

Franklin Area A
2014-0960

Area 1

ITE Code	ITE Land Use	Trip Rates and Directional	Daily			AM Peak			PM Peak			Saturday Peak			
			Trips	In	Out	Total	In	Out	Total	In	Out	Total			
220	Apartment 232 Dwelling Units	Trip Rates and Directional	6.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52	50%	50%	1.20
815	Discount Store (Destination Retail) 75,000 Square Feet	Trip Rates and Directional	57.24	68%	32%	1.06	50%	50%	5.00	51%	49%	7.39	285	270	555
820	General Retail (Shopping Center) 95,000 Square Feet	Trip Rates and Directional	42.94	61%	39%	1.00	49%	51%	3.73	52%	48%	4.89	240	225	465
912	Drive-in Bank 3 Drive-In Lanes	Trip Rates and Directional	139.25	60%	40%	9.29	49%	51%	33.24	49%	51%	28.78	40	45	85
932	High-Turnover (Sit-Down) Restaurant 20,000 Square Feet	Trip Rates and Directional	127.15	55%	45%	10.81	60%	40%	9.85	53%	47%	14.07	115	80	195
934	Fast Food Restaurant with Drive-Through 15,000 Square Feet	Trip Rates and Directional	496.12	51%	49%	49.35	52%	48%	33.84	51%	49%	59.39	245	435	890
Total Trips			20,325	655	625	1,280	890	790	1,680	1,230	1,165	2,395			
Total Driveway Trips			(4,065)	(130)	(125)	(255)	(180)	(160)	(335)	(245)	(235)	(480)			
Total New Trips			16,260	525	500	1,025	710	630	1,345	985	930	1,915			
Minus Linked Trips			20%												
Minus Pass-By Trips for 815			10%	(345)	(5)	0	(5)	(15)	(15)	(30)	(25)	(45)			
Minus Pass-By Trips for 820			25%	(815)	(10)	(5)	(20)	(35)	(35)	(70)	(50)	(95)			
Minus Pass-By Trips for 912			40%	(135)	(5)	(5)	(10)	(15)	(15)	(30)	(15)	(25)			
Minus Pass-By Trips for 932			30%	(610)	(30)	(25)	(50)	(30)	(20)	(45)	(35)	(65)			
Minus Pass-By Trips for 934			40%	(2,380)	(120)	(115)	(235)	(85)	(80)	(165)	(145)	(285)			

Area 2

ITE Code	ITE Land Use	Trip Rates and Directional	Daily			AM Peak			PM Peak			Saturday Peak			
			Trips	In	Out	Total	In	Out	Total	In	Out	Total			
210	Single Family Detached Housing 50 Dwelling Units	Trip Rates and Directional	9.52	25%	75%	0.75	63%	37%	1.00	54%	46%	0.93	45	20	45
Total Trips			475	10	30	40	30	20	50	25	20	45			
Total Driveway Trips			0	0	0	0	0	0	0	0	0	0			
Total New Trips			475	10	30	40	30	20	50	25	20	45			
Minus Linked Trips			0%												
Minus Pass-By Trips			0%												

Area 3

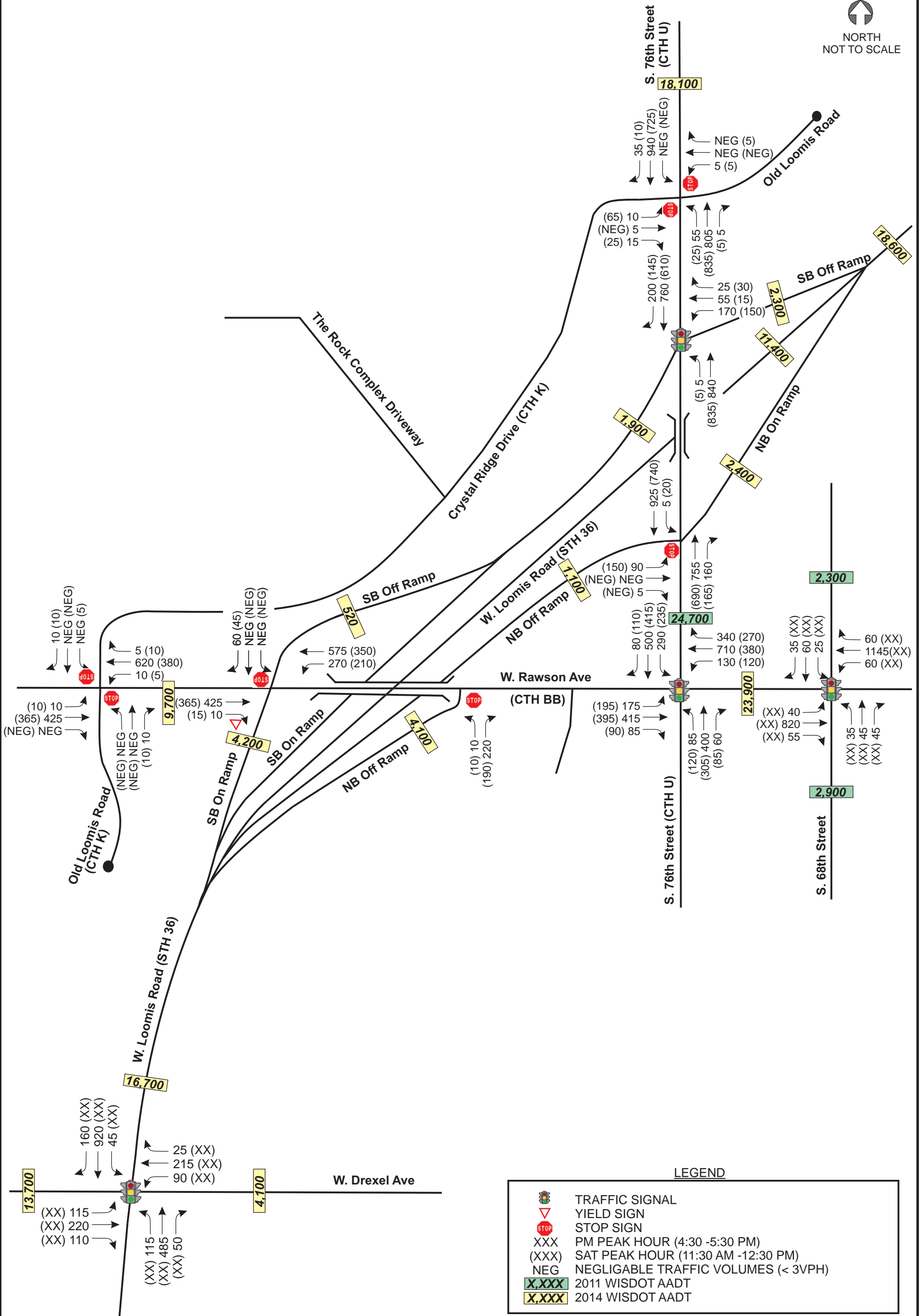
ITE Code	ITE Land Use	Trip Rates and Directional	Daily			AM Peak			PM Peak			Saturday Peak			
			Trips	In	Out	Total	In	Out	Total	In	Out	Total			
220	Apartment 108 Dwelling Units	Trip Rates and Directional	6.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52	50%	50%	1.20
492	Health/Fitness Club 60,000 Square Feet	Trip Rates and Directional	32.93	50%	50%	1.41	57%	43%	3.53	45%	55%	2.78	85	90	165
720	Medical Office Building 30,000 Square Feet	Trip Rates and Directional	36.13	79%	21%	2.30	27%	73%	3.46	57%	43%	3.63	70	75	145
820	General Retail (Shopping Center) 60,000 Square Feet	Trip Rates and Directional	42.94	61%	39%	1.00	49%	51%	3.73	52%	48%	4.89	110	115	225
850	Specialty Grocery (Supermarket) 15,000 Square Feet	Trip Rates and Directional	102.24	61%	39%	3.59	51%	49%	10.50	51%	49%	10.85	80	80	160
881	Pharmacy/Drugstore with Drive-through window 18,000 Square Feet	Trip Rates and Directional	96.91	52%	48%	3.45	50%	50%	9.91	49%	51%	8.20	90	90	180
932	High-Turnover (Sit-Down) Restaurant 10,000 Square Feet	Trip Rates and Directional	127.15	55%	45%	10.81	60%	40%	9.85	53%	47%	14.07	110	110	220
934	Fast Food Restaurant with Drive-Through 7,500 Square Feet	Trip Rates and Directional	496.12	51%	49%	49.35	52%	48%	33.84	51%	49%	59.39	135	120	255
Total Trips			14,625	460	405	865	665	635	1,300	785	740	1,525			
Total Driveway Trips			(2,925)	(90)	(80)	(175)	(135)	(125)	(260)	(155)	(150)	(305)			
Total New Trips			11,700	370	325	690	530	510	1,040	630	590	1,220			
Minus Pass-By Trips for 820			25%	(515)	(5)	(5)	(10)	(20)	(25)	(45)	(30)	(60)			
Minus Pass-By Trips for 850			20%	(245)	(5)	(5)	(10)	(15)	(15)	(25)	(15)	(25)			
Minus Pass-By Trips for 881			40%	(560)	(10)	(10)	(20)	(30)	(30)	(60)	(25)	(50)			
Minus Pass-By Trips for 932			30%	(305)	(15)	(10)	(25)	(15)	(20)	(25)	(20)	(35)			
Minus Pass-By Trips for 934			40%	(1,190)	(60)	(60)	(120)	(45)	(40)	(80)	(70)	(140)			

