



AGENDA OF THE GREEN BAY PLAN COMMISSION

MONDAY, AUGUST 30, 2021, 6:00 PM
Virtual Meeting. Public may join via Zoom.

A. Zoom Meeting Information.

- I. This item contains documents which provide call in information and instructions for the Zoom meeting.

B. Roll Call.

- I. Members: Lisa Hanson - Chair, Jacob Miller - Vice-Chair, Ald. Veronica Corpus-Dax, Sidney Bremer, Derius Daniels, Autumn Linsmeier, and Ken Rovinski.

C. Approval of the Agenda.

- I. Approval of the Agenda for the August 30, 2021, meeting of the Green Bay Plan Commission.

D. Approval of Minutes.

- I. Approval of the minutes from the August 9, 2021, meeting of the Green Bay Plan Commission.

E. Regular Business.

- I. (ZP 18-25) Public Hearing on the request to rezone the 1420 Block of S. Huron Road from Rural Residential (RR) to Varied Density Residential (R3) and Rural Residential (RR) to Conservancy (C), submitted by Jon LeRoy, Mau & Associates on behalf of Paul Kosmoski, property owner (Ald. V. Corpus-Dax).
2. (ZP 18-25) Consideration with possible action on the request to rezone the 1420 Block of S. Huron Road from Rural Residential (RR) to Varied Density Residential (R3) and Rural Residential (RR) to Conservancy (C), submitted by Jon LeRoy, Mau & Associates, on behalf of Paul Kosmoski, property owner (Ald. V. Corpus-Dax).
3. (ZP 21-24) Public Hearing on the request to rezone 215 Elizabeth Street from General

Commercial (C1) to Highway Commercial (C2) and General Commercial (C1) to Low Density Residential (R1), submitted by Steve Bieda, Mau & Associates, on behalf of Mirhashemi, Inc., property owner (Ald. C. Stevens, District 5).

4. (ZP 21-24) Consideration with possible action on the request to rezone 215 Elizabeth Street from General Commercial (C1) to Highway Commercial (C2) and General Commercial (C1) to Low Density Residential (R1), submitted by Steve Bieda, Mau & Associates, on behalf of Mirhashemi, Inc., property owner (Ald. C. Stevens, District 5).
5. (ZP 21-27) Public Hearing on the request to rezone 1414-1424 Shawano Avenue from Low Density Residential District (R1) to Public Institutional (PI), submitted by Jeffrey DeJardins, Seventh-Day Adventist Wisconsin Association, property owner (Ald. M. Steuer, District 10).
6. (ZP 21-27) Consideration with possible action on the request to rezone 1414-1424 Shawano Avenue from Low Density Residential District (R1) to Public Institutional (PI), submitted by Jeffrey DeJardins, Seventh-Day Adventist Wisconsin Association, property owner (Ald. M. Steuer, District 10).
7. (TA 21-05) Consideration with possible action on the review of updates to Article XVIII. Off-Street Parking, Drives, and Loading, Green Bay Municipal Code.

F. Informational.

1. Director's Report.
2. Date of next meeting: September 13, 2021.

G. Adjournment.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Plan Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.

Virtual Meeting Instructions



Plan Commission

Zoom Meeting Information

Join Zoom Meeting

<https://us02web.zoom.us/j/84137675822?pwd=L2EyVlpDSlZGZ1FjcmlpWnZlOEVnUT09>

Meeting ID: 841 3767 5822

Password: 483400

One tap mobile

+1 312 626 6799,,841 3767 5822# US (Chicago)

+1 646 876 9923,,841 3767 5822# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 301 715 8592 US (Germantown)

+1 346 248 7799 US (Houston)

+1 408 638 0968 US (San Jose)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 841 3767 5822

Password: 483400

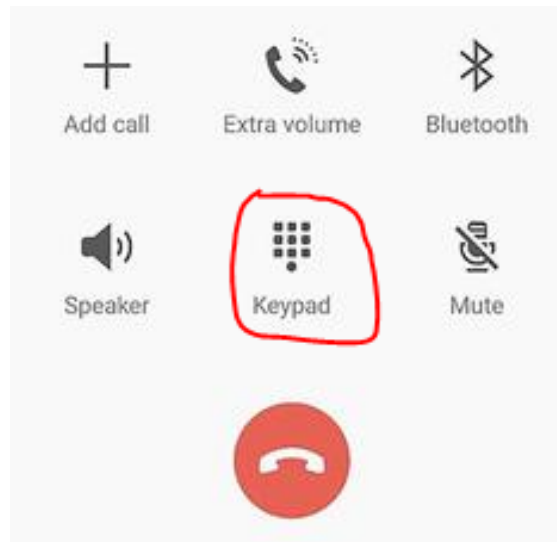
Find your local number: <https://us02web.zoom.us/j/84137675822?pwd=L2EyVlpDSlZGZ1FjcmlpWnZlOEVnUT09>

Additional Information

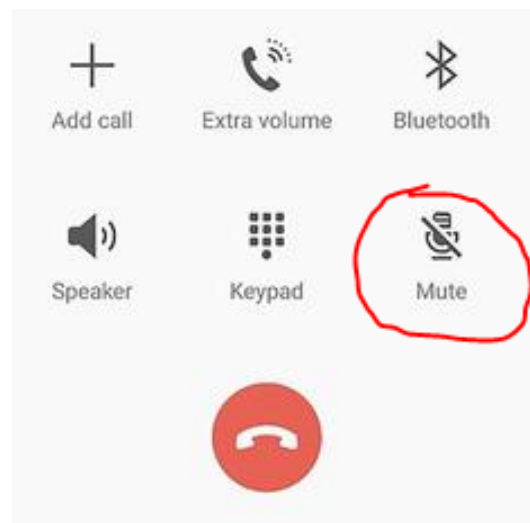
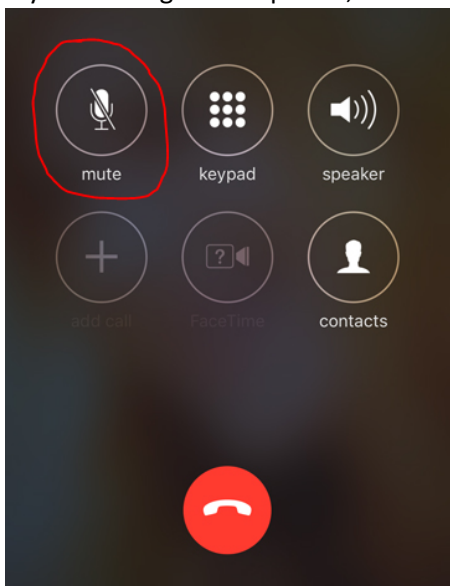
1. Wisconsin Open Meetings Law still applies
 - a. Persons interested in speaking to an item must give their name and address
 - b. Committee/Commission/Board members will still follow *Roberts Rules of Order*
2. All zoom meetings will have a password in the instructions. Please enter when prompted.
3. Please log into the Zoom meeting 10 minutes before the meeting starts to ensure proper technology is working.
 - a. If you are a Board Member, please log into [CivicClerk](#) with a computer, laptop, or tablet device.
4. Once you are in the meeting please mute yourselves.
 - a. You may unmute yourself when you are called upon to speak.
5. Waiting room
 - a. When you call in, all callers/participants will be placed in a “waiting room.”
 - b. Persons on the agenda will be admitted to the meeting, and then once the item is concluded, the host will permanently mute you from the meeting (you can still hear the meeting).
6. Using Zoom with a tablet or computer
 - a. Tablet—you will be asked to sign in. Download the app either with the Apple Store or the Play Store
 - b. Computer—you will be asked to sign in. You may download the app or click on the link to open Zoom in your browser.
7. Registering
 - a. The host may ask you to register for the meeting. A registration link will be sent to you along with the invite. You’ll receive another email confirming that you’re registered for the meeting.
 - b. If you’re using a phone, your registration will still be tied to an email.
8. Raising your hand
 - a. Committee members—you can either use CivicClerk and request to speak or you can “raise your hand” in the zoom meeting (you’d need to use a computer or tablet) to let the host know you’d like to speak. You can also un-mute yourselves and start speaking.
 - b. Persons on the agenda—you can “raise your hand” but you’d need to use a computer. You will be allowed to speak, per Wisconsin Open Meetings Rules, once the committee has “opened the floor for interested parties to speak.” Once the committee is finished with your agenda item, the host will mute you permanently, unless the committee opens the floor again.
9. What devices should I use?
 - a. Smart phone (please see more detailed instructions on page 3)
 - b. Land line
 - c. Tablet—well in advance of the meeting, please download the Zoom Meeting app before you join a meeting by using either the Apple Store or the Play Store. You will be asked to input your name, thus identifying you for the meeting. You’ll also be asked to verify your email.
 - d. Computer—well in advance of the meeting, please download the Zoom Meeting app, but you can also click on a link to open the Zoom Meeting in your browser. You will be asked to input your name, thus identifying you for the meeting.
 - e. For tablet and computer users—if you download the app you will be asked to verify your email.
10. Zoom etiquette
 - a. Muting yourselves when you’re not talking will prevent your background noise from interfering with others’ ability to listen to and participate in the meeting.
 - b. If you’re using a telephone, please identify yourself with your phone number and name before you speak. Zoom meeting hosts can see only your telephone number and will ask you to identify yourselves.
11. Closed session
 - a. Persons in the Zoom meeting will be put into a waiting room while the committee meets in Closed Session. Participants will be admitted back into the Zoom meeting once the committee reconvenes in Open Session.
 - b. Persons watching live on YouTube will see a gray screen with the City logo during closed session.
12. Persons interested in listening to the meeting can go to www.youtube.com/CityofGreenBay

Calling into the Zoom meeting using a smartphone

1. Dial the phone number listed at the beginning of this document.
2. When prompted, enter the Meeting ID number followed by #
 - a. If you're using a smartphone, you can access the keypad by clicking "Keypad" on your screen



3. Once you are in the meeting, notify the meeting host that you are in and state your name.
4. If you do not need to talk, please make sure your phone is on **Mute**
 - a. If you're using a smartphone, look at your screen and click the Mute button



- b. If you're using a computer, you should see a Mute button in the Zoom application





Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

Paul Neumeyer, Staff

AGENDA ITEM # E.1

(ZP 18-25) Public Hearing on the request to rezone the 1420 Block of S. Huron Road from Rural Residential (RR) to Varied Density Residential (R3) and Rural Residential (RR) to Conservancy (C), submitted by Jon LeRoy, Mau & Associates on behalf of Paul Kosmoski, property owner (Ald. V. Corpus-Dax).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. ZP 18-25 Class 2 Pub PC Mtg

For Official Notice:

**Public Notification
Proposed Rezoning
1420 Block South Huron Road
(ZP 18-25)**

The Green Bay Plan Commission will hold a public hearing on **Monday, August 30, 2021**, at 6:00 p.m. If you wish to participate in a Public Hearing, you may access the meeting by the internet or telephone, using the access code below.

Join Zoom Meeting

<https://us02web.zoom.us/j/84137675822?pwd=L2EyVlpDSlZGZlFjcmlpWnZlOEVnUT09>

Meeting ID: 841 3767 5822

Passcode: 483400

One tap mobile

+1 312 626 6799,,84137675822# US (Chicago)

+1 646 876 9923,,84137675822# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

Find your local number: <https://us02web.zoom.us/j/84137675822?pwd=L2EyVlpDSlZGZlFjcmlpWnZlOEVnUT09>

The hearing is regarding the following:

A request to rezone the 1420 Block of South Huron Road from Rural Residential (RR) to Varied Density Residential (R3) and Rural Residential (RR) to Conservancy (C), submitted by Jon LeRoy, Mau & Associates on behalf of Paul Kosmoski, property owner. (Ald. V. Corpus-Dax, District 2)

Public comments will be invited at the public hearing or can be sent in writing to:

City of Green Bay, DCED

Attn: Paul Neumeyer

100 N. Jefferson St., Rm. 608

Green Bay, WI 54301

For additional information, contact Paul Neumeyer at (920) 448-3405 or paul.neumeyer@greenbaywi.gov.

Publication Dates: August 16, 2021 and August 23, 2021



Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

Paul Neumeyer, Staff

AGENDA ITEM # E.2

(ZP 18-25) Consideration with possible action on the request to rezone the 1420 Block of S. Huron Road from Rural Residential (RR) to Varied Density Residential (R3) and Rural Residential (RR) to Conservancy (C), submitted by Jon LeRoy, Mau & Associates, on behalf of Paul Kosmoski, property owner (Ald. V. Corpus-Dax).

BACKGROUND

Primary Address: 1420 Block South Huron Road

Alderson/District: Ald. Veronica Corpus-Dax / District 2

Reason for Request: The proposed rezoning would allow for a multi-family development and preservation of green space.

Surrounding Zoning and Land Uses:

SUBJECT	Rural Residential (C1)	Vacant
NORTH	Planned Unit Development (PUD)	I43 Business Center
SOUTH	Village of Bellevue	Multi-family
EAST	Rural Residential (RR)	Vacant
WEST	Planned Unit Development (PUD)	I43 Business Center

Comprehensive Plan: The 2022 Smart Growth Green Bay Comprehensive Plan recommends Medium and High Density Housing and Wetland & Private Open Space Business Park as part of the pending approval of CPA 18-04.

Analysis: This request is the follow-up action related to CPA 18-04 for the subject area. The parcel is located on the west side of S. Huron Road, at the border with the Village of Bellevue. The site is approximately 30 acres in size and is heavily wooded with numerous wetlands on the site with a water course along the southern edge of the parcel and adjoins the I43 Business Center to the north and west.

The pending Comprehensive Plan Amendment (CPA 18-04) would allow for the creation of three lots. Lot 1 fronting Einstein Way would retain its current Business Park designation and be considered for inclusion into the I43 Business Park at a later date along with a consistent rezoning with the Park.

The current zoning request would consist of a proposed Lot 2, an approximate 15 acre parcel, that would front S. Huron Road and be zoned Varied Density Residential (R3) for the development of multi-family dwellings. The third lot, Outlot 1, is to be zoned to Conservancy to preserve the watercourse and related wetlands. It is anticipated that both the Comprehensive Plan Amendment and rezoning final ordinance readings will be presented concurrently at the September 21, 2021, Common Council meeting.

An original request for a Comprehensive Plan amendment and rezoning was made in 2018. However, there

were several issues to contend with about the potential development of the property, most notably, from a zoning perspective, the amount of wetlands on the subject site. The developer partnered with the City of Green Bay on a wetland delineation in 2019. The wetland delineation was completed and the developer has begun site work to prepare building envelopes mindful of wetlands and wetland buffers.

The rezoning also includes a strip of property owned by the City of Green Bay located north of the subject site and under the powerlines. The applicant hopes to acquire the parcel and include it within the proposed multi-family development. Acquisition of the parcel, as well as the outstanding assessment for S. Huron Road, will be addressed as part of a developer's agreement through the Economic Development Authority. Ald. V. Corpus-Dax and neighbors within 400 ft. were noticed of the meeting based on Plan Commission policy.

RECOMMENDATION

Approval of the request.

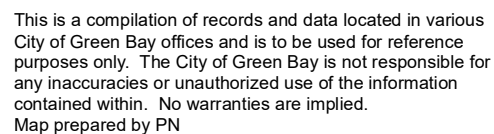
FISCAL IMPACT

ATTACHMENTS

1. ZP 18-25 letter
2. Rezone and Comprehensive Plan Request Packet July 2021



- 0 5,000 10,000
Feet



Moski Corp Comprehensive Plan Amendment and Rezone Request

1300-1400 Block S Huron Road
Moski Corp and City of Green Bay Parcels
July 20, 2021

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Mau & Associates, LLP.

Land Surveying & Planning - Civil & Water Resource Engineering

400 Security Boulevard, Green Bay, WI 54313

Phone (920) 434-9670 – Fax (920)434-9672

Website: www.mau-associates.com

July 20, 2021

Comprehensive Plan Amendment and Rezone Request

RE: Parcel 21-183 Huron Road (Owned by Moski Corp) and Parcel

After consultation with the city staff, Mau and Associates on behalf of Moski Corp requests a comprehensive plan amendment and rezone request at parcel 21-183. The 30.25 acre property is located along South Huron Road at the City of Green Bay / Village of Bellevue border. Currently, the Green Bay Comprehensive Plan calls for the parcel to be used for Business Park. While the land is adjacent to the I-43 Business Park, the parcel is zoned RR and not apart of the established I-43 Business Park. Physical conditions include numerous wetlands throughout the parcel which separate the parcel into three usage areas.

Future Lot 1: West 9.69 acres. North of creek, west of main swath of wetlands. Access from Einstein Way

Future Lot 2: East 15.84 acres. North of creek, east of main swath of wetlands. Access from Huron Rd.

Future Outlot 1: South 4.73 acres. South of creek. Access from parcel B-33. Storm water ponds for multi-family development owned by Moski Corp at parcel B-33.

This request submits for an amendment of the City of Green Bay Comprehensive Plan for the following:

Lot 1: Remain Business Park

Lot 2: BP to Medium / High Density Housing

Outlot 1: BP to

BAdditionally, this request submits for a rezoning for the following:

Lot 1: Rural Residential (RR) to Light Manufacturing (M) (Independent from I-43 Business Park)

Lot 2: RR to R3

Outlot 1: RR to

The development group believes this request is a benefit to the City and surrounding parcels in part because:

- Relationship to surrounding uses
- Existing conditions within parcel

Additionally, Moski Corp and city staff have been in discussion for years regarding use of the narrow strip of property located underneath the power lines running north-south, just to the north of the Moski property. Moski Corp is in discussions to acquire the property. This property is currently owned by the city but would require a rezone to R3 and comp plan change to Medium-High Density Residential to move forward with the site plan request.

SURROUNDING USES

Moski Corp owns and operates the Huron Grove Apartments at the parcel directly south in Bellevue. The woods and wetland pockets which exist throughout most of parcel 21-183 extend south into the Huron Grove Apartments and are integral part of the physical environment within the community. Kitty corner to the southwest, Gerald and Gloria Bigelow own and operate the Ontario Road Apartments. Built business park environments exist to the west and northwest. A strip of city owned green space (Parcel 21-182-3) exists along most of the northern boundary. Moski Crop has proposed to acquire the Parcel 21-182-3, a 1.89 acre parcel. This land is included with the site plan attached. To the east, existing farmland is across from Huron.

Huron Grove Apartments have been built in a campus like setting over the past decade, to its full build out today. The variety of 8, 9, 12, and 16 unit buildings are woven through the natural landscape between pockets of woods, wetlands, and storm water ponds.

This proposal will be a natural extension of the Huron Grove Apartments, proposing a mix of 8 and 15 unit buildings built in a similar architectural style as the Huron Grove Apartments. The mixture of two story buildings project to be designed with a variety of detached and attached garages.

EXISTING CONDITIONS WITHIN PARCEL

While the parcel size is just over 30 acres, much of the site is encompassed by wetlands. As mentioned, the development group believes this wooded, natural composition would fit well to an extension of the Huron Grove Apartments. However the wetlands in the property do meander and are scattered in small pockets. This greatly limits the full scale for development on the whole of the

parcel; especially larger, light industrial development. Since the property is essentially divided by the creek and wetlands, this proposal seeks to create three new parcels; western property to proposed to be rezoned to Business Park to market to potential manufacturing use off Einstein in the future.

Wetlands have been delineated within the property. City staff and Moski Corp have engaged in discussions to determine and appropriate offset from the meandering wetlands and placement of buildings off said wetlands have been positioned to meet setback standards. A stormwater pond will be built to accommodate proposed development north of the creek. Dense woodland exist along Huron. Tree cutting has occurred within the property where future improvements can be developed, leaving a linear wooded pathway in front of the majority of the front of the site, less the future drive entrances.

As a result of the location of the wetlands and determined building setbacks, a multi-family conceptual plan has been produced resulting in a mix of 8 and 15 unit apartment buildings located along South Huron Road. The proposed conceptual plan projects 69 units, 181 parking stalls, and additional storm water management pond nestled into the forest. The look and feel of the multi-family development is projected to have a similar feel to that of the Huron Grove Apartments which are also nestled amongst forestland and wetland pockets.

Moreover, Moski Corp and city staff have engaged in discussions to come to an agreement between both parties as to assessment of the property. Future development of the site is contingent upon an agreement between the owner and DPW. As noted, Parcel 2-182-3 is also a matter of engagement between city staff and Moski Corp. CSM execution will also be contingent on finalized agreement between both parties to proceed as proposed.

Respectfully, we request an amendment to the 2002 City of Green Bay Comprehensive Plan for Parcel 21-183 from Business Park to a mixture of Medium/High Density Housing, Wetlands/Park-Open Space and Business Park. We also request a rezone from Rural Residential to a mixture R-3 Varied Density Residential, CON Conservancy and Business Park to allow for future development.

Sincerely

Jon LeRoy

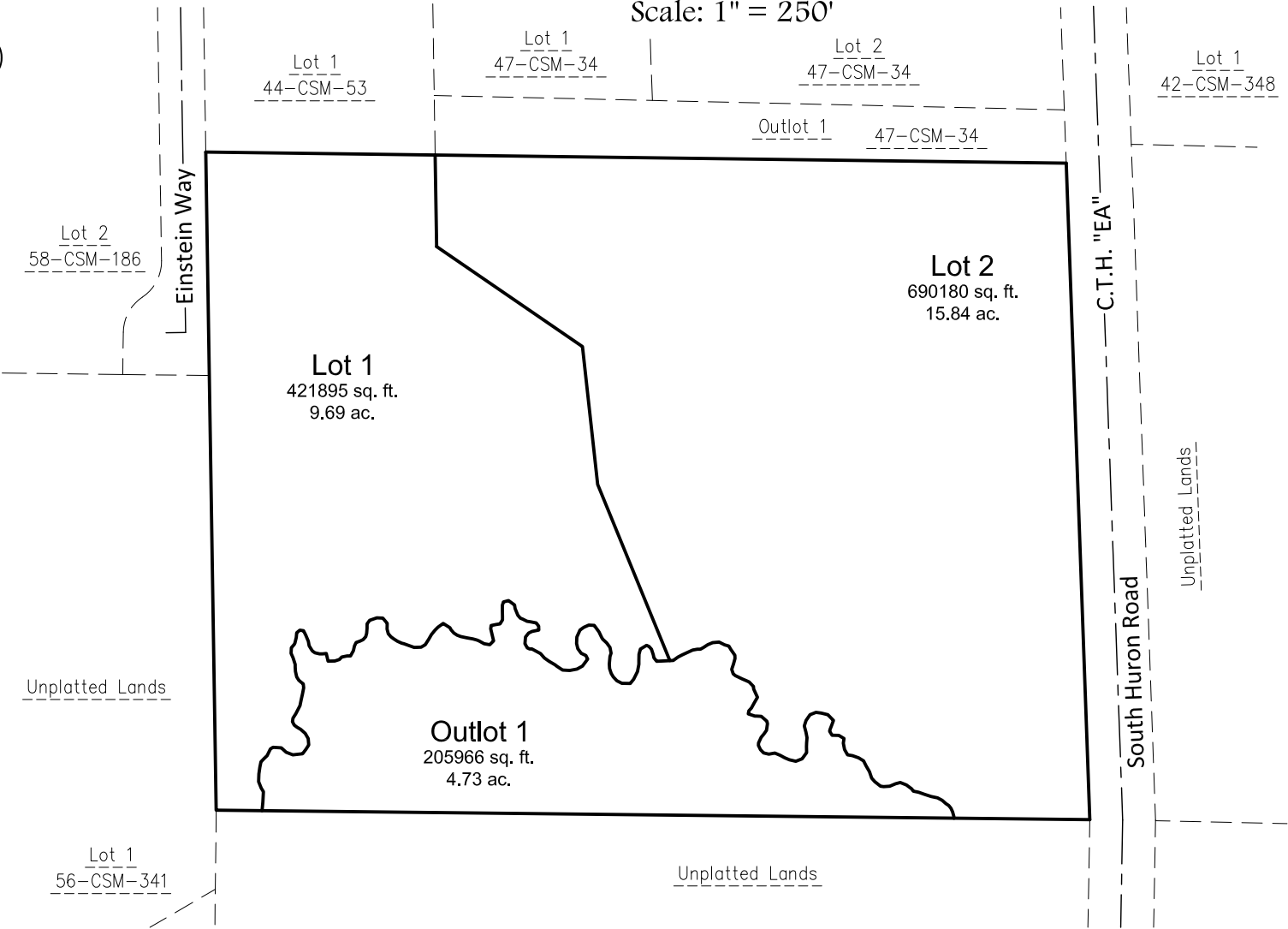
Rezone and Comp Plan Exhibit

Part of the Southeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 11,
T23N-R21E, in the City of Green Bay, Brown County, Wisconsin

North



Scale: 1" = 250'



COMP PLAN AMENDMENT

- LOT 1
BP to BP
(Remain as is)
- LOT 2
BP to MED/HIGH DEN RES
- OUTLOT 1
BP to PARK/OPEN SPACE
- OUTLOT 1 (47-CSM-34)
BP to MED/HIGH DEN RES

REZONE

- LOT 1
RR to BP
- LOT 2
RR to R3
- OUTLOT 1
RR to CON
- OUTLOT 1 (47-CSM-34)
RR to R3

Client: Moski Corp.
Tax Parcel: 21-183
Drafted By: BAR
File: M-4420CSM 052820.dwg
Data File: M-4420A.txt

Mau & Associates, LLP
LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Website: www.mau-associates.com
400 Security Blvd, Green Bay, WI 54313

Sheet One of One
Project No.: M-4420
Drawing No.: RZ COMP
Fieldwork Completed: 09/02/2020



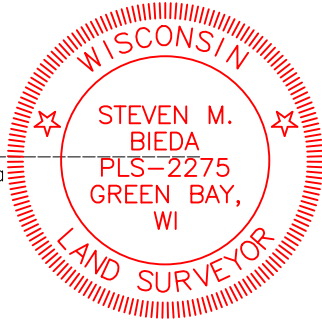
Certified Survey Map

Part of the Southeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 11,
T23N-R21E, in the City of Green Bay, Brown County, Wisconsin

North



Scale: 1" = 250'



Steven M. Bieda
PLS-2275
May 28, 2020



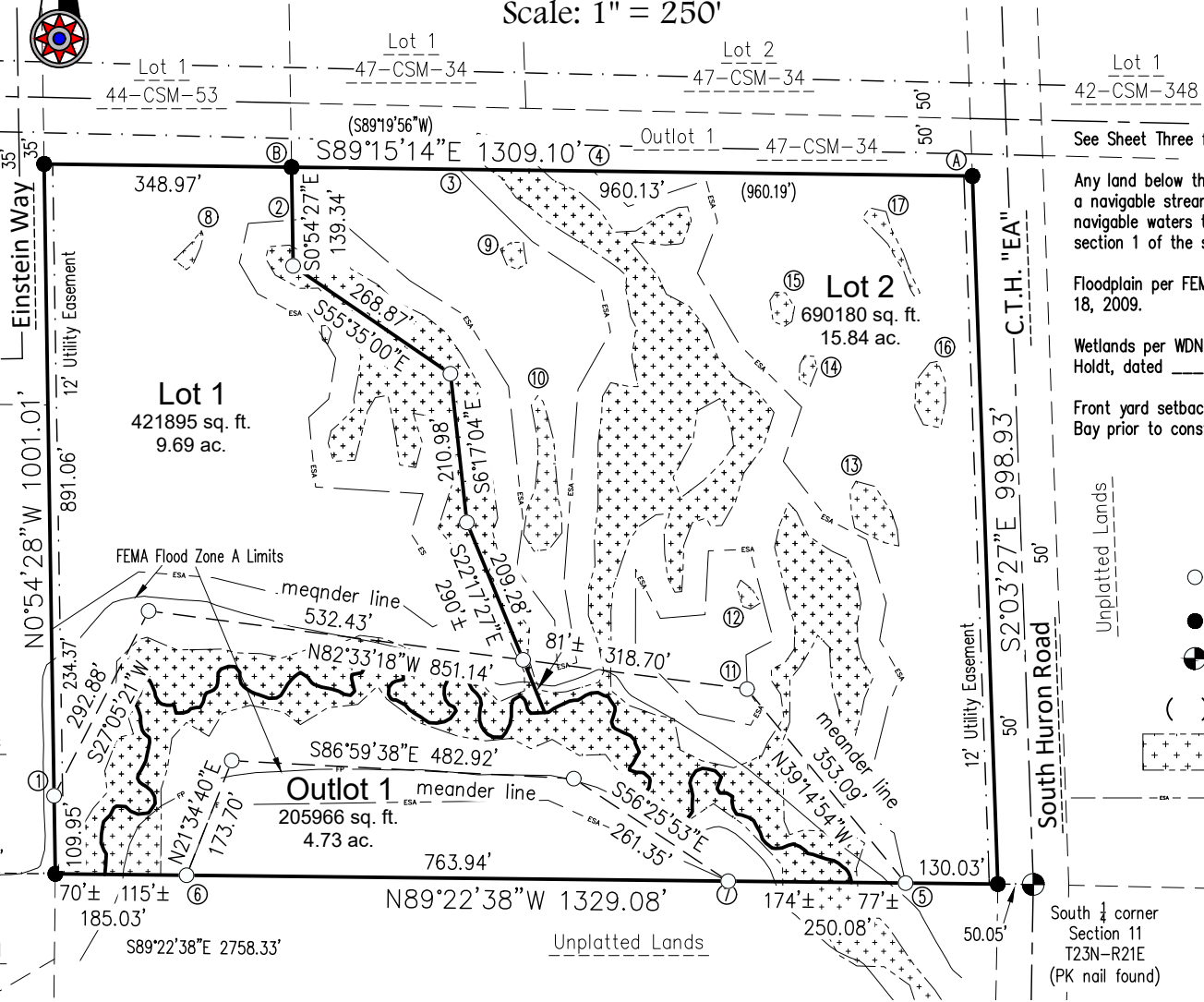
Bearings referenced to the
South line of the Southwest $\frac{1}{4}$
of Section 11, T23N-R21E,
assumed to be N89°22'38"W.

The County Monuments used in
this survey are shown and
their ties have been found and
verified and/or Brown County
Planning and Land Services has
been notified of any
discrepancies.

Unplatted Lands

Southwest corner
Section 11
T23N-R21E
(iron rod found)

Lot 1
56-CSM-341



See Sheet Three for ESA and Wetland boundary line tables

Any land below the ordinary high water mark of a lake or
a navigable stream is subject to the public trust in
navigable waters that is established under article IX,
section 1 of the state constitution.

Floodplain per FEMA FIRM panel 55009C0281F dated August
18, 2009.

Wetlands per WDNR approved delineation by George and
Holdt, dated _____

Front yard setbacks to be verified with the City of Green
Bay prior to construction.

Legend

- 1.32" (o.d.) x 18" iron pipe with
cap weighing 1.68 lbs/lin ft set
- 1" iron pipe found
- ⊙ Brown County monument
- type noted
- () recorded as bearing / distance
- Wetlands
- - - - - Environmentally Sensitive Area
(ESA) Limits

Unplatted Lands

South $\frac{1}{4}$ corner
Section 11
T23N-R21E
(PK nail found)

Client: Moski Corp.

Tax Parcel: 21-183

Drafted By: BAR

File: M-4420CSM 052820.dwg

Data File: M-4420A.txt

Mau & Associates, LLP

LAND SURVEYING & PLANNING

CIVIL & WATER RESOURCE ENGINEERING

Phone: 920-434-9670 Website: www.mau-associates.com

400 Security Blvd, Green Bay, WI 54313

Sheet One of Five

Project No.: M-4420

Drawing No.: L-11094

Fieldwork Completed: 09/02/2020



SURVEYOR’S CERTIFICATE

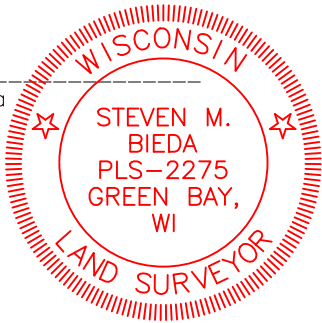
I, Steven M. Bieda, Professional Land Surveyor, PLS–2275, do hereby certify that I have surveyed, divided and mapped part of the Southeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 11, T23N–R21E, in the City of Green Bay, Brown County, Wisconsin, more fully described as follows:

Commencing at the South $\frac{1}{4}$ corner of Section 11, T23N–R21E; thence N89°22’38”W, 50.05 feet along the South line of the Southwest $\frac{1}{4}$ of said Section 11 to the Westerly right of way of County Trunk Highway “EA”, also known as South Huron Road and the point of beginning; thence continuing N89°22’38”W, 1329.08 feet along said South line to the Southwest corner of the Southeast $\frac{1}{4}$ of said Southwest $\frac{1}{4}$ of Section 11; thence N00°54’28”W, 1001.01 feet along the West line of said quarter–quarter, also being the extension of and the Easterly right of way of Einstein Way to the Southwest corner of Lot 1, Volume 44, Certified Survey Maps, Page 53, Map Number 6580, Document Number 1903183, Brown County Records; thence S89°15’14”E, 1309.10 feet along the South line of said Certified Survey Map, and the South line of Outlot 1, Volume 47, Certified Survey Maps, Page 34, Map Number 6957, Document Number 2082035, Brown County Records, to the Southeast corner thereof, and said Westerly right of way; thence S02°03’27”E, 998.93 feet along said right of way to the point of beginning.

Parcel contains 1,318,042 square feet / 30.26 acres, more or less.
Parcel subject to easements and restrictions of record.

That such plat is a correct representation of all the exterior boundaries of the land survey and the division thereof. That I have made such a survey, land division and plat by the direction of the owners listed hereon. That I have fully complied with the provisions of Chapter 236, section 236.34 of the Wisconsin Statutes and the City of Green Bay Planning Department in surveying, dividing and mapping the same.

Steven M. Bieda
PLS–2275
May 28, 2020



CERTIFICATE OF THE CITY OF GREEN BAY

Approved for the City of Green Bay, as required by Wisconsin Statutes Chapter 236, and the City of Green Bay Municipal Code Chapter 14, Subdivision and Platting, on this _____ day of _____, 20____.

Kevin Vonck
Development Director

CERTIFICATE OF THE GREEN BAY CITY CLERK

As the duly appointed City Clerk for the City of Green Bay, I hereby certify that the records in my office show no unpaid taxes or special assessments affecting any of the lands included in the Certified Survey Map.

Kris Teske
Green Bay City Clerk

Date

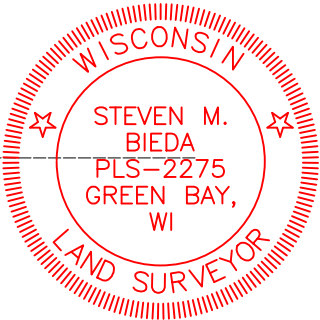




ESA and Wetland Boundary Line Tables

ESA Limits starting at Point 1 N 56° 26' 21" E 147.52 S 85° 26' 39" E 106.73 S 76° 07' 03" E 160.29 N 74° 56' 42" E 83.62 S 53° 44' 00" E 88.87 N 66° 12' 50" E 46.80 N 33° 04' 24" W 135.23 N 17° 27' 41" E 58.27 N 86° 24' 31" W 151.80 N 5° 33' 15" W 98.78 N 47° 37' 46" E 37.98 N 9° 47' 00" E 58.69 N 31° 41' 45" W 74.70 S 89° 28' 06" W 20.56 N 61° 21' 45" W 57.84 N 30° 16' 57" W 50.10 N 12° 42' 51" E 57.02 N 85° 38' 51" E 62.37 (Point 2) Point B to Point 2 S 00° 54' 27" E 74.56 Continuing from Point 2 N 85° 38' 51" E 60.84 S 49° 18' 23" E 138.03 S 57° 35' 53" E 90.95 S 31° 58' 08" E 118.27 S 6° 11' 24" E 190.72 S 7° 41' 43" W 68.54 S 36° 36' 14" E 90.05 S 3° 16' 02" E 66.73 N 76° 15' 11" E 28.26 N 9° 11' 28" W 113.49 N 4° 08' 53" E 274.68 N 29° 32' 14" E 92.67 N 11° 57' 34" W 65.39 N 56° 47' 27" W 115.73 N 45° 25' 52" W 144.88 (Point 3) S 89° 15' 14" E 189.56 (Point 4) S 44° 15' 46" E 69.85 N 71° 19' 44" E 116.22 S 15° 13' 51" E 61.13 S 21° 17' 20" W 77.38 S 30° 24' 37" E 117.11 S 44° 55' 57" E 124.05 S 18° 43' 08" W 80.78 S 37° 34' 54" E 102.79 S 62° 04' 35" E 62.17 S 17° 03' 33" E 93.28 S 10° 01' 03" W 52.99 S 30° 18' 53" E 59.05 S 22° 57' 15" W 45.18 S 14° 00' 47" W 138.08 N 50° 32' 55" W 88.79 N 1° 42' 13" W 63.70 S 13° 20' 43" W 44.35 S 1° 14' 43" E 65.72 S 63° 57' 27" E 38.47 N 88° 13' 28" E 26.13 S 55° 55' 56" E 72.75 S 13° 00' 11" E 72.38 (Point 5)	ESA Limtis starting at Point 6 N 21° 35' 34" E 106.54 N 89° 10' 41" E 470.63 S 65° 48' 53" E 278.5 (Point 7) Point B to Point 8 S 54° 51' 28" W 155.6 Wetland Limits starting at Point 8 S 20° 25' 53" E 8.28 S 14° 58' 15" W 17.09 S 23° 30' 17" W 25.05 S 51° 33' 13" W 12.25 N 51° 29' 00" W 21.86 N 45° 20' 29" E 35.24 N 38° 36' 03" E 21.07 Point B to Point 9 S 68° 35' 05" E 316.36 Wetland Limits starting at Point 9 N 58° 35' 56" E 18.51 S 89° 31' 09" E 16.45 S 6° 47' 25" E 15.42 S 9° 37' 29" E 14.96 S 58° 18' 19" W 15.07 N 67° 09' 13" W 16.1 N 21° 51' 31" W 23.94 Point B to Point 10 S 47° 09' 35" E 473.41 Wetland Limits starting at Point 10 S 40° 26' 49" E 11.68 S 15° 27' 30" E 57.18 S 3° 58' 27" E 53.37 S 5° 12' 36" E 31.43 S 12° 22' 21" E 19.24 S 1° 34' 29" E 26.06 S 37° 39' 32" W 29.69 S 82° 38' 41" W 21.45 N 32° 12' 53" W 28.16 N 8° 08' 55" E 36.16 N 22° 00' 04" E 30.57 N 5° 40' 23" E 39.79 N 0° 59' 18" W 30.15 N 10° 28' 33" W 48.95 N 33° 29' 07" E 16.54 ESA limits starting at Point 11 S 34° 04' 28" E 32.86 S 29° 53' 06" W 27.11 N 77° 57' 09" W 75.04 N 44° 21' 57" W 127.57 N 0° 09' 58" E 113.06 S 26° 36' 37" E 77.54 N 85° 22' 19" E 63.42 N 3° 01' 52" E 90.17 N 87° 42' 19" E 58.07 S 14° 40' 45" E 132.87 S 62° 06' 57" W 43.83 S 2° 00' 38" E 48.34	Point 11 to Point 12 N 3° 09' 01" W 116.80 Wetland limits N 16° 06' 21" W 28.09 N 25° 57' 49" E 11.21 S 52° 04' 47" E 20.16 S 31° 21' 47" E 23.13 S 58° 05' 41" W 16.46 N 71° 11' 48" W 11.71 Point A to Point 13 S 20° 53' 44" W 460.54 Wetland Limits starting at Point 13 S 74° 51' 35" E 27.63 S 33° 01' 38" E 42.24 S 18° 47' 20" E 26.87 S 5° 13' 59" E 23.41 N 76° 58' 31" W 21.36 N 63° 28' 40" W 46.17 N 11° 49' 12" W 22.47 N 3° 54' 18" W 28.90 N 28° 31' 35" E 17.21 Point A to Point 14 S 38° 53' 39" W 348.74 Wetland Limits starting at Point 14 S 21° 35' 26" W 27.15 N 57° 37' 37" W 18.12 N 2° 24' 46" E 21.52 N 29° 01' 06" E 14.16 S 84° 34' 34" E 13.28 S 14° 08' 45" E 17.62 Point A to Point 15 S 58° 00' 10" W 310.76 Wetland Limits starting at Point 15 S 32° 24' 01" E 24.03 S 10° 52' 19" W 20.30 S 55° 25' 57" W 11.88 N 68° 34' 42" W 17.79 N 8° 58' 46" W 30.14 N 33° 02' 14" E 14.00 S 85° 51' 02" E 14.41 Point A to Point 16 S 10° 40' 25" W 266.05 Wetland Limits starting at Point 16 S 21° 39' 59" E 29.69 S 1° 00' 56" E 31.20 S 11° 42' 42" W 35.43 N 79° 26' 16" W 24.53 N 26° 47' 15" W 26.73 N 2° 15' 05" E 38.44 N 38° 13' 27" E 31.37 N 79° 11' 59" E 11.11 Point A to Point 17 S 67° 37' 01" W 131.74 Wetland Limits starting at Point 17 S 17° 10' 47" E 26.89 S 26° 44' 30" E 36.72 S 19° 51' 17" E 33.44 S 26° 14' 10" E 27.41 S 61° 57' 18" W 9.28 N 30° 33' 53" W 10.10 N 20° 14' 29" W 27.83 N 31° 18' 34" W 27.44 N 28° 41' 50" W 17.41 N 44° 27' 34" W 50.83 N 35° 22' 11" E 17.74 S 76° 49' 35" E 23.58
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Steven M. Bieda
PLS-2275
May 28, 2020





In Witness Whereof, the said Moski Corp. has caused these presents to be signed by Paul Kosmoski, it's President on this _____ day of _____, 20____.

My Commission Expires _____

STATE OF WISCONSIN]
] SS
COUNTY OF BROWN]

CERTIFICATE OF CORPORATE MORTGAGEE

In the presence of:

_____ (Corporate Seal)

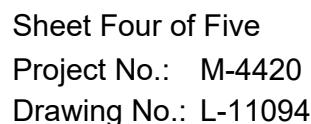
Date _____

Date _____

My Commission Expires _____

STATE OF WISCONSIN]
] SS
COUNTY OF BROWN]

Steven M. Bieda
PLS-2275
May 28, 2020





NOTES

A Brown County Highway Department access permit must be obtained for Lot 2 prior to any construction of a new street / road connection or driveway to a County Trunk Highway.

The property owners, at the time of construction, shall implement the appropriate soil erosion control methods outlined in the Wisconsin Construction Site Erosion and Sediment Control Technical Standards (available from the Wisconsin Department of Natural Resources) to prevent soil erosion. However, if at the time of construction the City has adopted a soil erosion control ordinance, it shall govern over this requirement. This provision applies to any grading, construction, or installation-related activities.

Lots 1 and 2 and Outlot 1 include wetland areas that may require permits from the Wisconsin Department of Natural Resources, Army Corps of Engineers, Brown County Planning Commission, or the City Zoning Administrators Office prior to any development activity.

Any land below the ordinary high water mark of a lake or a navigable stream is subject to the public trust in navigable waters that is established under article IX, section 1 of the state constitution.

This Certified Survey Map is all of tax parcel number 21-183.

The property owner of record is Moski Corp.

This Certified Survey Map is contained wholly within the property described in Jacket 21565, Image 39, Brown County Records.

City of Green Bay Zoning and Building approvals are required prior to commencing construction of buildings, structures, drives, or parking areas and may also be required prior to commencing grading, excavation, filling, or other land disturbing activities.

Outlot 1 owned and maintained by the development to the South, which the detention ponds that are on this outlot serve.

RESTRICTIVE COVENANTS

The land on all side and rear lot lines of all lots shall be graded by the lot owner and maintained by the abutting property owners to provide for adequate drainage of surface water.

Each lot owner shall grade the property to conform to the adopted sidewalk grade elevation and maintain said elevation for future sidewalks.

No poles, pedestals or buried cable are to be placed so as to disturb any survey stake or obstruct vision along any lot lines or street line, a disturbance of a survey stake by anyone is a violation of section 236.32 of the Wisconsin Statutes.

Lots 1 and 2 and Outlot 1 contain an environmentally sensitive area (ESA) as defined in the Brown County Sewage Plan. The ESA includes: wetlands, all land within 35 feet of wetlands 2 acres or greater, floodway, all land within 35 feet of the floodway or 75 feet beyond the ordinary high water mark -whichever is greater, navigable waterways, and all land within 75 feet of the ordinary high water mark of navigable waterways. Development and land disturbing activities are restricted in the ESA unless amendments are approved by the Brown County Planning Commission and the Wisconsin Department of Natural Resources.

UTILITY EASEMENT PROVISIONS

An easement for electric, natural gas, and communications service is hereby granted by

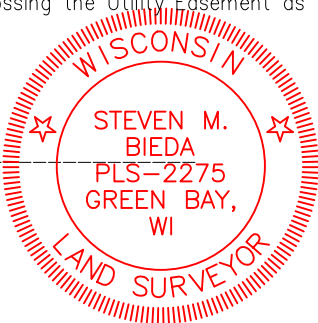
Moski Corp., Grantor, to

WISCONSIN PUBLIC SERVICE CORPORATION, a Wisconsin corporation, Grantee,

their respective successors and assigns, to construct, install, operate, repair, maintain and replace from time to time, facilities used in connection with overhead and underground transmission and distribution of electricity and electric energy, natural gas, telephone and cable TV facilities for such purposes as the same is now or may hereafter be used, all in, over, under, across, along and upon the property shown within those areas on the plat designated as "Utility Easement" and the property designated on the plat for streets and alleys, whether public or private, together with the right to install service connections upon, across, within and beneath the surface of each lot to serve improvements, thereon, or on adjacent lots; also the right to trim or cut down trees, brush and roots as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. The Grantees agree to restore or cause to have restored, the property, as nearly as is reasonably possible, to the condition existing prior to such entry by the Grantees or their agents. This restoration, however, does not apply to the initial installation of said underground and/or above ground electric facilities, natural gas facilities, or telephone and cable TV facilities or to any trees, brush or roots which may be removed at any time pursuant to the rights herein granted. Structures shall not be placed over Grantees' facilities or in, upon or over the property within the lines marked "Utility Easement" without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered by more than six inches without written consent of grantees. This Utility Easement Provision does not prevent or prohibit others from utilizing or crossing the Utility Easement as the Utility easement(s) are non-exclusive.

The grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.

Steven M. Bieda
PLS-2275
July 15, 2020



Future Lot 2: Zoning Request R3

Part of the Southeast ¼ of the Southwest ¼ of Section 11, T23N-R21E, City of Green Bay, Brown County, Wisconsin, more fully described as follows:

Commencing at the South 1/4 corner of Section 11, T23N-R21E; thence N89°22'38"W, 50.05 feet along the South line of the Southwest 1/4 of said Section 11 to the Westerly right of way of County Trunk Highway "EA", also known as South Huron Road and the point of beginning; thence continuing N89°22'38"W, 130.03 to the start of a meander line which is S89°22'38"E, 77 feet more or less from the centerline of the drainageway; thence N39°14'54"W, 353.09 feet along said meander line; thence N82°33'18"W, 318.70 feet to a meander corner which is N22°17'27"W, 81 feet more or less from said centerline of the drainageway and end of said meander line; thence N22°17'27"W, 209.28 feet; thence N6°17'04"W, 210.98 feet; thence N55°35'00"W, 268.87 feet; thence N0°54'27"W, 139.34 feet; thence S89°15'14"E, 960.13 feet along Outlot 1, Volume 47, Certified Survey Map No. 34 to the West right of way of South Huron Road; thence S2°03'27"E, 998.93 feet along said West right of way of South Huron Road to the point of beginning.

Described area contains 690,180 square feet / 15.84 acres more or less, including the lands lying between the meander line and the drainage way.

