

<p style="text-align: center;">APPROVAL</p> <p style="text-align: center;"><i>slw</i></p>	<p style="text-align: center;">REQUEST FOR COUNCIL ACTION</p>	<p style="text-align: center;">MEETING DATE</p> <p style="text-align: center;">8/18/15</p>
<p style="text-align: center;">REPORTS AND RECOMMENDATIONS</p>	<p style="text-align: center;">Resolution Approving the Wisconsin Department of Natural Resources NR-208 Compliance Maintenance Report for 2014</p>	<p style="text-align: center;">ITEM NUMBER</p> <p style="text-align: center;"><i>G.8.</i></p>

Each year the City is required to file a Compliance Maintenance Annual Report with the Wisconsin Department of Natural Resources. Wisconsin Administrative Code Chapter NR 208 is more commonly known as the Compliance Maintenance Annual Report (CMAR) Rule for publicly and privately owned domestic wastewater treatment works. The CMAR is a self-evaluation tool that promotes the owner's awareness and responsibility for wastewater collection and treatment needs, measures the performance of a wastewater treatment works during a calendar year, and assesses the level of compliance with permit requirements. Attached is the 2014 Annual Report.

It is important to meet the stipulation from the DNR that this report be filed electronically on or before August 31, 2015. The report requires approval by the governing body and such resolution is attached.

COUNCIL ACTION REQUESTED

Motion to adopt a Resolution Approving the Wisconsin Department of Natural Resources NR-208 Compliance Maintenance Report for Year 2014.

STATE OF WISCONSIN: CITY OF FRANKLIN: MILWAUKEE COUNTY

RESOLUTION NO. 2015-_____

A RESOLUTION APPROVING THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES
NR-208 COMPLIANCE MAINTENANCE REPORT FOR YEAR 2014

WHEREAS, it is a requirement under a Wisconsin Pollutant Discharge Elimination System (WPDES) permit issued by the Wisconsin Department of Natural Resources to file a Compliance Maintenance Annual Report (CMAR) for its wastewater collection system under Wisconsin Administrative Code NR 208;

WHEREAS, it is necessary to acknowledge that the governing body has reviewed the Compliance Maintenance Annual Report (CMAR);

WHEREAS, it is necessary to provide recommendations or an action response plan for all individual CMAR section grades (of "C" or less) and/or an overall grade point average (<3.00);

BE IT THEREFORE RESOLVED by the Common Council of City of Franklin that the following recommendations or actions will be taken to address or correct problems/deficiencies of the wastewater treatment or collection system as identified in the Compliance Maintenance Annual Report (CMAR);

- (1) Continue to identify inflow and infiltration (I & I) to the City's sanitary sewer system and take action to eliminate all I & I detected.
- (2) Continue the City record of having no bypasses or overflow.

INTRODUCED at a special meeting of the Common Council of the City of Franklin this _____ day of _____, 2015 by Alderman _____.

Passed and adopted at a special meeting of the Common Council of the City of Franklin this _____ day of _____, 2015.

APPROVED:

Stephen R. Olson, Mayor

ATTEST:

Sandra L. Wesolowski, City Clerk

AYES _____ NOES _____ ABSENT _____

Compliance Maintenance Annual Report

Franklin City

Last Updated: Reporting For:
7/28/2015 2014

Financial Management

1. Provider of Financial Information

Name:

Telephone:

(XXX) XXX-XXXX

E-Mail Address (optional):

2. Treatment Works Operating Revenues

2.1 Are User Charges or other revenues sufficient to cover O&M expenses for your wastewater treatment plant AND/OR collection system ?

- Yes (0 points)
- No (40 points)

If No, please explain:

2.2 When was the User Charge System or other revenue source(s) last reviewed and/or revised?

Year:

- 0-2 years ago (0 points)
- 3 or more years ago (20 points)
- N/A (private facility)

2.3 Did you have a special account (e.g., CWF required segregated Replacement Fund, etc.) or financial resources available for repairing or replacing equipment for your wastewater treatment plant and/or collection system?

- Yes (0 points)
- No (40 points)

0

REPLACEMENT FUNDS [PUBLIC MUNICIPAL FACILITIES SHALL COMPLETE QUESTION 3]

3. Equipment Replacement Funds

3.1 When was the Equipment Replacement Fund last reviewed and/or revised?

Year:

- 1-2 years ago (0 points)
- 3 or more years ago (20 points)
- N/A

If N/A, please explain:

3.2 Equipment Replacement Fund Activity

3.2.1 Ending Balance Reported on Last Year's CMAR	\$	334,508.00
3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)	\$	0.00
3.2.3 Adjusted January 1st Beginning Balance	\$	334,508.00
3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)	+	\$ 120,816.00
3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*)	-	\$ 141,766.00
3.2.6 Ending Balance as of December 31st for CMAR Reporting Year	\$	313,558.00

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All Sources: This ending balance should include all Equipment Replacement Funds whether held in a bank account(s), certificate(s) of deposit, etc.

3.2.6.1 Indicate adjustments, equipment purchases, and/or major repairs from 3.2.5 above.

II repairs, Repairs to system.

3.3 What amount should be in your Replacement Fund? \$ 313,558.00

Please note: If you had a CFWP loan, this amount was originally based on the Financial Assistance Agreement (FAA) and should be regularly updated as needed. Further calculation instructions and an example can be found by clicking the HELP link under Info in the left-side menu.

3.3.1 Is the December 31 Ending Balance in your Replacement Fund above, (#3.2.6) equal to, or greater than the amount that should be in it (#3.3)?

- Yes
- No

If No, please explain.

4. Future Planning

4.1 During the next ten years, will you be involved in formal planning for upgrading, rehabilitating, or new construction of your treatment facility or collection system?

- Yes - If Yes, please provide major project information, if not already listed below.
- No

Project #	Project Description	Estimated Cost	Approximate Construction Year
1	We will be inspecting and improving force mains if needed, Lift station improvements, II project to be completed in 2016. Maintaining existing system	250,000	

5. Financial Management General Comments

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

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Sanitary Sewer Collection Systems

1. CMOM Program

1.1 Do you have a Capacity, Management, Operation & Maintenance (CMOM) requirement in your WPDES permit?

- Yes
- No

1.2 Did you have a documented (written records/files, computer files, video tapes, etc.) sanitary sewer collection system operation & maintenance (O&M) or CMOM program last calendar year?

- Yes (Continue with question 1)
- No (30 points) (Go to question 2)

1.3 Check the elements listed below that are included in your O&M or CMOM program.

Goals

Describe the specific goals you have for your collection system:

To always try to improve the system were necessary with previously stated goals.

Organization

Do you have the following written organizational elements (check only those that apply)?

- Ownership and governing body description
- Organizational chart
- Personnel and position descriptions
- Internal communication procedures
- Public information and education program

Legal Authority

Do you have the legal authority for the following (check only those that apply)?

- Sewer use ordinance Last Revised Date (MM/DD/YYYY) 02/16/2004
- Pretreatment/Industrial control Programs
- Fat, oil and grease control
- Illicit discharges (commercial, industrial)
- Private property clear water (sump pumps, roof or foundation drains, etc.)
- Private lateral inspections/repairs
- Service and management agreements

Maintenance Activities (provide details in question 2)

Design and Performance Provisions

How do you ensure that your sewer system is designed and constructed properly?

- State plumbing code
- DNR NR 110 standards
- Local municipal code requirements
- Construction, inspection, and testing
- Others:

maintenance and inspection, scheduled classes for field personal

Overflow Emergency Response Plan:

Does your emergency response capability include (check only those that apply)?

- Alarm system and routine testing
- Emergency equipment
- Emergency procedures
- Communications/notifications (DNR, internal, public, media, etc.)

Capacity Assurance:

How well do you know your sewer system? Do you have the following?

- Current and up-to-date sewer map
- Sewer system plans and specifications

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Manhole location map
 Lift station pump and wet well capacity information
 Lift station O&M manuals
 Within your sewer system have you identified the following?
 Areas with flat sewers
 Areas with surcharging
 Areas with bottlenecks or constrictions
 Areas with chronic basement backups or SSOs
 Areas with excess debris, solids, or grease accumulation
 Areas with heavy root growth
 Areas with excessive infiltration/inflow (I/I)
 Sewers with severe defects that affect flow capacity
 Adequacy of capacity for new connections
 Lift station capacity and/or pumping problems
 Annual Self-Auditing of your O&M/CMOM Program to ensure above components are being implemented, evaluated, and re-prioritized as needed
 Special Studies Last Year (check only those that apply):
 Infiltration/Inflow (I/I) Analysis
 Sewer System Evaluation Survey (SSES)
 Sewer Evaluation and Capacity Management Plan (SECAP)
 Lift Station Evaluation Report
 Others:

0

2. Operation and Maintenance

2.1 Did your sanitary sewer collection system maintenance program include the following maintenance activities? Complete all that apply and indicate the amount maintained.

Cleaning	<input type="text" value="20"/>	% of system/year
Root removal	<input type="text" value="8"/>	% of system/year
Flow monitoring	<input type="text" value="12"/>	% of system/year
Smoke testing	<input type="text" value="5"/>	% of system/year
Sewer line televising	<input type="text" value="25"/>	% of system/year
Manhole inspections	<input type="text" value="30"/>	% of system/year
Lift station O&M	<input type="text" value="55"/>	# per L.S./year
Manhole rehabilitation	<input type="text" value="7"/>	% of manholes rehabbed
Mainline rehabilitation	<input type="text" value="5"/>	% of sewer lines rehabbed
Private sewer inspections	<input type="text" value="0"/>	% of system/year
Private sewer I/I removal	<input type="text" value="0"/>	% of private services

Please include additional comments about your sanitary sewer collection system below:

3. Performance Indicators

3.1 Provide the following collection system and flow information for the past year.

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2014

32.11	Total actual amount of precipitation last year in inches
35	Annual average precipitation (for your location)
188	Miles of sanitary sewer
4	Number of lift stations
0	Number of lift station failures
0	Number of sewer pipe failures
0	Number of basement backup occurrences
7	Number of complaints
552,727	Average daily flow in MGD (if available)
29,930,000	Peak monthly flow in MGD (if available)
126,00	Peak hourly flow in MGD (if available)
3.2 Performance ratios for the past year:	
0.00	Lift station failures (failures/year)
0.00	Sewer pipe failures (pipe failures/sewer mile/yr)
0.00	Sanitary sewer overflows (number/sewer mile/yr)
0.00	Basement backups (number/sewer mile)
0.04	Complaints (number/sewer mile)
54.1	Peaking factor ratio (Peak Monthly:Annual Daily Avg)
0.0	Peaking factor ratio (Peak Hourly:Annual Daily Avg)

4. Overflows

LIST OF SANITARY SEWER (SSO) AND TREATMENT FACILITY (TFO) OFERFLOWS REPORTED **			
Date	Location	Cause	Estimated Volume (MG)
None reported			

** If there were any SSOs or TFOs that are not listed above, please contact the DNR and stop work on this section until corrected.

5. Infiltration / Inflow (I/I)

5.1 Was infiltration/inflow (I/I) significant in your community last year?

- Yes
- No

If Yes, please describe:

5.2 Has infiltration/inflow and resultant high flows affected performance or created problems in your collection system, lift stations, or treatment plant at any time in the past year?

- Yes
- No

If Yes, please describe:

5.3 Explain any infiltration/inflow (I/I) changes this year from previous years:

leakage of manholes

5.4 What is being done to address infiltration/inflow in your collection system?

grouting & lining of system.

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Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

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Grading Summary

WPDES No: 0047341

SECTIONS	LETTER GRADE	GRADE POINTS	WEIGHTING FACTORS	SECTION POINTS
Financial	A	4	1	4
Collection	A	4	3	12
TOTALS			4	16
GRADE POINT AVERAGE (GPA) = 4				

Notes:

- A = Voluntary Range (Response Optional)
- B = Voluntary Range (Response Optional)
- C = Recommendation Range (Response Required)
- D = Action Range (Response Required)
- F = Action Range (Response Required)

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Resolution or Owner's Statement

Name of Governing Body or Owner:	<input type="text" value="City of Franklin"/>
Date of Resolution or Action Taken:	<input type="text"/>
Resolution Number:	<input type="text"/>

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO SPECIFIC CMAR SECTIONS (Optional for grade A or B. Required for grade C, D, or F. Regardless of grade, required for Collection Systems if SSOs were reported):

Financial Management: Grade = A

Collection Systems: Grade = A

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO THE OVERALL GRADE POINT AVERAGE AND ANY GENERAL COMMENTS (Optional for G.P.A. greater than or equal to 3.00, required for G.P.A. less than 3.00)

G.P.A. = 4

APPROVAL <i>Slw</i>	REQUEST FOR COUNCIL ACTION	MEETING DATE August 18, 2015
REPORTS AND RECOMMENDATIONS	Future Retail Development in the area of South 76 th Street and West Rawson Avenue/West Loomis Road, Future Mixed-Use Business Light Industrial, Commercial, Residential and Nature Conservation Public Park Development in the area of West Loomis Road and West Ryan Road, and Future Business Park Development in the area of South 27 th Street and West South County Line Road; A Resolution Authorizing the Undertaking of the Development of the Franklin Corporate Park	ITEM NUMBER <i>G.9.a.</i>

INTRODUCTION

At its August 4, 2015 meeting, the Common Council moved to direct staff to provide a status report on Area A (76th Street, Rawson Avenue, Loomis Road and environs), Area D (27th Street, Oakwood Road, and South County Line Road and environs), and Area G (Loomis Road, Ryan Road, and 112th Street and environs), including the progress made to date since, and in regard to, earlier related motions from the June 10, 2015 and July 21, 2015 Common Council meetings.

The first part of this Common Council Action Sheet provides a status report on the planning and economic development related aspects of each Area as prepared by Planning Department staff, while the second part of this Action Sheet provides a status report on the financial aspects of each Area as prepared by the City's Director of Finance.

For background informational purposes, the Common Council's approved motions from its June 10, 2015 and July 21, 2015 meetings, related to Areas A, D and G, are attached.

Please be aware that as separate motions were made for Areas A and G at the Common Council's June 10, 2015 meeting, staff understood that the longer separate motion, made during the discussion on the Future Business Park Development in the area of South 27th Street and West County Line Road, was for Area D only. This was also confirmed by the maker of the motion, Alderman Doug Schmidt. As such, the efforts to address the specific elements of that motion were focused on Area D. However, in recognition of the importance of all three areas, and to facilitate discussion of matters in common with all three areas, staff has consistently included Areas A and G whenever information was presented or discussed in regard to Area D.

PLANNING/ECONOMIC DEVELOPMENT RELATED STATUS REPORT

Area A

Staff was directed by the Common Council at its June 10, 2015 meeting to continue evaluating options for Area A, find a solution, work with developers in the area and assist the Alderperson of the district to hold neighborhood meetings. The Alternate B concept plan for Area A, which includes more retail and restaurant uses, hinges upon approval from the Wisconsin Department of Transportation to remove existing on/off ramps and existing lands from public right-of-ways. The Traffic Impact Analysis submitted by Graef is currently under review. Graef has been working with WisDOT to answer questions and provide them with the necessary information to complete their review. The most up-to-date information and correspondence with WisDOT is attached.

Staff has discussed the plans and vision for Area A with developers, brokers, and a few property owners; however, does not have any specific information to report. While there seems to be general interest in this area, and the City's preliminary plans have been well received, no developer or property owner has come forward with a site specific plan or proposal. Staff anticipates more outreach once a decision is made by WisDOT regarding the removal of the ramps and right-of-ways. Please note that staff will likely return to the Common Council to request additional funding to allow Graef to revise improvement costs and future land value estimates based upon the information obtained from WisDOT and interested developers/brokers, property owners.

Staff has not received any requests from Alderpersons to assist with neighborhood meetings. As noted above, staff has presented and distributed information related to Area A along with the presentations and information distributed for Area

D as discussed later in this report.

Area G

Staff was directed by the Common Council at its June 10, 2015 meeting to continue evaluating options for Area G, find a solution, work with developers in the area and assist the Alderperson of the district to hold neighborhood meetings. Since the June 10th Common Council meeting, a report has been provided by Kaempfer and Associates regarding the water service needs for Area G. This report is attached.

Staff has previously, and will continue to, work with interested developers and property owners in this area to create a plan that works from all aspects (planning, economic development, and financial) and which meets all Wisconsin State Statute Tax Incremental Financing requirements. Please note that staff will likely return to the Common Council to request additional funding to allow Graef to revise improvement costs and future land value estimates.

Staff has not received any requests from the Alderperson to assist with neighborhood meetings. As noted above, staff has presented on and distributed information related to Area G along with the presentations and information distributed for Area D as discussed below.

Area D

Below is a summary of the June 10th Common Council motion for Area D. Staff's actions to address each item is in bold.

- Area plans referred to the following for their review, consideration, comments and recommendations, prior to any action by the Common Council concerning the new business park proposal:
 - Community Development Authority – **presented to the CDA at their June 25, 2015 meeting**
 - Economic Development Commission – **presented to the EDC at their June 22, 2015 meeting**
 - Finance Committee – **will be presented at the August 25, 2015 meeting**
 - Board of Public Works – **presented to the BPW at their July 14, 2015 meeting**
 - Plan Commission – **presented to the Plan Commission at their July 23, 2015 meeting**
 - Board of Water Commissioners – **presented to the BWC at their July 21, 2015 meeting**
 - Franklin, Franklin/Oak Creek and the Franklin/Whitnall School Districts – **a letter and materials mailed to all individual school districts members on July 28, 2015.**
 - Milwaukee County Executive – **a letter and materials mailed on July 28, 2015.**
 - County Board of Supervisors – **a letter and materials mailed to all County Supervisors on July 28, 2015.**
 - WI State Legislators who represent the areas in the report – **a letter and materials mailed on July 28, 2015.**

The Community Development Authority was the only board or commission to approve motions regarding the development areas. The minutes from that meeting are attached. Staff did not receive any phone calls, letters or emails from any school district members, County representatives or State representatives following the information being sent to them.

- Listening sessions and public hearings be scheduled on days when most people are able to attend to view the detailed provisions of the economic development plan

Listening sessions were advertised on the City's website and held at the meetings listed below. At those meetings, staff presented on all three development areas.

- **July 14th Board of Public Works**
 - **July 23rd Plan Commission**
 - **July 21st Board of Water Commissioners**
 - **August 25th Finance Committee**
- Special public hearing be held at a date to be determined (at either the Franklin Public Library or at the City Hall in the Community Room or at the Law Enforcement Center) to view the detailed presentation of the plan

A public informational meeting was noticed twice in the newspaper and held on Saturday, August 1, 2015. Staff estimates that approximately 40 to 50 people were in attendance. Six comment sheets were returned and are attached for review.

All other public comments received by staff are also attached.

Please note that pursuant to the June 10, 2015 motion, no further action will occur on Area D until otherwise directed by the Common Council. However, should additional information become available from any of the interested parties noted above, from any affected property owners, or from any interested developers, staff will forward that information to the Council for its consideration.

FINANCIAL RELATED STATUS REPORT

The June 10, 2015 Common Council motion for Area D also stated the following.

- Director of Finance/Treasurer come forward to make a separate presentation to the Aldermen (that will provide his professional opinion on the approximate costs of these economic development plans and to provide his expert opinion on the costs for borrowing for a large business park, the land acquisition costs, things that would need to occur should land be acquired by eminent domain and to provide the amount of taxes that are and been collected for the last ten years for all areas recommended for the large business park and how new business park would help alleviate the high taxes of the Franklin School District. Detailed report furnished to the Aldermen and the public on how these tax revenues currently being collected are being used and how these funds would be used if a new business park was approved. The report should include when this new business park would be paid off and when revenue from this new business park would be provided to the various taxing districts as was the case when the City paid off the debt of the current business park. It was further moved that the development proposals within the Franklin School District such as the one for Ryan Road and Highway 36 be encouraged and assisted by the staff of the City and that all steps be taken to promote commercial development and mixed use development that helps to alleviate the high taxes found within the Franklin School District; and further that it is the expressed order of this Common Council that no action be taken by any person associated with the City of Franklin regarding the entering of contracts or the negotiations of such contracts concerning a new business park until specifically directed by this Common Council as a result of a majority vote of this Council.

A report from Paul Rotzenberg, Finance Director, is attached. The Finance Director will also be in attendance to present on the information requested.

COUNCIL ACTION REQUESTED

A motion as deemed appropriate by the Common Council.

APPROVED JUNE 16, 2015
CITY OF FRANKLIN
SPECIAL COMMON COUNCIL MEETING
JUNE 10, 2015
MINUTES

CALL TO ORDER AND
ROLL CALL

- A. The special Common Council meeting was called to order at 6:30 p.m. on Wednesday, June 10, 2015, by Mayor Steve Olson in the Franklin City Hall Common Council Chambers, 9229 West Loomis Road, Franklin, Wisconsin. On roll call, the following were in attendance: Alderman Mark Dandrea, Alderman Dan Mayer, Alderwoman Kristen Wilhelm, Alderwoman Janet Evans (arrived at 7:07 p.m.), Alderman Doug Schmidt and Alderwoman Susanne Mayer. Also in attendance were Director of Administration Mark Luberda, City Engineer Glen Morrow, City Attorney Jesse A. Wesolowski, and City Clerk Sandi Wesolowski.

CITIZEN COMMENT
PERIOD

- B. Citizen comment period was opened at 6:32 p.m. and closed at 6:50 p.m.