Area 4

ITE Code	ITE Land Use	Trip Rates and Directional	Daily			AM Peak			PM Peak			Saturday Peak			
			Trips	In	Out	Total	In	Out	Total	In	Out	Total			
220	Apartment 48 Dwelling Units	Trip Rates and Directional	6.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52	25	10	25
820	General Retail (Shopping Center) 65,000 Square Feet	Trip Rates and Directional	42.94	61%	39%	1.00	49%	51%	3.73	52%	48%	4.89	120	120	240
932	High-Turnover (Sit-Down) Restaurant 10,000 Square Feet	Trip Rates and Directional	127.15	55%	45%	10.81	60%	40%	9.85	53%	47%	14.07	60	40	100
934	Fast Food Restaurant with Drive-Through 7,500 Square Feet	Trip Rates and Directional	496.12	51%	49%	49.35	52%	48%	33.84	51%	49%	59.39	135	120	255
Total Trips			8,100	295	275	570	335	290	625	480	450	930			
Total Driveway Trips			(1,620)	(60)	(55)	(115)	(65)	(60)	(125)	(95)	(90)	(185)			
Total New Trips			6,480	235	220	455	270	230	500	385	360	745			
Minus Pass-By Trips for 820			25%	(560)	(10)	(5)	(15)	(25)	(25)	(50)	(35)	(65)			
Minus Pass-By Trips for 932			30%	(305)	(15)	(10)	(25)	(15)	(20)	(25)	(20)	(35)			
Minus Pass-By Trips for 934			40%	(1,190)	(60)	(60)	(120)	(45)	(40)	(80)	(70)	(140)			

Area A Total

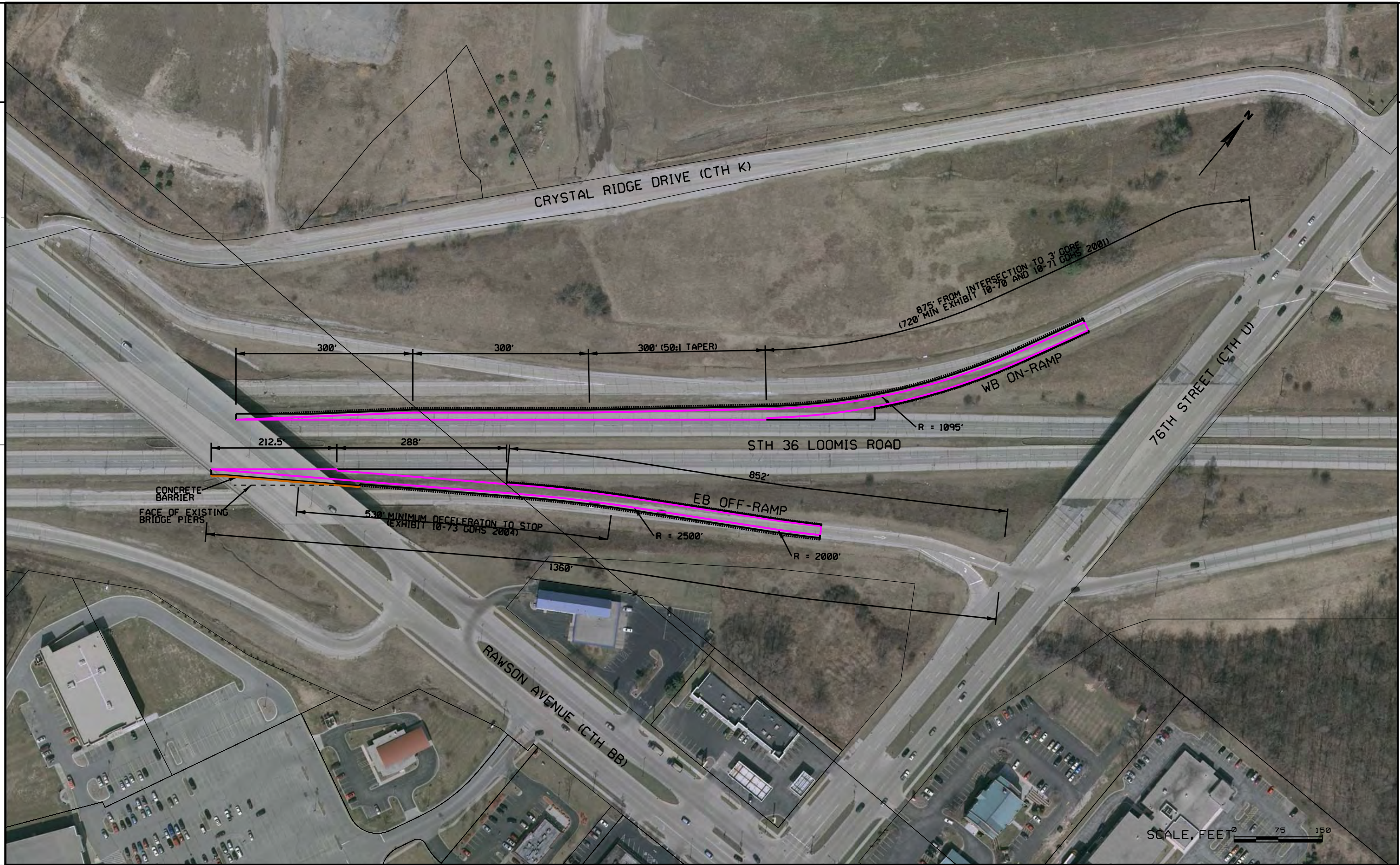
	Daily	AM Peak			PM Peak			Saturday Peak		
Total Trips	43,525	1,420	1,335	2,755	1,920	1,735	3,655	2,520	2,375	4,895
Minus Linked Trips	(8,610)	(280)	(260)	(545)	(380)	(345)	(720)	(495)	(475)	(970)
Total Driveway Trips	34,915	1,140	1,075	2,210	1,540	1,390	2,935	2,025	1,900	3,925
Minus Pass-By	(9,155)	(350)	(315)	(665)	(390)	(360)	(730)	(555)	(520)	(1,065)
Total New Trips	25,760	790	760	1,545	1,150	1,030	2,205	1,470	1,380	2,860



