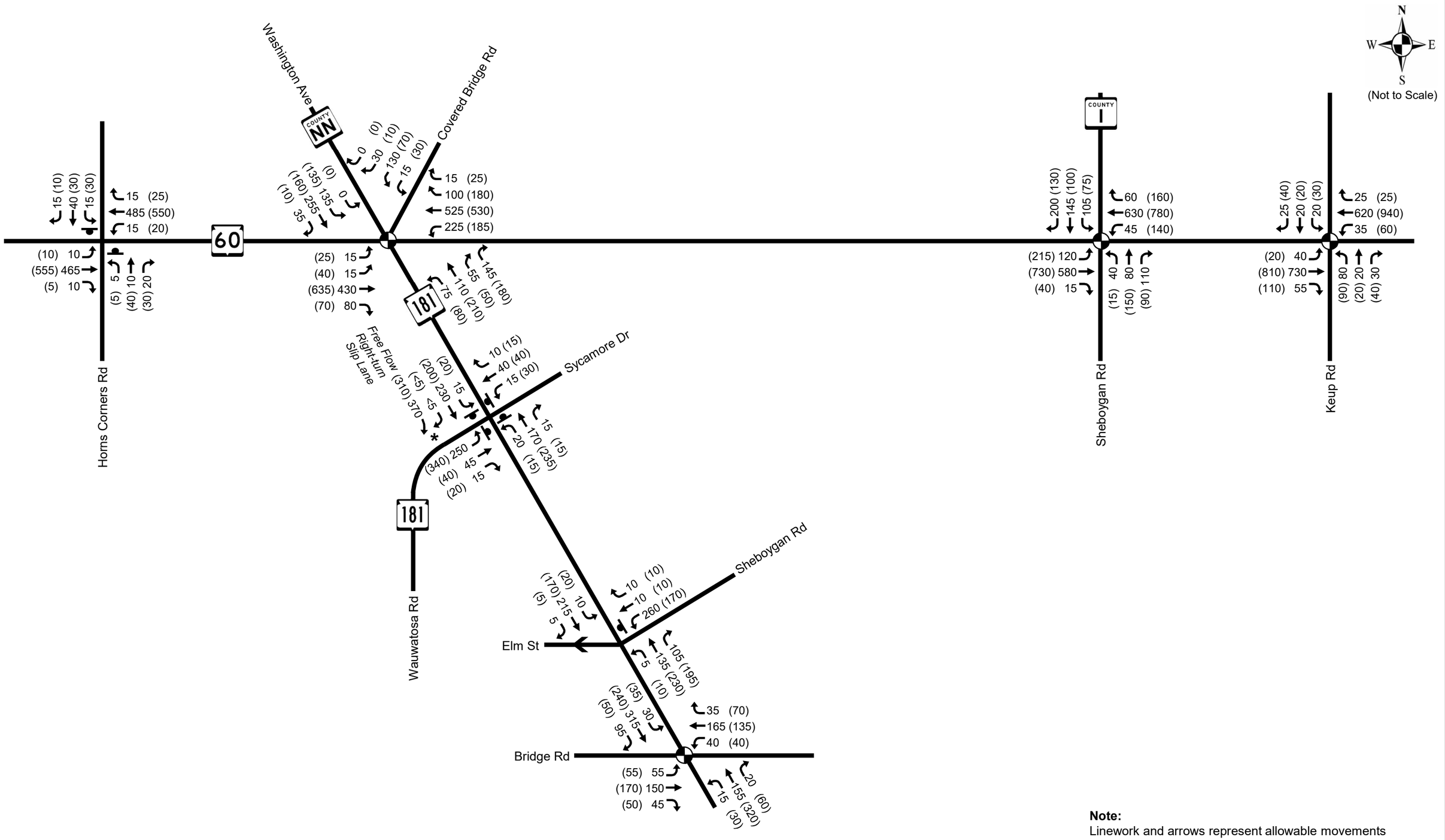
XXX = Existing Annual Average Daily Traffic (AADT) Volume (vpd)

XXX = Year 2050 Estimated Annual Average Daily Traffic (AADT) Volume (vpd)

Existing & Year 2050 Daily Traffic Volumes

Exhibit **6**

raSmith



Note:
Linework and arrows represent allowable movements and do not represent actual geometry.

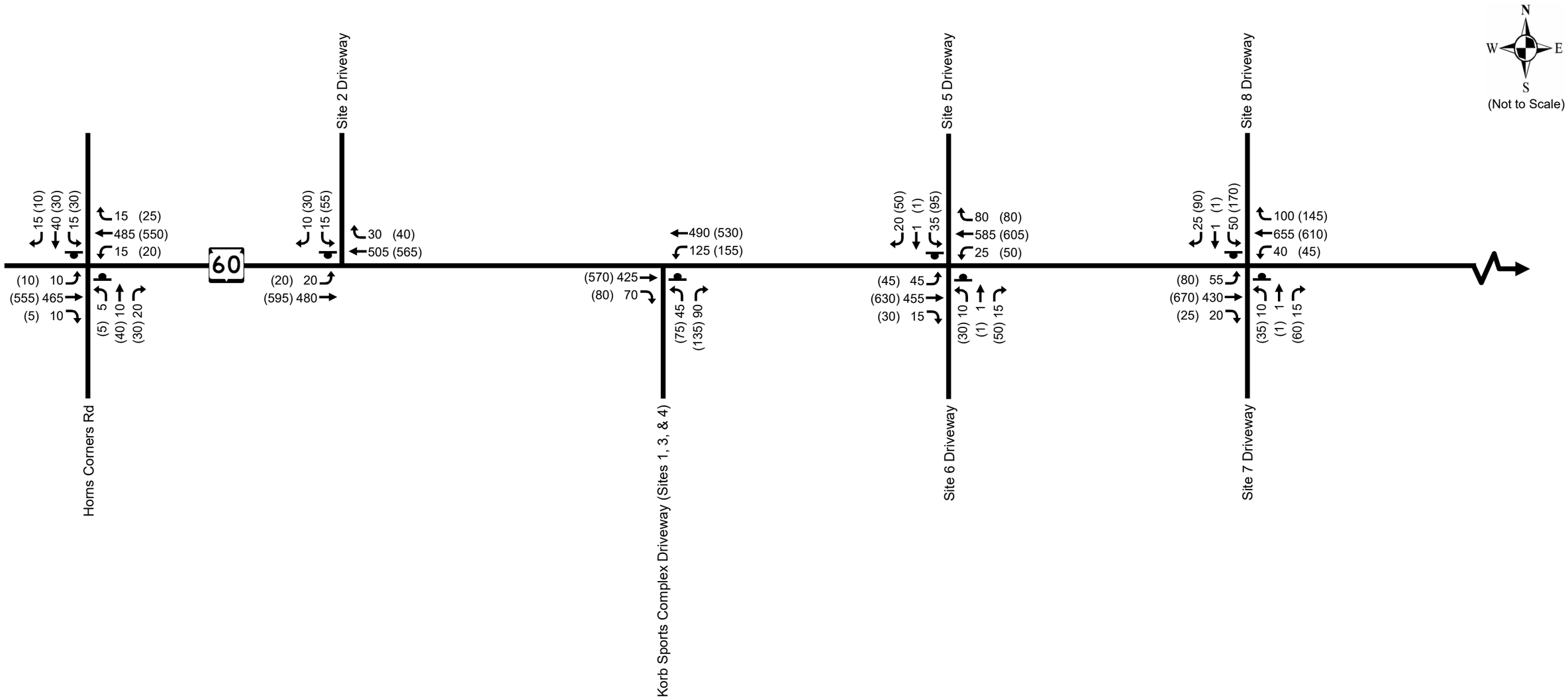
Legend

XX = Weekday Morning Peak Hour Volume (7:00 – 8:00 am)
(XX) = Weekday Evening Peak Hour Volume (4:30 – 5:30 pm)
= Traffic Signal
= Stop Sign