DEVELOPMENT IN
AREA OF S. 76TH ST.
AND W. RAWSON
AVE./W. LOOMIS RD.

- C.1. Future Retail Development in the Area of South 76th Street and West Rawson Avenue/West Loomis Road.
Alderman Schmidt moved that the economic development plan that was presented to the City of Franklin's Common Council tonight be referred by City Attorney Jesse Wesolowski via the staff of the City to the appointed citizen members of the Community Development Authority, the Economic Development Commission, the Finance Committee, the Board of Public Works, the Plan Commission, to the Board of Water Commissioners, to the Franklin, Oak Creek/Franklin and the Franklin/Whitnall School Districts, to the Milwaukee County Executive and the County Board of Supervisors, as well as to the respective Wisconsin State Legislators that represent the areas in the report/presentation for their review, consideration, comments and or recommendations prior to any action being taken by the Common Council of the City of Franklin concerning the new business park proposal in said presentation; and further that this is in the best interests of the people of Franklin that listening sessions and public hearings be scheduled on days when most people are able to attend to view the detailed provisions of the economic development plan for large areas of Franklin; and further that a special public hearing be held at 1:00 p.m. on Saturday, June 27, 2015, at either the Franklin Public Library or at the City Hall in the Community Room or at the Law Enforcement Center so that the people of Franklin and others may view the detailed presentation of the plan presented to us tonight in a manner that is similar to how past presentations were presented for the 27th Street Corridor

Plan, the Comprehensive Master Plan for the City, the Rock Sports Complex Proposal, or such other large projects that had great impact upon the residents and customers of Franklin and Franklin's future; and further that the Director of Finance/Treasurer of the City of Franklin come forward to make a separate presentation primarily as the Treasurer of the City to the Aldermen that will provide his professional opinion on the approximate costs of these economic development plans that may involve the expenditure of millions of taxpayer dollars and or tax increment financing funds; and further that the Treasurer of the City provide to the Common Council his expert opinion on the costs for borrowing for a large business park, the land acquisition costs associated with the new business park plan and the things that would need to occur should land be acquired via Eminent Domain; and that the Treasurer provide to the Common Council the amount of taxes that are and have been collected for the last ten years for all areas recommended for the large business park proposed by the Mayor and how this new business park would help to alleviate the high taxes found in the Franklin School District; and that a detailed report be furnished to the aldermen and the public on how these tax revenues currently being collected are being used and how these funds would be used if a new business park was approved. The report shall include when this new business park would be paid off and when revenue from this new business park would be provided to the various taxing districts as was the case when the City paid off the debt of the current business park. It was further moved that the development proposals within the Franklin School District such as the one for Ryan Road and Highway 36 be encouraged and assisted by the staff of the City and that all steps be taken to promote commercial development and mixed use development that helps to alleviate the high taxes found within the Franklin School District; and further that it is the expressed order of this Common Council that no action be taken by any person associated with the City of Franklin regarding the entering of contracts or the negotiations of such contracts concerning a new business park until specifically directed by this Common Council as a result of a majority vote of this Council. Seconded by Alderman D. Mayer.

Alderwoman Wilhelm moved to amend the main motion to move forward with planning of Area A and to immediately include working closely with landowners in Area A to address the creation of a hospitality, retail, and upper level residential plan for the public's review in 2 weeks/to be determined. Seconded by

Alderman D. Mayer.

Alderman D. Mayer moved to suspend rules to allow Tom Taylor to speak. Seconded by Alderman Schmidt. On roll call, Alderman D. Mayer, Alderwoman Wilhelm, Alderman Schmidt and Alderwoman S. Mayer voted Aye; Alderman Dandrea and Alderwoman Evans voted No. Motion carried.

Alderman Dandrea moved to return to regular order of business. Seconded by Alderman D. Mayer. All voted Aye; motion carried.

On the roll call vote for the amendment to the main motion, Alderwoman S. Mayer, Alderman Schmidt, Alderwoman Wilhelm and Alderman D. Mayer voted Aye; Alderwoman Evans and Alderman Dandrea voted No. Motion carried.

Alderman Schmidt moved to amend the motion to strike the reference to the development proposal at Ryan Road and Highway 36 in the main motion. Alderwoman S. Mayer seconded. On roll call, Alderman D. Mayer, Alderwoman Wilhelm, Alderman Schmidt and Alderwoman S. Mayer voted Aye; Alderman Dandrea and Alderwoman Evans voted No. Motion carried.

Alderman D. Mayer withdrew his second to main motion. On roll call, Alderwoman S. Mayer, Alderwoman Evans, Alderman D. Mayer and Alderman Dandrea voted Aye; Alderman Schmidt and Alderwoman Wilhelm voted No. Motion carried.

Main motion as amended failed due to lack of a second.

Alderwoman Evans then moved to direct staff to continue process of evaluation of options for Area A, find a workable solution, and work with developers in area, and direct staff assistance to work with alderman of district to hold neighborhood meetings. Seconded by Alderman Dandrea. All voted Aye; motion carried.

DEVELOPMENT IN
AREA OF W. LOOMIS
RD. AND W. RYAN RD.

C.2 Future Mixed-Use Business Light Industrial, Commercial, Residential and Nature Conservation Public Park Development in the Area of West Loomis Road and West Ryan Road. Area G.

Alderman D. Mayer left his seat at 9:34 p.m. and returned at 9:36 p.m.

Alderwoman S. Mayer moved to direct staff to continue process of evaluation of options for Area G, find a workable solution, and

work with developers in area, and direct staff assistance to work with alderman of district to hold neighborhood meetings. Seconded by Alderman Schmidt. All voted Aye; motion carried.

DEVELOPMENT IN
AREA OF S. 27TH ST.
AND W. SOUTH
COUNTY LINE RD.

- C.3. Future Business Park Development in the Area of South 27th Street and West County Line Road; A Resolution Authorizing the Undertaking of the Development of the Franklin Corporate Park. Alderwoman S. Mayer left her seat at 10:07 p.m. and returned at 10:15 p.m.

Alderman D. Mayer moved to have the City Attorney begin formal investigation into moving the boundary of the Franklin School District to South 27th Street. Seconded by Alderman Schmidt.

Alderman D. Mayer moved to call the question. Seconded by Alderwoman Wilhelm. On roll call, Alderman Dandrea, Alderman D. Mayer, Alderwoman Wilhelm and Alderman Schmidt voted Aye; Alderwoman Evans and Alderwoman S. Mayer voted No. Motion carried.

On the vote for the main motion, Alderwoman S. Mayer, Alderman Schmidt, Alderwoman Wilhelm and Alderman D. Mayer voted Aye; Alderwoman Evans and Alderman Dandrea voted No. Motion carried.

Alderman D. Mayer moved to suspend the regular order of business to allow a resident to speak. Seconded by Alderwoman Wilhelm. All voted Aye; motion carried.

Alderwoman Wilhelm moved to return to regular order of business. Seconded by Alderman Schmidt. All voted Aye; motion carried.

Alderman Schmidt moved that the economic development plan that was presented to the City of Franklin's Common Council tonight be referred by City Attorney Jesse Wesolowski via the staff of the City to the appointed citizen members of the Community Development Authority, the Economic Development Commission, the Finance Committee, the Board of Public Works, the Plan Commission, to the Board of Water Commissioners, to the Franklin, Oak Creek/Franklin and the Franklin/Whitnall School Districts, to the Milwaukee County Executive and the County Board of Supervisors, as well as to the respective Wisconsin State Legislators who represent the areas in the

report/presentation for their review, consideration, comments and or recommendations prior to any action being taken by the Common Council of the City of Franklin concerning the new business park proposal in this presentation; and further that this is in the best interests of the people of Franklin that listening sessions and public hearings be scheduled on days when most people are able to attend to view the detailed provisions of the economic development plan; and further that a special public hearing be held at a date to be determined, at either the Franklin Public Library or at the City Hall in the Community Room or at the Law Enforcement Center so that the residents of Franklin and others may view the detailed presentation of the plan presented to us tonight for the 27th Street Corridor Plan, the Comprehensive Master Plan for the City, the Rock Sports Complex Proposal, or such other large projects that had great impact upon the residents and customers of Franklin and Franklin's future; and further that the Director of Finance/Treasurer of the City of Franklin come forward to make a separate presentation primarily as the Treasurer of the City to the Aldermen that will provide his professional opinion on the approximate costs of these economic development plans that may involve the expenditure of millions of taxpayer dollars and or tax increment financing funds; and further that the Treasurer provide to the Common Council his expert opinion on the costs for borrowing for a large business park, the land acquisition costs associated with the new business park plan and the things that would need to occur should land be acquired via Eminent Domain; and that the Treasurer provide to the Common Council the amount of taxes that are and have been collected for the last ten years for all areas recommended for the large business park and how this new business park would help to alleviate the high taxes found in the Franklin School District; and that a detailed report be furnished to the aldermen and the public on how these tax revenues currently being collected are being used and how these funds would be used if a new business park was approved. The report should include when this new business park would be paid off and when revenue from this new business park would be provided to the various taxing districts as was the case when the City paid off the debt of the current business park. It was further moved that the development proposals within the Franklin School District be encouraged and assisted by the staff of the City and that all steps be taken to promote commercial development and mixed use development that helps to alleviate the high taxes found within the Franklin School District; and further that it is the expressed order of this Common Council that no

action be taken by any person associated with the City regarding the entering of contracts or the negotiations of such contracts concerning a new business park until specifically directed by this Common Council as a result of a majority vote of this Council. Seconded by Alderman D. Mayer. On roll call, Alderwoman S. Mayer, Alderman Schmidt, Alderwoman Wilhelm and Alderman D. Mayer voted Aye; Alderwoman Evans and Alderman Dandrea voted No. Motion carried.

ADJOURNMENT

- D. Alderwoman Wilhelm moved to adjourn the special Common Council meeting at 10:53 p.m. Seconded by Alderman Dandrea. All voted Aye; motion carried.

- CDBG REVISION FOR W. COLLEGE AVENUE SIDEWALK G.22. Alderman Dandrea moved to approve the revised 2016 Milwaukee County Community Development Block Grant application cost estimate to \$340,000 for the West College Avenue Sidewalk Construction Project. Seconded by Alderman D. Mayer. All voted Aye; motion carried.
- REPORT ON SPENDING FOR FUTURE DEVELOPMENT AREAS G.23. Alderwoman S. Mayer moved to direct staff to contact contractors and consultants for status reports on projects (tasks) of work under contract in the areas with the City in the works already completed and not started yet, what phase in each project and how much percent they are complete, how much each project cost, what has been invoiced to date and how much has been paid for already, if project needs more money to complete and amount, if the project has not been started then staff is to notify them to hold off until meeting of August 4, 2015, with staff to supply the Common Council with any additional relevant information. Seconded by Alderman D. Mayer.
Alderwoman S. Mayer moved to call the question. Seconded by Alderman D. Mayer. All voted Aye; motion carried.
On roll call for the main motion, Alderman D. Mayer, Alderman Schmidt and Alderwoman S. Mayer voted Aye; Alderman Dandrea and Alderwoman Evans voted No. Motion carried.
- MONTHLY FINANCIAL REPORT G.24. Alderwoman S. Mayer moved to place on file the May 2015 Monthly Financial Report. Seconded by Alderwoman Evans. All voted Aye; motion carried.
- AGREEMENT WITH ELECTION SYSTEMS & SOFTWARE, LLC G.25. Alderman D. Mayer moved to authorize City Officials to execute an Agreement with Election Systems & Software, LLC for the Model DS200 Digital Image Scanner, subject to review by the City Attorney and with funds to be taken from the 2015 Capital Budget as previously approved. Seconded by Alderman Schmidt. All voted Aye; motion carried.
- HEALTH INSURANCE BROKER SERVICES G.26. Alderman D. Mayer moved to terminate the requirement to bid insurance broker services during 2015 and to direct the Director of Administration to provide a status update during the first quarter of 2016 as to the health insurance market place and the potential for bidding out the broker services. Seconded by Alderwoman Evans. All voted Aye; motion carried.
- LICENSES AND PERMITS H.1. Alderman Dandrea moved to approve the following:
Grant 2015-2016 Reserve Class B Combination License to Eknor Enterprises LLC, Agent Surjit Singh, and approve a grant in the amount of \$9,500;

From: [Ost, Andre](#)
To: [Baumann, Art - DOT](#)
Cc: [Nick Fuchs](#); [Paulos, Mike](#); [Brummond, Shana](#); [Kressin, Pat](#); [Pettit, Mary Beth](#); [Nguven, David O. - DOT](#); [Barth, Tony - DOT](#); [Berghammer, Donald - DOT](#); [Elkin, Robert - DOT](#); daniel.murphy@milwaukeecountywi.gov
Subject: RE: City of Franklin Area A - Initial Review memo
Date: Thursday, August 06, 2015 5:03:46 PM
Attachments: [image001.png](#)
[150806 Initial Review.pdf](#)
[150806 Appendix.pdf](#)

Art,

The updated Initial Review for Franklin Area A is attached for review and our response is shown in green in email below.

Please let me know when you expect to complete your review. We would appreciate if you could let us know if the peak hour volumes & analysis years are acceptable, so we can proceed with the traffic forecast request.

Thank you,

Andre Ost, P.E., PTOE

Associate



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414 / 266-9256 direct
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From: [Baumann, Art - DOT \[mailto:Art.Baumann@dot.wi.gov\]](mailto:Art.Baumann@dot.wi.gov)

Sent: Wednesday, June 10, 2015 1:49 PM

To: Ost, Andre

Cc: NFuchs@franklinwi.gov; [Paulos, Mike](#); [Brummond, Shana](#); [Kressin, Pat](#); [Pettit, Mary Beth](#); [Nguyen, David Q - DOT](#); [Barth, Tony - DOT](#); [Berghammer, Donald - DOT](#); [Elkin, Robert - DOT](#); daniel.murphy@milwaukeecountywi.gov

Subject: RE: City of Franklin Area A - Initial Review memo

Andre,

WisDOT has completed its review of the initial review memo for the TIA for the City of Franklin Area A. We will require that this document be updated and resubmitted with the following comments addressed:

- The trip generation provided does not conform with the ITE Trip Generation 9th Edition. Specific uses that do not conform include Shopping Center, Fast Food and Supermarket. – Trip generation is updated & WisDOT indicated it was acceptable on 7/22.
- Trip generation tables were not provided for the off-site uses – Off-site trip generation is provided.
- The linked trips proposed are not acceptable. The restaurant uses are some of the largest trip generators within the site. It is not reasonable to assume that there will be many linked trips between these uses. Please provide a new proposal for WisDOT's consideration. – Linked trips are updated and WisDOT indicated these were acceptable on 7/22.
- WisDOT will allow for the inclusion of Multi Linked Trips for the study. These would be trips that would visit multiple locations within the development areas. For example, a patron may visit the discount store in Area 1 and the medical office building in Area 3. These types of trips would not be removed from the driveway trips, but would be removed from vehicles entering the development area. – Multi-linked trips are included and WisDOT indicated these were acceptable on 7/22.
- The pass-by trips are not acceptable. The proposed pass-by trips appear to exceed 10% of the existing traffic. Please provide a new proposal for WisDOT's consideration. – Pass-by trips are updated & WisDOT indicated they were acceptable on 7/22.
- The Horizon Year provided within the study is not acceptable. It is extremely unlikely that all of this development would be built out in 5 years. A recent newspaper article references a city report that anticipates a 10 year build-out. This still seems fast, but is more in line with what could be expected. – A 10 year build out is anticipated and therefore the horizon year is recommended to be 2032.
- Trip distribution for the proposed development was not provided. – Preliminary trip distribution is provided.
- Trip assignment for the proposed development was not provided. – As discussed, trip assignment will be provided for interim review before submittal of the TIA.
- The ramp design provided will need to be reviewed further by WisDOT to determine if it would be acceptable. The minimum deceleration to stop shown on the exhibit is in the wrong location. It should be measured from the point where the ramp taper is 12 feet wide, so it should coincide with the end of the taper. – Updated exhibit is provided.
- The requested reduction in the speed limit will be reviewed by WisDOT independent of the TIA. Keep in mind a speed study was conducted in this area approximately two years ago and it was determined that the current posted speed limit is appropriate. The TIA should be submitted assuming that the reduction is not approved.

Please make the above changes to the Initial Review Document and resubmit it for our review. Let me know if you have any questions or need further clarification on any of these comments.

Art Baumann
WisDOT Traffic Operations Engineer
(262) 548-5626
art.baumann@dot.wi.gov

From: Ost, Andre [<mailto:andre.ost@graef-usa.com>]
Sent: Tuesday, May 19, 2015 2:46 PM
To: Baumann, Art - DOT; daniel.murphy@milwaukeecountywi.gov
Cc: NFuchs@franklinwi.gov; Paulos, Mike; Brummond, Shana; Kressin, Pat; Pettit, Mary Beth
Subject: City of Franklin Area A - Initial Review memo

Art & Dan,

Attached the initial review memo for the City of Franklin - Area A development on STH 36 (Loomis Road) for your review/ comment. Please let me know if you need any additional information.

Can you please let me know when you expect to have review comments on this submittal?

Thanks,

Andre

Andre Ost, P.E., PTOE
Associate

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MEMORANDUM

TO: Art Baumann, P.E. – WisDOT SE Region
Dan Murphy – Milwaukee County
Nick Fuchs – City of Franklin

FROM: Andre Ost, P.E., PTOE
Shana Brummond, P.E., PTOE

DATE: August 6, 2015

SUBJECT: Franklin Area A Development Initial Review
Franklin, Wisconsin

Introduction

The Franklin Area A Development is a mixed use development proposed to be located along STH 36 (W. Loomis Road) at the interchanges with W. Rawson Avenue (CTH BB) & S. 76th Street (CTH U) in the City of Franklin. The development includes four specific areas along W. Loomis Road. The development plan requires the removal of the W. Rawson Avenue ramps and realignment of the S. 76th Street ramps. The realignment of the ramps is planned to occur by 2017 with full build out of the development by 2027. The Wisconsin Department of Transportation (WisDOT) requires a full Traffic Impact Analysis (TIA) for developments generating more than 500 peak hour trips. This initial review identifies the study area, preliminary trip generation, trip distribution and analysis periods for the TIA.

Study Area

The Franklin Area A Development is proposed to be located along STH 36 at the interchanges with W. Rawson Avenue (CTH BB) & S. 76th Street (CTH U) as shown on Exhibit 1. As discussed with WisDOT staff, the study area for the TIA is recommended to include the following intersections:

- STH 36 (W. Loomis Road) Eastbound ramps & W. Rawson Avenue (CTH BB)
- STH 36 (W. Loomis Road) Eastbound ramps & S. 76th Street (CTH U)
- STH 36 (W. Loomis Road) Westbound ramps & S. 76th Street (CTH U)
- STH 36 (W. Loomis Road) Westbound ramps & W. Rawson Avenue (CTH BB)
- S. 76th Street (CTH U) & W. Rawson Avenue (CTH BB)
- S. 68th Street & W. Rawson Avenue (CTH BB)
- S. 76th Street (CTH U) & W. Crystal Ridge Drive
- W. Rawson Avenue (CTH BB) & W. Crystal Ridge Drive
- STH 36 (W. Loomis Road) & W. Drexel Avenue
- STH 36 (W. Loomis Road) & 3 Proposed Access Locations (North, Middle & South)

The existing geometrics at the study area intersections are shown on Exhibit 2. The future planned transportation system with the proposed ramp realignments is shown on Exhibit 3. The following is a description of the study area roadways.

STH 36 (W. Loomis Road) is a four-lane northeast/southwest divided principal arterial that passes under S. 76th Street and W. Rawson Avenue with ramp connections to both roadways. According to the Wisconsin Department of Transportation (WisDOT), the Year 2014 Annual Average Daily Traffic (AADT) along STH 36 ranged from 16,700 vehicles per day (vpd) north of W. Drexel Avenue to 18,600 vpd north of S. 76th Street. STH 36 has a 45 mph speed limit from the south study limits to 0.3 miles north of W. Drexel Avenue where the speed limit increases to 55 mph. The 55 mph speed limit continues for 1.9 miles through the W. Rawson Avenue and S. 76th Street ramps and then decreases to 45 mph near S. 68th Street.

W. Rawson Avenue (CTH BB) is an east/west principal arterial that transitions from a two-lane undivided roadway section to a four-lane divided roadway section west of Crystal Ridge Drive. The median width through the study area is at least 25 feet wide allowing for two-stage crossing movements (vehicles can wait in the median before completing their maneuver) at stop controlled intersections. W. Rawson Avenue has a 40 mph speed limit within the study area. According to the WisDOT, the Year 2014 AADTs along W. Rawson Avenue ranged from 23,900 vpd east of S. 76th Street to 9,700 vpd west of Crystal Ridge Drive.

S. 76th Street (CTH U) is a six-lane divided north/south principal arterial with a posted speed limit of 40 mph through the study area. According to WisDOT, the most recent AADTs along S. 76th Street were 18,100 vpd north of Crystal Ridge Drive (Year 2014), 24,700 vpd north of W. Rawson Avenue (Year 2011) and 12,400 vpd north of W. Drexel Avenue (Year 2011).

S. 68th Street is a two-lane undivided north/south collector roadway with a posted speed limit of 30 mph through the study area. According to WisDOT, the Year 2011 AADT on S. 68th Street was 2,300 vpd north of W. Rawson Avenue and 2,600 vpd south of W. Rawson Avenue.