LEGEND

	TRAFFIC SIGNAL
	YIELD SIGN
	STOP SIGN
XXX	PM PEAK HOUR (4:30 -5:30 PM)
(XXX)	SAT PEAK HOUR (11:30 AM -12:30 PM)
NEG	NEGLIGABLE TRAFFIC VOLUMES (< 3VPH)
X,XXX	2011 WISDOT AADT
X,XXX	2014 WISDOT AADT

**EXHIBIT 6
EXISTING TRAFFIC VOLUMES
FRANKLIN AREA A TIA
FRANKLIN, WI**

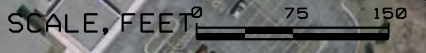


CONCRETE BARRIER
FACE OF EXISTING BRIDGE PIERS

5.30' MINIMUM DECELERATION TO STOP
(EXHIBIT 10-73 GDHS 2004)

875' FROM INTERSECTION TO 3' GORE
(720' MIN EXHIBIT 10-70 AND 10-71 GDHS 2001)

PROJECT NO: _____	HWY: STH 36	COUNTY: MILWAUKEE	76TH STREET INTERCHANGE	EXHIBIT 7	E
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APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE June 10, 2015
REPORTS AND RECOMMENDATIONS	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	ITEM NUMBER

Attached are two draft concept plans for the future mixed-use development area from the potential developers Newport Development Corporation and Bear Development, Inc., and also from GRAEF-USA Inc. Pat Kressin of GRAEF-USA Inc. will report upon the development planning status. Michael C. Harrigan of Ehlers & Associates, Inc. will also be present to provide information for the development.

COUNCIL ACTION REQUESTED

A motion to direct City staff and City consultants to proceed upon and to advise potential developers of the Common Council selected development of the [concept] plan

or

such action as the Common Council deems appropriate.

MEMORANDUM

TO: Nick Fuchs, Senior Planner

FROM: Pat Kressin, PLA, ASLA, LEED AP

DATE: June 5, 2015

SUBJECT: City of Franklin – Area G Planning & Engineering Analysis

We have completed GRAEF's portion of the analysis to determine if a Tax Incremental District (TID) is a viable option for the development of the lands associated with Area G (near W. Loomis Road (STH 36) and W. Ryan Road).

We have completed the following work products:

- Site Due Diligence Report for the subject area.
- Master Plan with associated infrastructure costs and potential future land value.

The Site Due Diligence Report has discovered the following infrastructure or land development issues that are the cause for the lack of development for several of the undeveloped properties within Area A.

- Lack of Water Service – No water service exists and the lack of water is the most critical issue.
- Sanitary Service Extension – Sanitary service is adjacent and will need to be extended further.
- Overhead Transmission Lines – Two main lines trisect the site.
- Existing Wetlands – Several areas of existing wetlands exist.
- Emerald Park Landfill – Specific development type near the landfill should carefully be considered

The Master Plan focused on the redevelopment of the vacant parcels within the proposed TID boundary. Each of the vacant land areas were broken out by property owner or logical development boundary. The land uses for each of the development areas was selected based on likely development and the potential value of each land use was a current average for development type in Franklin.

Master Plan

The initial Master Plan provided for a mix of development types and yielded a total value of \$167,332,000 over 462 acres. We prepared a complete estimate of total construction costs for the land development as shown on the Master Plan for parcels A, B, C and D. The largest and potentially unknown costs are associated with the extension and phasing of the water and sanitary services. These items should be studied further, as they are an impediment to any development.



collaborāte / formulāte / innovāte

Based on our work to date GRAEF recommends the following the following actions:

- Work to provide water service to this area of the City.
- Work to extend sanitary service further to the south.
- Work with WisDOT and Milwaukee County to consolidate the adjacent access points.
- Work with the existing land owners to determine what impact existing wetlands have on future development potential.
- Work as a community, with your financial consultant and with existing land owners and potential developers to determine actual TIF boundary, future values, phasing and which infrastructure items would aid in development and pass the “but for” test. Our initial thoughts would be to focus on the site and infrastructure challenges described above and within lands within Area A, B, C and D.

PJK:pjk

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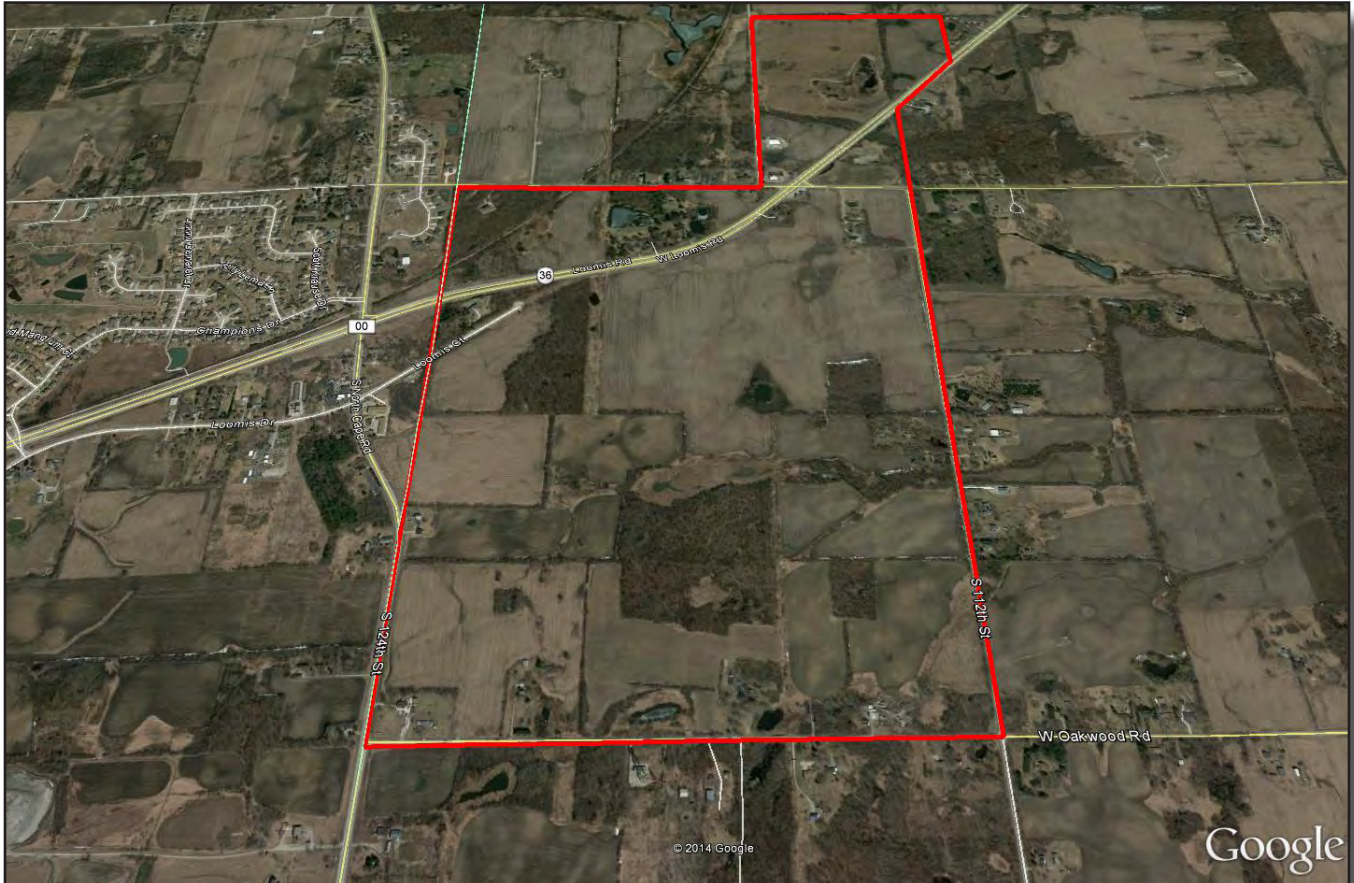
Enclosures

cc: Mayor Olson – City of Franklin
Jesse Wesolowski – City of Franklin
Mike Paulos - GRAEF
File