Year 2050 Traffic Volumes

Exhibit **7**

raSmith



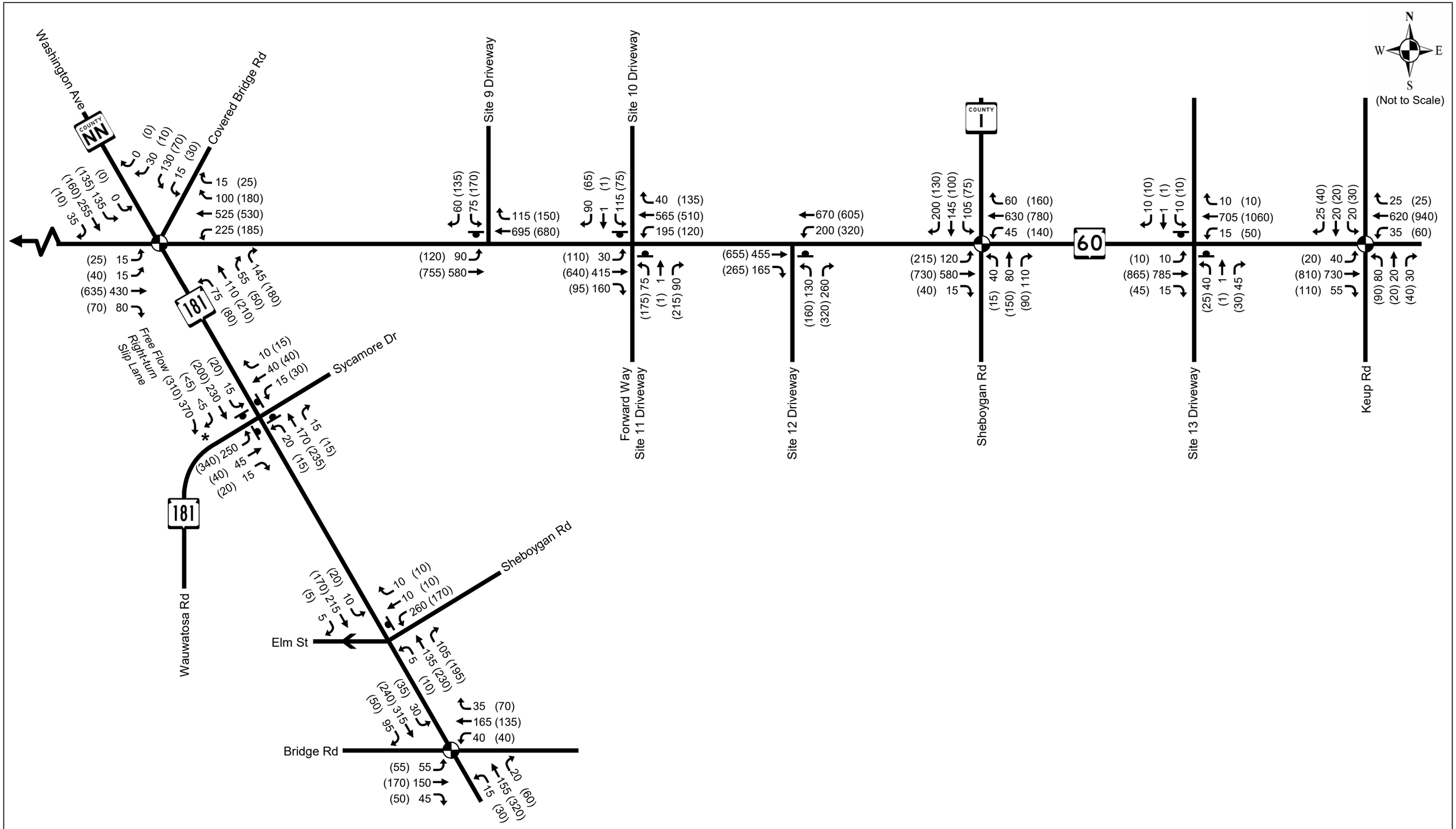
Legend

XX = Weekday Morning Peak Hour Volume (7:00 – 8:00 am)
(XX) = Weekday Evening Peak Hour Volume (4:30 – 5:30 pm)
= Traffic Signal
= Stop Sign

Year 2050 Total Traffic Volumes

Exhibit **8A**

raSmith



Legend

XX = Weekday Morning Peak Hour Volume (7:00 – 8:00 am)
(XX) = Weekday Evening Peak Hour Volume (4:30 – 5:30 pm)
= Traffic Signal
= Stop Sign