Future Lot 1, Zoning Request C1

Part of the Southeast ¼ of the Southwest ¼ of Section 11, T23N-R21E, City of Green Bay, Brown County, Wisconsin, more fully described as follows:

Commencing at the South 1/4 corner of Section 11, T23N-R21E; thence N89°22'38"W, 50.05 feet along the South line of the Southwest 1/4 of said Section 11 to the Westerly right of way of County Trunk Highway "EA", also known as South Huron Road; thence N2°03'27"W, 998.93 feet along the West right of way of said South Huron Road; thence N89°15'14"W, 960.13 feet along the South line of Outlot 1, Volume 47, Certified Survey Map No. 34 to the point of beginning; thence S89°15'14"W, 348.97 feet; thence S0°54'28"E, 891.06 feet along the East right of way of Einstein Way and its extension to a meander line which is N0°54'28"W, 109.95 feet from the property corner which is N89°22'38"W, 70 feet more or less from the centerline of a drainageway; thence N27°05'21"E, 292.88 feet along said meander line; thence S82°33'18"E, 532.43 feet to a meander corner which is N22°17'27"W, 81 feet more or less from said centerline of a drainageway and the end of said meander line; thence N22°17'27"W, 209.28 feet; thence N6°17'04"W, 210.98 feet; thence N55°35'00"W, 268.87 feet; thence N0°54'27"W, 139.34 feet to the point of beginning

Described area contains 421,895 square feet / 9.69 acres more or less, including the lands lying between the meander line and the drainage way.

Future Outlot 1, Zoning Request CON

Part of the Southeast ¼ of the Southwest ¼ of Section 11, T23N-R21E, City of Green Bay, Brown County, Wisconsin, more fully described as follows:

Commencing at the South 1/4 corner of Section 11, T23N-R21E; thence N89°22'38"W, 50.05 feet along the South line of the Southwest 1/4 of said Section 11 to the Westerly right of way of County Trunk Highway "EA", also known as South Huron Road; thence N89°22'38"W, 380.11 feet to the point of beginning which is the start of a meander line which is N89°22'38"W, 174 feet more or less from the centerline of a drainageway; thence N56°25'53"W, 261.35 feet along said meander line; thence N86°59'38"W, 482.92 feet along said meander line; thence S21°34'40"W, 173.70 feet to a

point which is S89°22'38"E, 115 feet more or less from the centerline of said drainageway and the end of said meander line; thence S89°22'38"E, 763.94 feet along the South line of said Southwest 1/4 to the point of beginning.

Described area contains 205,966 square feet / 4.73 acres more or less, including the lands lying between the meander line and the drainage way.

Green Bay Currently Owned Parcel 21-182-3 Zoning Request R3

Outlot 1 of 47CSM34 being part of the SE 1/4 of the SW ¼ of Section 11, T23N-R21E, City of Green Bay, Brown County, Wisconsin.

Described area contains 82,245 square feet / 1.89 acres more or less

UNIT SIZE SPECIFICATIONS.

Listed below are the sizes for each of the units in the 8 and 15 unit buildings respectively

The 15 unit specifications are listed below

Unit	SqFt	Bd/Ba
1	925	2/1
2	968	2/2
3	800	2/2
4	807	2/2
5	825	2/1
6	825	2/1
7	880	2/2
8	830	2/2
9	830	2/2
10	850	2/1
11	850	2/1
12	630	1/1
13	600	1/1
14	625	1/1
15	660	1/1

The 8 unit specifications are listed below

Unit	SqFt	Bd/Ba	Den
1	744	1/1	No
2	850	1/1	No
3	1160	2/1	No
4	1020	2/1	No
5	880	1/1	Yes
6	760	1/1	No
7	1200	2/2	Yes
8	1000	2/1	No

UNIT MARKET RATE ESTIMATES

Market rates for the apartments project to vary between \$900 to \$1200 per month in rents.

Project Name: Kosmoski South Huron Rd Apartments – 69 Unit Apartment Addition

Location: 1400 Block South Huron Rd

Developer: Moski Corp

Designer: Engineering: Mau and Associates

Architect: Bay Architects

Project Description

Moski Corp submit plans to allow for the development of 32 units at parcel 21-183 and 21-182-3. These parcel is located directly in north of the existing “Huron Grove” apartment. Site will create 3 driveways to create (3) eight unit apartment buildings and (3) 15 unit apartments buildings as a complement to the existing apartment community located directly south in the Village of Bellevue. Detached garage stalls and surface parking will accompany the buildings.. A storm water pond will be created to accommodate storm water needs for the new development. The storm water pond and existing woodlands will as a central focal feature for the new apartment units. Site design and curbing intended to keep pockets of woodlands and wetlands to exist along South Huron. Residences nestled between woodlands, wetlands, and stormwater pond.

Site Statistics**Gross Square Footage**

Site	32.14 ac.	
Buildings		
Apartment Units	43,985 sf	
Detached Garages	7,777 sf	
Total	51,762 sf	(3.7% of parcel)

Floor Area Ratio

(4) Two-Story Buildings	87,970 sf
Total Single-Story Detached Garages	7,777 sf
Total	95,747 sf
FAR	0.069

Percentage of Impervious Surface

Total new impervious surface	135,905 sf
Percentage	9.7%

Parking Calculations

Total new parking stalls	181 stalls
Parking ratio (181 stalls/ 69units)	2.62 stalls / unit
Detached garage stalls	28 stalls

Minimum Parking Requirement

(51) units – 2 bedrooms each (2)
=104

(18) units – 1 bedroom each (1)
=18

(69) units / (4) (one visitor stall per four units)
=18

(104) + (18) +(18)= 140 minimum stalls needed (41 stalls over minimum)

TYPE	DESIGN	DESCRIPTION
1		SEPARATION WALL 1 HOUR FIRE RATED PARTITION UL DES U 305 2x4 or 2x6 STUDS @ 16" O.C. WITH BATT INSULATION TO CEILING. INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE
2		TYPICAL INTERIOR PARTITION WALL 2x4 STUDS @ 16" O.C. (WITH BATT INSULATION-VERIFY W/OWNER) TO CEILING. INSTALL 1/2" GYP. BD. FULL HGT. EA. SIDE TYP. (MROB ON ALL SIDES OF WALLS EXPOSED TO BATHS) (2x4 STUDS FOR PLUMBING WALLS)
3		TYPICAL INTERIOR PARTITION WALL 2x4 STUDS @ 16" O.C. WITH BATT INSULATION TO CEILING. INSTALL 1/2" GYP. BOARD FULL HGT. EA. SIDE TYP. MROB ON INT. SIDE OF BATHS
4		SEPARATION WALL 1 HOUR FIRE RATED BARRIER UL DES U 305 2x4 or 2x6 STUDS @ 16" O.C. . INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE TO UNDERSIDE OF FLOOR TRUSSES
5		TYPICAL EXTERIOR WALL W/BRICK VENEER 2x4 STUDS @ 16" O.C. WITH R-19 BATT INSULATION. INSTALL 1/2" GYP. BD. FULL HGT. INTERIOR SIDE OF WALL. 4 MIL VAPOR BARRIER. EXTERIOR: 4" BRICK VENEER. 7/8" AIR SPACE TYPEK BUILDING WRAP ON 1/2" A.P.A. BATTED O.S.B. SHEATHING ON STUDS (USE 2x4 STUDS AT EXT. GARAGE WALLS)
6		TYPICAL INTERIOR PARTITION WALL 5/8" SHEETROCK BRAND FIRECODE C CORE GYPSUM PANEL. 2x4 LOAD BEARING STAGGERED WOOD STUD @ 16" O.C.. 2x6 PLATE. 3/8" MINERAL WOOL BATT. 5/8" SHEETROCK BRAND FIRECODE C CORE GYPSUM PANEL. JOINTS FINISHED. PERIMETER CAULKED. EST. FIRE RATING BASED ON UL DESIGN U305 AND UL DESIGN U340
7		System Performance 1 HR Fire UL Design No. U340 S4 STC Sound RAL-TL-77-149

CARBON MONOXIDE DETECTOR SHALL BE CONNECTED TO BUILDING'S POWER SUPPLY AND HAVE BATTERY BACKUP	
	SMOKE DETECTOR PER INTERNATIONAL BUILDING CODE
	EXHAUST FAN TO SWITCH. TYP. ALL BATHS
	GARAGE DOOR OPENER- VERIFY WITH OWNER
F-1 = 20 MIN. HOUR FIRE DOOR ASSEMBLY WITH SPRING CLOSER HINGES	

WALL TYPES & LEGEND	2
NTS	A101

GENERAL NOTES:	
1. ALL DIMENSIONS ARE TO STUD THICKNESS. OVERALL DIMENSIONS ARE TO OUTSIDE OF STUDS.	
2. CRITICAL DIMENSIONS TO BE HELD CLEAR.	
3. INTERIOR DOORS TO BE LOCATED WITHIN 5'-7" OF CORNER TO ALLOW FOR TRIM. U.O.N	
4. MOISTURE RESISTANT GYP. BD. ON ALL WET WALLS WHERE APPROPRIATE.	
5. INSULATE ALL PLUMBING WALLS - TYP.	
6. INSTALLATION OF ALL MECHANICAL EQUIPMENT SHALL COMPLY W/ IMC CHAPTER 44.	
7. ALL PENETRATIONS THROUGH REQUIRED FIRE-RESISTIVE ASSEMBLIES SHALL BE PROTECTED PER IRC 711 BY THE CONTRACTOR MAKING SAID PENETRATION.	
8. ALL JOINTS INSTALLED IN OR BETWEEN FIRE RESISTANT RATED WALLS, FLOOR OR FLOOR/CEILING ASSEMBLIES AND ROOFS OR ROOF/CEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE RESISTANT JOINT SYSTEMS PER IRC 712. GENERAL CONTRACTOR TO SCHEDULE JOINT PROTECTION PRIOR TO INSTALLATION OF FINISHES.	
9. ALL HEATING EQUIPMENT SHALL BE DIRECT VENTING & SEALED COMBUSTION UNITS. U.N.O.	
10. ALL TOILET ROOM FINISHES TO BE IMPERVIOUS TO WATER.	
GENERAL PLAN NOTES:	
-CARE SHOULD BE TAKEN TO LEAVE EXISTING ITEMS UNDISTURBED AND STILL ACCOMMODATE WORK. EXISTING AREAS TO BE PROTECTED DURING CONSTRUCTION.	
-COORDINATE W/ PLUMBING CONTRACTOR FOR ALL UNDER-SLAB PIPING PRIOR TO POURING SLAB.	
-COORDINATE ALL FLOOR FRAMING WITH PLANNED PLUMBING FIXTURES TO ENSURE DRAINS DO NOT HIT FRAMING MEMBERS. BOX OUT FRAMING WHERE NEEDED.	

GENERAL NOTES	3
NTS	A101

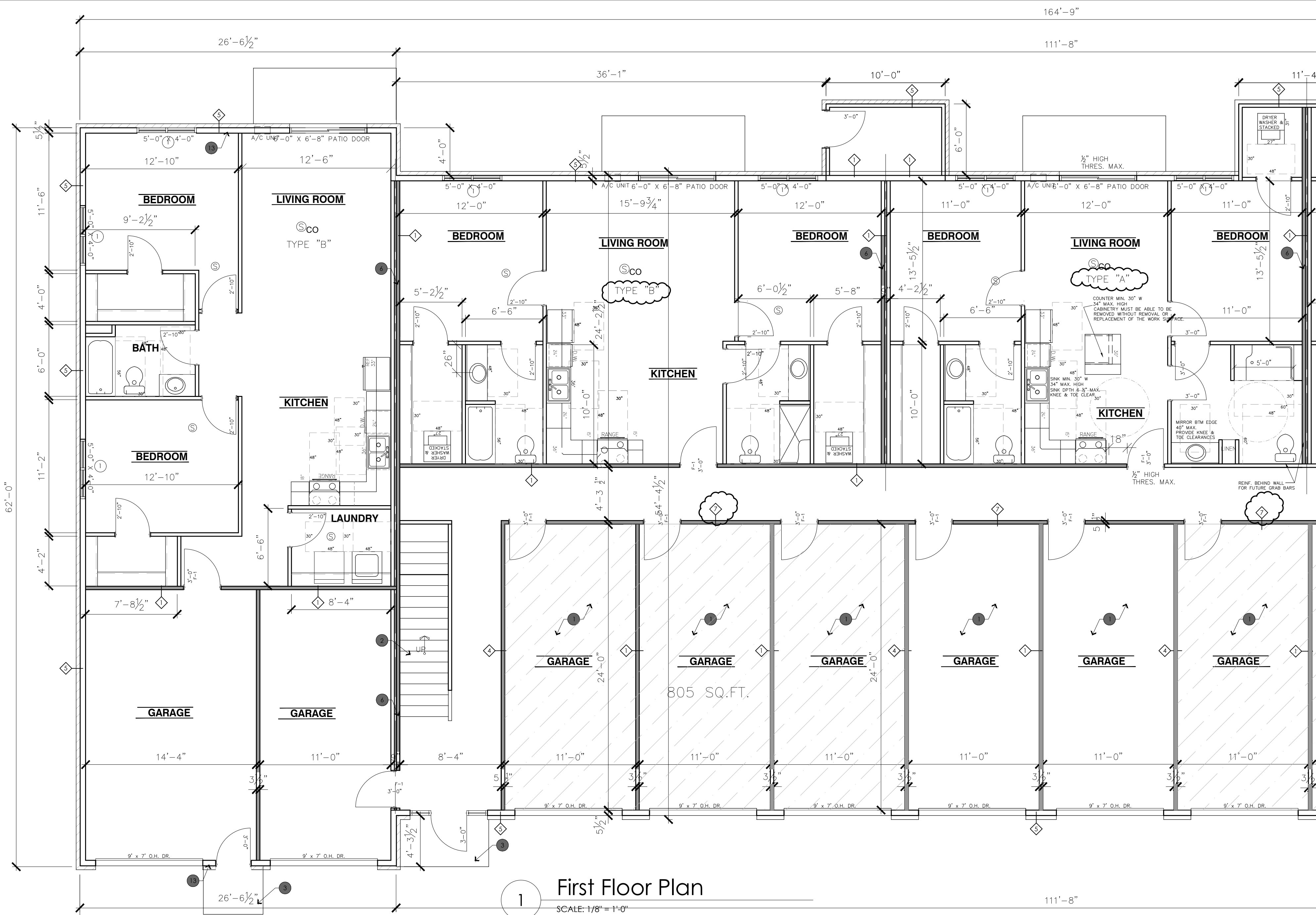
GENERAL PROJECT NOTES:	
-CONSTRUCTION IS TO BE IN COMPLIANCE WITH ALL GOVERNING CODES, ORDINANCES, & STANDARDS. THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING & SUPERVISING ALL SAFETY PRECAUTIONS & PROGRAMS IN CONNECTION WITH THE PERFORMANCE OF THIS CONTRACT.	
-HVAC, ELECTRICAL AND PLUMBING ARE TO BE DESIGN BUILD, COMPLYING W/ ALL LOCAL, STATE, & NATIONAL CODES, AND TO BE THE FULL RESPONSIBILITY OF THE CONTRACTOR. THE DESIGNER ASSUMES NO LIABILITY.	
-ALL HEATING EQUIPMENT TO BE SEALED COMBUSTION TYPE & DIRECT VENTING	
-ALL MECHANICAL, HVAC, ELECTRICAL AND PLUMBING SYSTEMS & ALL EQUIPMENT TO BE MAINTAINED ACCORDING TO MANUFACTURER'S STANDARDS. BUILDING OWNER AND/OR BUILDING OCCUPANTS ASSUME FULL RESPONSIBILITY FOR MAINTENANCE AND OPERATION	
-ALL MATERIALS, DETAILS, & INSTALLATION, SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S STANDARDS & SPECIFICATIONS.	
-ALL SUBCONTRACTORS SHALL BE RESPONSIBLE FOR LIMITING THE ACCUMULATION OF WASTE MATERIALS AND RUBBISH. WASTE MATERIALS SHALL BE REMOVED FROM THE PREMISES DAILY.	
-DIMENSIONS ARE TO BE FIELD VERIFIED & ADJUSTED ACCORDINGLY. THE DESIGNER SHALL BE NOTIFIED OF ANY VARIANCES BEFORE CONTRACTOR BEGINS OR PROCEEDS WORK.	
-ALL DIMENSIONS ARE FROM ACTUAL FINISHED SURFACES. U.O.N ON THE PLAN. ALLOWANCES SHALL BE MADE FOR FLOOR & WALL FINISHES.	

GENERAL PLAN NOTES	4
NTS	A101

- 4" THICK CONC. FLOOR W/ #10 @ 10, 6x6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY FLOOR DRAIN PLACEMENT WITH OWNER PRIOR TO POURING FLOOR.
- WOOD STAIR W/ 7 3/4" MAX RISE WITH 10" TREADS MIN 1 1/2" DIA. HANDRAIL AT 36" HIGH ABOVE NOSING.
- 4" THICK CONC. SLAB W/ #10 @ 10, 6x6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY PLACEMENT WITH OWNER PRIOR TO POURING SLAB. PITCH OUT.
- 16" X 16" STONE PIER AROUND TREATED WOOD POST. COMPOSITE BOARD FINISH SEE ELEVATIONS & STRUCTURAL
- 22" X 36" ATTIC ACCESS PANEL TYP. INSTALL IN BETWEEN TRUSSES-VERIFY EXACT LOCATION ON SITE.
- PARTY WALL-SEE DETAIL FOR UNIT SEPARATION WALL
- AC UNIT-VERIFY ACTUAL PLACEMENT WITH OWNER PRIOR TO CONSTRUCTION
- WALL NICHE- VERIFY WITH OWNER FOR SIZE AND DETAIL
- PRE-MANUFACTURED ELECTRIC FIREPLACE UNIT
- CATHEDRAL CEILINGS IN SECOND FLOOR UNITS- VERIFY WITH OWNER FOR PITCH
- TREATED WOOD DECK- WITH PLASTIC DECKING AND VINYL GUARDRAILS. VERIFY WITH OWNER. SEE STRUCTURAL FOR DETAILS AND CONSTRUCTION
- 1HR FIRE BARRIER -SEE DETAIL FOR UNIT SEPARATION
- ADD BLOCKING & FASTEN SHEETROCK @ 4" O.C.

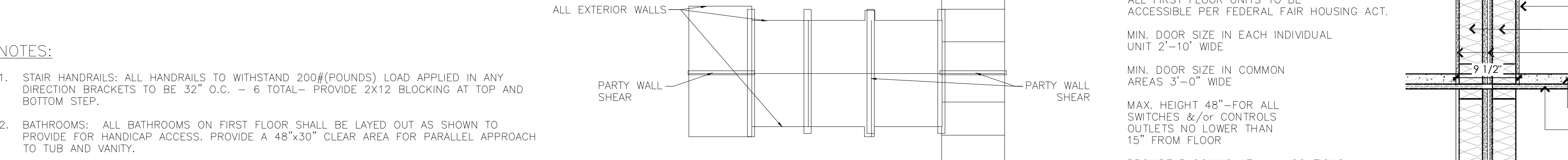
KEYED NOTES	5
(THESE NOTES ARE SIMILAR FOR ALL UNITS)	A101

WINDOW SCHEDULE			
WINDOW MARK	SIZE	SILL ELEVATION	REMARKS
1	5'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
2	3'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
-	-	-	-



1	First Floor Plan	111'-8"
	SCALE: 1/8" = 1'-0"	

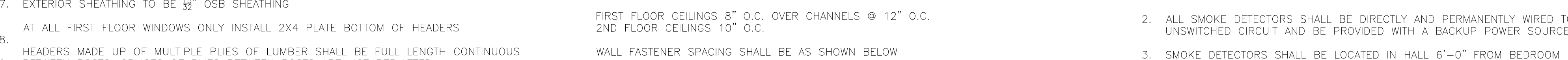
NOTES:	FLOOR PLAN NOTES:
1. STAIR HANDRAILS: ALL HANDRAILS TO WITHSTAND 200#(POUNDS) LOAD APPLIED IN ANY DIRECTION BRACKETS TO BE 32" O.C. - 6 TOTAL- PROVIDE 2X12 BLOCKING AT TOP AND BOTTOM STEP.	DIMENSIONS TO INTERIOR PARTITIONS ARE TO 9" FACE OF STUD UNLESS NOTED OTHERWISE.
2. BATHROOMS: ALL BATHROOMS ON FIRST FLOOR SHALL BE LAYED OUT AS SHOWN TO PROVIDE FOR HANDICAP ACCESS. PROVIDE A 48"x30" CLEAR AREA FOR PARALLEL APPROACH TO TUB AND VANITY.	HANDICAP ACCESSIBILITY NOTE:
3. PROVIDE BLOCKING IN FIRST FLOOR BATHROOMS FOR FUTURE GRAB BARS. SEE DETAILS ON SHEET 6.	ALL FIRST FLOOR UNITS TO BE ACCESSIBLE PER FEDERAL FAIR HOUSING ACT.
4. DOORS: ALL FIRST FLOOR DOORS SHALL BE A MINIMUM OF 3'-0" TO PROVIDE A NOMINAL CLEAR OPENING OF 34".	MIN. DOOR SIZE IN EACH INDIVIDUAL UNIT 2'-10" WIDE
5. LUMBER FOR JOISTS, HEADERS, RAFTERS, AND OTHER STRUCTURAL FRAMING, SPF #1/#2 OR BETTER. ALL TOP PLATES FOR ROOF TRUSS BEARING TO BE SPF #1/#2 EXCEPT AT LOWER GARAGE ROOF GIRDER BEARING AND SECOND FLOOR BUMPOUT GIRDER BEARING S. YELLOW PINE ALL OTHER LUMBER - SPF STUD GRADE OR BETTER.	MIN. DOOR SIZE IN COMMON AREAS 3'-0" WIDE
6. ALL WALLS BETWEEN UNITS SHALL BE ONE HOUR FIRE RATED.	MAX. HEIGHT 48"-FOR ALL SWITCHES &/OR CONTROLS OUTLETS NO LOWER THAN 15" FROM FLOOR
7. EXTERIOR SHEATHING TO BE 3/8" OSB SHEATHING	PROVIDE BLOCKING AT ALL LOCATIONS REQUIRED FOR FUTURE GRAB BARS
8. AT ALL FIRST FLOOR WINDOWS ONLY INSTALL 2X4 PLATE BOTTOM OF HEADERS	
9. HEADERS MADE UP OF MULTIPLE PLIES OF LUMBER SHALL BE FULL LENGTH CONTINUOUS BETWEEN POSTS. SPLICES OF PLIES BETWEEN POSTS ARE NOT PERMITTED.	
10. PROVIDE MINIMUM DOUBLE STUD POST AT EACH END OF ALL WINDOW HEADERS AND GIRDER TRUSS BEARING PROVIDE MIN. 3 STUD POSTS	
11. PROVIDE SOLID BLOCKING IN THE FIRST FLOOR TRUSS SPACE BETWEEN POSTS ON THE SECOND FLOOR AND POSTS ON THE FIRST FLOOR	
12. UNDER TUBS AND SHOWERS AT RSECOND FLOOR INSTALL 1 1/2" APA RATED OSB SHEATHING PER APA SPEC PR-108 PER UL550 SYSTEM 1	
13. AC SLEEVES ARE 26 1/4"Wx16 1/4"H. BEDROOM S ARE 42" ABOVE FLOOR TO SILL. LIVING ROOM IS 3" BELOW WINDOW TO TOP.	



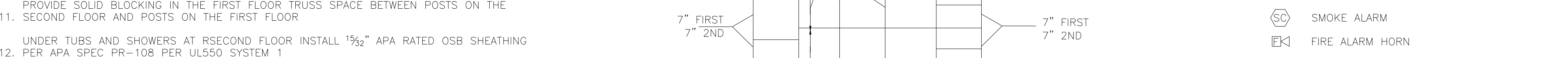
ALL EXTERIOR WALLS	PARTY WALL SHEAR	PARTY WALL SHEAR

- FRAMER TO ATTACH EXTERIOR TREATED WALL BASE PLATES WITH DRILLED IN ANCHOR BOLTS LOCATED 48" O.C. AND 12" FROM EACH END. WITH 1/2" DIA. x 5" SILL BOLTS (2 1/4" MIN. EMBEDMENT INTO CONCRETE) ATTACH INTERIOR TREATED WALL BASE PLATES AT SHORT PARTY WALLS (SHEAR WALLS) WITH ANCHOR BOLTS 48" O.C. AND 12" FROM EACH END. WITH 1/2" DIA. x 5" SILL BOLTS (2 1/4" MIN. EMBEDMENT INTO CONCRETE). MINIMUM TWO ANCHOR BOLTS PER ANY LENGTH OF PLATE.
- THE FOLLOWING IS A SCHEDULE FOR FASTENING GYPSUM BOARD AT SUPPORTED PANEL EDGES AND FIELD OF PANELS:

FIRST FLOOR CEILINGS 8" O.C. OVER CHANNELS @ 12" O.C.	2ND FLOOR CEILINGS 10" O.C.
WALL FASTENER SPACING SHALL BE AS SHOWN BELOW	



- UNDER TUBS AND SHOWERS AT RSECOND FLOOR INSTALL 1 1/2" APA RATED OSB SHEATHING PER APA SPEC PR-108 PER UL550 SYSTEM 1
- AC SLEEVES ARE 26 1/4"Wx16 1/4"H. BEDROOM S ARE 42" ABOVE FLOOR TO SILL. LIVING ROOM IS 3" BELOW WINDOW TO TOP.



7" FIRST	7" 2ND	7" FIRST	7" 2ND

	SMOKE ALARM
	FIRE ALARM HORN
	FIRE ALARM PULL STATION
	COMBO SMOKE/CARBON MONOXIDE DETECTOR

6	1hr Partition Separation Wall Detail	111'-8"
	SCALE: 1/1" = 1'-0"	

NOTES: FIRE ALARM SYSTEM

- EACH LIVING UNIT SHALL HAVE A FIRE ALARM STATION LOCATED AT THE EXIT OF THE UNIT AND A HORN LOCATED IN THE HALL BY THE BEDROOMS.
- ALL SMOKE DETECTORS SHALL BE DIRECTLY AND PERMANENTLY WIRED TO A PROPER UNSWITCHED CIRCUIT AND BE PROVIDED WITH A BACKUP POWER SOURCE.
- SMOKE DETECTORS SHALL BE LOCATED IN HALL 6'-0" FROM BEDROOM DOOR AND IN EACH BEDROOM.
- SMOKE DETECTORS SHALL BE LOCATED IN THE UTILITY ROOM AND SHALL BE WIRED TO AN UNSWITCHED CIRCUIT WITH EMERGENCY POWER BACKUP.

NOTE: ADA REQUIRED TYPE A UNITS SHALL TOTAL 1 UNIT WHEN ENTIRE DEVELOPMENT IS COMPLETE PER IBC TABLE 1107.6.1.1. SEE SHEETS A701 & A702 FOR TYPE "A" DETAILS & REQUIREMENTS.

TYPE	DESIGN	DESCRIPTION
1		SEPARATION WALL 1 HOUR FIRE RATED PARTITION UL DES U 305 2X4 or 2x6 STUDS @ 16" O.C. WITH BATT INSULATION TO CEILING. INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE
2		TYPICAL INTERIOR PARTITION WALL 2X4 STUDS @ 16" O.C. WITH BATT INSULATION VERIFY W/OWNER TO CEILING. INSTALL 1/2" GYP. BD. FULL HGT. EA. SIDE TYP. (MRGB ON ALL SIDES OF WALLS EXPOSED TO BATHS) (2x6 STUDS FOR PLUMBING WALLS)
3		TYPICAL INTERIOR PARTITION WALL 2X4 STUDS @ 16" O.C. WITH BATT INSULATION TO CEILING. INSTALL 1/2" GYP. BOARD FULL HGT. EA. SIDE TYP. MRGB ON INT. SIDE OF BATHS
4		SEPARATION WALL 1 HOUR FIRE RATED BARRIER UL DES U 305 2X4 or 2x6 STUDS @ 16" O.C. - INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE TO UNDERSIDE OF FLOOR TRUSSES
5		TYPICAL EXTERIOR WALL W/BRICK VENEER 2X6 STUDS @ 16" O.C. WITH R-19 BATT INSULATION - INSTALL 1/2" GYP. BD. FULL HGT. INTERIOR SIDE OF WALL. 4 MIL VAPOR BARRIER. EXTERIOR: 4" BRICK VENEER, 7/8" AIR SPACE TYVEK BUILDING WRAP ON 1/2" A.P.A. RATED O.S.B. SHEATHING ON STUDS. (USE 2X4 STUDS AT EXT. GARAGE WALLS)
6		TYPICAL INTERIOR PARTITION WALL 5/8" SHEETROCK BRAND FIRECODE C CORE GYPSUM PANEL, 2X4 LOAD BEARING S/CORNERED WOOD STUD @ 16" O.C. 2X6 PLATE, 3/32" MINERAL WOOL BATT. 5/8" SHEETROCK BRAND FIRECODE C CORE GYPSUM PANEL JOINTS FINISHED. PERIMETER CAULKED-EST. FIRE RATING BASED ON UL DESIGN U305 AND UL DESIGN U340
7		System Performance 1 Hr Fire Test Design No. U340 S4 STC Sound RAL-77-149

CARBON MONOXIDE DETECTOR SHALL BE CONNECTED TO BUILDING'S POWER SUPPLY AND HAVE BATTERY BACKUP	
SD	SMOKE DETECTOR PER INTERNATIONAL BUILDING CODE
EF	EXHAUST FAN TO SWITCH, TYP. ALL BATHS
GD	GARAGE DOOR OPENER - VERIFY WITH OWNER
F-1 = 20 MIN. HOUR FIRE DOOR ASSEMBLY WITH SPRING CLOSER HINGES	

WALL TYPES & LEGEND	2
NTS	A101

GENERAL NOTES:	
1. ALL DIMENSIONS ARE TO STUD THICKNESS. OVERALL DIMENSIONS ARE TO OUTSIDE OF STUDS.	
2. ALL DIMENSIONS TO BE HELD CLEAR.	
3. INTERIOR DOORS TO BE LOCATED WITHIN 5'-7" OF CORNER TO ALLOW FOR TRIM. UON	
4. MOISTURE RESISTANT GYP. BD. ON ALL WEI WALLS WHERE APPROPRIATE.	
5. INSULATE ALL PLUMBING WALLS - TYP.	
6. INSTALLATION OF ALL MECHANICAL EQUIPMENT SHALL COMPLY W/ IMC CHAPTER 44.	
7. ALL PENETRATIONS THROUGH REQUIRED FIRE-RESISTIVE ASSEMBLIES SHALL BE PROTECTED PER IBC 711 BY THE CONTRACTOR HAVING SAID PENETRATION.	
8. ALL JOINTS INSTALLED IN OR BETWEEN FIRE RESISTANT RATED WALLS, FLOOR OR FLOOR/CEILING ASSEMBLIES AND ROOFS OR ROOF/CEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE RESISTANT JOINT SYSTEMS PER IBC 712. GENERAL CONTRACTOR TO SCHEDULE JOINT PROTECTION PRIOR TO INSTALLATION OF FINISHES.	
9. ALL HEATING EQUIPMENT SHALL BE DIRECT VENTING & SEALED COMBUSTION UNITS. UON, I.O.	
10. ALL TOILET ROOM FINISHES TO BE IMPERVIOUS TO WATER.	
GENERAL PLAN NOTES:	
-CARE SHOULD BE TAKEN TO LEAVE EXISTING ITEMS UNDISTURBED AND STILL ACCOMMODATE WORK. EXISTING AREAS TO BE PROTECTED DURING CONSTRUCTION.	
-COORDINATE W/ PLUMBING CONTRACTOR FOR ALL UNDER-SLAB PIPING PRIOR TO POURING SLAB.	
-COORDINATE ALL FLOOR FRAMING WITH PLANNED PLUMBING FIXTURES TO ENSURE DRAINS DO NOT HIT FRAMING MEMBERS. BOX OUT FRAMING WHERE NEEDED.	

GENERAL NOTES	3
NTS	A101

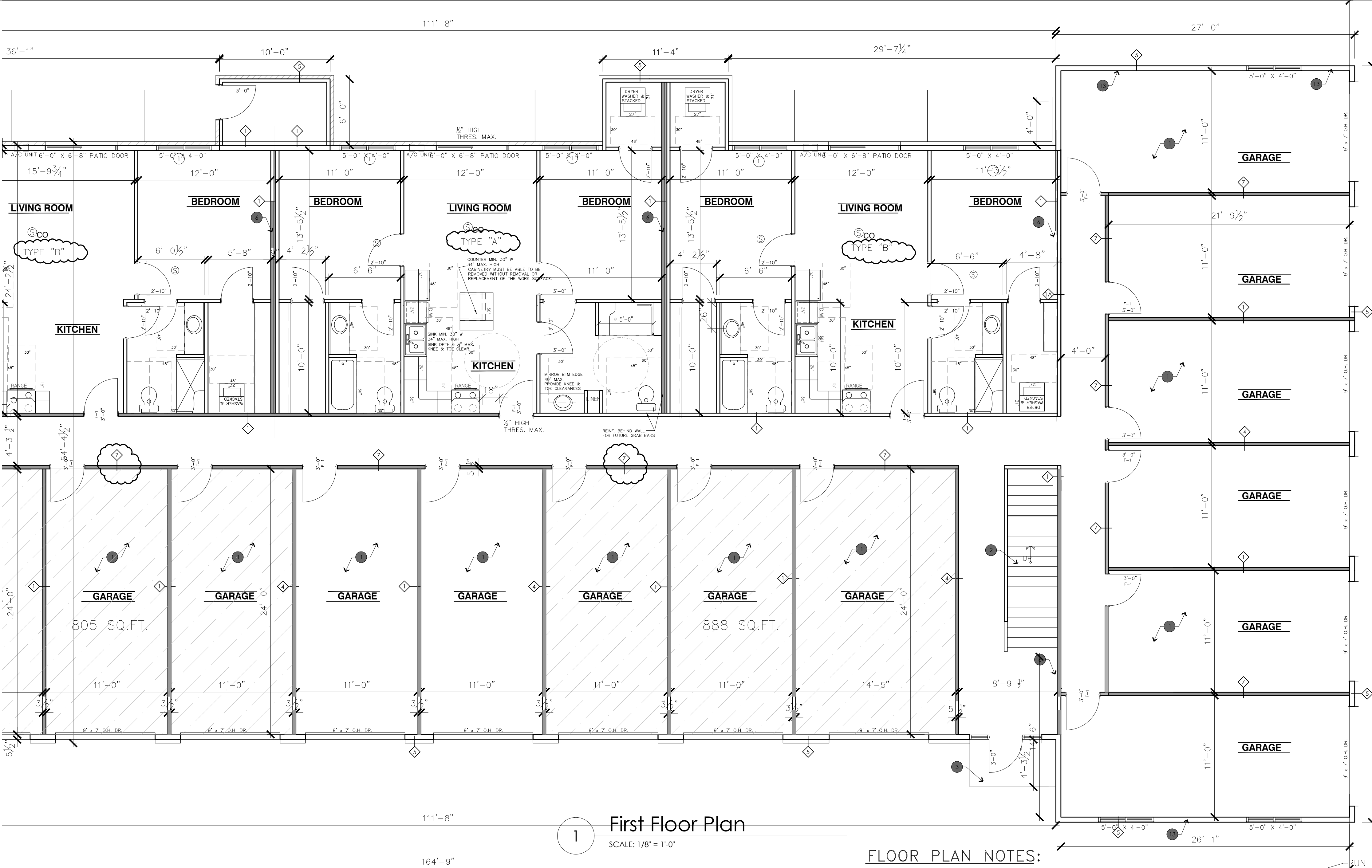
GENERAL PROJECT NOTES:	
-CONSTRUCTION IS TO BE IN COMPLIANCE WITH ALL GOVERNING CODES, ORDINANCES, & STANDARDS. THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING & SUPERVISING ALL SAFETY PRECAUTIONS & PROGRAMS IN CONNECTION WITH THE PERFORMANCE OF THIS CONTRACT.	
-HVAC, ELECTRICAL, AND PLUMBING ARE TO BE DESIGN BUILD, COMPLYING W/ ALL LOCAL, STATE, & NATIONAL CODES, AND TO BE THE FULL RESPONSIBILITY OF THE CONTRACTOR. THE DESIGNER ASSUMES NO LIABILITY.	
-ALL HEATING EQUIPMENT TO BE SEALED COMBUSTION TYPE & DIRECT VENTING	
-ALL MECHANICAL, HVAC, ELECTRICAL, AND PLUMBING SYSTEMS & ALL EQUIPMENT TO BE MAINTAINED ACCORDING TO MANUFACTURER'S STANDARDS. BUILDING OWNER AND/OR BUILDING OCCUPANTS ASSUME FULL RESPONSIBILITY FOR MAINTENANCE AND OPERATION	
-ALL MATERIALS, DETAILS & INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S STANDARDS AND SPECIFICATIONS.	
-ALL SUBCONTRACTORS SHALL BE RESPONSIBLE FOR LIMITING THE ACCUMULATION OF WASTE MATERIALS AND RUBBISH. WASTE MATERIALS SHALL BE REMOVED FROM THE PREMISES DAILY.	
-DIMENSIONS ARE TO BE FIELD VERIFIED & ADJUSTED ACCORDINGLY. THE DESIGNER SHALL BE NOTIFIED OF ANY VARIANCES BEFORE CONTRACTOR BEGINS OR PROCEEDS WORK.	
-ALL DIMENSIONS ARE FROM ACTUAL FINISHED SURFACES, UON ON THE PLAN.	
ALLOWANCES SHALL BE MADE FOR FLOOR & WALL FINISHES.	

GENERAL PLAN NOTES	4
NTS	A101

1	4" THICK CONC. FLOOR W/ #10/#10, 6X6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY FLOOR DRAIN PLACEMENT WITH OWNER PRIOR TO POURING FLOOR.
2	WOOD STAIR W/ 7 1/2" MAX RISE WITH 10" TREADS MIN 1 1/2" DIA. HANDRAIL AT 36" HIGH ABOVE NOSE
3	4" THICK CONC. SLAB W/ #10/#10, 6X6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY PLACEMENT WITH OWNER PRIOR TO POURING SLAB. PITCH OUT.
4	16" X 16" STONE PIER AROUND TREATED WOOD POST- COMPOSITE BOARD FINISH SEE ELEVATIONS & STRUCTURAL
5	22" X 36" ATTIC ACCESS PANEL TYP. INSTALL IN BETWEEN TRUSSES-VERIFY EXACT LOCATION ON SITE.
6	PARTY WALL - SEE DETAIL FOR UNIT SEPARATION WALL
7	AC UNIT- VERIFY ACTUAL PLACEMENT WITH OWNER PRIOR TO CONSTRUCTION
8	WALL NICHE- VERIFY WITH OWNER FOR SIZE AND DETAIL
9	PRE-MANUFACTURED ELECTRIC FIREPLACE UNIT
10	CATHEDRAL CEILINGS IN SECOND FLOOR UNITS- VERIFY WITH OWNER FOR PITCH
11	TREATED WOOD DECK- WITH PLASTIC DECKING AND VINYL GUARDRAILS. VERIFY WITH OWNER. SEE STRUCTURAL FOR DETAILS AND CONSTRUCTION
12	1HR FIRE BARRIER - SEE DETAIL FOR UNIT SEPARATION
13	ADD BLOCKING & FASTEN SHEETROCK @ 4" O.C.

KEYED NOTES	5
(THESE NOTES ARE SIMILAR FOR ALL UNITS)	A101

WINDOW SCHEDULE			
WINDOW MARK	SIZE	SILL ELEVATION	REMARKS
1	5'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
2	3'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
—	—	—	—



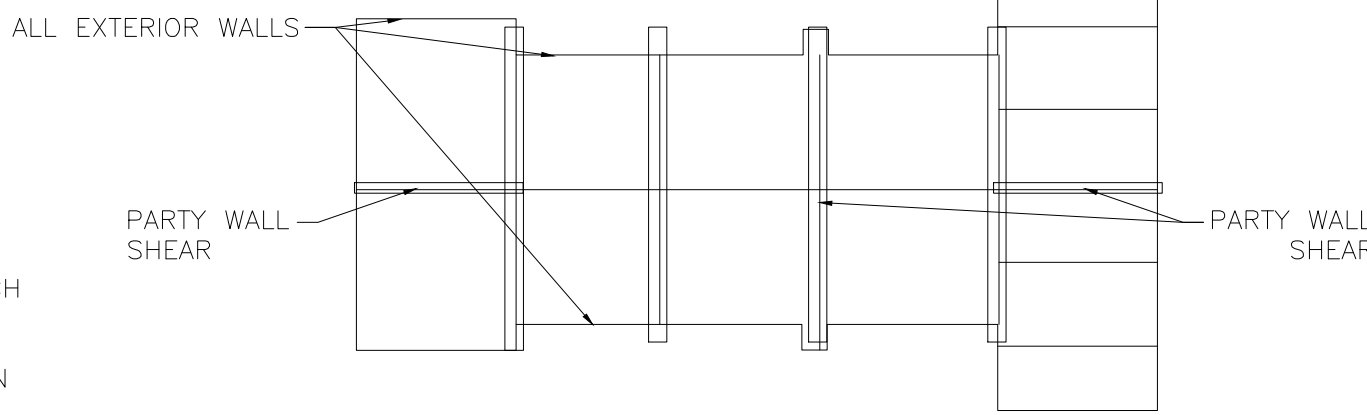
1 First Floor Plan
SCALE: 1/8" = 1'-0"

GENERAL PLAN NOTES	4
NTS	A101

1	4" THICK CONC. FLOOR W/ #10/#10, 6X6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY FLOOR DRAIN PLACEMENT WITH OWNER PRIOR TO POURING FLOOR.
2	WOOD STAIR W/ 7 1/2" MAX RISE WITH 10" TREADS MIN 1 1/2" DIA. HANDRAIL AT 36" HIGH ABOVE NOSE
3	4" THICK CONC. SLAB W/ #10/#10, 6X6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY PLACEMENT WITH OWNER PRIOR TO POURING SLAB. PITCH OUT.
4	16" X 16" STONE PIER AROUND TREATED WOOD POST- COMPOSITE BOARD FINISH SEE ELEVATIONS & STRUCTURAL
5	22" X 36" ATTIC ACCESS PANEL TYP. INSTALL IN BETWEEN TRUSSES-VERIFY EXACT LOCATION ON SITE.
6	PARTY WALL - SEE DETAIL FOR UNIT SEPARATION WALL
7	AC UNIT- VERIFY ACTUAL PLACEMENT WITH OWNER PRIOR TO CONSTRUCTION
8	WALL NICHE- VERIFY WITH OWNER FOR SIZE AND DETAIL
9	PRE-MANUFACTURED ELECTRIC FIREPLACE UNIT
10	CATHEDRAL CEILINGS IN SECOND FLOOR UNITS- VERIFY WITH OWNER FOR PITCH
11	TREATED WOOD DECK- WITH PLASTIC DECKING AND VINYL GUARDRAILS. VERIFY WITH OWNER. SEE STRUCTURAL FOR DETAILS AND CONSTRUCTION
12	1HR FIRE BARRIER - SEE DETAIL FOR UNIT SEPARATION
13	ADD BLOCKING & FASTEN SHEETROCK @ 4" O.C.

KEYED NOTES	5
(THESE NOTES ARE SIMILAR FOR ALL UNITS)	A101

WINDOW SCHEDULE			
WINDOW MARK	SIZE	SILL ELEVATION	REMARKS
1	5'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
2	3'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
—	—	—	—

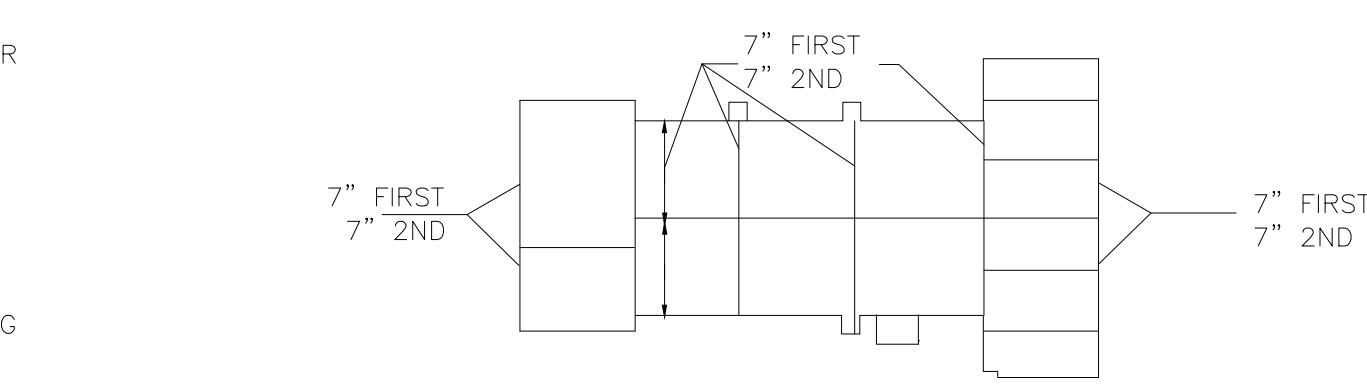


14. FRAMER TO ATTACH EXTERIOR TREATED WALL BASE PLATES WITH DRILLED IN ANCHOR BOLTS LOCATED 48" O.C. AND 12" FROM EACH END. WITH 1/2" DIA. x 5" SILL BOLTS (2 1/4" MIN. EMBEDMENT INTO CONCRETE) ATTACH INTERIOR TREATED WALL BASE PLATES AT SHORT PARTY WALLS (SHEAR WALLS) WITH ANCHOR BOLTS 48" O.C. AND 12" FROM EACH END. WITH 1/2" DIA. x 5" SILL BOLTS (2 1/4" MIN. EMBEDMENT INTO CONCRETE). MINIMUM TWO ANCHOR BOLTS PER ANY LENGTH OF PLATE.

15. THE FOLLOWING IS A SCHEDULE FOR FASTENING GYPSUM BOARD AT SUPPORTED PANEL EDGES AND FIELD OF PANELS:

FIRST FLOOR CEILINGS 8" O.C. OVER CHANNELS @ 12" O.C.
2ND FLOOR CEILINGS 10" O.C.

WALL FASTENER SPACING SHALL BE AS SHOWN BELOW



FLOOR PLAN NOTES:

DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.

HANDICAP ACCESSIBILITY NOTE:

ALL FIRST FLOOR UNITS TO BE ACCESSIBLE PER FEDERAL FAIR HOUSING ACT.

MIN. DOOR SIZE IN EACH INDIVIDUAL UNIT 2'-10" WIDE

MIN. DOOR SIZE IN COMMON AREAS 3'-0" WIDE

MAX. HEIGHT 48"-FOR ALL SWITCHES &/or CONTROLS OUTLETS NO LOWER THAN 15" FROM FLOOR

PROVIDE BLOCKING AT ALL LOCATIONS REQUIRED FOR FUTURE GRAB BARS

1hr Partition Separation Wall Detail

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

NOTES: FIRE ALARM SYSTEM

- EACH LIVING UNIT SHALL HAVE A FIRE ALARM STATION LOCATED AT THE EXIT OF THE UNIT AND A HORN LOCATED IN THE HALL BY THE BEDROOMS.
- ALL SMOKE DETECTORS SHALL BE DIRECTLY AND PERMANENTLY WIRED TO A PROPER UNSWITCHED CIRCUIT AND BE PROVIDED WITH A BACKUP POWER SOURCE.
- SMOKE DETECTORS SHALL BE LOCATED IN HALL 6'-0" FROM BEDROOM DOOR AND IN EACH BEDROOM.
- SMOKE DETECTORS SHALL BE LOCATED IN THE UTILITY ROOM AND SHALL BE WIRED TO AN UNSWITCHED CIRCUIT WITH EMERGENCY POWER BACKUP.

SD	SMOKE ALARM
EH	FIRE ALARM HORN
ES	FIRE ALARM PULL STATION
SD	COMBO SMOKE/CARBON MONOXIDE DETECTOR

NOTE: ADA REQUIRED TYPE A UNITS SHALL TOTAL 1 UNIT WHEN ENTIRE DEVELOPMENT IS COMPLETE PER IBC TABLE 1107.6.1.1. SEE SHEETS A701 & A702 FOR TYPE "A" DETAILS & REQUIREMENTS.