CITY OF FRANKLIN

Area G - Due Diligence Report
FINAL

June 5, 2015



ACKNOWLEDGMENTS

Prepared for:

Mr. Ron Romeis, Assistant City Engineer

The City of Franklin

9229 West Loomis Road

Franklin, WI. 53132

Site Location:

Approximately 585 acres situated around the intersection of West Loomis Road and Ryan Road in the City of Franklin, Milwaukee County, Wisconsin

Prepared By:

Pat Kressin, PLA, LEED AP

Michael Paulos, PE

Jim Lisek, PE

William McCarley III, PLA



One Honey Creek Corporate Center

125 South 84th Street, Suite 401

Milwaukee, WI 53214

(414)-259-1500

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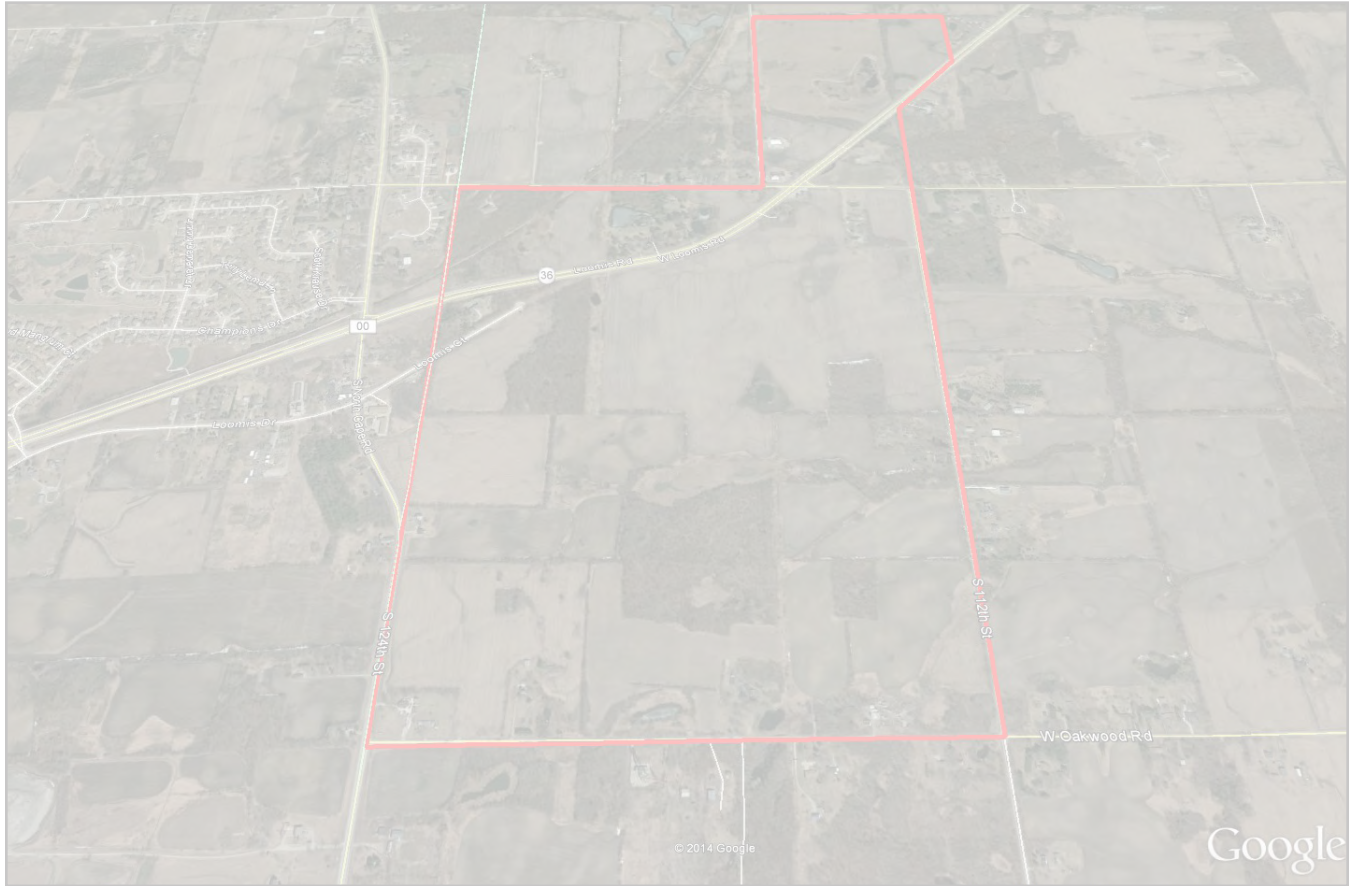
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INTRODUCTION

The City of Franklin is interested in redeveloping approximately 585.50 acres of land (referred to as Area G) near the intersection of Loomis Road and Ryan Road, City of Franklin, Milwaukee County, Wisconsin. The redevelopment site is shown in the Project Site Location Map and will be referred to as the "Project Site" throughout this report.

This report, offered by the City of Franklin and authored by GRAEF, is the due diligence investigation for the Project Site.

1.1 SITE

1.1.1 Location

The Project Site is located near the intersection of Loomis Road and Ryan Road. The boundaries are generally from 112th Street to 124th Street, from Ryan Road to Oakwood Road; with a northern set of parcels bounded by 116th Street to the west, 112th Street (extended) and Loomis to the east, and a parcel limit one-half mile north of Ryan. The Animal Campus Veterinary Clinic parcel, 10932 West Loomis Road, is excluded from the general boundaries.

The Project Site consists of several separate land parcels that total approximately 585.5 acres. The total Project Site is comprised of parts of Sections 19 and 30 of Township 5 North, Range 21 East, Milwaukee County, Wisconsin. See Figure G-1.1.1.

1.1.2 Aerial

The Project Site aerial shows different patterns of development, as well as the general landforms present. See Figure G-1.1.2.

1.1.3 USGS Map

See Figure G-1.1.3 for the United States Geological Survey map of the Project Site.

1.1.4 Zoning

Figure G-1.1.4 shows the zoning for the City of Franklin. The Project Site mostly contains large areas planned for lower density Residential (R-1 to R-3), Village Business (VB), General Business (B-2), and Institutional (I-1).

Adjacent to the Project Site, land uses are typically planned for residential development. Along the southern boundary, planned land use calls for lighter industrial (M-1) along Oakwood Road, with heavier industrial (M-2) further south.

The intent is that more-intense development occurs along the Loomis Road corridor, and at the intersection of Oakwood Road and 124th Street.

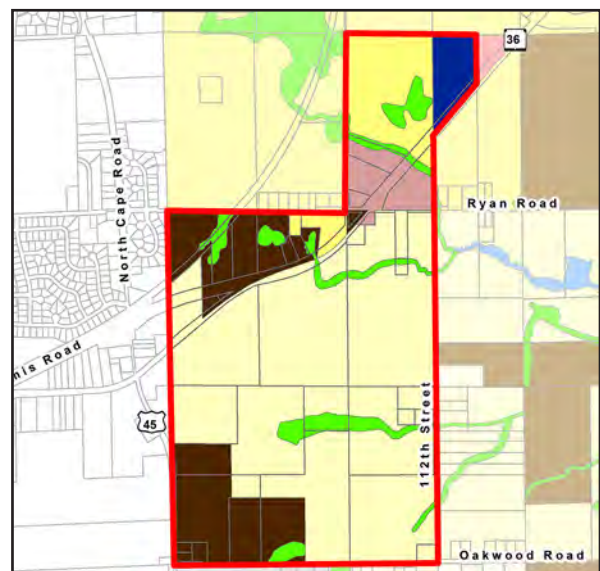
Recently proposed commercial/retail development meets the existing development and zoning regulation for land use; therefore, rezoning may not be necessary. Individual developments will be approved on a case by case basis and zoning compliance permits will be required as new businesses relocate within the City limits.