Year 2050 Total Traffic Volumes

Exhibit **8B**

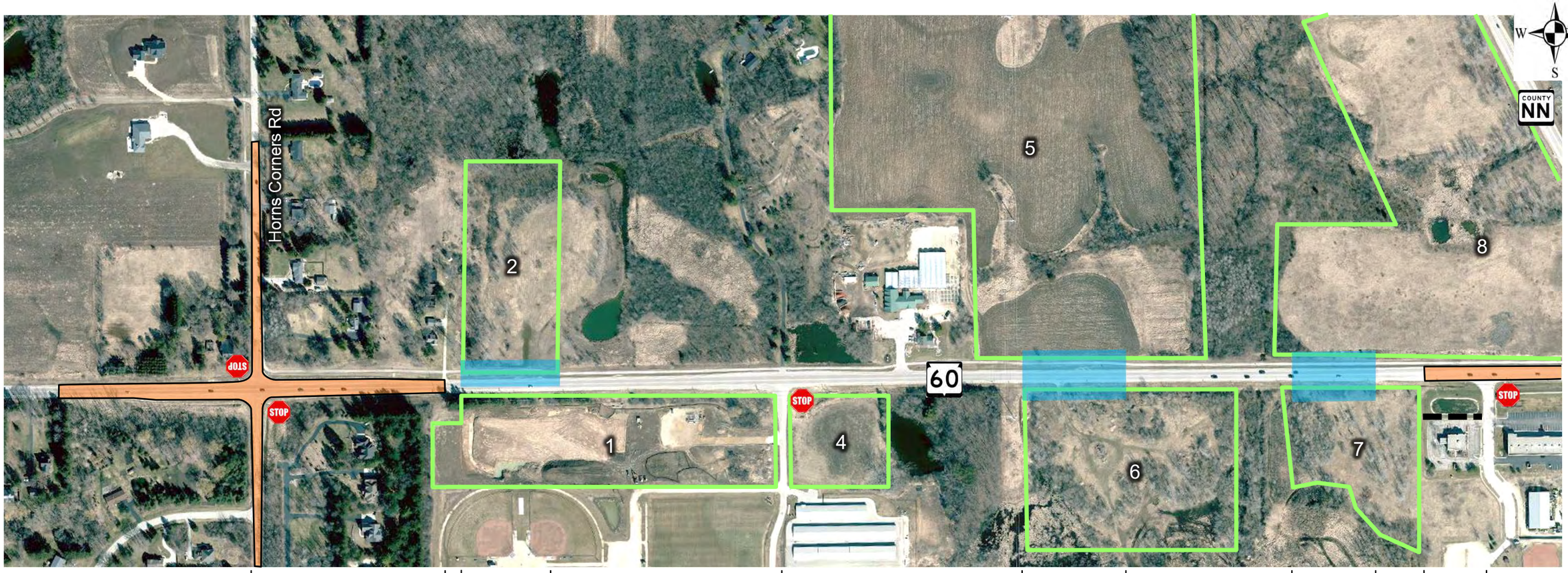
raSmith

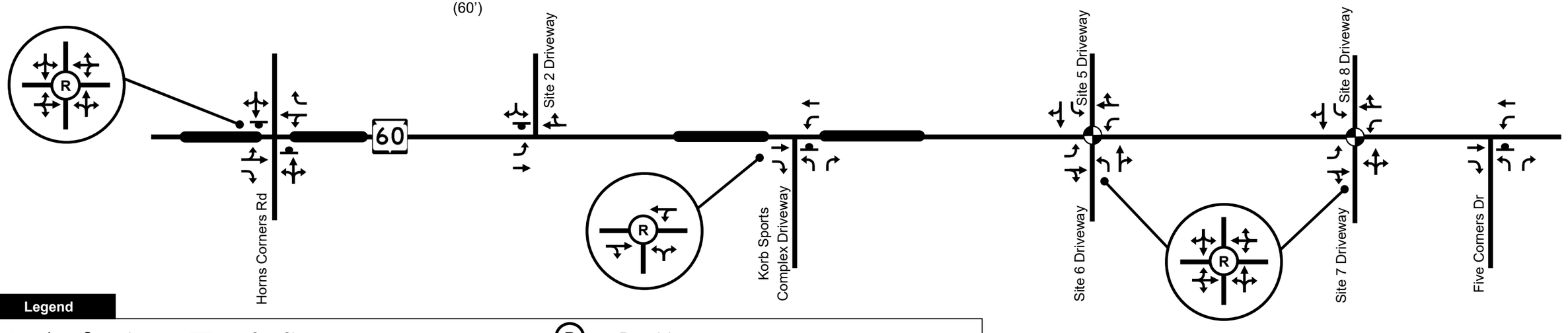
Intersection	Traffic Control	Peak Hour	Parameter	Level of Service (LOS) per Movement by Approach												Overall Intersection LOS
				Eastbound			Westbound			Northbound			Southbound			
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
WIS 60 & Horns Corners Rd	Two-Way Stop Control	AM	LOS	A	A	(A)	A	A	(A)	C	C	C	D	D	D	N/A
			Delay, sec	8.7	8.7	0.0	8.7	8.7	0.0	21.3	21.3	21.3	33.4	33.4	33.4	
			Queue, ft	<25	<25	0	<25	<25	0	<25	<25	<25	45	45	45	
		PM	LOS	A	A	(A)	A	A	(A)	D	D	D	**F**	**F**	**F**	N/A
			Delay, sec	8.8	8.8	0.0	8.8	8.8	0.0	34.7	34.7	34.7	72.1	72.1	72.1	
			Queue, ft	<25	<25	0	<25	<25	0	45	45	45	80	80	80	
WIS 60 & CTH I/ Sheboygan Rd	Traffic Signal	AM	LOS	B	A	A	B	A	A	B	B	B	B	B	B	B
			Delay, sec	13.6	8.3	6.3	11.1	8.5	6.5	18.1	14.6	14.6	17.1	16.2	15.4	
			Queue, ft	75	140	<25	25	150	<25	35	75	75	80	130	130	
		PM	LOS	B	A	A	B	A	A	C	C	C	C	C	C	B
			Delay, sec	18.8	7.2	5.3	12.7	7.4	5.6	23.1	21.7	21.7	25.0	21.7	21.7	
			Queue, ft	200	150	<25	90	165	35	<25	90	90	60	90	90	
WIS 60 & Keup Rd	Traffic Signal	AM	LOS	C	C	A	C	B	A	**E**	**E**	B	C	C	B	C
			Delay, sec	25.7	24.3	9.9	32.0	17.5	9.7	69.4	69.4	16.6	21.7	21.7	16.5	
			Queue, ft	<25	345	<25	<25	260	<25	90	90	25	45	45	<25	
		PM	LOS	D	C	B	D	**E**	B	**F**	**F**	B	D	D	B	**E**
			Delay, sec	45.0	30.0	10.5	42.3	62.3	10.1	287.9	287.9	19.5	37.4	37.4	19.6	
			Queue, ft	<25	435	30	35	675	<25	95	95	30	50	50	30	
Washington Ave & Sycamore Dr	All-Way Stop Control	AM	LOS	C	C	C	B	B	B	B	B	B	B	B	B	B
			Delay, sec	16.1	16.1	16.1	10.3	10.3	10.3	12.1	12.1	12.1	13.0	13.0	13.0	
			Queue, ft	90	90	90	<25	<25	<25	45	45	45	55	55	55	
		PM	LOS	C	C	C	B	B	B	B	B	B	B	B	B	C
			Delay, sec	19.1	19.1	19.1	10.4	10.4	10.4	13.4	13.4	13.4	12.6	12.6	12.6	
			Queue, ft	120	120	120	<25	<25	<25	55	55	55	45	45	45	
Washington Ave & Sheboygan Rd/ Elm St	One-Way Stop Control	AM	LOS	--	--	--	C	A	A	A	A	A	A	A	A	N/A
			Delay, sec	--	--	--	20.0	9.5	9.5	7.8	7.8	7.8	7.8	7.8	7.8	
			Queue, ft	--	--	--	85	<25	<25	<25	<25	<25	<25	<25	<25	
		PM	LOS	--	--	--	C	B	B	A	A	A	A	A	A	N/A
			Delay, sec	--	--	--	17.3	10.2	10.2	7.6	7.6	7.6	8.3	8.3	8.3	
			Queue, ft	--	--	--	45	<25	<25	<25	<25	<25	<25	<25	<25	
Washington Ave & Bridge Rd	Traffic Signal	AM	LOS	C	C	C	C	C	C	B	B	A	B	B	A	B
			Delay, sec	24.6	20.8	20.8	23.7	20.9	20.9	10.4	10.4	8.9	12.7	12.7	9.4	
			Queue, ft	45	130	130	35	130	130	80	80	<25	165	165	30	
		PM	LOS	C	C	C	C	C	C	B	B	A	B	B	A	B
			Delay, sec	23.0	20.4	20.4	22.9	20.2	20.2	11.8	11.8	9.1	11.1	11.1	9.1	
			Queue, ft	45	135	135	35	130	130	155	155	<25	120	120	<25	

Intersection	Traffic Control	Peak Hour	Parameter	Operating Conditions per Movement by Approach																		Overall Int. LOS
				Eastbound (WIS 60)				Westbound (WIS 60)				Northbound (Washington Ave)				Southbound (CTH NN)			Southbound (Covered Bridge Rd)			
				Hrd LT	LT	TH	RT	LT	TH	RT	Hrd RT	LT	TH	RT	Hrd RT	LT	TH	RT	LT	TH	RT	
				to CTH NN	to Covered Bridge Rd	WIS 60	to Washington Ave	to Washington Ave	WIS 60	to CTH NN	to Covered Bridge Rd	WIS 60	to CTH NN	to Covered Bridge Rd	WIS 60	WIS 60	to Washington Ave	WIS 60	WIS 60	to Washington Ave	WIS 60	
WIS 60 & STH 181/ CTH NN/Covered Bridge Rd	Traffic Signal	AM	LOS	**E**	**E**	**E**	D	**E**	**E**	**E**	**E**	**F**	**E**	**F**	**F**	D	**E**	D	**F**	**F**	**F**	**E**
			Delay, sec	61.5	61.5	74.5	45.8	69.5	56.1	56.1	56.1	82.4	72.8	88.8	88.8	50.4	55	45.7	94.5	94.5	94.5	
			Queue, ft	75	75	>500	130	425	>500	>500	>500	160	210	275	275	205	390	50	380	380	380	
		PM	LOS	**F**	**F**	**F**	D	**E**	D	D	D	**E**	**F**	**F**	**F**	D	D	D	**F**	**F**	**F**	**E**
			Delay, sec	94.9	94.9	89.3	42.2	74.7	53.2	53.2	53.2	76.4	91.9	87.5	87.5	54.9	49.9	44.3	95.6	95.6	95.6	
			Queue, ft	195	195	>500	115	355.0	>500	>500	>500	165.0	375	295	295	205	240	<25	220.0	220	220	