W. Drexel Avenue is a two-lane undivided east/west minor arterial roadway with a posted speed limit of 35 mph through the study area. The Year 2014 WisDOT AADT on W. Drexel Avenue ranged from 13,700 vpd west of STH 36 to 4,100 vpd east of STH 36.

Crystal Ridge Drive / Old Loomis Road (CTH K) is a two-lane northeast/southwest undivided local roadway that provides access through the Rock Sports Complex. The speed limit on Crystal Ridge Drive / Old Loomis Road is posted at 35 mph.

Development

Franklin Area A Development

The Franklin Area A development is a mixed use development. A conceptual site plan of the development is shown on Exhibit 4. The development is planned to be built in one phase and is expected to start in 2017 with full build out by the Year 2027. The development is proposed to include the following land uses:

Area 1:

- Apartments –232 units
- Destination Retail (Discount Store) – 75,000 sf
- General Retail – 95,000 sf
- Bank –3 drive-in lanes
- High-Turnover Sit-Down Restaurants – 16,000 total sf
- Fast Food Restaurant with Drive Through – 4,000 sf
- Gas Station with Convenience Market & Car Wash – 12 fueling positions
- Town Square Park – 2 acres

Area 2:

- Single Family Houses – 50 lots

Area 3:

- Apartments –108 units
- Health Club – 60,000 sf
- Medical Office Building – 30,000 sf
- General Retail – 60,000 sf
- Specialty Grocery – 15,000 sf
- Pharmacy with Drive Through – 18,000 sf
- High-Turnover Sit-Down Restaurant – 8,000 sf
- Fast Food Restaurant with Drive Through – 4,000 sf

Area 4:

- Apartments – 48 units
- General Retail – 65,000 sf
- High-Turnover Sit-Down Restaurant – 8,000 sf

Off-Site Development

Based on discussions with the City, there are two planned developments in the vicinity of the Franklin Area A TIF. Traffic for these off-site developments will be incorporated in the total traffic scenario. A summary of the off-site developments is included below:

Hampton Inn & Suites Hotel

The Hampton Inn & Suites hotel is currently under construction at 6901 S. 76th Street and will have access to the east side of S. 76th Street north of W. Rawson Road. This 100 room hotel opened the summer of 2015.

The Rock Complex

The Rock complex is planning for a 3,000 seat minor league stadium, two additional baseball fields, four soccer fields and four futsal fields. Existing access for the Rock complex is located on the north side of Crystal Ridge Drive between S. 76th Street and W. Rawson Road. Future access for the Rock complex is currently being evaluated. The minor league stadium and additional fields are anticipated be open by 2017.

Existing Traffic

The Franklin Area A development is expected to generate the highest amount of traffic during the weekday evening and Saturday midday time periods. Therefore, it is recommended that the study analyze the weekday evening and Saturday midday peak hours. In March and April of 2015, GRAEF collected 13 hour weekday turning movement counts from 6:00 am to 7:00 pm at the following intersections:

- STH 36 (W. Loomis Road) Eastbound ramps & W. Rawson Avenue (CTH BB)
- STH 36 (W. Loomis Road) Eastbound ramps & S. 76th Street (CTH U)
- STH 36 (W. Loomis Road) Westbound ramps & W. Rawson Avenue (CTH BB)
- W. Rawson Avenue (CTH BB) and W. Crystal Ridge Drive

GRAEF collected weekday evening turning movement counts from 3:00 pm to 7:00 pm at the following intersections:

- STH 36 (W. Loomis Road) & W. Drexel Avenue
- STH 36 (W. Loomis Road) Westbound ramps & S. 76th Street (CTH U)
- S. 76th Street & W. Crystal Ridge Drive
- S. 76th Street & W. Rawson Avenue (CTH BB)
- W. Rawson Avenue (CTH BB) & S. 68th Street

GRAEF collected Saturday turning movement counts at the nine study intersections from 10:00 am to 2:00 pm. Based on the traffic counts, the weekday evening peak hour was determined to be 4:30 to 5:30 pm and the Saturday midday peak hour was determined to be 11:30 am to 12:30 pm. The existing traffic volumes are shown on Exhibit 5. All intersection traffic counts are included in Appendix A.

Preliminary Trip Generation

To address any potential future traffic impacts within the study area, it is necessary to identify the traffic expected to be generated by the proposed on-site and off-site developments. The expected traffic volumes generated by the development are based on the size and type of proposed land uses, and on trip data published in the Institute of Transportation Engineer's (ITE's) *Trip Generation, 9th Edition (2012)*.

Franklin Area A Development Trip Generation

A linked trip occurs when a motorist has more than one destination within the specific development area. It can be expected that approximately 20 percent of the development trips will be internally linked trips for Areas 1, 3 and 4. A multi-linked trip occurs when a motorist visits more than one of the specific development areas. It can be expected that approximately 10 percent of the development trips for Areas 1 and 3 will be multi-linked trips.

Additionally, pass-by trips occur when vehicles that are already on the roadway system stop at the development prior to continuing on their intended route. It can be expected that approximately 10 percent of the retail and restaurant development trips will be pass-by trips during the weekday peak hours. Approximately 6 percent of the retail and restaurant development will be pass-by trips during the Saturday peak hour.

Exhibit 6 shows the preliminary trip generation for the proposed Area A development. The proposed development is expected to generate 1,670 total vehicle trips (845 entering vehicles/825 exiting vehicles) during the weekday morning peak hour. Of the 1,670 total trips, 320 trips are expected to be linked trips, 100 trips are expected to be multi linked trip and 90 trips are expected to be pass-by trips resulting in 1,160 new development generated trips.

During the weekday evening peak hour, the proposed development is expected to generate 2,960 total vehicle trips (1,550 entering vehicles/1,410 exiting vehicles). Of the 2,960 total trips, 580 trips are expected to be linked trips, 190 trips are expected to be multi linked trips and 180 trips are expected to be pass-by trips resulting in 2,010 new development generated trips.

During the Saturday midday peak hour, the proposed development is expected to generate 3,965 total vehicle trips (1,905 entering vehicles/1,790 exiting vehicles). Of the 3,695 total trips, 730 trips are expected to be linked trips, 245 trips are expected to be multi linked trips and 140 trips are expected to be pass-by trips resulting in 2,580 new development generated trips.

Off-Site Developments Trip Generation

Exhibit 7 shows the preliminary trip generation for the off-site developments.

Existing Rock Sports Complex

The Rock Sports Complex currently has an umbrella bar, six ball fields, BMX bike track, lodge and hill equipped with chairlifts for downhill skiing (winter) and mountain bike runs (summer). The lodge bar and umbrella bar are primarily used by spectators and visitors already at the Rock Sports Complex. The ITE manual does not have trip generation rates for baseball/softball fields, but the activity is expected to be similar to a soccer field. Therefore trip generation rates for a soccer field was used for the ball fields. As shown on Exhibit 7, the existing six ball fields at the Rock Sports Complex generate 5 total vehicle trips (5 entering vehicles/0 exiting vehicles) during the weekday morning peak hour, 105 total vehicle trips (70 entering vehicles/35 exiting vehicles) during the weekday evening peak hour and 180 total vehicle trips (85 entering vehicles/95 exiting vehicles) during the Saturday midday peak hour.

Rock Sports Complex – Future Development

Future development for the Rock Sports Complex is expected to include a 3,000 seat minor league baseball stadium, two additional ball field, four soccer fields and four futsal fields. The ITE manual does not have trip generation rates for baseball/softball or futsal fields, but the activity is expected to be similar to a soccer field. Therefore trip generation rates for a soccer field were also used for the ball and futsal fields. Additionally, the ITE manual does not have trip generation rates for a minor league stadium. Therefore trip generation was developed based on the following information:

- The minor league stadium is expected to have games starting at 6:30pm on weekdays and Saturdays. Early arrival for the game is expected to occur during the weekday evening peak hour (4:30 to 5:30 pm). There is not expected to be trips generated by the stadium during

the Saturday midday peak hour (11:30 am to 12:30 pm) due to the games later in the evening.

- The attendance rate was calculated by averaging five years of average game attendance recorded for the Wisconsin Timber Rattlers minor league baseball team (www.milb.com/milb/stats). Based on the data from 2009-2013, average attendance was approximately 3,724 (63 percent) at the 5,900 seat Fox Cities Stadium in Appleton, Wisconsin. The proposed 3,000 seat minor league baseball stadium attendance is anticipated to have average attendance of 1,890 based on 63 percent attendance rate.
- The vehicle occupancy rate was obtained from the *Allentown Arena and City Center Development Traffic Analysis* report (<http://www.allentownpa.gov/Portals/0/files/ANIZDA/Documents/Allentown%20Arena%20Traffic%20Analysis.pdf>) dated May 5, 2014. This report referenced a 3.3 vehicle-occupancy rate for stadiums as published on page 69 of the *ULI Shared Parking Manual*. With a 3.3 vehicle occupancy rate, the stadium is expected to generate approximately 1,150 total trips for a game (575 entering vehicles/575 exiting vehicles).
- Based on *Allentown Arena and City Center Development Traffic Analysis* report, there is a 61 percent arrival rate for the hour prior to the start of the game. This report cited several studies, including their own which corroborated a 61 percent arrival rate in the hour prior to events. These studies included a 2002 post development study of a minor league baseball stadium prepared by The Traffic Group, a 2001 study of large special events prepared by the Transportation Research Board, and two field studies conducted by Traffic Planning and Design at minor league stadiums in Allentown, Pennsylvania and Aberdeen, Maryland. The following arrival rates are estimated for 6:30 pm games at the stadium:
 - 4:30 to 5:30 pm – 29 percent (coincides with weekday evening peak hour)
 - 5:30 to 6:30 pm – 61 percent (hour prior to game start)
 - 6:30 to 7:30 pm – 10 percent (after game start)

As shown on Exhibit 7, the future development for the Rock Sports Complex including the minor league stadium is expected to generate 10 total vehicle trips (10 entering vehicles/0 exiting vehicles) during the weekday morning peak hour, 350 total vehicle trips (285 entering vehicles/65 exiting vehicles) during the weekday evening peak hour and 300 total vehicle trips (150 entering vehicles/150 exiting vehicles) during the Saturday midday peak hour.

The future development for the Rock Sports Complex without the minor league stadium is expected to generate 10 total vehicle trips (10 entering vehicles/0 exiting vehicles) during the weekday morning peak hour, 175 total vehicle trips (115 entering vehicles/60 exiting vehicles) during the weekday evening peak hour and 300 total vehicle trips (150 entering vehicles/150 exiting vehicles) during the Saturday midday peak hour.

Hampton Inn & Suites Hotel

The Hampton Inn & Suites hotel is expected to generate 55 total vehicle trips (30 entering vehicles/25 exiting vehicles) during the weekday morning peak hour, 60 total vehicle trips (30 entering vehicles/30 exiting vehicles) during the weekday evening peak hour and 70 total vehicle trips (40 entering vehicles/30 exiting vehicles) during the Saturday midday peak hour.

Proposed Trip Distribution

The proposed trip distribution for the development is summarized below and also shown on Exhibit 8. The trip distribution was based on traffic volumes on adjacent roadways (Analogy method) and anticipated traffic patterns on the surrounding roadway system.

- 25% to/from the northeast on STH 36
- 20% to/from the north on S. 76th Street
- 20% to/from the east on W. Rawson Avenue
- 15% to/from the southwest on STH 36
- 10% to/from the south on S. 76th Street
- 10% to/from the west on W. Rawson Avenue

Assumptions for the Development of the TIA

The following assumptions were made by GRAEF regarding the peak hours, analysis years and the proposed access on STH 36.

Peak Hours

The Franklin Area A development is expected to generate the highest amount of traffic during the weekday evening and Saturday midday time periods. Therefore, it is recommended that the study analyze the weekday evening and Saturday midday peak hours. Based on the traffic counts, the weekday evening peak hour was determined to be 4:30 to 5:30 pm and the Saturday midday peak hour was determined to be 11:30 am to 12:30 pm. The existing traffic volumes are shown on Exhibit 5.

Analysis Years

The development is expected to begin construction in 2017 and have the first buildings open in 2017 with full build out by 2027. Therefore it is recommended that Year 2017 represent the base analysis year for the TIA. According to the WisDOT TIA guidelines, the horizon year shall be established as 10 years after the opening of the proposed development or five years after full buildout, whichever is greater. Therefore it is recommended that Year 2032 represent the horizon year in the TIA.

The STH 36 ramps to W. Rawson Avenue and S. 76th Street are anticipated to be reconfigured by 2017 in preparation for site development. We propose the TIA will study the traffic operations for the following scenarios with the proposed ramps realignments:

- Year 2017 & 2032 Background Traffic
- Year 2017 & 2032 Build Traffic (Includes Area A Development)
- Year 2017 & 2032 Total Traffic – Option 1 (Includes Area A & Off-Site Developments including the minor league stadium)
- Year 2017 & 2032 Total Traffic – Option 2 (Includes Area A & Off-Site Developments excluding the minor league stadium)

Proposed Development Access on STH 36

STH 36 is currently access controlled and WisDOT has the final approval for any new access to the state highway. In order to create acceptable access locations on STH 36 for the proposed development, it is necessary to eliminate the ramps to W. Rawson Avenue and realign the existing ramps to S. 76th Street. Exhibit 9 shows the feasibility of realigning the ramps to S. 76th Street.

The piers for the existing W. Rawson Avenue bridge over STH 36 have 27 feet of horizontal clearance from the edge of the travel lane. Therefore the ramp will fit adjacent to the through lanes without impacting the structure. The proposed development access locations are summarized below.

North Access: The north access is proposed to be right-in / right-out only. Per FDM 11-5 Attachment 5.2, 1,500 feet is the recommended distance from the end of a ramp taper to a new right-in / right-out access point. The proposed north access is shown at 1,140 feet from the end of the taper.

Middle Access: The middle access is proposed to provide full access and anticipated to be signalized since the STH 36 corridor is a signalized corridor. Per FDM 11-5 Attachment 5.2, 2,640 feet is the recommended distance from the end of a ramp taper to a new signalized intersection. The proposed middle access is shown at 2,345 feet from the end of the taper.

South Access: The south access is proposed to provide full access with stop control on the minor approach. The intersection is approximately 1,650 feet north of W. Drexel Avenue and would only provide access to the residential use.

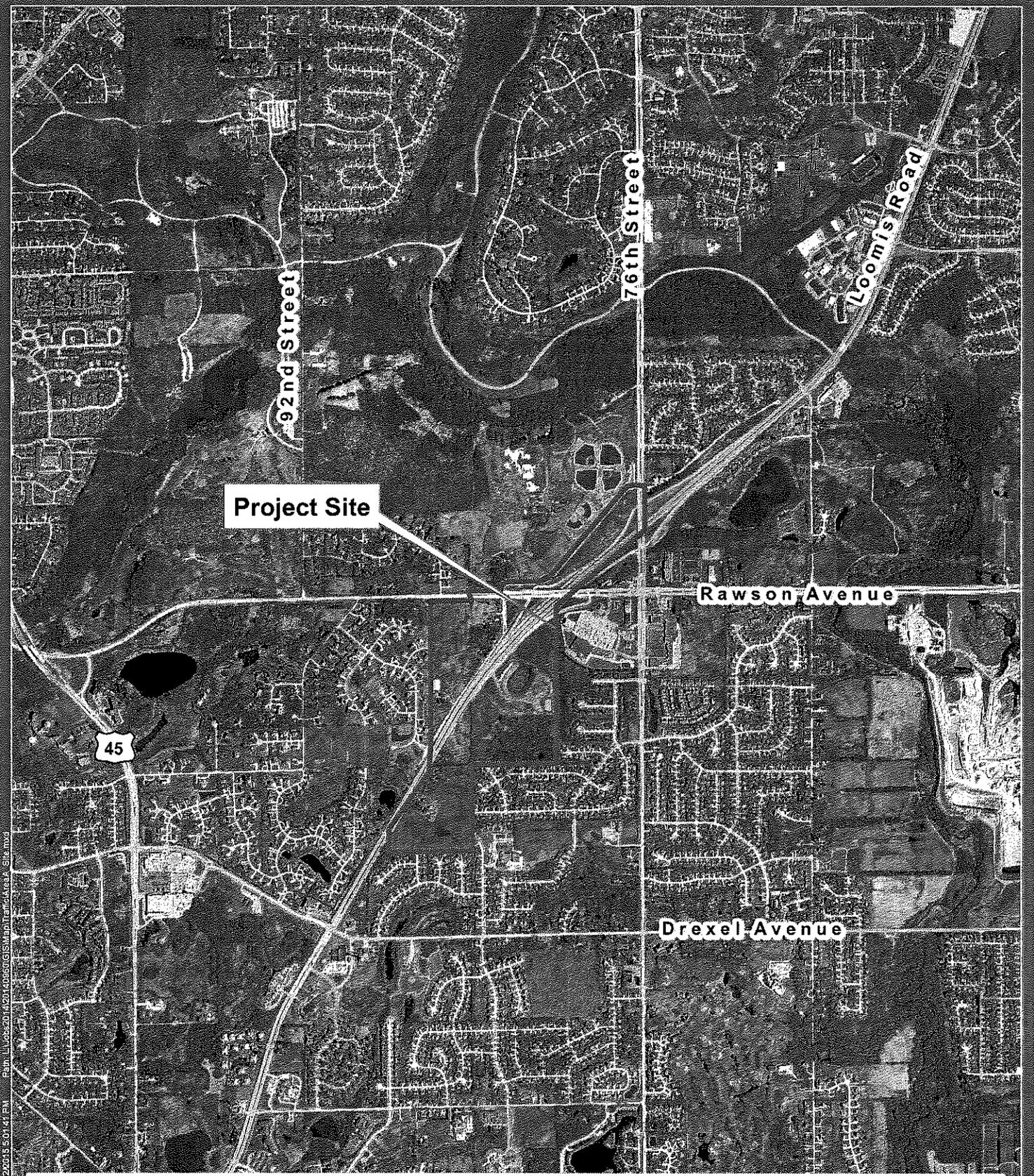
We are requesting the WisDOT further evaluate the speed limit on STH 36 with the proposed access locations and realignment of the ramp. The roadway currently has a speed limit posted at 55 mph (expressway) within the area of the three proposed access locations. On both ends of the study area, STH 36 has a speed limit posted at 45 mph (arterial / transitional roadway). If the speed limit is lowered to 45 mph to remain consistent along the corridor, the roadway would no longer fall under the requirements of FDM 11-5 as this only applies to freeway / expressway.