TYPE	DESIGN	DESCRIPTION
1		SEPARATION WALL 1 HOUR FIRE RATED PARTITION UL DES U 305 2x4 or 2x6 STUDS @ 16" O.C., WITH BATT INSULATION TO CEILING, INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE
2		TYPICAL INTERIOR PARTITION WALL 2x4 STUDS @ 16" O.C., (WITH BATT INSULATION-VERIFY W/OWNER) TO CEILING, INSTALL 1/2" GYP. BD. FULL HGT. EA. SIDE TYP. (MRGB ON ALL SIDES OF WALLS EXPOSED TO BATHS) (2x6 STUDS FOR PLUMBING WALLS)
3		TYPICAL INTERIOR PARTITION WALL 2x6 STUDS @ 16" O.C., WITH BATT INSULATION, TO CEILING, INSTALL 1/2" GYB. BOARD FULL HGT. EA. SIDE TYP. MRGB ON INT. SIDE OF BATHS
4		SEPARATION WALL 1 HOUR FIRE RATED BARRIER UL DES U 305 2x4 or 2x6 STUDS @ 16" O.C., w/ R19 BATT INSULATION INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE TO UNDERSIDE OF FLOOR TRUSSES
5		TYPICAL EXTERIOR WALL W/BRICK VENEER 2x6 STUDS @ 16" O.C., WITH R19 BATT INSULATION, INSTALL 1/2" GYP. BD. FULL HGT. INTERIOR SIDE OF WALL. 4 MIL VAPOR BARRIER, EXTERIOR: 4" BRICK VENEER, 7/8" AIR SPACE TYP. BUILDING WRAP ON 1/2" A.P.A. RATED O.S.B. SHEATHING ON STUDS (USE 2x4 STUDS AT EXT. GARAGE WALLS)
6		TYPICAL INTERIOR PARTITION WALL 3/8" SHEETROCK BRAND FIRECODE C CORE GYPSUM PANEL, 2x4 LOAD BEARING STAGGERED WOOD STUD @ 16" O.C., 2x6 PLATE, 50' MINERAL WOOL BATT, 3/8" SHEETROCK BRAND FIRECODE C CORE GYPSUM PANEL JOINTS FINISHED, PERIMETER CAULKED-EST. FIRE RATING BASED ON UL DESIGN U305 AND UL DESIGN U340
7		System Performance 1 HR Fire UL Design No U340 54 STC Sound RAL-TL-77-149

CARBON MONOXIDE DETECTOR SHALL BE CONNECTED TO BUILDING POWER SUPPLY AND HAVE BATTERY BACKUP
SMOKE DETECTOR PER INTERNATIONAL BUILDING CODE
EXHAUST FAN TO SWITCH, TYP. ALL BATHS
1 HOUR FIRE RATED WALLS SEE DETAIL FOR CONSTRUCTION
GARAGE DOOR OPENER- VERIFY WITH OWNER
F-1 = 20 MIN. HOUR FIRE DOOR ASSEMBLY WITH SPRING CLOSER HINGES

WALL TYPES & LEGEND	2
NTS	A101

GENERAL NOTES:	
1. ALL DIMENSIONS ARE TO STUD THICKNESS. OVERALL DIMENSIONS ARE TO OUTSIDE OF STUDS.	
2. ALL DIMENSIONAL DIMENSIONS TO BE HELD CLEAR.	
3. INTERIOR DOORS TO BE LOCATED WITHIN 5'-7" OF CORNER TO ALLOW FOR TRIM. UON	
4. MOISTURE RESISTANT GYP. BD. ON ALL WET WALLS WHERE APPROPRIATE.	
5. INSULATE ALL PLUMBING WALLS TYP.	
6. INSTALLATION OF ALL MECHANICAL EQUIPMENT SHALL COMPLY W/IMC CHAPTER 44.	
7. ALL PENETRATIONS THROUGH REQUIRED FIRE-RESISTIVE ASSEMBLIES SHALL BE PROTECTED PER IRC 711 BY THE CONTRACTOR MAKING SAID PENETRATION.	
8. ALL JOINTS INSTALLED IN OR BETWEEN FIRE RESISTANT RATED WALLS, FLOOR OR FLOOR/CEILING ASSEMBLIES AND ROOFS OR ROOF/CEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE RESISTANT JOINT SYSTEMS PER IRC 712. GENERAL CONTRACTOR TO SCHEDULE JOINT PROTECTION PRIOR TO INSTALLATION OF FINISHES.	
9. ALL HEATING EQUIPMENT SHALL BE DIRECT VENTING & SEALED COMBUSTION UNITS. U.N.O.	
10. ALL TOILET ROOM FINISHES TO BE IMPERVIOUS TO WATER.	
GENERAL PLAN NOTES:	
-CAKE SHOULD BE TAKEN TO LEAVE EXISTING ITEMS UNDISTURBED AND STILL ACCOMMODATE WORK.	
-EXISTING AREAS TO BE PROTECTED DURING CONSTRUCTION	
-COORDINATE W/ PLUMBING CONTRACTOR FOR ALL UNDER-SLAB PIPING PRIOR TO POURING SLAB.	
-COORDINATE ALL FLOOR FRAMING WITH PLANNED PLUMBING FIXTURES TO ENSURE DRAINS DO NOT HIT FRAMING MEMBERS, BOX OUT FRAMING WHERE NEEDED.	

GENERAL NOTES	3
NTS	A101

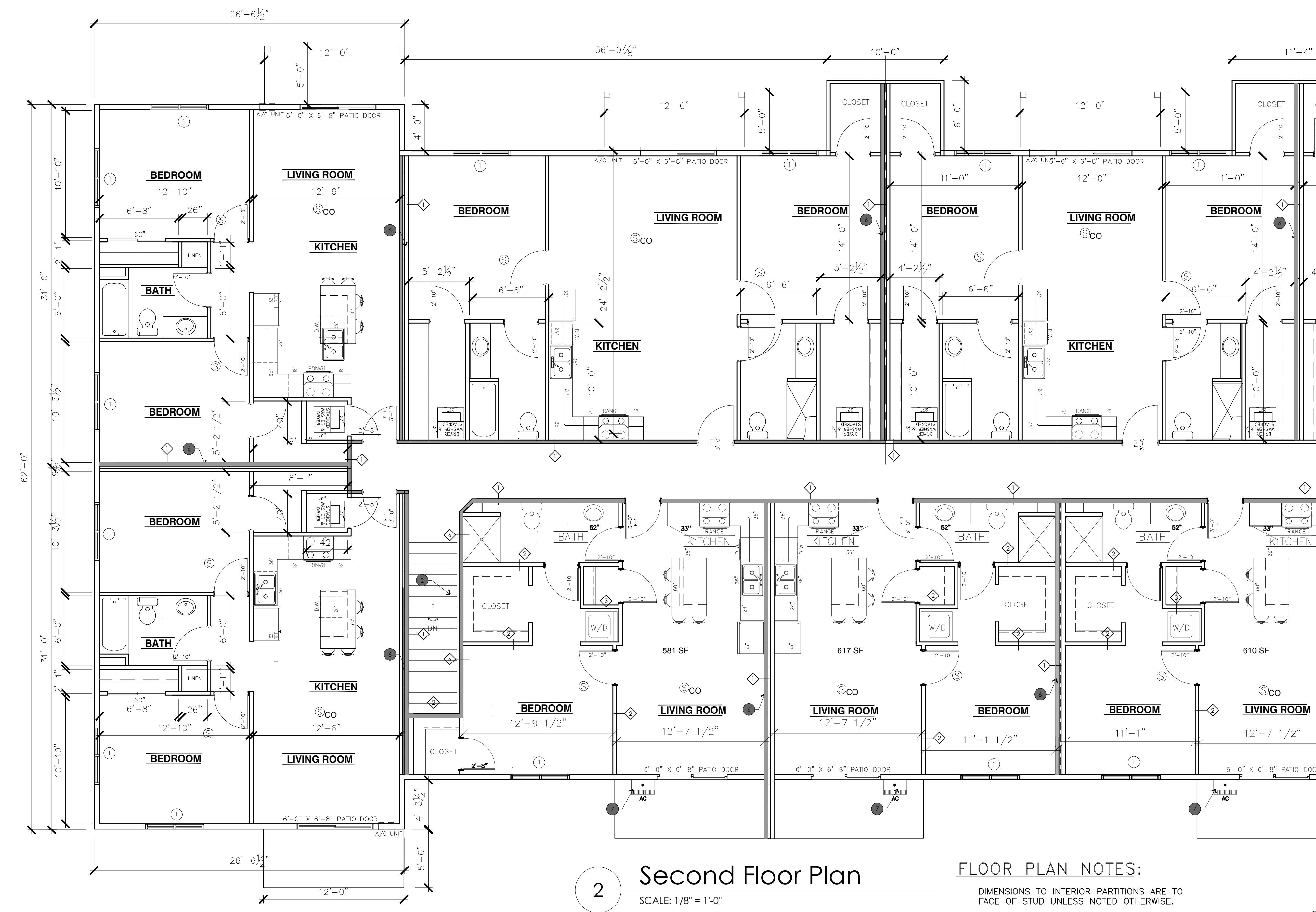
GENERAL PROJECT NOTES:	
-CONSTRUCTION IS TO BE IN COMPLIANCE WITH ALL GOVERNING CODES, ORDINANCES, & STANDARDS. THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING & SUPERVISING ALL SAFETY PRECAUTIONS & PROGRAMS IN CONNECTION WITH THE PERFORMANCE OF THIS CONTRACT.	
-HVAC, ELECTRICAL AND PLUMBING ARE TO BE DESIGN BUILD, COMPLYING W/ ALL LOCAL, STATE, & NATIONAL CODES, AND TO BE THE FULL RESPONSIBILITY OF THE CONTRACTOR. THE DESIGNER ASSUMES NO LIABILITY.	
-ALL HEATING EQUIPMENT TO BE SEALED COMBUSTION TYPE & DIRECT VENTING	
-ALL MECHANICAL, HVAC, ELECTRICAL, AND PLUMBING SYSTEMS & ALL EQUIPMENT TO BE MAINTAINED ACCORDING TO MANUFACTURE'S STANDARDS. BUILDING OWNER AND/OR BUILDING OCCUPANTS ASSUME FULL RESPONSIBILITY FOR MAINTENANCE AND OPERATION	
-ALL MATERIALS, DETAILS, & INSTALLATION, SHALL BE IN ACCORDANCE WITH THE MANUFACTURES STANDARDS AND SPECIFICATIONS.	
-ALL SUBCONTRACTORS SHALL BE RESPONSIBLE FOR LIMITING THE ACCUMULATION OF WASTE MATERIALS AND RUBBISH. WASTE MATERIALS SHALL BE REMOVED FROM THE PREMISES DAILY.	
-DIMENSIONS ARE TO BE FIELD VERIFIED & ADJUSTED ACCORDINGLY. THE DESIGNER SHALL BE NOTIFIED OF ANY VARIANCES BEFORE CONTRACTOR BEGINS OR PROCEEDS WORK.	
-ALL DIMENSIONS ARE FROM ACTUAL FINISHED SURFACES, UON ON THE PLAN.	
ALLOWANCES SHALL BE MADE FOR FLOOR & WALL FINISHES.	

GENERAL PLAN NOTES	4
NTS	A101

- 4" THICK CONC. FLOOR W/ #10/#10, 6X6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY FLOOR DRAIN PLACEMENT WITH OWNER PRIOR TO POURING FLOOR.
- WOOD STAIR W/ 7 1/2" MAX RISE WITH 10" TREADS MIN 1 1/2" DIA. HANDRAIL AT 36" HIGH ABOVE NOSING.
- 4" THICK CONC. SLAB W/ #10/#10, 6X6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY PLACEMENT WITH OWNER PRIOR TO POURING SLAB. PITCH OUT.
- 16" X 16" STONE PIER AROUND TREATED WOOD POST- COMPOSITE BOARD FINISH SEE ELEVATIONS & STRUCTURAL
- 22" X 36" ATTIC ACCESS PANEL TYP. INSTALL IN BETWEEN TRUSSES-VERIFY EXACT LOCATION ON SITE.
- PARTY WALL- SEE DETAIL FOR UNIT SEPARATION WALL
- AC UNIT- VERIFY ACTUAL PLACEMENT WITH OWNER PRIOR TO CONSTRUCTION
- WALL NICHE- VERIFY WITH OWNER FOR SIZE AND DETAIL
- PRE-MANUFACTURED ELECTRIC FIREPLACE UNIT
- CATHEDRAL CEILINGS IN SECOND FLOOR UNITS- VERIFY WITH OWNER FOR PITCH
- TREATED WOOD DECK- WITH PLASTIC DECKING AND VINYL GUARDRAILS. VERIFY WITH OWNER. SEE STRUCTURAL FOR DETAILS AND CONSTRUCTION
- 1HR FIRE BARRIER - SEE DETAIL FOR UNIT SEPARATION
- ADD BLOCKING & FASTEN SHEETROCK @ 4" O.C.

KEYED NOTES	5
(THESE NOTES ARE SIMILAR FOR ALL UNITS)	A101

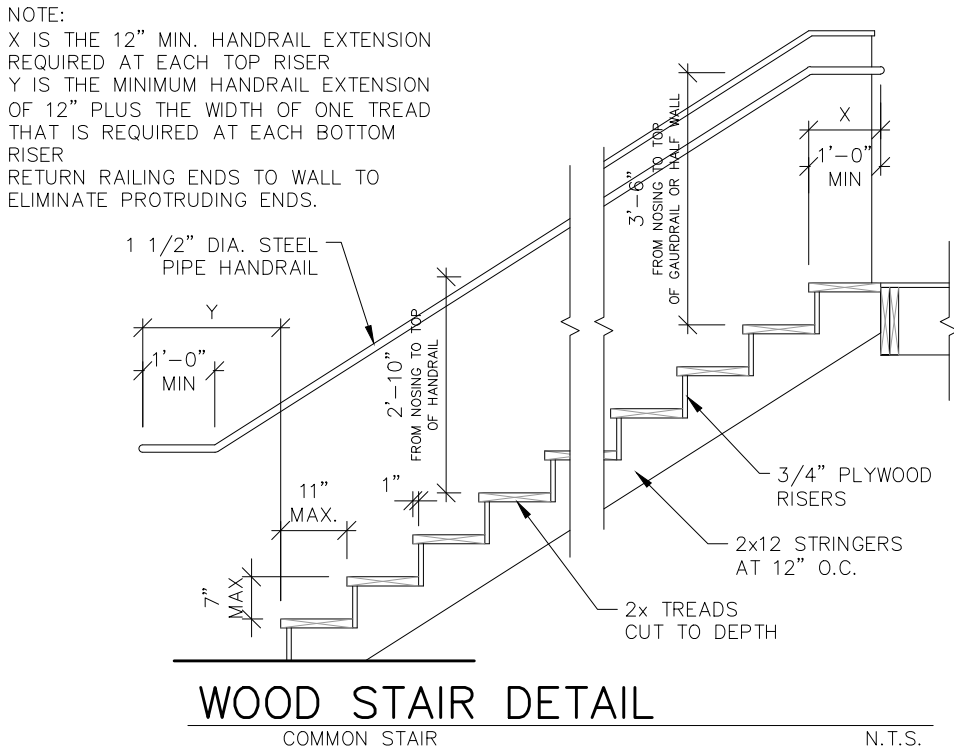
WINDOW SCHEDULE			
WINDOW MARK	SIZE	SILL ELEVATION	REMARKS
1	5'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
2	3'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
-	-	-	-



2 Second Floor Plan
SCALE: 1/8" = 1'-0"

FLOOR PLAN NOTES:

DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.



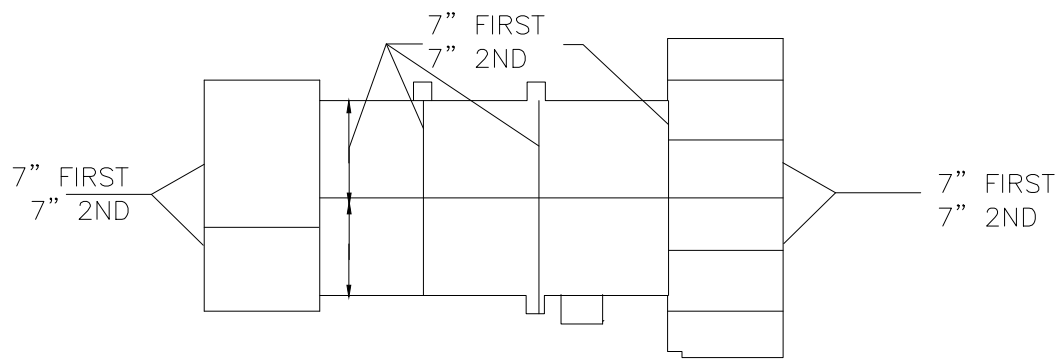
NOTES:

- STAIR HANDRAILS: TO BE DESIGNED TO WITHSTAND 200# LOAD APPLIED IN ANY DIRECTION. PROVIDE BRACKETS AT 32"O.C. —6 TOTAL. PROVIDE 2X12 BLOCKING AT TOP AND BOTTOM RISER.
- ATTIC ACCESS: EACH ATTIC COMPARTMENT FROM (1) 2ND FLOOR APARTMENT UNIT SHALL HAVE AN 20"x30" ATTIC PANEL. LOCATE ON DRIVE SIDE OF BUILDING. SEE DETAIL 1/2
- ALL 2ND FLOOR ELECTRIC WATER HEATERS AND WASHERS SHALL BE PROVIDED WITH AN OVERFLOW PAN WITH DRAIN TO PREVENT DISCHARGE WATER FROM FLOWING INTO UNIT.
- ALL WALLS BETWEEN UNITS SHALL BE 1HR FIRE RATED.
- PLUMBER TO INSTALL 5/8" TYPE X GYP. BD. ON BOTTOM OF FLOOR SHEATHING BELOW ANY HOLE CUT OUT AT TUB/SH. BEFORE RUNNING DRAIN LINE THRU FLOOR AND FIRE CAULK OPENING.
- PORCHES: ALL LUMBER USED IN THE CONSTRUCTION OF THE 2ND FLOOR DECKS SHALL BE TREATED ,DECAY RESISTANT LUMBER. DECK CONSTRUCTION SHALL HAVE MIN. LIVE LOAD OF 100#PSF.. ALL PORCH RAILINGS SHALL HAVE A HEIGHT OF 42" FROM DECK. RAILINGS SHALL SHALL BE CONSTRUCTED SO AN 4" OBJECT CANNOT PASS THRU RAILINGS. HANDRAILS AND GUARDRAILS TO BE DESIGNED FOR 200# LOAD APPLIED IN ANY DIRECTION.
- AC SLEEVES TO BE 26 1/2" X 16 1/2"H R.O. 1ST FLOOR ARE 42" A.F.F.. 2ND FLOOR TOP OF SLEEVE IS WINDOW HEADER HT.
- BEFORE INSTALLING 3/8" GYP. BD. BEHIND TUB SHOWERS INSTALL 3 1/2" BATT INSUL. AT SHOWERS AT CORNER UNITS INSTALL R-13 BATTS & 4MIL V.B..
- UNDER TUBS AND SHOWERS AT 2ND FLOOR INSTALL 1 3/32" APA RATED OSB SHEATHING PER APA SPEC PR-108 PER UL L550 SYSTEM 1
- FIRE WALL PENETRATIONS: NO OPENINGS AROUND PIPE, ELECTRICAL BOXES, CONDUITS, DUCTS, OR OTHER PENETRATING ITEMS THROUGH A FIRE PROTECTIVE MEMBRANE(WHICH IS GYP. BD. OR FLOOR SHEATHING) SHALL BE MORE THAN 1/8". IF MORE THAN 1/8" ALL OPENINGS MUST BE SEALED WITH FIRE STOP PRODUCT OR DEVICE THAT IS TESTED AND LISTED BY AN APPROVED TESTING LAB UNDER ASTM E814. IN FIRE WALLS ELECTRICAL BOXES MUST BE CLASSIFIED FOR FIRE RESIST. OR METALLIC OUTLET BOXES THAT ARE LISTED BY AN APPROVED RTESTING LAB. BOXES MUST NOT BE MORE THAN 16 SQ. INCHES, DO NOT INSTALL ON OPPOSITE SIDES OF WALLS, SPACE 24" MIN. HORIZ. . TOTAL AGGREGATE WIDTH OF ALL SUCH OPENINGS SHALL NOT EXCEED 100 SQ.IN IN 100 SQ.FT. DUCT OPENING LARGER THAN 20 SQ.IN. SHALL BE PROTECTED WITH FIRE DAMPER OR 6' OF CONT. STEEL DUCTWORK FROM THE MEMBRANE PENETRATION TOWARD THE AIR HANDLING UNIT.

- THE FOLLOWING IS A SCHEDULE FOR FASTENING GYPSUM BOARD AT SUPPORTED PANEL EDGES AND FIELD OF PANELS:

FIRST FLOOR CEILINGS 8" O.C. OVER CHANNELS @ 12" O.C.
2ND FLOOR CEILINGS 10" O.C.

WALL FASTENER SPACING SHALL BE AS SHOWN BELOW



HANDICAP ACCESSIBILITY NOTE:

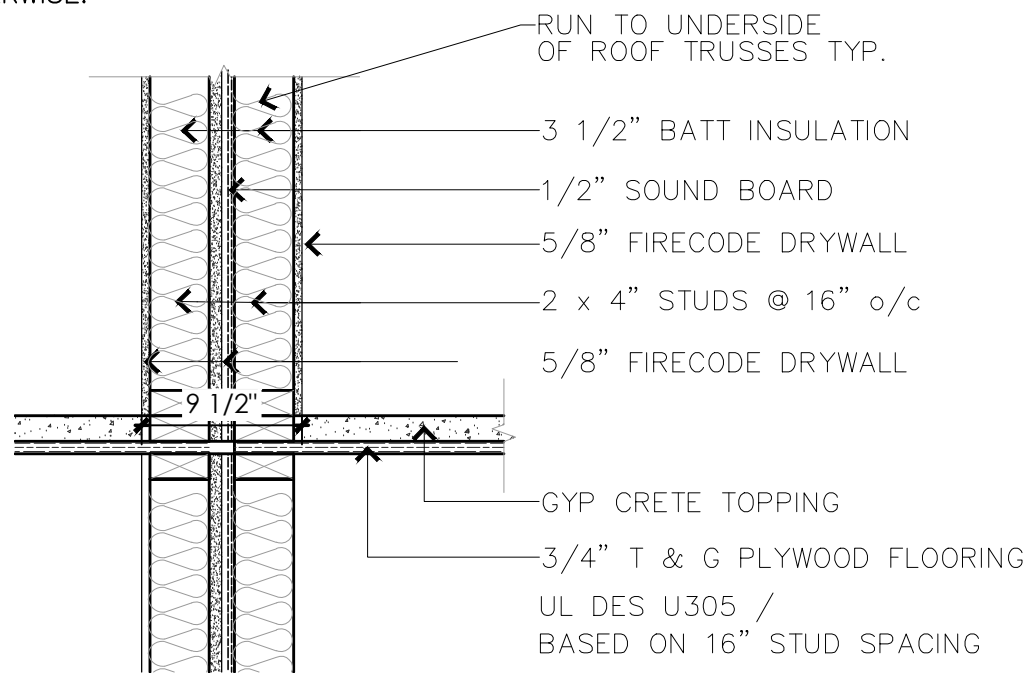
ALL FIRST FLOOR UNITS TO BE ACCESSIBLE PER FEDERAL FAIR HOUSING ACT.

MIN. DOOR SIZE IN EACH INDIVIDUAL UNIT 2'-10' WIDE

MIN. DOOR SIZE IN COMMON AREAS 3'-0" WIDE

MAX. HEIGHT 48"—FOR ALL SWITCHES &/or CONTROLS
OUTLETS NO LOWER THAN 15" FROM FLOOR

PROVIDE BLOCKING AT ALL LOCATIONS REQUIRED FOR FUTURE GRAB BARS



6 1hr Partition Separation Wall Detail
SCALE: 1/1" = 1'-0"

NOTES: FIRE ALARM SYSTEM

- EACH LIVING UNIT SHALL HAVE A FIRE ALARM STATION LOCATED AT THE EXIT OF THE UNIT AND A HORN LOCATED IN THE HALL BY THE BEDROOMS.
- ALL SMOKE DETECTORS SHALL BE DIRECTLY AND PERMANENTLY WIRED TO A PROPER UNSWITCHED CIRCUIT AND BE PROVIDED WITH A BACKUP POWER SOURCE.
- SMOKE DETECTORS SHALL BE LOCATED IN HALL 6'-0" FROM BEDROOM DOOR AND IN EACH BEDROOM.
- SMOKE DETECTORS SHALL BE LOCATED IN THE UTILITY ROOM AND SHALL BE WIRED TO AN UNSWITCHED CIRCUIT WITH EMERGENCY POWER BACKUP.

- SMOKE ALARM
- FIRE ALARM HORN
- FIRE ALARM PULL STATION
- COMBO SMOKE/CARBON MONOXIDE DETECTOR

WALL TYPE	DESIGN	DESCRIPTION
1		SEPARATION WALL 1 HOUR FIRE RATED PARTITION UL DES U305 2x4 or 2x6 studs @ 16" O.C., WITH BATT INSULATION TO CEILING. INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE
2		TYPICAL INTERIOR PARTITION WALL 2x4 STUDS @ 16" O.C. (WITH BATT INSULATION-VERIFY W/OWNER) TO CEILING. INSTALL 1/2" GYB. BOARD FULL HGT. EA. SIDE TYP. (MRGB ON ALL SIDES OF WALLS EXPOSED TO BATHS) (2x6 STUDS FOR PLUMBING WALLS)
3		TYPICAL INTERIOR PARTITION WALL 2x6 STUDS @ 16" O.C., WITH BATT INSULATION, TO CEILING. INSTALL 1/2" GYB. BOARD FULL HGT. EA. SIDE TYP. MRGB ON INT. SIDE OF BATHS
4		SEPARATION WALL 1 HOUR FIRE RATED BARRIER UL DES U305 2x4 or 2x6 studs @ 16" O.C., INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE, TO UNDERSIDE OF FLOOR TRUSSES
5		TYPICAL EXTERIOR WALL W/BRICK VENEER 2x6 STUDS @ 16" O.C., W/1/2" BATT INSULATION- INSTALL 1/2" GYP. BD. FULL HGT. INTERIOR SIDE OF WALL. 4 MIL VAPOR BARRIER. EXTERIOR: 8 BRICK VENEER, 7/8" AIR SPACE TYVEK BUILDING WRAP ON 1/2" A.P.A. RATED G.S.B. SHEATHING ON EXTERIOR (USE 2x4 STUDS AT EXT. GARBAGE WALLS)
6		TYPICAL FIRE PARTITION WALL 16" STEELTRACK BATT FIREPROOFED C CORE GYPSIUM PANEL, 2x4 LOAD BEARING STAGGERED GROOVE C WOOD STUD @ 16" O.C., 2x6 PLATE, 5/8" MINERAL WOOL BATT. 16" STEELTRACK BATT FIREPROOFED C CORE GYPSIUM PANEL, JOINTS FINISHED, PERIMETER CAULKED-STEEL. FIRE RATING BASED ON UL DESIGN U305 AND UL DESIGN U340
		System Performance 1 Hr Fire UL Design No U340 & 4 STC Sound RAL-777-149
7		SEPARATION WALL 1 HOUR FIRE RATED UL DES U305 2x6 studs @ 16" O.C., w/19/16 BATT INSULATION INSTALL 5/8" TYPE "X" GYP. BD. FULL HGT. EACH SIDE, TO UNDERSIDE OF FLOOR TRUSSES

CARBON MONOXIDE DETECTOR SHALL BE CONNECTED TO BUILDINGS POWER SUPPLY AND HAVE BATTERY BACKUP

- ⑤ SMOKE DETECTOR PER INTERNATIONAL BUILDING CODE

☒ EXHAUST FAN TO SWITCH, TYP. ALL BATHS

WALL TYPES & LEGEND

NTS	A101
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GENERAL NOTES:

1. ALL DIMENSIONS ARE TO STUD THICKNESS. OVERALL DIMENSIONS ARE TO OUTSIDE OF STUDS.
2. ALL MECHANICAL DIMENSIONS TO BE HELD CLEAR.
3. INTERIOR DOORS TO BE LOCATED WITHIN 5'-7" OF CORNER TO ALLOW FOR TRIM. UON
4. MOISTURE RESISTANT GYP. BD. ON ALL WEI WALLS WHERE APPROPRIATE.
5. INSULATE ALL PLUMBING WALLS - TYP.
6. INSTALLATION OF ALL MECHANICAL EQUIPMENT SHALL COMPLY W/ IMC CHAPTER 64.
7. ALL PENETRATIONS THROUGH ROOF OR FLOOR-RESISTIVE ASSEMBLIES SHALL BE PROTECTED PER IRC 711 BY THE CONTRACTOR MAKING SAID PENETRATION.
8. ALL JOINTS INSTALLED IN OR BETWEEN FIRE RESISTANT RATED WALLS, FLOOR OR FLOOR/CEILING ASSEMBLIES AND ROOFS OR ROOF/CEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE RESISTANT JOINT SYSTEMS PER IRC 7.1 GENERAL. CONTRACTOR TO SCHEDULE JOINT PROTECTION PRIOR TO INSTALLATION OF FINISHES.
9. ALL HEATING EQUIPMENT SHALL BE DIRECT VENTING & SEPARATED COMBUSTION UNITS. U.I.O.
10. ALL TEELING ROOM FINISHES TO BE IMPROVED TO WATER.

GENERAL PLAN NOTES:

- CARE SHOULD BE TAKEN TO LEAVE EXISTING ITEMS UNDISTURBED AND STILL ACCOMMODATE WORK, EXISTING AREAS TO BE PROTECTED DURING CONSTRUCTION
- COORDINATE W/ PLUMBING CONTRACTOR FOR ALL UNDER-SLAB PIPING PRIOR TO POURING SLAB.
- COORDINATE ALL FLOOR FRAMING WITH PLANNED PLUMBING FIXTURES TO ENSURE DRAINS DO NOT HIT FRAMING MEMBERS, BOX OUT FRAMING WHERE NEEDED.

GENERAL NOTES

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GENERAL PROJECT NOTES:

- CONSTRUCTION IS TO BE IN COMPLIANCE WITH ALL GOVERNING CODES, ORDINANCES, & STANDARDS. THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING & SUPERVISING ALL SAFETY PRECAUTIONS & PROGRAMS IN CONNECTION WITH THE PERFORMANCE OF THIS CONTRACT.
- ALL ELECTRICAL AND PLUMBING SHALL BE TO BE DESIGN BUILD, COMPLYING W/ ALL LOCAL, STATE, & NATIONAL CODES, AND TO BE THE FULL RESPONSIBILITY OF THE CONTRACTOR. THE DESIGNER ASSUMES NO LIABILITY.
- ALL HEATING EQUIPMENT TO BE SEALED COMBUSTION TYPE & DIRECT VENTING
- ALL MECHANICAL, HVAC, ELECTRICAL, AND PLUMBING SYSTEMS & ALL EQUIPMENT TO BE MAINTAINED ACCORDING TO MANUFACTURER'S STANDARDS. BUILDING OWNER AND/OR BUILDING OCCUPANTS ASSUME FULL RESPONSIBILITY FOR MAINTENANCE AND OPERATION OF ALL MECHANICAL, ELECTRICAL, & PLUMBING SYSTEMS. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S STANDARDS AND SPECIFICATIONS.
- ALL SUBCONTRACTORS SHALL BE RESPONSIBLE FOR LIMITING THE ACCUMULATION OF WASTE MATERIALS AND RUBBISH. WASTE MATERIALS SHALL BE REMOVED FROM THE PREMISES DAILY.
- DIMENSIONS ARE TO BE FIELD VERIFIED & ADJUSTED ACCORDINGLY. THE DESIGNER SHALL BE NOTIFIED OF ANY VARIANCES BEFORE CONTRACTOR BEGINS OR PROCEEDS WITH WORK.
- ALL DIMENSIONS ARE FROM ACTUAL FINISHED SURFACES, UNLESS OTHERWISE NOTED.
- ALLOWANCES SHALL BE MADE FOR FLOOR & WALL FINISHES.

GENERAL PLAN NOTES

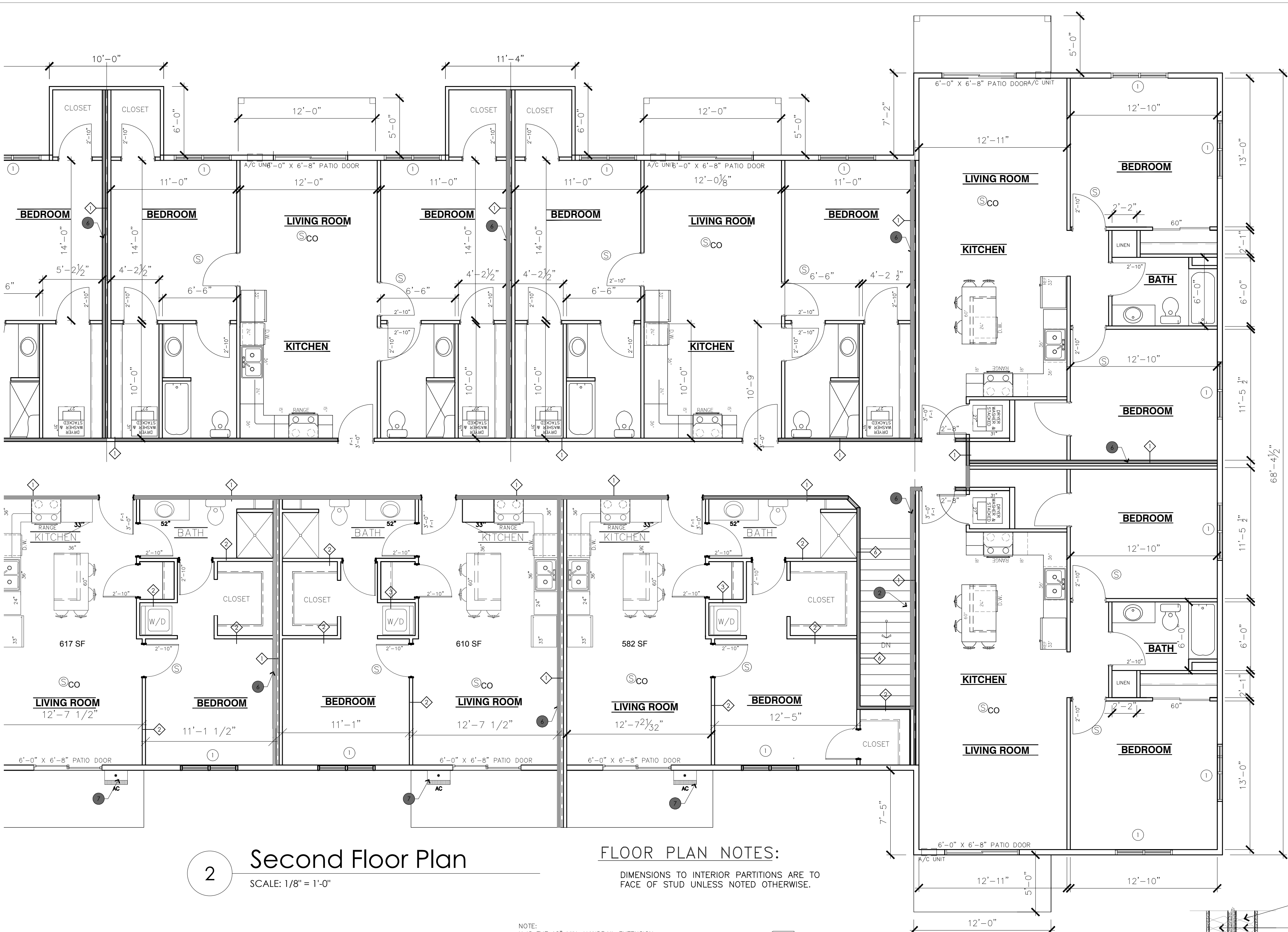
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- 4 1" THICK CONC. FLOOR W/ #10/#10, 6x6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY FLOOR DRAIN PLACEMENT WITH OWNER PRIOR TO POURING FLOOR.
- 5 WOOD STAIR W/ 7 3/4" MAX RISE WITH 10" TREADS MIN 1 1/2" DIA. HANDRAIL AT 36" ABOVE NOSING.
- 6 1" THICK CONC. SLAB W/ #10/#10, 6x6 W.W.M ON 8" COMPACTED GRANULAR FILL. SITE VERIFY PLACEMENT WITH OWNER PRIOR TO POURING SLAB. PITCH OUT.
- 7 16" x 16" STONE PIER ABOVE TREATED WOOD POST- COMPOSITE BOARD FINISH SEE ELEVATIONS & STRUCTURAL
- 8 22" x 36" ATTIC ACCESS PANEL TYP. INSTALL IN BETWEEN TRUSSES-VERIFY EXACT LOCATION ON SITE
- 9 PARTY WALL - SEE DETAIL FOR UNIT SEPARATION WALL
- 10 AC UNIT- VERIFY ACTUAL PLACEMENT WITH OWNER PRIOR TO CONSTRUCTION
- 11 WALL NICHE- VERIFY WITH OWNER FOR SIZE AND DETAIL
- 12 PRE-MANUFACTURED ELECTRIC FIREPLACE UNIT
- 13 CATHEDRAL CEILINGS IN SECOND FLOOR UNITS- VERIFY WITH OWNER FOR PITCH
- 14 TREATED WOOD DECK- WITH PLASTIC DECKING AND VINYL GUARDRAILS. VERIFY WITH OWNER. SEE STRUCTURAL FOR DETAILS AND CONSTRUCTION
- 15 1HR FIRE BARRIER - SEE DETAIL FOR UNIT SEPARATION
- 16 ADD BLOCKING & SCHEDULE SHEETROCK @ 4" O.C.

KEYED NOTES

(THESE NOTES ARE SIMILAR FOR ALL UNITS) | A101

WINDOW SCHEDULE			
WINDOW MARK	SIZE	SILL ELEVATION	REMARKS
1	5'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
2	3'W X 4'H	TBD	SLIDER /DOUBLE PANE, TINTED, LOW-E
—	—	—	—



Second Floor Plan

SCALE: 1/8" = 1'-0"

FLOOR PLAN NOTES:

DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.

HANDICAP ACCESSIBILITY NOTE:

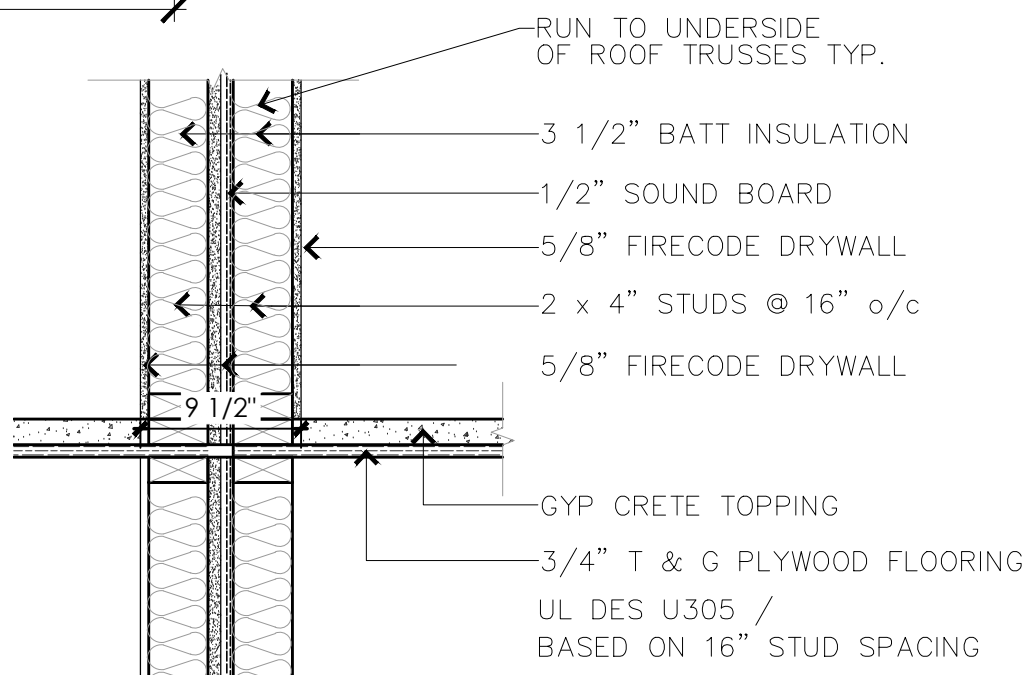
ALL FIRST FLOOR UNITS TO BE
ACCESSIBLE PER FEDERAL FAIR HOUSING ACT.

MIN. DOOR SIZE IN EACH INDIVIDUAL
UNIT 2'-10' WIDE

MIN. DOOR SIZE IN COMMON
AREAS 3'-0" WIDE

MAX. HEIGHT 48" - FOR ALL SWITCHES &/or CONTROLS
OUTLETS NO LOWER THAN
15" FROM FLOOR

PROVIDE BLOCKING AT ALL LOCATIONS
REQUIRED FOR FUTURE GRAB BARS



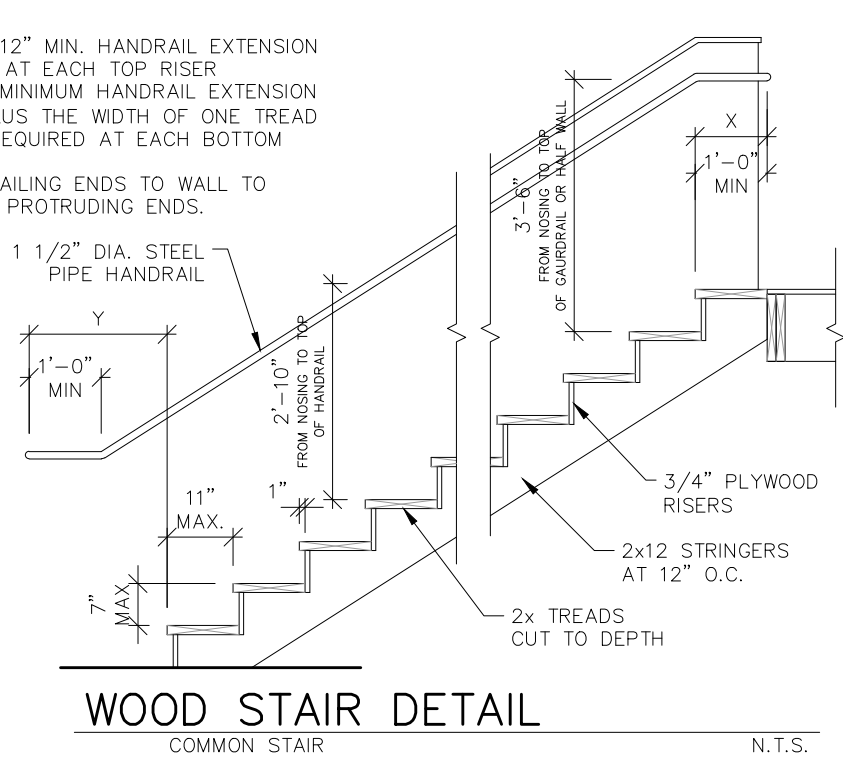
1hr Partition Separation Wall Detail

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

NOTES: FIRE ALARM SYSTEM

1. EACH LIVING UNIT SHALL HAVE A FIRE ALARM STATION LOCATED AT THE EXIT OF THE UNIT AND A HORN LOCATED IN THE HALL BY THE BEDROOMS.
2. ALL SMOKE DETECTORS SHALL BE DIRECTLY AND PERMANENTLY WIRED TO A PROPER UNSWITCHED CIRCUIT AND BE PROVIDED WITH A BACKUP POWER SOURCE.
3. SMOKE DETECTORS SHALL BE LOCATED IN HALL 6'-0" FROM BEDROOM DOOR AND IN EACH BEDROOM.
4. SMOKE DETECTORS SHALL BE LOCATED IN THE UTILITY ROOM AND SHALL BE WIRED TO AN UNSWITCHED CIRCUIT WITH EMERGENCY POWER BACKUP.

- | | |
|---|--------------------------------------|
|  | SMOKE ALARM |
|  | FIRE ALARM HORN |
|  | FIRE ALARM PULL STATION |
|  | COMBO SMOKE/CARBON MONOXIDE DETECTOR |



WOOD STAIR DETAIL

COMMON STAIR	N.T.S.
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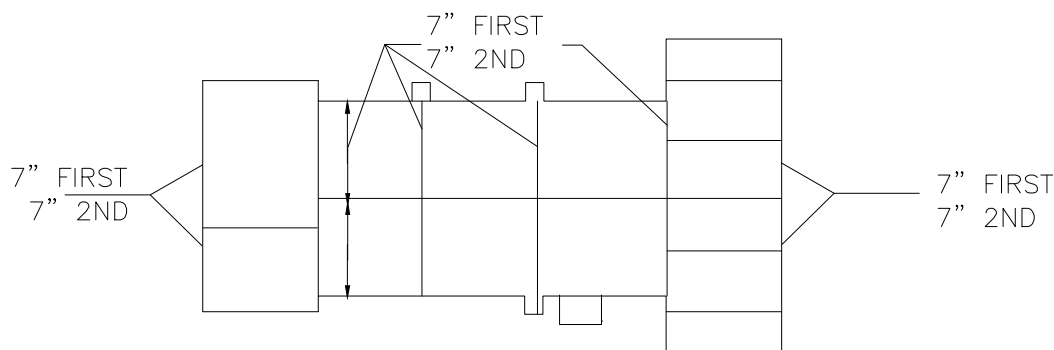
- NOTES:

1. STAIR HANDRAILS: TO BE DESIGNED TO WITHSTAND 200# LOAD APPLIED IN ANY DIRECTION. PROVIDE BRACKETS AT 32"O.C. - 6 TOTAL. PROVIDE 2X12 BLOCKING AT TOP AND BOTTOM RISER.
2. ATTIC ACCESS: EACH ATTIC COMPARTMENT FROM (1) 2ND FLOOR APARTMENT UNIT SHALL HAVE AN 20"x30" ATTIC PANEL. LOCATE ON DRIVE SIDE OF BUILDING. SEE DETAIL *h*.
3. ALL 2ND FLOOR ELECTRIC WATER HEATERS AND WASHERS SHALL BE PROVIDED WITH AN OVERFLOW PAN WITH DRAIN TO PREVENT DISCHARGE WATER FROM FLOWING INTO UNIT.
4. ALL WALLS BETWEEN UNITS SHALL BE 1HR FIRE RATED.
5. PLUMBER TO INSTALL 5/8" TYPE X GYP. BD. ON BOTTOM OF FLOOR SHEATHING BELOW ANY HOLE CUT OUT AT TUB/SH. BEFORE RUNNING DRAIN LINE THRU FLOOR AND FIRE CAULK OPENING.
6. PORCHES: ALL LUMBER USED IN THE CONSTRUCTION OF THE 2ND FLOOR DECK SHALL BE TREATED .DECAY RESISTANT LUMBER. DECK CONSTRUCTION SHALL HAVE MIN. LVS LOAD OF 100#PSF.. ALL PORCH RAILINGS SHALL HAVE A HEIGHT OF 42" FROM DECK. RAILINGS SHALL BE CONSTRUCTED SO AN 4" OBJECT CANNOT PASS THRU RAILINGS. HANDRAILS AND GUARDRAILS TO BE DESIGNED FOR 200# LOAD APPLIED IN ANY DIRECTION.
7. AC SLEEVES TO BE 26 1/2" X 16 1/4" R.O. 1ST FLOOR ARE 42" A.F.F.. 2ND FLOOR TOP OF SLEEVE IS WINDOW HEADER HT.
8. BEFORE INSTALLING 1/2" GYP. BD. BEHIND TUB SHOWERS INSTALL 3 1/2" BATT INSUL. AT SHOWERS AT CORNER UNITS INSTALL R-13 BATTS & 4ML V.B..
9. UNDER TUBS AND SHOWERS AT 2ND FLOOR INSTALL 1/2" APA RATED OSB SHEATHING PER APA SPEC PR-108 PER UL L550 SYSTEM 1
10. FIRE WALL PENETRATIONS: NO OPENINGS AROUND PIPE, ELECTRICAL BOXES, CONDUITS, DUCTS, OR OTHER PENETRATING ITEMS THROUGH A FIRE PROTECTIVE MEMBRANE(WHICH IS GYP. BD. OR FLOOR SHEATHING) SHALL BE MORE THAN 1/8". IF MORE THAN 1/8" ALL OPENINGS MUST BE SEALED WITH FIRE STOP PRODUCT OR DEVICE THAT IS TESTED AND LISTED BY AN APPROVED TESTING LAB UNDER ASTM E814. IN FIRE WALLS ELECTRICAL BOXES MUST BE CLASSIFIED FOR FIRE RESIST. OR METALLIC OUTLET BOXES THAT ARE LISTED BY AN APPROVED RESTING LAB. BOXES MUST NOT BE MORE THAN 16 SQ. INCHES. DO NOT INSTALL ON OPPOSITE SIDES OF WALLS. SPACE 24" MIN. HORIZ. . TOTAL AGGREGATE WIDTH OF ALL SUCH OPENINGS SHALL NOT EXCEED 100 SQ.IN IN 100 SQ.FT. DUCT OPENING LARGER THAN 20 SQ.IN. SHALL BE PROTECTED WITH FIRE DAMPER OR 6" OF CONCT. STEEL DUCTWORK FROM THE MEMBRANE PENETRATION TOWARD THE AIR HANDLING UNIT.

