

It is expected that a Quorum of the Board of Public Works, Park Board, Administration Committee, and/or Common Council may attend this meeting: (although it is not expected that any official action of any of those bodies will be taken)

**CITY OF MENASHA
PLAN COMMISSION
Council Chambers
140 Main Street, Menasha**

**May 20, 2014
3:30 PM**

AMENDED AGENDA

3:30 PM – Public Hearing Regarding Proposed Rezoning of 606 Racine Street and the Adjoining Vacant Lot to the North – Parcel Numbers 1-00511-00 and 1-0512-00.

3:35 PM – Proposed amendments to Title 13 of the Menasha Code of Ordinances pertaining to Requirements for Garages for Newly Constructed Dwellings.

A. CALL TO ORDER

B. ROLL CALL/EXCUSED ABSENCES

C. MINUTES TO APPROVE

1. [Minutes of the May 6, 2014 Plan Commission Meeting](#)

D. PUBLIC COMMENT ON ANY ITEM OF CONCERN ON THIS AGENDA

Five (5) minute time limit for each person

E. DISCUSSION

1. [Appleton \(Fox Cities\) and Oshkosh MPOs Bicycle and Pedestrian Plan](#)
2. [Parking Lot Landscaping and Stormwater Facilities](#)

F. ACTION ITEMS

1. [Proposed Rezoning of 606 Racine Street and the Adjoining Vacant Lot to the North – Parcel Numbers 1-00511-00 and 1-00512-00](#)
2. Requirements for Garages for Newly Constructed Dwelling Units (to be received)
3. [Site Plan Review – 1416-1434 Appleton Road – Gimelli Real Estate Wisconsin, LLC](#)

G. ADJOURNMENT

CITY OF MENASHA
Plan Commission
Council Chambers, City Hall – 140 Main Street
May 6, 2014
DRAFT MINUTES

A. CALL TO ORDER

The meeting was called to order at 3:30 PM by Mayor Merkes.

B. ROLL CALL/EXCUSED ABSENCES

PLAN COMMISSION MEMBERS PRESENT: Mayor Merkes, Ald. Zelinski (Alternate for Ald. Benner, DPW Radtke and Commissioners Sturm, Schmidt and DeCoster.

PLAN COMMISSION MEMBERS EXCUSED: Commissioner Cruickshank, Ald. Benner.

PLAN COMMISSION MEMBERS ABSENT: None.

OTHERS PRESENT: CDD Keil, PP Homan, Brian Moore of Menasha Utilities, Dennis Jochman- Bechard Group, Mark Nysted - Keller Structures , Ald. James Taylor, Mike Maas, Gary F. Bath, Barb Bath, Ellen Maxymek and Tom Maxymek

3:30 PM – Public Hearing Regarding the Special Use Permit Application for 205 Milwaukee Street

Mayor Merkes opened the public hearing at 3:30 PM.

No one spoke.

The hearing was closed at 3:31 PM.

3:32 PM – Proposed amendments to Title 13 of the Menasha Code of Ordinances pertaining to Shoreland Use and Development; Menasha Ordinance 13-1-13

Mayor Merkes opened the informal public hearing at 3:32 PM.

No one Spoke.

The hearing was closed at 3:33 PM

C. MINUTES TO APPROVE

1. **Minutes of the March 18, 2014 Plan Commission Meeting**

Motion by Comm. Sturm, seconded by Ald. Zelinski to approve the March 10, 2014 Plan Commission meeting minutes. The motion carried.

D. PUBLIC COMMENT ON ANY ITEM OF CONCERN ON THIS AGENDA

1. No one spoke.

E. DISCUSSION

1. **Requirements for Garages for Newly Constructed Dwelling Units**

CDD Keil reviewed the provisions of the proposed ordinance which would require garages to be built in conjunction with the construction of new dwelling units. Commissioners discussed:

- Conducting an inventory of non-conforming residential lots.
- Criteria for scaling the size of garage to the size of a lot.
- The impact of garage requirements on housing affordability.

Staff is to prepare an inventory of non-conforming residential lots and to prepare options for adjusting the garage size requirements based on the size/configuration of lots for the next Plan Commission meeting.

F. ACTION ITEMS

1. **Special Use Permit – 205 Milwaukee Street – Third Street Market**

PP Homan presented an overview of the proposed building renovation and site improvements that are planned for the proposed grocery store. Mark Nysted from Keller Structures reviewed the building materials and colors, parking and loading considerations, site lighting and landscaping. Commissioners discussed:

- The extent of the corbelling and EFIS banding around the top of the structure.
- Signage placement.
- Site drainage.
- Transformer location.
- Size, placement and screening of dumpsters and exterior chilling units.
- Landscaping and transitional areas.

Motion by Ald. Zelinski, seconded by Comm. DeCoster to recommend approval of the Special Use Permit for 205 Milwaukee Street with the following conditions:

1. Final landscaping plan to include the following:
 - Additional landscaping west of the parking lot to properly screen the parking areas per 13-1-12(g)(5)(a)
 - 1 additional canopy tree and modification of understory planting, such that they are between 25 and 75% percent evergreens, in northern perimeter area planting, per 13-1-12(4)
 - Area extending north from dumpster enclosure to driveway opening on Third St. to be landscaped and protected by curbing.
2. Final monument sign location to be determined through sign permitting process, to include determination of vision control area by DPW.
3. All mechanical equipment & dumpster enclosure to be fully enclosed per 13-1-12(f)(5-6) and 13-1-12(e)(5). Final detail of all dumpster and mechanical equipment enclosures to be included on detail sheet.
4. Cross access easement to be drafted and recorded between 205 Milwaukee St and 405 Third St.
5. Final lighting plan, to include relocating lighting pole to not impede parking access; final height of light poles not to exceed building height, as per 13-1-12(g)
6. Final plans containing all above mentioned conditions to be submitted to and approved by Community Development staff.

The motion carried.

2. **Proposed Amendments to Title 13 of the Menasha Code of Ordinances pertaining to Shoreland Use and Development; Menasha Ordinance 13-1-13**

CDD Keil reported that the proposed amendments were necessitated by statutory amendments to shoreland zoning attributable to Wisconsin Act 80. Significant changes in the proposed ordinance are the reduction in the required shoreland setback from 75 feet to 50 feet for portions of the city that were annexed after May 7, 1982, and the establishment of requirements for maintenance of shoreland vegetation along the shoreline and extending 35 feet inland from the ordinary high water mark. Commissioners discussed:

- The applicability of the maintenance of shoreland vegetation in existing developed areas and the enforcement of those requirements.
- The impact the reduction of shoreland setbacks would have on development.
- The applicability of the requirements to areas that were in the city prior to May 8, 1982.

Motion by DPW Radtke, seconded by Comm. Schmidt to recommend approval of the proposed amendments to Title 13 of the Menasha Code of Ordinances pertaining to shoreland use and development. The motion carried.

3. **Re-plat of Ponds of Menasha**

CDD Keil stated that the replat of the lots adjoining Outlot 2 of CSM 3277 is proposed as a means for the Redevelopment Authority of the City of Menasha to divest itself of property that serves no interest of the RDA. He went on to review the history and current status of the pond that is located in the outlot. The outlot is owned by RDA and is abutted by nine lots in the Ponds of Menasha plat and two lots in the Lake Park Villas plat. Options that have been explored include creating a separate HOA comprised of abutting lots to manage the pond, transferring the outlot to the Lake Park Villas Homeowners Association to manage, dividing the

outlot among the adjoining lots and transferring ownership to the lot owners either with the pond intact or filling the pond in. The owners of the Ponds of Menasha plat are opposed to creating a separate HOA that would impact the lots in that plat.

Residents of the Lake Park Villas plat residing in proximity to the pond expressed a strong desire to keep the pond more or less as-is, and cited its aesthetic and wildlife values. They also stated that they paid a premium price for their lots due to proximity to the ponds and that their property values would be adversely impacted if the pond is filled in.

Plan Commissioners were supportive of retaining the pond with the consensus being that the homeowners should work with the RDA and the owners of the Ponds of Menasha plat to come to an acceptable solution.

H. ADJOURNMENT

Motion by Comm. Decoster, seconded by DPW Radtke to adjourn at 5:35 PM. The motion carried.

Minutes respectfully submitted by CDD Keil.