1.1.5 Planned Land Use

Figure G-1.1.5 shows the Year 2025 land uses planned for the Project Site and adjacent parcels. Planned land use for the Project Site is primarily Business Park, with some opportunities for



Project Site - not to scale



Zoning - not to scale

Commercial development along Loomis Road, and Light Manufacturing immediately north of Oakwood Road.

Approximately one-third of the Project Site is planned to be reserved as Natural Resource Features.

1.1.6 Easements

There are no significant easements within the Project site. A utility easement is present south and west of the intersection of W. Loomis and W. Ryan Roads. See Figure G-1.1.6.

1.1.7 Contours

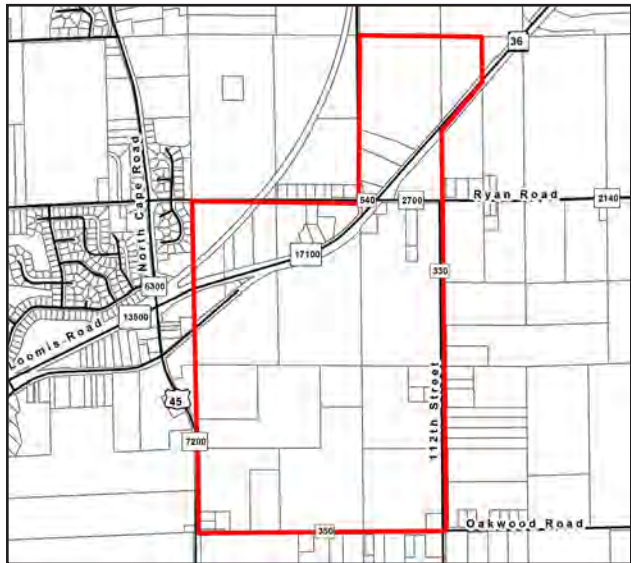
The Project Site ranges in elevation from a low in the mid 780s at the northern "L" to highs in the 830s to the south. See Figure G-1.1.7.

1.1.8 Road Classifications

Figure G-1.1.8 illustrates different road classifications across and around the Project Site.

1.1.9 Daily Traffic Averages

A map of the annual average daily traffic (AADT) indicates that most traffic within the Project Site occurs along Loomis Road, with a volume of 17,100 vehicles per day. Ryan Road carries a volume approaching 2,700 vehicles at the intersection with Loomis, declining with distance from the intersection. US-45 (North Cape Road) south of W. Loomis carries upwards of 7,200 vehicles per day adjacent to the Project Site. Figure G-1.1.9 illustrates the AADT figures.



Daily Traffic- not to scale

1.2 ENVIRONMENTAL

1.2.1 Floodplain and Wetland Inventory

The Project Site straddles two watersheds identified by the Wisconsin Department of Natural Resources (WDNR): the Middle Fox River basin, and the Root River basin. The Middle Fox River basin captures runoff from the southwest corner of the site, as well as lands adjacent to 124th Street. The Root River basin captures runoff from the remaining 85% of the Project Site.

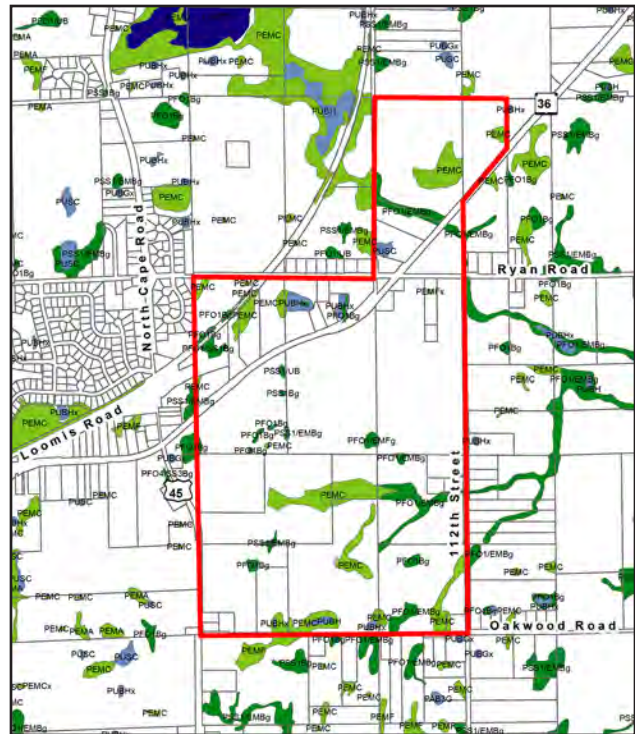
The direction of local shallow groundwater likely varies within the site, but is probably toward the wetlands to the north portion of the Project Site. The flow directions are likely to be variable and fluctuate with the level and intensity of precipitation. The wetlands are indicated as Freshwater Emergent Wetland, and Freshwater Forested/Shrub Wetland, and are within proximity of flood hazard areas.

The National Wetlands Inventory (NWI) Map outlines several areas of Emergent and Forested Freshwater zones, as well as six Freshwater Ponds within the limits of the Project Site. The WDNR Wetlands maps reflect similar zones noted as wetlands. Refer to Figures G-1.2.1 through G-1.2.3.

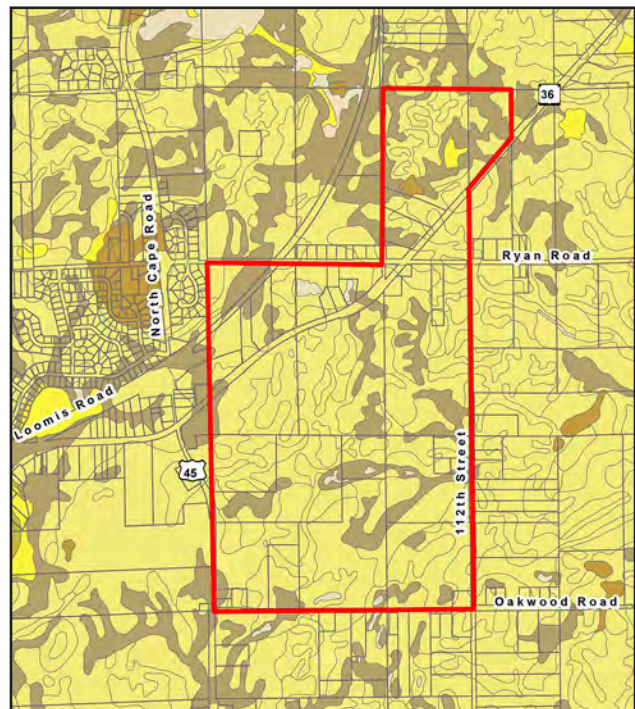
1.2.2 Soils & Geology Analysis

The soils on-site are typical of those found in the Ozaukee-Morley-Mequon Association, as defined by the NRCS. The landform is generally glaciated uplands with a thin layer of loess and some glacial till. The soil types and the landform are generally well-suited to farming, but not suited for effluents from septic fields or for use in building foundations or roads.

The soils within the Project Site are noted to be hydric, meaning they tend to retain moisture and develop anaerobic conditions. Most of the soils fall into classification group "C," implying slow infiltration rates, and moderately fine to fine textures. There are select pockets of class "D" soils (high runoff potential and very slow infiltration potential) within the Project Site. Refer to Figure G-1.2.4 for additional information on Project Site soils.



Wetlands - not to scale



Soils - not to scale

1.2.3 Environmental Site Assessment

An Phase 1 Environmental Site Assessment (Figure G-1.2.9) was conducted to provide information, data and identify environmental conditions associated the Project Site that could potentially impact future development. The site assessment found the following historical activities that could affect soil or groundwater quality:

- Landfill-related parcels are adjacent to the Project Site along Oakwood Road. The landfill depth ranges from 7 to 64 feet below grade. Refer to Figure G-1.2.6.