Year 2050 Peak Hour Operating Conditions with Existing Transportation System

Exhibit **9**





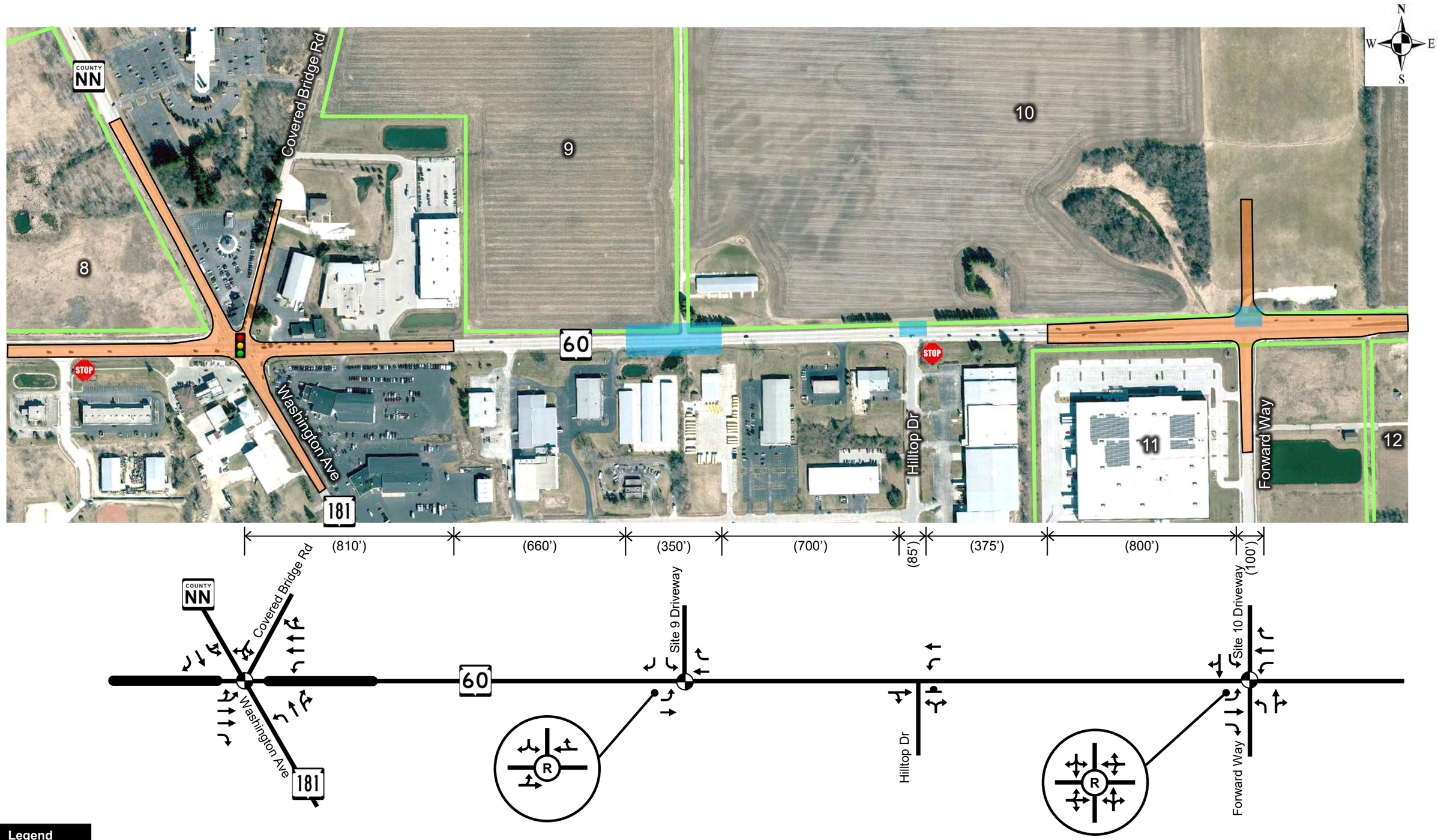
Legend

- = Lane Geometry
- = Traffic Signal
- = Raised Median
- = Stop Sign
- = Intersection Functional Area
- = Recommended WIS 60 Access Window
- R = Roundabout
- = Development Site Boundary
- XX = Development Site Number

WIS 60 Transportation Plan Considerations (West Section)

Exhibit **10**

raSmith



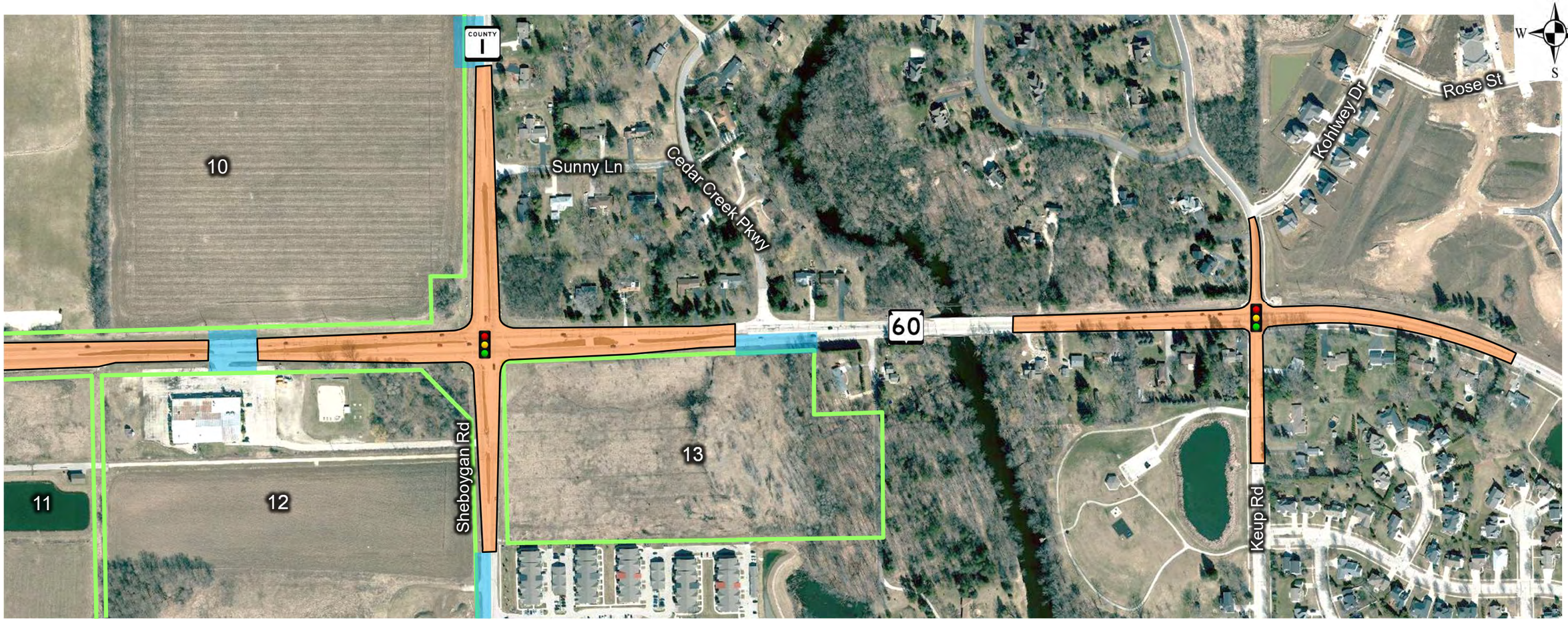
Legend

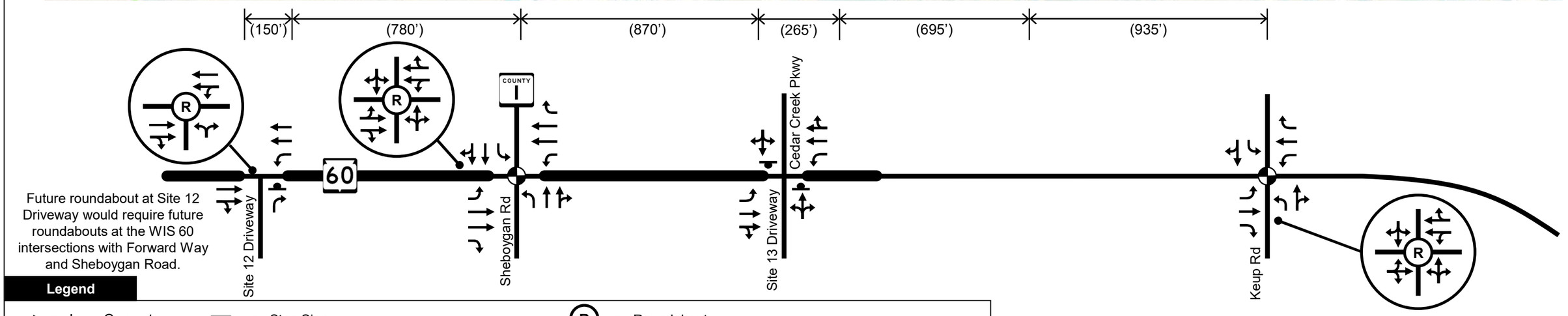
- = Lane Geometry
- = Traffic Signal
- = Raised Median
- = Stop Sign
- = Intersection Functional Area
- = Recommended WIS 60 Access Window
- R = Roundabout
- = Development Site Boundary
- XX = Development Site Number

WIS 60 Transportation Plan Considerations (Center Section)

Exhibit **11**

raSmith





Legend

- = Lane Geometry
- = Traffic Signal
- = Raised Median
- = Stop Sign
- = Intersection Functional Area
- = Recommended WIS 60 Access Window
- R = Roundabout
- = Development Site Boundary
- XX = Development Site Number