Conclusions

The TIA for the proposed development is recommended to analyze the weekday evening and Saturday midday peak hours at the identified study area intersections. The analysis years are recommended to be Year 2017 and 2032. We are requesting review of the peak hour traffic volumes and analysis years to proceed with submittal of the traffic forecast request. WisDOT will develop forecasts for the background traffic with the ramp realignments. We would appreciate comments on the information provided in this memo.

cc: Mayor Steve Olson – City of Franklin

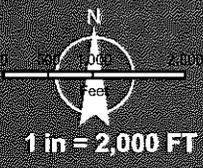
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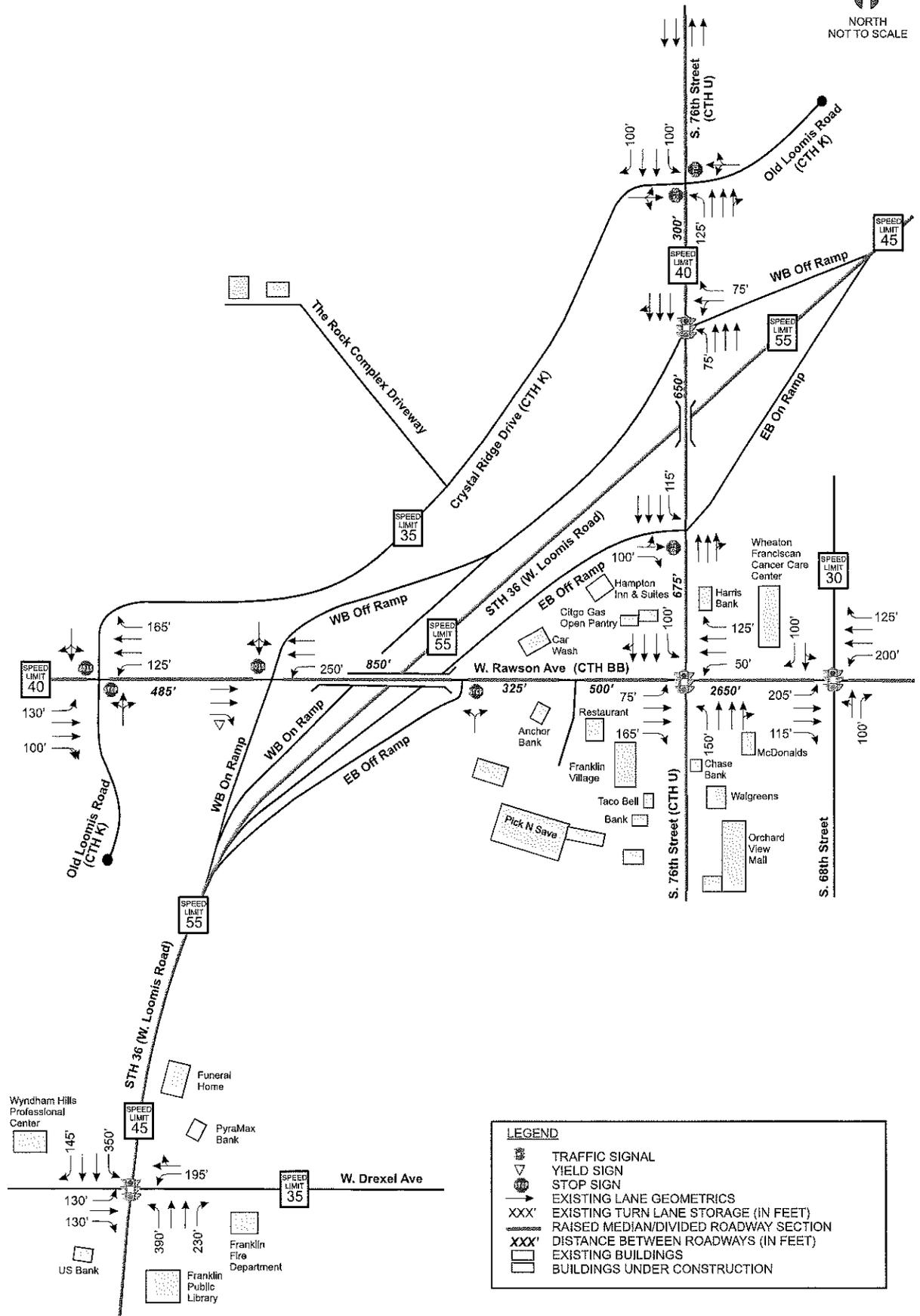


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AREA A
Project Site Location Map
CITY OF FRANKLIN
MILWAUKEE COUNTY, WISCONSIN

EXHIBIT 1
GRÄEF



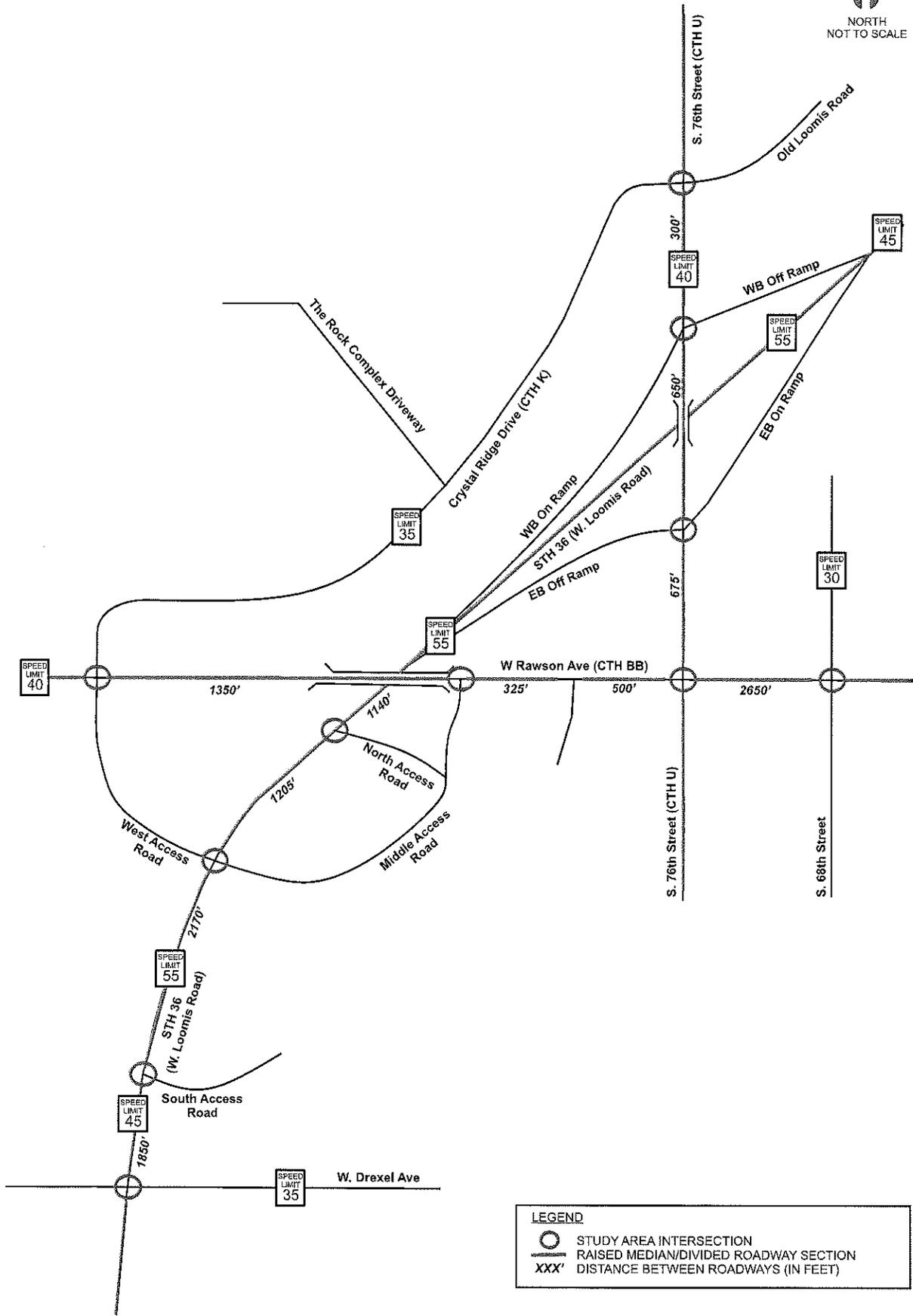


LEGEND

- TRAFFIC SIGNAL
- YIELD SIGN
- STOP SIGN
- EXISTING LANE GEOMETRICS
- EXISTING TURN LANE STORAGE (IN FEET)
- RAISED MEDIAN/DIVIDED ROADWAY SECTION
- DISTANCE BETWEEN ROADWAYS (IN FEET)
- EXISTING BUILDINGS
- BUILDINGS UNDER CONSTRUCTION

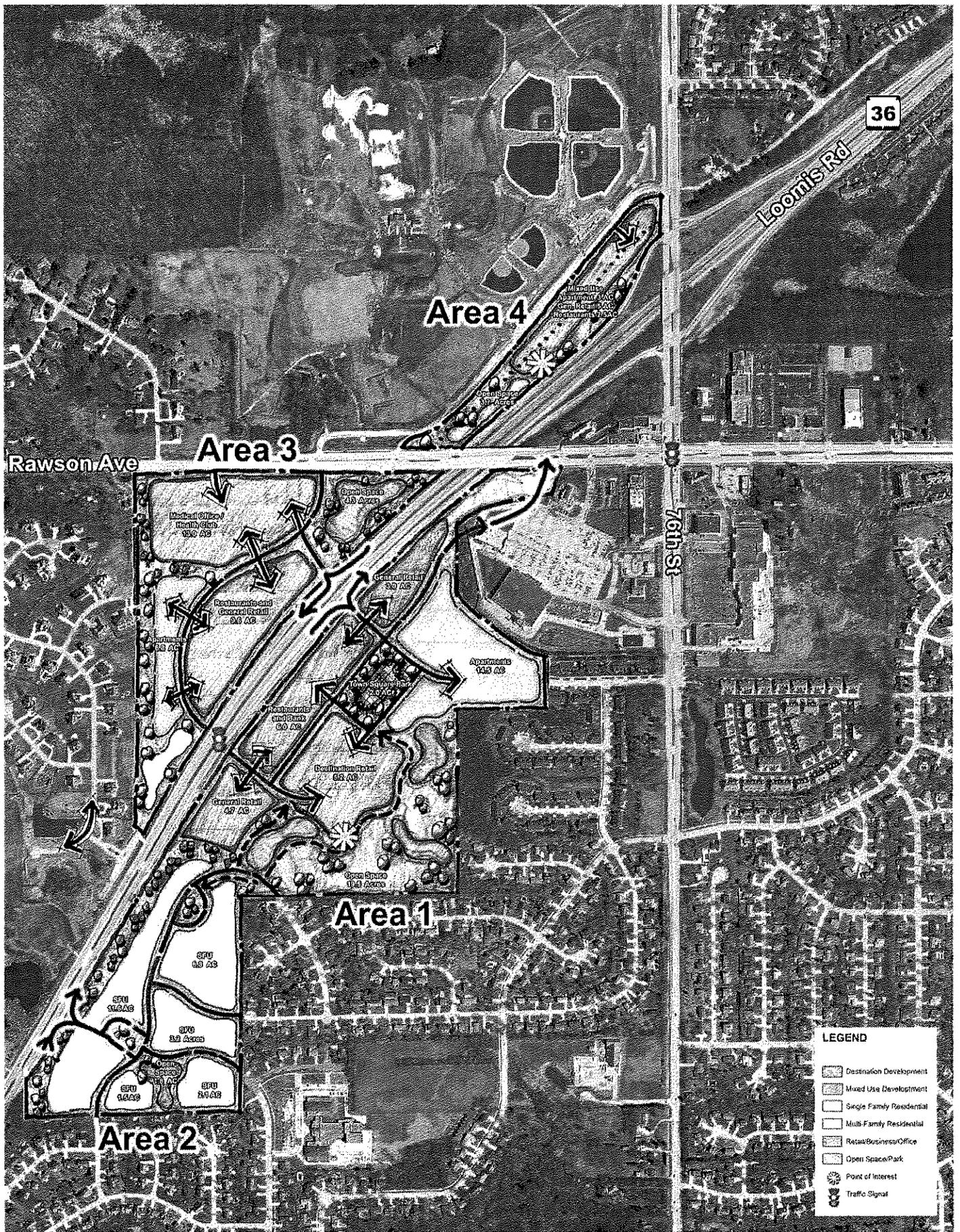
EXHIBIT 2
EXISTING TRANSPORTATION SYSTEM
FRANKLIN AREA A DEVELOPMENT
FRANKLIN, WI





LEGEND

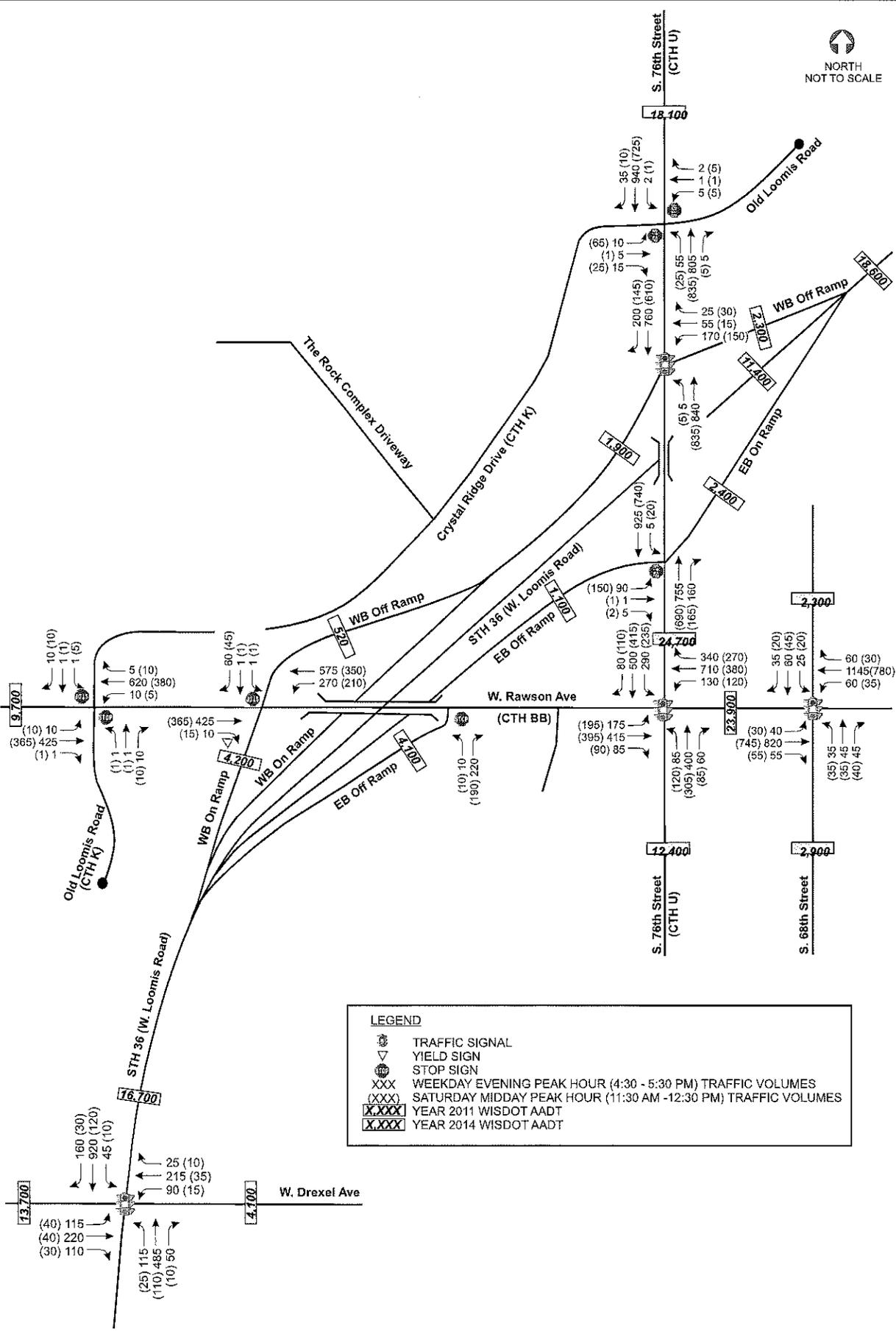
- STUDY AREA INTERSECTION
- RAISED MEDIAN/DIVIDED ROADWAY SECTION
- XXX'** DISTANCE BETWEEN ROADWAYS (IN FEET)



AREA A
CONCEPTUAL SITE PLAN
 CITY OF FRANKLIN
 MILWAUKEE COUNTY, WISCONSIN

EXHIBIT 4





LEGEND

- TRAFFIC SIGNAL
- YIELD SIGN
- STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:30 - 5:30 PM) TRAFFIC VOLUMES
- (XXX) SATURDAY MIDDAY PEAK HOUR (11:30 AM - 12:30 PM) TRAFFIC VOLUMES
- X,XXX YEAR 2011 WISDOT AADT
- X,XXX YEAR 2014 WISDOT AADT

**EXHIBIT 5
EXISTING (YEAR 2015) TRAFFIC VOLUMES
FRANKLIN AREA A DEVELOPMENT
FRANKLIN, WI**



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Franklin Area A
Preliminary Trip Generation
2014-0960

Area 1

ITE Code	ITE Land Use	Trip Rates and Directional	Daily				Weekday AM Peak				Weekday PM Peak				Saturday Peak			
			In	Out	Total	Trips	In	Out	Total	In	Out	Total	In	Out	Total			
220	Apartment 232 Dwelling Units	Trip Rates and Directional	0.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52	60%	50%	0.52			
815	Discount Store (Destination Retail) 75,000 Square Feet	Trip Rates and Directional	67.24	58%	32%	1.06	50%	50%	1.48	49%	51%	1.20	49%	51%	1.20			
820	General Retail (Shopping Center) 95,000 Square Feet	Trip Rates and Directional	4,295	55	25	80	190	185	375	285	279	564	279	555				
912	Drive-In Bank 3 Drive-In Lanes	Trip Rates and Directional	42.70	32%	68%	0.38	48%	52%	3.71	52%	48%	4.82	48%	52%	4.82			
932	High-Turnover (Sit-Down) Restaurants 16,000 Square Feet	Trip Rates and Directional	138.25	50%	50%	9.29	49%	51%	33.34	49%	51%	28.78	49%	51%	28.78			
934	Fast Food Restaurant with Drive-Through 15,000 Square Feet	Trip Rates and Directional	127.15	55%	45%	10.81	50%	50%	9.35	43%	47%	14.07	43%	47%	14.07			
945	Gas Station With Convenience Market & Car Wash 12 Fueling Positions	Trip Rates and Directional	2,625	95	90	175	95	160	120	105	105	225	105	125				
Total Trips			16,170	410	405	815	755	670	1,425	985	935	1,920	1,115	1,315				
Driveway Trips			(3,235)	(80)	(80)	(1,600)	(1,600)	(1,350)	(2,850)	(1,350)	(1,350)	(2,800)	(1,350)	(1,450)				
New Trips			10,935	275	275	550	500	435	935	675	635	1,315	765	865				

Area 2

ITE Code	ITE Land Use	Trip Rates and Directional	Daily				Weekday AM Peak				Weekday PM Peak				Saturday Peak			
			In	Out	Total	Trips	In	Out	Total	In	Out	Total	In	Out	Total			
210	Single Family Detached Housing 50 Dwelling Units	Trip Rates and Directional	0.52	25%	75%	0.75	67%	33%	1.00	54%	46%	0.53	65%	45%	0.53			
Total Trips			475	10	30	40	30	20	50	25	20	45						
New Trips			475	10	30	40	30	20	50	25	20	45						

Area 3

ITE Code	ITE Land Use	Trip Rates and Directional	Daily				Weekday AM Peak				Weekday PM Peak				Saturday Peak			
			In	Out	Total	Trips	In	Out	Total	In	Out	Total	In	Out	Total			
220	Apartment 104 Dwelling Units	Trip Rates and Directional	6.58	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52	60%	50%	0.52			
492	Health/Fitness Club 60,000 Square Feet	Trip Rates and Directional	32.83	55%	45%	1.41	57%	43%	3.73	45%	55%	2.78	45%	55%	2.78			
720	Medical Office Building 20,000 Square Feet	Trip Rates and Directional	36.13	79%	21%	2.30	58%	42%	3.57	57%	43%	3.53	43%	57%	3.53			
820	General Retail (Shopping Center) 60,000 Square Feet	Trip Rates and Directional	42.70	52%	48%	0.95	48%	52%	3.71	52%	48%	4.82	48%	52%	4.82			
850	Specialty Grocery (Supermarket) 15,000 Square Feet	Trip Rates and Directional	2,980	35	29	60	110	115	225	190	140	295	190	140	295			
881	Pharmacy/Drugstore with Drive-Through Window 18,000 Square Feet	Trip Rates and Directional	109.24	52%	48%	3.45	51%	49%	3.48	51%	49%	10.65	49%	51%	10.65			
932	High-Turnover (Sit-Down) Restaurant 8,000 Square Feet	Trip Rates and Directional	138.25	50%	50%	9.29	49%	51%	33.34	49%	51%	28.78	49%	51%	28.78			
934	Fast Food Restaurant with Drive-Through 4,000 Square Feet	Trip Rates and Directional	127.15	55%	45%	10.81	50%	50%	9.35	43%	47%	14.07	43%	47%	14.07			
Total Trips			12,620	340	305	645	580	558	1,138	685	625	1,280	1,280	1,280				
Driveway Trips			(2,525)	(70)	(60)	(1,300)	(1,150)	(1,110)	(2,260)	(1,300)	(1,250)	(2,550)	(1,300)	(1,250)				
New Trips			10,095	270	245	515	465	448	915	555	500	1,025	950	1,025				

Area 4

ITE Code	ITE Land Use	Trip Rates and Directional	Daily				Weekday AM Peak				Weekday PM Peak				Saturday Peak			
			In	Out	Total	Trips	In	Out	Total	In	Out	Total	In	Out	Total			
220	Apartment 48 Dwelling Units	Trip Rates and Directional	0.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52	60%	50%	0.52			
820	General Retail (Shopping Center) 95,000 Square Feet	Trip Rates and Directional	4,270	52%	48%	0.96	48%	52%	3.71	52%	48%	4.82	48%	52%	4.82			
932	High-Turnover (Sit-Down) Restaurant 8,000 Square Feet	Trip Rates and Directional	127.15	55%	45%	10.81	50%	50%	9.35	43%	47%	14.07	43%	47%	14.07			
Total Trips			4,110	85	85	170	165	165	350	240	215	455	455	455				
Driveway Trips			(820)	(15)	(15)	(30)	(35)	(35)	(70)	(60)	(60)	(120)	(60)	(60)				
New Trips			2,985	65	65	130	130	130	280	180	155	335	335	335				

Area A Total

Total Trips	Total Driveway Trips	Total New Trips	Daily				Weekday AM Peak				Weekday PM Peak				Saturday Peak			
			In	Out	Total	Trips	In	Out	Total	In	Out	Total	In	Out	Total			
33,375	(8,560)	22,495	845	825	1,670	1,670	1,550	1,410	2,980	1,805	1,790	3,695	(1,350)	(1,350)	(2,700)	(1,350)	(1,350)	(2,700)
26,735	(2,120)	22,495	680	670	1,350	1,350	1,250	1,130	2,380	1,570	1,435	2,985	(1,025)	(1,025)	(2,050)	(1,025)	(1,025)	(2,050)
22,495	(2,180)	22,495	580	580	1,160	1,160	1,060	950	2,010	1,335	1,245	2,580	(70)	(70)	(140)	(70)	(70)	(140)

Off-Site Developments
Preliminary Trip Generation
2014-0960

The Rock - Existing

ITE Code	ITE Land Use	Trip Rates and Directional Trips	Daily			AM Peak			PM Peak			Saturday Peak		
			Trips	In	Out	Total	In	Out	Total	In	Out	Total		
488	6 Ball Fields	Soccer Complex 0 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			430	5	0	5	70	35	105	85	95	180		