1.2.4 Environmental Corridor Assessment

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) mapped elements of the regional natural resources, as well as natural resource-related features as existing and potential park sites, sites of historic and archaeological value, areas possessing scenic vistas or viewpoints, and areas of scientific value. Said inventories resulted in the identification and delineation of “environmental corridors” (linear areas containing concentrations of significant natural resource and resource-related features). These areas are noted in Figure G-1.2.5.

1.2.5 Endangered Resources Review

A Natural Heritage Inventory (NHI) Endangered Resources Review Request was submitted to the WDNR to determine the potential presence of State Endangered, Threatened, or Special Concern Species. The results of this review concluded that one rare fish species is recorded within the Project Site, and that three natural communities are noted. During development, action is required for the threatened fish species / community, which include strict erosion and sedimentation control. Other actions are recommended, but not required, to protect the other two communities. See Figures G-1.2.7 and G-1.2.8.

1.3 UTILITIES

1.3.1 Water Mains

There are no water mains crossing the site. A 16” main runs along West Loomis Road, terminating at the Animal Campus Veterinary Clinic parcel. See Figure G-1.3.1.

1.3.2 Storm Sewer Mains

Documented storm sewers are located north and east of the Project Site, along West Loomis Road, ending approximately 2,800 feet from the Site’s boundary. (See Figure G-1.3.2).

1.3.3 Sanitary Sewer Mains

Sanitary sewer mains that service the site include a 30-inch and 10-inch main, which are located adjacent to Rawson Avenue. Smaller 8-inch mains serve the existing development near the intersection of 76th Street and Rawson Avenue. See Figure G-1.3.3.

1.3.4 Franklin Public Services Policy

A sanitary sewer interceptor runs the length of Ryan Road through the Project Site, turns south along the Site's east boundary one-quarter mile, and then turns east. The Project Site is not serviced by other sanitary sewer or water. As property within the Project Site is rezoned, subdivided, or redeveloped, it must refer to the Pre-Sanitary Sewer Land Use/Zoning, Land Division, and Public Services Policy for the Southwestern Portion of the City of Franklin. See Figures G-1.3.4 and G-1.3.5.

1.4 ENTITLEMENT

1.4.1 Development Applications

Areas noted for proposed retail/commercial development within the Project Site are consistent with City of Franklin planning and zoning goals. It is anticipated that the Project Site will be developed as a mixed-use area, with industrial, commercial, and residential areas. It is intended that the Project Site include provisions for recreation and conservation areas.

Development planned for the Project Site must comply with Zoning and the Comprehensive Master Plan, or will otherwise need to apply for Amendment Applications. New development may also require Zoning Compliance Permits, Special Use Applications, Building Permits, Sign Permits, and Occupancy Permits via the Inspection Department of the City of Franklin.

The Unified Development Ordinance (UDO) requires applications to be reviewed by a board or commission within a scheduled period of time. Each application has an associated fee which shall be paid to the City of Franklin's Treasurer. See Figure G-1.4.1.

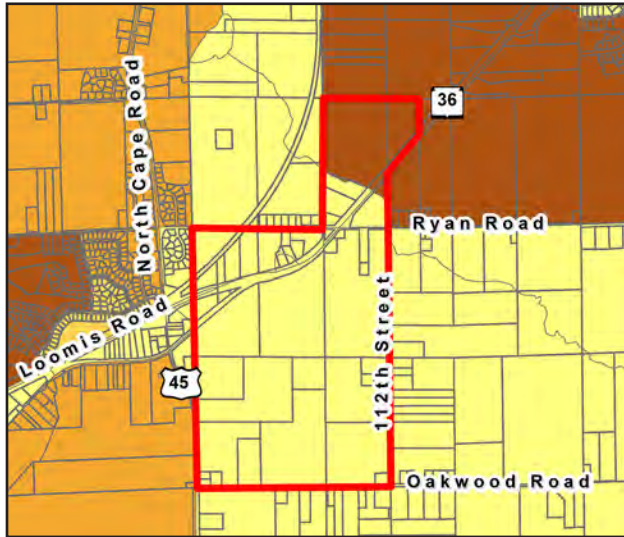


Sanitary Sewer Mains - not to scale

1.5 DEMOGRAPHICS

1.5.1 Population

The Project Site is lightly populated. Larger parcels exist south of West Loomis Road; smaller parcels exist along Loomis and Ryan Roads. See Figures G-1.5.1 and G-1.5.2.



Total Population- not to scale

1.5.2 Income

Median income for the Project Site parcels should be generally considered as falling within the \$25,000 - \$50,000 per year cohort. Adjacent parcels, particularly those developed as residential units in Waukesha County, trend toward the \$50,000 to \$75,000 range. See Figures G-1.5.3 and G-1.5.4.

1.5.3 Employees

Employment centers are depicted on Figure G-1.5.5. There are few employers within the Project Site's limits. A greater number of employers and employees are found immediately to the west of the Project Site along West Loomis.

1.5.4 Property Ownership

An itemized list of properties within the Project Site and their identified owners is included in Figure G-1.5.6 of this report.

1.5.5 Acreage Value

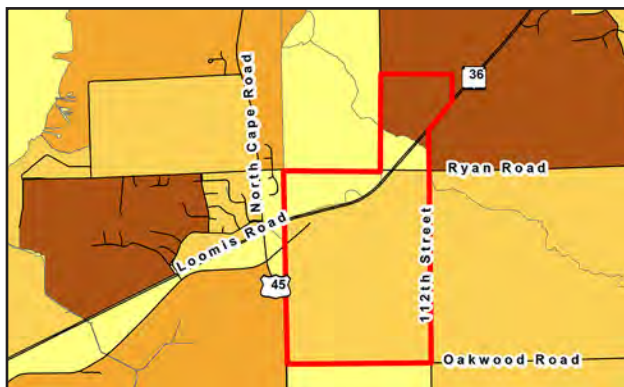
The highest valued properties within the Project Site are located in the triangle of land bounded by Loomis Road, Ryan Road, and 124th Street (extended). These properties value upwards of \$5,000 per acre, with some approaching \$200,000 per acre. Most of the land within the Project Site is valued at less than \$5,000 per acre. See Figure G-1.5.7.

1.5.6 US Census Bureau Statistics

See Figures G-1.5.8 and G-1.5.9 for statistics and information gathered by the US Census Bureau about the residents of Franklin. This information provides a more in-depth analysis of Franklin's population, demographics, education attainment, business and commuting, income, and housing characteristics.

1.5.7 Community Profile

See Figure G-1.5.10 for statistics collected by Environmental Systems Research Institute (ESRI) on population, demographics, households, housing, education attainment, occupation, and disposable income of the residents of Franklin.



Households - not to scale

1.6 DEVELOPMENT

1.6.1 Preliminary and Proposed Utilities

Franklin's plans for future utility service to the Area are reflected in Figures G-1.6.1 to 1.6.3