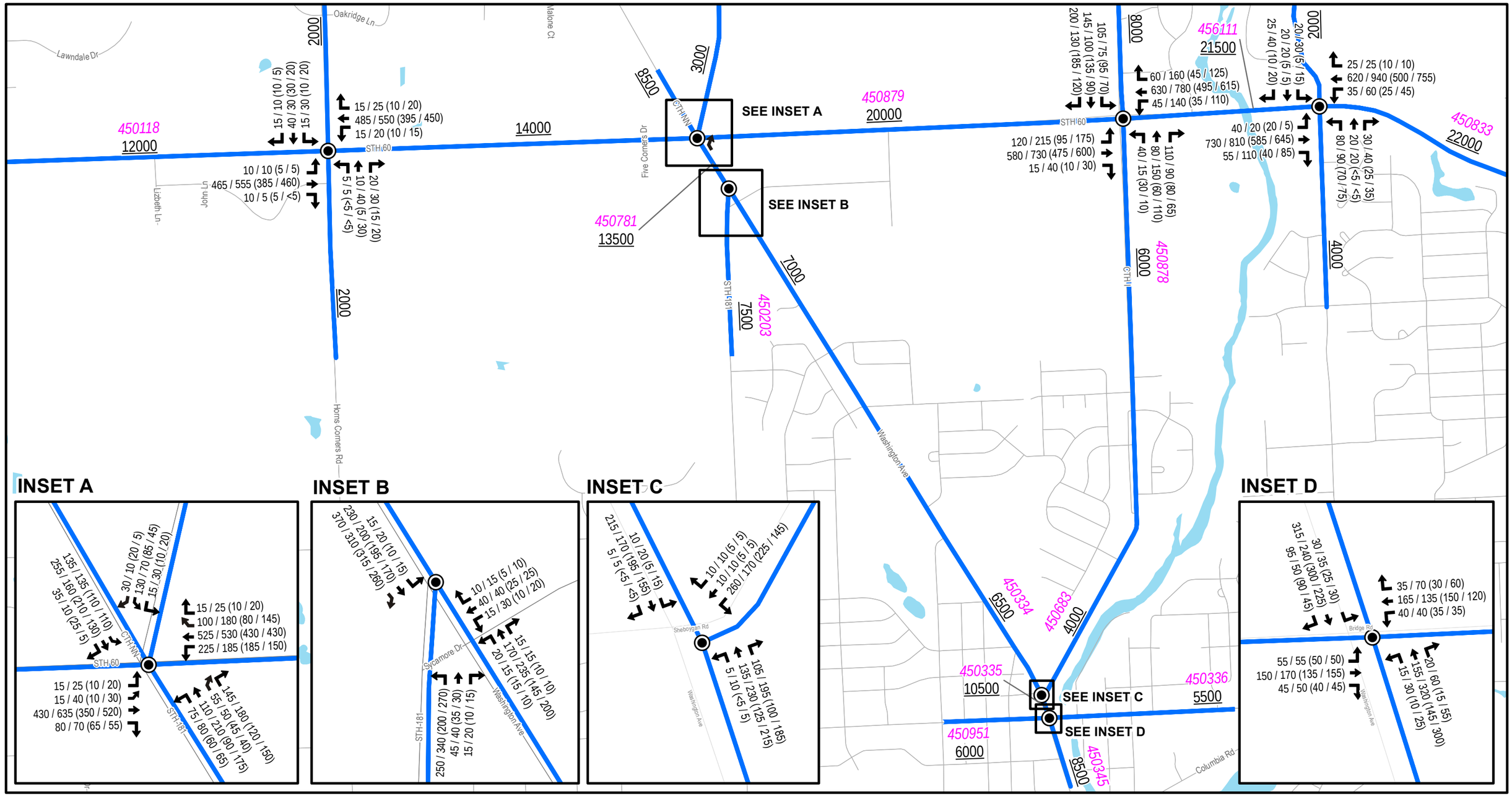
WIS 60 Transportation Plan Considerations (East Section)

Exhibit **12**

raSmith

APPENDIX B

SEWRPC Forecasts



CEDARBURG TRAFFIC STUDY

FORECAST YEAR 2050 AVERAGE WEEKDAY TRAFFIC (AWDT) AND PEAK-HOUR TURN MOVEMENT VOLUMES

FORECAST WORK ORDER:
MASTER CONTRACT:
ROUTE(S): STH 60 / WASHINGTON AVE
LOCATION DESCRIPTION: BRIDGE RD/KEUP RD
COUNTY(IES): OZAUKEE
FORECAST YEARS: 2050
SEWRPC PROJECT ID: 200-1000
PREPARED BY: G. ALE
DATE: 12/19/2024

0 0.1 0.2 Miles

FORECAST FACILITY
XXXXXX TRADAS_ID
XXXXX FORECAST YEAR 2050 AWDT VOLUME ON A ROADWAY SEGMENT

AVERAGE WEEKDAY PEAK-HOUR TURN MOVEMENT VOLUMES
XXX / **XXX** (XXX / XXX) FORECAST YEAR 2050 (COUNT YEAR 2023/2024) AM / PM PEAK-HOUR VOLUMES

NOTES

(A) THE FORECASTS ARE PREPARED WITHIN THE CONTEXT OF THE VISION 2050 LAND USE AND TRANSPORTATION SYSTEM PLAN AND UTILIZE THE COMMISSION'S 5TH GENERATION TRAVEL DEMAND MODELS AND TIME-OF-DAY ASSIGNMENTS.

(B) AM PEAK HOUR IS **7:00 – 8:00 AM** AND PM PEAK HOUR IS **4:30 – 5:30 PM**.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
WAUKESHA-MILWAUKEE-OZAUKEE-WASHINGTON-WALWORTH-RACINE

12/19/2024
R:\G506mr270_Cedbg\Analysis\Forecasts\Cedarburg_VISION2050_Forecasts.mxd

APPENDIX C

Development Trip Generation

Trip Generation Summary

Site	Weekday	AM Peak			PM Peak		
	Daily Trips	In	Out	Total	In	Out	Total
1,3 & 4	2,780	195	135	330	235	210	445
2	1,180	50	25	75	60	85	145
5	1,385	40	25	65	80	80	160
6	2,485	125	55	180	125	145	270
7	1,320	60	25	85	70	95	165
8	5,870	155	75	230	225	260	485
9	7,115	205	135	340	270	305	575
10	3,795	70	205	275	245	140	385
11	3,965	355	165	520	215	390	605
12	15,305	365	290	655	585	580	1,165
13	2,000	30	85	115	95	55	150

Sites 1, 3 & 4 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
492	Health/Fitness Club (Site 1)	62,301	SF		N/A	**40**	51%	**40**	49%	**80**	1.31	**125**	57%	**90**	43%	**215**	3.45
630	Clinic (Site 1)	9,992	SF	**395**	FCE	**25**	81%	**5**	19%	**30**	FCE	**10**	30%	**25**	70%	**35**	3.69
770	Business Park (Site 3)	30,300	SF	**1,035**	FCE	**40**	85%	**5**	15%	**45**	FCE	**15**	26%	**35**	74%	**50**	FCE
937	Coffee/Donut Shop w/ Drive-Thru (Site 4)	2,000	SF	**1,065**	533.37	**85**	51%	**85**	49%	**170**	85.88	**40**	50%	**40**	50%	**80**	38.99
488	Soccer Complex (Existing Korb Sports Complex)	4	Fields	**285**	71.33	**5**	61%	**0**	39%	**5**	0.99	**45**	66%	**20**	34%	**65**	16.43
Total				**2,780**		**195**		**135**		**330**		**235**		**210**		**445**	
	Linked (XXX)		0%														
Driveway Trips				**2,780**		**195**		**135**		**330**		**235**		**210**		**445**	
	Pass-by (XXX)		0%														
Total New Trips				**2,780**		**195**		**135**		**330**		**235**		**210**		**445**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
	%	195	135	235	210
T/F West WIS 60	35%	70	45	80	75
T/F East WIS 60	65%	125	90	155	135
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		195	135	235	210
		OK	OK	OK	OK

Site 2 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
822	Strip Retail Plaza (<40K)	14,400	SF	**835**	FCE	**20**	60%	**15**	40%	**35**	2.36	**50**	50%	**50**	50%	**100**	FCE
710	General Office Building	14,400	SF	**215**	FCE	**25**	88%	**5**	12%	**30**	FCE	**5**	17%	**30**	83%	**35**	FCE
210	Single-Family Detached Housing	11	DU	**130**	FCE	**5**	26%	**5**	74%	**10**	FCE	**5**	63%	**5**	37%	**10**	FCE
Total				**1,180**		**50**		**25**		**75**		**60**		**85**		**145**	
Linked (XXX)			0%														
Driveway Trips				**1,180**		**50**		**25**		**75**		**60**		**85**		**145**	
Pass-by (XXX)			0%														
Total New Trips				**1,180**		**50**		**25**		**75**		**60**		**85**		**145**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		50	25	60	85
T/F West WIS 60	35%	20	10	20	30
T/F East WIS 60	65%	30	15	40	55
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		50	25	60	85
		OK	OK	OK	OK