The Rock - Future Development Including Minor League Baseball Stadium

ITE Code	ITE Land Use	Trip Rates and Directional Trips	Daily			AM Peak			PM Peak			Saturday Peak		
			Trips	In	Out	Total	In	Out	Total	In	Out	Total		
	Minor League Baseball Stadium	Minor League Baseball Stadium	0.393	30%	60%	0.00	30%	70%	0.00	30%	70%	0.00		
	1 Cool Seats		4158	0	0	0	170	5	175	0	0	0		
488	2 Ball Fields	Soccer Complex 2 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			145	0	0	0	25	10	35	30	60	90		
488	4 Soccer Fields	Soccer Complex 4 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			285	5	0	5	45	25	70	60	60	120		
488	4 Futsal Fields	Soccer Complex 4 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			285	5	0	5	45	25	70	60	60	120		
Total Trips			1,865	10	0	10	255	60	350	150	150	300		

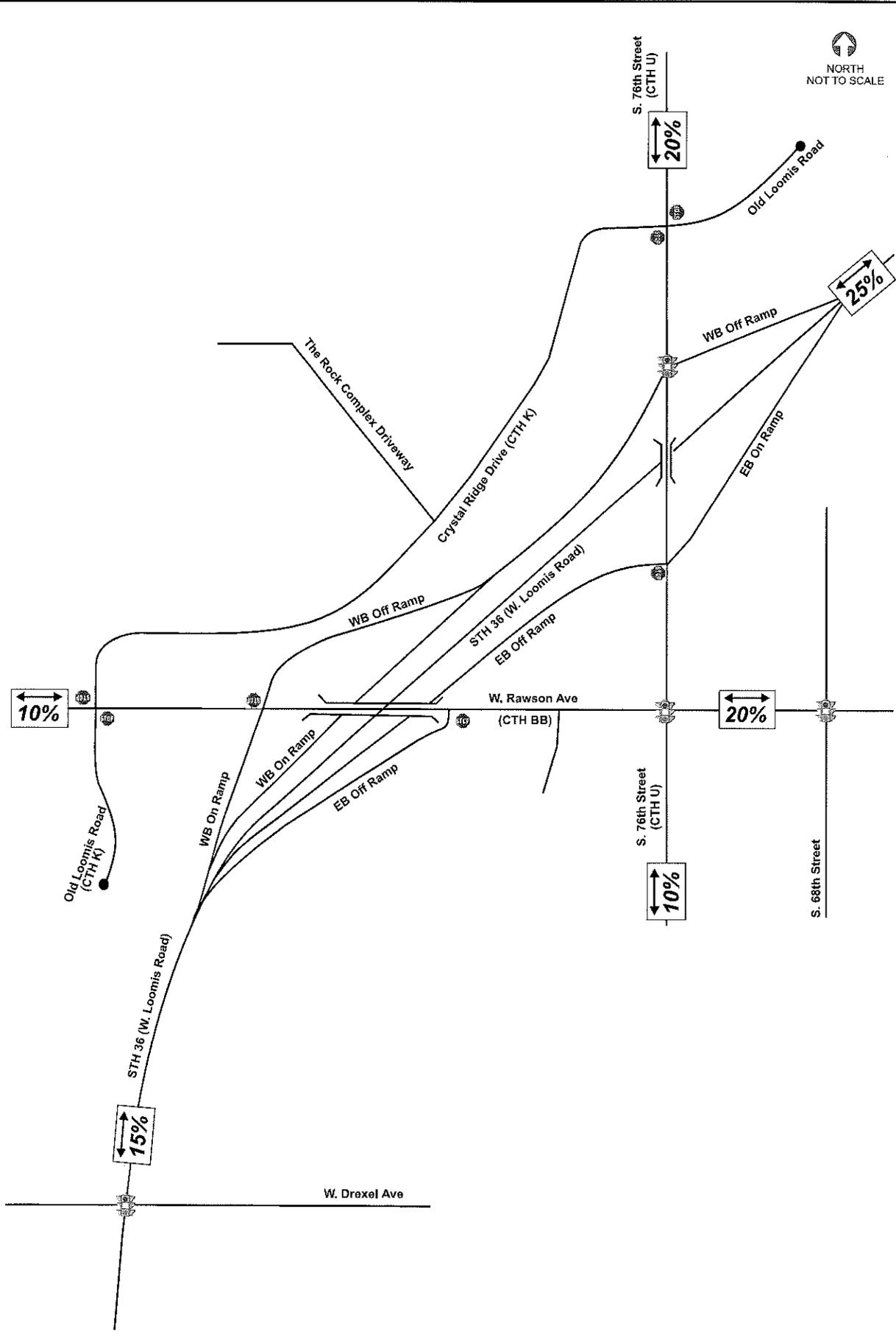
The Rock - Future Development Excluding Minor League Baseball Stadium

ITE Code	ITE Land Use	Trip Rates and Directional Trips	Daily			AM Peak			PM Peak			Saturday Peak		
			Trips	In	Out	Total	In	Out	Total	In	Out	Total		
488	2 Ball Fields	Soccer Complex 2 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			145	0	0	0	25	10	35	30	60	90		
488	4 Soccer Fields	Soccer Complex 4 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			285	5	0	5	45	25	70	60	60	120		
488	4 Futsal Fields	Soccer Complex 4 Fields	71.33	57%	43%	1.12	67%	33%	17.70	48%	52%	30.34		
Total Trips			285	5	0	5	45	25	70	60	60	120		
Total Trips			715	10	0	10	115	60	175	150	150	300		

Hampton Inn & Suites, 6001 South 76th Street, Franklin

ITE Code	ITE Land Use	Trip Rates and Directional Trips	Daily			AM Peak			PM Peak			Saturday Peak		
			Trips	In	Out	Total	In	Out	Total	In	Out	Total		
510	Hotel 100 Rooms		3.17	39%	41%	0.53	51%	49%	0.80	50%	44%	0.72		
Total Trips			815	30	25	55	30	30	60	40	30	70		





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**EXHIBIT 8
PROPOSED TRIP DISTRIBUTION
FRANKLIN AREA A DEVELOPMENT
FRANKLIN, WI**

Kaempfer & Associates, Inc.

Consulting Engineers

650 East Jackson St. P.O. Box 150
Oconto Falls, Wisconsin 54154
(920) 846-3932 Fax (920) 846-8319

DATE: July 30, 2015 E142-08.08

TO: Glen Morrow, P.E.
City Engineer/Director of Public Works

FROM: Chris Kaempfer, P.E. 

PROJECT: Loomis Road and Ryan Road Proposed Development

RE: Water Service Evaluation

Copies to: Ron Romeis, P.E., Assistant City Engineer

An evaluation was performed to determine the required water system improvements that would be needed to serve the proposed Loomis Road and Ryan Road development and the area adjacent to and south of the proposed development. The proposed development is located in the southwest portion of the City of Franklin at the intersection of Loomis Road and West Ryan Road.

Proposed Development

The proposed development will include residential and commercial development and a small business park. The proposed development will include 123 single family residential lots, 146 attached residential units, 18.14 acres of commercial development and 24.55 acres of business park. There will be six (6) three-unit, twenty-three (23) four-unit, and three (3) 12-unit attached residential buildings. The attached residential units will be located in the northeast and northwest portions of the proposed development. There will be three commercial properties located adjacent to Loomis Road and West Ryan Road in the northern portion of the proposed development and a small commercial property on the west side of the proposed development. The business park will be located in the west-central portion of the development. The business park will have six (6) lots. A concept plan for the proposed development is included in Attachment No. 1.

Adjacent Land Use

The 2025 Land Use Plan indicates the area adjacent to the north side of the proposed development will be a mixture of residential, commercial, and business park. A copy of the 2025 Land Use map is included in Attachment No. 2. The areas east and west of the proposed development will be a mixture of commercial and business park; and the area south of the proposed development will be a mixture of residential, business park, and light manufacturing. The adjacent future land use is shown in Figure 1. The land use of the proposed development appears to be compatible with the 2025 Land Use Plan.

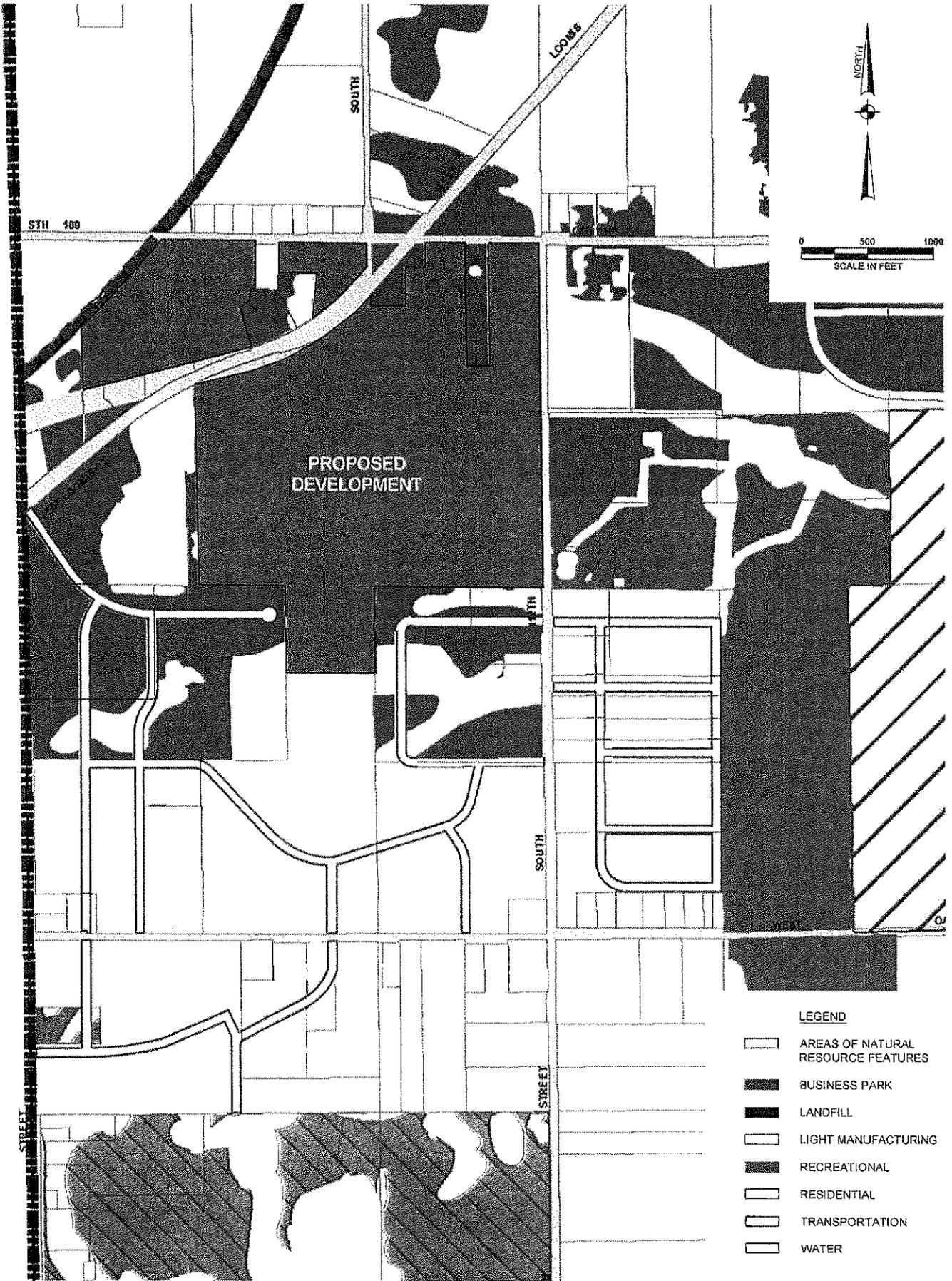


Fig. 1 Adjacent Land Use

Basis of Design

The water system improvements must be designed to serve the proposed development and the future development adjacent to and south of the proposed development north of the landfill. The proposed improvements plan is based on providing water service to all areas designated for residential, commercial, light industrial, and business park land use.

The majority of the area to receive water service drains to the east and is in the Great Lakes Drainage Basin. A small area east of U.S. Highway '45' that is south of Loomis Road and north of the landfill is not in the Great Lakes Drainage Basin. All development that is not in the Great Lakes Drainage Basin will need to have municipal sewer service so the water can be returned to the Great Lakes Drainage Basin.

Design Criteria and Design Flows

The water system will be designed for the water use criteria in Table 1 and the fire flow criteria in Table 2.

Table 1 Water Use Criteria

Proposed Land Use	Value
Residential - Average Annual Use	
Single Family - per unit	250 gpd
Multi-Family - per unit	200 gpd
Commercial	
Average Annual Use per Acre	1,000 gpad
Business Park and Light Manufacturing	
Average Annual Use per Acre	500 gpad

Table 2 Fire Flow Criteria

Proposed Land Use	Value
Single Family/Two Family	1,000 - 1,500 gpm
Multi-Family Residential	2,000 - 2,500 gpm
Commercial	2,000 - 2,500 gpm
Business Park	2,500 - 3,000 gpm
Light Manufacturing	3,000 - 3,500 gpm

Design flows for the proposed project are summarized in Table 3. A peaking factor of 2.3 was used to estimate the maximum day demand and a peaking factor of 4.0 was used to estimate the maximum hour demand for the development. The peaking factors are the ratio of the maximum day demand and the maximum hour demand to the average annual demand.

Table 3 Summary of Design Flows

Land Use	Design Flow, gpd		
	Average Annual	Maximum Day	Maximum Hour
Residential	60,000	138,000	240,000
Commercial/Business Park	30,000	69,000	120,000
TOTAL	90,000	207,000	360,000

Existing Water System Facilities

The water service area is located in the West Pressure Zone of the Franklin Water Distribution System. The West Pressure Zone of the Franklin Water System is supplied from the East Pressure Zone of the Franklin Water System by two booster pump stations. Each booster pump station has a capacity of 5.0 million gallons per day (mgd) with the largest pump out of service. The Puetz Road Booster Pump Station is located near the intersection of Puetz Road and 76th Street. The Puetz Road Booster Pump Station discharges to a 16-inch transmission main on Puetz Road. The Drexel Avenue Booster Pump Station is located near the intersection of Drexel Avenue and 58th Street. The Drexel Avenue Booster Pump Station discharges to a 16-inch transmission main on Drexel Avenue.

The hydraulic grade line of the West Pressure Zone is established by the overflow elevation of a 500,000-gallon elevated storage tank that is located just east of the intersection of Drexel Avenue and Loomis Road. The overflow elevation of the elevated storage tank is 965 feet. The 965-foot overflow elevation produces static pressures that range from 60 pounds per square inch (psi) to 80 psi in the proposed water service area.

The water distribution system serving the West Pressure Zone consists of a grid of 12-inch, 16-inch, and 20-inch transmission mains and a network of 6-inch and 8-inch distribution mains. The West Pressure Zone is supplied from the East Pressure Zone through a 16-inch transmission main on Drexel Avenue and a 16-inch transmission main on Puetz Road. The two 16-inch transmission mains supply a 16-inch transmission main on Loomis Road that distributes water in a north-south direction in the West Pressure Zone.

Water System Analysis

A two-phase analysis was used to determine the required water system improvements to serve the proposed development and the adjacent areas. The first phase of the analysis was performed to determine the minimum size of the water mains needed to serve the proposed development. The second phase of the analysis was performed to determine the minimum size of the water mains needed to serve the areas adjacent to the proposed development.

The detailed hydraulic analysis was performed using the Haestad Methods "WaterCad" computer system model. The analysis was performed with only the elevated storage tank in service and with the elevated storage tank and one of the booster pump stations in service. The analysis was performed with the water level in the elevated storage tank ten (10) feet below the overflow elevation. The water system design was governed by the requirement to provide maximum day demand plus fire flow. Maximum hour demands are much lower than the maximum day plus fire flows and were only analyzed to determine normal pressure fluctuations. The analysis indicated that pressure fluctuation under maximum hour demands would be less than 5 psi.

A preliminary network of 8-inch pipelines was established for the area to be served. The network was analyzed to determine the available fire flow at each node. The pipeline sizes were then increased until the desired fire flow for each area was achieved.

Proposed Water System Improvements

The proposed water system improvements include Initial Water System Improvements, Transmission System Improvements, and Future Water System Improvements. The Initial Water System Improvements are designed to serve the proposed development. The Transmission System Improvements are designed to increase the capacity and improve the reliability of the water distribution system serving the southern portion of the West Pressure Zone so future development can be accommodated. The Future Water System Improvements are designed to serve the future residential, commercial, business park, and light manufacturing development adjacent to and south of the proposed development.

Initial Water System Improvements. The proposed development and adjacent areas would initially be served by extending the 16-inch transmission main on Loomis Road south to Ryan Road. The 16-inch transmission main would be extended east to 112th Street and west to 116th Street to serve the northeast portion of the proposed development. The water mains serving the remainder of the proposed development would extend south and west into the proposed development from the 16-inch transmission main on Ryan Road.

The results of Phase I of the hydraulic analysis indicate the remainder of the proposed development can be served by extending a 12-inch transmission main on Loomis Road from Ryan Road to the commercial property on the west side of the development; extending a 12-inch transmission main to serve the business park area from the 12-inch transmission main on Loomis Road; and extending a 12-inch transmission main south on 112th Street from Ryan Road to the access road to the residential development area. The remainder of the proposed development would be served by 8-inch distribution mains. The water system improvements needed to serve the proposed development are shown in Figure 2.

Transmission System Improvements. The proposed development would initially be served by a single 16-inch transmission main on Loomis Road. A second 16-inch transmission main should be constructed as soon as possible to provide looped service to the area. The 16-inch transmission main on Ryan Road would need to extend east to 92nd Street, north on 92nd Street to St. Martins Road, and northwest on St. Martins Road to Puetz Road. The 16-inch transmission main loop would be adequate to serve the proposed development in the southern portion of the West Pressure Zone. The transmission main loop would significantly increase the capacity and improve the reliability of the water distribution system serving the area. The recommended transmission main loop is shown in Figure 3. The recommended transmission main loop would allow commercial and residential development to occur along Puetz Road between 92nd Street and 112th Street and would permit the existing residential development west of 92nd Street and north of Ryan Road to be served.

The area south of the proposed development should not be developed until the 16-inch transmission main loop on Ryan Road, 92nd Street, and St. Martins Road is completed. The desired levels of fire protection for the areas south of the proposed development cannot be achieved without the 16-inch transmission main loop.