MEMORANDUM

Date: May 15, 2014

TO: City of Menasha Plan Commission

FROM: Melissa A. Kraemer Badtke, Associate Planner, ECWRPC

RE: Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs)
Bicycle and Pedestrian Plan

In 2010, East Central WI Regional Planning Commission received a Transportation Enhancements (TE) grant from the Wisconsin Department of Transportation to develop the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) Bicycle and Pedestrian Plan. During this planning process, the steering committee and ECWRPC staff focused on identifying gaps, barriers, and opportunities for connectivity between municipalities within and also between each of the MPOs.

Enclosed you will find a summary of the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) Bicycle and Pedestrian Plan, bicycle and pedestrian maps for the City of Menasha, and a quick facts documents regarding the benefits of walking and bicycling.

On the maps you will see:

- **Existing bicycle and pedestrian facilities:** These facilities are currently “on the ground” and include off-road non-motorized transportation facilities (i.e. trails), bike lanes, and sharrows. Sidewalks are also considered existing facilities.
- **Planned bicycle and pedestrian facilities:** These facilities are documented in a plan (i.e. Comprehensive Plan, Bicycle and Pedestrian Plan, etc.)
- **Recommended bicycle and pedestrian facilities:** These are facilities that were recommended by the steering committee.
- **Regional Network:** These corridors were identified as major connections between and within municipalities within the Appleton (Fox Cities) and Oshkosh MPOs.

At the next Plan Commission meeting, we will present this information and will be asking for your feedback and input on the plan along with the Regional Bicycle and Pedestrian Network. If you have any questions or concerns prior to the meeting, please contact Melissa Kraemer Badtke at 920-751-4770 or mbadtke@ecwrpc.org.

BICYCLE AND PEDESTRIAN BACKGROUND INFORMATION

VISION: Ensure that residents within the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) have the ability to safely and conveniently walk or bike between origins and destinations via a well interconnected multimodal transportation network.

Bicyclists and pedestrians do not adhere to municipal boundaries; therefore it is imperative this bicycle and pedestrian plan focuses on connecting all of the municipalities of the Fox Cities (Appleton) and Oshkosh Metropolitan Planning Organizations (MPOs). Although a multitude of municipal bicycle and pedestrian plans have been completed throughout the three county area of Calumet, Outagamie, and Winnebago Counties, there currently is not a plan that focuses on the regional connectivity of bicycle and pedestrian networks throughout the study area. This plan not only identifies existing and planned facilities, but identifies gaps, barriers, and needed connections to enhance the safe, accessible and efficient regional bicycle and pedestrian network throughout and in between the two urbanized areas. Most transit trips begin and/or end with a pedestrian trip, so connectivity with Valley Transit and GO Transit buses, which include bicycle racks, are also addressed in this plan.

This plan has been a coordinated regional effort for three counties (Calumet, Outagamie, and Winnebago) with a population of over 200,000, twenty-five municipalities, 20 school districts, and 100 schools. This plan focuses on regional bicycle and pedestrian connectivity yet, it strives to keep individual characteristics of a community intact. Funding for this project was received from the Wisconsin Department of Transportation.

BENEFITS OF BICYCLING AND WALKING

Economic:

- In 2010, a study found that bicycle recreation and tourism contribute \$924 million annually to Wisconsin's economy and estimates that "the potential value of health benefits from reducing short car trips and increasing bicycling totaled \$409 million".

Real Estate Values:

- Bob McNamara, Senior Policy Representative for the National Association of Realtors (NAR), a 1.2 million member professional organization, emphasized the importance of transportation choice at the 2009 National Bike Summit. Realtors sell not just houses, he said, they sell communities. Increasing transportation choice increases livability.

Health:

- People living in auto-oriented suburbs drive more, walk less and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6%, but walking for transportation reduces the risk of obesity.
- Today, approximately one-quarter of health care costs in the U.S. are attributable to obesity and health care costs for childhood obesity are estimated at approximately \$14 billion per year.
- Obesity is so prevalent in today's children, that this maybe the first generation of children in over 200 years that may not outlive their parents.

Environmental/Congestion Management:

- Returning to 1969 levels of walking and bicycling to school would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants equal to keeping more than 250,000 cars off the road for a year.
- A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.

Bicycle and Pedestrian Safety:

- Pedestrians are twice as likely to be struck by a vehicle in locations without a sidewalk.
- Seniors are the most vulnerable bicyclists and pedestrians. Adults over 65 make up 10% of walking trips, yet comprise 19% of pedestrian fatalities and make up 6% of bicycling trips, yet account for 10% of bicycle fatalities.



Wisconsin Avenue—Neenah



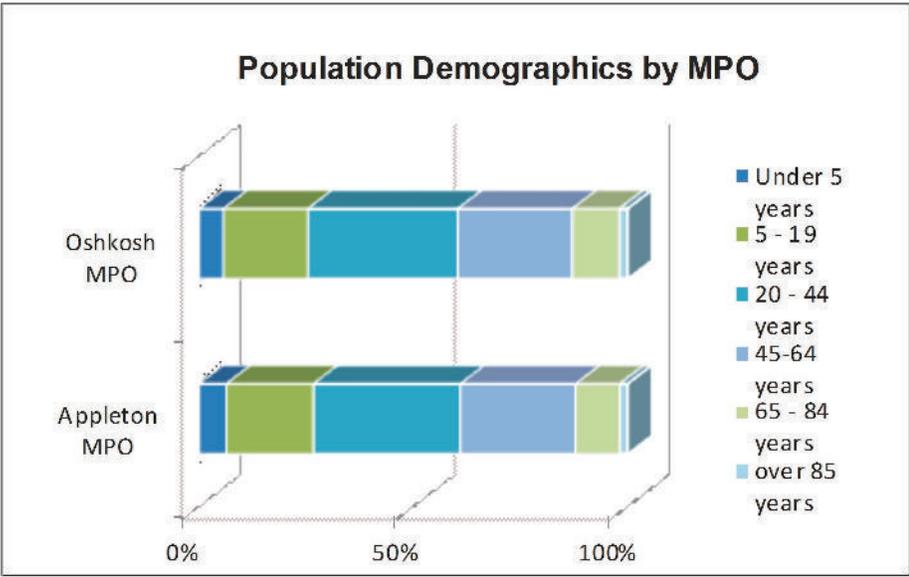
Ahnaip Street—Menasha



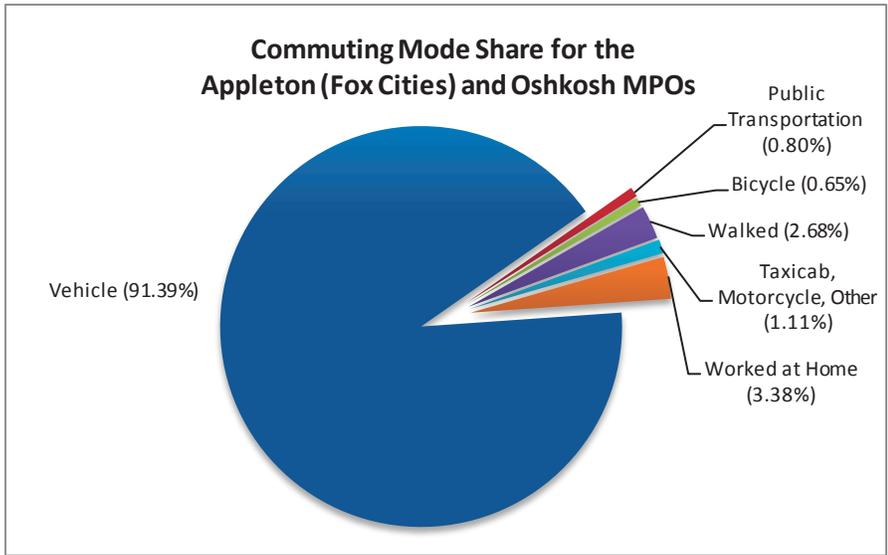
Riverwalk—Oshkosh

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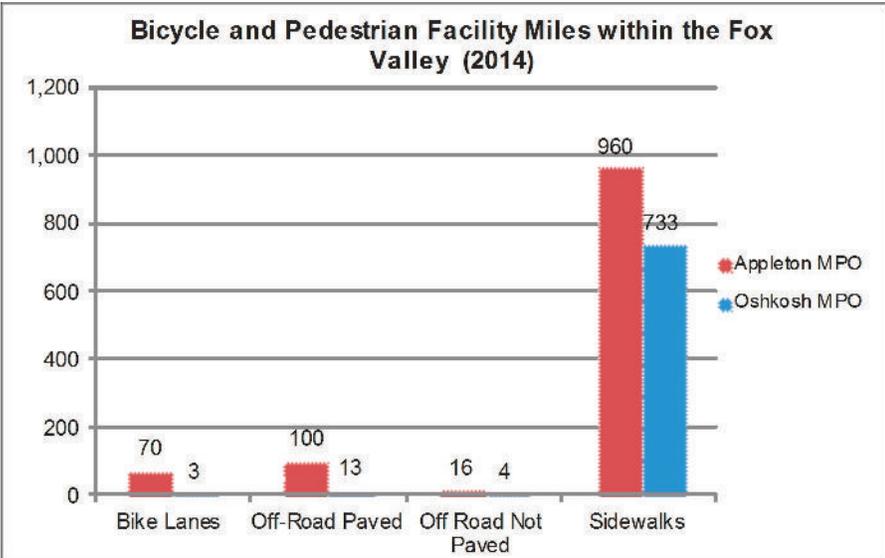
CURRENT CONDITIONS ANALYSIS