11. THE FOLLOWING IS A SCHEDULE FOR FASTENING GYPSUM BOARD AT SUPPORTED PANEL EDGES AND FIELD OF PANELS:

FIRST FLOOR CEILINGS 8" O.C. OVER CHANNELS @ 12" O.C.
2ND FLOOR CEILINGS 10" O.C.

WALL FASTENER SPACING SHALL BE AS SHOWN BELOW





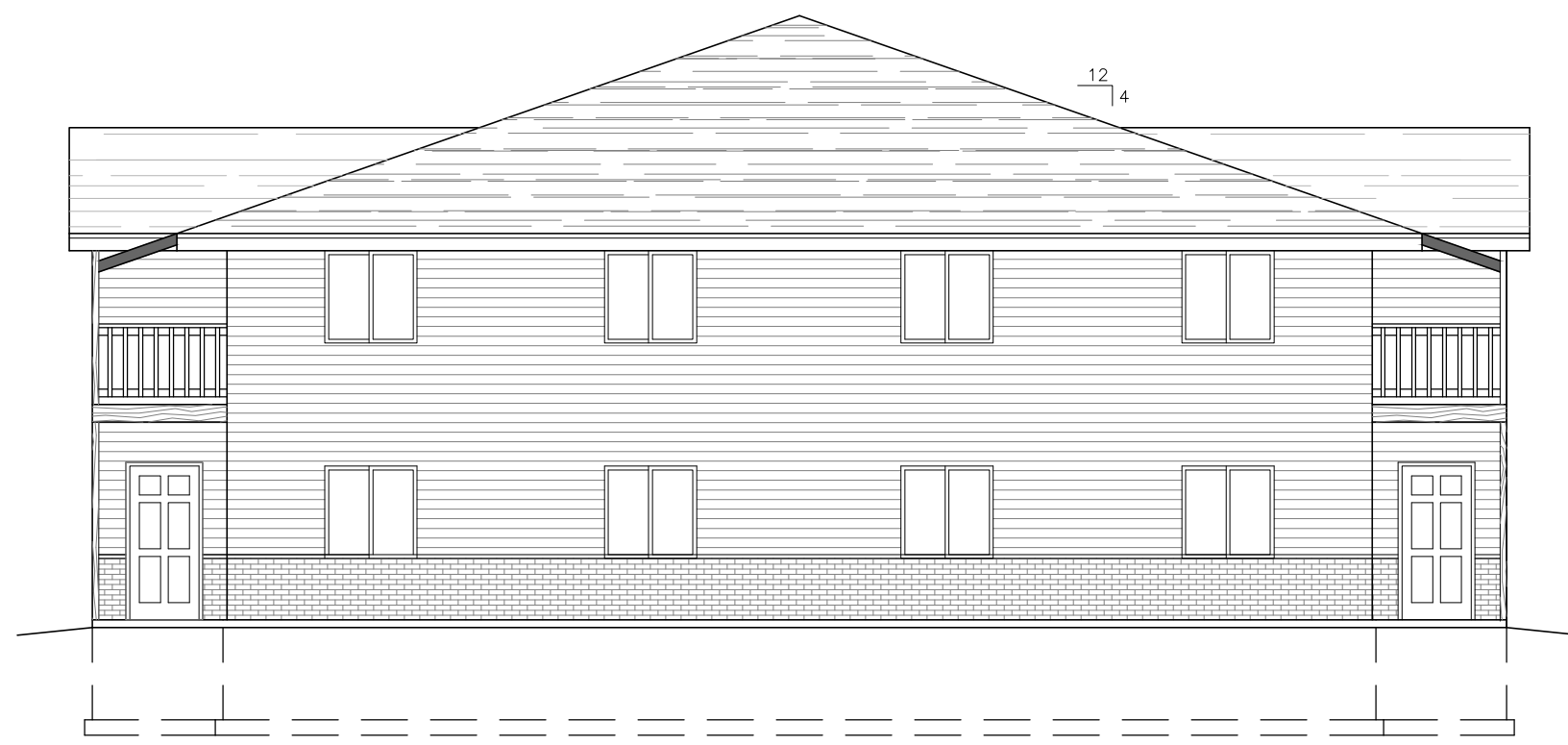
1 FRONT ELEVATION
SCALE: 3/16" = 1'-0"



2 BACK ELEVATION
SCALE: 3/16" = 1'-0"

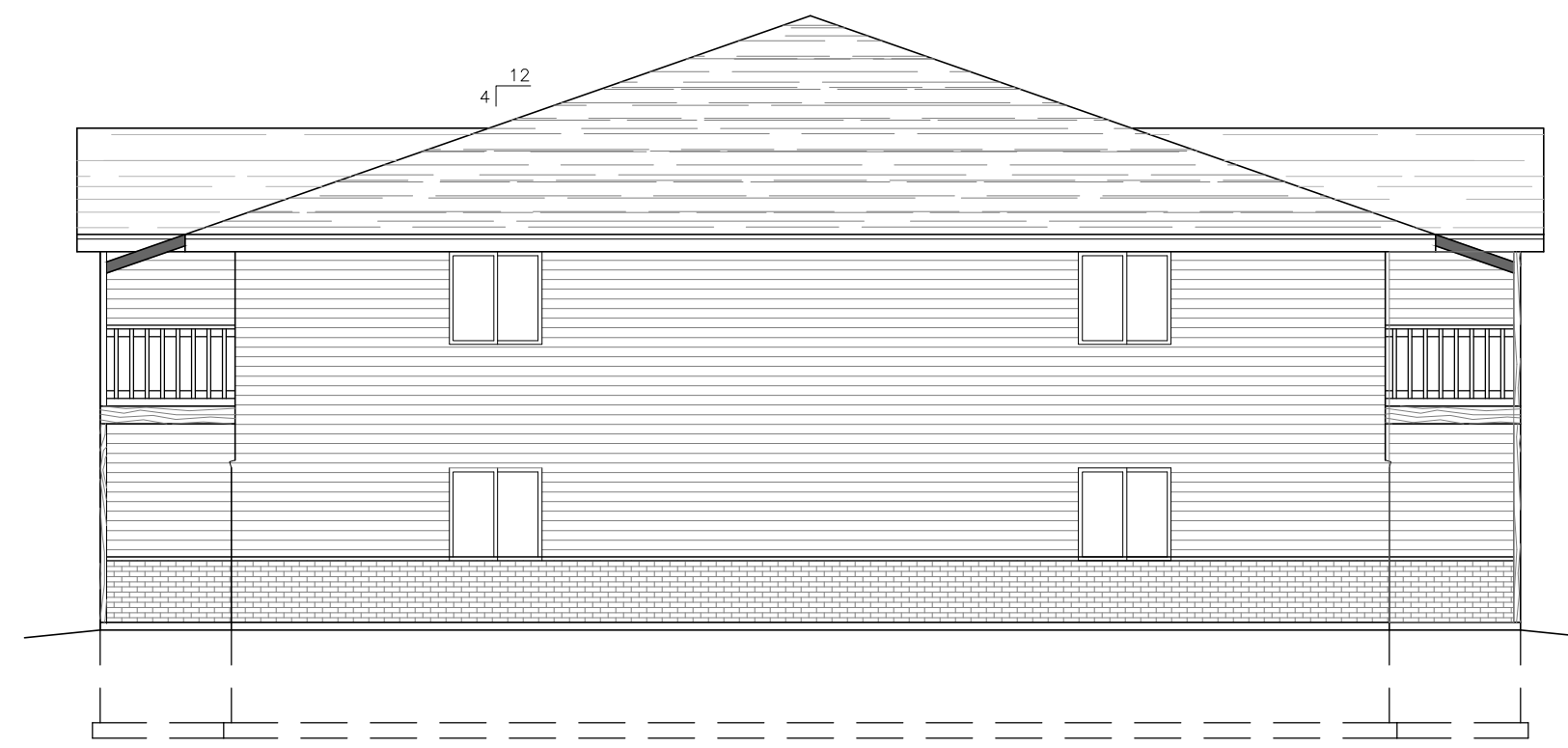


3 SIDE ELEVATION
SCALE: 3/16" = 1'-0"



SIDE ELEVATION

SCALE: 1/8" = 1'-0"



SIDE ELEVATION

SCALE: 1/8" = 1'-0"

17'-7 1/2"
TRUSS BEARING

9'-7 1/2"
SECOND FLOOR

0'-0"
FIRST FLOOR

-4'-0"
TOP OF FOOTING



REAR ELEVATION

SCALE: 1/8" = 1'-0"

17'-7 1/2"
TRUSS BEARING

9'-7 1/2"
SECOND FLOOR

0'-0"
FIRST FLOOR

-4'-0"
TOP OF FOOTING



FRONT ELEVATION 904 SQ.FT. - BRICK

SCALE: 1/8" = 1'-0"

17'-7 1/2"
TRUSS BEARING

9'-7 1/2"
SECOND FLOOR

0'-0"
FIRST FLOOR

-4'-0"
TOP OF FOOTING

NOTE:
ALTHOUGH EVERY
EFFORT HAS BEEN MADE
IN PREPARING THESE
PLANS AND CHECKING
THEM FOR ACCURACY,
THE CONTRACTOR MUST
CHECK ALL DETAILS &
DIMENSIONS AND BE
RESPONSIBLE FOR THE
SAME

8 UNIT APARTMENT
MOSKI DEVELOPMENT
BELLEVUE , WI

BAY ARCHITECTS, L L C

3019 HOLMGREN WAY
GREEN BAY, WI 54304

DVLCAD@TDS.NET

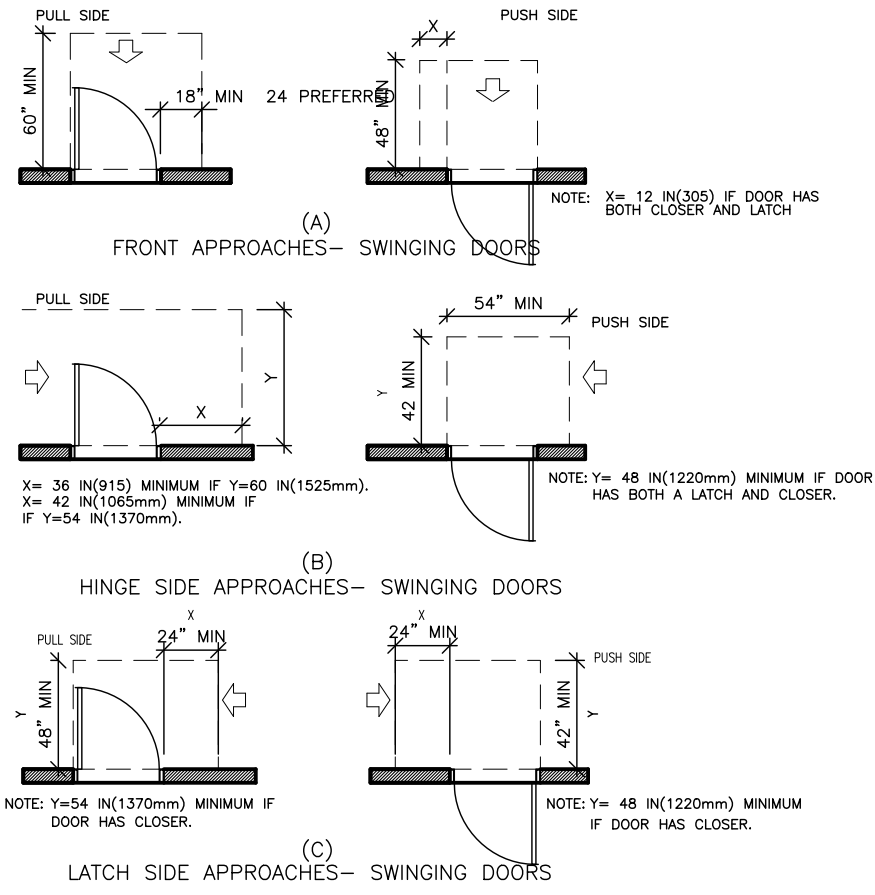
PHONE: 920-337-9400
FAX: 920-337-9416

DATE 4-8-14

FILE 3

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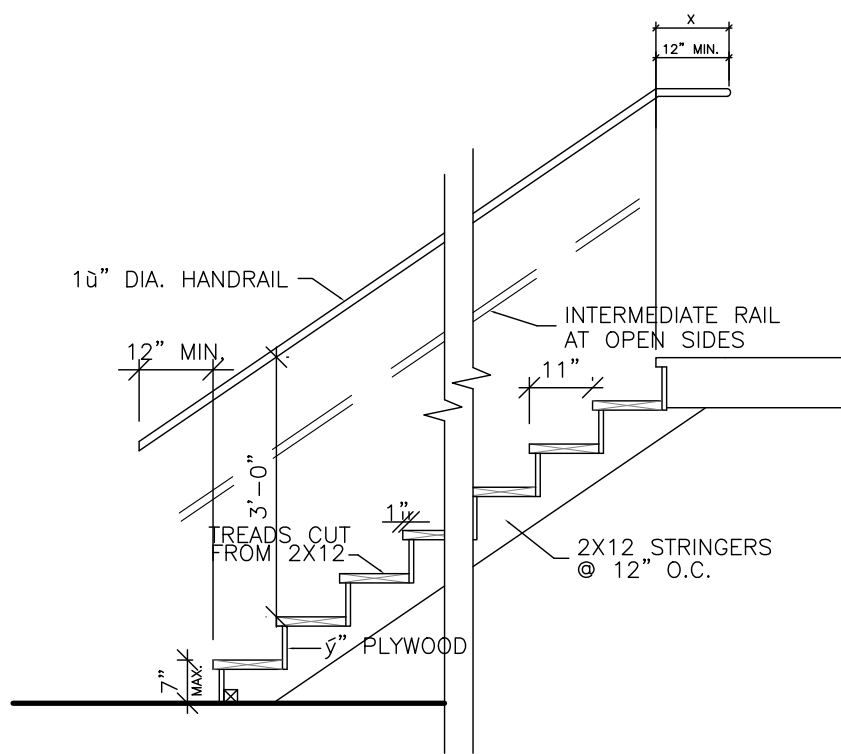
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NOTE: ALL DOORS IN ABOVE SHALL COMPLY WITH THE CLEARANCE FOR FRONT APPROACHES

MANEUVERING CLEARANCES AT DOORS

NOTE: ALL DOOR HANDLES SHALL BE LEVER OR LOOP TYPE



NOTE:
X IS THE 12 IN. MINIMUM HANDRAIL EXTENSION REQUIRED
AT EACH TOP RISER.
RETURN RAILING ENDS TO WALL TO ELIMINATE PROTRUDING ENDS.

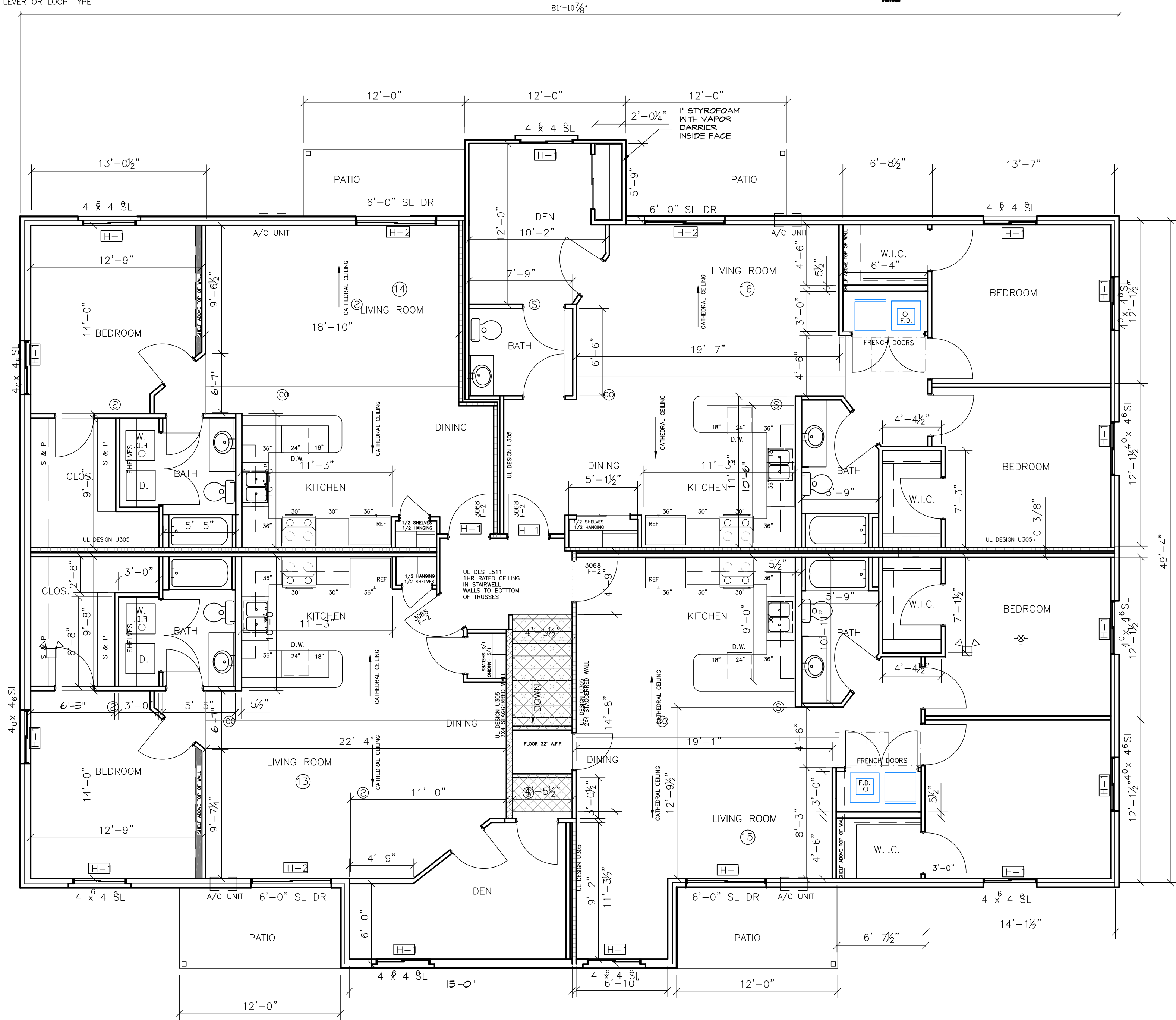
STAIR DETAIL

SYMBOLS

- EXHAUST FAN
- EXIT LIGHT
- C/O DETECTOR
- SMOKE DETECTOR
- MANUAL FIRE ALARM
- FIRE ALARM HORN
- F-1 20 MIN. FIRE DOOR & FR. w/ CLOSER
- F-2 1 HR. FIRE DOOR & FR. w/ CLOSER
- EMERGENCY LIGHT

MATERIALS

- FACE BRICK
- CONCRETE BLOCK
- CONCRETE
- 2X4 STUDS 16"o/c w/ 1/2" DRYWALL INTERIOR WALLS WITHIN UNITS
- UNIT SEPARATION WALL- 5/8" FIRECODE SHEETROCK EA. SIDE w/ (2x4) (2 x 6) STUDS REQUIRED BETWEEN ALL UNITS AND UNITS, UNITS AND CORRIDORS, UNITS & COMMON AREAS U.L. DES U 305 ONE HOUR RATED



SECOND FLOOR PLAN-A - 4251 SQ. FT.

SCALE: 3/8" = 1'-0"

HEADER SCHEDULE				
HEADER	SIZE	SHOULDER STUDS	KING STUDS	COMMENTS
H-1	(2) 2x8 S.P.F. #1/#2	(2) 2 x 6	(1) 2 x 6	(1)
H-2	(2) 2"x10 SPF #1,2	(2) 2 x 6	(1) 2 x 6	(1)
H-3	(3) 2X10 SPF #1,2			
H-4	(2) 1 3/4"x12" LVL	(2) 2 x 6	(1) 2 x 6	1.9e LVL (1)
H-5	(3) 2X12 SPF #1,2	(2) 2 x 6	(1) 2 x 6	(1)
H-6	(3) 1 3/4"x14" LVL	(2) 2 x 6	(1) 2 x 6	1.9e LVL (1)

NOTES

1. FASTEN TO KING STUD w/ (8) 12d NAILS

NOTE:
ALTHOUGH EVERY
EFFORT HAS BEEN MADE
IN PREPARING THESE
PLANS AND CHECKING
THEM FOR ACCURACY,
THE CONTRACTOR MUST
CHECK ALL DETAILS &
DIMENSIONS AND BE
RESPONSIBLE FOR THE
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8 UNIT APARTMENT
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3019 HOLMGREN WAY
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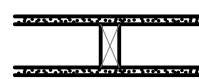
PHONE: 920-331-9400
FAX: 920-331-9416

DATE 1-24-14

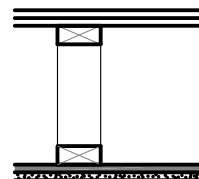
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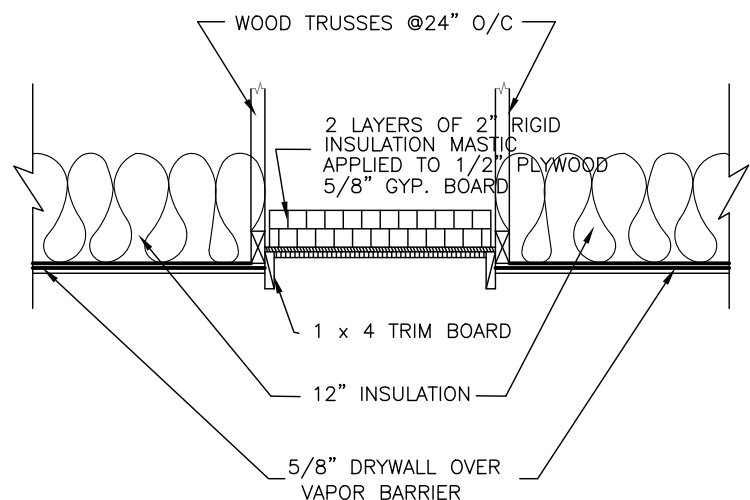
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WD STUD - U" SHEETROCK BRAND GYPSUM PANELS, FIRECODE CORE OR SHEETROCK BRAND GYPSUM PANELS, WATER-RESISTANT, FIRECODE CORE - 2X4 16" OR 24" O.C. - PANELS NAILED 7" O.C. - 1 1/2" CEM. LTD. NAILS - JOINTS EXP. OR FIN. - PERIM. CAULKED - **UL DES U305** BASED ON 16" STUD SPACING **UL DES U314** BASED ON 24" STUD SPACING, JOINTS FIN.

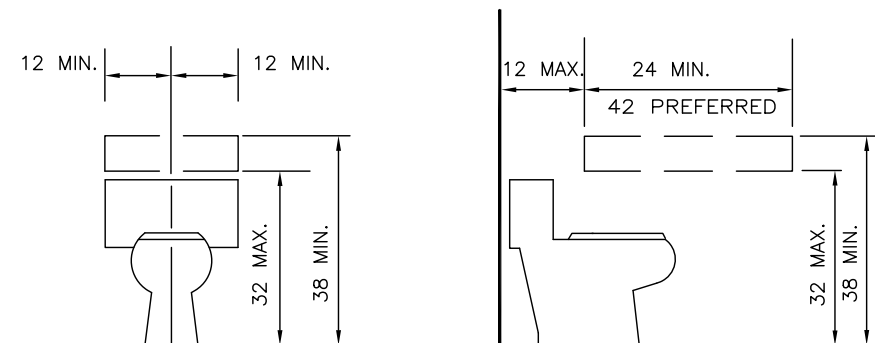


RESIL. CEILING - 5/8" SHEETROCK BRAND GYPSUM PANELS, FIRECODE C CORE - 1" NOM WD SUB & FIN FLR - FLOOR TRUSSES 24" O.C. - RC-1 CHAN SPACED 16" O.C. SCREW - ATT OVER BASE LAYER PANELS - FACE LAYER SCREW ATT. TO CHAN. 12" O.C. - JOINTS FIN. - **UL DES L528**



ATTIC ACCESS PANEL

N.T.S.

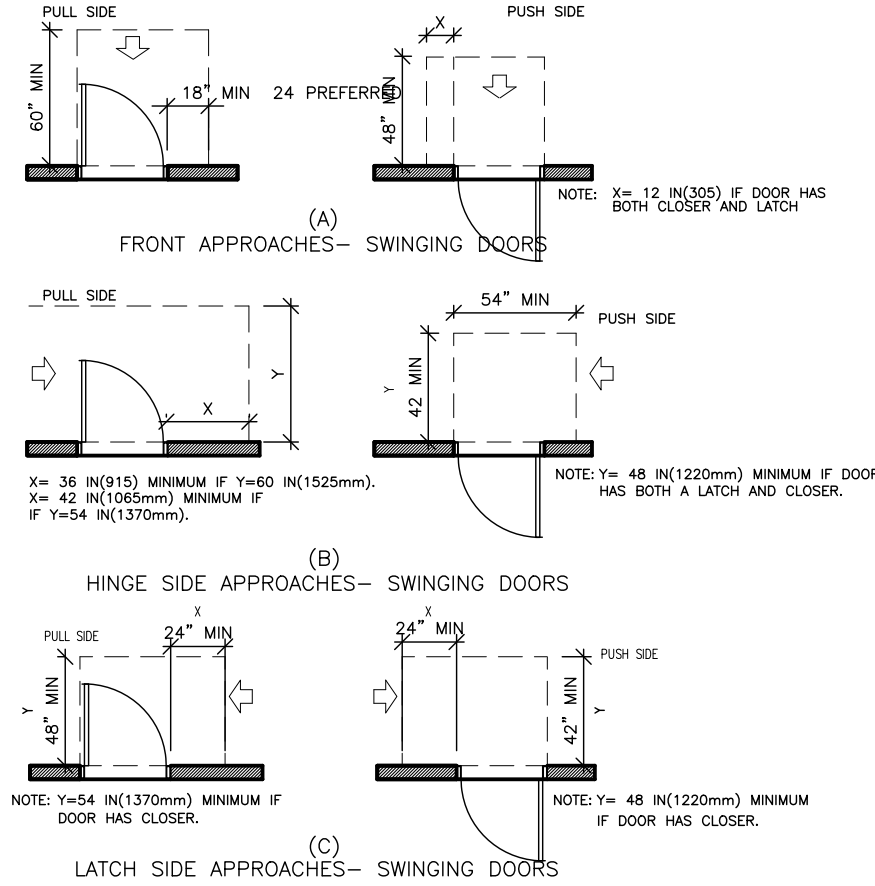


REINFORCED AREAS FOR INSTALLATION OF GRAB BARS

LOCATION OF GRAB BAR REINFORCEMENT FOR WATER CLOSETS

LOCATION OF GRAB BAR REINFORCEMENT FOR ADAPTABLE BATHTUBS

NOTE: THE AREAS OUTLINED IN DASHED LINES REPRESENT LOCATIONS FOR FUTURE INSTALLATION OF GRAB BARS FOR TYPICAL FIXTURE CONFIGURATIONS.



NOTE: ALL DOORS IN ABOVE SHALL COMPLY WITH THE CLEARANCE FOR FRONT APPROACHES

MANEUVERING CLEARANCES AT DOORS

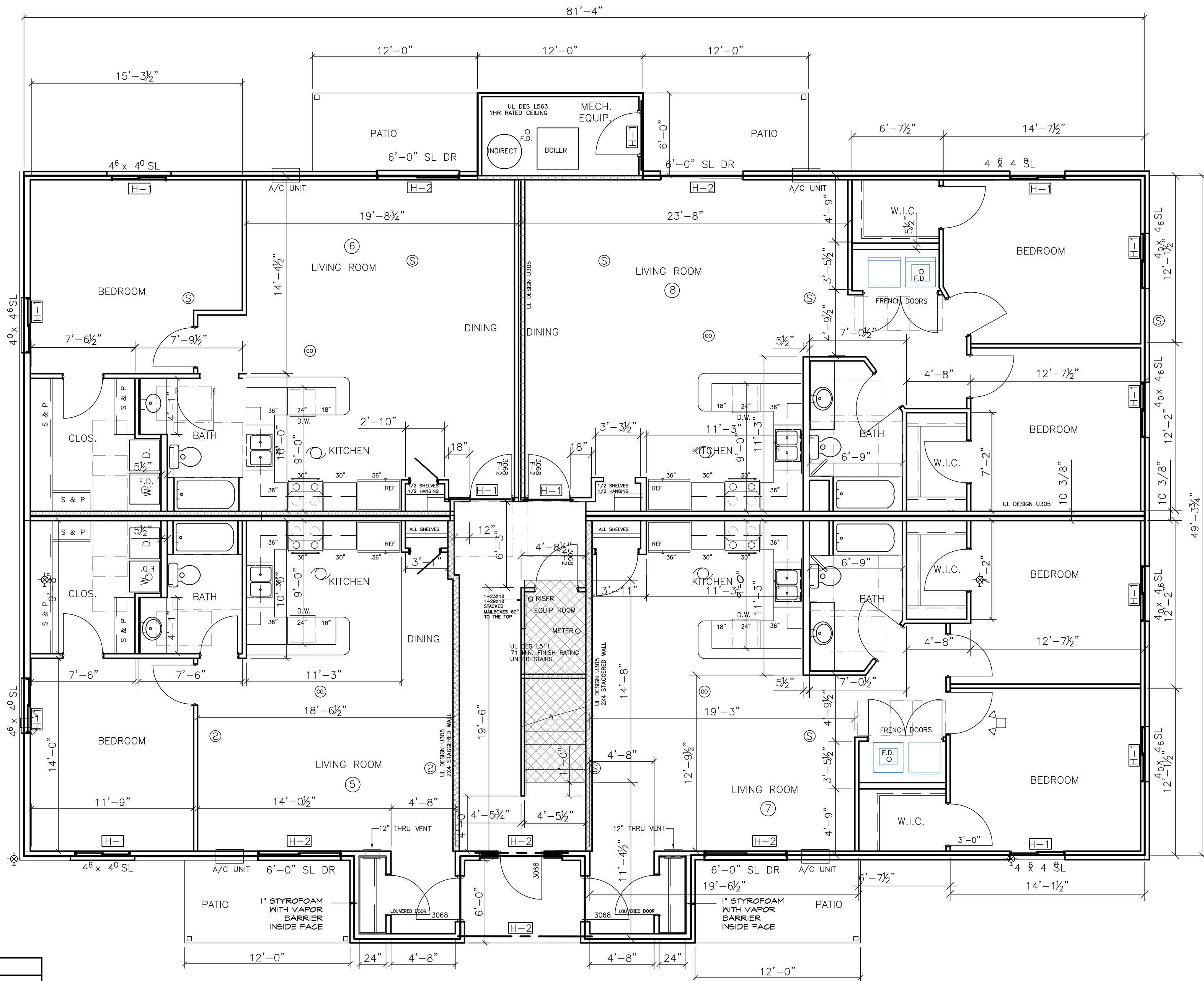
NOTE: ALL DOOR HANDLES SHALL BE LEVER OR LOOP TYPE

MATERIALS

- FACE BRICK
- CONCRETE BLOCK
- CONCRETE
- 2X4 STUDS 16"o/c w/ 1/2" DRYWALL INTERIOR WALLS WITHIN UNITS
- UNIT SEPARATION WALL - 5/8" FIRECODE SHEETROCK EA. SIDE W/ (2x4) (2 x 6) STUDS REQUIRED BETWEEN ALL UNITS AND UNITS, UNITS AND CORRIDORS, UNITS & COMMON AREAS U.L. DES U 305 ONE HOUR RATED

SYMBOLS

- EXHAUST FAN
- EXIT LIGHT
- C/O DETECTOR
- SMOKE DETECTOR
- MANUAL FIRE ALARM
- FIRE ALARM HORN
- F-1 20 MIN. FIRE DOOR & FR. w/ CLOSER
- F-2 1 HR. FIRE DOOR & FR. w/ CLOSER
- EMERGENCY LIGHT



FIRST FLOOR PLAN-A - 4251 sq.ft.

SCALE: 3/16" = 1'-0"

HEADER SCHEDULE				
HEADER	SIZE	SHOULDER STUDS	KING STUDS	COMMENTS
H-1	(2) 2x8 S.P.F. #1/#2	(2) 2 x 6	(1) 2 x 6	(1)
H-2	(2) 2"x10 SPF #1,2	(2) 2 x 6	(1) 2 x 6	(1)
H-3	(3) 2X10 SPF #1,2			
H-4	(2) 1 3/4"x12" LVL	(2) 2 x 6	(1) 2 x 6	1.9e LVL (1)
H-5	(3) 2X12 SPF #1,2	(2) 2 x 6	(1) 2 x 6	(1)
H-6	(3) 1 3/4"x14" LVL	(2) 2 x 6	(1) 2 x 6	1.9e LVL (1)

NOTES

- FASTEN TO KING STUD w/ (8) 12d NAILS

NOTE: ALTHOUGH EVERY EFFORT HAS BEEN MADE IN PREPARING THESE PLANS AND CHECKING THEM FOR ACCURACY, THE CONTRACTOR MUST CHECK ALL DETAILS & DIMENSIONS AND BE RESPONSIBLE FOR THE SAME

8 UNIT APARTMENT
MOSKI DEVELOPMENT
BELLEVUE , WI

BAY ARCHITECTS, L L C

3018 HOLMGREN WAY
GREEN BAY, WI 54304

PHONE: 920-331-9400
FAX: 920-331-9416

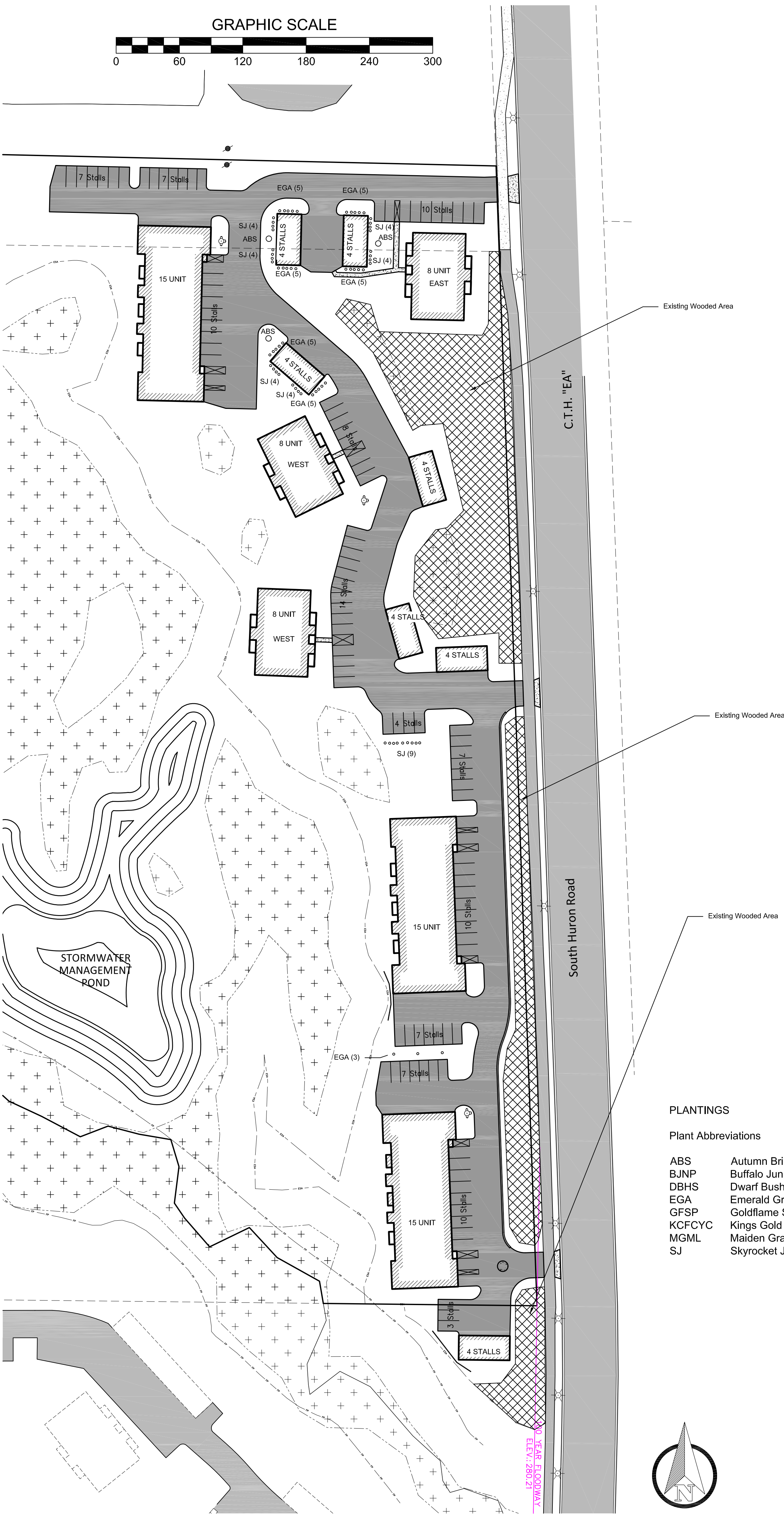
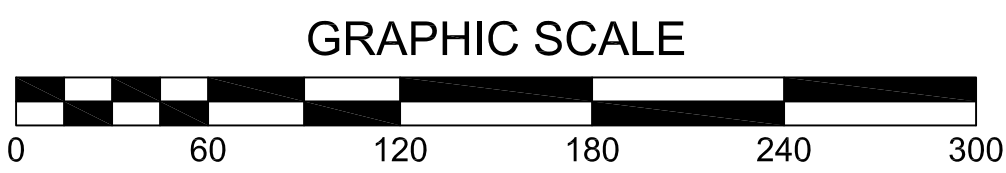
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FILE 3

JOB NO. 145303

3

LANDSCAPE PLAN



PLANTINGS

Plant Abbreviations

ABS	Autumn Brilliance Serviceberry
BJNP	Buffalo Juniper
DBHS	Dwarf Bush Honeysuckle
EGA	Emerald Green Arborvitae
GFSP	Goldflame Spirea
KGFCYP	Kings Gold Falsecypress
MGML	Maiden Grass Morning Light
SJ	Skyrocket Juniper

Scientific Name

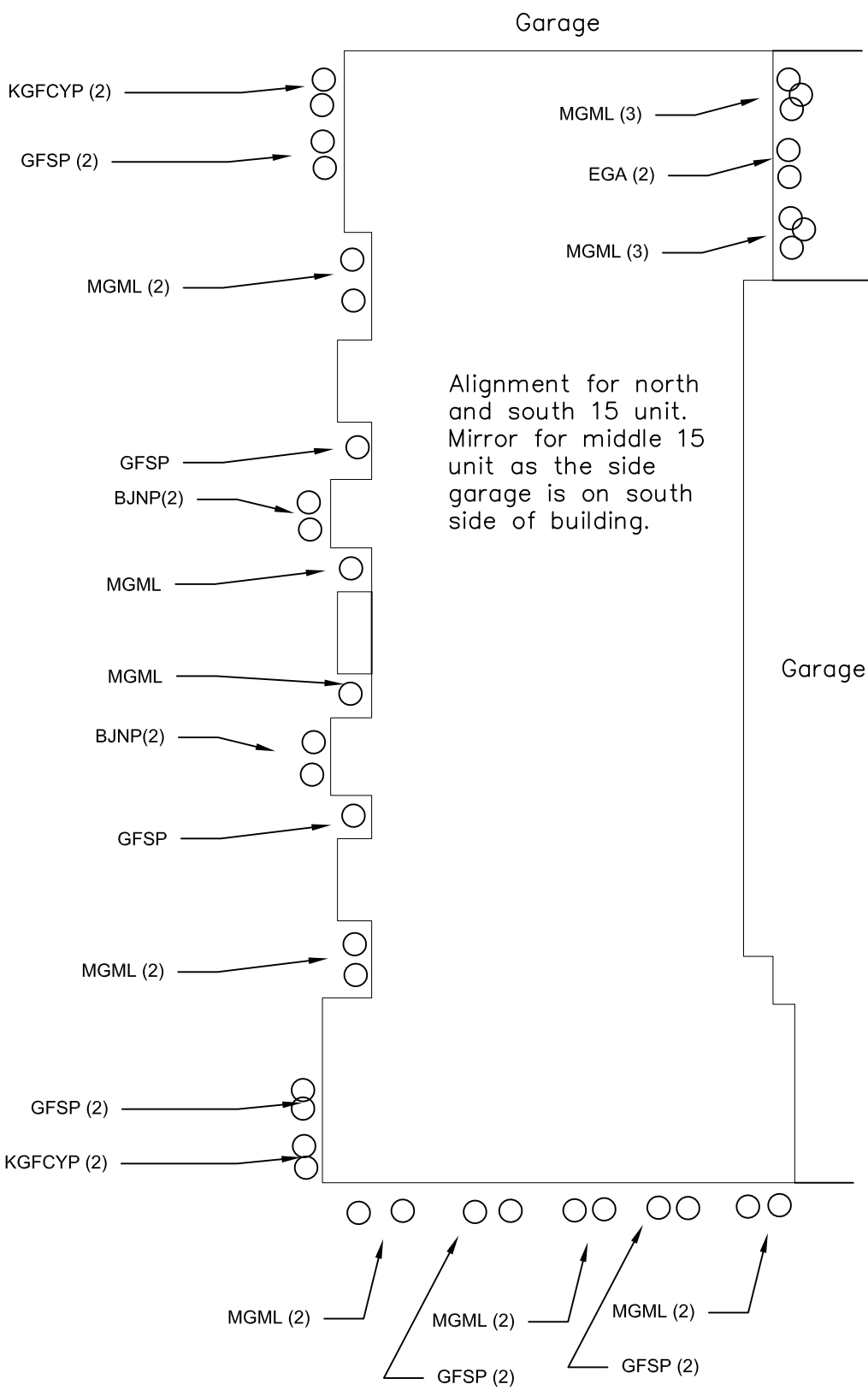
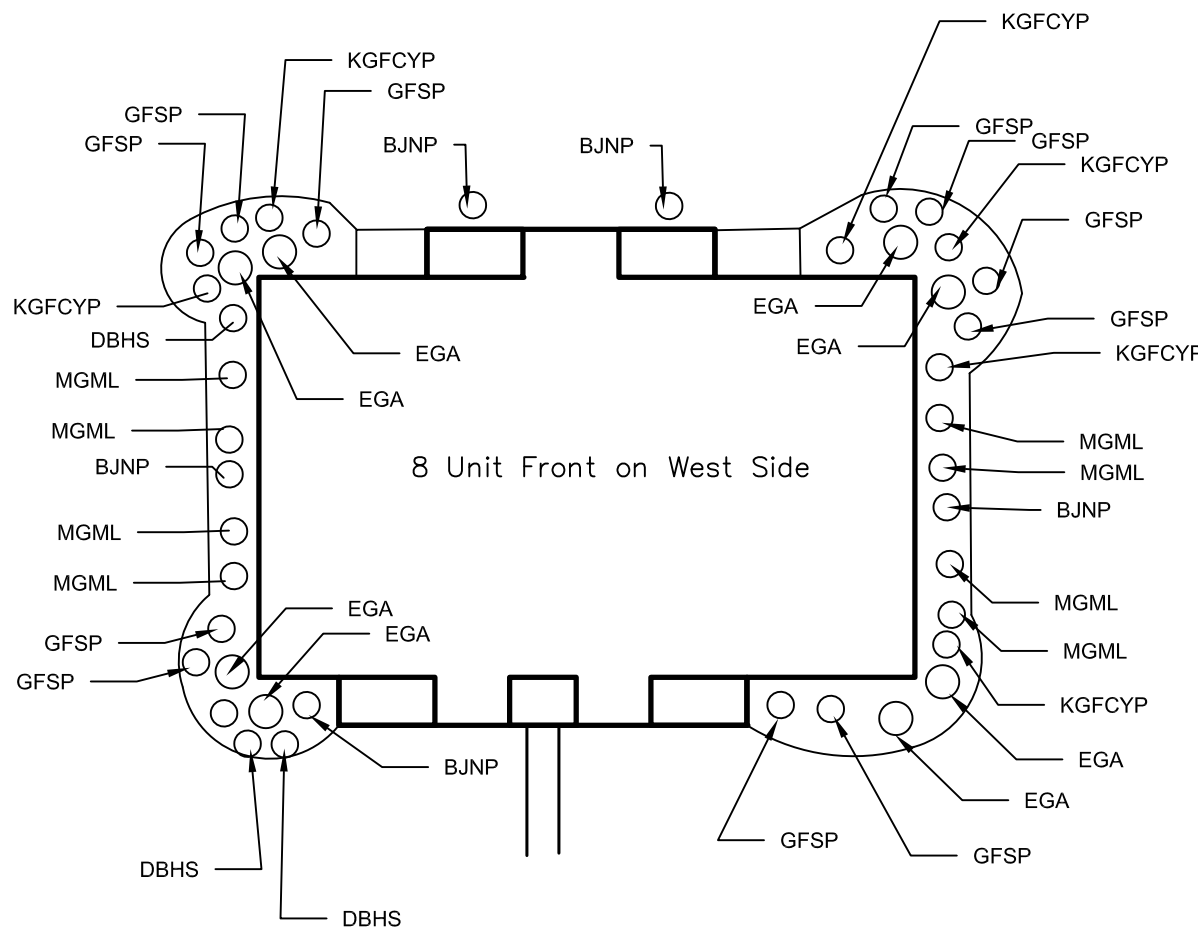
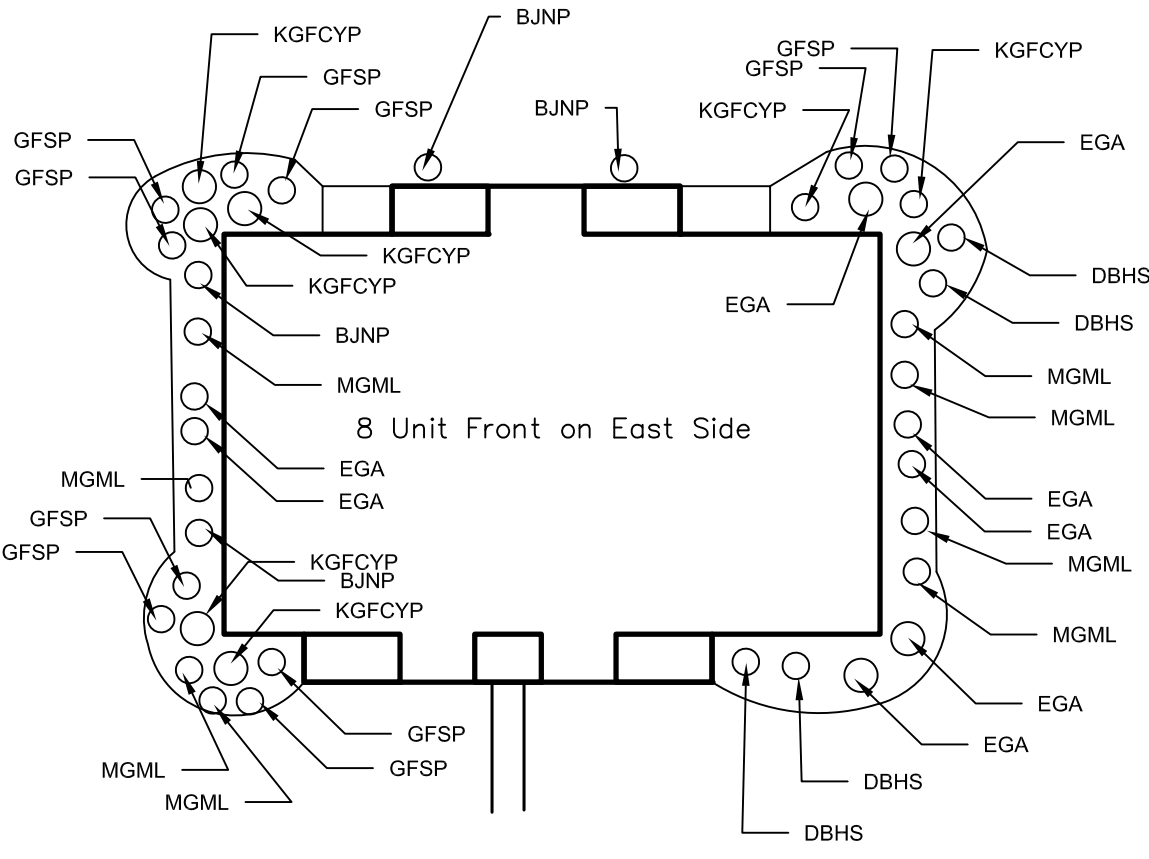
<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'
<i>Juniperus sabina</i> 'Buffalo'
<i>Dievilla Ionicera</i>
<i>Thuja occidentalis</i> 'Smaragd'
<i>Spiraea x bumalda</i> 'Goldflame'
<i>Chamaecyparis pisifera</i> 'Kings Gold'
<i>Miscanthus sinensis</i> Morning Light
<i>Juniperus scopulorum</i> 'Skyrocket'