The capacity and reliability of the water distribution system that would serve the proposed development and the future development could also be increased by constructing an elevated storage tank near the intersection of Loomis Road and Ryan Road. The elevated storage tank would have a capacity of not less than 750,000 gallons and not more than 1,500,000 gallons. The site for the elevated storage tank should allow the elevated storage tank to be connected to the future 16-inch transmission main loop. The

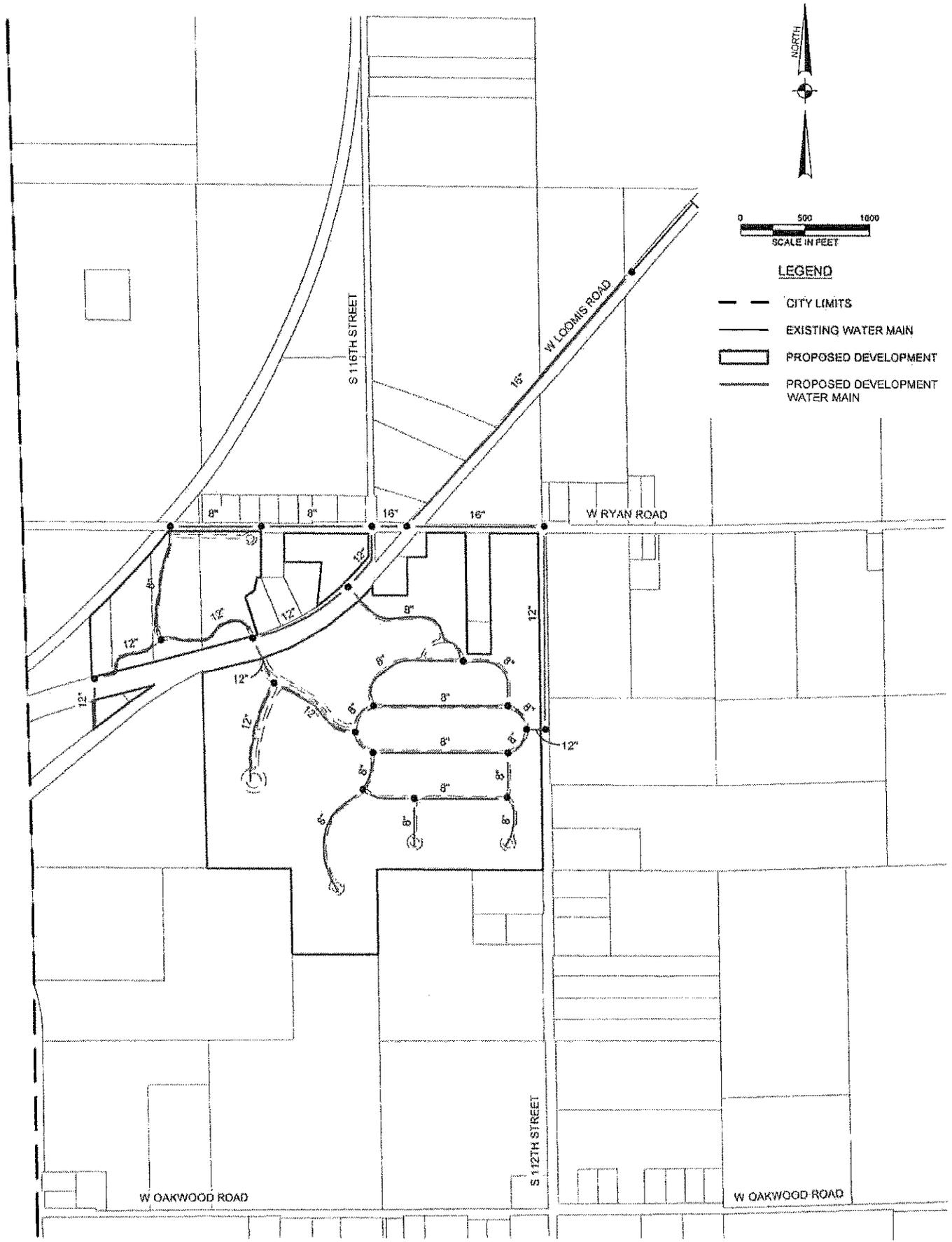


Fig. 2 Water Service Improvements
for Proposed Development

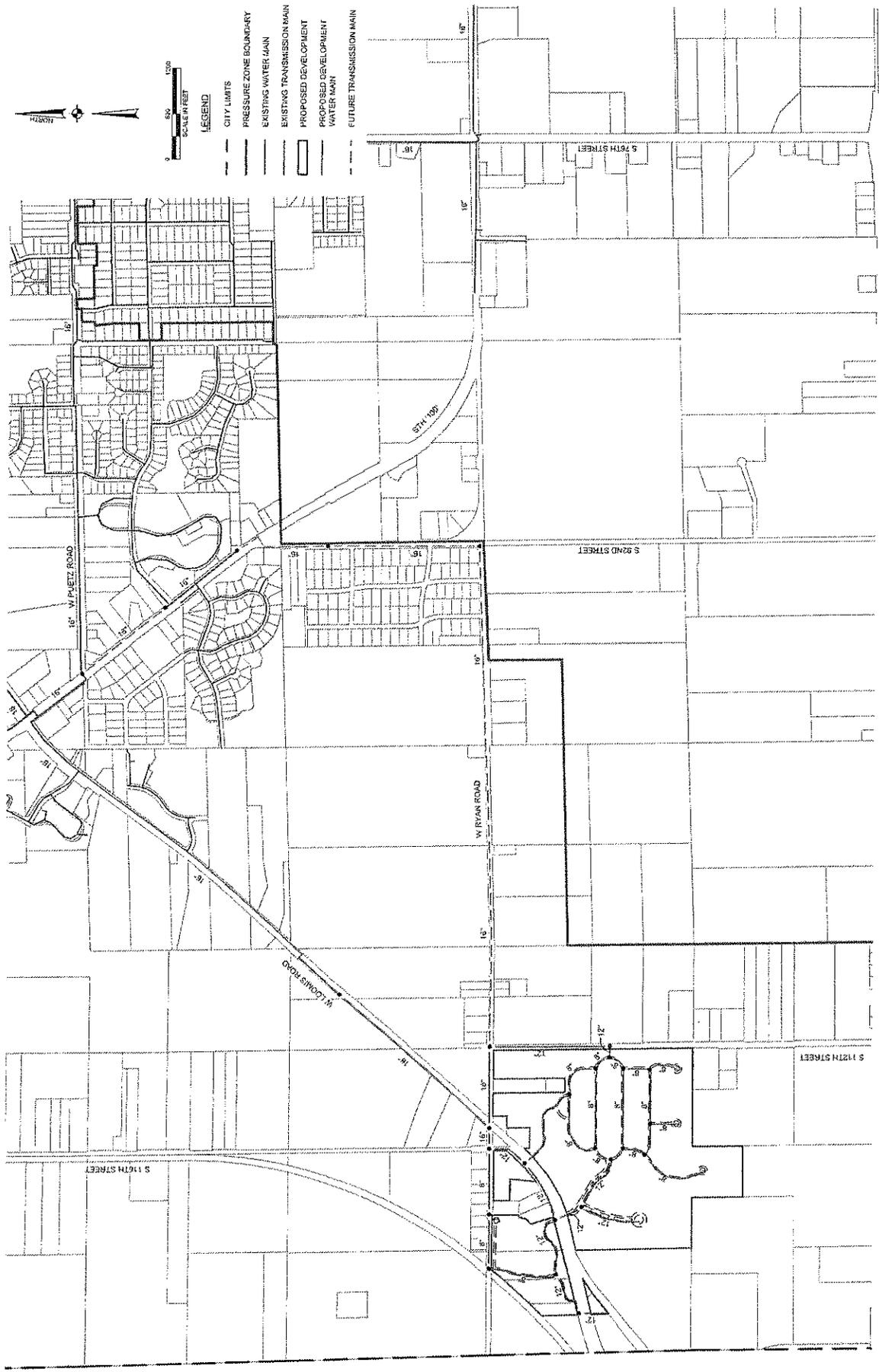


Fig. 3 Recommended Transmission Main Loop

July 30, 2015
Glen Morrow, P.E.
Page 8

elevated storage tank would be capable of providing a fire flow of not less than 3,000 gallons per minute (gpm). The capacity of the elevated storage tank would depend on the final plan for elevated storage for the West Pressure Zone. A detailed evaluation of elevated storage tank alternatives would need to be performed if this option is selected.

Future Water System Improvements. The results of Phase 2 of the hydraulic analysis indicate the future development adjacent to and south of the proposed development can be served by a 12-inch transmission main loop as shown in Figure 4. The area designated for light manufacturing and business park would have a network of 10-inch distribution mains. The area designated for residential development would have a network of 8-inch distribution mains.

It is important to note that the desired level of fire flow can only be achieved when the 12-inch transmission main loop is completed. If the 12-inch transmission main on the west side of the future development is not built, the size of the transmission main on 112th Street would need to be increased to a 16-inch transmission main from the 12-inch transmission main connection to the proposed development south to West Oakwood Road.

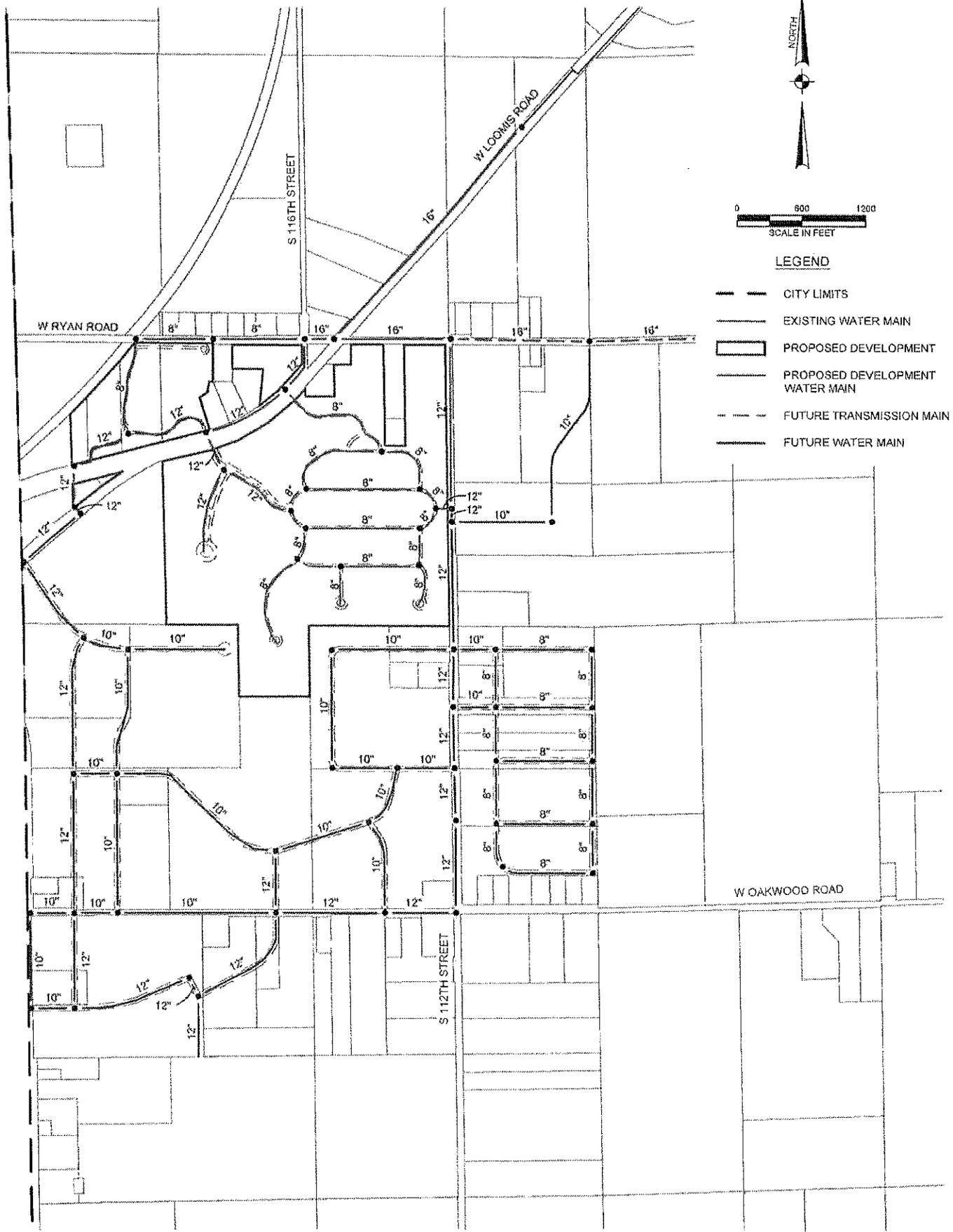


Fig. 4 Water Service Improvements for Future Development

ATTACHMENT NO. 1
PROPOSED DEVELOPMENT CONCEPT PLAN

CONCEPT PLAN

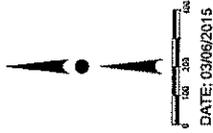
LOOMIS RD. & RYAN RD.
CITY OF FRANKLIN, WI



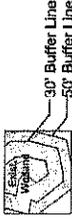
12660 W. NORTH AVENUE
BROOKFIELD, WI 53005
PHONE: (262) 781-1600
FAX: (262) 781-1601
EMAIL: info@irio.com



teska
associates
627 Grove Street
Evanston, Illinois
60201-4474



Existing Wetland



Site Data

Commercial office/retail 18.14 Ac

Business Park 24.55 Ac
2.33-4.22 acre lot 6 lots

Residential 269 Units Total

Single Family

R-3: 13,000 s.f. Single Family 95 lots
(approx. 90x144')

R-5: 10,000 s.f. Single Family 28 lots
(approx. 85x117')

Single Family total = 123 lots

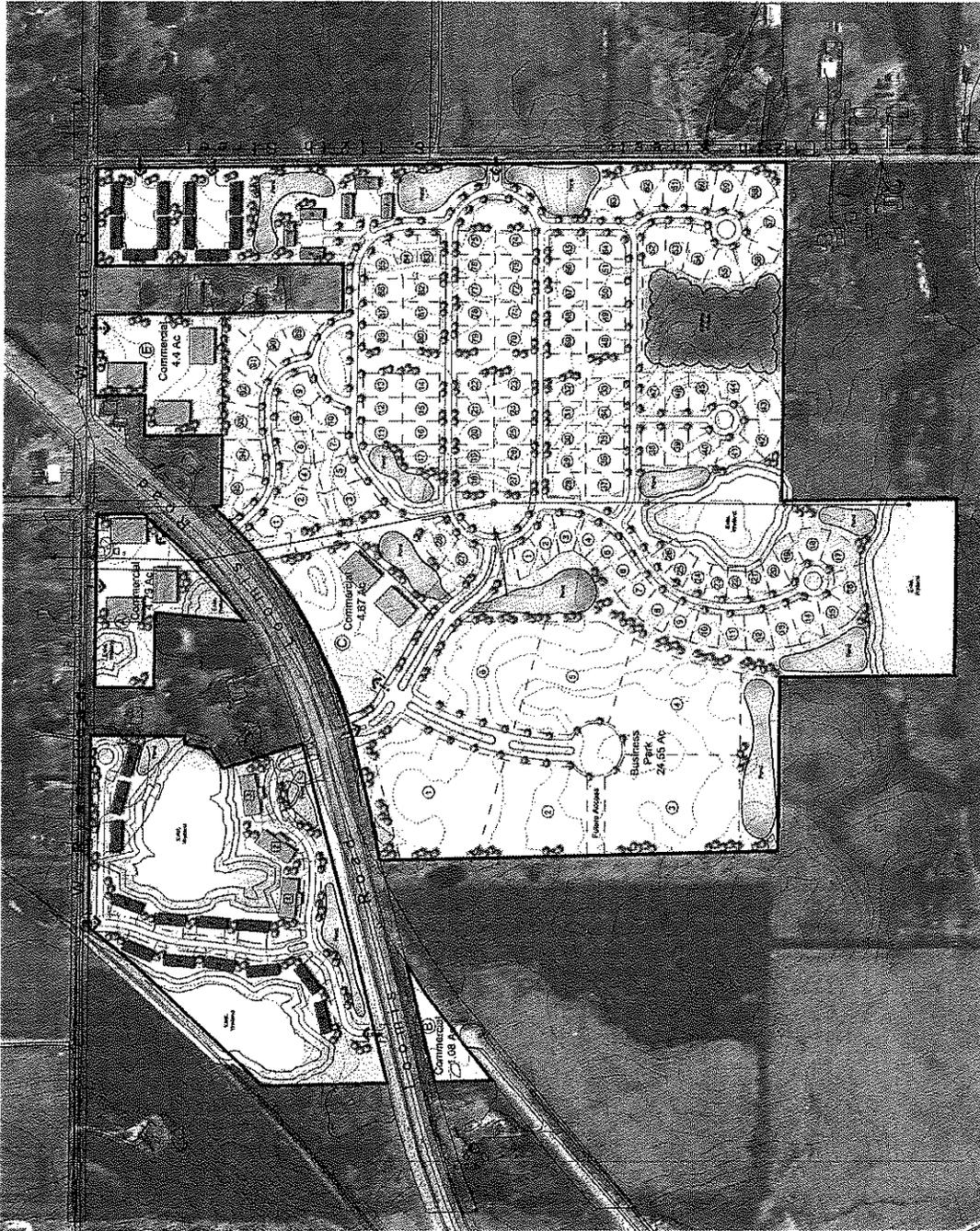
Attached Residential

3-plex *6 = 18 units

4-plex *23 = 92 units

12-unit *3 = 36 units

Attached total = 146 units



ATTACHMENT NO. 2

2025 LAND USE MAP

Future Land Use Map 2025

Map 5.7

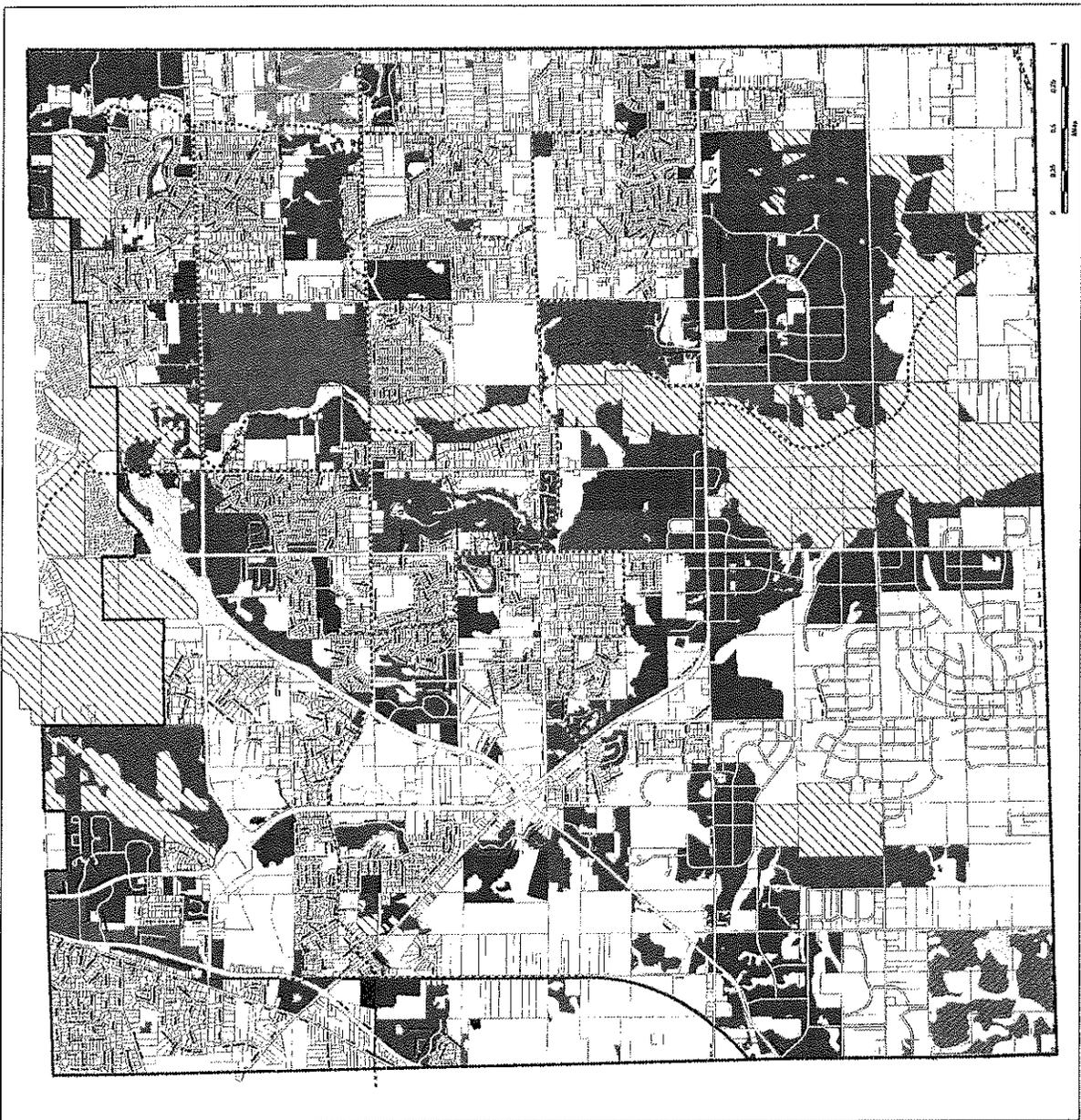
- ### Legend
- Future Land Use**
- Areas of Natural Resource Features
 - Business Park
 - Commercial
 - Communication and Utilities
 - Industrial
 - Institutional
 - Landfill
 - Light Manufacturing
 - Mixed Use
 - Office
 - Recreational
 - Residential
 - Residential - Multi-Family
 - Transportation
 - Water
 - Future Roads (SW Plan)
 - Existing Trail
 - Proposed Trail
 - Milwaukee County Parkway

Notes:
 The changes to this map were based on the preliminary findings of the 2005 Strategic Land Use Study.
 The changes were made to a copy of the 2005 Strategic Land Use Study.
 The county area has been divided into Regional Development Areas. However, the designated land use (development) of this area will not occur until after execution of the applicable ordinance (ordinance) to occur after the date of the plan. Such development (development) is to occur in accord with such ordinance as set forth in Ordinance No. 97-1488 as they may be amended.

Disclaimer:
 The information displayed on this map was compiled from a variety of sources, including geospatial data. This map is not intended to be used as a legal document, and should not be interpreted as such. The City of Franklin does not warrant the accuracy of the information displayed on this map, and no liability is assumed for any errors or omissions. When interpreting the information on this map, please consult the City of Franklin website for more information.



City of Franklin
 GIS Department
 2229 W. Loomis Rd.
 Franklin, WI 53120
 www.franklinwi.gov



City of Franklin
Community Development Authority
Meeting Minutes
June 25, 2015

Approved

I. Call to Order and Roll Call

The Thursday, June 25, 2015, Community Development Authority meeting was called to order at 6:30 PM by Mayor Olson in the Common Council Chambers at Franklin City Hall. Present were Members Mayor Olson, Holpfer, Ryan, Solomon, and Alderman Dandrea. Member Kass was excused. Also present was Executive Director Wesolowski.

II. Citizen Comment Period

Mayor Olson opened the Citizen Comment period at 6:31 PM. One citizen, Leroy Lewandowski, spoke with regard to the Future Retail Development in the Area of South 76th Street and West Rawson Avenue/West Loomis Road subject matter item. Mayor Olson closed the Citizen Comment period at 6:37 PM.

III. Approval of Meeting Minutes

Meeting Minutes from May 21, 2015

Member Solomon moved and Member Ryan seconded a motion to approve the June 26, 2014 Community Development Authority meeting minutes. Upon voice vote, all voted "aye". Motion carried: 4-0.

IV. Business

- A. Application for a Zoning Compliance Permit approval to locate Pizano's Pizza and Pasta, a factory and warehouse for the production and distribution of frozen pizza products and limited retail sales thereof, for the property located at 9725 South 54th Street in the Franklin Business Park, by Rudy Malnati, President of Pizano's Pizza and Pasta.