Site 5 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
822	Strip Retail Plaza (<40K)	24,200	SF	**1,320**	54.45	**35**	60%	**20**	40%	**55**	2.36	**75**	50%	**70**	50%	**145**	FCE
932	High Turnover (Sit-Down) Restaurar	5,000	SF	**535**	107.2	**30**	55%	**20**	45%	**50**	9.57	**25**	61%	**20**	39%	**45**	9.05
710	General Office Building	29,200	SF	**400**	FCE	**55**	88%	**5**	12%	**60**	FCE	**10**	17%	**50**	83%	**60**	FCE
210	Single-Family Detached Housing	20	DU	**230**	FCE	**5**	26%	**10**	74%	**15**	FCE	**15**	63%	**5**	37%	**20**	FCE
Total				**2,485**		**125**		**55**		**180**		**125**		**145**		**270**	
	Linked (XXX)		0%														
Driveway Trips				**2,485**		**125**		**55**		**180**		**125**		**145**		**270**	
	Pass-by (XXX)		0%														
Total New Trips				**2,485**		**125**		**55**		**180**		**125**		**145**		**270**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		125	55	125	145
T/F West WIS 60	35%	45	20	45	50
T/F East WIS 60	65%	80	35	80	95
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		125	55	125	145
		OK	OK	OK	OK

Small Sample Size $\leq$ 5

Site 6 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
822	Strip Retail Plaza (<40K)	27,360	SF	**1,385**	FCE	**40**	60%	**25**	40%	**65**	2.36	**80**	50%	**80**	50%	**160**	FCE
Total				**1,385**		**40**		**25**		**65**		**80**		**80**		**160**	
Linked (XXX)			0%														
Driveway Trips				**1,385**		**40**		**25**		**65**		**80**		**80**		**160**	
Pass-by (XXX)			0%														
Total New Trips				**1,385**		**40**		**25**		**65**		**80**		**80**		**160**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		40	25	80	80
T/F West WIS 60	35%	15	10	30	30
T/F East WIS 60	65%	25	15	50	50
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		40	25	80	80
		OK	OK	OK	OK

Site 7 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
822	Strip Retail Plaza (<40K)	19,200	SF	**1,045**	54.45	**25**	60%	**20**	40%	**45**	2.36	**65**	50%	**60**	50%	**125**	FCE
710	General Office Building	19,200	SF	**275**	FCE	**35**	88%	**5**	12%	**40**	FCE	**5**	17%	**35**	83%	**40**	FCE
Total				**1,320**		**60**		**25**		**85**		**70**		**95**		**165**	
Linked (XXX)			0%														
Driveway Trips				**1,320**		**60**		**25**		**85**		**70**		**95**		**165**	
Pass-by (XXX)			0%														
Total New Trips				**1,320**		**60**		**25**		**85**		**70**		**95**		**165**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		60	25	70	95
T/F West WIS 60	35%	20	10	25	35
T/F East WIS 60	65%	40	15	45	60
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		60	25	70	95
		OK	OK	OK	OK

Small Sample Size < 5

Site 8 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
821	Shopping Plaza (40-150K)	72,250	SF	**4,880**	67.52	**80**	62%	**45**	38%	**125**	1.73	**185**	49%	**190**	51%	**375**	5.19
932	High Turnover (Sit-Down) Restaurant	5,000	SF	**535**	107.2	**30**	55%	**20**	45%	**50**	9.57	**25**	61%	**20**	39%	**45**	9.05
710	General Office Building	25,750	SF	**355**	FCE	**45**	88%	**5**	12%	**50**	FCE	**10**	17%	**45**	83%	**55**	FCE
210	Single-Family Detached Housing	8	DU	**100**	FCE	**0**	26%	**5**	74%	**5**	FCE	**5**	63%	**5**	37%	**10**	FCE
Total				**5,870**		**155**		**75**		**230**		**225**		**260**		**485**	
	Linked (XXX)		0%														
Driveway Trips				**5,870**		**155**		**75**		**230**		**225**		**260**		**485**	
	Pass-by (XXX)		0%														
Total New Trips				**5,870**		**155**		**75**		**230**		**225**		**260**		**485**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
	%	155	75	225	260
T/F West WIS 60	35%	55	25	80	90
T/F East WIS 60	65%	100	50	145	170
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		155	75	225	260
		OK	OK	OK	OK

Site 9 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
821	Shopping Plaza (40-150K)	73,500	SF	**4,965**	67.52	**80**	62%	**45**	38%	**125**	1.73	**185**	49%	**195**	51%	**380**	5.19
734	Fast Food Restaurant w/ Drive-Thru	3,000	SF	**1,400**	467.48	**70**	51%	**65**	49%	**135**	44.61	**50**	52%	**50**	48%	**100**	33.03
710	General Office Building	25,500	SF	**355**	FCE	**45**	88%	**5**	12%	**50**	FCE	**10**	17%	**45**	83%	**55**	FCE
210	Single-Family Detached Housing	36	DU	**395**	FCE	**10**	26%	**20**	74%	**30**	FCE	**25**	63%	**15**	37%	**40**	FCE
Total				**7,115**		**205**		**135**		**340**		**270**		**305**		**575**	
Linked (XXX)			0%														
Driveway Trips				**7,115**		**205**		**135**		**340**		**270**		**305**		**575**	
Pass-by (XXX)			0%														
Total New Trips				**7,115**		**205**		**135**		**340**		**270**		**305**		**575**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
	%	205	135	270	305
T/F West WIS 60	45%	90	60	120	135
T/F East WIS 60	55%	115	75	150	170
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		205	135	270	305
		OK	OK	OK	OK

Site 10 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
210	Single-Family Detached Housing	422	DU	**3,795**	FCE	**70**	26%	**205**	74%	**275**	FCE	**245**	63%	**140**	37%	**385**	FCE
Total				**3,795**		**70**		**205**		**275**		**245**		**140**		**385**	
Linked (XXX)			0%														
Driveway Trips				**3,795**		**70**		**205**		**275**		**245**		**140**		**385**	
Pass-by (XXX)			0%														
Total New Trips				**3,795**		**70**		**205**		**275**		**245**		**140**		**385**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		70	205	245	140
T/F West WIS 60	45%	30	90	110	65
T/F East WIS 60	55%	40	115	135	75
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		70	205	245	140
		OK	OK	OK	OK

Site 11 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
140	Manufacturing (Wilo)	250,000	SF	**1,145**	FCE	**120**	76%	**40**	24%	**160**	FCE	**60**	31%	**140**	69%	**200**	FCE
140	Manufacturing	212,800	SF	**1,005**	FCE	**105**	76%	**35**	24%	**140**	FCE	**55**	31%	**115**	69%	**170**	FCE
770	Business Park	30,700	SF	**1,040**	FCE	**40**	85%	**5**	15%	**45**	FCE	**15**	26%	**35**	74%	**50**	FCE
565	Day Care Center Phase 1	10,650	SF	**505**	47.62	**60**	53%	**55**	47%	**115**	11.00	**55**	47%	**65**	53%	**120**	11.12
565	Day Care Center Phase 2	5,661	SF	**270**	47.62	**30**	53%	**30**	47%	**60**	11.00	**30**	47%	**35**	53%	**65**	11.12
Total				**3,965**		**355**		**165**		**520**		**215**		**390**		**605**	
Linked (XXX)			0%														
Driveway Trips				**3,965**		**355**		**165**		**520**		**215**		**390**		**605**	
Pass-by (XXX)			0%														
Total New Trips				**3,965**		**355**		**165**		**520**		**215**		**390**		**605**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		355	165	215	390
T/F West WIS 60	45%	160	75	95	175
T/F East WIS 60	55%	195	90	120	215
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		355	165	215	390
		OK	OK	OK	OK

Site 12 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
WisDOT	Gas Station with Convenience Market	9,000 20	SF VFP	**4,350**		**160**	51%	**150**	49%	**310**		**160**	50%	**160**	50%	**320**	
821	Shopping Plaza (40-150K)	145,000	SF	**9,790**	67.52	**155**	62%	**95**	38%	**250**	1.73	**370**	49%	**385**	51%	**755**	5.19
932	High Turnover (Sit-Down) Restaurants (2)	10,000	SF	**1,070**	107.2	**50**	55%	**45**	45%	**95**	9.57	**55**	61%	**35**	39%	**90**	9.05
411	Public Park	10	Acres	**95**	FCE	**0**	59%	**0**	41%	**0**	0.02	**0**	55%	**0**	45%	**0**	0.11
Total				**15,305**		**365**		**290**		**655**		**585**		**580**		**1,165**	
Linked (XXX)			0%														
Driveway Trips				**15,305**		**365**		**290**		**655**		**585**		**580**		**1,165**	
Pass-by (XXX)			0%														
Total New Trips				**15,305**		**365**		**290**		**655**		**585**		**580**		**1165**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
	%	365	290	585	580
T/F West WIS 60	45%	165	130	265	260
T/F East WIS 60	55%	200	160	320	320
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		365	290	585	580
		OK	OK	OK	OK