Source: U.S. Census—2010 SF-1



Source: U.S. Census—BO8006: Sex of Workers by Means of Transportation to Work 2008-2012 American Community Survey 5-Year Estimates



Source: ECWRPC and Local Municipalities

PROGRAMS, POLICIES, AND PARTNERS

PROGRAMS

- Fox Valley Bike Challenge
- Regional Safe Routes to School Program
- Weight of the Fox Valley
- Activate Fox Cities
- Well City Fox Cities
- Well City Oshkosh

POLICIES

Complete Streets Policy

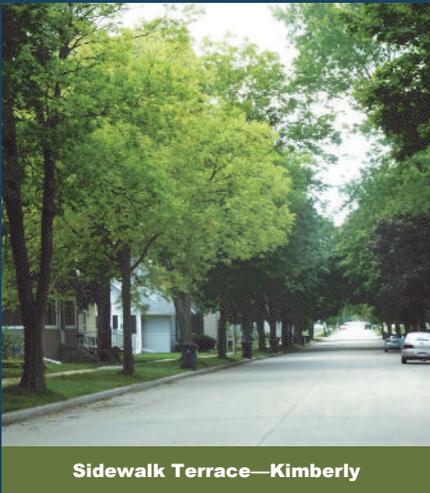
- Town of Grand Chute

Safe Routes To School Resolutions of Support

- City of Oshkosh
- Town of Algoma
- Oshkosh Area School District

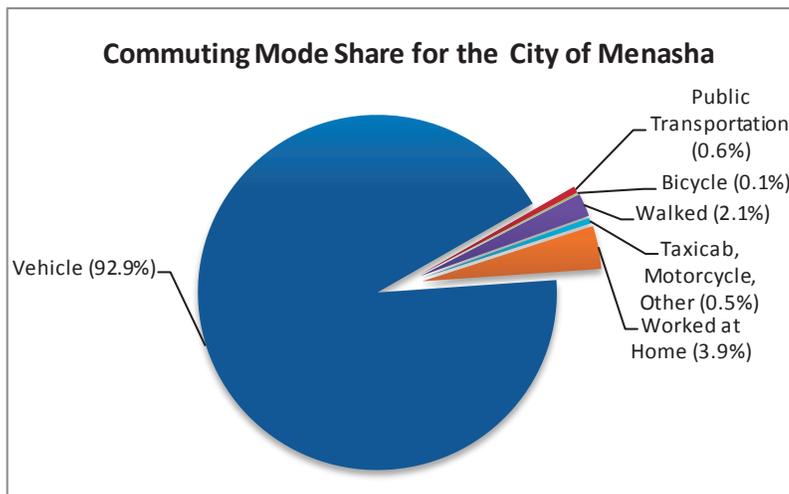
PARTNERS

- Municipalities (multiple departments and elected officials)
- Advocacy Organizations
- Corporations
- Health Coalitions
- Health Care Organizations



Sidewalk Terrace—Kimberly

CITY OF MENASHA AT A GLANCE



Source: U.S. Census—BO8006: Sex of Workers by Means of Transportation to Work
2008-2012 American Community Survey 5-Year Estimates
Data was only available for the Town of Harrison from the U.S. Census

BACKGROUND ON COUNTY HEALTH RANKINGS

The *County Health Rankings & Roadmaps* is a collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute.

There are two overall rankings:

- **Health Outcomes:** How healthy a county is now.
- **Health Factors:** How healthy a county will be in the future.

The *Rankings* use a variety of factors to determine the overall health of a county including but not limited to health behaviors, social & economic factors, access to clinical care, and the physical environment.

For more information, please visit the *County Health Rankings and Roadmaps* website at <http://www.countyhealthrankings.org/>.

COUNTY HEALTH RANKINGS (2014)

County	Rankings
Calumet County	6
Outagamie County	21
Winnebago County	39

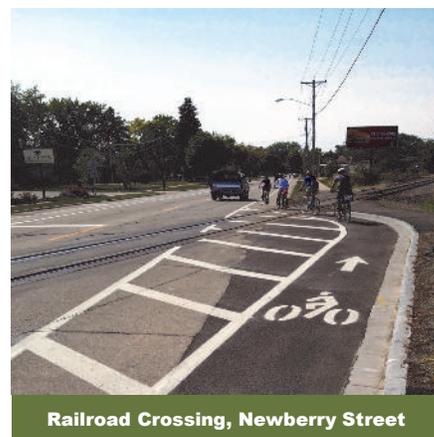
**Note that a Ranking of 1 is considered the best and a ranking of 72 is considered the worst.

~ Performance Measures ~

- **Benchmarking study to identify, update, and report on a number of performance measures (i.e. number of facility miles, count data on local bicycle and pedestrian facilities, etc.) determined by local stakeholder group.**
- **Active transportation model to assist in determining the number of potential users of bicycle and pedestrian facilities.**
- **Economic Impact Study—to determine the Return on Investment of bicycle and pedestrian facilities within the Fox Valley.**
- **Number of businesses encouraging their employees to walk or bike to work.**
- **Number of students (or trips saved from) participating in walking school bus programs or cycle trains.**
- **Number of riders and amount of miles for the Fox Valley Bike Challenge**
- **Percentage of funding for bicycle and pedestrian projects and program (local, MPO, state, federal, and private funds).**

REGIONAL NETWORK RECOMMENDATIONS

- County Highway JJ./Edgewood Drive
- Connection to High Cliff State Park
- Additional connections over the Fox River (USH 41 and STH 441)
- Oneida Street
- County Highway II / Winchester Road
- Commercial Street, Neenah
- Wisconsin Avenue from Greenville to Kaukauna
- Connections to the Fox River Mall and other commercial areas
- State Highway 47 from Menasha to Appleton
- County Highway CB to the North
- State Highway 76 Connecting Greenville to Oshkosh
- County Highway A between Neenah and Oshkosh
- Connection to Winneconne and Omro
- State Highway 45 connecting to Fond du Lac

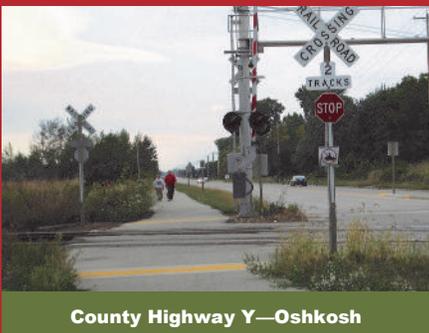


Railroad Crossing, Newberry Street

FUNDING, FINANCING, AND IMPLEMENTATION

Local municipalities should consider funding and financing bicycle and pedestrian facilities during their capital improvement program process. As roadway projects come through the local municipalities' capital improvement program, bicycle and pedestrian facilities should be considered. It is easier to develop in bicycle and pedestrian accommodations versus retrofitting the bicycle and pedestrian accommodations after a roadway has recently been reconstructed.

State and federal grant programs should be used to supplement local funds in the development of bicycle and pedestrian facilities. However it should be noted that if communities awarded state or federal grant funds for bicycle and pedestrian accommodations that state and federal requirements will need to be met with the project. Typically state and federal grants will require a local match.



County Highway Y—Oshkosh

East Central Wisconsin Regional
Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
920.751.4770
www.ecwprc.org

The Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Plan was funded by the Wisconsin Department of Transportation and prepared by the Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee. For additional information, please contact Melissa Kraemer Badtke, Associate Planner, at 920.751.4770 or visit <http://fcompo.org/planning-activities/bicycle-and-pedestrian-planning/>.