Senior Planner Nicholas Fuchs presented the item to the Authority, with additional information presented by Rudy Malnati, President of Pizano's Pizza and Pasta. Member Alderman Dandrea moved and Member Holpfer seconded a motion to approve the Zoning Compliance Permit application to locate Pizano's Pizza and Pasta, a factory and warehouse for the production and distribution of frozen pizza products and limited retail sales thereof; for the property located at 9725 South 54th Street in the Franklin Business Park, upon the conditions that retail sales shall not be advertised for this location, shall be limited between the hours of 8:00 a.m. and 5:00 p.m. and shall be limited to a single freezer within the display area as shown upon the floor plan submitted to the Authority and on file in the Department of City Development. Upon voice vote, all voted "aye". Motion carried: 4-0.

- B. Future Retail Development in the Area of South 76th Street and West Rawson Avenue/West Loomis Road; Future Mixed-Use Business Light Industrial, Commercial, Residential and Nature Conservation Public Park Development in the Area of West Loomis Road and West Ryan Road; and Future Business Park Development in the Area of South 27th Street and West County Line Road.

Senior Planner Nicholas Fuchs presented the maps, plans and financial information regarding the three future development areas to the Authority. With regard to the Future Business Park Development in the Area of South 27th Street and West County Line Road, Member Ryan moved and Member Holpfer seconded a motion to recommend to the

**City of Franklin
Community Development Authority
Meeting Minutes
June 25, 2015**

Common Council to move forward with the development of the 27th Street Park so that the parcels are ready to be built upon and ready to go for potential developers. Upon roll call vote, Members Ryan, Holpfer and Alderman Dandrea voted “aye”; Member Solomon voted “no”. Motion carried: 3-1. With regard to the Future Retail Development in the Area of South 76th Street and West Rawson Avenue/West Loomis Road, Member Alderman Dandrea moved and Member Ryan seconded a motion to concur with the action of the Common Council to continue studying and planning for the Future Retail Development Area. Upon voice vote, all voted “aye”. Motion carried: 4-0. With regard to the Future Mixed-Use Business Light Industrial, Commercial, Residential and Nature Conservation Public Park Development in the Area of West Loomis Road and West Ryan Road, Member Solomon moved and Member Ryan seconded a motion to recommend to the Common Council to continue to have staff study the viability of the area, and that the residential use area be reduced in the Mixed-Use Development Area. Upon voice vote, all voted “aye”. Motion carried: 4-0.

C. Tax Incremental District Nos. 3 and 4 1st Quarter 2015 Financial Reports.

The Executive Director presented the item and noted that any questions by the Authority would be delivered to the Director of Finance and Treasurer. No questions were posed. Member Solomon moved and Member Alderman Dandrea seconded a motion to accept for filing the 2015 1st Quarter Financial Reports for Tax Incremental District Nos. 3 and 4. Upon voice vote, all voted “aye”. Motion carried: 4-0.

D. Extension of time for satisfaction of conditions of the prior approval of the Site and Building Plans for Starfire Systems, Inc.’s building addition construction (Malek Family Limited Partnership, owner), for the property located at 9825 South 54th Street, (Tax Key Number 899-0044-000), zoned Planned Development District Number 18, in the Franklin Business Park.

The Executive Director presented the item. Member Solomon moved and Member Ryan seconded a motion to approve A Resolution Extending the Time for Satisfaction of Conditions of Approval of the Site and Building Plans for Starfire Systems, Inc.’s Building Addition Construction. Upon voice vote, all voted “aye”. Motion carried: 4-0.

V. Vouchers

None Presented.

VI. Next meeting date (July 23, 2015 and/or at the call of the Chairman)

No action needed; none taken.

VII. Adjournment

Member Ryan moved and Member Holpfer seconded a motion to adjourn the Thursday, June 25, 2015 meeting of the Community Development Authority at 7:45 PM. Upon voice vote, all voted “aye”. Motion carried: 4-0.

COMMENT SHEET

Public Informational Meeting

POTENTIAL NEW DEVELOPMENT in the CITY OF FRANKLIN

August 1, 2015

1:00 p.m.

Jeanne Szegez
Name
761-0736
Phone Number

9651 S. 31 Street.
Property Address
Jdzonaverd@hotmail.com
Email Address

Please use this page to record any comments, suggestions or questions you may have regarding the proposed development areas below. Comments may be left with City Staff, dropped off or mailed to the Department of City Development, 9229 West Loomis Road, Franklin, WI 53132.

Area A: South 76th Street & West Rawson Avenue/West Loomis Road

TIF districts were meant for blighted areas in need. We have pushed TIFs into serving the comfortable.
Read new encyclical: Laudato Si to help us discern the big picture of how what we do relates to the world at large.

Area D: South 27th Street & West South County Line Road

We keep using up greenspace: Sprawl, roads, wasted space, driving=primary. Taxes here are for Oak Creek. \$=more important than nature. Oakwood Rd.=beautiful. Do not destroy it. We have great farmland + are losing it. We need exemplary organic farms. Rustic Road

Area G: West Loomis Road & West Ryan Road

are we doing this because we are being pushed into being pro-active or do we need this? we seem greedy.
City of Milwaukee needs help - not Franklin. Revitalize Mke - don't use up virgin land. Density + rebuild
Reminds me of the arms race. When do we stop taking land? It is finite. We cannot put nature back.

Please use back side if necessary.

COMMENT SHEET

Public Informational Meeting

POTENTIAL NEW DEVELOPMENT in the CITY OF FRANKLIN

August 1, 2015

1:00 p.m.

Name

Property Address

Phone Number

Email Address

Please use this page to record any comments, suggestions or questions you may have regarding the proposed development areas below. Comments may be left with City Staff, dropped off or mailed to the Department of City Development, 9229 West Loomis Road, Franklin, WI 53132.

Area A: South 76th Street & West Rawson Avenue/West Loomis Road

Area D: South 27th Street & West South County Line Road

Area G: West Loomis Road & West Ryan Road

Why was this meeting put together with so much information. Area D planning seemed to ~~be~~ overtake this meeting. I hope decision aren't made with out resident input because this meeting was poorly managed to allow more residents to comment on Area A & G. P.S. Sat afternoon is also a bad time for residents to come to a meeting.

Please use back side if necessary.

COMMENT SHEET

Public Informational Meeting

POTENTIAL NEW DEVELOPMENT in the CITY OF FRANKLIN

August 1, 2015

1:00 p.m.

Jeff Lewis
Name

8811 W Marshfield Ct
Property Address

414 235 9731
Phone Number

ju-lewis@hotmail.com
Email Address

Please use this page to record any comments, suggestions or questions you may have regarding the proposed development areas below. Comments may be left with City Staff, dropped off or mailed to the Department of City Development, 9229 West Loomis Road, Franklin, WI 53132.

Area A: South 76th Street & West Rawson Avenue/West Loomis Road

#1 priority

Build it - we need commercial/retail development
@ option 2 seems more realistic/better option

Area D: South 27th Street & West South County Line Road

#2 priority

Build it - we need development

Area G: West Loomis Road & West Ryan Road

#2 priority

Build it - ~~additional~~
additional Residential development is needed
look @ successful mistakes taken residential development
near this proposed site.

Please use back side if necessary.

COMMENT SHEET

Public Informational Meeting

POTENTIAL NEW DEVELOPMENT in the CITY OF FRANKLIN

August 1, 2015

1:00 p.m.

TOM TAYLOR
Name

7014 ELROY CT.
Property Address

414-425-6752
Phone Number

tom2563@att.net
Email Address

Please use this page to record any comments, suggestions or questions you may have regarding the proposed development areas below. Comments may be left with City Staff, dropped off or mailed to the Department of City Development, 9229 West Loomis Road, Franklin, WI 53132.

Area A: South 76th Street & West Rawson Avenue/West Loomis Road

I have many questions concerning the presentation given by the staff of the city

Area D: South 27th Street & West South County Line Road

Same as above

Area G: West Loomis Road & West Ryan Road

Same as above

Please use back side if necessary.

10338 W. Ryan Road

Franklin, WI 53132

August 5, 2015

City of Franklin

Common Council & Dept. of Development

Franklin

AUG 10 2015

City Development

Dear Elected Officials and City Staff:

Thank you for holding this informational meeting regarding the three areas of development – Area A, Area D and Area G.

It was unfortunate that this meeting was not handled in a manner so that all those who had questions, suggestions or anything to say about these developments did NOT get the opportunity to speak. The notice of the meeting as posted stated “The public is invited to attend the public informational meeting and to provide input.” Putting your comments on paper is not the same as being able to speak and get a response to one’s concern.

The person or persons in the back of the room who “heckled” people as they spoke should have been asked to leave. The lack of respect for councilmen/women who tried to speak was appalling – the mayor and aldermen/women should have been at the front of the room and allowed to speak without being silenced.

The fact that MLG owned property in the area of the proposed future business park at 27th and Oakwood should have been disclosed prior to the meeting starting. The representative’s response when it was disclosed was pathetic.

The City does not own the 102.5 acres of property in Area D, are you going to use eminent domain, blight or jurisdictional order to obtain it? If so, it needs to be made public.

It was mentioned that this is the last remaining open land in Milwaukee County. This is the **last chance** not the “last frontier” – once this land is gone, so is the opportunity. Take your time in planning development for these areas and above all give consideration and respect to the present property owners.

Respectfully,



Jacqueline Ioder

COMMENT SHEET

Public Informational Meeting

POTENTIAL NEW DEVELOPMENT in the CITY OF FRANKLIN

August 1, 2015

1:00 p.m.

Franklin
AUG 10 2015
City Development

Jacqueline Ioder
Name

10338 W. Ryan Rd. Franklin
Property Address

414-588-7203
Phone Number

jmioder@gmail.com
Email Address

Please use this page to record any comments, suggestions or questions you may have regarding the proposed development areas below. Comments may be left with City Staff, dropped off or mailed to the Department of City Development, 9229 West Loomis Road, Franklin, WI 53132.

Area A: South 76th Street & West Rawson Avenue/West Loomis Road

Area D: South 27th Street & West South County Line Road

Please do not use eminent domain, jurisdictional order, blight etc. to obtain property from the owners. If this is a good development + property owners are willing to sell & given a just price for their land, it will happen without government force.

Area G: West Loomis Road & West Ryan Road

- 1) please, no multi-family (apartment, condo etc.) on the corner of S. 112 + Ryan Rd. Keep multi family on Hwy 36
- 2) Lot sizes for single family residences are too small - this is a beautiful area - keep it that way (over)

Please use back side if necessary.

3) please notify tax payers who presently own property in this ^(Area G) area of ANY hidden costs to them if this development is approved (Prior to its approval) - Such as sanitary sewer extension assessments, water extension assessments or ANYTHING that they may be financially responsible for as a result of this development

Past experience with City officials have NOT been truthful to the property owners

4) No industrial development in this area - no good access to express way.

From: [Steve Olson](#)
To: [Mark Luberd](#); [Jesse Wesolowski](#); [Nick Fuchs](#); [Joel Dietl](#)
Subject: Fwd: South 27th Street Corridor
Date: Friday, July 31, 2015 10:53:09 AM

Steve Olson
C: 414-651-3367

Begin forwarded message:

Resent-From: <solson@franklinwi.gov>
From: Rhonda Haight <rhaight0727@yahoo.com>
Date: July 31, 2015 at 10:42:33 AM CDT
To: Linda Bowe <lbowe@wpack.com>, "solson@franklinwi.gov" <solson@franklinwi.gov>, "mdandrea@franklinwi.gov" <mdandrea@franklinwi.gov>, "dmayer@franklinwi.gov" <dmayer@franklinwi.gov>, "kwilhelm@franklinwi.gov" <kwilhelm@franklinwi.gov>, "jevans@franklinwi.gov" <jevans@franklinwi.gov>, "dschmidt@franklinwi.gov" <dschmidt@franklinwi.gov>, "smayer@franklinwi.gov" <smayer@franklinwi.gov>
Cc: John Haight <johnh@gladon.com>
Subject: Re: South 27th Street Corridor
Reply-To: Rhonda Haight <rhaight0727@yahoo.com>

Extending the TIF is unacceptable to us also. Please do not extend the TIF.

Sincerely,
John and Rhonda Haight
Residents of Franklin

On Friday, July 31, 2015 10:26 AM, Linda Bowe <lbowe@wpack.com> wrote:

Hello Mayor, Aldermen and Alderwomen,

As a resident of Franklin, I do not want the TIF for the Wheaton Franciscan extended. This should be allowed to expire in a few years and give the residents the tax break they deserve. If a new development is proposed it should stand on its own merit and not have to piggyback off of another development. The residents have paid more in taxes while this TIF has been outstanding. Wheaton Franciscan's upper floors should go on the tax roll like every other business when its TIF expires.

Come up with another funding approach but do not delay the residents their deserved tax relief. If you extend the TIF it will go out to 2026. I have reviewed what was posted on the website and this is unacceptable to the residents.

Sincerely,
Linda Bowe

From: [Steve Olson](#)
To: [Mark Luberda](#)
Cc: [Jesse Wesolowski](#); [Nick Fuchs](#); [Joel Dietl](#)
Subject: FW: TIF District Meeting Today
Date: Sunday, August 02, 2015 7:22:12 AM

-----Original Message-----

From: Janet Evans [<mailto:JEvans@franklinwi.gov>]
Sent: Sunday, August 02, 2015 12:41 AM
To: Steve Olson
Subject: Fwd: TIF District Meeting Today

You appear to have been left out of this one for some reason.

Begin forwarded message:

From: Jim Luckey <luckeyjim@yahoo.com<<mailto:luckeyjim@yahoo.com>>>
Date: August 1, 2015 at 11:17:28 AM CDT
To: "mdandrea@franklinwi.gov<<mailto:mdandrea@franklinwi.gov>>"
<mdandrea@franklinwi.gov<<mailto:mdandrea@franklinwi.gov>>>, "dmayer@franklinwi.gov<<mailto:dmayer@franklinwi.gov>>"
<dmayer@franklinwi.gov<<mailto:dmayer@franklinwi.gov>>>, "jevans@franklinwi.gov<<mailto:jevans@franklinwi.gov>>"
<jevans@franklinwi.gov<<mailto:jevans@franklinwi.gov>>>, "dschmidt@franklinwi.gov<<mailto:dschmidt@franklinwi.gov>>"
<dschmidt@franklinwi.gov<<mailto:dschmidt@franklinwi.gov>>>, "smayer@franklinwi.gov<<mailto:smayer@franklinwi.gov>>"
<smayer@franklinwi.gov<<mailto:smayer@franklinwi.gov>>>
Subject: TIF District Meeting Today
Reply-To: Jim Luckey <luckeyjim@yahoo.com<<mailto:luckeyjim@yahoo.com>>>

Good Morning Everyone,

Below is a copy of an e-mail I sent to my alderman Kristen Wilhelm. Please consider what I wrote.

The proposal TIF district for S. 27 St commercial development should not move forward at this time. Much of the financial benefits of this plan for the City of Franklin are based upon planning years ago by the State of Wisconsin's DOT for the interchange on I-94 by Elm Rd., and the reconstruction of a "Gateway" to the proposed construction of a business park at County Line Rd. There seems to be no such plans by the DOT now. It would be a huge mistake to take on this project without knowing if the DOT plans will ever come about.

Also why is the City of Franklin taking on the burden of planning and cost for this project where the primary beneficiary will be the Oak Creek School District? The city's efforts should concentrate on further development of the current industrial park on Ryan Rd. and the development of a TIF district on S. 76St. and Rawson Ave for much needed retail development.

Jim Luckey

From: [Janet Evans](#)
To: [Nick Fuchs](#)
Subject: Fwd: Followup from Saturday's Session
Date: Thursday, August 06, 2015 10:39:09 AM

Begin forwarded message:

From: Hidden Oaks <hiddeoaksfranklin@gmail.com>
Date: August 5, 2015 at 6:02:45 PM CDT
To: Mayor Steve Olson <solson@franklinwi.gov>, Ald Dist 1 Mark Dandrea <mdandrea@franklinwi.gov>, Ald Dist 2 Dan Mayer <dmayer@franklinwi.gov>, Ald Dist 3 Kristen Wilhelm <kwilhelm@franklinwi.gov>, Ald Dist 4 Janet Evans <jevans@franklinwi.gov>, Ald Dist 5 Doug Schmidt <dschmidt@franklinwi.gov>, Ald Dist 6 Susanne Mayer <smayer@franklinwi.gov>
Subject: Followup from Saturday's Session

Franklin Officials -

I am sharing this with a broad group in hopes that my feedback is heard.

My name is Tom Havas and I am the Homeowner's Association President for the Hidden Oaks subdivision at 34th and Oakwood. I am sending this from the HOA email address so that if there is ever a change in HOA leadership, this message has been archived for Institutional Memory. The feelings expressed here are my own, not necessarily those of the HOA. For the record, I live at 3479 West Red Leaf Court in Franklin.

I was there for the entire session on Saturday. I was wearing a maroon golf shirt and asked the "next steps" question at the end of the meeting. This was the second time I observed the governmental process on this topic, since I was at the disastrous June 10th Common Council Meeting as well. After seeing two sessions of this group in operation, I am frankly disappointed with what I am seeing. I have lived in Franklin for 12 years and never really got too involved in governmental affairs until recently, and what I am seeing is discouraging. I hope you take these words to heart, I love the city and am raising my daughters here, but I encourage you to improve your efforts and to improve the decision making process as you move forward. Sadly, much of my feedback here will be negative, but I provide it as a means of helping in your decision process.

Meeting Logistics

1. You really needed a leader/moderator or someone running the meeting who was clearly in charge. The revolving door of speakers, some talking out of turn, some talking over each other, letting

whomever had the mike decide who was next, was chaotic. I raised my hand and tried to get recognized at least 4 times, was never called upon, and gave up out of frustration, while others in the room commented repeatedly.

2. There were a number of audience "sidebar" conversations in the room that were distracting and prevented the current speaker from being heard clearly. Obviously you cannot stop those, but again a strong moderator/emcee could better control them. I will add that it was disappointing that some of them I noticed were from City employees.
3. When citizens were allowed to speak, the moderator should have warned them early they were on a clock and then cut them off after "x" amount of time. When Basil Ryan took the microphone and dominated for 20 or more minutes, it was somewhat surreal. I appreciated the history and what he was saying for perspective, but others in the room wanted to talk as well.
4. The technology issues were frankly unacceptable. I applaud the gent who got the presentation working, but he never should have had to. Anybody with presenting experience knows that trying to call up a 28 Meg PowerPoint in the meeting is a recipe for disaster. Were you working on wifi in the library or was it on the hard drive? Either way, save the PowerPoint presentation as a pdf to reduce the file size and make the presentation more manageable

Meeting Content

1. The public notice said we would discuss the 3 areas of development. We spent 15 minutes on 2 of them and almost 3 hours on one of them. It's imbalanced and unclear why we spent so much time on one development zone.
2. The interpersonal exchange between the Mayor and Kristen Wilhelm reflected badly on both of you. I observed some of this in the June 10th meeting as well and am shocked at what appears to be a lack of mutual respect and professionalism from our officials.
3. The City Attorney explanation of the process to get to the meeting format was not a good use of time. Frankly, as a citizen, we don't need to know the inner workings of the meeting logistics. Organize and present the meeting in a planful way that prevents such a public explanation. If you did not have time to determine who would be in attendance, perhaps we rushed organizing the meeting? I don't really know what happened, I do know that we in the audience did not need to hear the explanation of how we got there.

The development zone on 27th and Oakwood

1. I admit I am biased since I practically live across the street. That said, I would provide some of the same feedback no matter where I lived. You are being inconsistent in the messaging - we seem to be rushing to develop this piece of property, yet we simultaneously talk about how "interesting" and "special" and "unique" it is. I

would think we would be deliberate and planful with such a unique property.

2. The lack of clarity about if/when the Elm Road exit ramps may/may not be built would imply that rushing to make that entrance the Grand Entrance to the business park a bit irresponsible
3. The businesses that would be in the middle of the development - the freight companies, the pallet manufacturer, etc. are a real issue that is unresolved. Without a price for the purchase / relocation of those businesses, it seems impossible to build a business case around that development.
4. One citizen raised an excellent point about the northernmost section of the development being single family housing. It appears that was not even considered in the development options, which is disappointing. I personally live in the TIF district, and I am confident that my fellow homeowners would favor single family homes along Oakwood Road vs business park development

The Investment Decision

1. I no longer have the data in front of me, but I will point you to "slide 9" of the Finance Director's presentation. By his own admission, the initial \$5 Million investment has generated about \$40 million of development. He then added that this request, for \$19 Million in investment, would yield approximately \$70 Million in development. However, he immediately acknowledged that \$30 Million of the \$70 Million of development was in the "old section" of the TIF, related to the initial \$5 million investment. By my estimation, that means a \$19 Million investment has a chance to yield \$40 Million of development - a TIF ratio of 2, well below your goal of 4
2. The Finance Director repeatedly encouraged us to think about the project in aggregate, and think about the totality of the 20 year TIF vs the totality of the development. By his point of view, the \$110 Million of development is fully dependent on the \$25 million of investment. Frankly, I could not disagree more with this approach and I believe it is intentionally biased. ***The successful history that the City has gained to date on the initial investment has absolutely nothing to do with the current investment decision of \$19 Million in front of you.*** If the \$19 Million investment option before you does not stand on its own, then it should not be pursued.
3. Again, we spoke of this property as "Special" and "Unique". I fail to understand why we are rushing to exploit the time remaining on the TIF instead of patiently waiting for the right opportunity to present itself. For the right client (or clients) I am sure the financials would be stronger than the proposed 2:1 ratio you are currently considering. I acknowledge that another NML might take some time to develop, but you never know when another Uline or Amazon might be looking for property. Rushing to exploit the remaining time on the existing TIF removes that property as an option in the future. Sometimes doing nothing is the best move

until you have more information.