Planting Size

7"
#3 CONT.
#3 CONT.
4-5'
#3 CONT.
#3 CONT.
#1 CONT.
6' B&B

Quantity

3
25
11
57
60
30
78
36



DRAWING NO.
S-3405

LANDSCAPE
LANDSCAPE

SHEET NO.
M-4420

PROJECT NO.
M-4420

MOSKI CORPORATION

LANDSCAPE

File: M-4420Landscape 060721.dwg

Mau & Associates

LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING

Phone: 920-434-9670 Fax: 920-434-9672

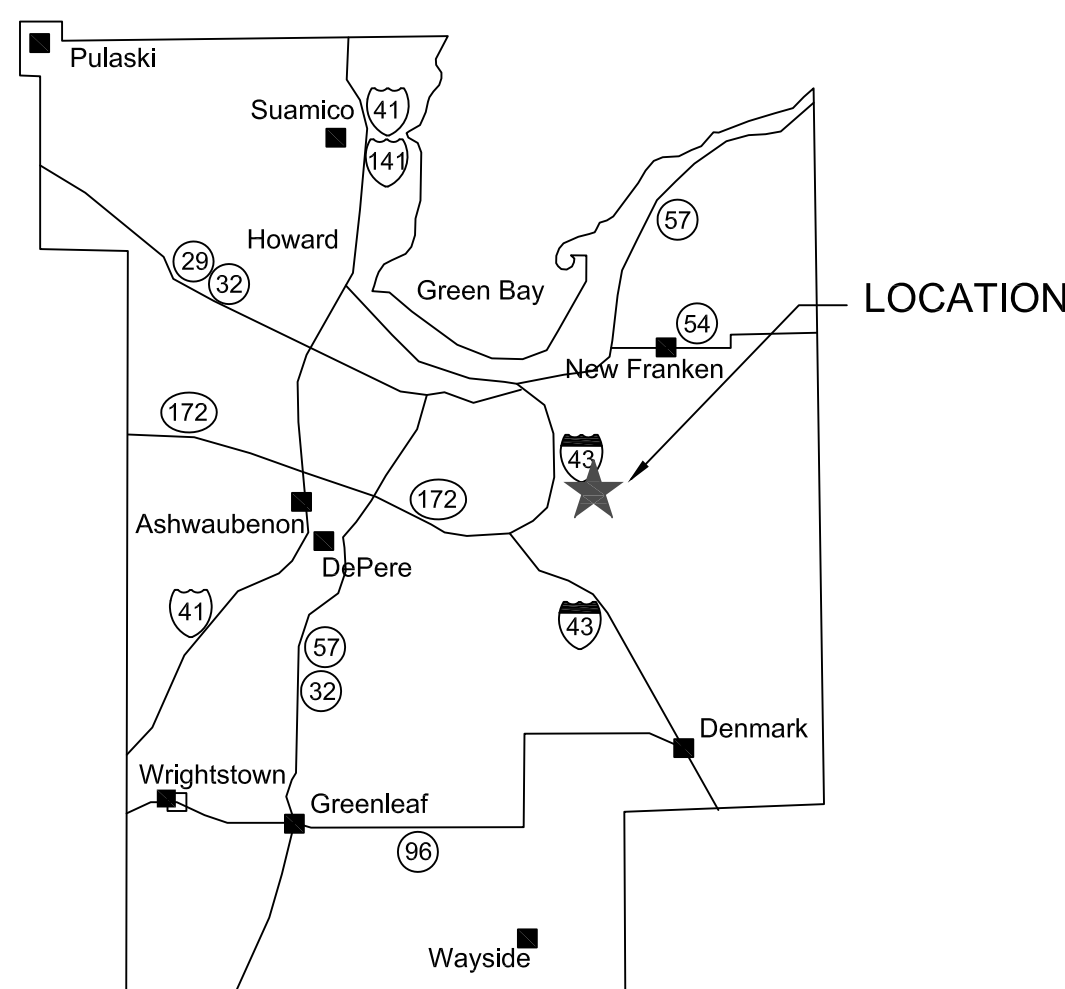
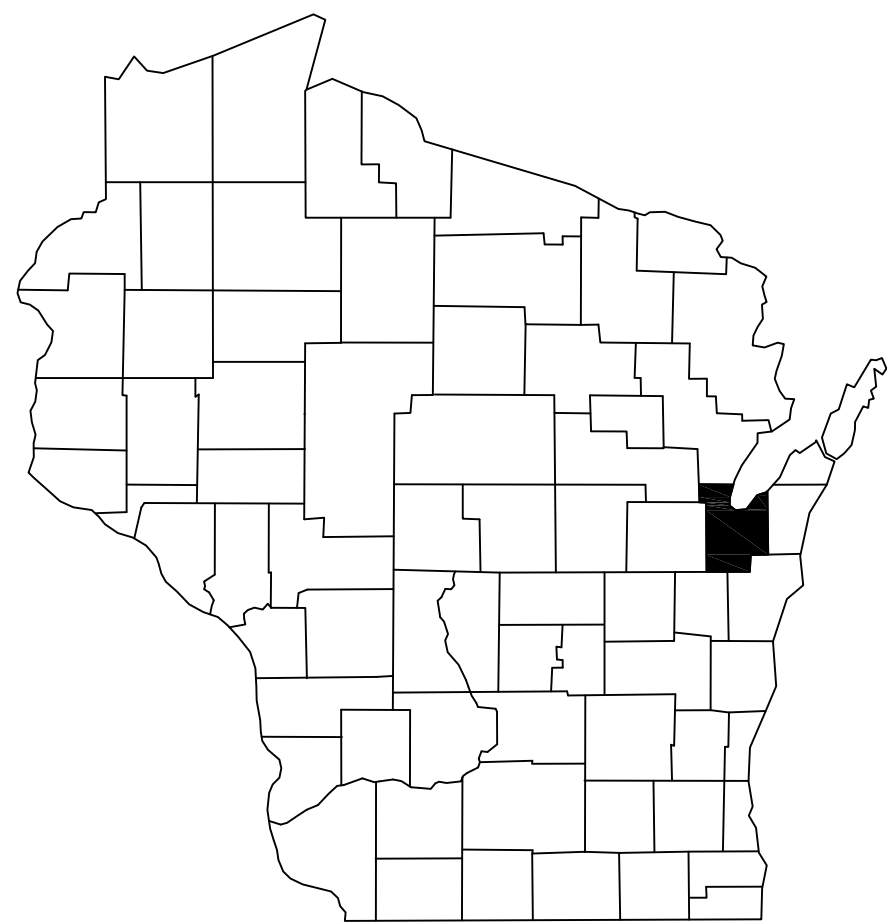
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05-25-21	M-4420.dwg	DJM

KOSMOSKI - S. HURON ROAD APARTMENTS

SITE ENGINEERING PLANS

CITY OF GREEN BAY
BROWN COUNTY, WISCONSIN



LOCATION



Vicinity Map
(not to scale)

SITE STATISTICS

BEFORE CONSTRUCTION
SITE AREA: 32.14 ACRES
PAVEMENT: 0 ACRES (0%)
BUILDINGS: 0 ACRES (0%)
POND AREAS: 1.00 ACRES (3.11%)
GREEN SPACE: 31.14 ACRES (96.89%)
IMPERVIOUS: 1.00 ACRES (3.11%)

AFTER CONSTRUCTION
SITE AREA: 32.14 ACRES
PAVEMENT: 1.93 ACRES (6.00%)
BUILDINGS: 1.18 ACRES (3.68%)
POND: 2.90 ACRES (9.02%)
GREEN SPACE: 26.13 ACRES (81.30%)
IMPERVIOUS: 6.01 ACRES (18.70%)

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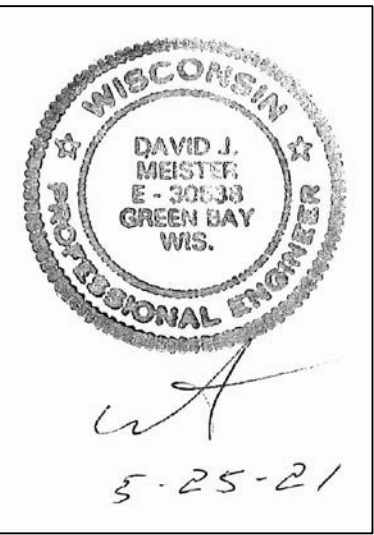
PROJECT INFORMATION

OWNER(S):	MOSKI CORP.
PROJECT NAME:	KOSMOSKI - S. HURON ROAD APARTMENTS
PROJECT DESCRIPTION:	3 - 8 UNITS & 3 -15 UNIT APARTMENT BUILDINGS. ATTACHED AND DETACHED GARAGES. STORMWATER MANAGEMENT FACILITY.
PROJECT ADDRESS:	1400 BLOCK OF S. HURON RD
PARCEL NUMBER(S):	21-183 & 21-182-3
LEGAL DESCRIPTION:	Part of the Southeast 1/4 of the Southwest 1/4 of Section 11, T23N-R21E, in the City of Green Bay, Brown County, Wisconsin, more fully described as follows: Commencing at the South 1/4 corner of Section 11, T23N-R21E; thence N89°22'38"W, 50.05 feet along the South line of the Southwest 1/4 of said Section 11 to the Western right of way of County Trunk Highway "14", also known as South Huron Road and the point of beginning; thence continuing N89°22'38"W, 130.03 feet along said South line to a point being S89°22'38"E, 77 feet more or less from centerline of a creek and the start of a meander line; thence N39°14'54"W, 353.09 feet along said meander line; thence N82°3'18"W, 318.70 feet along said meander line to a point being N22°17'27"W, 81 feet more or less from the centerline of a creek and the end of said meander line; thence N22°17'27"W, 209.28 feet; thence N6°17'04"W, 210.08 feet; thence N55°35'00"W, 268.87 feet; thence N0°54'27"W, 139.34 feet to the Southeast corner of Lot 1, Volume 43, Certified Survey Maps, Page 53, Map Number 6580, Document Number 1903183, Brown County Records; thence S89°15'14"E, 960.13 feet along the South line of Quarter 1, Volume 47, Certified Survey Maps, Page 14, Map Number 6957, Document Number 2082035, Brown County Records, to the Southeast corner thereof, and said Westerly right of way; thence S02°03'27"E, 998.93 feet along said right of way to the point of beginning.

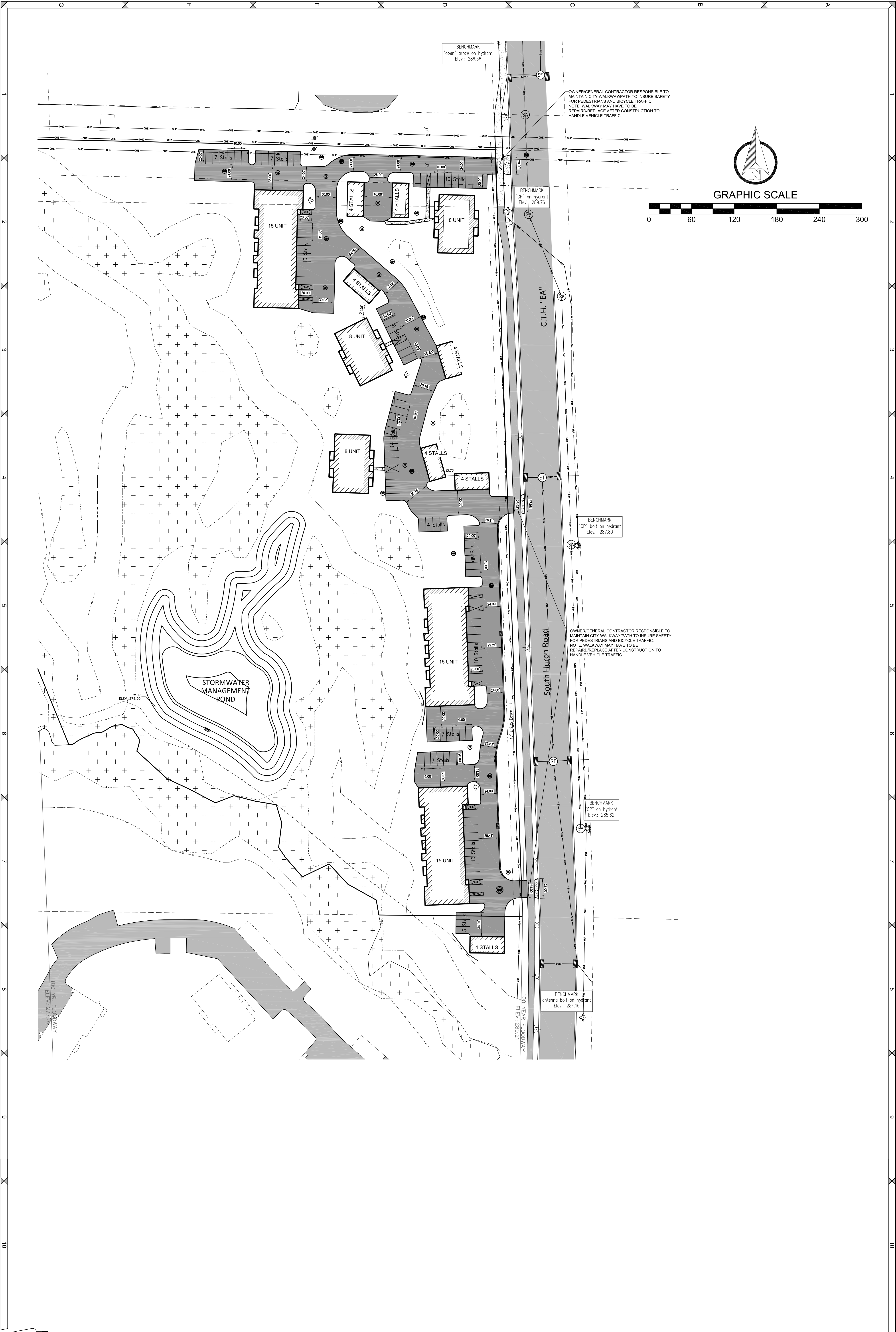
CONTACT INFORMATION

OWNER(S):	MOSKI CORP. ATTN.: PAUL KOSMOSKI 1270 MAIN ST. GREEN BAY, WI 54302 PH.: 920-432-9230
ENGINEER:	MAU & ASSOCIATES, LLP CONTACT: DAVID J. MEISTER, P.E. 400 SECURITY BLVD. GREEN BAY, WI 54313 PH.: 920-434-9670

SHEET INDEX:	
C1.0	TITLE SHEET
C2.0	SITE LAYOUT PLAN
C3.0	EROSION CONTROL PLAN
C4.0	GRADING PLAN
C5.0	SITE UTILITY PLAN
C6.0	WET POND PLAN & PROFILE
C7.0	NOTES & DETAILS (1)
C7.1	NOTES & DETAILS (2)
C8.0	PLANS FOR DSPS
C9.0	EXISTING WATERSHED
C10.0	PROPOSED WATERSHED
C11.0	LANDSCAPE PLAN
C12.0	LIGHTING PLAN



DATE:	05-25-21
PROJECT NO.	M-4420
SHEET NO.	C1.0
DRAWING NO.	S-3405



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05-25-21

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MOSKI CORPORATION

SITE LAYOUT

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PROJECT NO.
M-4420

SHEET NO.
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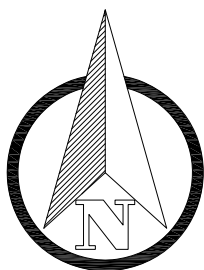
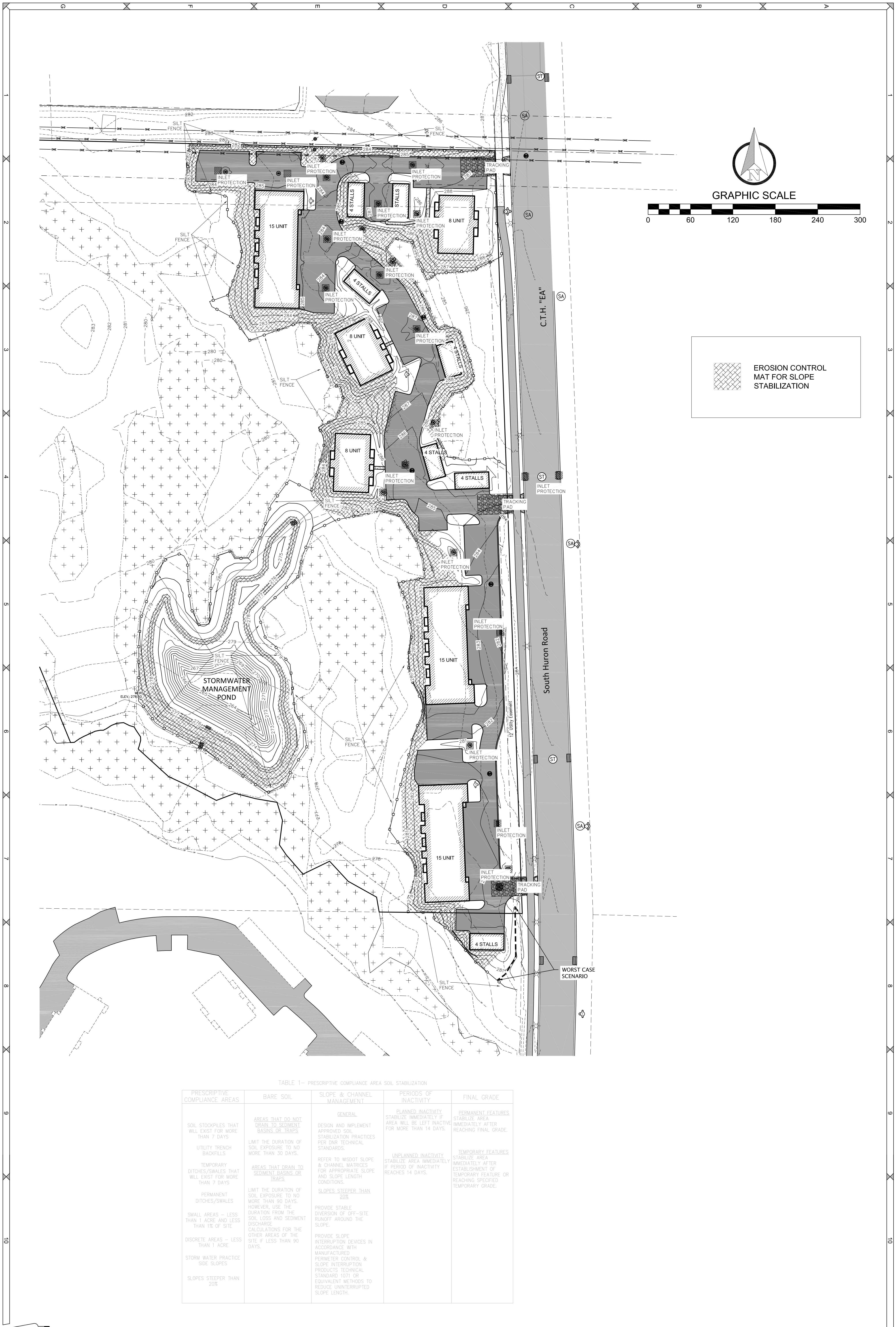
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S-3405

Mau & Associates

LAND SURVEYING & PLANNING

CIVIL & WATER RESOURCE ENGINEERING

Phone: 920-434-9670 Fax: 920-434-9672



GRAPHIC SCALE



EROSION CONTROL
MAT FOR SLOPE
STABILIZATION

TABLE 1- PRESCRIPTIVE COMPLIANCE AREA SOIL STABILIZATION

PRESCRIPTIVE COMPLIANCE AREAS	BARE SOIL	SLOPE & CHANNEL MANAGEMENT	PERIODS OF INACTIVITY	FINAL GRADE
SOIL STOCKPILES THAT WILL EXIST FOR MORE THAN 7 DAYS	AREAS THAT DO NOT DRAIN TO SEDIMENT BASINS OR TRAPS	GENERAL	PLANNED INACTIVITY	PERMANENT FEATURES
UTILITY TRENCH BACKFILLS	LIMIT THE DURATION OF SOIL EXPOSURE TO NO MORE THAN 30 DAYS	DESIGN AND IMPLEMENT APPROVED SOIL STABILIZATION PRACTICES PER OWN TECHNICAL STANDARDS	STABILIZE IMMEDIATELY IF AREA WILL BE LEFT INACTIVE FOR MORE THAN 14 DAYS	STABILIZE AREA IMMEDIATELY AFTER REACHING FINAL GRADE
TEMPORARY DITCHES/SWALES THAT WILL EXIST FOR MORE THAN 7 DAYS	AREAS THAT DRAIN TO SEDIMENT BASINS OR TRAPS	REFER TO WSDOT SLOPE & CHANNEL MATRICES FOR APPROPRIATE SLOPE AND SLOPE LENGTH CONDITIONS	UNPLANNED INACTIVITY	TEMPORARY FEATURES
PERMANENT DITCHES/SWALES	LIMIT THE DURATION OF SOIL EXPOSURE TO NO MORE THAN 90 DAYS. HOWEVER, USE THE DURATION FROM THE SOIL LOSS AND SEDIMENT DISCHARGE CALCULATIONS FOR THE OTHER AREAS OF THE SITE IF LESS THAN 90 DAYS	SLOPES STEEPER THAN 20%	STABILIZE AREA IMMEDIATELY IF PERIOD OF INACTIVITY REACHES 14 DAYS	STABILIZE AREA IMMEDIATELY AFTER ESTABLISHMENT OF TEMPORARY FEATURE OR REACHING SPECIFIED TEMPORARY GRADE
SMALL AREAS - LESS THAN 1 ACRE AND LESS THAN 1% OF SITE		PROVIDE STABLE DIVERSION OF OFF-SITE RUNOFF AROUND THE SLOPE		
DISCRETE AREAS - LESS THAN 1 ACRE		PROVIDE SLOPE INTERRUPTION DEVICES IN ACCORDANCE WITH MANUFACTURED PERIMETER CONTROL & SLOPE INTERRUPTION PRODUCTS TECHNICAL STANDARD 1071 OR EQUIVALENT METHODS TO REDUCE UNINTERRUPTED SLOPE LENGTH		
STORM WATER PRACTICE SIDE SLOPES				
SLOPES STEEPER THAN 20%				

DRAWING NO.
S-3405

PROJECT NO.
M-4420

SHEET NO.
C3.0

MOSKI CORPORATION

EROSION CONTROL PLAN

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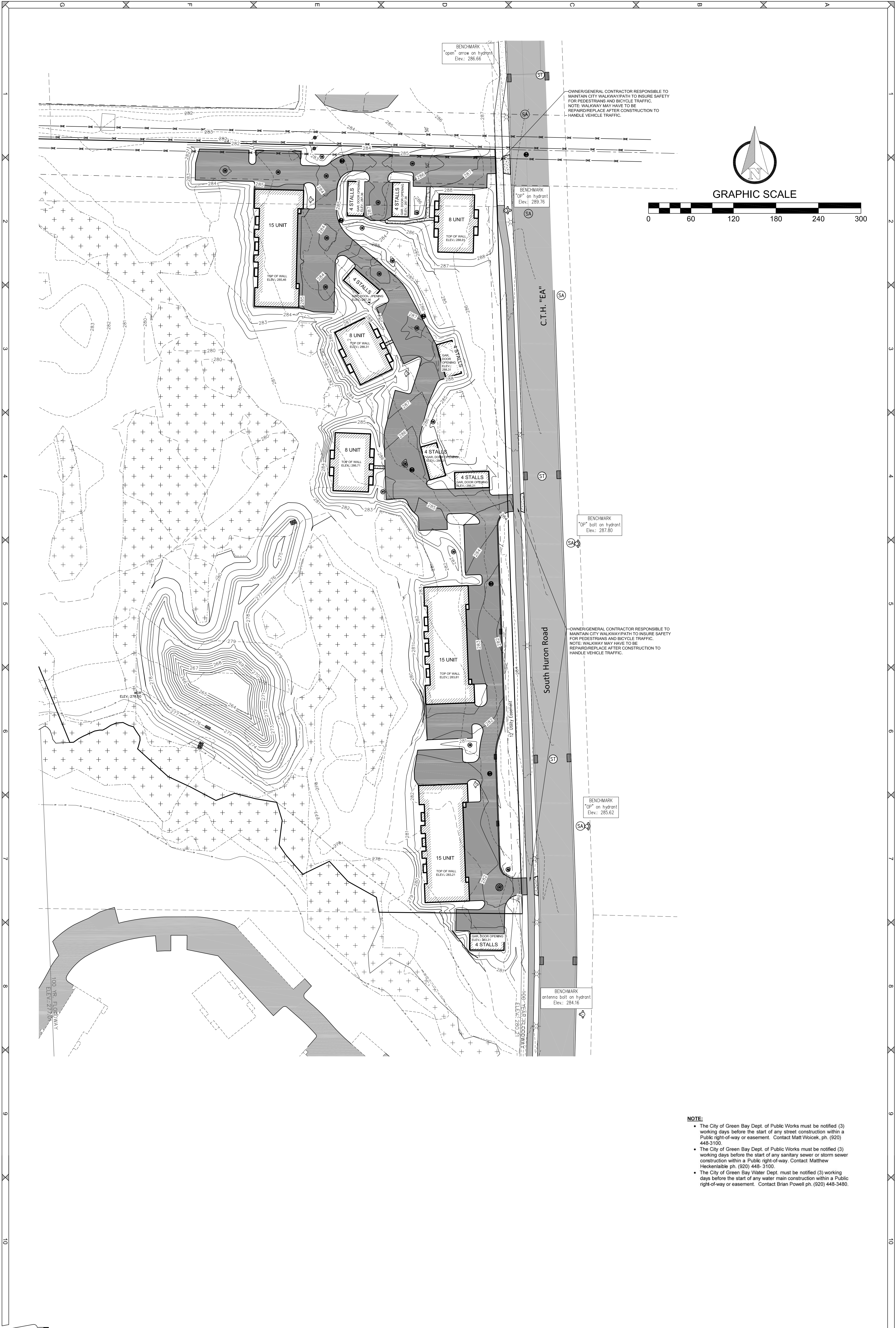
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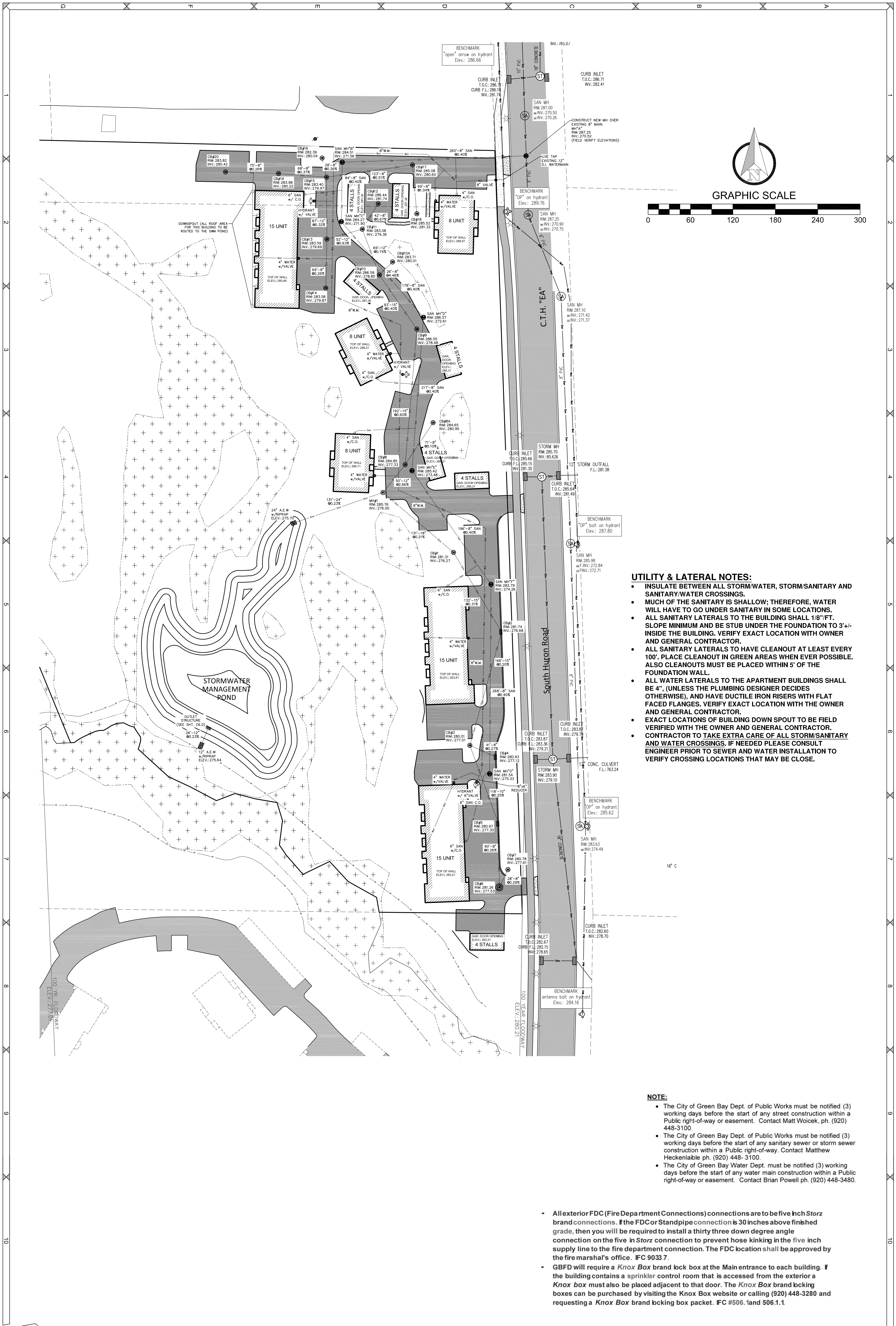
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- NOTE:
- The City of Green Bay Dept. of Public Works must be notified (3) working days before the start of any street construction within a Public right-of-way or easement. Contact Matt Voicak, ph. (920) 448-3100.
 - The City of Green Bay Dept. of Public Works must be notified (3) working days before the start of any sanitary sewer or storm sewer construction within a Public right-of-way. Contact Matthew Heckenlaible ph. (920) 448-3100.
 - The City of Green Bay Water Dept. must be notified (3) working days before the start of any water main construction within a Public right-of-way or easement. Contact Brian Powell ph. (920) 448-3480.

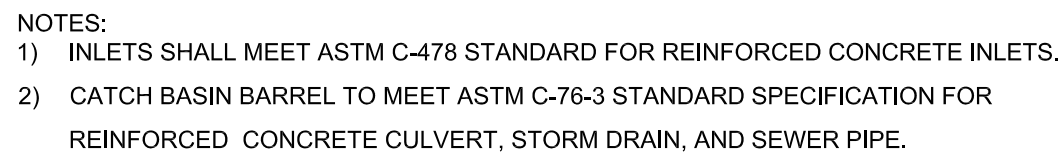
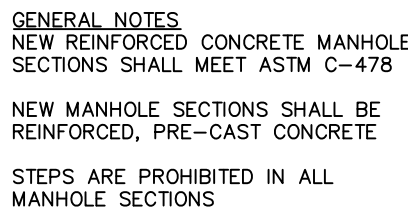
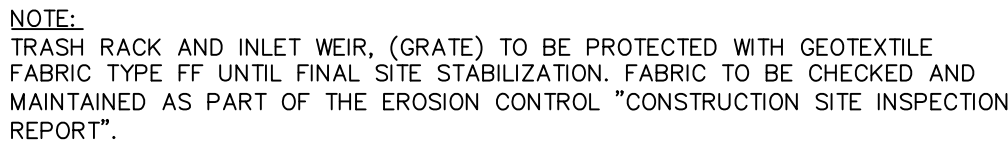


- UTILITY & LATERAL NOTES:**
- INSULATE BETWEEN ALL STORM/WATER, STORM/SANITARY AND SANITARY/WATER CROSSINGS.
 - MUCH OF THE SANITARY IS SHALLOW; THEREFORE, WATER WILL HAVE TO GO UNDER SANITARY IN SOME LOCATIONS.
 - ALL SANITARY LATERALS TO THE BUILDING SHALL 1/8"/FT. SLOPE MINIMUM AND BE STUB UNDER THE FOUNDATION TO 3'-4" INSIDE THE BUILDING. VERIFY EXACT LOCATION WITH OWNER AND GENERAL CONTRACTOR.
 - ALL SANITARY LATERALS TO HAVE CLEANOUT AT LEAST EVERY 100'. PLACE CLEANOUT IN GREEN AREAS WHEN EVER POSSIBLE. ALSO CLEANOUTS MUST BE PLACED WITHIN 5' OF THE FOUNDATION WALL.
 - ALL WATER LATERALS TO THE APARTMENT BUILDINGS SHALL BE 4", (UNLESS THE PLUMBING DESIGNER DECIDES OTHERWISE), AND HAVE DUCTILE IRON RISERS WITH FLAT FACED FLANGES. VERIFY EXACT LOCATION WITH THE OWNER AND GENERAL CONTRACTOR.
 - EXACT LOCATIONS OF BUILDING DOWN SPOUT TO BE FIELD VERIFIED WITH THE OWNER AND GENERAL CONTRACTOR.
 - CONTRACTOR TO TAKE EXTRA CARE OF ALL STORM/SANITARY AND WATER CROSSINGS. IF NEEDED PLEASE CONSULT ENGINEER PRIOR TO SEWER AND WATER INSTALLATION TO VERIFY CROSSING LOCATIONS THAT MAY BE CLOSE.

- NOTE:**
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 - The City of Green Bay Dept. of Public Works must be notified (3) working days before the start of any sanitary sewer or storm sewer construction within a Public right-of-way. Contact Matthew Heckenlaible ph. (920) 448- 3100.
 - The City of Green Bay Water Dept. must be notified (3) working days before the start of any water main construction within a Public right-of-way or easement. Contact Brian Powell ph. (920) 448-3480.

- All exterior FDC (Fire Department Connections) connections are to be five inch Storz brand connections. If the FDC or Standpipe connection is 30 inches above finished grade, then you will be required to install a thirty three down degree angle connection on the five inch Storz connection to prevent hose kinking in the five inch supply line to the fire department connection. The FDC location shall be approved by the fire marshal's office. IFC 9033.7.
- GBFD will require a Knox Box brand lock box at the Main entrance to each building. If the building contains a sprinkler control room that is accessed from the exterior a Knox box must also be placed adjacent to that door. The Knox box brand locking boxes can be purchased by visiting the Knox Box website or calling (920) 448-3280 and requesting a Knox Box brand locking box packet. IFC #506.1 and 506.1.1.

DRAWING NO. S-3405	PROJECT NO. M-4420 SHEET NO. C5.0	MOSKI CORPORATION SITE UTILITY PLAN File: M-4420Eng 052521.dwg	Mau & Associates LAND SURVEYING & PLANNING CIVIL & WATER RESOURCE ENGINEERING Phone: 920-434-9670 Fax: 920-434-9672	Number	Date	Comments	DATE 05-25-21	DATA FILE M-4420.dwg	DESIGNED BY DLM
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STANDARD CATCH BASIN
N.T.S.

Mau & Associates
LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Fax: 920-434-9672

MOSKI CORPORATION
NOTES & DETAILS (1)

PROJECT NO.
M-4420

SHEET NO.
C7.0

DRAWING NO.
S-3405

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE ACCORDANCE WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS AND IF NO STANDARD EXISTS THE WISCONSIN CONSTRUCTION SITE BEST MANAGEMENT PRACTICE HANDBOOK (CURRENT EDITION) SHALL BE REFERENCED. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE PRIOR TO DISTURBING THE SITE. CONTRACTORS SHALL MINIMIZE THE DURATION AND SIZE OF DISTURBED AREAS TO THE MAXIMUM EXTENT PRACTICABLE. EROSION AND SEDIMENT CONTROL PRACTICES PROPOSED FOR THIS PROJECT ARE DESCRIBED AS FOLLOWS:

- STONE TRACKING PAD(S) - TECHNICAL STANDARD 1057
STONE TRACKING PADS WILL BE INSTALLED AT ENTRANCES SHOWN ON THE SITE. TRACKING PADS SHALL BE IN PLACE PRIOR TO LAND DISTURBING ACTIVITIES.
WASH WATER FROM VEHICLE AND WHEEL WASHING SHALL BE TREATED BEFORE ENTERING WATERS OF THE STATE.
- STREET SWEEPING/CLEANING
SEDIMENT TRACKED FROM THE CONSTRUCTION SITE SHALL BE CLEANED UP AT THE END OF EACH WORK DAY UNLESS THE SEDIMENT PRESENTS A HAZARD. SEDIMENT PRESENTING A HAZARD MUST BE CLEANED UP IMMEDIATELY.

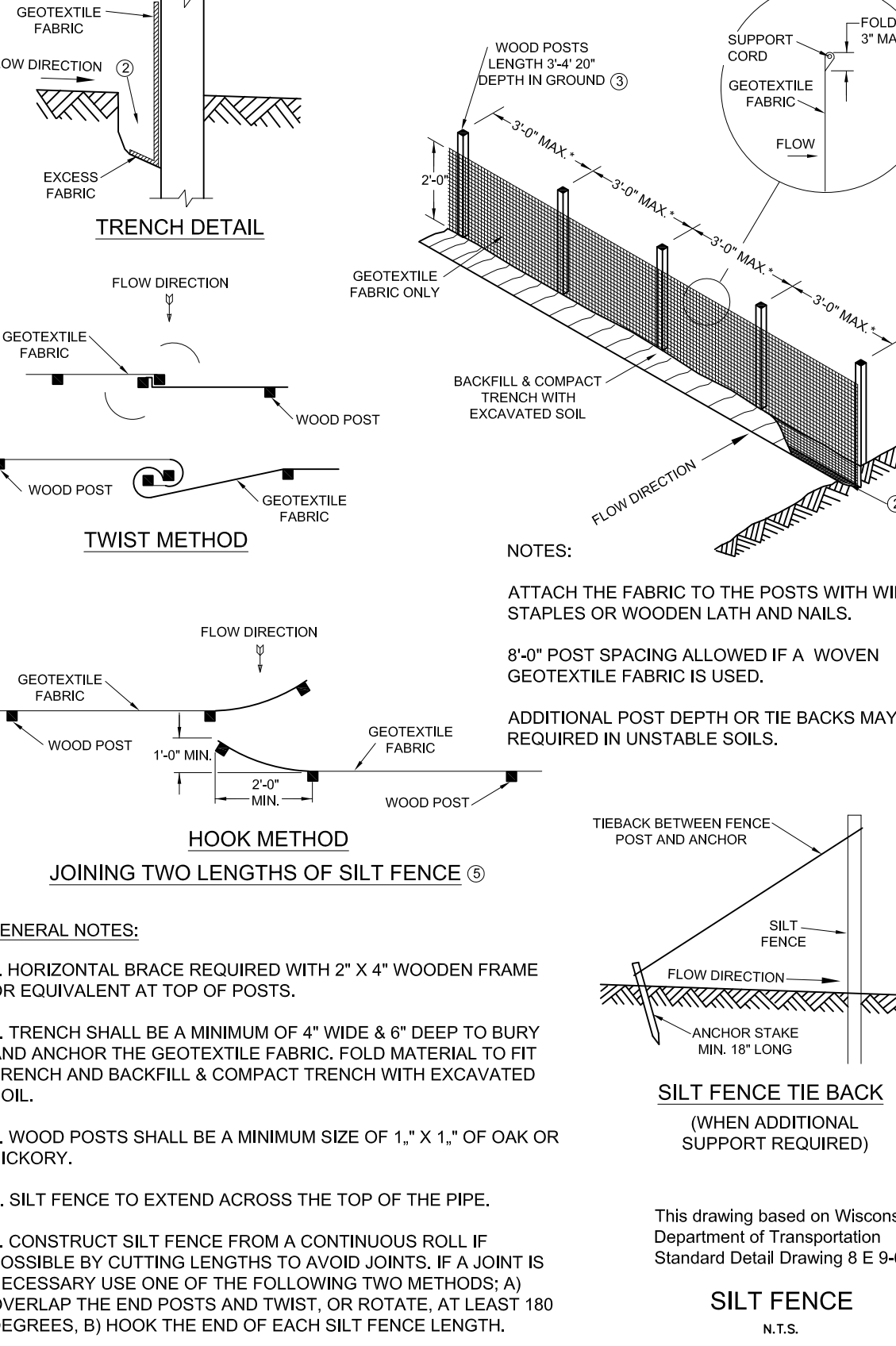
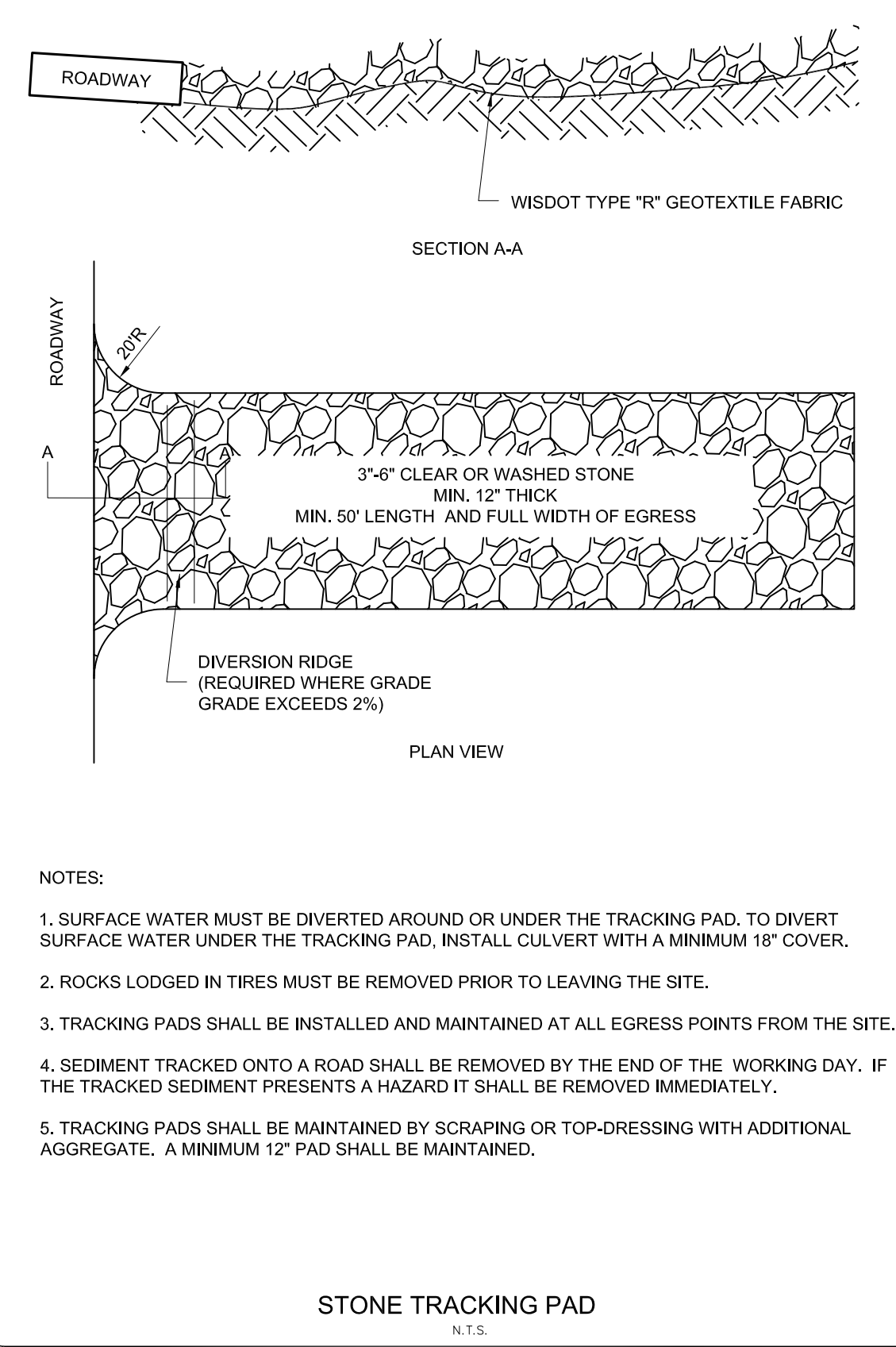
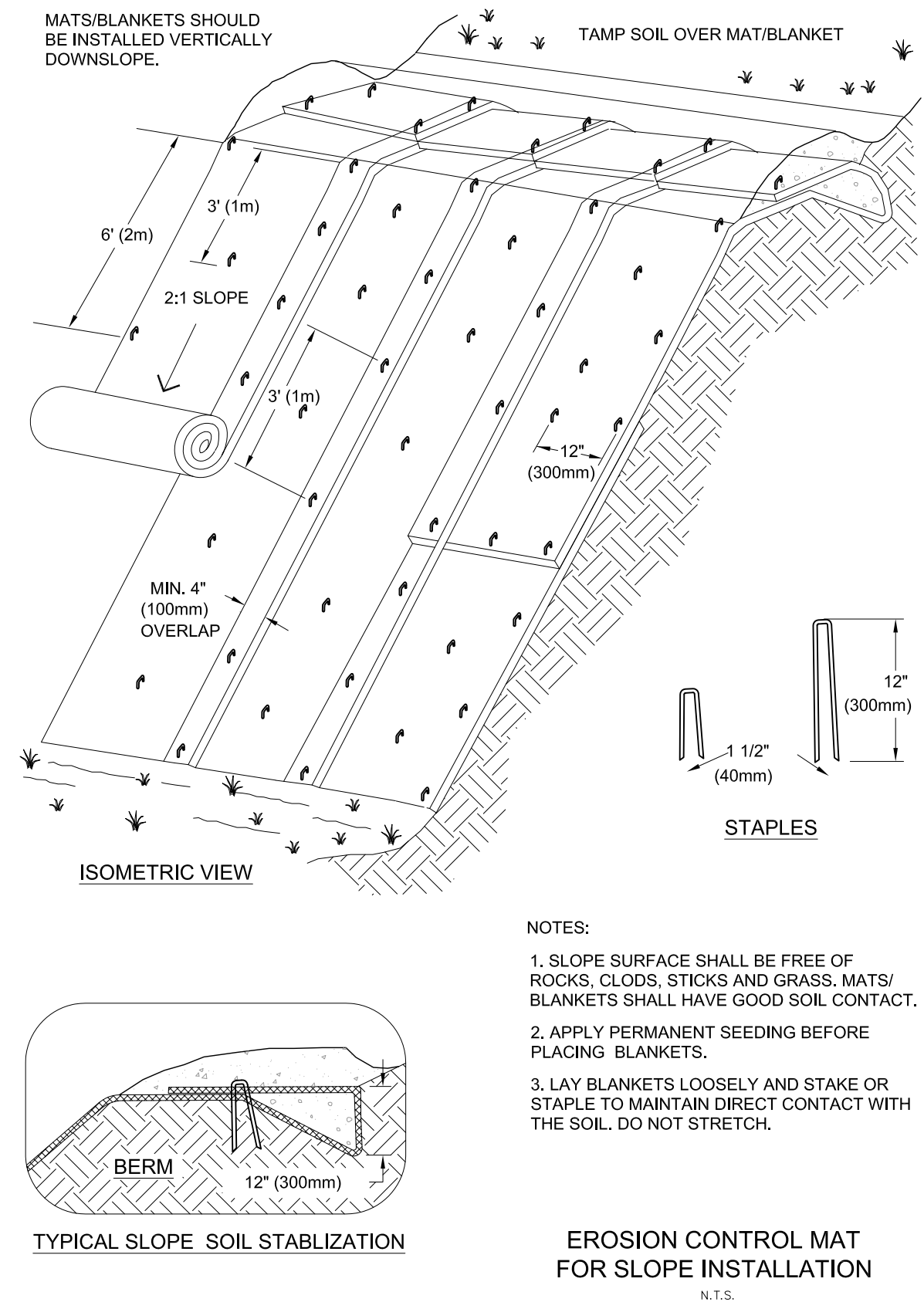
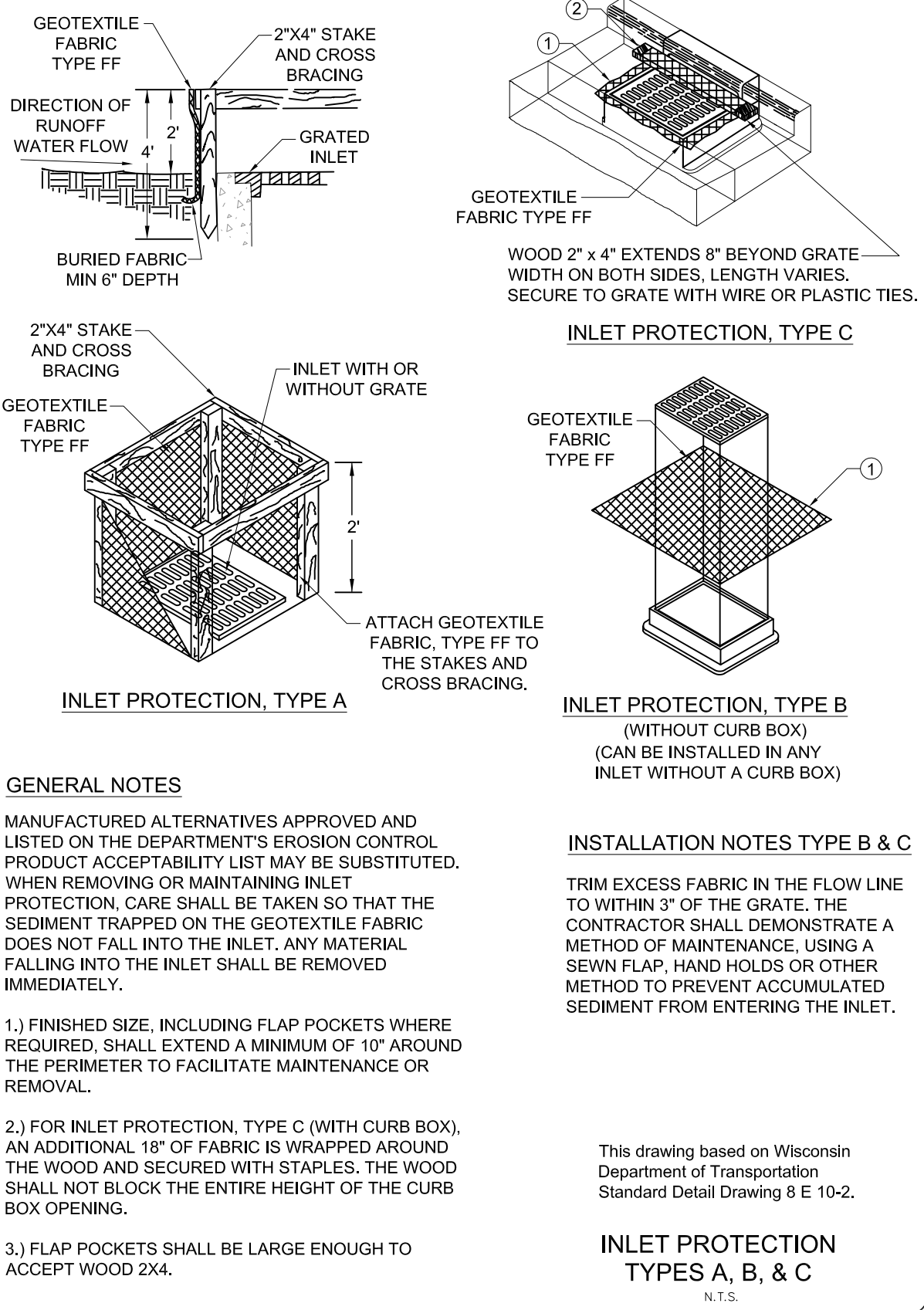
- CONSTRUCTION SITE DIVERSION - TECHNICAL STANDARD 1066
WHERE POSSIBLE, THE SITE WILL BE GRADED SUCH THE RUNOFF FROM UNDISTURBED AREAS IS ROUTED AROUND DISTURBED AREAS OF THE SITE.