RECOMMENDATIONS

~ Education ~

Increase public and political awareness of the need for the benefits of bicycle and pedestrian facilities and a well interconnected multimodal transportation network.

- Establish an annual report on the state of walking and bicycling including but not limited to miles of facilities, number of programs, and policies within the region.
- Educate drivers (including young drivers) about interacting/sharing the road with cyclists and pedestrians.
- Calculate benefits of local projects (i.e. economics, health, etc.).
- Partner with local parks and recreation departments and schools to offer summer bicycling classes.
- Work with local municipalities to develop site visits for elected officials to experience walking or bicycling.

~ Encouragement ~

Encourage more residents to walk and/or bike as a means to reduce dependence on the automobile, conserve energy, and increase physical activity.

- Continue to work with local organizations and municipalities to expand and promote the Fox Valley Bike Challenge.
- Provide bicycle parking at local businesses, employment centers, recreational facilities, etc.
- Establish an information website or app showing routes and locations of bicycling and walking facilities.
- Develop walking school bus programs and/or cycle trains with local schools.
- Work with local organizations and municipalities to develop a Cycloviva (an event that closes the streets temporarily for bicycle and pedestrian use only—Ride the Drive in Madison).

~ Enforcement ~

Improve safety, reduce conflicts, and build mutual awareness and respect between motorists, bicyclists, and pedestrians by improving enforcement of all multimodal transportation laws.

- Partner with local law enforcement in bicycle and pedestrian education efforts.
- Work with local police departments and other organizations to develop a bicycle patrol program.
- Work with local law enforcement to provide positive reinforcement of “Doing It Right” with residents and youth.
- Develop a Pedestrian Enforcement Campaign.

~ Engineering ~

Improve the connections between bicycle, pedestrian, and transit networks within the Appleton (Fox Cities) and Oshkosh Urbanized Areas by identifying gaps, barriers and needed multimodal facilities.

- Develop the Regional Bicycle and Pedestrian Network.
- Develop Complete Streets Policies for communities within the Appleton (Fox Cities) and Oshkosh MPOs.
- Develop a dedicated funding source for implementing bicycle and pedestrian facilities and programs (both at the local and the MPO levels).
- Develop way finding signage for bicycling and pedestrian facilities.

~ Evaluation ~

Establish criteria to evaluate the education, encouragement, enforcement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities.

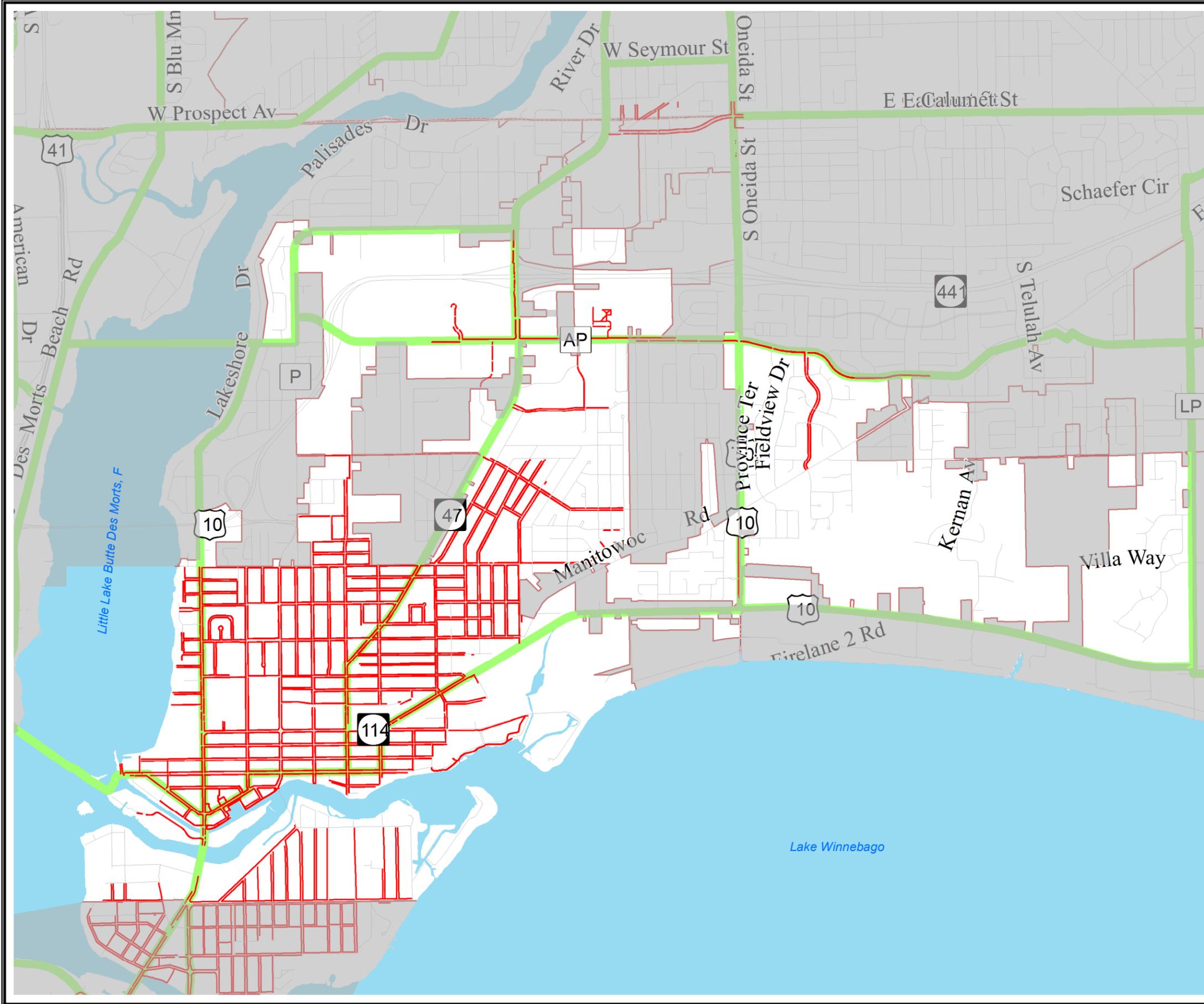
- Work with local organizations and municipalities to develop a bicycle and pedestrian count process and conduct bicycle and pedestrian counts.
- Develop an annual benchmarking report on the state of walking and bicycling within the Fox Valley.
- Develop a Local Economic Impact Study for the Appleton (Fox Cities) and Oshkosh MPOs.

Map XX City of Menasha Sidewalk Facilities

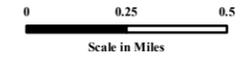
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Legend

-  Sidewalks
-  Regional Network
-  County Boundaries
-  Municipal Boundaries



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
Existing, proposed, and planned facility data provided by
ECWRPC & local municipalities



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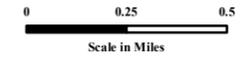
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Map XX City of Menasha Existing, Proposed, and Planned Facilities **DRAFT**