Thank you for your consideration on these matters. I am happy to have a dialogue about them if you desire.

Tom Havas
414-587-2211

APPROVAL 	REQUEST FOR COUNCIL ACTION	MEETING DATE Aug 18, 2015
REPORTS & RECOMMENDATIONS	DIRECTOR OF FINANCE & TREASURER REPORT ON THE ECONOMIC DEVELOPMENT PLANS PRESENTED TO COMMON COUNCIL JUNE 10, 2015 AS DIRECTED BY COMMON COUNCIL	ITEM NUMBER G.9.b.

Background

On June 10, 2015, Common Council received a presentation on Economic Development Opportunities and requested a report from the Director of Finance & Treasurer on issues related to those plans.

A brief review of the Tax Incremental Financing tool for financing new development provided in State Law would be helpful to put in context this report. There are many requirements of the law, not the least of which is the BUT FOR test. That part of the law requires that BUT FOR the creation of a Tax Incremental District (TID), the new development would not occur. Should a blight determination be made by the Common Council, most often the Community Development Authority is then given control over TID activities. There are limits on the amount of the Equalized Value that can be in TID's. There are limits on the amount and density of residential property in TID's (TID's primary purpose is to promote Commercial development/redevelopment).

An overview of how a TID works is illustrated in the Exhibit A from Ehlers & Associates. Generally, a group of contiguous properties are designated to be in the TID. The property values upon creation of the TID are frozen and taxes assessed on that frozen value continue to go to the various taxing authorities. New Development values ("Increment") and the total tax rate on that Increment value then go to the TID to aid in the payment of infrastructure costs expended to entice new development. A TID's life is dependent upon the type of TID, a mixed use TID, such as TID4, has a maximum 20 year life.

Upon closure of the TID, the Increment, and the tax revenue on it, reverts back to the various taxing authorities. The risk to a City is that any unpaid project costs revert back to the City upon the TID's closure. Should this happen, none of the other taxing authorities are 'donating' their tax levy to payment of the infrastructure costs any longer. Then the City's Debt Service Tax Levy will be responsible for the unpaid project costs, the definition of a financially failed TID.

Analysis

Area D – South 27th Street to South County Line Road – aka Tax Incremental District 4

Existing TID 4 was created in 2005 with three project plan phases. Phase I was completed in the first years of the TID, with debt sold to finance that plan set to be retired in 2016. Common Council retains control over this TID. The Common Council accepted the latest annual report on TID 4 at its March 3, 2015 meeting.

The District has generated \$43,675,900 of Increment as of January 1, 2014. Adoption of this project plan would have increment projections rise to \$119,683,000 by time of closure. This represents 1.2% of total 2014 Citywide Equalized Value.

Project costs have totaled \$5,700,567 – primarily on the road and infrastructure costs for the Wheaton Development. As of December 31, 2014, \$1,238,000 of outstanding debt related to these project costs remains. This debt is scheduled for retirement in spring 2016.

Tax Levy revenues of this TID thru December 31, 2014 have been \$5,261,140. Other revenues have totaled \$949,488, for a total of \$6,210,628. The majority of other revenues relate to the Wheaton Franciscan development. Revenues have been used to retire the debt financing for the project costs.

The Oak Creek Franklin School District portion of the 2014/15 tax levy was 39% or \$398,033. That percentage changes from year to year. Using that 39% as representative of the prior years, the Oak Creek Franklin School District has contributed \$2,051,000 toward repayment of the infrastructure costs. That contribution would continue for the life of the TID.

The next phase of project cost is being considered at this time. Because the proposed projects were contemplated by the original TID plans, no further Joint Review Board reviews or Public Hearings are required. Common Council approval however is required to authorize further project expenditures. It should be noted, that State TID laws require that all project costs for this TID be completed by June 2020.

By State Statute, the TID must close by 2026.

A copy of the financial projections Ehlers presented at the June 10, 2015 Common Council meeting is attached Exhibit B.

When evaluating this proposal, the assumptions are key to the proposal's success or failure. The timing of these assumptions are also a key part in the projected outcome. The key assumptions are:

1. Lands in the TID can be purchased in 2015 by the City for Fair Market value, with no provision for contested purchases
2. Phase 2 Project costs were estimated by Ruckert Mielke and total \$18,975,503. They were outlined in their report, (see exhibit B.)
 - a. These costs include land acquisition
 - b. Design and engineering of infrastructure costs
 - c. Street and utility construction
 - d. Grading and
 - e. Developer incentives to market and sell properties.
3. Land sales are projected to begin in 2016 and continue thru the remaining life of the TID.

This office has no basis to challenge the validity of those cost estimates

Assuming the project is implemented now, there is a two year (20%) cushion in the financial projections. Even an implementation delay to spring 2016 could adversely impact this plan. The timing and value of the sales of property were estimated by a regional developer, with review by City staff.

TID 4 is wholly contained in the Oak Creek Franklin School District. The tax base benefit is to the City as a whole with the Increment adding to the tax base for the overlapping taxing authorities once the TID is closed.

Please note, there has been considerable interaction between City Staff and the consultants engaged in November 2014. Those interactions created various scenarios, which ultimately resulted in the financial projections presented on June 10, 2015. This financial plan does meet financial considerations to proceed.

Had TID4 been closed in 2014, the tax rate in the City could have been lower by a maximum of 14 cents in the Franklin and Whitnall School Districts. For a home valued at \$250,000, that would have lowered tax bills by \$35 in those Districts. The State School Aid formula considers property tax values in a District.

For the Oak Creek portion of the City, the tax base would have increased, and the State Aids would have decreased to compensate for the increased tax base. Therefore, the combined impact of the additional tax base and reduced State School Aids on the tax rate is not known.

An added consideration is the proposal's impact on the City Debt position. This aspect of the plan was not discussed on June 10, 2015.

Franklin currently enjoys the second highest Moody's credit rating. This facilitates Franklin achieving lower borrowing costs on new debt. Credit ratings impact future borrowing by impacting the cost of those future loans. Existing debt has fixed interest costs, and the City would not be impacted by changes in our credit rating. Holders of our debt could be impacted by a change in our credit rating.

The City would remain in compliance with the existing Debt Policy with the addition of the debt proposed in the TID 4 plan. Please refer to page 109/Table 13 of the 2014 CAFR report (See Attachment C).

Should another development opportunity materialize the Debt Policy may need to be modified to accommodate that additional debt, if necessary. The City has \$141.7 million of additional debt capacity within the State limit..

The proposed debt would not add anything to the Debt Service Levy.

The Director of Finance & Treasurer will be on hand to address questions that you may have.

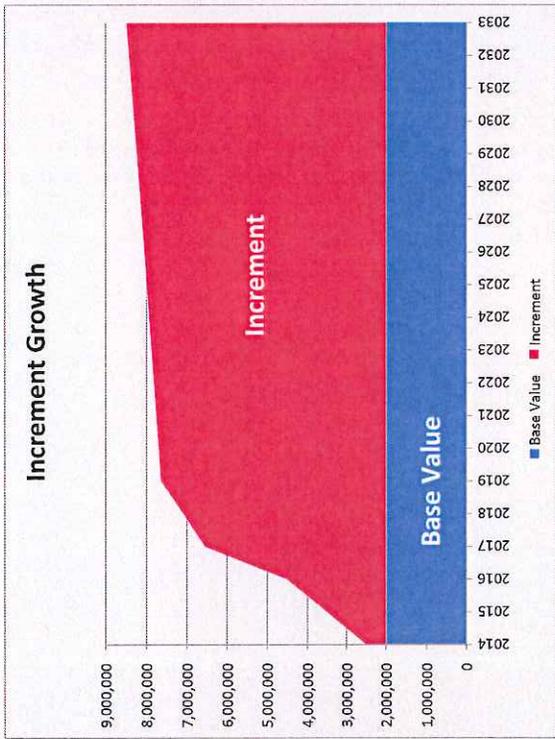
COUNCIL ACTION REQUESTED

As the Common Council deems appropriate.

How a TID Functions and Generates Revenue



Boundary of TID area established by Community Base Value established and certified by DOR



Base value is "frozen"
Appreciation and new value sum to establish increment

The TID receives taxes on the incremental equalized value (value that is greater than the base established by the DOR) at the combined rate of all taxing entities.

TID Rate	
Local	6.50
County	4.00
School	7.50
VTAE	2.00
TID Rate	20.00

All taxing jurisdictions continue to receive their share of the tax levy on the equalized base value of the TID (certified by the DOR)

All Taxing Jurisdictions	
Local	6.50
County	4.00
School	7.50
VTAE	2.00
Total	20.00

City of Franklin, Wisconsin

Tax Increment District #4

Estimated Project List

Project ID	Project Name/Type	Phase I		Total (Note 1)
		Industrial Year	Commercial Year	
1	Demolition	150,000		150,000
2	Sanitary Sewer	2,139,457		2,139,457
3	Water Main	749,325		749,325
4	Reclaimed Water	0		0
5	Storm Sewer	704,007		704,007
6	Storm Water Management	700,000		700,000
7	Grading	2,891,093	0	2,891,093
8	Landscaping	280,000	0	280,000
9	Street Lighting	294,975		294,975
10	Streets	1,206,994		1,206,994
11	Erosion Control	56,000	0	56,000
12	Entrance Mountments w/Landscaping	120,000		120,000
13	ATC Facilities Adjustments Engineering, Construction Admin, Legal,	0		0
14	Allowances & contingency (20%)	1,858,370	0	1,858,370
	Subtotal Infrastructure	11,150,221	0	11,150,221
15	Property Acquisition Industrial	4,612,500	0	4,612,500
16	Property Acquisition Commercial	0	0	0
17	Land Sales Closing Costs 10%	754,113		754,113
18	Development Management Fees 20%	1,508,226		1,508,226
19	Increment Benchmark Fees	950,443		950,443
	Total Projects	18,975,503	0	18,975,503

Notes:

- Note 1
 Project costs provided by R&M are estimates and are subject to modification
 Developable Acres Industrial 102.5
 Developable Acres Commercial 0
 Cost Per Acre 45,000 45,000
 Phase I Industrial (Lots 5,6,7,8,9 & Interstate Partners' Development Lot 18)
 Phase I Commercial (Lots 1,2,3,4) No Project Costs Identified at this time
 Allowances cover Easements, Permitting, Outside Utilities, Remediation
 Updated project Costs from R&M 3/6/15

Preliminary



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CITY OF FRANKLIN, WISCONSIN
 Computation of Legal Debt Margin
 Last Ten Years

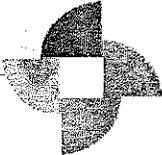
Fiscal Year	(1) Equalized Valuation	5% of Equalized Value	Total Debt Applicable to Limit	Legal Debt Margin	Percent Used	City Policy**		
						2% of Equalized Value	Debt Margin	Percent Used
2014	\$ 3,589,694,100	\$ 179,484,705	\$ 37,711,522	\$ 141,773,183	21.01%	\$ 71,793,882	\$ 34,082,360	52.53%
2013	3,414,276,600	170,713,830	42,445,423	128,268,407	24.86%	68,285,532	25,840,109	62.16%
2012	3,524,105,900	176,205,295	43,734,833	132,470,462	24.82%	70,482,118	26,747,285	62.05%
2011	3,676,379,700	183,818,985	32,495,000	151,323,985	17.68%	73,527,594	41,032,594	44.19%
2010	3,670,508,700	183,525,435	39,890,000	143,635,435	21.74%	73,410,174	33,520,174	54.34%
2009	3,912,642,600	195,632,130	45,165,000	150,467,130	23.09%	78,252,852	33,087,852	57.72%
2008	3,898,387,300	194,919,365	56,080,000	138,839,365	28.77%	77,967,746	21,887,746	71.93%
2007	3,689,054,400	184,452,720	49,705,000	134,747,720	26.95%	**		
2006	3,481,759,700	174,087,985	41,600,000	132,487,985	23.90%	**		
2005	3,030,815,900	151,540,795	32,900,000	118,640,795	21.71%	**		

(1) From Table 5

Note: Under state statutes the City's outstanding general obligation debt may not exceed five percent of total equalized property value.

** The City Debt Policy limits debt to 40% of Legal Limit - adopted by Resolution 2008-6481





CITY OF FRANKLIN, WISCONSIN

**Draft Analysis for Area D within
Existing TID # 4.**



May 28, 2015

[Confidential DRAFT For Discussion Only]

Construction Cost Data from: Ruekert & Mielke

Absorption Assumptions from MLG

Land Sale & Land Sale Expense Assumptions from MLG

City of Franklin TID #4

TID Project Capacity vs. Original Project Plan

115% Allowed increase

Project Costs from Original TID Plan	22,683,400	
Allowance at 115%		26,085,910
Project costs spent		
2005	179,470	
2006	659,840	
2007	3,522,075	
2008	388,006	
2009	529,168	
2010	51,227	
2011	370,781	
2012	-	
2013	-	
2014	<u>46,243</u>	
Total Project costs to date		<u>5,746,810</u>
Balance of original plan		20,339,101
Proposed Costs		<u>18,975,503</u>
Under/(over) Plan Limit		1,363,597

City of Franklin, Wisconsin

Tax Increment District #4

Estimated Project List

Project ID	Project Name/Type	Phase I		Total (Note 1)
		Industrial Year	Commercial Year	
1	Demolition	150,000		150,000
2	Sanitary Sewer	2,139,457		2,139,457
3	Water Main	749,325		749,325
4	Reclaimed Water	0		0
5	Storm Sewer	704,007		704,007
6	Storm Water Management	700,000		700,000
7	Grading	2,891,093	0	2,891,093
8	Landscaping	280,000	0	280,000
9	Street Lighting	294,975		294,975
10	Streets	1,206,994		1,206,994
11	Erosion Control	56,000	0	56,000
12	Entrance Mountments w/Landscaping	120,000		120,000
13	ATC Facilities Adjustments Engineering, Construction Admin, Legal,	0		0
14	Allowances & contingency (20%)	1,858,370	0	1,858,370
Subtotal Infrastructure		11,150,221	0	11,150,221
15	Property Acquisition Industrial	4,612,500	0	4,612,500
16	Property Acquisition Commercial	0	0	0
17	Land Sales Closing Costs 10%	754,113		754,113
18	Development Management Fees 20%	1,508,226		1,508,226
19	Increment Benchmark Fees	950,443		950,443
Total Projects		18,975,503	0	18,975,503

Notes:

Note 1

Project costs provided by R&M are estimates and are subject to modification

Developable Acres Industrial 102.5

Developable Acres Commercial 0

Cost Per Acre 45,000

Phase I Industrial (Lots 5,6,7,8,9 & Interstate Partners' Development Lot 18)

Phase I commercial (Lots 1,2,3,4) No Project Costs Identified at this time

Allowances cover Easements, Permitting, Outside Utilities, Remediation

Updated project Costs from R&M 3/6/15

Preliminary



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City of Franklin, Wisconsin

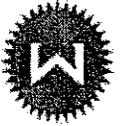
Tax Increment District #4 Development Assumptions

Construction Year	Actual	Existing Value	Existing TID/ Wheaton Franciscan ³	Phase 1 Industrial ¹	Other/ Interstate Development ²	Annual Total	Construction Year
	Acres	Land Value	Building Value	Acres	Value		
1 2005						910,200	2005
2 2006	910,200					10,784,500	2006
3 2007	10,784,500					(888,800)	2007
4 2008	(888,800)					47,721,300	2008
5 2009	47,721,300					(22,025,300)	2009
6 2010	(22,025,300)					3,548,400	2010
7 2011	3,548,400					(6,356,800)	2011
8 2012	(6,356,800)					5,356,600	2012
9 2013	5,356,600					4,625,800	2013
10 2014	4,625,800					0	2014
11 2015						0	2015
12 2016				8.00	720,000	180,609	2016
13 2017				12.00	1,085,400	3,162,204	2017
14 2018			15,000,000	12.00	1,090,827	4,767,023	2018
15 2019				14.00	1,278,995	4,790,858	2019
16 2020				14.50	1,331,296	5,617,281	2020
17 2021				12.00	1,107,271	5,846,988	2021
18 2022				10.00	927,340	4,863,081	2022
19 2023				0.00	0	4,072,830	2023
20 2024				0.00	0	0	2024
Totals				82.50	7,541,129	33,120,266	
Land				0.00	0		
Sales				82.50	Ave/acre	492,865	
					Ave/acre	714,286	

Notes: ¹ Assumptions provided by MLG
 \$90,000 per acre for Industrial
 \$110,000 per acre for commercial Southeast
 \$130,000 per acre for commercial Central
 \$150,000 per acre for commercial northeast
 7,000 SF/Acre of industrial building
 7,000 SF/Acre commercial building
 \$56 /SF for building increment value - Industrial
 \$90 /SF for building increment value - commercial southeast
 \$115 /SF for building increment value - central
 \$140 /SF for building increment value - commercial northeast
 1.005 Escalation factor - .5%/ year

² The interstate buildings were added in based upon actual proposed SF for each building Value from Carol Berezinski e-mail to Joe Eberle 2/24/15
³ Value provided by City development timing per Finance Director e-mail dated 4/4/15

Preliminary



EHLERS

LEADERS IN PUBLIC FINANCE

City of Franklin, Wisconsin Tax Increment District #4

Tax Increment Projection Worksheet

Type of District	Mixed Use	Base Value	19,817,900
Creation Date	June 24, 2005	Appreciation Factor	1.00%
Valuation Date	Jan 1, 2005	Base Tax Rate	523.10
Max Life (Years)	20	Rate Adjustment Factor	-1.00%
Expenditure Periods/Termination	15 6/21/2020	Tax Exempt Discount Rate	3.00%
Revenue Periods/Final Year	20 2026	Taxable Discount Rate	4.50%
Extension Eligibility/Years	Yes 3		
Recipient District	No		

Construction Year	Value Added	Valuation Year	Inflation Increment	Total Increment	Revenue Year	Tax Rate	Tax Increment	Tax Exempt NPV Calculation	Taxable NPV Calculation	
1	2005	910,200	0	910,200	2007	\$19.45	17,702			
2	2006	10,784,500	0	11,694,700	2008	\$20.25	236,803			
3	2007	(888,800)	0	10,805,900	2009	\$20.51	221,611			
4	2008	47,721,300	0	58,527,200	2010	\$21.67	1,268,430			
5	2009	(22,025,300)	0	36,501,900	2011	\$22.91	836,103			
6	2010	3,548,400	0	40,050,300	2012	\$22.72	909,841			
7	2011	(6,356,800)	0	33,693,500	2013	\$24.22	815,923			
8	2012	5,356,600	0	39,050,100	2014	\$24.45	954,775			
9	2013	4,625,800	0	43,675,900	2015	\$23.10	1,009,060			
10	2014	0	436,759	44,112,659	2016	\$22.87	1,008,959	979,670	965,607	
11	2015	0	441,127	44,553,786	2017	\$22.64	1,008,858	1,930,710	1,889,541	
12	2016	180,609	445,538	45,179,324	2018	\$22.42	1,012,806	2,853,958	2,773,600	
13	2017	10,497,604	451,799	56,129,336	2019	\$22.19	1,245,678	3,753,823	3,622,900	
14	2018	20,857,859	561,293	77,548,488	2020	\$21.97	1,709,823	4,828,356	4,622,496	
15	2019	12,319,853	775,485	90,643,826	2021	\$21.75	1,971,626	6,255,280	5,930,854	
16	2020	6,948,578	906,438	98,498,842	2022	\$21.53	2,121,058	7,858,392	7,379,660	
17	2021	6,954,259	984,988	106,438,089	2023	\$21.32	2,269,100	9,532,775	8,871,157	
18	2022	5,790,421	1,064,381	113,292,891	2024	\$21.11	2,391,082	11,271,852	10,398,044	
19	2023	4,072,830	1,132,929	118,498,650	2025	\$20.89	2,475,842	13,051,041	11,937,728	
20	2024	0	1,184,987	119,683,637	2026	\$20.69	2,475,694	14,839,714	13,463,400	
Totals							111,297,913	6,385,724	25,954,872	

Notes:
Actual results will vary depending on development, inflation of overall tax rates.
NPV calculations represent estimated amount of funds that could be borrowed (including project cost, capitalized interest and issuance costs).

Preliminary



City of Franklin, Wisconsin

Tax Increment District #4

Estimated Financing Plan

	Taxable G.O. Bond 2015	G.O. Bond 2016	Totals
Projects			
Phase I Industrial	4,612,500	11,150,221	15,762,721
Phase I Commerical	0	0	0
Total Project Funds	4,612,500	11,150,221	15,762,721
Estimated Finance Related Expenses			
Financial Advisor	20,300	31,900	
Bond Counsel	11,000	17,000	
Rating Agency Fee	10,500	17,500	
Paying Agent	675	675	
Underwriter Discount	10.00	47,000	10.00
Debt Service Reserve			113,200
Capitalized Interest			
Total Financing Required	4,701,975	11,330,496	
Estimated Interest	0.15%	0.25%	
Assumed spend down (months)	6	6	(13,938)
Rounding	1,484	3,442	
Net Issue Size	4,700,000	11,320,000	16,020,000

Notes:
 2015 Bonds Land Acquisition for Phase I Industrial & Commercial
 2016 Bonds Phase I Infrastructure (Could consider splitting into two issue to maintain BQ)
 Debt issues could possibly be reduced if funds on had to pay for project costs

Preliminary