Small Sample Size ≤ 5

Site 13 Trip Generation

ITE Code	Land Use	Size	Unit	Weekday		AM Peak						PM Peak					
				Daily Trips	Rate or FCE	In	%	Out	%	Total	Rate or FCE	In	%	Out	%	Total	Rate or FCE
220	Multi-Family Housing (Low-Rise)	300	DU	**2,000**	FCE	**30**	24%	**85**	76%	**115**	FCE	**95**	63%	**55**	37%	**150**	FCE
Total				**2,000**		**30**		**85**		**115**		**95**		**55**		**150**	
Linked (XXX)			0%														
Driveway Trips				**2,000**		**30**		**85**		**115**		**95**		**55**		**150**	
Pass-by (XXX)			0%														
Total New Trips				**2,000**		**30**		**85**		**115**		**95**		**55**		**150**	

		Distribution			
		AM		PM	
		IN	OUT	IN	OUT
%		30	85	95	55
T/F West WIS 60	45%	15	40	45	25
T/F East WIS 60	55%	15	45	50	30
		0	0	0	0
		0	0	0	0
		0	0	0	0
		0	0	0	0
		30	85	95	55
		OK	OK	OK	OK

APPENDIX E

Year 2050 Total Traffic Analysis with Improvements

Intersection	Traffic Control	Peak Hour	Parameter	Level of Service (LOS) per Movement by Approach												Overall Intersection LOS
				Eastbound			Westbound			Northbound			Southbound			
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
WIS 60 & Horns Corners Rd	Two-Way Stop Control	AM	LOS	A	(A)	(A)	A	(A)	(A)	B	B	B	C	C	C	N/A
			Delay, sec	8.7	0.0	0.0	8.6	0.0	0.0	14.8	14.8	14.8	18.3	18.3	18.3	
		PM	LOS	A	(A)	(A)	A	(A)	(A)	C	C	C	C	C	C	N/A
			Delay, sec	9.0	0.0	0.0	8.8	0.0	0.0	20.2	20.2	20.2	24.6	24.6	24.6	
WIS 60 & Horns Corners Rd	Roundabout	AM	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
			Delay, sec	7.9	7.9	7.9	7.7	0.7	0.7	5.4	5.4	5.4	7.6	7.6	7.6	
		PM	LOS	A	A	A	A	A	A	B	B	B	B	B	B	A
			Delay, sec	8.3	8.3	8.3	8.4	8.4	8.4	10.1	10.1	10.1	10.4	10.4	10.4	
WIS 60 & Site 2 Driveway	One-Way Stop Control	AM	LOS	A	(A)	--	--	(A)	(A)	--	--	--	C	--	C	N/A
			Delay, sec	8.8	0.0	--	--	0.0	0.0	--	--	--	20.0	--	20.0	
		PM	LOS	A	(A)	--	--	(A)	(A)	--	--	--	**E**	--	**E**	N/A
			Delay, sec	9.2	0.0	--	--	0.0	0.0	--	--	--	45.0	--	45.0	
WIS 60 & Korb Sports Complex Driveway	One-Way Stop Control	AM	LOS	--	(A)	(A)	A	(A)	--	C	--	B	--	--	--	N/A
			Delay, sec	--	0.0	0.0	9.0	0.0	--	21.4	--	12.2	--	--	--	
		PM	LOS	--	(A)	(A)	A	(A)	--	D	--	C	--	--	--	N/A
			Delay, sec	--	0.0	0.0	10.0	0.0	--	34.1	--	15.5	--	--	--	
WIS 60 & Korb Sports Complex Driveway	Roundabout	AM	LOS	--	A	A	A	A	--	A	--	A	--	--	--	A
			Delay, sec	--	7.8	7.8	8.3	8.3	--	5.8	--	5.8	--	--	--	
		PM	LOS	--	B	B	A	A	--	A	--	A	--	--	--	B
			Delay, sec	--	11.0	11.0	9.9	9.9	--	8.5	--	8.5	--	--	--	
WIS 60 & Site 5 / 6 Driveways	Traffic Signal	AM	LOS	A	A	A	A	A	A	D	D	D	D	D	D	A
			Delay, sec	2.6	3.7	3.7	0.5	1.2	1.2	43.0	42.1	42.1	43.9	42.4	42.4	
		PM	LOS	A	A	A	A	A	A	D	D	D	D	D	D	A
			Delay, sec	3.6	6.4	6.4	2.1	1.3	1.3	42.1	40.0	40.0	46.1	40.0	40.0	
WIS 60 & Site 5 / 6 Driveways	Roundabout	AM	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
			Delay, sec	7.2	7.2	7.2	9.7	9.7	9.7	5.0	5.0	5.0	6.0	6.0	6.0	
		PM	LOS	B	B	B	B	B	B	A	A	A	A	A	A	B
			Delay, sec	12.1	12.1	12.1	11.0	11.0	11.0	7.6	7.6	7.6	8.3	8.3	8.3	
WIS 60 & Site 7 / 8 Driveways	Traffic Signal	AM	LOS	A	A	A	A	A	A	D	D	D	D	D	D	A
			Delay, sec	0.3	0.6	0.6	0.1	0.9	0.1	42.9	41.7	41.7	44.3	42.2	42.2	
		PM	LOS	A	A	A	A	A	A	D	C	C	D	D	D	A
			Delay, sec	0.5	1.7	1.7	0.3	1.2	0.1	38.2	34.1	34.1	43.6	35.1	35.1	
WIS 60 & Site 7 / 8 Driveways	Roundabout	AM	LOS	A	A	A	B	B	B	A	A	A	A	A	A	A
			Delay, sec	7.4	7.4	7.7	12.1	12.1	12.1	5.0	5.0	5.0	7.0	7.0	7.0	
		PM	LOS	C	C	C	B	B	B	A	A	A	B	B	B	B
			Delay, sec	17.8	17.8	17.8	14.0	14.0	14.0	9.7	9.7	9.7	11.7	11.7	11.7	
WIS 60 & Site 9 Driveway	Traffic Signal	AM	LOS	A	A	--	--	A	A	--	--	--	D	--	D	A
			Delay, sec	0.4	0.6	--	--	1.2	0.1	--	--	--	44.8	--	42.8	
		PM	LOS	A	A	--	--	A	A	--	--	--	D	--	D	A
			Delay, sec	3.9	0.7	--	--	1.9	0.2	--	--	--	49.8	--	42.1	
WIS 60 & Site 9 Driveway	Roundabout	AM	LOS	A	A	--	--	B	B	--	--	--	A	--	A	B
			Delay, sec	9.7	9.7	--	--	13.4	13.4	--	--	--	8.2	--	8.2	
		PM	LOS	C	C	--	--	C	C	--	--	--	B	--	B	C
			Delay, sec	21.0	21.0	--	--	15.3	15.3	--	--	--	13.1	--	13.1	
WIS 60 & Forward Way / Site 10 Driveway	Traffic Signal	AM	LOS	A	A	A	A	A	A	D	D	D	D	D	D	B
			Delay, sec	4.8	6.3	4.9	6.3	1.1	0.1	42.6	37.3	37.3	45.2	37.3	37.3	
		PM	LOS	B	A	A	A	C	C	D	D	D	D	C	C	C
			Delay, sec	11.8	2.7	0.1	9.0	31.9	21.3	40.8	38.9	38.9	46.4	31.7	31.7	
WIS 60 & Forward Way / Site 10 Driveway	Roundabout	AM	LOS	B	B	B	B	B	B	A	A	A	B	B	B	B
			Delay, sec	14.2	14.2	14.2	13.6	13.6	13.6	7.5	7.5	7.5	12.4	12.4	12.4	
		PM	LOS	C	C	C	C	C	C	D	D	D	A	A	A	C
			Delay, sec	21.0	21.0	21.0	22.1	22.1	22.1	25.9	25.9	25.9	9.6	9.6	9.6	
WIS 60 & Site 12 Driveway	One-Way Stop Control	AM	LOS	--	(A)	(A)	A	(A)	--	--	--	B	--	--	--	N/A
			Delay, sec	--	0.0	0.0	9.4	0.0	--	--	--	10.6	--	--	--	
		PM	LOS	--	(A)	(A)	B	(A)	--	--	--	B	--	--	--	N/A
			Delay, sec	--	0.0	0.0	13.0	0.0	--	--	--	11.9	--	--	--	
WIS 60 & Site 12 Driveway	Roundabout	AM	LOS	--	A	A	A	A	--	B	--	B	--	--	--	A
			Delay, sec	--	5.9	5.9	6.6	6.6	--	11.3	--	11.3	--	--	--	
		PM	LOS	--	A	A	A	A	--	D	--	D	--	--	--	B
			Delay, sec	--	9.4	9.4	7.3	7.3	--	26.4	--	26.4	--	--	--	
WIS 60 & Sheboygan Rd	Traffic Signal	AM	LOS	C	B	B	B	B	A	D	C	C	C	C	C	C
			Delay, sec	29.9	19.2	13.6	19.5	13.1	9.8	42.2	26.6	26.6	31.6	28.5	28.5	
		PM	LOS	B	C	C	B	C	B	D	C	C	D	C	C	**C**
			Delay, sec	16.3	32.4	21.7	14.9	20.3	14.7	44.3	31.1	31.1	36.4	31.1	31.1	
WIS 60 & Sheboygan Rd	Roundabout	AM	LOS	A	A	A	A	A	A	B	B	B	D	D	D	B
			Delay, sec	8.0	8.0	8.0	7.4	7.4	7.4	13.9	13.9	13.9	28.4	28.4	28.4	
		PM	LOS	A	A	A	B	B	B	C	C	C	C	C	C	B
			Delay, sec	9.8	9.8	9.8	12.5	12.5	12.5	21.6	21.6	21.6	24.2	24.2	24.2	
WIS 60 & Cedar Creek Pkwy / Site 13 Driveway	Two-Way Stop Control	AM	LOS	A	(A)	(A)	A	(A)	(A)	B	B	B	B	B	B	N/A
			Delay, sec	9.4	0.0	0.0	8.8	0.0	0.0	14.2	14.2	14.2	14.9	14.9	14.9	
		PM	LOS	B	(A)	(A)	A	(A)	(A)	C	C	C	C	C	C	N/A
			Delay, sec	11.1	0.0	0.0	9.4	0.0	0.0	16.7	16.7	16.7	23.6	23.6	23.6	
WIS 60 & Keup Rd	Traffic Signal	AM	LOS	B	B	A	B	A	A	B	B	B	B	B	B	B
			Delay, sec	13.7	10.5	5.1	17.3	8.8	5.0	18.7	16.8	16.8	17.5	16.8	16.8	
		PM	LOS	C	A	A	B	B	A	C	C	C	C	C	C	B
			Delay, sec	21.6	9.9	4.5	17.5	14.8	4.3	24.7	21.7	21.7	22.9	21.8	21.8	
WIS 60 & Keup Rd	Roundabout	AM	LOS	B	B	B	A	A	A	C	C	C	B	B	B	A
			Delay, sec	13.6	13.6	13.6	5.8	5.8	5.8	23.0	23.0	23.0	10.2	10.2	10.2	
		PM	LOS	C	C	C	A	A	A	B	B	B	B	B	B	B
			Delay, sec	22.8	22.8	22.8	7.7	7.7	7.7	11.0	11.0	11.0	13.3	13.3	13.3	
Washington Ave & Sycamore Dr	All-Way Stop Control	AM	LOS	C	C	C	B	B	B	B	B	B	B	B	B	B
			Delay, sec	16.1	16.1	16.1	10.3	10.3	10.3	12.1	12.1	12.1	13.0	13.0	13.0	
		PM	LOS	C	C	C	B	B	B	B	B	B	B	B	B	C
			Delay, sec	19.1	19.1	19.1	10.4	10.4	10.4	13.4	13.4	13.4	12.6	12.6	12.6	
Washington Ave & Sheboygan Rd / Elm St	One-Way Stop Control	AM	LOS	--	--	--	C	A	A	A	A	A	A	A	A	N/A
			Delay, sec	--	--	--	20.0	9.5	9.5	7.8	7.8	7.8	7.8	7.8	7.8	
		PM	LOS	--	--	--	C	B	B	A	A	A	A	A	A	N/A
			Delay, sec	--	--	--	17.3	10.2	10.2	7.6	7.6	7.6	8.3	8.3	8.3	
Washington Ave & Bridge Rd	Traffic Signal	AM	LOS	C	C	C	C	C	C	B	B	A	B	B	A	B
			Delay, sec	24.6	20.8	20.8	23.7	20.9	20.9	10.4	10.4	8.9	12.7	12.7	9.4	
		PM	LOS	C	C	C	C	C	C	B	B	A	B	B	A	B
			Delay, sec	23.0	20.4	20.4	22.9	20.2	20.2	11.8	11.8	9.1	11.1	11.1	9.1	