- **STORM DRAIN INLET PROTECTION - TECHNICAL STANDARD 1060**
ALL INLETS, PROPOSED AND EXISTING, ACCEPTING RUNOFF FROM DISTURBED AREAS OF THE SITE SHALL HAVE INLET PROTECTION INSTALLED PRIOR TO LAND DISTURBING ACTIVITY WITHIN THE AREA DISCHARGING TO THE INLET.

- CONCRETE WASHOUT SHALL BE COLLECTED AND RETAINED, BOTH WATER AND CONCRETE, IN LEAK PROOF CONTAINERS. WASHOUT CAN BE RECYCLED OR REUSED. SEE <http://water.epa.gov/polwaste/npdes/swbmp/upload/concretewashout.pdf> FOR DETAILS.

8. CONTRACTOR SHALL PROTECT ALL PROPERTY IRONS. A LICENSED LAND SURVEYOR, AT THE CONTRACTORS EXPENSE, SHALL REPLACE ANY PROPERTY IRONS REMOVED DURING CONSTRUCTION.

ALL WASTE FROM THE CONSTRUCTION SITE SHALL BE PROPERLY DISPOSED OF AND NOT BE ALLOWED TO ENTER THE STORM SEWER SYSTEM, DRAINAGE SYSTEM, OR OTHER ENVIRONMENTALLY SENSITIVE AREAS LOCATED WITHIN THE CONSTRUCTION SITE, INCLUDING GARNERS CREEK.



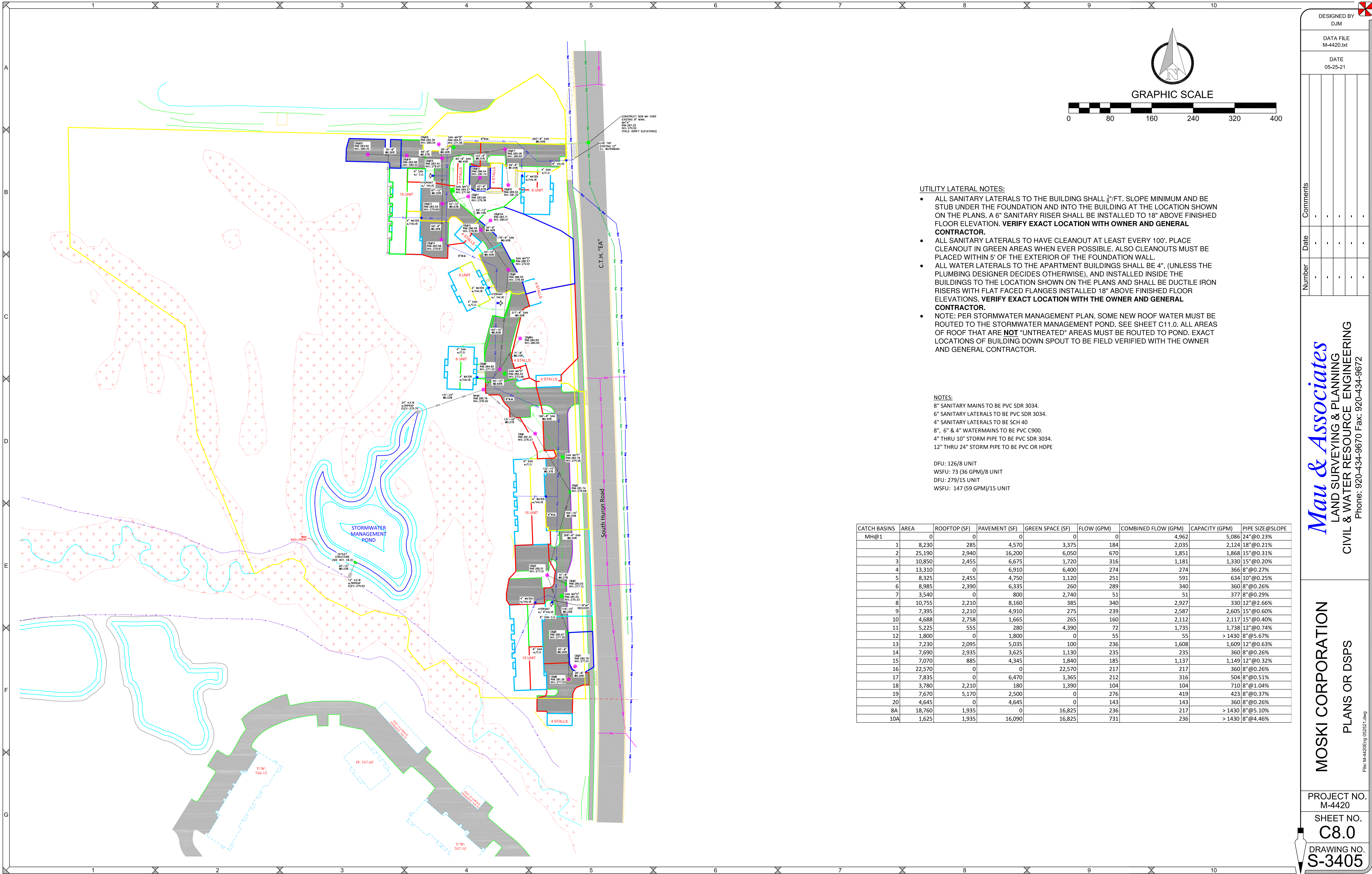
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2	5/25/21	2	
3	5/25/21	3	
4	5/25/21	4	
5	5/25/21	5	

Mau & Associates
LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Fax: 920-434-9672

MOSKI CORPORATION
NOTES & DETAILS (2)

File: M-4-20Eng 052521.dwg

PROJECT NO. M-4420
SHEET NO. C7.1
DRAWING NO. S-3405



- UTILITY LATERAL NOTES:
- ALL SANITARY LATERALS TO THE BUILDING SHALL $\frac{1}{8}$ "/FT. SLOPE MINIMUM AND BE STUB UNDER THE FOUNDATION AND INTO THE BUILDING AT THE LOCATION SHOWN ON THE PLANS. A 6" SANITARY RISER SHALL BE INSTALLED TO 18" ABOVE FINISHED FLOOR ELEVATION. **VERIFY EXACT LOCATION WITH OWNER AND GENERAL CONTRACTOR.**
 - ALL SANITARY LATERALS TO HAVE CLEANOUT AT LEAST EVERY 100'. PLACE CLEANOUT IN GREEN AREAS WHEN EVER POSSIBLE. ALSO CLEANOUTS MUST BE PLACED WITHIN 5' OF THE EXTERIOR OF THE FOUNDATION WALL.
 - ALL WATER LATERALS TO THE APARTMENT BUILDINGS SHALL BE 4". (UNLESS THE PLUMBING DESIGNER DECIDES OTHERWISE), AND INSTALLED INSIDE THE BUILDINGS TO THE LOCATION SHOWN ON THE PLANS AND SHALL BE DUCTILE IRON RISERS WITH FLAT FACED FLANGES INSTALLED 18" ABOVE FINISHED FLOOR ELEVATIONS. **VERIFY EXACT LOCATION WITH THE OWNER AND GENERAL CONTRACTOR.**
 - NOTE: PER STORMWATER MANAGEMENT PLAN, SOME NEW ROOF WATER MUST BE ROUTED TO THE STORMWATER MANAGEMENT POND. SEE SHEET C11.0. ALL AREAS OF ROOF THAT ARE **NOT** "UNTREATED" AREAS MUST BE ROUTED TO POND. EXACT LOCATIONS OF BUILDING DOWN SPOUT TO BE FIELD VERIFIED WITH THE OWNER AND GENERAL CONTRACTOR.

NOTES:
8" SANITARY MAINS TO BE PVC SDR 3034.
6" SANITARY LATERALS TO BE PVC SDR 3034.
4" SANITARY LATERALS TO BE SCH 40
8", 6" & 4" WATERMAINS TO BE PVC C900.
4" THRU 10" STORM PIPE TO BE PVC SDR 3034.
12" THRU 24" STORM PIPE TO BE PVC OR HDPE

DFU: 126/8 UNIT
WSFU: 73 (36 GPM)/8 UNIT
DFU: 279/15 UNIT
WSFU: 147 (59 GPM)/15 UNIT

CATCH BASINS	AREA	ROOFTOP (SF)	PAVEMENT (SF)	GREEN SPACE (SF)	FLOW (GPM)	COMBINED FLOW (GPM)	CAPACITY (GPM)	PIPE SIZE@SLOPE
MH@1	0	0	0	0	0	4,962	5,086	24" @0.23%
1	8,230	285	4,570	3,375	184	2,035	2,124	18" @0.21%
2	25,190	2,940	16,200	6,050	670	1,851	1,868	15" @0.31%
3	10,850	2,455	6,675	1,720	316	1,181	1,330	15" @0.20%
4	13,310	0	6,910	6,400	274	274	366	8" @0.27%
5	8,325	2,455	4,750	1,120	251	591	634	10" @0.25%
6	8,985	2,390	6,335	260	289	340	360	8" @0.26%
7	3,540	0	800	2,740	51	51	377	8" @0.29%
8	10,755	2,210	8,160	385	340	2,927	330	12" @2.66%
9	7,395	2,210	4,910	275	239	2,587	2,605	15" @0.60%
10	4,688	2,758	1,665	265	160	2,112	2,117	15" @0.40%
11	5,225	555	280	4,390	72	1,735	1,738	12" @0.74%
12	1,800	0	1,800	0	55	55	> 1430	8" @5.67%
13	7,230	2,095	5,035	100	236	1,608	1,609	12" @0.63%
14	7,690	2,935	3,625	1,130	235	235	360	8" @0.26%
15	7,070	885	4,345	1,840	185	1,137	1,149	12" @0.32%
16	22,570	0	0	22,570	217	217	360	8" @0.26%
17	7,835	0	6,470	1,365	212	316	504	8" @0.51%
18	3,780	2,210	180	1,390	104	104	710	8" @1.04%
19	7,670	5,170	2,500	0	276	419	423	8" @0.37%
20	4,645	0	4,645	0	143	143	360	8" @0.26%
8A	18,760	1,935	0	16,825	236	217	> 1430	8" @5.10%
10A	1,625	1,935	16,090	16,825	731	236	> 1430	8" @4.46%

DESIGNED BY
DJM

DATA FILE
M-4420.bxt

DATE
05-25-21

Number	Date	Comments
1	1	1
2	2	2
3	3	3
4	4	4

Mau & Associates

LAND SURVEYING & PLANNING

CIVIL & WATER RESOURCE ENGINEERING

Phone: 920-434-9670 Fax: 920-434-9672

MOSKI CORPORATION

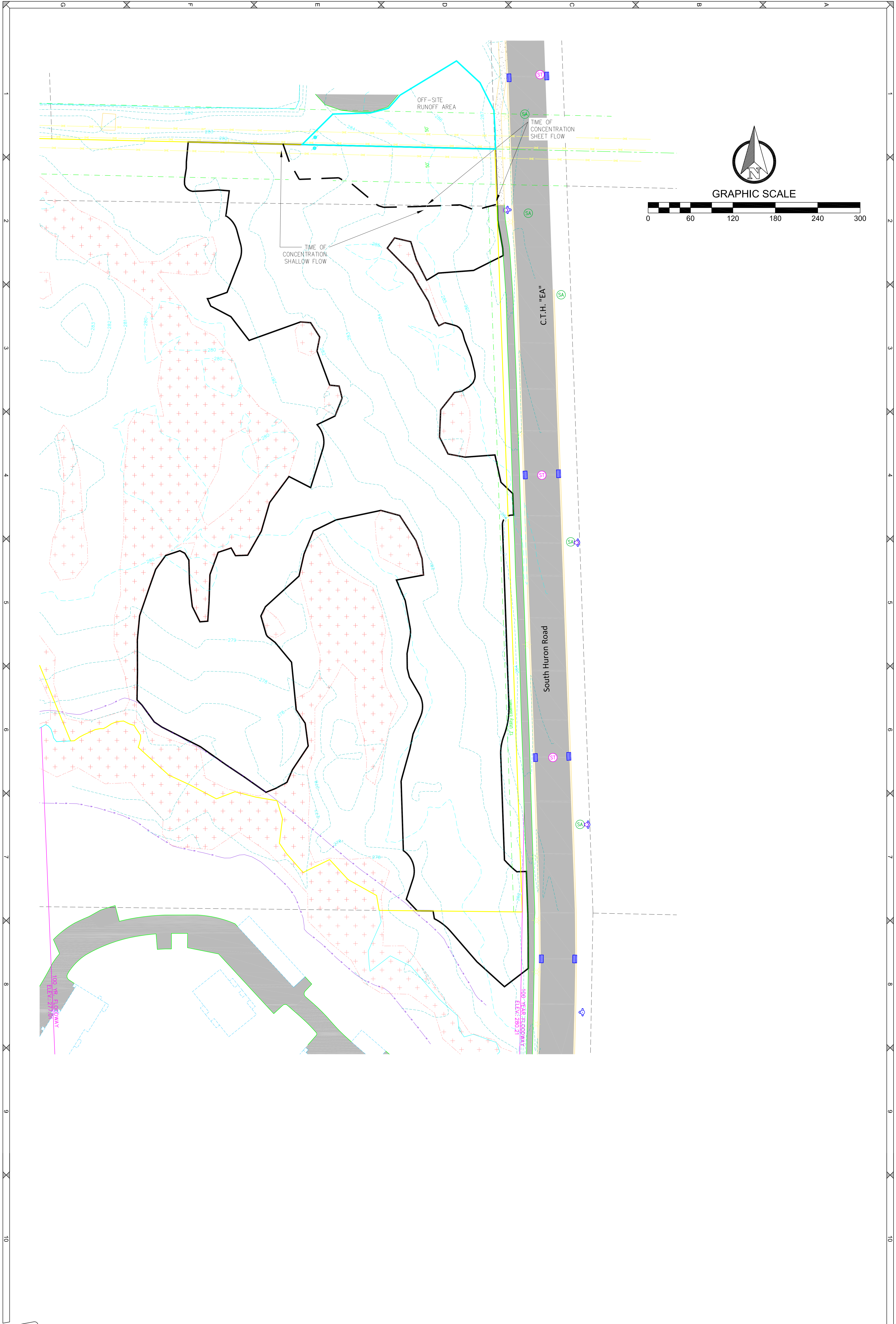
PLANS OR DSPS

PROJECT NO.
M-4420

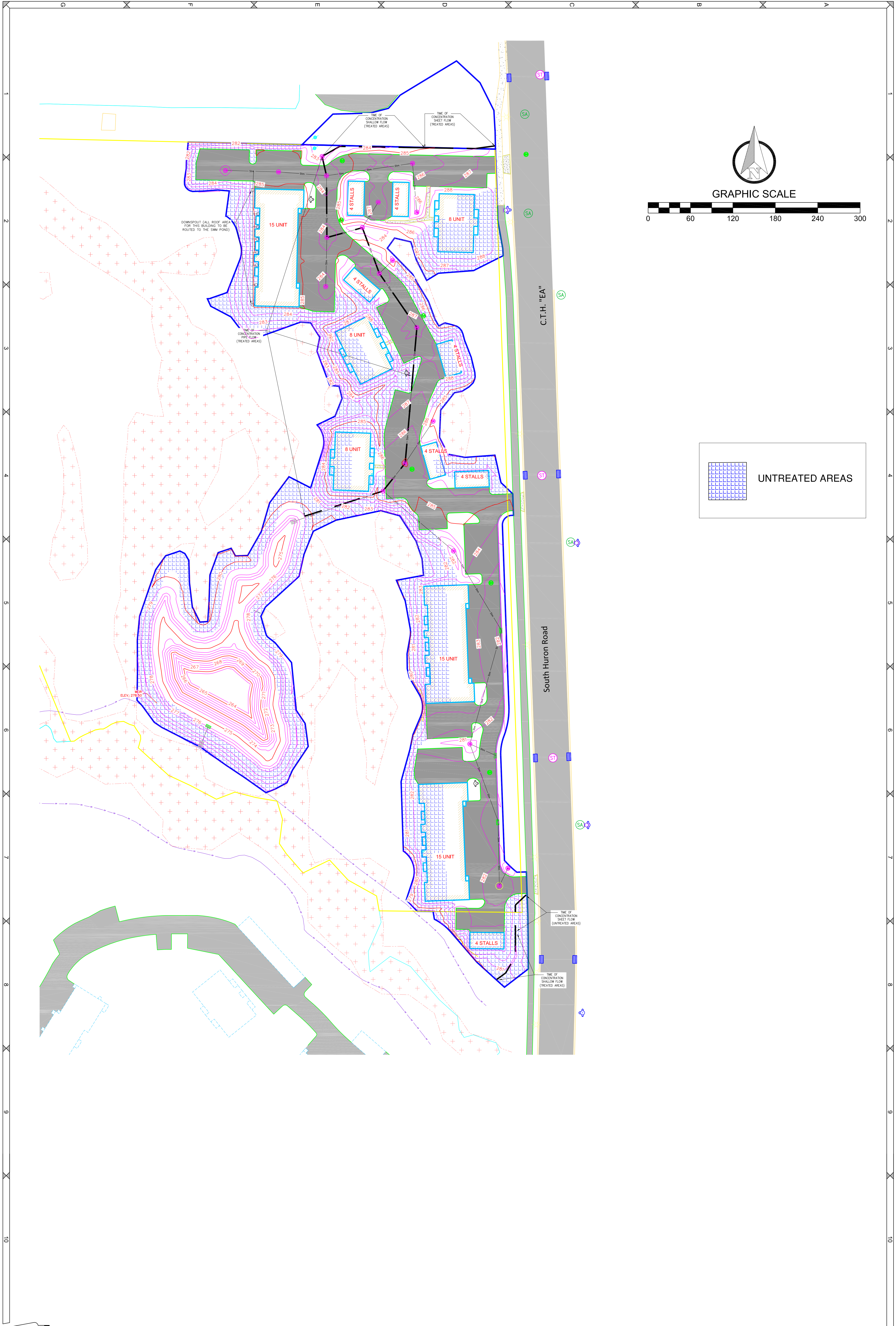
SHEET NO.
C8.0

DRAWING NO.
S-3405

File: M-4420Eng 062521.dwg



DRAWING NO. S-3405	PROJECT NO. M-4420	SHEET NO. C9.0	MOSKI CORPORATION EXISTING WATERSHED File: M-4420Eng 052521.dwg	Mau & Associates LAND SURVEYING & PLANNING CIVIL & WATER RESOURCE ENGINEERING Phone: 920-434-9670 Fax: 920-434-9672	Number	Date	Comments
					-	-	-
					-	-	-
					-	-	-
					-	-	-
DESIGNED BY DJM					DATE 05-25-21		
DATA FILE M-4420.dwg							



DESIGNED BY
DLM

DATA FILE
M4420.M

DATE
05-25-21

Number	Date	Comments
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

DRAWING NO.
S-3405

PROJECT NO.
M-4420

SHEET NO.
C10.0

MOSKI CORPORATION

PROPOSED WATERSHED

File: M-4420Eng 052521.dwg

Mau & Associates

LAND SURVEYING & PLANNING

CIVIL & WATER RESOURCE ENGINEERING

Phone: 920-434-9670 Fax: 920-434-9672



Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

Stephanie Hummel, Staff

AGENDA ITEM # E.3

(ZP 21-24) Public Hearing on the request to rezone 215 Elizabeth Street from General Commercial (C1) to Highway Commercial (C2) and Low Density Residential (R1), submitted by Steve Bieda, Mau & Associates, on behalf of Mirhashemi, Inc., property owner (Ald. C. Stevens, District 5).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. ZP 21-24 Class 2 Pub PC Mtg

For Official Notice:

**Public Notification
Proposed Rezoning
215 Elizabeth Street
(ZP 21-24)**

The Green Bay Plan Commission will hold a public hearing on **Monday, August 30, 2021**, at 6:00 p.m. The meeting will be conducted at a virtual location. If you wish to participate in a Public Hearing, you may access the meeting by the internet or telephone, using the access code below.

Join Zoom Meeting

<https://us02web.zoom.us/j/84137675822?pwd=L2EyVlpDSiZGZlFjcmlpWnZlOEVnUT09>

Meeting ID: 841 3767 5822

Passcode: 483400

One tap mobile

+13126266799,,84137675822# US (Chicago)

+16468769923,,84137675822# US (New York)

Dial by your Location:

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

Find your local number: <https://us02web.zoom.us/j/84137675822?pwd=L2EyVlpDSiZGZlFjcmlpWnZlOEVnUT09>

The hearing is regarding the following:

(ZP 21-24) Consideration with possible action on the request to rezone 215 Elizabeth Street from General Commercial (C1) to Highway Commercial (C2) and General Commercial (C1) to Low Density Residential (R1), submitted by Steve Bieda, Mau & Associates on behalf of Mirhashemi, Inc., property owner. (Ald. C. Stevens, District 5)

Public comments will be invited at the public hearing or can be sent in writing to:

City of Green Bay, DCED

Attn: Stephanie Hummel

100 N. Jefferson St., Rm. 608

Green Bay, WI 54301

For additional information, contact Stephanie Hummel at (920) 448-3424 or Stephanie.Hummel@greenbaywi.gov.

Publication Dates: August 16, 2021, and August 23, 2021



Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

Stephanie Hummel, Staff

AGENDA ITEM # E.4

(ZP 21-24) Consideration with possible action on the request to rezone 215 Elizabeth Street from General Commercial (C1) to Highway Commercial (C2) and Low Density Residential (R1), submitted by Steve Bieda, Mau & Associates, on behalf of Mirhashemi, Inc., property owner (Ald. C. Stevens, District 5).

BACKGROUND

Primary Address: 215 Elizabeth Street

Aldersperson/District: Ald. Craig Stevens/District 5

Reason for Request: To allow for used car sales

Zoning and Land Uses:

SUBJECT PROPERTY: General Commercial (C1) - Vacant/Parking

NORTH: Low-Density Residential (R1) - Single-Family Homes

SOUTH: Highway Commercial (C2) - Car Sales

EAST: General Industrial (GI) - Self-Service Storage

WEST: General Commercial (C1) - Bars/Entertainment

Comprehensive Plan: The 2022 Smart Growth Plan designates this area for commercial and residential uses.

Report: This parcel was before the Plan Commission in August of 2020, for a Comprehensive Plan Amendment. It was recommended for denial. The City Council sent this back to the Plan Commission for further consideration in September of 2020. From there, the applicant met with surrounding neighbors to address their concerns, and the site plan was scaled back accordingly. Notably, the commercial area in the site plan was pulled south by approximately 40 ft. to create a larger green space and buffer for the residential area to the north. This was brought back to the Plan Commission and City Council in early 2021, receiving approval for commercial land uses to be no greater than 320 ft. from the intersection of Main Street and Elizabeth Street. The rest of the property is designated for low-density residential.

The site plan includes parcel 19-309 (1589 Main Street) and parcel 19-234 (215 Elizabeth). 1589 Main Street is already zoned C2, Highway Commercial. This zoning request is to extend C2 zoning into 215 Elizabeth for the expansion of a used car sales business. Staff is supportive of C2 zoning on the south portion of this parcel, and R1 zoning on the north portion to reflect the Comprehensive Plan. An exhibit is attached to reflect this proposal. This will add a large buffer area between the existing residential area and the commercial zoning.

Ald. C. Stevens and property owners within 200 ft. of this request have been notified. As of the drafting of this report, staff has received two general inquiries, and a call from a neighbor with concerns about increased traffic and noise in the neighborhood.

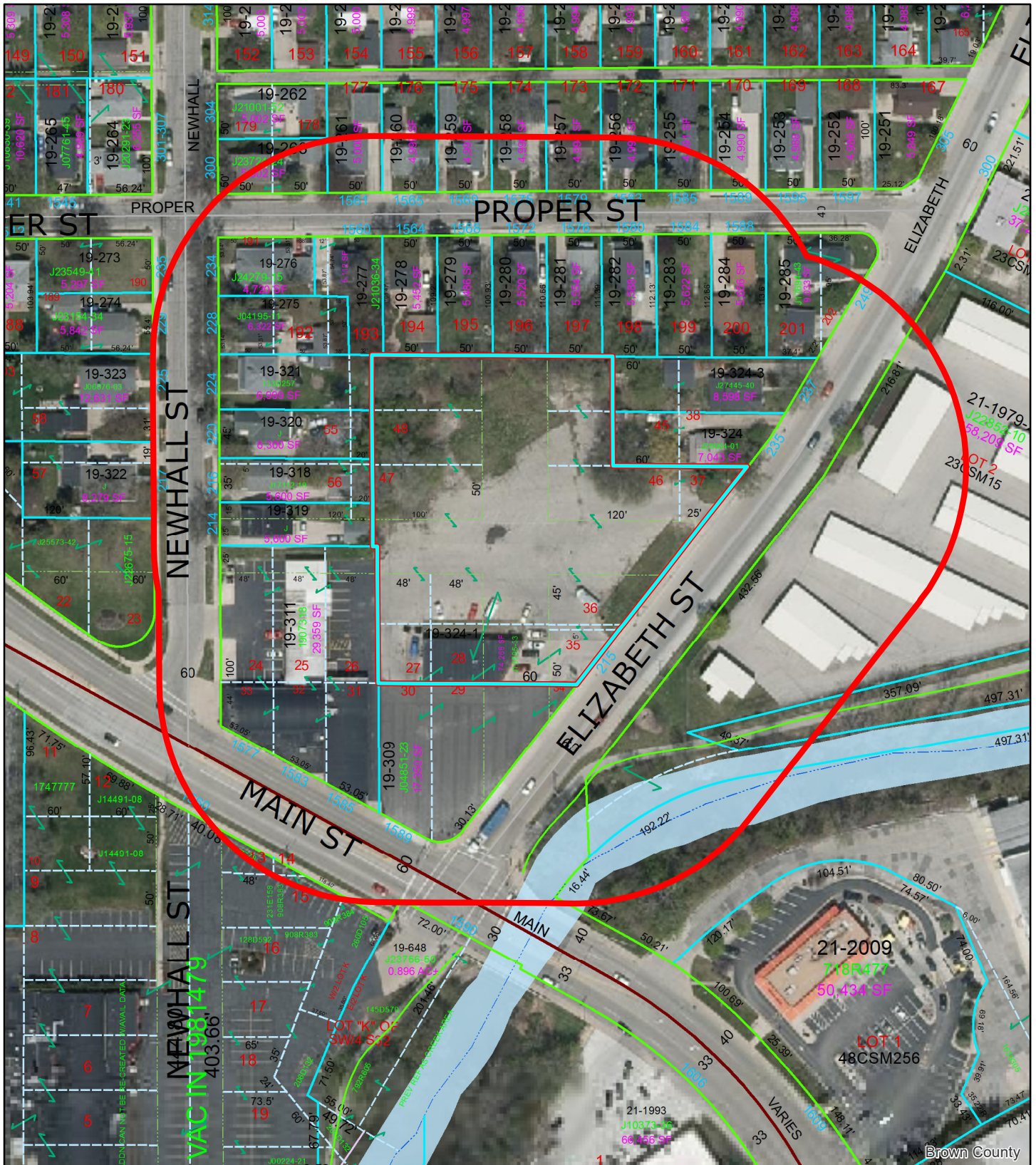
RECOMMENDATION

Approval of this request.

FISCAL IMPACT

ATTACHMENTS

1. ZP 21-24 Map
2. ZP 21-24 Zoning Exhibit Map
3. ZP 21-24 Site Plan
4. ZP 21-24 Applicant Narrative and Exhibits



(ZP 21-24) Rezone from C1 to C2 215 Elizabeth Street

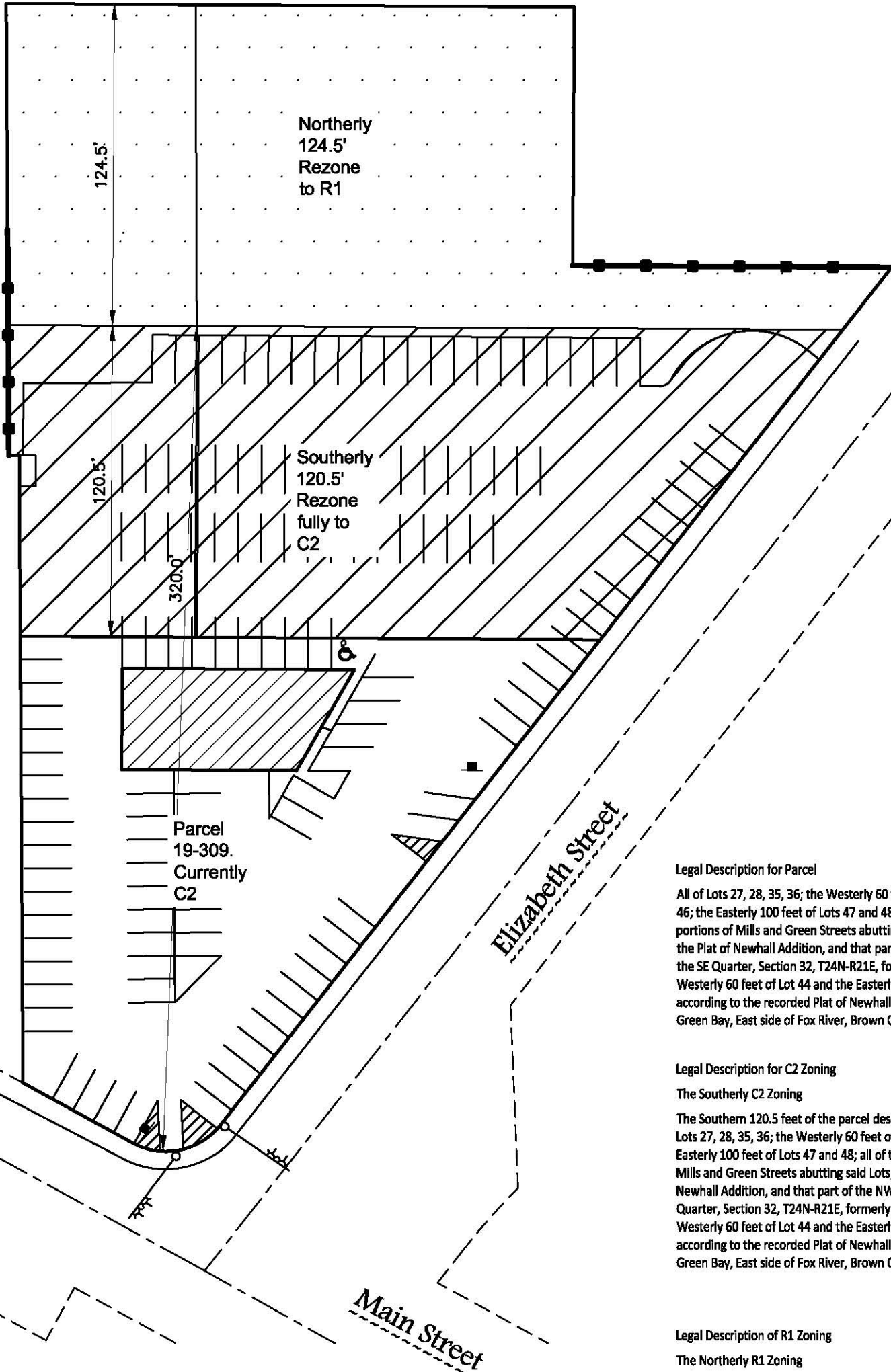
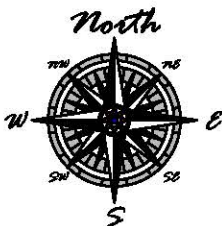


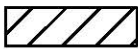
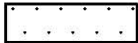
This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. E.R. 18 Aug 2021 X:\Planning\Basemaps\template_8.5x11.mxd

- 215 Elizabeth Street
- 200-ft. Notification Area

Rezone Exhibit

Part of the recorded plat Newhall's Addition to the City of Green Bay,
being in Unfinished Section 32, Township 24 North, Range 21 East,
City of Green Bay, Brown County, Wisconsin.



-  Rezone to C2 (Auto Lot)
-  Rezone to R1 (Vegetation)

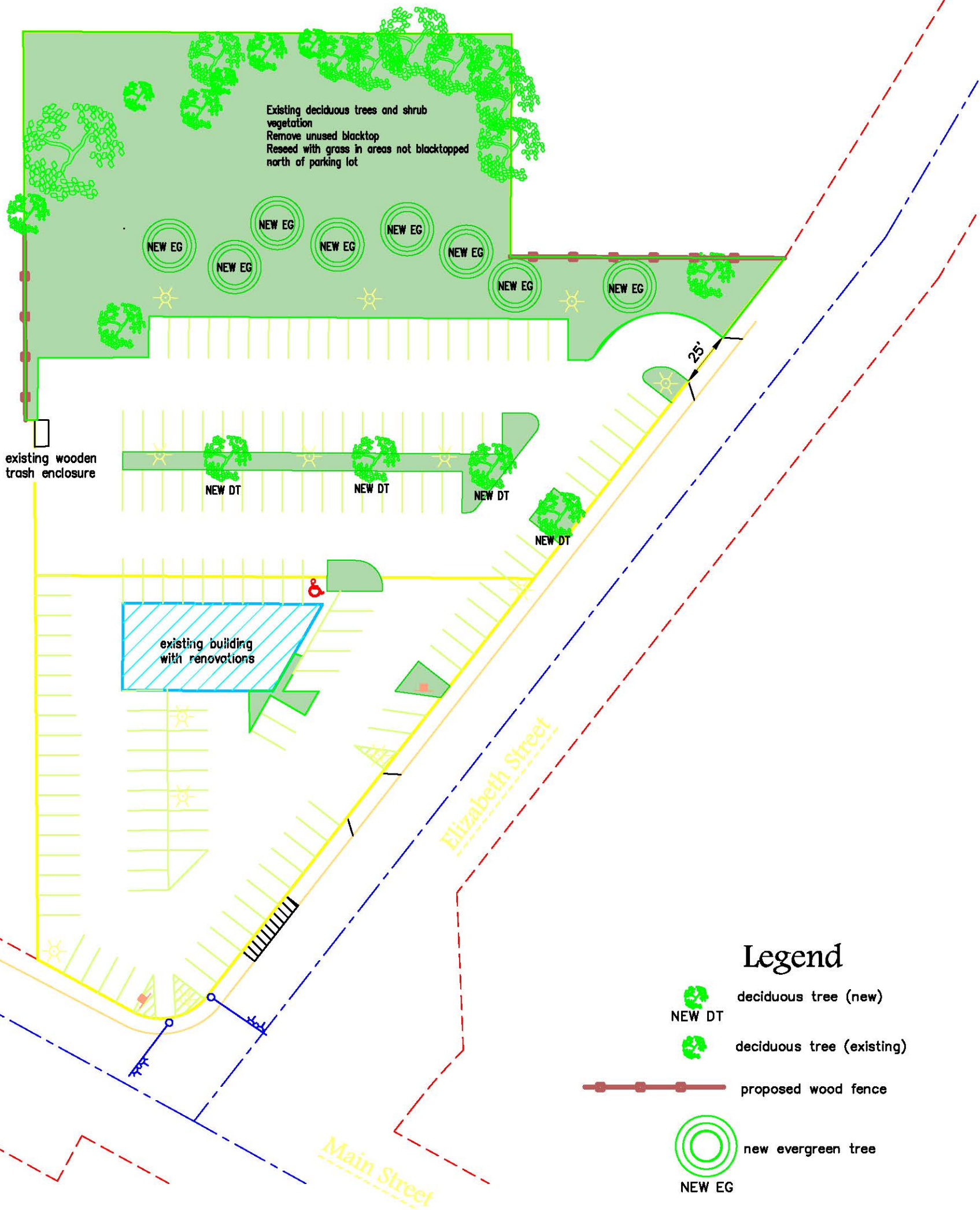
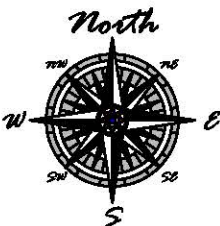
Legal Description for Parcel
All of Lots 27, 28, 35, 36; the Westerly 60 feet of Lot 45; all of Lot 46; the Easterly 100 feet of Lots 47 and 48; all of the vacated portions of Mills and Green Streets abutting said Lots; according to the Plat of Newhall Addition, and that part of the NW Quarter of the SE Quarter, Section 32, T24N-R21E, formerly described as the Westerly 60 feet of Lot 44 and the Easterly 100 feet of Lot 49, according to the recorded Plat of Newhall Addition, in the City of Green Bay, East side of Fox River, Brown County, Wisconsin.

Legal Description for C2 Zoning
The Southerly C2 Zoning
The Southern 120.5 feet of the parcel described as follows: All of Lots 27, 28, 35, 36; the Westerly 60 feet of Lot 45; all of Lot 46; the Easterly 100 feet of Lots 47 and 48; all of the vacated portions of Mills and Green Streets abutting said Lots; according to the Plat of Newhall Addition, and that part of the NW Quarter of the SE Quarter, Section 32, T24N-R21E, formerly described as the Westerly 60 feet of Lot 44 and the Easterly 100 feet of Lot 49, according to the recorded Plat of Newhall Addition, in the City of Green Bay, East side of Fox River, Brown County, Wisconsin

Legal Description of R1 Zoning
The Northerly R1 Zoning
The Northern 124.5 feet of the parcel described as follows: All of Lots 27, 28, 35, 36; the Westerly 60 feet of Lot 45; all of Lot 46; the Easterly 100 feet of Lots 47 and 48; all of the vacated portions of Mills and Green Streets abutting said Lots; according to the Plat of Newhall Addition, and that part of the NW Quarter of the SE Quarter, Section 32, T24N-R21E, formerly described as the Westerly 60 feet of Lot 44 and the Easterly 100 feet of Lot 49, according to the recorded Plat of Newhall Addition, in the City of Green Bay, East side of Fox River, Brown County, Wisconsin

Comprehensive Site Plan 2021 Update

Part of the recorded plat Newhall's Addition to the City of Green Bay,
being in Unfinished Section 32, Township 24 North, Range 21 East,
City of Green Bay, Brown County, Wisconsin.



Legend

- deciduous tree (new)
- deciduous tree (existing)
- proposed wood fence
- new evergreen tree
- light pole
- building
- sign
- traffic light
- handicap parking space

215 Elizabeth Street

Comprehensive Plan Amendment

08.30.21

Request rezone of 19-324-1 to both C2 and R1 zoning

Table of Contents

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Historic Images of the Site: Aerial Photo of Site Through Years	7
Historic Images of the Site: Street Photo of Site in 2007	10
Future Site Renovation Inspiration Photos of Gandrud West Mason	11
Lighting Photometric Concept	13

Request:

Action has been taken to amend the Comprehensive Plan for the property located at 215 Elizabeth Street (Parcel 19-324-1) from Medium Density Retail, Office or Housing (MIROH) to Commercial (C) was approved in Spring 2021.

At this time, the zoning of property from C1 Commercial to C2 Commercial will be needed along with a full site plan for review. Additionally, after review by the plan commission in spring, balance of lands north of 320 feet of the intersection of Elizabeth and Main are requested to be rezoned to R1 to better fit in with the existing single family homes.

Purpose of change is to accommodate concept plan to allow for development of an auto sales lot at the corner of Main and Elizabeth. This area is comprised of two separate parcels (southern parcel is 19-309), both owned by the petitioner, Mirhashemi Inc.

Background

The northwest corner of Main and Elizabeth has been underutilized for nearly a generation. As noted, while the site is two separate parcels, for all intent and purpose, the land has become a single brownfield site. In 2018, Joe Mirhashemi of Mirhashemi Inc, sought and received approvals for plans and variances to allow for development of an auto lot at the southern parcel (19-309). The southern parcel has received some improvements in the past two years, with new asphalt paved to allow for use on the southern parcel. This current request would offer the potential to utilize the entire site by adding a number of improvements to the northern parcel; unseen for a generation. Physical improvements include adding of new pavement, remodeling of the existing single story building, new wooden fencing, and improved greenspaces and green space buffering between the existing homes to the north. The full site will allow for used car sales on a full time basis.

The site itself has been in a state of flux over the past generation. In 2000, the properties in question contained:

An automotive service shop near the Main-Elizabeth corner

Gilliam Electronics in the existing single-story building

A bar located near the northern property line containing approximately 104 surface parking stalls

As time moved on, by 2005 the bar had burned down and the site was transitioning to an underused brownfield site. The former auto service shop building still existed, but was not being used. The existing single-story building appeared to still have Gilliam Electronics as the occupant.

By 2015, Gilliam Electronics was gone. The existing building went through a few different uses including a tire shop and mechanic. None of these businesses were thriving in any particular shape.

The geography of the site has made redevelopment tricky throughout the years. While site is large in the context of its location, the frontage along Main Street is limited. Across the street, self-storage units have not and will not be helpful in attracting a neighborhood or smaller business redevelopment at the site. While the site is two separate lots, the lot to the south is too small for its C2 use and this lot is too large and too setback for its use as a C1 property. Using both parcels as a single entity will facilitate opportunity for the C2 auto car lot use to thrive and become a stable land use within the neighborhood.

In August 2021, a variance request was granted at the site to allow for improvements including paved parking area along Elizabeth Street to match the existing variance request on the southern parcel.

Improvements

This concept and land use change will offer stability and improvements to the site which has not seen its share sustained improvement for a generation now. This concept will allow for improvement of the existing single-story building. These changes will foster an updated look to the building similar to what Gandrud West Mason improved with its single-story building at the corner of West Mason and Oneida. Add windows, improve materials, add touch ups to a venerable building.

Conceptually, the existing building would be improved by adding 7 windows, 7' x 5'. 2 on each of the sides of the building and 2 on the front of the building. The building will have 4 offices built out, 2 bathrooms, and a kitchen.

Seeding and landscaping to occur on the north side of the property in the requested R1 zoning to actual as a natural buffer.

Daily Operations

A total of 5 employees will be at the auto lot. One manager, one title clerk, two salespeople, and a detail employee are projected to operate the business. At any given time 60 to 90 cars will be on site. This number of cars is a competitive and solid inventory for a small, locally owned used car dealer to maintain.

Typical daily operations would be conducted 10 A – 6 P, Monday through Thursday; 10A – 4 P, Friday and Saturday. A conceptual lighting plan which would limit light pollution on to neighboring properties included. At least 4 security cameras would be affixed outside and 2 on the inside of the revitalized building.

Revisions from last year and spring

A revised site plan has been attached. The following changes are noted:

- More green space. The longest, most northern row of parking has been eliminated. After more consideration, the development team felt that the 60-90 car inventory would be a sufficient number for typical cars on a lot and the final row of parking would not be needed. Green space has been added with this. In this green space, we have noted rows of larger evergreen trees to be planted along the northern end of the property to give a green buffer between the existing neighborhood and the parking lot on year-round basis.
- 3 landscape islands have been added to break up the asphalt within the parking lot.
- A detached garage has been removed to allow for uninterrupted green space buffer.
- New, improved fencing to be added along perimeter edges near the parking. Most of the site has existing parcel specific fencing near property lines.