Legend

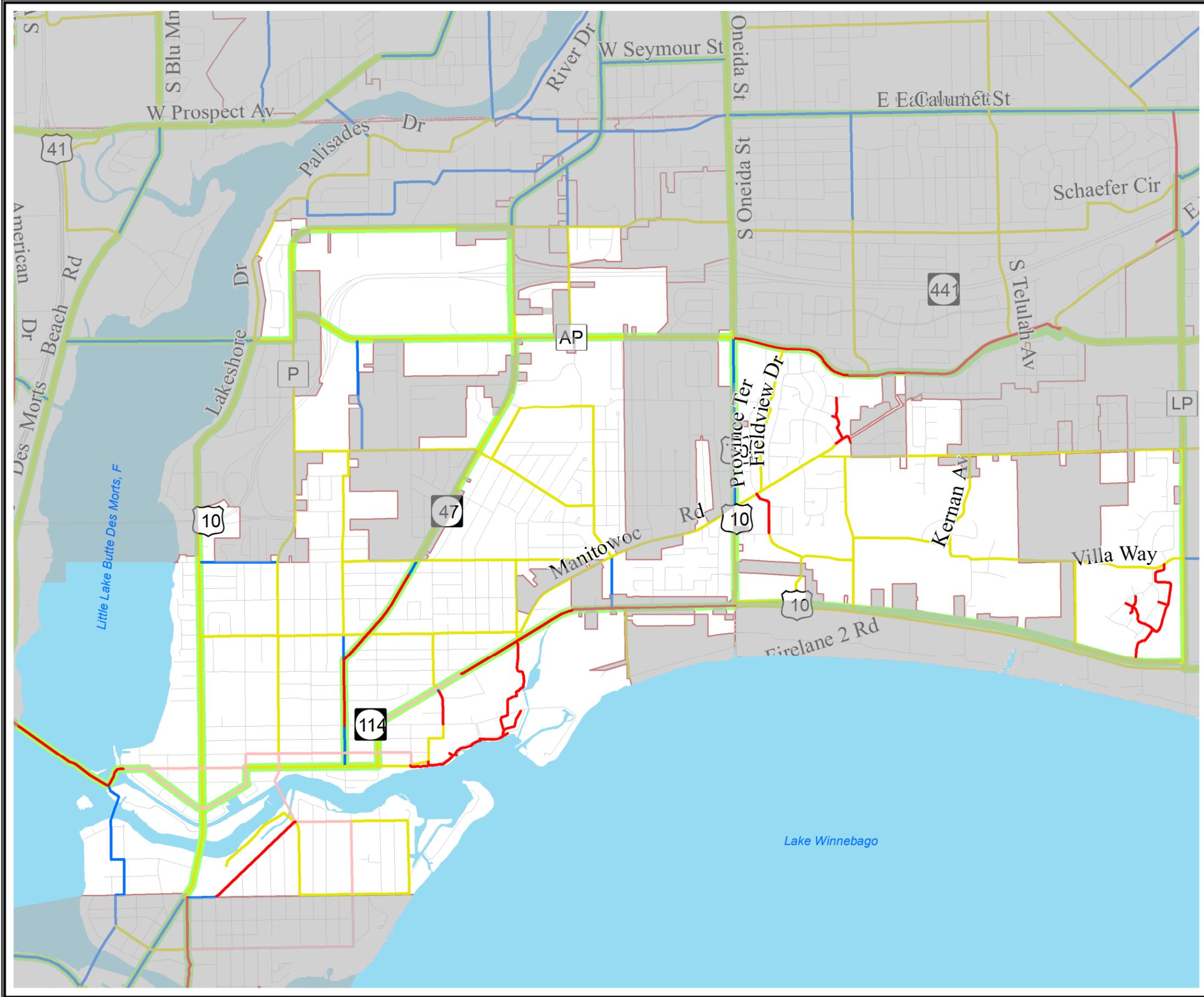
- Existing Facility
- Signed Bike Route
- Planned Facility
- Recommended Facility
- Regional Network
- - - County Boundaries
- Municipal Boundaries

Source:
Base data provided by Calumet, Outagamie, & Winnebago County
Existing, proposed, and planned facility data provided by
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PREPARED MAY 2014 BY:
East Central Wisconsin
Regional Planning Commission
ECWRPC



Bicycle and Pedestrian Quick Facts (Revised 4/3/14)

Economic:

- *Studies have shown that bicyclists and pedestrian shop more often and spend more money in their communities than people who drive.ⁱ*
- *The cost of operating a sedan for one year in 2013 was approximately \$10,374. The annual cost of operating a bicycle is approximately \$308 a year.ⁱⁱ*
- *Fuel and transportation savings allow residents to spend more in their local economies. Studies have shown that the total savings across metropolitan areas can be in the billions.ⁱⁱⁱ*
- *Wisconsin accounts for 20 percent of the bicycling manufacturing in the U.S. According to a 2005 study, the bicycling industry which includes manufacturing, distribution, retail and other services – contributes \$556 million and 3,418 jobs to the Wisconsin economy.^{iv}*
- *In 2010, a study found that bicycle recreation and tourism contribute \$924 million annually to the state's economy and estimates that "the potential value of health benefits from reducing short car trips and increasing the bicycling total to \$409 million."^v*
- *Lancaster, CA added pedestrian safety features as part of a downtown revitalization effort, including a pedestrian only plaza, wider sidewalks, landscaping and traffic calming. The project spurred \$130 million in private investment, 50 new businesses, a 9.5 percent increase in property values, a 96 percent increase in revenue, 800 permanent new jobs, and a decrease in traffic collisions by 85 percent, after a public investment of \$10.6 million.^{vi}*

Not only can bicycling and walking benefit a personal budget but it also can benefit a communities' economy. Road projects are very materials intensive and therefore, the budget for a road project can be extremely high. By contrast, bicycling and walking infrastructure projects are more labor intensive and can create more jobs than a road projects.

- *Investments in bicycle and pedestrian infrastructure create more jobs per million dollars spent than highway projects. Bicycle and pedestrian projects produce 9.6-11.4 jobs per million dollars spent compared to only 7.8 jobs created by road only projects.^{vii}*
- *Bicycling and walking projects create 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highway projects.^{viii}*
- *Cost benefit analysis show that up to \$11.80 in benefits can be gained for every \$1 invested in bicycling and walking.^{ix}*
- *The Brown County, WI Highway Department built a three-lane street with two bike lanes on the existing four-lane roadway, and replaced expensive traffic signals with roundabouts. These changes saved the County \$347,515 – 16.5 percent below the original project estimate.^x*

Real Estate Values:

Bicycle and pedestrian facilities can positively impact the value of a home.

- *Studies have shown that neighborhoods that invest in trails and bicycle and pedestrian infrastructure have higher property values and increased sales tax revenues.^{xi}*
- *In Vermont, property values of homes in walkable neighborhoods were \$6,500 higher than those in car-dependent areas. Add all of those homes together and walkability added more than \$350 million to the local economy.^{xii}*
- *Bob McNamara, a Senior Policy Representative for the National Association of Realtors (NAR), a 1.2 million member professional organization, emphasized the importation of transportation*

choice at the 2009 National Bike Summit. Realtors sell not just houses, he said, they sell communities. Increasing transportation choice increases livability.^{xiii}

- A study of home values near the Monon Trail in Indianapolis, Ind. measured the impact of the trail on property values. Given two identical houses, with the same number of square feet, bathrooms, bedrooms, and comparable garages and porches – one within a half mile of the Monon Trail would sell for an average of 11 percent more.^{xiv}

Health:

The built environment can play a crucial role in a community's or person's health. Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.^{xv} It has been noted that not only are adult obesity rates on the rise, but also childhood obesity continues to be on the rise. Over the past 40 years, rates of obesity have soared among children of all ages within the United States, and approximately 25 million children and adolescents – more than 33% - are now overweight or obese or at risk of becoming so.^{xvi}

- More than one-third of U.S. adults (35.7%) are obese and another third are overweight.^{xvii}
- Obesity—related conditions include heart diseases, stroke, type 2 diabetes, and certain types of cancer, some of the leading causes of preventable death.^{xviii}
- The estimated annual medical costs obesity in the U.S. was \$147 billion in 2008 U.S.dollars; the medical costs for people who are obese were \$1,429 higher than those of normal weight.^{xix}
- The costs of obesity account for approximately nine percent of total U.S. health care spending,^{xx} and add an estimated additional \$395 per year per person to health care expenses.^{xxi}
- Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.^{xxii}
- Between 1966 and 2009, the number of children who bicycled or walked to school fell 75% while the percentage of obese children rose 276%.^{xxiii}
- In general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest percentage of adults who meet the recommended 30-plus minutes per day of physical activity.^{xxiv}
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.^{xxv}

Children today are not getting the recommend amount of physical activity and this has contributed to the increase in chronic diseases in children. Safe Routes to School Programs work with schools and communities to enable and encourage students to walk and bike to school. Chronic diseases in children have increased significantly. Over the last 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents – more than 33% - are now overweight or obese or at risk of becoming so.^{xxvi}

- Obesity is so prevalent in today's children, that this maybe the first generation of children in over 200 years that may not outlive their parents.^{xxvii}
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity^{xxviii} and health care costs just for childhood obesity are estimated at approximately \$14 billion per year.^{xxix}
- Walking one mile to and from school each day is the two-thirds of the recommended sixty minutes of physical activity a day. Children who walk to school have higher levels of physical activity throughout the day.^{xxx xxxi}

Environmental:

Bicycling and walking also reduces the number of vehicles on the roadways but it also improves the air quality of an area.

- Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.^{xxxii}
- Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.^{xxxiii}
- A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.^{xxxiv}
- Returning to 1969 levels of walking and bicycling to school^{xxxv} would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants^{xxxvi} – equal to keeping more than 250,000 cars off the road for a year.

Congestion Management:

In 2009, 40% of trips in the United States were shorter than two miles, a distance easily covered by bicycle or foot. However, Americans use their cars for 87% of trips that are 1-2 miles in length.^{xxxvii} Bicycling or walking can help mitigate traffic congestion and provide commuters with an opportunity for active transportation.

- Currently 12% of all trips are made by bicycle (1.0%) or foot (10.5%) in the United States.^{xxxviii}
- From 2000 to 2009, the number of commuters who bicycle to work increased by 57% nationally.^{xxxix}
- In urban areas, where cars and bicyclists travel at similar speeds, bike lanes can accommodate **7 to 12 times as many people** per meter of lane per hour than car lanes and bicycles cause less wear on the pavement.^{xl}

In the recent years, the trend for transporting children to school has been primarily by personal vehicle. Within the span of one generation, the percentage of children walking or bicycling to school has dropped dramatically from approximately 50% in 1969^{xli} to just 13% in 2009.^{xlii}

- While distance to school is the most commonly reported barrier to walking and bicycling^{xliii}, private vehicles still account for half of school trips between $\frac{1}{4}$ and $\frac{1}{2}$ mile^{xliv} - a distance easily covered on foot or bike.
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.^{xlv}
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.^{xlvi}

Bicycle and Pedestrian Safety:

Bicycle and pedestrian facilities can help to reduce the number of injuries and fatalities by those that bicycle or walk. Bicycle and pedestrian infrastructure is crucial in providing accommodations to users.

- Pedestrians are twice as likely to be struck by a vehicle in locations without sidewalks.^{xlvii}
- Fourteen percent of all traffic fatalities in the U.S. are bicyclists (1.8%) or pedestrians (11.7%).^{xlviii}

ⁱ Examining Consumer Behavior and Travel Choices <http://ppms.otrec.us/media/1361999891512e7813bfa6d.pdf>

ⁱⁱ Bicycling and Walking in the United States: 2012 Benchmarking Report http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

ⁱⁱⁱ CEOs for Cities – The Green Dividend <http://www.ceosforcities.org/city-dividends/green/>

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- ^{iv} The Economic Impact of Bicycling in Wisconsin <http://www.dot.wisconsin.gov/business/econdev/docs/impact-bicycling.pdf>
- ^v Valuing Bicycling's Economic and Health Impacts in Wisconsin http://www.sage.wisc.edu/igert/download/bicycling_final_report.pdf.
- ^{vi} Lancaster Boulevard Transformation <http://www.mparchitects.com/site/projects/lancaster-boulevard-transformation>
- ^{vii} Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts <http://www.peri.umass.edu/236/hash/64a34bab6a183a2fc06fdc212875a3ad/publication/467/>
- ^{viii} Bicycling and Walking in the United States: 2012 Benchmarking Report http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
- ^{ix} Bicycling and Walking in the United States: 2012 Benchmarking Report http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
- ^x Smart Growth America – National Complete Streets Coalition <http://www.smartgrowthamerica.org/complete-streets/implementation/factsheets/costs>
- ^{xi} Protected Bike Lanes Mean Business – How the 21st Century Transportation Networks Help to New Urban Economies Boom http://www.peoplepoweredmovement.org/site/images/uploads/Protected_Bike_Lanes_Mean_Business.pdf
- ^{xii} Resource Systems Group, Inc., Economic and Policy Resources, Inc., and Local Motion Economic Impact of Bicycling and Walking in Vermont, March 8, 2012.
- ^{xiii} McNamara, Bog, Senior Policy Representative for the National Association of Realtors (NAR), National Bike Summit, Complete Streets panel discussion, March 11, 2009.
- ^{xiv} Lindsey et al, "Property Values, Recreation Values, and Urban Greenways," Journal of Park and Recreation Administration, V 22(3) pp. 69-90.
- ^{xv} Bicycling and walking in the United States: 2012 Benchmarking Report http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
- ^{xvi} Ogden, C.L. et al., "Prevalence of Overweight and Obesity in the United States, 1999-2004." Journal of the American Medical Association, 295, no. 13 (2006). Available at <http://jama.jamanetwork.com/article.aspx?articleid=202627#JOC60036T2>.
- ^{xvii} Ogden, C.L., M.D. Carroll, L.R. Curtin, M.A. McDowell, C.J. Taback, and K.M. Flegal. 2006. Prevalence of Overweight and Obesity in the United States. Journal of the American Medication Association 295(13): 1549-1555.
- ^{xviii} Centers for Disease Control and Prevention: <http://www.cdc.gov/obesity/data/adult.html> (January, 2013)
- ^{xix} Centers for Disease Control and Prevention: <http://www.cdc.gov/obesity/data/adult.html> (January, 2013)

^{xx} Finkelstein, EA, Fiebelkorn, IC, Wang, G. 2003 National medical spending attributable to overweight and obesity: How much, and who's paying? *Health Affairs* W3:219-226.

^{xxi} Sutm R. 2002 The Effects of Obesity, Smoking, and Drinking on Medial Problems, and Costs. *Health Affairs*, March/April: 245-253.

^{xxii} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

^{xxiii} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

^{xxiv} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

^{xxv} Frank LD, Andresen MA, Schmid TL. "Obesity relationships with community design, physical activity, and time spent in cars." *American Journal of Preventative Medicine* 2004; 27:87-96.

^{xxvi} Ogden, C.L. et al., "Prevelance of Overweight and Obesity in the United States, 1999-2004." *Journal of the American Medical Association*, 295 no. 13 (2006). Available at
<http://jama.jamanetwork.com/article.aspx?articleid=202627#JOC60036T2>.

^{xxvii} S. Jay Olshansky, Ph.D., Douglas J. Passaro, M.D., Ronald C. Hershov, M.D., Jennifer Layden, M.P.H., Burce A. Carnes, Ph.D., Leonard Hayflick, PH.D., Robert N. Butler, M.D., David B. Allison, Ph.D., and David S. Ludwig, M.D., Ph.D., "A Potential Decline in Life Expectancy in the United States in the 21st Century," *New England Journal of Medicine*: Volume 352: 1138-1145, March 17, 2005.

^{xxviii} Trasande L and S Chatterjee. "the Impact of obesity on health service utilization and costs in childhood." *Obesity* 17 (2009): 1749-54.

^{xxix} Marder, William and Stella Chang. "Childhood Obesity: Costs, Treatment Patterns, Disparities in Care and Prevalent Medical Conditions. New York: Thomson Medstat Research Brief, 2006. Accessed

^{xxx} Alexander et al., The broader impact of walking to school among adolescents. *BMJonline*.

^{xxxi} Cooper et al., Commuting to school: Are children who walk more physically active? *American Journal of Preventative Medicine* 2003: 25 (4).

^{xxxii} Gauderman, W.J., E.Avol, F. Lurmann, N. Kuenzlie, F. Gilliland, J. Peters and R McConnell, "Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide," *Epidemiology* Volume 16, No. 6, November 2005. AND Guadermann, W.J., H.Vora, R. McConnell, K. Berhane, F. Gilliland, D. Thomas, F. Lurmann, E. Avol, N. Kuzli, M. Jerrett, and J. Peters, "Effects of exposure to traffic on lung development from 10 to 18 years of age: a cohort study," *The Lancet*, Volume 368, February 2007.

^{xxxiii} Centers for Disease Control and Prevention. Surveillance for Asthma – United States, 1960-1995: CDC Surveillance Summaries, April 24, 1998. *MMWR Morbidity and Mortality Weekly Reports*, Vol. 47 (SS-1), 1998, pp. 1-27.