Intersection	Traffic Control	Peak Hour	Parameter	Operating Conditions per Movement by Approach																		Overall Int. LOS
				Eastbound (WIS 60)				Westbound (WIS 60)				Northbound (Washington Ave)				Southbound (CTH NN)			Southbound (Covered Bridge Rd)			
				Hrd LT	LT	TH	RT	LT	TH	RT	Hrd RT	LT	TH	RT	Hrd RT	LT	TH	RT	LT	TH	RT	
				to CTH NN	to Covered Bridge Rd	WIS 60	to Washington Ave	to Washington Ave	WIS 60	to CTH NN	to Covered Bridge Rd	WIS 60	to CTH NN	to Covered Bridge Rd	WIS 60	WIS 60	to Washington Ave	WIS 60	WIS 60	to Washington Ave	WIS 60	
WIS 60 & STH 181/ CTH NN/Covered Bridge Rd	Traffic Signal	AM	LOS	C	C	D	C	**D**	**C**	**B**	**B**	**D**	**D**	**D**	**D**	C	**C**	C	**D**	**D**	**D**	D
			Delay, sec	32.4	32.4	40.5	30.9	39.7	21.0	18.6	18.6	49.7	43.1	54.6	54.6	32.4	35.0	26.5	54.7	54.7	54.7	
		PM	LOS	C	C	D	C	**D**	B	B	B	**D**	**D**	**D**	**D**	D	C	C	**D**	**D**	**D**	D
			Delay, sec	32.5	32.5	46.2	26.7	38.6	15.8	15.1	15.1	44.2	54.8	52.1	52.1	35.7	29.5	24.7	54.7	54.7	54.7	

Year 2050 Improved Transportation System Peak Hour Operating Conditions

Appendix **E**

From:	Hawley, Pat
To:	Art Baumann; Higdon, Hans - DOT (Hans.Higdon@dot.wi.gov); Robert Elkin (robert.elkin@dot.wi.gov)
Cc:	City of Cedarburg - Mikko Hilvo; City of Cedarburg - Mary Censky; eryer@townofcedarburgwi.gov; Brummond, Shana
Subject:	Cedarburg Traffic Planning Study
Date:	Thursday, May 8, 2025 2:31:30 PM
Attachments:	image001.png Appendix (B, C & E).pdf M 250404 Cedarburg Traffic Planning Study.pdf

Hello Art, Hans and Robert,

The City of Cedarburg and Town of Cedarburg jointly retained raSmith to conduct a traffic planning study for their communities. Much of study focused on potential future development along the WIS 60 corridor. While there is a clear understanding that WIS 60 is a state facility and all access, geometry and traffic control decisions will ultimately be yours, the study was intended to help the communities in their land use discussions and decisions. As the memo notes, a primary goal of the study was to identify potential intersection geometry and traffic control, corridor typical sections and resulting access windows based on the current land use assumptions. All improvements are noted as considerations, not recommendations.

The study is provided for your information only, no formal review is requested. The Town and City will not be formally adopting the study. I included each of you on this submittal since the it overlaps somewhat with your responsibilities.

Please reach out if you have any questions.

Pat Hawley, P.E., PTOE, RSP, Associate
Assistant Director of Transportation Services
Senior Traffic Project Manager

raSmith
CREATIVITY BEYOND ENGINEERING

16745 West Bluemound Road, Brookfield, WI 53005-5938

direct: 262-317-3204
mobile: 414-405-2725
Pat.Hawley@raSmith.com
https://link.edgepilot.com/s/e16a6c15/ZctulgKWdka2TQtvU0hgEg?u=http://www.linkedin.com/in/pat-hawley
LinkedIn
raSmith.com