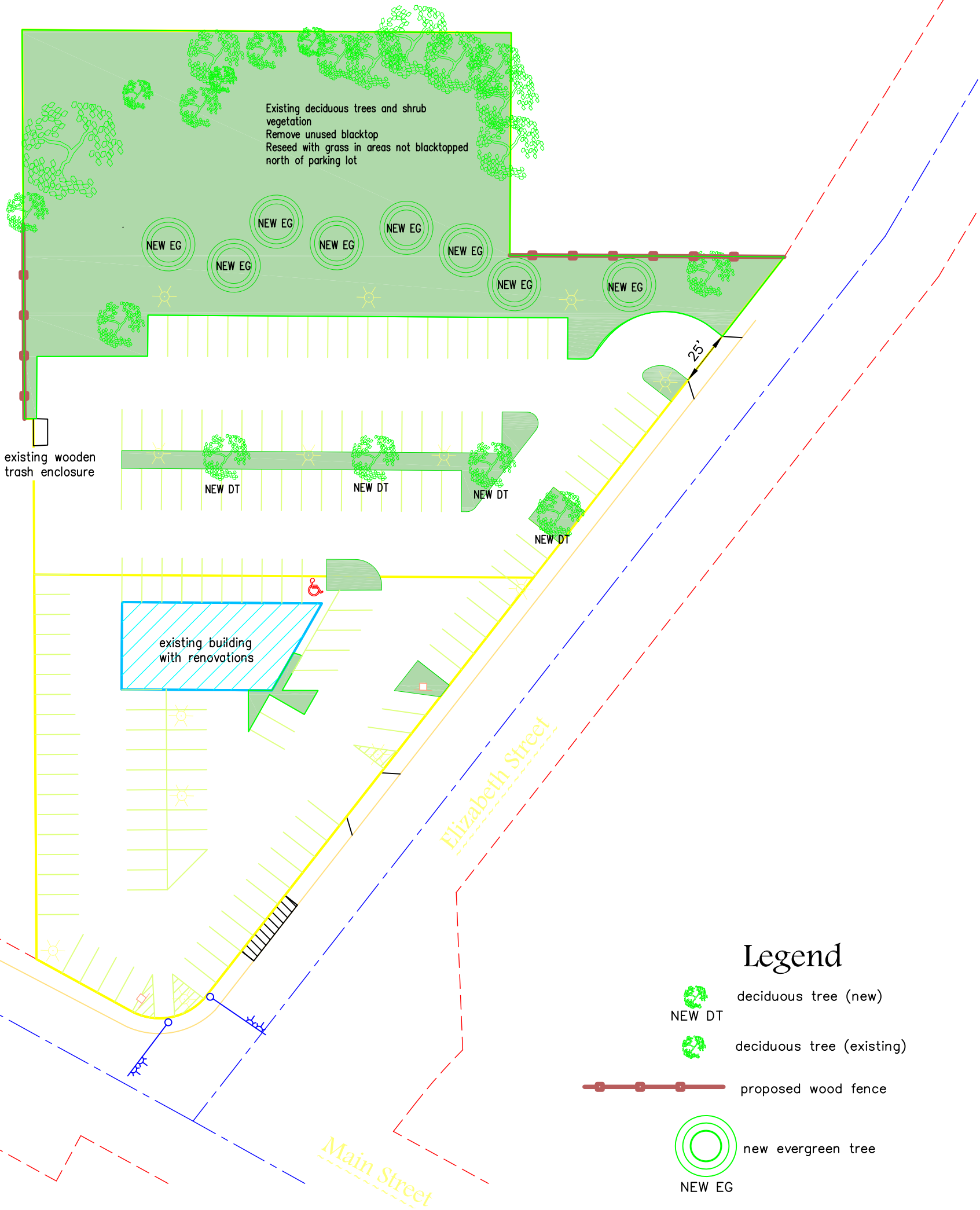
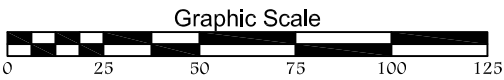
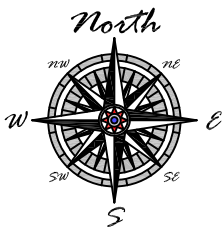
Conclusion

This submission takes in consideration requests from the comprehensive plan change and will subsequently rezones the property with the concept of using the site as an auto dealership and allowing for a buffer between existing residents to the north.

This site has been underutilized for a generation. This concept and use will allow for the southern parcel to reach its intended use, gives stability to the overall lot for the first time in a generation, offers a market need, and gives a new, improved green space buffer to neighboring residents.

Comprehensive Site Plan 2021 Update

Part of the recorded plat Newhall's Addition to the City of Green Bay,
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City of Green Bay, Brown County, Wisconsin.



Legend

- deciduous tree (new)
- deciduous tree (existing)
- proposed wood fence
- new evergreen tree
- light pole
- building
- sign
- traffic light
- handicap parking space

PROJECT NO.
M-19517

SHEET NO.
1 of 1

DRAWING NO.
X-1063

Mirhashemi Inc.
Joe Mirhashemi

Mau & Associates, LLP
LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Website: www.mau-associates.com
400 Security Blvd, Green Bay, WI 54313

Site Concept

File: M-19517 Exhibit 091820.dwg Data File: X-#### Fieldwork Completed: xx/xx/xx

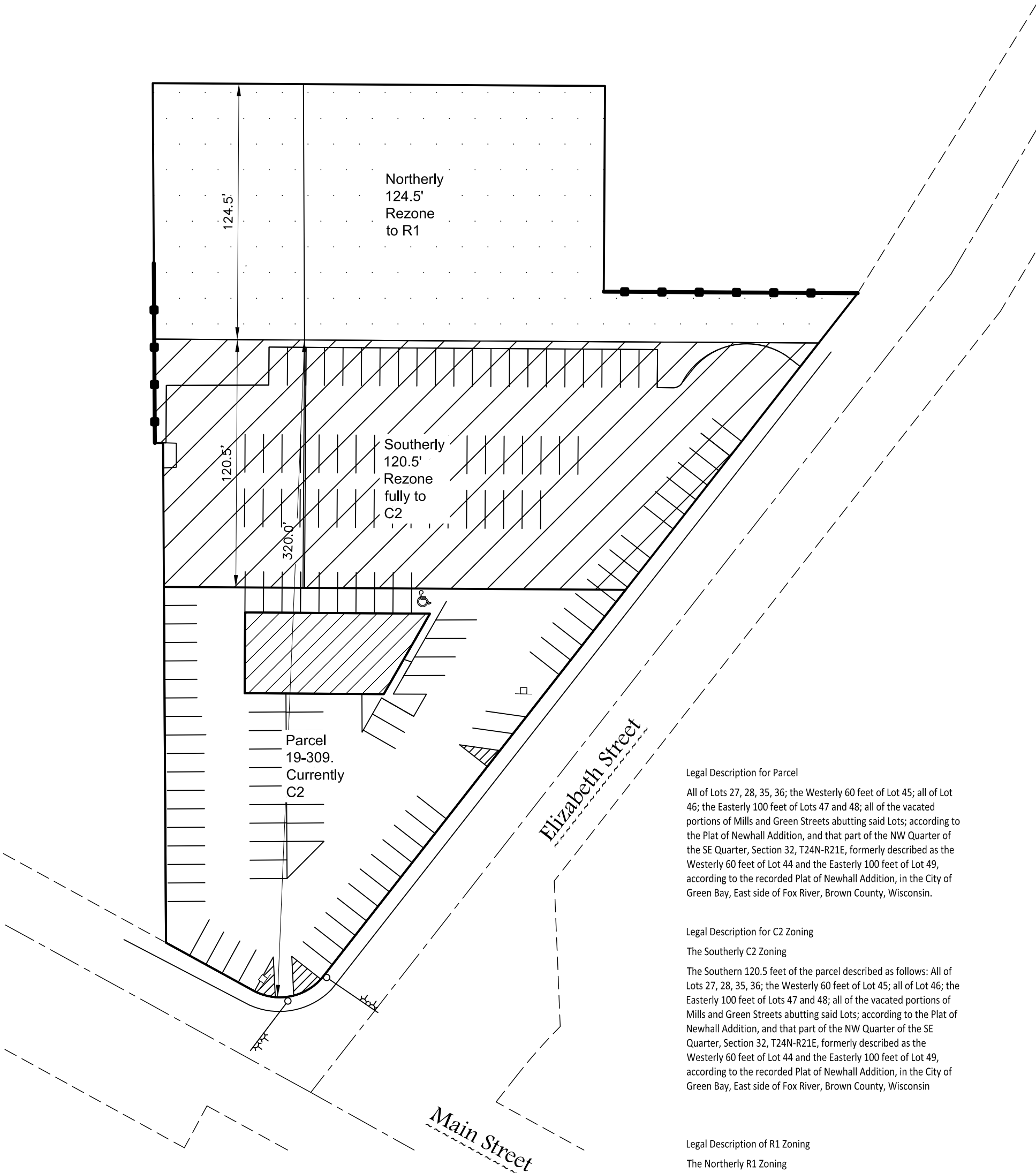
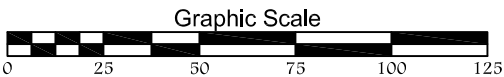
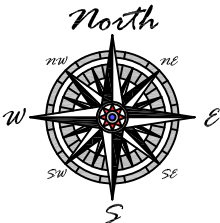
SCALE
1"=50'

DRAWN BY
JEL

TAX PARCEL NO. 19-324-1 & 19-309

Rezone Exhibit

Part of the recorded plat Newhall's Addition to the City of Green Bay,
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City of Green Bay, Brown County, Wisconsin.



- Rezone to C2 (Auto Lot)
- Rezone to R1 (Vegetation)

Legal Description for Parcel

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Legal Description for C2 Zoning

The Southerly C2 Zoning

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Legal Description of R1 Zoning

The Northerly R1 Zoning

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Aerial Photo

April 2000



Aerial Photo

April 2005



Aerial Photo

April 2010

Street View of Elizabeth and Main 2007



GANDRUD WEST MASON



GANDRUD
West M
One Low Price
gandrud
OPEN MON TH
9 TO 5
SAT 9 TO 5

GANDRUD WEST MASON

One Low Price
Plain & Simple, Always.

1139

A Relaxed
Shopping Atmosphere.

OPEN

Financing Available.

No Hidden Fees.

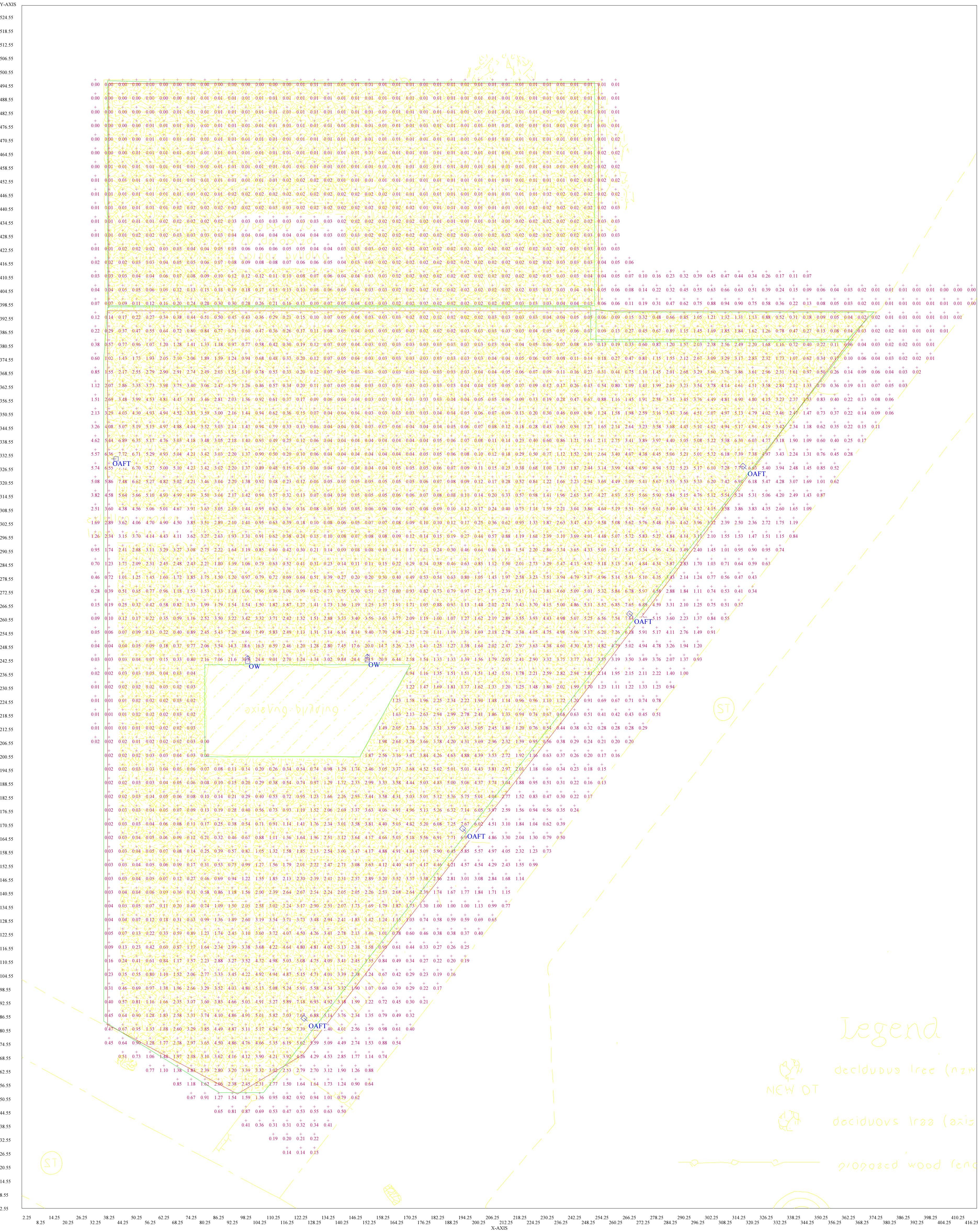
Computed in accordance with IES recommendations

Statistics

GROUP	MIN	MAX	AVE	AVE/MIN	MAX/MIN
(+)	0.00	30.76	1.50	N/A	N/A

Luminaires Used

TYPE	QTY/TEST#	DESCRIPTION
OAF	5	FT Slimitte, 24" SSS, 3" Conc Pour (1) AFT <SLM-LED-30L-SIL-FT-40-70CRI>, LLF= 1.00;
OW	2	MPSM100T4, . (1) W <MP-SM100UT4-40B>, LLF= 1.00;



Main Street Car Lot JT071519, Car Lot Less View from (500, 366, 121), Heading = 269 deg, Elevation = -17 deg

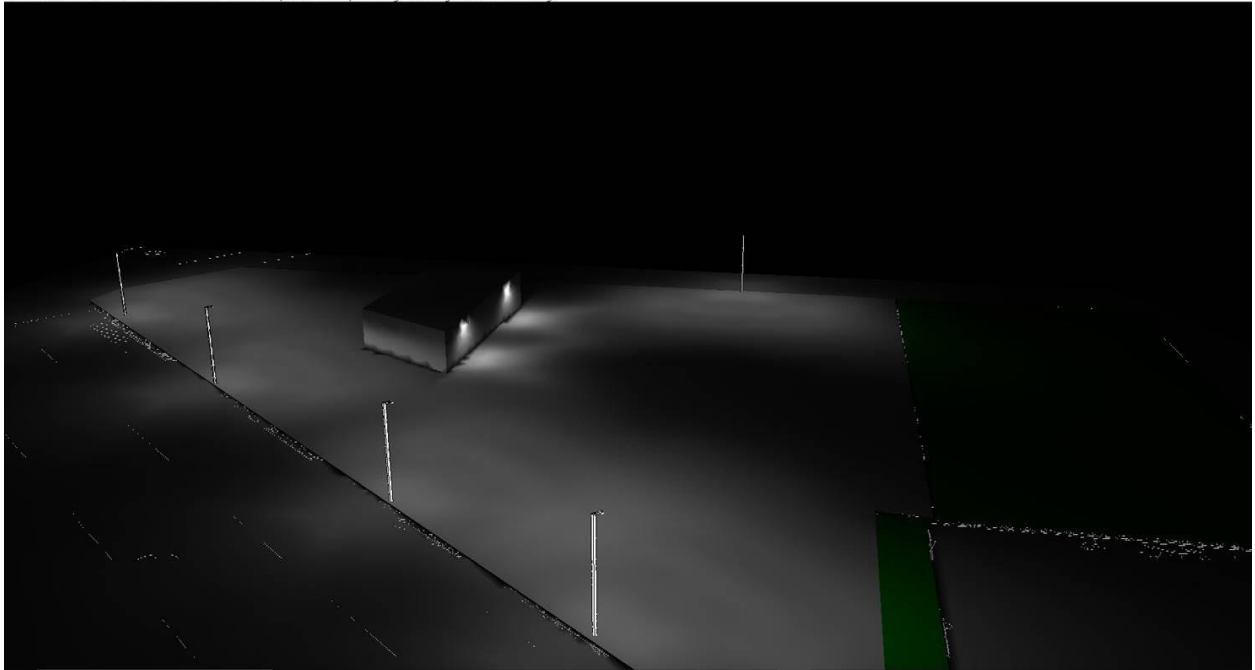


Image rendered by LifePro Version 2.030

Birds-eye view lighting concept



Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

Stephanie Hummel, Staff

AGENDA ITEM # E.5

(ZP 21-27) Public Hearing on the request to rezone 1414-1424 Shawano Avenue from Low Density Residential District (RI) to Public Institutional (PI), submitted by Jeffrey DeJardins, Seventh-Day Adventist Wisconsin Association, property owner (Ald. M. Steuer, District 10).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

Stephanie Hummel, Staff

AGENDA ITEM # E.6

(ZP 21-27) Consideration with possible action on the request to rezone 1414-1424 Shawano Avenue from Low Density Residential District (R1) to Public Institutional (PI), submitted by Jeffrey DeJardins, Seventh-Day Adventist Wisconsin Association, property owner (Ald. M. Steuer, District 10).

BACKGROUND

Primary Address: 1414 Shawano Avenue (also address 1420 & 1422 Shawano)

Aldersperson/District: Ald. Mark Steuer/District 10

Reason for Request: To update zoning to better match land use.

Zoning and Land Uses:

SUBJECT PROPERTY: Low-Density Residential (R1) - Church

NORTH: Right-of-Way - Trail & Low-Density Residential (R1) - Single-Family Homes

SOUTH: Varied-Density Residential (R3) & Low-Density Residential (R1) - Single-Family Homes

EAST: Low-Density Residential (R1) - Single-Family Homes

WEST: Low-Density Residential (R1) - Church

Comprehensive Plan: The 2022 Smart Growth Plan designates this area for Public or Semi-Public uses.

Report: 1414 Shawano Avenue (parcel 6-243) is currently zoned Low-Density Residential (R1) and has been used as a church and school since 1958. These uses are allowed in the R1 zoning district as a Conditional Use Permit. The request to rezone to Public Institutional (PI) is appropriate as the property's current uses are permitted under the PI zoning district. The property to the west is also zoned R1 with a church use. Staff will likely bring this forward in the future for PI rezoning as well.

Ald. M. Steuer and property owners within 200 ft. of this request have been notified. As of the drafting of this report, staff has received two general inquiries.

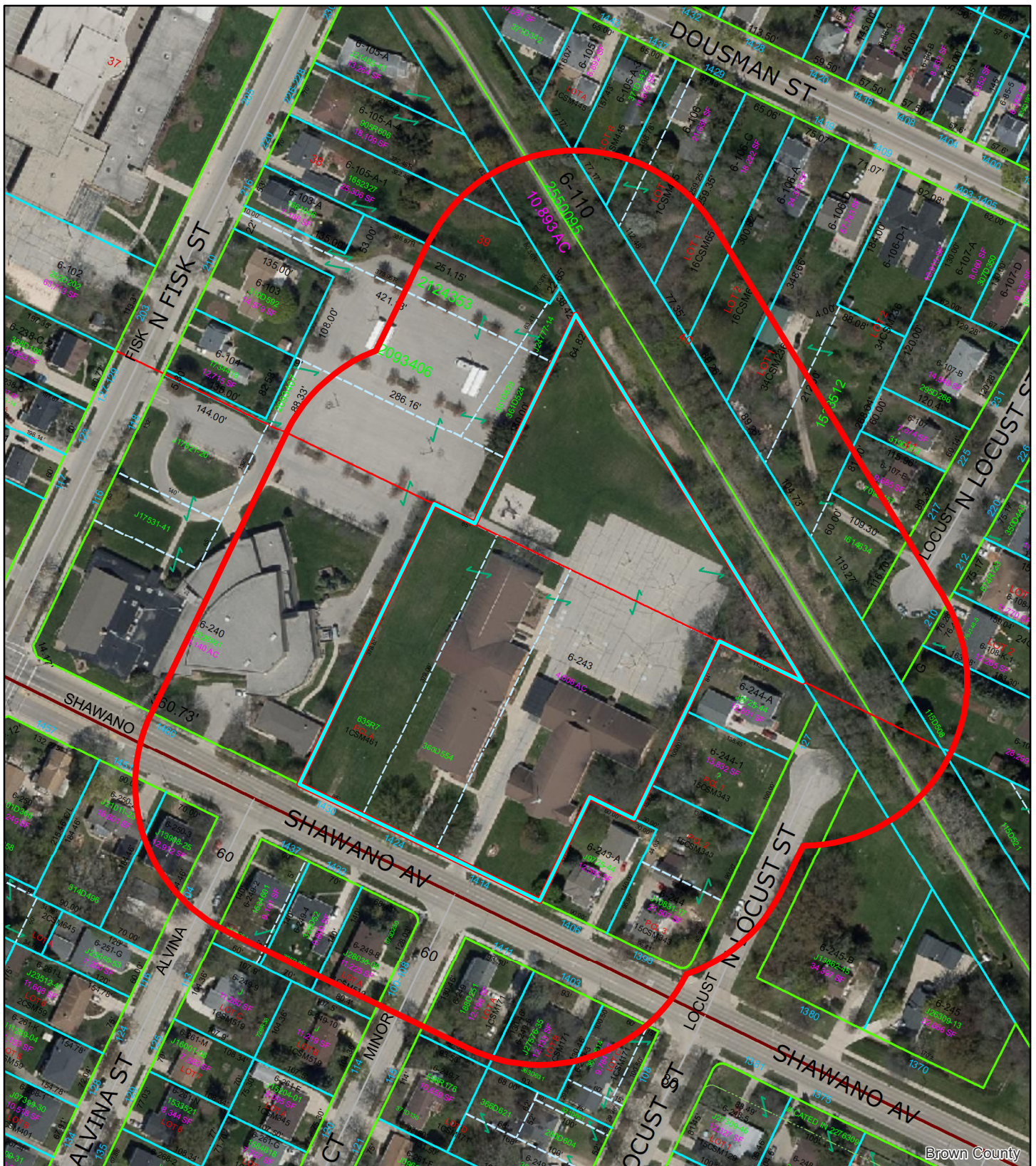
RECOMMENDATION

Approval of the request.

FISCAL IMPACT

ATTACHMENTS

- I. ZP 21-27 Map



(ZP 21-27) Rezone from R1 to PI 1414-1422 Shawano Avenue



This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. E.R. 18 Aug 2021 X:\Planning\Basemaps\template_8.5x11.mxd

- 1414-1422 Shawano
- 200-ft. Notification Area



Report to the Green Bay Plan Commission

MEETING DATE

August 30, 2021

PREPARED BY

David Buck, Staff

AGENDA ITEM # E.7

(TA 21-05) Consideration with possible action on the review of updates to Article XVIII. Off-Street Parking, Drives, and Loading, Green Bay Municipal Code.

BACKGROUND

Reason for Request: Review and potential amendments to “newly” adopted code.

*** This item was held over from the Plan Commission meetings on July 26, 2021 and August 9, 2021, to allow staff the opportunity to gather information and draft language associated with amendment numbers 6 and 7 of the attached summary.**

Comprehensive Plan: The 2022 Smart Growth Green Bay Comprehensive Plan does not provide specific guidance regarding particular text amendments. However, the principles contained within the Comprehensive Plan are what guide the regulations.

Analysis: The Off-Street Parking, Drives, and Loading section of the Zoning Ordinance was repealed and recreated in September 2019. As is common with code updates, a review is conducted following implementation to examine how it is performing and determine if any amendments are necessary.

The parking code has been reviewed by Community and Economic Development staff (Planning, Economic Development, Enforcement, Housing/Zoning, and Neighborhoods) as well as the Department of Public Works/Engineering. This included an extensive review by the City’s traffic engineer. In general, it’s performing very well. However, staff determined that fourteen amendments would be appropriate. Of the fourteen potential amendments, eleven had no controversy, two are supported, staff felt it would be beneficial for more thorough discussion by the Commission, and one was contested.

Attached to this report please find a draft parking code summary of amendments and draft Article XVIII. OffStreet Parking, Drives, and Loading with “track changes (colored text: red strikethrough text is to be removed and red underlined text are regulations that have been augmented and/or revised from their current status.

*** The July 26, 2021, meeting on this item was addressed much like a workshop and included a public hearing. Twelve of the fourteen proposed amendments appeared to receive Plan Commission endorsement. The Commission requested additional information on items 6 and 7, (in the attached summary) including an example of pre- and post-amendment development and formalized code language/text that includes flexibility or “relief”/appeal process. These items have been completed. However, the Planner and the Traffic Engineer who prepared the information are unavailable to attend this Plan Commission meeting. As they are not in complete agreement on the code changes and that the amendments are not time-sensitive, staff would like to hold the item until the September 27, 2021, Plan Commission meeting.**

RECOMMENDATION

Hold the item until the September 27, 2021, Plan Commission meeting.

FISCAL IMPACT

ATTACHMENTS

1. Chapter 44-1700 Off-Street Parking & Circulation_draft changes 7.13.21
2. Memo from traffic functional area intersection Plan Commission 210726
3. Summary of Amendments 8.3.21

ARTICLE XVIII. OFF-STREET PARKING, DRIVES, AND LOADING

DIVISION 1. GENERAL PROVISIONS

Sec. 44-1689. Purpose.

Access, parking and loading facility regulations are established to alleviate or prevent congestion of the public right-of-way, provide for the parking and loading needs of uses and structures, and enhance the compatibility between parking and loading areas and their surroundings. Parking facilities include but are not limited to all driveways, drive aisles, parking spaces, loading areas, and other items associated with access to the site, vehicle parking and loading/unloading operations.

(Ord. No. 19-19 , §1(13-1701), 9-17-2019)

Sec. 44-1690. Submission of site plan.

Any application for a building permit or zoning certificate requiring or including the provision of off-street parking or loading shall include a site plan. Said plan shall be drawn to scale and fully dimensioned depicting access, parking and loading facilities in compliance with this article.

(Ord. No. 19-19 , §1(13-1702), 9-17-2019)

Sec. 44-1691. Nonconforming facilities.

Existing access, parking and loading facilities that were lawfully constructed but are nonconforming to current requirements of this article may be maintained and repaired subject to the following:

- (1) Maintenance and repair of nonconforming facilities is limited to patching and resurfacing where the base is not exposed. Maintenance and repair that exposes the base material is considered reconstruction and must meet the requirements of this article with the following exception: Minor rehabilitation items like replacing catch basins, replacing damaged landscaped islands, repairing cracks/small sinkholes, etc., is permitted. Minor rehabilitation is limited to no greater than 500 square feet or ten percent of the surface area annually, whichever is ~~greater~~less.
- (2) Shared driveways (driveways located on multiple lots and typically situated over lot lines) that existed prior to the adoption of the ordinance from which this chapter is derived may remain legal driveways. No new or reconstructed shared driveways may be established unless cross-access easements are recorded with the Register of Deeds.
- (3) Existing nonconforming access, parking and loading facilities shall not be reconstructed, expanded or increased in an area unless the entire facility is brought into compliance with requirements of this Code.
- (4) Existing access, parking and loading facilities shall not be reduced below the requirements for a similar new use or, if currently nonconforming, they shall not be reduced further.

(Ord. No. 19-19 , §1(13-1703), 9-17-2019)

Sec. 44-1692. Change of use.

When the use of a building or site is changed or the intensity of use is increased through the addition of dwelling units, floor area, capacity, or other unit of measurement used for determining parking and loading

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requirements, parking and loading facilities shall be provided for such change or intensification of use as specified in Section 44-1726. Figure 2: Number of Off-Street Parking Spaces Required by Land Use.

(Ord. No. 19-19 , §1(13-1704), 9-17-2019)

Sec. 44-1693. Use limitations.

Access, parking and loading facilities shall be used for their intended purposes.

- (1) Access, parking and loading facilities shall not be used for storage, display, sales, rental, or repair of motor vehicles or other goods nor for the storage of inoperable vehicles or snow. Equipment specifically designed for snow removal may be temporarily parked/stored in parking facilities of multiple family or nonresidential uses between the beginning of November through the end of April.
- (2) All vehicles shall be in condition for safe and legal performance on public rights-of-way, ~~be registered, and display current license plates.~~
- (3) No vehicle or equipment shall be used as living quarters.
- (4) Single- and two-family uses are permitted to temporarily use required access and parking areas for recreation and social activities, maintenance of ~~licensed~~-operable vehicles (as described in subsection 2 above) owned/operated by residents of the unit (such as washing, changing fluids, rotating tires), and other activities accessory to the principal single- or two-family use. All such activities/uses shall be limited so that they are discontinued between the hours of 10:00 p.m. and 7:00 a.m.

(Ord. No. 19-19 , §1(13-1705), 9-17-2019)

Sec. 44-1694. Surfacing.

- (a) All off-street parking facilities and driveways leading to such parking facilities, and all other areas upon which motor vehicles may traverse or be parked shall be graded and surfaced with a dust-free all-weather hard surface material capable of carrying a wheel load of 4,000 pounds.
- (b) Acceptable surfacing materials include asphalt, concrete, brick, cement pavers, permeable pavement systems meeting WI DNR Technical Standards or similar material approved by the City and installed and maintained per industry standards.
- (c) Residential drives serving single-family and two-family dwellings may contain a grass center, provided that the areas on which the vehicle's wheels touch are a minimum of 12 ~~to but no greater than~~ 18 inches in width.

(Ord. No. 19-19 , §1(13-1706), 9-17-2019)

Sec. 44-1695. General maintenance.

Access, parking and loading facilities shall be kept free of dirt, dust, debris, and waste. In winter months, required access, parking and loading facilities that are available to the public shall be cleared of snow within a reasonable time as required in Section 34-14.

(Ord. No. 19-19 , §1(13-1707), 9-17-2019)

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Sec. 44-1696. Abandoned facilities.

- (a) Parking facilities which have been abandoned, no longer provide access to legal parking areas, no longer service an approved principal or accessory use, and/or are not included on the approved site plan shall be removed, in their entirety, to the curb/pavement line at the owner's expense.
- (b) Removed parking facilities shall be replaced with curb, sidewalk (where applicable) and vegetated ground cover.

(Ord. No. 19-19 , §1(13-1708), 9-17-2019)

Sec. 44-1697. Access limitation by use.

Access to property shall be directed to the most appropriate street classification for the use it is serving.

- (1) Single-family and two-family dwelling units shall not have driveways or other access points onto a collector or arterial street that is not primarily residential unless such street has the only available frontage.
- (2) Nonresidential, mixed-use and multifamily uses shall not have driveways or other access points onto a residential local street unless such street has the only available frontage.
- (3) Driveway access existing prior to the adoption of the ordinance from which this article is derived is exempt from the access limitation and may be reconstructed at its present size and location.
- (4) Exception to this limitation is permitted if determined by the Department of Public Works based on findings of a traffic impact analysis.

(Ord. No. 19-19 , §1(13-1709), 9-17-2019)

Sec. 44-1698. Access distance from intersections.

Driveway approaches measured along the property line shall be a minimum of 25 feet from the intersection of the street right-of-way lines on a corner lot or 35 feet from the point of intersection of the face of the curbs, whichever is greater. See Figure 1: Access Distance from Intersections.



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Figure 1: Access Distance From Intersections

(Ord. No. 19-19 , §1(13-1710), 9-17-2019)

Sec. 44-1699. Angle of intersection with right-of-way.

All driveways and other access points shall intersect with any public right-of-way at an angle of 90 degrees wherever possible but in no case shall the angle be less than 75 degrees.

(Ord. No. 19-19 , §1(13-1711), 9-17-2019)

Sec. 44-1700. Visibility standards.

All driveways and other access points shall comply with the visibility standards of Section 44-359.

(Ord. No. 19-19 , §1(13-1712), 9-17-2019)

Sec. 44-1701. Traffic control.

- (a) Traffic generated by any use shall be channelized and controlled in a manner that avoids congestion on public streets and other safety hazards.
- (b) All parking and loading areas except those serving single- and two-family dwellings shall be designed so that vehicles enter and exit property in a forward motion so as not to back onto public streets. If deemed necessary for traffic safety, turnaround areas may be required.
- (c) Each required off-street parking space except those serving single- and two-family dwellings shall open directly onto a driveway or drive aisle of such width and design as to provide safe and efficient means of vehicular access, as regulated in Section 44-1774 and Figure 9: Parking Space Design Standards.

(Ord. No. 19-19 , §1(13-1713), 9-17-2019)

Secs. 44-1702—44-1725. Reserved.

DIVISION 2. OFF-STREET PARKING AND CIRCULATION

Sec. 44-1726. Minimum number of required off-street parking spaces.

- (a) Calculation. Off-street parking requirements for each land use are generally tied to capacity, net floor area, or the number of employees at the subject property during the largest work shift.
 - (1) The term "capacity" means the maximum number of persons that may be accommodated by the use as determined by its design or by building code regulations, whichever is greater. Both indoor and outdoor uses are included in maximum capacity.
 - (2) The term "employees on the largest work shift" means the maximum number of employees working at the facility during a single given day, regardless of the time period and whether any such person is a full-time versus part-time employee.

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- (3) The term "net floor area" shall mean the total floor area inside the building envelope on all levels of a building excluding mechanical rooms, permanent accessory storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking and other areas deemed appropriate by the Zoning Administrator.
- (4) When calculating the number of off-street parking spaces resulting in a fraction, each fraction of one-half or more shall be considered a space.
- (5) Where future potential uses of a building may generate additional parking demand, the City may require a parking plan for the site showing how the anticipated parking demand will be met. The City may require the additional land area identified as anticipated parking to be placed in reserve as landscaped open space until needed.
- (b) Parking spaces for uses with multiple components, such as hotels with dining and conference facilities, shall be based on the sum of the parking requirements of the separate components.
- (c) Buildings built on speculation or not initially occupied (unknown use) shall be required to provide one stall per 300 square feet of net floor area.
- (d) In addition to the requirements in Figure 2: Number of Off-Street Parking Spaces Required by Land Use, one parking space shall be provided for each commercial vehicle or vehicle necessary for the operation of the use that is maintained on the premises.
- (e) See Figure 2: Number of Off-Street Parking Spaces Required by Land Use for a list of the number of parking spaces required by land use.
- (f) Parking requirement exceptions in the Downtown Zoning District (D).
 - (1) Within the Downtown Zoning District (D), the minimum required parking space requirements for nonresidential uses are waived.
 - (2) Residential uses within the Downtown Zoning District (D) need only provide evidence of the availability of off-street public or private parking within the district in the amount of one parking space per dwelling unit.
 - (3) When off-street parking facilities are provided, such facilities shall meet all requirements of this chapter, except in respect to the required number of spaces.

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Figure 2. Number of Off-Street Parking Spaces Required by Land Use

	<i>Land-Use</i>	<i>Minimum Number of Off-Street Parking Spaces Required</i>	<i>Notes</i>
Residential	Single- and two-family dwellings, detached or attached	2 spaces per dwelling unit, 1 space per unit must be an enclosed (garage) space.	Exception for narrow lots, as outlined in Section 44-1747(c).
	Multiple-family dwelling	1 Space per dwelling unit plus 1 visitor space per 4 units.	
	Senior (elderly) housing	1 space per dwelling unit.	If senior housing has the potential to be converted to general housing, proof of ability to provide additional parking may be required.
	Carriage-house	1 space per dwelling unit.	
	Live-work unit and/or home occupations	Same as dwelling unit requirement.	1 space shall be accessible for client parking, if applicable.
	Manufactured and mobile home	1 per dwelling unit.	
	Rooming house/boarder house	2 spaces per 3 bedrooms for rent plus 2 spaces per 3 employees on the largest shift.	
	Community living arrangement	2 space per 3 employees on the largest shift plus 1 visitor space for every 4 residents based on capacity.	
	Dormitories, student housing, fraternity or sorority house, convent/monastery	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Shelter facility, transitional housing	1 space per 5 residents based on capacity plus 2	

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		spaces per 3 employees on the largest shift.	
	Nursing home, assisted living	1 space per 4 beds plus 3 spaces per 4 employees on the largest shift.	
Educational	Adult/family daycare home	Same as dwelling unit requirement plus 1 drop-off space.	Drop-off space may be on-street adjacent to residence with Approval of the Department of Public Works.
	Group daycare center, preschool	2 spaces per 3 employees on the largest shift plus 1 space per 7 students based on capacity.	
	School, grades K—12	2 spaces per 3 employees on the largest shift plus 1 space per 5 students of legal driving age based on capacity.	Existing schools not meeting this standard may be required to provide a parking management plan but shall not be required to add the minimum number of spaces.
	College or university, other adult learning center	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Trade school, arts school, dance school, etc.	2 spaces per 3 employees on the largest shift plus 1 space per 5 students based on capacity.	If students are expected to drive, Parking study required.
Institutional and Civic	Community center, neighborhood center, cultural institution, library	Parking equal to 30 percent of persons based on design capacity.	
	Cemetery	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Hospital	To be determined by Zoning Administrator based on parking study.	Parking study required.

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Commercial	Clinic or healthcare facility including veterinary	1 space per 2 exam rooms plus 2 spaces per 3 employees on the largest shift.	
	Park, playground or recreational center	1 space per each 4 persons of maximum design capacity.	
	Religious institution, place of worship	1 space per each 5 persons based on design capacity of the main assembly area.	
	Offices		
	General office, government office, bank/financial institution, medical office	1 space per 500 square feet net floor area.	
	Artist's studio	1 space per 500 sq. ft. net floor area devoted to sales or display.	
	Accommodation and Food Service		
	Hotel, motel and bed and breakfast	1 space per guest room plus 2 spaces per 3 employees on the largest shift.	Additional spaces as needed for conference/meeting or restaurant facilities.
	Restaurant (with or without drive-through), tavern/bar, nightclub	1 space per 300 sq. ft. of net floor area plus 1 space per 500 sq. ft. exterior seating area.	Drive-through facilities shall include queuing space for at least 3 vehicles in advance of the menu board and 3 vehicles between the menu board and pick-up window.
	Service Businesses		
	Personal or business service businesses not listed below	1 space per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any service uses not specifically listed.
	Barber shop/beauty salon, spa	2 spaces per 3 workstations plus 2	

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		spaces per 3 employees on the largest shift.	
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	<i>Land-Use</i>	<i>Minimum Number of Off-Street Parking Spaces Required</i>	<i>Notes</i>
Commercial	Retail		
	Funeral home	1 space per each 5 persons based on design capacity of the main assembly hall.	
	General retail sales and rental	1 space per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any retail uses not specifically listed.
	Motor vehicle rental/sales	1 space per 500 sq. ft. of net floor area plus adequate storage space for vehicles displayed/maintained on-site.	
	Motor vehicle repair (major or minor), service station, convenience store	1 space per 500 sq. ft. of net floor area used for sales or customer service plus 2 spaces per service bay.	Service bay shall not be counted as a parking space.
	Commercial Recreation and Entertainment		
	Auditorium, assembly hall, theater, convention center, and other places of assembly	1 space per each 5 persons based on design capacity of the main assembly area.	
	Indoor recreation facilities, health clubs, fitness centers, adult entertainment	1 space per 500 sq. ft. net floor area.	
	Outdoor recreation facility	To be determined by Zoning Administrator based on parking study.	Parking study required.

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	<i>Land-Use</i>	<i>Minimum Number of Off-Street Parking Spaces Required</i>	<i>Notes</i>
Commercial	Retail		
	Marina	2 spaces per 3 slips.	Additional spaces as needed for accessory uses such as boat sale/rental/service, retail, recreation and restaurant facilities.
	Boat landing	4 spaces per launch.	Spaces associate with launches shall be double depth to accommodate vehicles with trailers.
	Golf course, bowling alley or similar use	2 spaces per hole, lane or similar recreation station.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.
	Campground	2 spaces per 3 camp site plus 2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.
Industrial, Production and Storage	Agriculture	2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as on-site retail.
	Industrial uses, including limited production and processing, light industrial, general industrial, heavy industrial, and other industrial uses not specified below	2 spaces per 3 employees on the largest shift.	Customer/visitor parking may also be required based on office use.
	Contractor office and showroom	1 space per 500 square feet net floor area.	
	Self-service storage facility	1 space per 500 sq. ft. net floor area of office or sales area plus 1 space	

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		per 10 individual storage units.	
	Wholesaling, warehousing, and distribution	1 space per 500 sq. ft. net floor area of office or sales area plus 2 spaces per 3 employees on the largest shift.	
	Other industrial activities that are conducted largely out-of-doors, including concrete, asphalt, and rock crushing facility, scrap yard, recycling, etc.	2 spaces per 3 employees on the largest shift.	
Transportation	Ground transportation service	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Freight terminal- motor, rail or ship	3 spaces per 4 employees on the largest shift.	
	Package delivery service	2 spaces per 3 employees on the largest shift.	Additional parking may be required for delivery service vehicles.
	Airport	To be determined by Zoning Administrator based on parking study.	Parking study required.
Public Service and Utility	Government or public utility uses and buildings, public safety buildings	To be determined by Zoning Administrator.	Based on type of use (offices, storage, production, etc.).
	Communication facilities	As approved by CUP.	
	Yard waste site	As approved by CUP.	

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- (g) Limit on the number of off-street parking spaces provided. No site plan may be approved for a multiple-family or nonresidential use which contains more than two times the development's minimum number of required parking spaces, except as granted through a conditional use permit. Where no minimum parking requirement is established, the calculation for the maximum number shall be two times what the developments minimum would be if not exempt. Parking facilities containing ~~20-40~~ stalls or less are exempt from this regulation. The following criteria shall be reviewed in considering a conditional use permit request:
- (1) The proposed development has unique or unusual characteristics (such as high sales volume or low parking turnover) which creates a parking demand that exceeds the maximum ratio and does not typically apply to comparable uses.
 - (2) The lot is designed to allow for more intensive future site development that will create and utilize the additional parking demand.
 - (3) The need for additional parking cannot be reasonably met through provision of shared parking with nearby uses.
- (h) Parking studies. Where a parking study is required, the study shall be performed by a qualified transportation engineer or transportation planner. The study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use, and may refer to other studies or similar situations elsewhere.

(Ord. No. 19-19 , §1(13-1714), 9-17-2019)

Secs. 44-1727—44-1745. Reserved.

DIVISION 3. REGULATIONS SPECIFIC TO SINGLE-FAMILY AND TWO-FAMILY USES

Sec. 44-1746. Single-family and two-family residential driveways.

Driveways shall lead from the public right-of-way directly to a garage ~~door~~ opening plus 24 inches on either side said door or to a legal surface parking space, ~~and Driveways~~ are regulated as follows:

- (1) *Number of driveways.* Single-family uses are permitted one driveway per lot unless otherwise regulated in this chapter, subject to the design regulations specified herein. Two-family uses are permitted two driveways per lot unless otherwise regulated in this chapter, subject to the design regulations specified herein.
- (2) *Minimum driveway setback from property lines.*
 - a. *Narrow lots.* On lots with less than 60 feet of lot width/frontage, driveways shall be set back a minimum of one foot from the side lot line. On lots where the available side yard area prohibits the ability to create/maintain an eight-foot-wide driveway and the required setback as listed below, the setback may be administratively reduced or eliminated.
 - b. *Detached garages.* Driveways leading to detached garages shall meet the applicable side or rear setbacks for accessory structures established in the district in which it is situated or shall meet the side setback of an existing detached garage, whichever is less.
 - c. *Attached garages.* Driveways leading to attached garages shall meet the applicable side or rear setbacks for principal structures established in the district in which it is situated or shall meet the side setback of the existing attached garage, whichever is less.

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- d. *Uncovered parking.* Driveways leading to uncovered parking areas shall meet the applicable side or rear setbacks established within the parking section or shall meet the side setback of the existing legal uncovered parking area, whichever is less.
- (3) *Driveway width.*
- a. Driveways shall be a minimum width of eight feet. Driveways leading to garages are limited to a maximum width of 25 feet at the property line and 30 at the curb/pavement line (2½ foot apron flares), but may increase to the width of the garage. See Figure 3.A: Single-Family and Two-Family Drive Width and 3.B: Single-Family and Two-Family Drive Width-Enlarged with Taper.

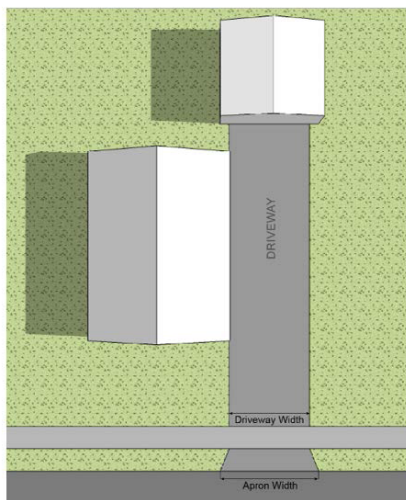


Fig. 3.A: Single & Two-Family Drive Width—Standard

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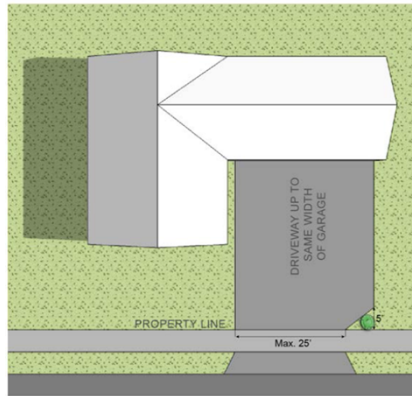


Fig. 3.B: Single & Two-Family Drive Width—Enlarged with Taper

- b. Where no garage exists, the maximum driveway width shall be 12 feet.
- c. Where the width of the driveway at the garage or other legal parking space exceeds the maximum width of the driveway at the property line, the driveway shall be tapered between the garage or the edge of a legal uncovered space and the property line starting a minimum of five feet inside the parcel. If said taper "triangle" is found to be driven over and in a deteriorated state, the city may require the installation of shall contain vegetation or other item designed to limit prohibit vehicular trespass. See Figure 3.C: Single-Family and Two-Family Drive Width-Taper Detail. When leading to a legal uncovered space, the driveway width shall be the least possible needed and shall not exceed 25 feet in width at the property line.

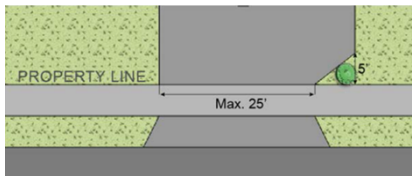


Fig. 3.C: Single & Two-Family Drive Width—Taper Detail

When leading to a legal uncovered space, the driveway width shall be the least possible needed and shall not exceed 25 feet in width at the property line.

- d. Driveways for two-family dwellings with adjacent garages are limited to the 25 feet maximum width at the property line for each individual driveway. Each individual driveway must be separated by a minimum of a two-foot green area extending the full length from the property line

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to the garage/uncovered parking space. Separation area shall contain vegetation or other item designed to limit vehicular trespass. See Figure 4: Two-Family Drive Separation.

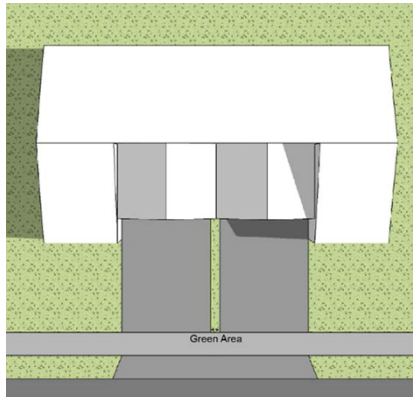


Fig. 4: Two-Family Drive Separation

- e. Side-loading drives. The maximum width of driveway leading to a side-loaded garage shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See Figure 5.A: Alternative Single-Family and Two-Family Drives-Side Loading. The driveway shall not be located within the side yard setback.
- f. Circular drives. The maximum width of circular, horseshoe, and similar type driveways shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See Figure 5.B: Alternative Single-Family and Two-Family Drives-Circular.