1.6.2 Developable Areas Map

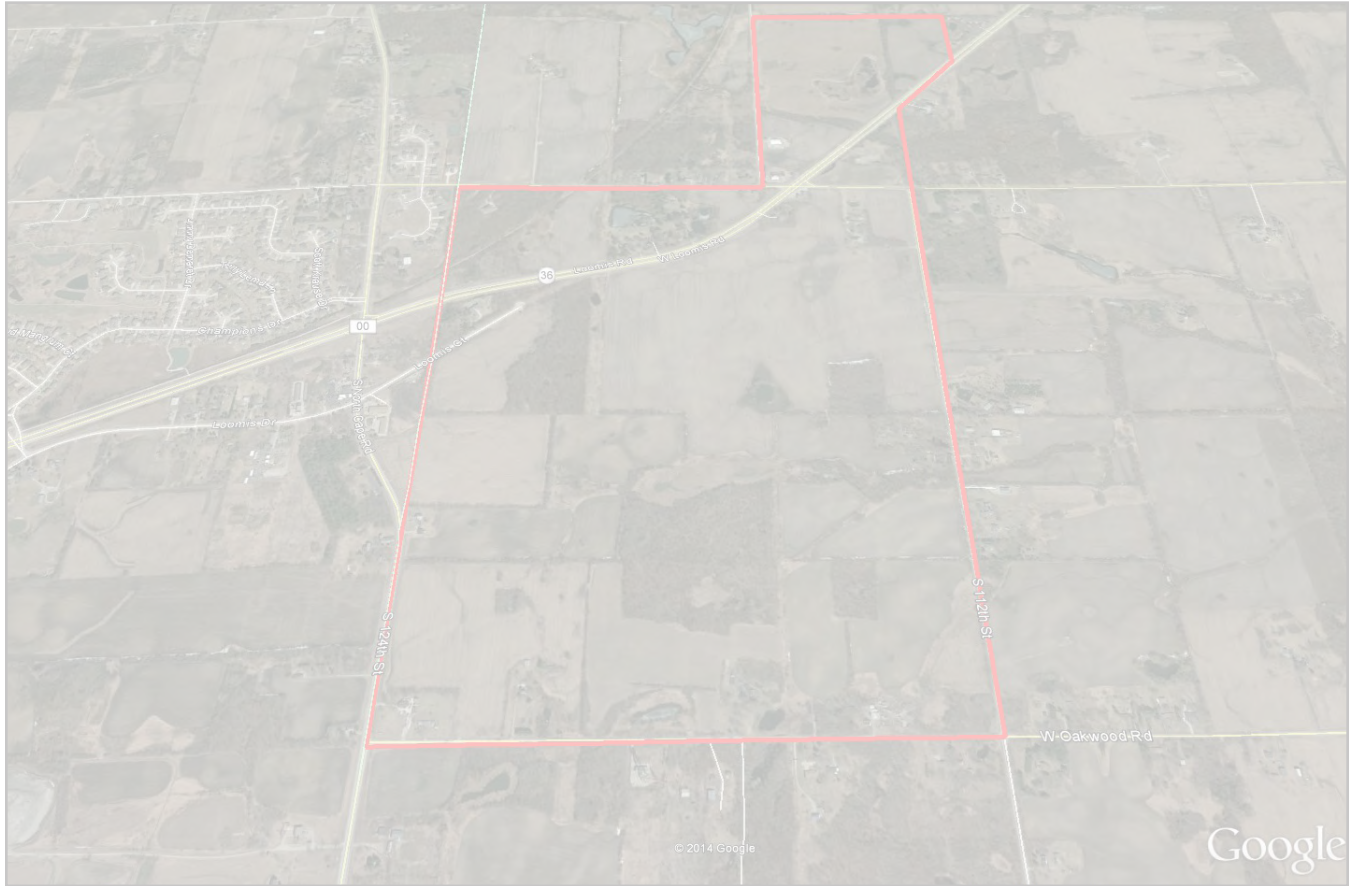
Areas of developable land are depicted in Figure G-1.6.4.

1.6.3 Stormwater Management

Figures A-1.6.5 and A-1.6.6 show anticipated stormwater management areas and associated Best Management Practice (BMP) calculations for stormwater storage, treatment, and infiltration.

1.6.4 Area G Associated Development Plans

Figures G-1.6.7 through G-1.6.13 show conceptual designs and working drawings for development occurring within or adjacent to Area G.



FIGURES

The following pages are maps and diagrams of the Project Site, illustrating the findings presented in this report.

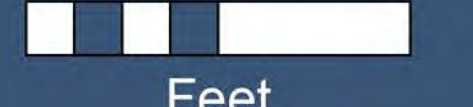
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LEGEND
Area G Boundary



0 250 500



Feet

1 in = 250 ft

AREA G
AERIAL PHOTO
CITY OF FRANKLIN
MILWAUKEE COUNTY, WISCONSIN





- Legend**
- Area G Boundary
 - FEMA 1% Annual Chance Flood Hazard
 - WDNR Wisconsin Wetland Inventory