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- ^{xxxiv} Lawrence D. Frank, James F. Sallis, et al. "Many Pathways from Land Use to Health" *Journal of the American Planning Association*, Volume 72, Issue 1, Winter 2006.
- ^{xxxv} McDonald, N. "Active Transportation to School: Trends among U.S. Schoolchildren, 1969-2001," *American Journal of Preventative Medicine*, Volume 32, Number 6, June 2007.
- ^{xxxvi} "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks," U.S. Environmental Protection Agency. Available at <http://www.epa.gov/otaq/consumer/420f08024.pdf>.
- ^{xxxvii} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
- ^{xxxviii} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
- ^{xxxix} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
- ^{xl} Campbell, Richard, and Margaret Wittgens, "The Business Case for Active Transportation: The Economic Benefits of Walking and Cycling," B.E.S.T. Better Environmentally Sound Transportation, March 2004.
http://thirdwavecycling.com/pdfs/at_business_case.pdf
- ^{xli} Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide Personal Transportation Study, Federal Highway Administration, July 1972.
- ^{xlii} McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." *American Journal of Preventative Medicine* (August 2011).
- ^{xliii} U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at
<http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5132a1.htm>.
- ^{xliv} Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008.
- ^{xlv} McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." *American Journal of Preventative Medicine* (August 2011).
- ^{xlvi} Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center*. Paper UCB-TSC-RR-2007-1.
<http://escholarship.org/uc/item/5455454c>.
- ^{xlvii} R. Knoblauch, B. Tustin, S. Smith, and M. Pietrucha. "Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials." Washington DC: US Dept. of Transportation; 1987.
- ^{xlviii} Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

City of Menasha

SPECIAL ZONING APPROVAL

Owner: Connie Curtis-Aldrich

Case or Plan No. _____

Address: 606 Racine Street

Fee _____

Applicant (if different than Owner) _____

Address _____

Zoning: R-1

Parcel Number(s) 1-00512-00 & 1-00511-00

PLEASE INDICATE WHICH REQUEST IS BEING MADE

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Rezoning | <input type="checkbox"/> Special Use | <input type="checkbox"/> Flood Plain Map Amendment |
| <input type="checkbox"/> Appeal or Variance | <input type="checkbox"/> PUD Plan Approval | |

Description of Request: Requesting change from R-1 to C-1 to allow the compilation of adjoining properties to develop a Boys & Girls Club

Owner/Agent *Connie L. Curtis Aldrich*
Signature *Connie Curtis- Aldrich*

(If applicable) Formal Hearing _____

Informal Hearing _____ Notice Mailed _____

Notice Mailed _____ Notice Mailed _____

Action Taken: _____ 20____

- APPROVED DENIED

Conditions (if any): _____



May 13, 2014

Dear Property Owner:

The City of Menasha will be holding public hearings regarding the proposed rezoning of property located at 606 Racine Street and the adjoining vacant lot to the north including parcel numbers 1-00511-00 and 1-00512-00. You are being notified of the proposed rezoning in accordance with Section 13-1-142 of the Menasha Code of Ordinances.

Rezoning of the properties from R-1 Single Family District to C-1 General Commercial District is requested to allow the compilation of adjoining properties to develop a Boys and Girls Club.

Please see the enclosed map and public hearing notice for more information.

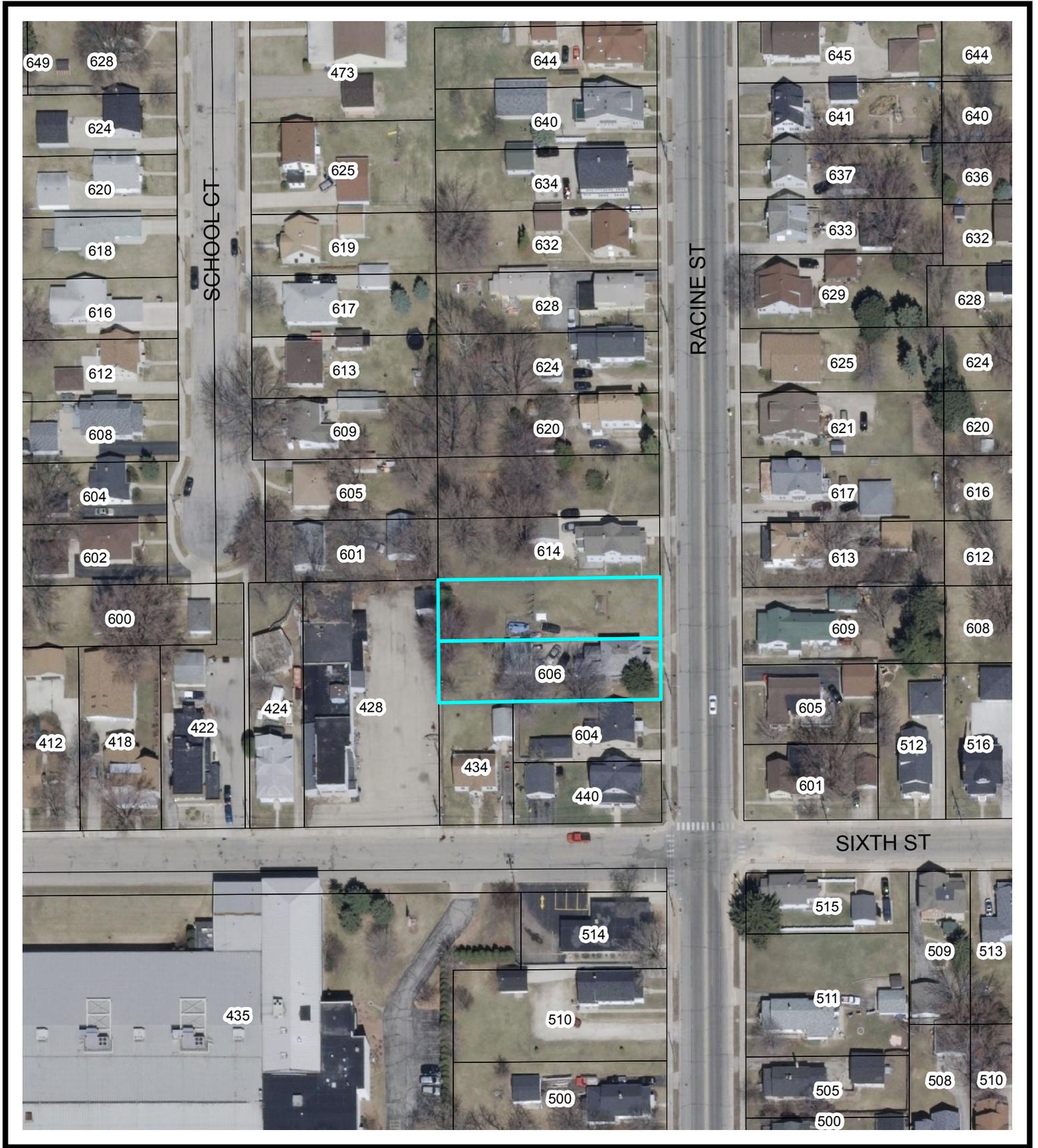
The Plan Commission will be considering this rezoning at an informal public hearing on Tuesday, May 20, 2014 at 3:30 p.m. or shortly thereafter in the Third Floor Council Chambers of City Hall, 140 Main Street. Persons interested in this matter will be given an opportunity to comment and ask questions about the proposed rezoning. A second public hearing before the Common Council will be held Monday, June 2, 2014 at 6:00 p.m. or shortly thereafter in the Council Chambers of City Hall, 140 Main Street. If you have any questions, please contact me at the number listed below.

Sincerely,

Kristi Heim
Community Development Coordinator

Enclosures

c: City Clerk Deborah Galeazzi



Proposed Rezoning from R-1 Single Family to C-1 General Commercial



Legend

- Parcel Proposed for Rezoning:
Parcel ID# 1-00512-00 &
1-00511-00



CITY OF MENASHA
Public Hearing

NOTICE IS HEREBY GIVEN that the City of Menasha Plan Commission and Common Council will hold public hearings regarding the proposed rezoning of the property located at 606 Racine Street and the adjoining vacant lot to the north including parcel numbers 1-00511-00 and 1-00512-00.

Rezoning of the properties from R-1 Single Family District to C-1 General Commercial District is requested to allow the compilation of adjoining properties to develop a Boys and Girls Club.