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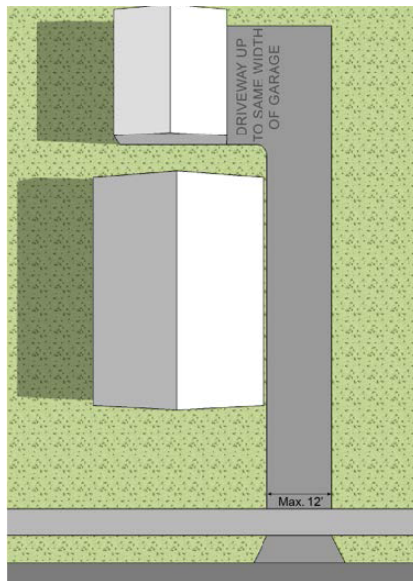


Fig. 5.A: Alternative Single & Two-Family Drives—Side Loading

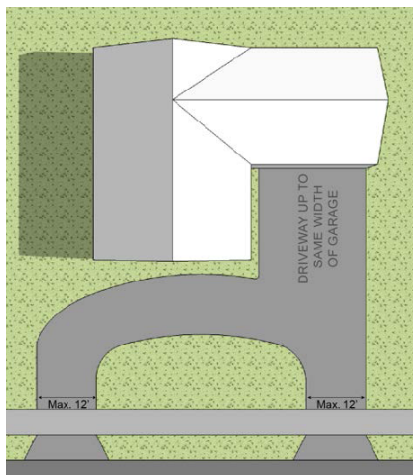


Fig. 5.B: Alternative Single & Two-Family Drives—Circular

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- g. Alley drives. The driveway may extend to the garage opening or may extend into the lot for 30 feet in width and 40 feet in depth but shall not extend into the side yard setbacks. See Figure 5.C: Alternative Single-Family and Two-Family Drives-Alley.

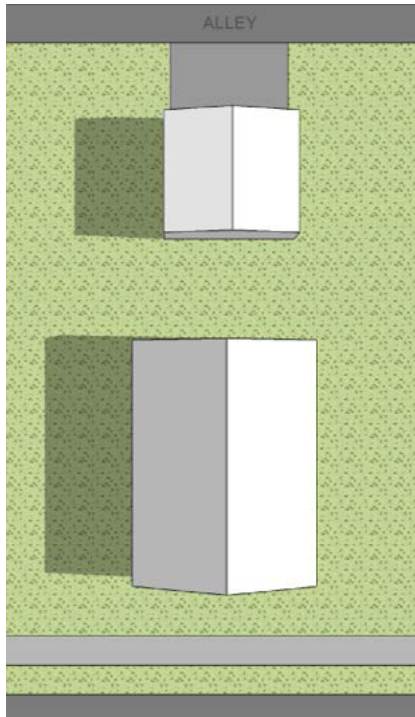


Fig. 5.C: Alternative Single & Two-Family Drives—Alleys

- h. In no case shall the maximum driveway width be cumulatively greater than 50 percent of the lot frontage.

(Ord. No. 19-19 , §1(13-1715), 9-17-2019)

Sec. 44-1747. Parking for single-family and two-family uses.

- (a) A minimum number of legal parking spaces shall be provided in conformance with Section 44-1726 and Figure 2: Number of Off-Street Parking Spaces Required by Land Use.

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- (b) On a lot containing a single-family or two-family dwelling unit, off-street parking shall not be located between the principal structure and a street right-of-way, except within residential driveways leading to a legal parking space or as otherwise permitted in this chapter.
- (1) Parking spaces a minimum of 8 feet wide by 15 feet deep must be provided either within a garage, in a driveway, or uncovered parking space[s] on the same lot of the use it is serving and shall meet the requirements of this section. See Figure 6.A: Single-Family and Two-Family Parking Space-Garage or 6.B: Single-Family and Two-Family Parking Space-Uncovered.

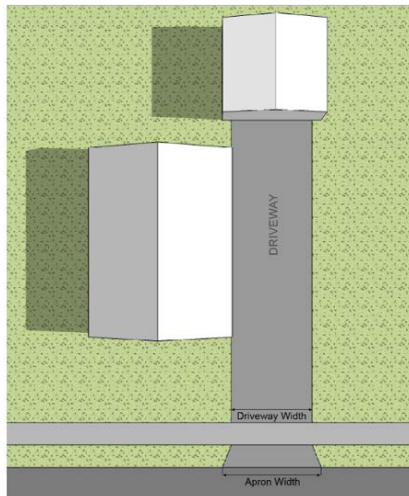


Fig. 6.A: Single & Two-Family Parking Space—Garage

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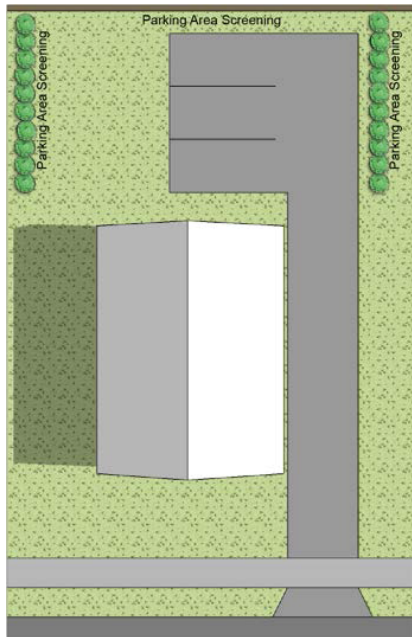


Fig. 6.B: Single & Two-Family Parking Space—Uncovered

- (2) Driveway parking. Driveways shall not count towards minimum parking stall requirement except as provided for narrow lots in subsection (c) of this section.
- (3) Uncovered parking spaces (not located in driveways).

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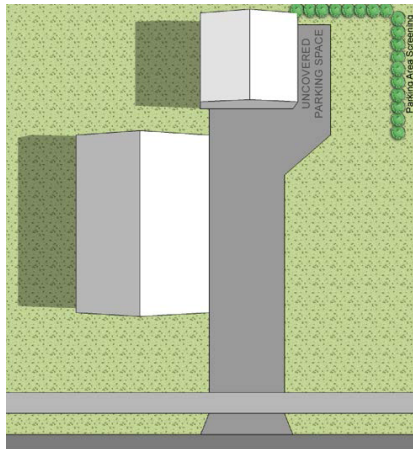


Fig. 7: Single & Two-Family Parking Space Beside Garage

- da.** Front yard parking space exception. For single-family or two-family lots with attached single stall garages that are unable to provide parking as regulated in this article, a single parking space may be established next to the driveway between the front facade of the residence and the public right-of-way as regulated below.
- eb.** Front yard space is limited to no greater than eight feet in width beyond the garage door opening but shall not be located in front of the primary entrance to the residence.
- fc.** Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.
- (c) Driveway as legal parking space for single-family and two-family uses on narrow lots. Driveways may be considered legal "stacked" (meaning in front of one another) parking spaces for required stalls. A driveway parking space need not lead to a legal parking space but must be a minimum of eight feet wide and 15 feet deep.
- (d) Except for driveways leading to legal parking spaces or otherwise regulated in this article, parking is not permitted in the front yard.
- ~~(e) Uncovered parking spaces situated beyond the front facade of the principal structure must be screened with a minimum of five-foot tall vegetation, fencing, or other material that creates a solid screen, impervious to sight from adjacent properties, excluding views from where access is provided.~~
- (f) Parking of commercial vehicles and trailers in residential districts.

 - (1) The intent of this section is to preserve the orderly appearance and quiet enjoyment of residential neighborhoods while allowing reasonable flexibility for parking business-related vehicles. Specifically, this applies to motor vehicles that are driven off-site by a resident but are kept on the premises when not in use. This section shall apply to the following types of vehicles:

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- a. Commercial trucks, tractors, vans, pick-ups, or other motor vehicles not exceeding 10,000 pounds gross vehicle weight; and
 - b. Commercial trailers capable of being trailed behind a commercial motor vehicle that is allowed to be parked on the premises by this section.
- (2) Engines of commercial vehicles may not run continuously. A 30-minute engine warm-up time shall be permitted immediately prior to the commercial vehicle and/or any other motorized equipment leaving the premises. The warm-up period shall begin no earlier than 7:00 a.m. and end no later than 10:00 p.m.
- (3) Commercial trailers parked outside in residential districts shall be fully enclosed or be empty when not in transport.
- (4) Commercial trailers parked in residential districts shall be actually trailed and transported from the property no less than once per week.

(Ord. No. 19-19 , § 1(13-1716), 9-17-2019; Ord. No. 40-20, § 1, 12-1-2020)

Sec. 44-1748. Game day parking.

The Director of Community and Economic Development and/or Director of Public Works may permit vehicles to be parked on the front, side, and rear yards of residential, mixed-use, commercial, and industrial zoned parcels, on the days games are played in the City of Green Bay by professional football teams of the National Football League and/or during the day of a special event held at Lambeau Field when the event is expected to exceed an estimated attendance of 20,000 individuals, provided, however, that all parking shall occur outside the vision triangle as required in Section 44-359.

(Ord. No. 32-20 , § 1, 9-15-2020)

Secs. 44-1749—44-1772. Reserved.

*DIVISION 4. REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE,
INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES*

Sec. 44-1773. Multifamily residential, mixed-use, institutional, commercial, and industrial use driveways.

- (a) *Number of driveways.* A maximum of one two-way driveway or two one-way driveways shall be permitted from each street right-of-way to which a lot or parcel has frontage, except under the following circumstances:
- (1) Multiple two-way driveways may be permitted on one street frontage, provided the distance between the driveway centerlines is no less than 200 feet.
 - (2) Mixed two-way and one-way driveways may be permitted on one street frontage, provided the distance between the driveway centerlines is no less than 200 feet.
 - (3) One three-lane driveway consisting of a one 12-foot ingress lane, a three-foot mountable rumble strip dividing island, and two ten-foot egress lanes may be administratively permitted per street frontage with concurrence of the Zoning Administrator and Traffic Engineer. This option should be limited to

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sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway operate less than optimally.

- (4) Additional driveways may be permitted, if necessary, for the public safety and sufficient level of traffic circulation with approval of the Director of Public Works.

(b) *Minimum driveway setback.*

- (1) Driveways shall be set back as established for buildings in the zoning district for which the property they service is situated. Driveway access through the front yard setback area should be designed to minimize its presence within the front yard to the greatest extent practical.
- (2) Parking facility perimeter buffers. ~~Parking facilities in any yard abutting a public street or public walkway shall be separated from the street or walkway by a landscaped buffer meeting the requirements of Section 44-1966.~~ Parking facilities accessing parking areas abutting residential uses in residential districts shall be separated by a perimeter landscape buffer meeting the requirements of Section 44-1964.

(c) *Distances between curb openings.*

- (1) *On the same parcel.* The minimum distance between one-way driveways at the curbline shall be no less than 15 feet. Minimum distance between two-way drives at the curbline shall be 200 feet from center.
- (2) *On adjoining parcels.* Where two adjoining driveways abut, the maximum opening at the curb shall be the maximum for a single driveway, as listed in subsection (d) of this section. Both parcels must share the curb opening.

- (d) *Driveway width.* Driveway sizes are regulated at the property/right-of-way line and the curb/road pavement line as follows (See Figure 8: Three-Lane, Full Access Drive Detail):

(1) *One-lane, one-way access drives.*

One-Way Drives (Single Direction - Ingress or Egress)	Maximum Width of Drive at Property and Setback Line	Maximum Width of Drive at Curb or Pavement Line
Autos and single axle trucks	15 feet	25 feet
Semi-trailers	20 feet	30 feet

(2) *Two-lane, full access drives.*

Two-Way Drives (One-Ingress and One-Egress Lane)	Maximum Width of Drive at Property and Setback Line	Maximum Width of Drive at Curb or Pavement Line
Autos and Single axle trucks	25 feet	35 feet
Semi-Trailers	30 feet	40 feet

- (3) *Three-lane, full access drive (consisting of one 12-foot ingress lane, a three-foot mountable "rumble strip" dividing island, and two ten-foot egress lanes).*

Three-Lane Drives (One-Ingress, Divider and Two-Egress Lanes)	Maximum Width of Drive at Property and Setback Line	Maximum Width of Drive at Curb or Pavement Line

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All	35 feet	45 feet
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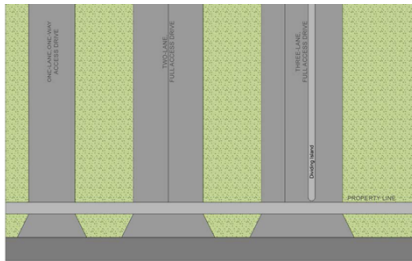


Fig. 8: One-Lane, Two-Lane & Three-Lane Access Drive Detail

- (e) *Flow.* Traffic may be restricted as to direction of flow.
- (1) Driveways approved for one-way movement only or three-lane drives shall be equipped with signage and pavement markings indicating its direction to motorists.
 - (2) Signs for directional movement of traffic shall be constructed and installed in accordance with City of Green Bay Standard Specifications and Construction Standards for Public Works.

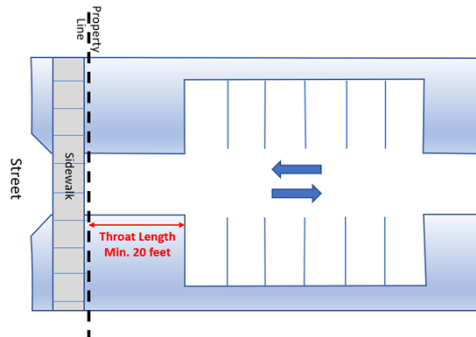
(Ord. No. 19-19 , §1(13-1717), 9-17-2019)

Sec. 44-1774. Off-street parking and traffic circulation standards for multiple-family and nonresidential uses.

- (a) *Location.*
- (1) Required parking and loading spaces shall be located on the same lot or development site as the use served unless otherwise regulated in this chapter.
 - (2) Off-site parking may be located up to 1,000 feet from the lot containing the use being served if the under common ownership or protected by a recorded instrument acceptable to the City.
- (b) *Setbacks.*
- (1) Parking areas shall be set back as established for buildings in the zoning district for which the property it services is situated.
 - (2) Special provisions for nonconforming parking facilities. Legally established parking facilities constructed prior to the effective date of the ordinance from which this article is derived which do not meet the minimum setbacks required by this article shall be permitted to be reconstructed with reduced setbacks, subject to approval of a parking plan by the Zoning Administrator. Said parking lot layout shall be designed in accordance with the dimensions identified in Figure 9: Parking Space Design Standards. Parking lot setback reductions shall only be permitted in the following instances:
 - a. To prevent the loss of legal parking spaces required by this article.

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- b. To prevent the loss of required internal circulation aisles.
- (c) *Circulation.* Parking facilities shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and circulating on the site. Circulation patterns shall conform to the general rules of the road. All traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.
- (d) *Marking.* All off-street parking and traffic circulation areas shall be marked, striped, and maintained in a clear and visible manner which clearly indicates parking spaces, pedestrian walkways, and other designated areas.
- (e) *Curbing.* A minimum six-inch high curb shall be installed within parking areas where parking surface is adjacent to pedestrian and/or bicycle ways and internal landscape islands, except: Where bio-filtration or bio-retention methods of stormwater management are utilized as part of an approved grading and drainage plan, alternatives to the installation of curbing may be considered by the Department of Public Works, provided that measures are taken to protect landscaping from vehicular circulation damage.
- (f) *Access.* Each off-street parking space shall open directly upon a drive aisle or driveway that is wide enough to provide a safe and efficient means of vehicular access without directly maneuvering a vehicle into any pedestrian way or public right-of-way.
- (g) Driveway throat length. The minimum permitted throat length of access drives serving parking lots is 18 feet, as measured from the right-of-way/property line along the centerline of the access drive to the access point of any parking stall within the parking facility, as depicted below. In no case shall the driveway throat length be less than the required setback.



- (gh) *Lighting.* All off-street parking and traffic circulation areas shall be lit to ensure their safe and efficient use during evening hours. An illumination level shall meet the standards of Article V of this chapter.
- (hi) *Landscaping and screening.* Parking lots shall meet the landscaping requirements of Sections 44-1964 through 44-1969.
- (ij) *Parking space design standards.* Other than handicapped parking and permitted parking in residential driveways, each off-street parking space shall comply with the minimum requirements of Figure 9: Parking Space Design Standards.

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Figure 9. Parking Space Design Standards

Angle (A)	Width (B) *	Curb Length (C)	Stall Depth (D) **	1-Way Aisle Width (E)	2-Way Aisle Width (E)
0 (Parallel)	9'	22'	8'6"	14'	22'
45°	9'	12'	18'9"	14'	22'
60°	9'	9'10"	19'10"	18'	22'
90°	9'	8'6"	18'	20'	22'

* Subcompact spaces may account for up to 20 percent of the total parking area required. They may be reduced in size to a width of eight feet and a stall depth of 12 percent less than (D) in the table above and must be grouped and signed appropriately.

** Parking spaces that use an appropriately sized curb overhang over a landscaped island or buffer may be reduced in depth by 1½ feet. A concrete curb or other means shall be provided to prevent parked vehicles from damaging plant materials.

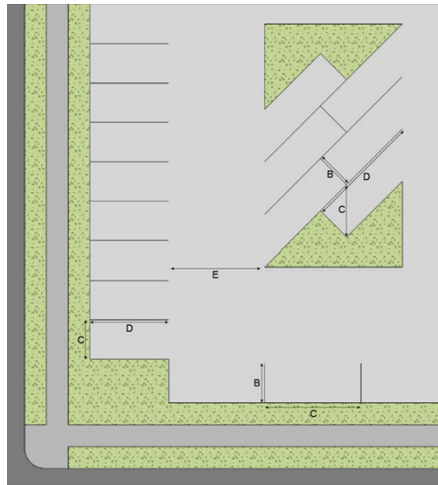


Fig. 9: Parking Space Design Standards

(Ord. No. 19-19 , §1(13-1718), 9-17-2019)

Secs. 44-1775—44-1796. Reserved.

***DIVISION 5. ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE,
INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES***

Sec. 44-1797. Shared parking facilities.

- (a) Joint parking facilities which provide required parking for two or more uses are allowed a reduction in required number of parking spaces as specified below. Up to a 15 percent reduction in the number of required parking spaces for four or more separate uses, ten percent for three separate uses, and five percent for two separate uses may be utilized for a collective parking facility.
- (b) Day-night use parking facility. Shared day-night use parking facilities may provide a reduction in required number of parking spaces as specified below:
 - (1) Up to 70 percent of the parking facilities of nighttime/Sunday uses may be supplied by off-street parking facilities of daytime uses. Up to 70 percent of the parking facilities of daytime uses may be supplied by the off-street parking facilities of nighttime/Sunday uses.
 - (2) Daytime uses. For the purpose of this section, the following uses are considered as primarily daytime uses: banks, offices, certain retail stores and personal service shops, service and repair shops, wholesale, and similar uses as determined by the Zoning Administrator.
 - (3) Nighttime and Sunday uses. For the purpose of this section, the following uses are considered as primarily nighttime and weekend uses: theater, bowling alley, tavern/nightclub, auditorium incidental to a public or parochial schools, churches, and similar uses as determined by the Zoning Administrator.
 - (4) The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which shared parking is proposed.
 - (5) The use for which application is being made for shared parking shall be located within 1,000 feet of the use providing the parking facilities.
- (c) A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities shall be approved by the City Attorney and filed with the City within 60 days after City approval of the joint parking use. Said agreement shall cover a period of no less than 20 years. Shared use parking privileges shall continue in effect only so long as such an instrument remains in effect, and if such instrument becomes legally ineffective, parking shall be provided as otherwise required in this article.

(Ord. No. 19-19 , §1(13-1719), 9-17-2019)

Sec. 44-1798. Valet parking.

- (a) Up to 50 percent of the off-street parking for restaurants, hotels, theaters, and similar uses may be fulfilled by maintaining a valet parking service for customers.
- (b) The valet service shall provide service to and from the main entrance with a passenger loading area, as approved by the Department of Public Works.
- (c) The parking area shall be located no farther than 1,000 feet from the main entrance.

(Ord. No. 19-19 , §1(13-1720), 9-17-2019)

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Sec. 44-1799. Employee off-site parking.

- (a) Retail, service businesses, large employers, major institutions and similar uses are encouraged to provide designated employee parking.
- (b) If a shuttle service is provided, such parking may be off-site in a remote location.

(Ord. No. 19-19 , §1(13-1721), 9-17-2019)

Sec. 44-1800. Ride-sharing and autonomous vehicles.

The intent of this section is to encourage the installation of passenger loading zone spaces to meet demand for passenger pick-up/drop-off generated by ride-sharing and/or autonomous vehicles on all land uses except single-family and two-family residential dwellings.

- (1) *Reduction to required parking spaces.* The number of required parking spaces for a use may be reduced by ten percent for each passenger loading zone space provided up to a maximum of 30 percent. The Zoning Administrator is authorized, at their discretion, to require the submission of a parking study per Section 44-1726(g) upon making the determination that such a reduction will result in a shortage of parking spaces needed for the subject land-use.
- (2) *Passenger loading zone space standards.*
 - a. Location. Each passenger loading zone space shall be located within 100 feet of the primary entrance/exit of a stand-alone use. Passenger loading zone spaces located in shopping centers and other multiple use developments may be located more than 100 feet from the primary entrance/exit of a tenant when placed in a centralized location, provided that a minimum of five-foot-wide pedestrian access to all tenants of the development is present.
 - b. Passenger loading zone spaces shall be separate and distinct from parking facility drive aisles, fire lanes, off-street loading areas, or other uses not explicitly dedicated to passenger loading/unloading.
 - c. Dimensions. Minimum of eight feet wide by 22 feet long with appropriate taper for safe ingress/egress.
 - d. Design. All vehicular ingress/egress to and from passenger loading zone spaces shall be in forward motion only. All passenger loading zone spaces shall be clearly marked and signed to signify that they are for loading and unloading of passengers and shall not be used for other purposes.
 - e. Amenities. Amenities such as sitting areas, shade structures, and landscaping are encouraged to be provided adjacent to the passenger loading zone spaces.
 - f. Accessibility. Passenger loading zone spaces shall be compliant with the Americans with Disability Act (ADA).

(Ord. No. 19-19 , §1(13-1722), 9-17-2019)

Secs. 44-1801—44-1818. Reserved.

DIVISION 6. PEDESTRIAN AND BICYCLE ACCESS AND PARKING

Sec. 44-1819. Pedestrian and bicycle access.

- (a) *Quantity.* For all multifamily, commercial, institutional, and industrial uses, a minimum of one pedestrian/bicycle access way is required to at least one street frontage.
- (b) *Off-site connections.* Pedestrian/bicycle access shall include appropriate connections to existing and planned public pedestrian and bicycle facilities. If none exist, the connection is unnecessary; however, the site plan must depict a location such access can be installed should public pedestrian and bicycle facilities be installed in the right-of-way in the future.
- (c) *On-site connections.* The entire development shall provide walkways for full and safe pedestrian and bicycle circulation within the development.
 - (1) Walkways shall provide pedestrian access through or around off-street parking areas from public walks and/or bicycle facilities to building entries which directly and continuously connect areas of pedestrian origin and destination.
 - (2) Design requirements.
 - a. Walkways shall have an acceptable dust-free surface not less than five feet in width, be separate from the parking lot drive aisle and delineated with pavement markings or alternate paving materials.
 - b. The entirety of the on-site pedestrian walkway system shall be consistent with the Americans with Disabilities Act.
 - c. The material and layout of the pedestrian walkway shall be continuous as the pedestrian access crosses a driveway or internal drive.

(Ord. No. 19-19 , §1(13-1723), 9-17-2019)

Sec. 44-1820. Bicycle parking standards for multiple-family and nonresidential uses.

- (a) *Required provision of bicycle parking areas.*
 - (1) For all multifamily, commercial, institutional, and industrial uses, a minimum of four bicycle spaces shall be provided if off-street parking for vehicles is provided.
 - (2) For parking lots containing more than 40 automobile parking spaces, off-street bicycle parking spaces shall be provided equal to five percent of the automobile parking space requirement, or 20 bicycle parking spaces, whichever is less.
 - (3) A nonresidential use's automobile parking requirement may be reduced by providing additional bicycle parking. After the bicycle parking requirement has been met, a minimum of four bicycle parking spaces may be provided in lieu of one required automobile parking space, with a maximum reduction of up to five automobile parking spaces.
- (b) *Specifications for bicycle parking spaces.*

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- (1) All bicycle parking provided shall be on a hard-surfaced area and be set back from walls and other objects so as to be functional. Freestanding bicycle parking racks shall be securely fastened to the ground.
- (2) Bicycle parking spaces and racks shall be located in a convenient and visible area no farther from the principal entrance to the building served than the closest automobile parking space. With the permission of the Department of Public Works, bicycle parking may be located in the public right-of-way.
- (3) Bicycle parking spaces shall be installed in conformance with setback requirements applicable to automobile parking lots. The placement of the racks shall not conflict with pedestrians and motorized traffic movements.
- (4) Covered spaces. If accessory automobile parking spaces are covered, bicycle parking spaces shall also be covered.

(Ord. No. 19-19 , §1(13-1724), 9-17-2019)

Secs. 44-1821—44-1843. Reserved.

DIVISION 7. OFF-STREET LOADING STANDARDS

Sec. 44-1844. Off-street loading requirements.

Off-street loading space shall be provided for any nonresidential use which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles and which will have a gross floor area of 5,000 square feet or more, subject to following minimum standards:

- (1) The off-street loading requirement for buildings with less than 20,000 square feet of gross floor area may be satisfied by the designation of a loading zone area on the site. This loading zone area shall be separate from any required off-street parking area, and access to it shall not conflict with automobile or pedestrian circulation within the site.
- (2) Buildings with 20,001 to 50,000 square feet of gross floor shall provide one loading space.
- (3) Buildings with 50,001 to 100,000 square feet of gross floor shall provide two loading spaces.
- (4) Buildings with 101,000 or more square feet of gross floor shall provide one additional loading space per additional 300,000 square feet.

(Ord. No. 19-19 , §1(13-1725), 9-17-2019)

Sec. 44-1845. Size and location.

- (a) Semi-trailer spaces shall be at least 55 feet in length, ten feet in width, and 14 feet in height, plus necessary additional maneuvering space.
- (b) No loading space shall be located in a front yard or at the front of a building. Loading spaces shall not be located between any building and a public street unless provided with adequate screening and landscaping, in compliance with Article XIX of this chapter.
- (c) Spaces shall be at least 50 feet from the property line of any residential property or residentially zoned property.

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- (d) All loading spaces and driveways shall be surfaced with a dustless all-weather material meeting the standards for off-street parking areas and driveways and subject to the approval of the City Engineer.

(Ord. No. 19-19 , §1(13-1726), 9-17-2019)



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MEMORANDUM

To: Green Bay Plan Commission
Principal Planner David Buck, AICP

From: Traffic Engineer David J.A. Hansen, P.E., PTOE

Re: Physical and Functional Area of an Intersection
Ordinance 44-1698, Access Distance from Intersections

Date: Monday, July 26, 2021

This memorandum serves as my response to Item E.5. on the Mon Jul 26, 2021 agenda of the Green Bay Plan Commission. *Content of this memo would only apply to intersections with at least one of the intersecting streets classified as an arterial.*

Executive Summary

The most critical area of an intersection is its functional area. This is the area where motorists have to make numerous decisions regarding turning, stopping, accelerating, exiting, merging, weaving, etc. Accesses that are too close to intersections can cause serious traffic conflicts and greatly impair the function of these facilities. DPW's goal is to eliminate accesses within the functional area of an arterial intersection and not permit new ones.

To make our streets safer and more user-friendly to all transportation modes including pedestrians and bicyclists, I am recommending that the Green Bay Plan Commission modify Sec. 44-1698, Access Distance from Intersections, of the Green Bay Code of Ordinances by approving of the proposed modifications and additions contained within this memorandum. When parcel size precludes compliance to intersection functional area, proposed driveways must be placed as far away from the intersection as possible with access first to the street with the lowest functional classification. Existing driveway distances from intersection already included in Sec. 44-1698 would apply to all non-arterial intersections, i.e., the 25 and 35 ft driveway approach distance conditions.

Physical and Functional Areas of an Intersection

Figure 1 shows the Physical and Functional Areas of an intersection.

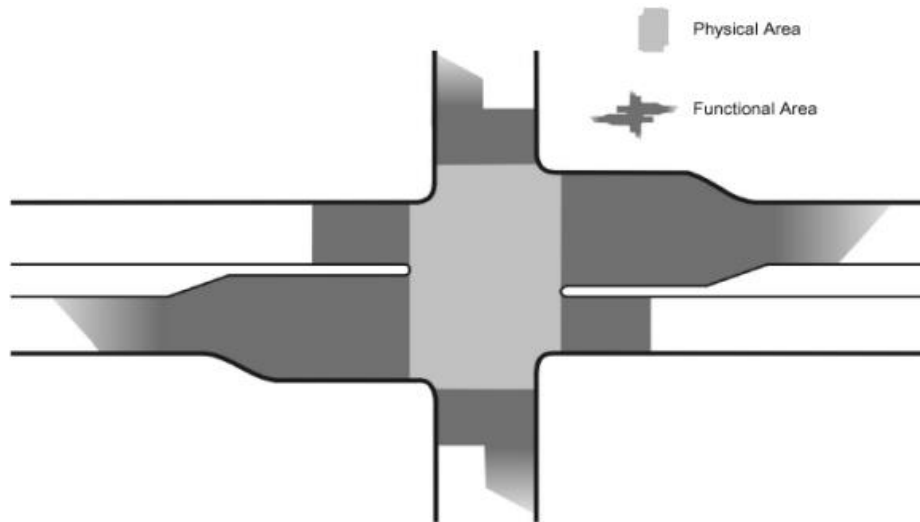


Figure 1 – Physical and Functional Areas of an Intersection

The Physical Area of an Intersection is the pavement area where the intersecting roads coincide. The points of curvature of the intersection radii define the outer boundaries of the area. The Functional Area of an Intersection includes the physical area, but also extends upstream and downstream.

Downstream Functional Length of Intersection

The downstream functional length of intersection is the length of road downstream from an intersection – as measured from the side road edge of pavement on the downstream side of the intersection - needed to reduce conflicts between through traffic and vehicles entering and exiting the roadway. See Table 1 for the minimum requirements. See Figure 2 for illustrations of downstream functional length of intersection.

Table 1 – Minimum Downstream Function Length of Intersection

Roadway Design Speed (mph)	Downstream Functional Length (ft)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425

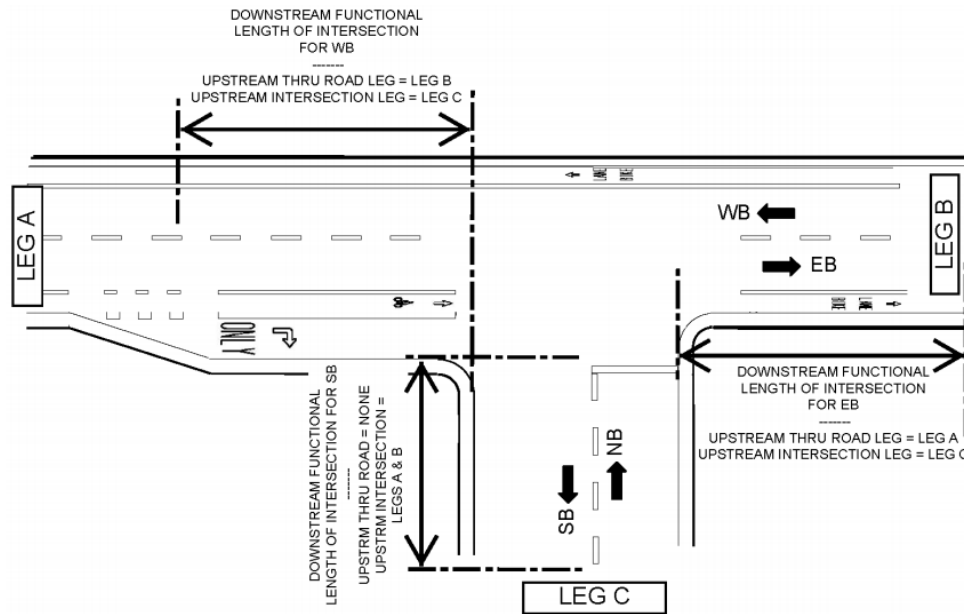


Figure 2 – Downstream Functional Lengths of Intersections

Upstream Functional Length of Intersection

The upstream functional length of intersection is composed of four elements as shown in Figure 3:

1. **d1** = distance traveled at operating speed during the driver's perception–reaction time (PRT). See Table 2.
2. **d2** = distance traveled as a vehicle clears a thru-lane and enters a turn lane by moving laterally 9-feet while braking. This is a more complex and demanding driving task than changing lanes only or braking only. See Table 2. This element does not apply (i.e., $d2=0$ -feet) to vehicles continuing in a thru-only lane or a shared turn lane/thru-lane because there is no lateral movement).
3. **d3** = distance traveled by vehicles in a turn lane while braking to a stop after a lateral shift from thru lane. For vehicles in a shared turn-lane/thru-lane or vehicles in a stopped/signalized thru-only lane, it is the distance traveled while braking to a stop after PRT. See Table 2. This element does not apply (i.e., $d3=0$ -feet) to vehicles continuing in an unstopped/unsignalized thru-only lane because there is no deceleration).
4. **d4** = queue storage length. Typically, use Highway Capacity Manual (HCM) or other modeling software to compute the queue storage requirement, but other methods are available. Confer with the City Traffic Engineer to determine the queue storage length.

On the Heavy Truck Routes, the storage distance ($d4$) may need to be adjusted to accommodate one oversize-overweight (OSOW) vehicle, depending on load frequency. Increased storage distance would not be required at intersections with non-truck routes.

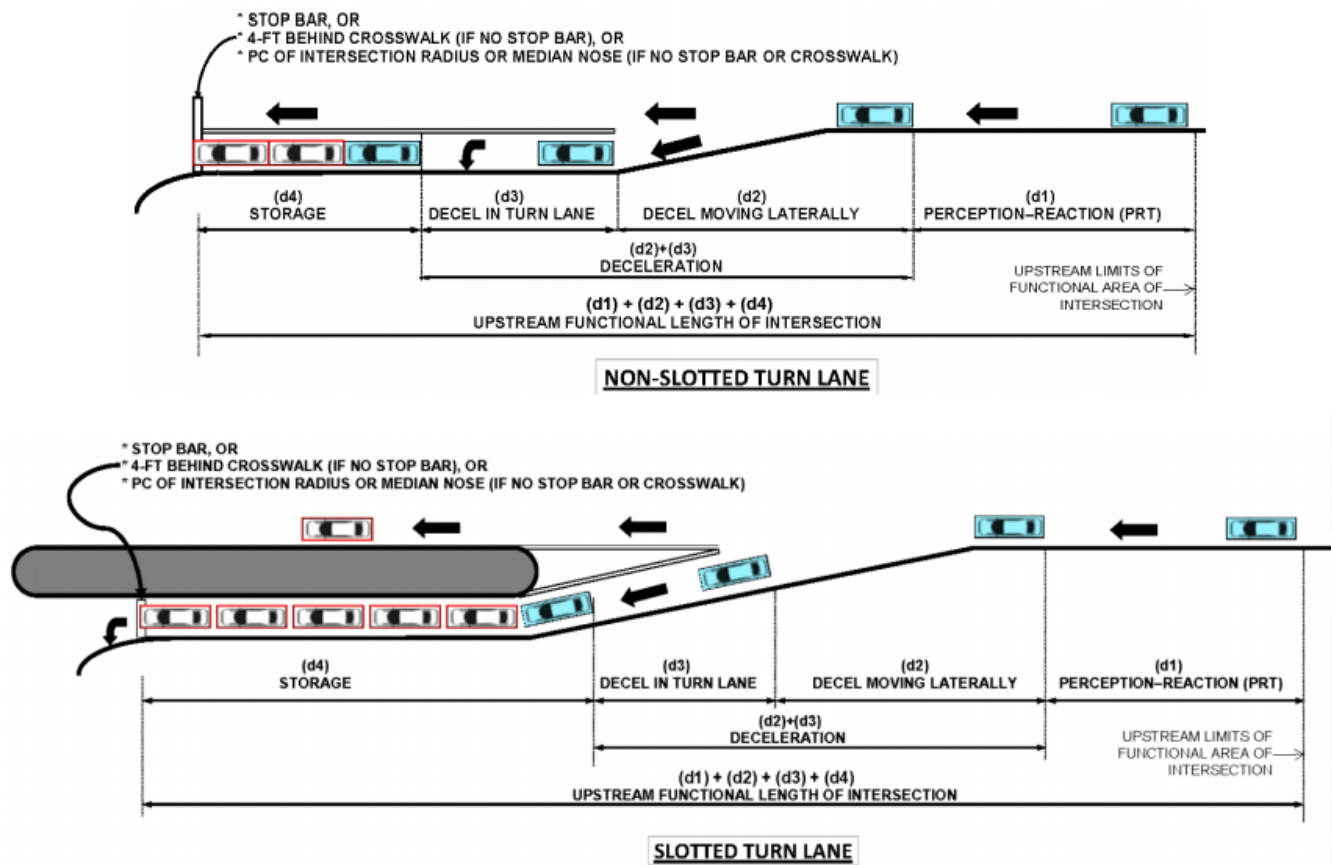


Figure 3 – Upstream Functional Length of Intersection Elements

Table 2 – Upstream Functional Length of Intersection Elements

Speed mph [B]	Perception-Reaction Distance		Maneuver Distance		
	d1 (feet)		d2 (feet)	d3 (feet)	
	typical (lower min)		typical (lower min)	typical (lower min)	
	Rural [C] [E]	Urban / Suburban [C] [F]	[C] [G]	Turn lane [D] [H]	Thru lane [C] [I]
25	90 (55)	55 (35)	75 (75)	25 (25)	100 (75)
30	110 (65)	65 (45)	95 (95)	75 (50)	145 (105)
35	130 (75)	75 (50)	110 (110)	100 (75)	195 (145)
40	145 (90)	90 (60)	130 (130)	150 (100)	255 (185)
45	165 (100)	100 (65)	150 (150)	200 (150)	325 (235)
50	185 (110)	110 (75)	165 (165)	250 (175)	400 (290)
55	200 (120)	120 (80)	185 (185)	325 (225)	485 (355)
60	220 (130)	130 (90)	205 (205)	400 (300)	580 (420)
65	240 (145)	145 (95)	225 (225)	475 (350)	680 (495)
70	255 (155)	155 (105)	240 (240)	575 (425)	785 (575)

Notes for Table 2.4

- [A] See Traffic Engineer for guidance on Upstream Functional Length of Intersection element **d4** (Queue storage length)
- [B] Use operating speed of travel lanes (except, not < 25 mph and not > design speed) - either as observed or as calculated using HCM or other appropriate method - Confer with the Region traffic engineer. Assume that free flow speed does not exceed Design Speed.
- [C] All dimensions rounded to nearest 5-feet
- [D] All dimensions rounded to nearest 25-feet
- [E] Typical distance based on a perception-reaction-time (PRT) of 2.5s.
Lower minimum distance based on a perception-reaction-time (PRT) of 1.5s.
- [F] Typical distance based on a perception-reaction-time (PRT) of 1.5s.
Lower minimum distance based on a perception-reaction-time (PRT) of 1.0s.
- [G] Applies only to turn-lanes
The **d2** distance is based on an assumed deceleration rate of 5.8 fps² based, which is based on a vehicle moving laterally 9-feet at an assumed lateral shift rate of 3 to 4 fps, while reducing its speed by 10 mph.
A vehicle is assumed to have cleared the thru traffic lane when it has moved laterally 9-feet. The speed differential between the turning vehicle and following thru vehicles is 10 mph when the turning vehicle clears the thru traffic lane. ^{.35}
- [H] Applies only to turn-lanes
Distance to decelerate from [Speedminus10 mph] to [stop]
Typical **d3** distance based on a deceleration rate of 6.7 fps², which is the observed 85th-percentile rate.
Lower minimum **d3** distance based on a deceleration rate of 9.2 fps², which is the observed 50th-percentile rate.
- [I] Applies only to shared turn-lane/thru-lanes or stopped/signalized thru-only lanes
Distance to decelerate from [Speed] to [stop]
Typical **d3** distance based on a deceleration rate of 6.7 fps², which is the observed 85th-percentile rate.
Lower minimum **d3** distance based on a deceleration rate of 9.2 fps², which is the observed 50th-percentile rate.

An intersection approach may have a different upstream functional length for the thru lane(s), left-turn bay, and right-turn bay because of different queue storage requirements for those lanes. Each lane of a multi-lane approach can have a different upstream functional length. The upstream functional length for a thru lane is the longer of the functional length calculated for the thru lane and the functional length(s) calculated for the turn bay(s) adjacent to that thru lane.

The upstream functional length of intersection is not a static dimension, particularly on urban roads. It can vary because operating speeds and queue storage requirements vary during the course of a day. For example, during peak conditions, the queue storage requirement (d4) might be longer because there are more turning vehicles; but the PRT (d1) and maneuver distances (d2 & d3) might be shorter because operating speeds are lower. The opposite might be true during non-peak conditions.

Use the upstream functional length of intersection to design and evaluate turn bay lengths.

In addition, upstream functional length of intersection is a parameter for access control when determining acceptable locations for median openings and minimum separation between private accesses and public road intersections (i.e., corner clearance).

Discussion

The most critical area of an intersection is its functional area. This is the area where motorists have to make numerous decisions regarding turning, stopping, accelerating, exiting, merging, weaving, etc. Accesses that are too close to intersections can cause serious traffic conflicts and greatly impair the function of these facilities. DPW's goal is to eliminate accesses within the functional area of an intersection and not permit new ones.

A typical driveway consists of 23 conflict points along a four-lane undivided roadway. And research shows that the crash rate is 3.3 times higher for a 20-mph speed differential than for a 10-mph speed differential; 23 times higher for a 30-mph speed differential; and 90 times higher for a 35 mph speed differential, as documented by Stover & Koepke (Transportation and Land Development, 2nd edition. Institute of Transportation Engineers, 2006., p.5-37). Crashes resulting from excessive speed differential can occur up to several hundred feet from the intersection as well as at the intersection itself. The Wisconsin Department of Transportation has adopted intersection functional area policy along all state trunk highways.

It is understood that not all proposed driveways would be compliant due to parcel sizes. When parcel size precludes compliance to intersection functional area, proposed driveways must be placed as far away from the intersection as possible with access first to the street with the lowest functional classification.

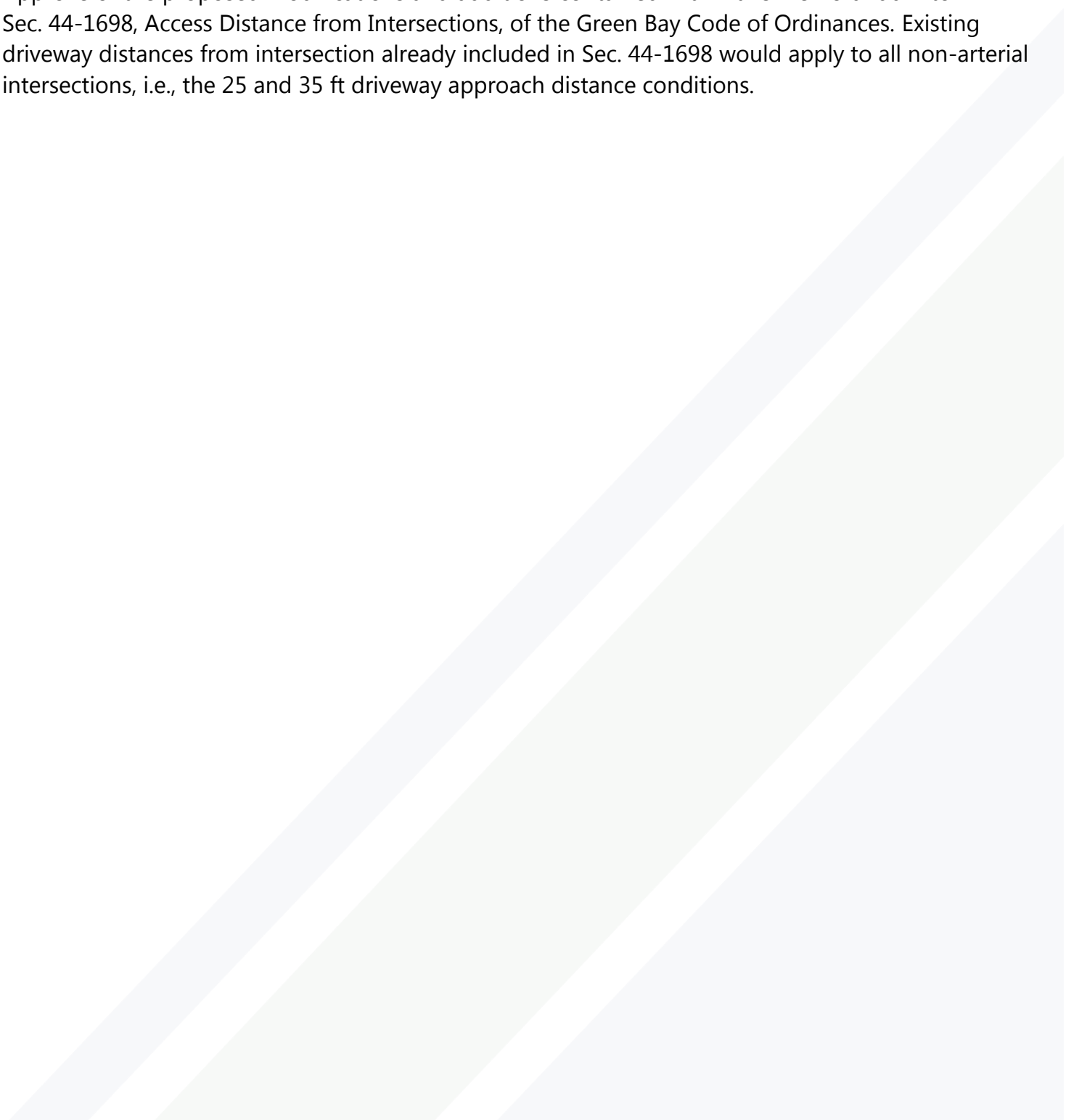
Allowing access only via intersecting streets rather than at each abutting property best preserves the public investment in a road; fewer capacity expansions will be needed in the future, traffic flow will be maintained, and crashes will be reduced. Providing direct private property access onto an arterial may carry a high public cost. Maintaining direct property access on lower-speed local roads rather than an arterial promotes bicycle and pedestrian travel.

Conclusions

Applying intersection functional area principles to all arterial intersections will increase the traffic safety along those roadways and provide a better and safer experience for all road users including the applicants, the applicant's customers, and non-motorized users such as bicyclists, pedestrians, and micro-mobility users.

Recommendation

Approve of the proposed modifications and additions contained within this memorandum to Sec. 44-1698, Access Distance from Intersections, of the Green Bay Code of Ordinances. Existing driveway distances from intersection already included in Sec. 44-1698 would apply to all non-arterial intersections, i.e., the 25 and 35 ft driveway approach distance conditions.

Three broad, diagonal stripes in light blue, light green, and light blue-grey extend from the bottom left towards the top right, serving as a decorative background element.

Article XVIII-Off Street Parking, Drive, and Loading

Potential Amendments

1. **4-1691 (1)** – Better defined base material exposure as relates to work on nonconforming parking facilities. (Page 1 of 30)
2. **44-1693 (1)** – Allow snow removal equipment to be stored in parking facilities from Nov. through April, exclude s-f/2-f. (Page 2 of 30)
3. **44-1693 (2)&(4)** – Remove requirement that vehicles be registered and/or have license plates. (Page 1 of 30)
4. **44-1694 (b)** – Allow permeable pavers systems per DNR technical standards. (Page 1 of 30)
5. **44-1694 (c)** – Clarification on size of wheel strips. (Page 1 of 30)
6. **44-1697 (2)** - Require M-F and non-res developments at arterial intersections to only have driveways on side streets, including local streets. (Page 3 of 30). [See attached memo.](#)
7. **44-1698** – Require a functional area analysis to determine distance for driveways at intersections. Current 25'/35' is not sufficient and needs to be looked at individually. (Page 3 of 30). [See attached memo.](#)
8. **44-1726 (g)** – Add maximum # of stalls to areas that don't have a minimum and change exemption to max parking from 20 stalls to 40 stalls. (Page 12 of 30)
9. **44-1746** – Allow 24" of additional pavement beyond garage doors for s-f/2-f. (Page 12 of 30)
10. **44-1746 (3)(c)** – Remove requirement to use a vehicle trespass "block" on res. driveway taper, unless it becomes an issue. (Page 14 of 30)
11. **44-1747 (b)(1)** – Define s-f/2-f open parking stall to be 8' X 15'. (Page 18 of 30)
12. **44-1747 (e)** – Remove screening requirement for open parking on s-f/2-f uses. (Page 20 of 30)
13. **44-1773 (b)(2)** – Remove buffer requirements for parking lots abutting a street (Page 22 of 30)
14. **44-1774 (g)** – Add a 18' driveway throat length for m-f/non-res parking lots. (Page 24 of 30)