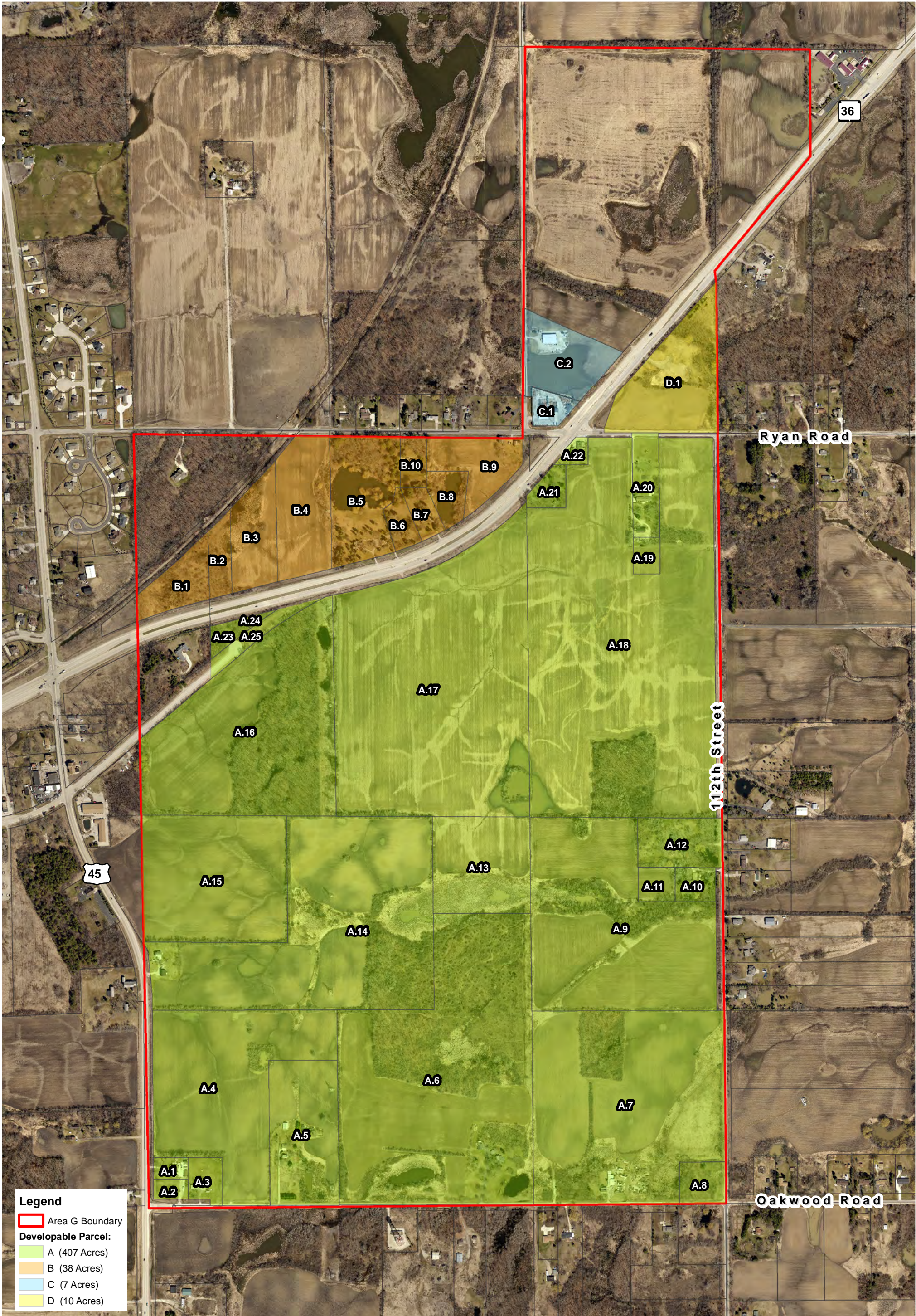
0 250 500
Feet
1 in = 250 ft

AREA G

ENVIRONMENTAL FEATURES MAP

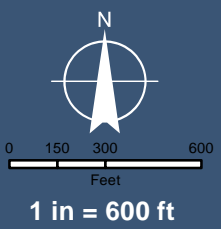
CITY OF FRANKLIN
MILWAUKEE COUNTY, WISCONSIN





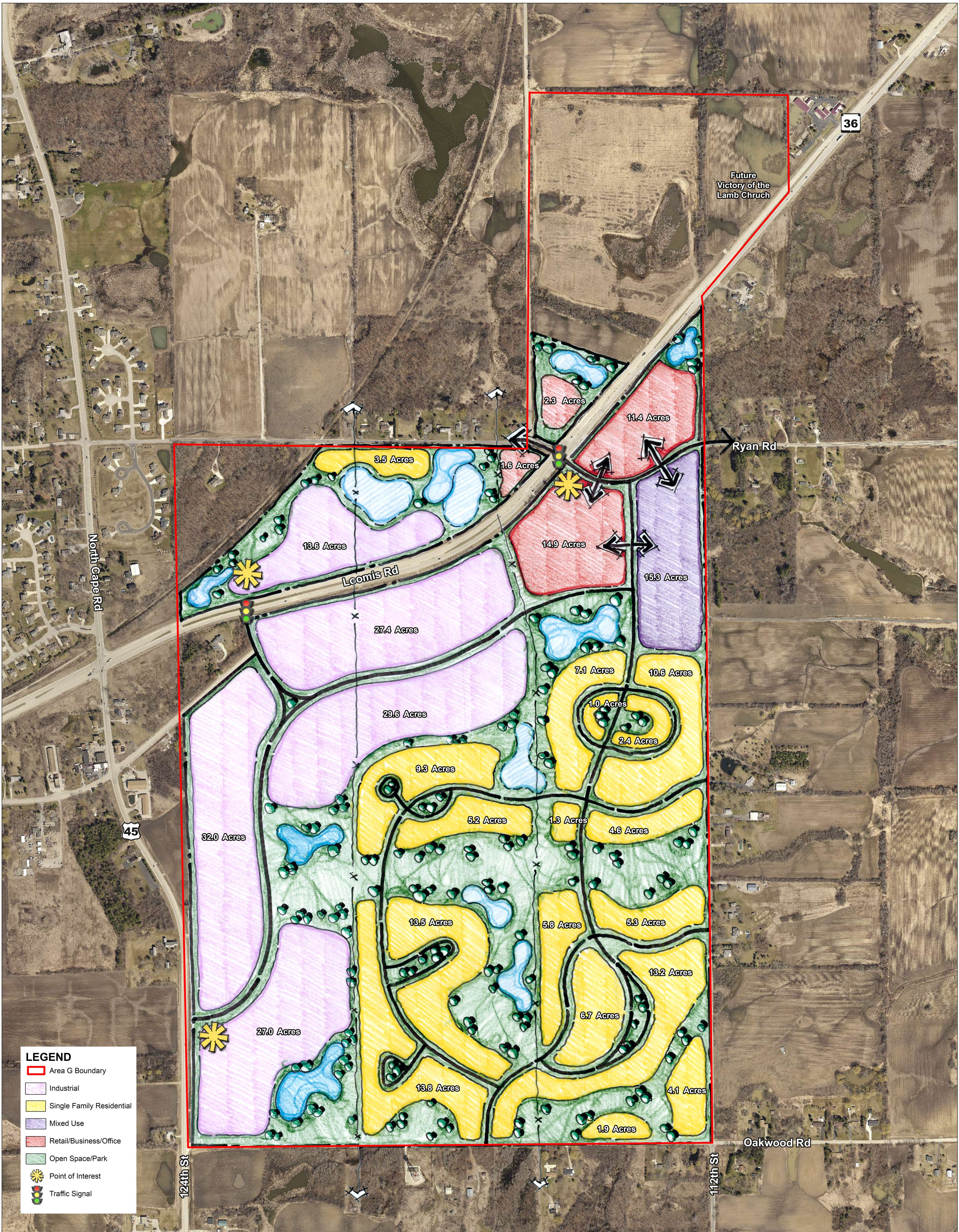
Legend

- Area G Boundary
- Developable Parcel:**
- A (407 Acres)
- B (38 Acres)
- C (7 Acres)
- D (10 Acres)



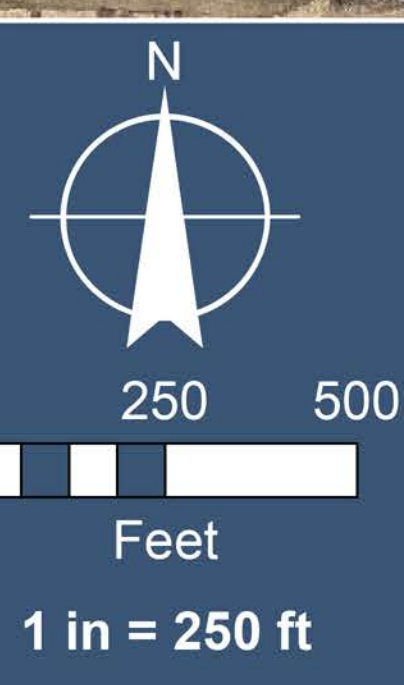
AREA G
 DEVELOPABLE AREAS MAP
 CITY OF FRANKLIN
 MILWAUKEE COUNTY, WISCONSIN





LEGEND

- ▭ Area G Boundary
- ▭ Industrial
- ▭ Single Family Residential
- ▭ Mixed Use
- ▭ Retail/Business/Office
- ▭ Open Space/Park
- ★ Point of Interest
- 🚦 Traffic Signal



AREA G

SCHEMATIC MASTER PLAN

CITY OF FRANKLIN

MILWAUKEE COUNTY, WISCONSIN



CITY OF FRANKLIN - AREA G

				Proposed Infrastructure Improvements											
GRAEF ID	Total Acres	Developed Acres	Lots	Earthwork (Acre)	Water Transmission System (L.F.)	Water Distribution System (L.F.)	Water Valves (Each)	Hydrants (Each)	Water Services (Lot)	Sanitary Sewer (L.F.)	Sanitary Services (Lot)	Paving & Storm Sewer (L.F. Road)	Stormwater Management @50% Impervious (Acre)	Traffic Signals and Lane Improvements (Intersection)	Lighting - 100' spacing (L.F Road)
				\$18,900	\$170	\$125	\$2,300	\$4,500	\$2,750	\$200	\$2,400	\$500	\$25,000	\$750,000	\$75
Area A				252.00	13,330	21,650	44	62	250	22,530	250	26790	126.00	2	26790
Total	405.58	252.00	250	\$4,762,800	\$2,266,100	\$2,706,250	\$101,200	\$279,000	\$687,500	\$4,506,000	\$600,000	\$13,395,000	\$3,150,000	\$1,500,000	\$2,009,250
Area B				0.00	0	2,800	6	8	10	1,000	10	0	0.00	0	0
Total	38.33	17.10	10	\$0	\$0	\$350,000	\$13,800	\$36,000	\$27,500	\$200,000	\$24,000	\$0	\$0	\$0	\$0
Area C				0.00	0	0	0	0	5	0	5	0	0.00	0	0
Total	7.35	2.30	5	\$0	\$0	\$0	\$0	\$0	\$13,750	\$0	\$12,000	\$0	\$0	\$0	\$0
Area D				11.40	0	0	0	0	5	0	5	0	5.70	0	0
Total	10.79	11.40	5	\$215,460	\$0	\$0	\$0	\$0	\$13,750	\$0	\$12,000	\$0	\$142,500	\$0	\$0
Total Area G	462.05	282.80	270	\$4,978,260	\$2,266,100	\$3,056,250	\$115,000	\$315,000	\$742,500	\$4,706,000	\$648,000	\$13,395,000	\$3,292,500	\$1,500,000	\$2,009,250