Public hearings will be held as follows:

Plan Commission

Date of Hearings: Tuesday, May 20, 2014

Time of Hearings: 3:30 p.m. or shortly thereafter

Place of Hearings: City Hall Council Chambers, 140 Main Street, Menasha

Common Council

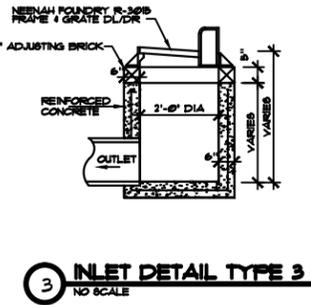
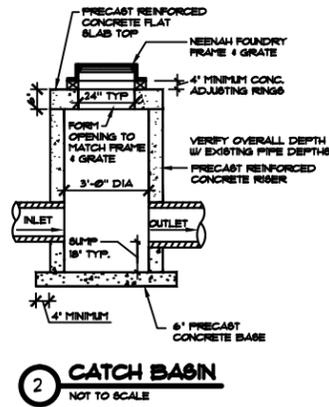
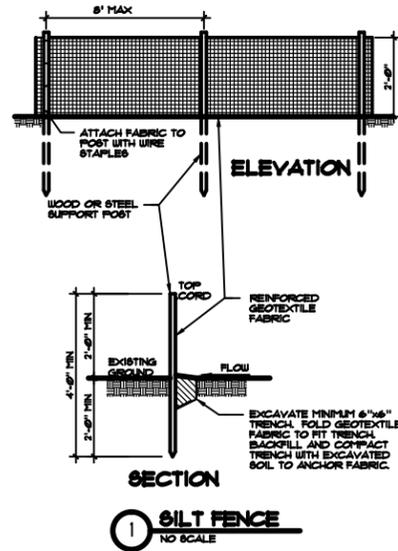
Date of Hearings: Monday, June 2, 2014

Time of Hearings: 6:00 p.m. or shortly thereafter

Place of Hearings: City Hall Council Chambers, 140 Main Street, Menasha

Deborah A. Galeazzi
City Clerk

Publish: May 18 and 25, 2014



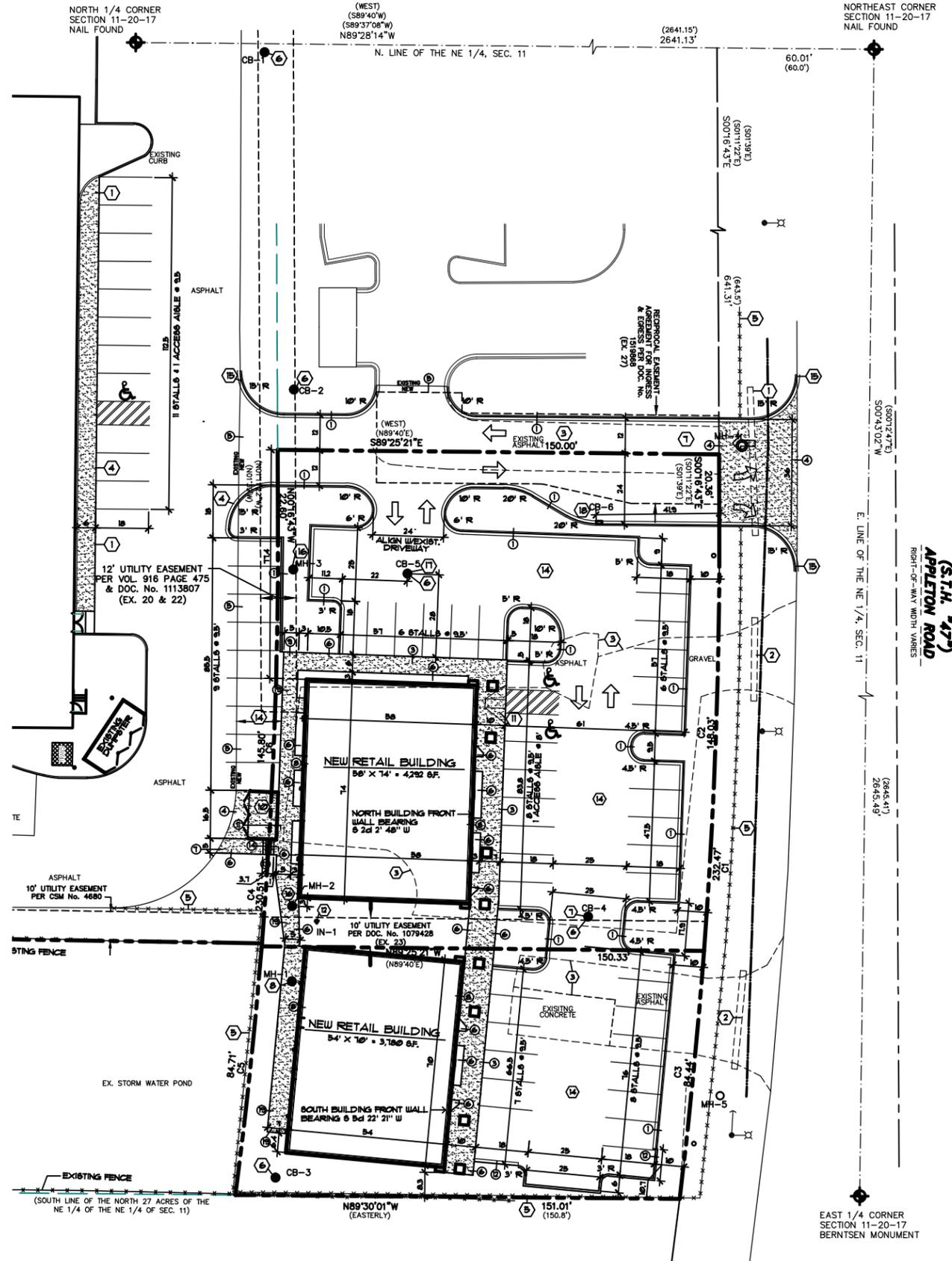
GENERAL NOTES:

- FIELD VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- SEE UTILITY PLAN FOR ADDITIONAL INFORMATION.
- VERIFY ALL BUILDING LOCATION DIMENSIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT OF ANY DIFFERENCES.
- VERIFY ALL STORM SEWER ELEVATIONS PRIOR TO STORM PIPING / CATCH BASIN CONSTRUCTION.
- PROVIDE STRIPPING / SIGNAGE AS INDICATED ACCESSIBLE PARKING STANDARDS PER ANSI A117 REQUIREMENTS.
- SEE ARCHITECTURAL PLANS FOR SIDEWALK DIMENSION ADJACENT TO BUILDINGS.
- SEE LANDSCAPING PLAN FOR ADDITIONAL INFORMATION.
- PROVIDE ALL STRIPPING / DIRECTIONAL ARROWS AS SHOWN.

CONSTRUCTION NOTES:

- 18" CULVERT TO REMAIN.
- REMOVE CULVERT & DRIVEWAY, PATCH W/ 6" IN. TOP SOIL TO GRADES INDICATED ON GRADING PLAN.
- REMOVE ALL PAVING, CONCRETE, ETC.
- SAW CUT & REMOVE PAVING AS REQUIRED • NEW ISLAND OR SIDEWALK, PATCH PAVING.
- PROVIDE SILT FENCE PER DETAIL 1(CU)
- PROVIDE INLET PROTECTION PER DETAIL 3(CJ)
- TRACKING PAD - MINIMUM 14' x 6' x 6" DEEP 3" CLEAR FRACTURED STONE.
- ADJUST HEIGHT OF RM PER GRADING PLAN. REPLACE GRATE W/ SOLID COVER.
- RETAINING WALL WRAP AROUND CORNER 6'
- 16'-6" x 10'-0" DUMPSTER ENCLOSURE. SEE DETAIL 14(CJ)
- CURB RAMP PER 15(CJ)
- PROVIDE METAL END WALL • INLET IN-1
- CONCRETE STAIR W/ METAL HANDRAIL BOTH SIDE. SEE DETAIL 14(CJ)
- NEW PAVING PER 2(CJ)
- TAPER CURB FROM 6" TO 0" IN 6'-0".
- NEW MANHOLE • EXISTING STORM PIPE PER DETAIL 4(CU)
- NEW CATCH BASIN PER 2(CU)
- NEW CATCH BASIN PER 3(CU)
- NEW METAL RAILING PER 15(CJ)

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1850.08'	232.47'	232.31'	S03°19'18"W	7°11'58"
C2	1850.08'	148.03'	147.89'	S02°00'49"W	4°39'04"
C3	1850.08'	84.44'	84.43'	S05°36'48"W	2°36'54"
C4	1700.08'	230.51'	230.33'	N03°38'20"E	7°48'07"
C5	1700.08'	84.71'	84.69'	N06°03'45"E	2°51'17"
		(84.2)			
C6	1700.08'	145.80'	145.78'	N02°10'41"E	4°54'50"
		(145.8)			



SITE/EROSION CONTROL PLAN
SCALE: 1" = 20'

REVISIONS
MAY 14, 2014

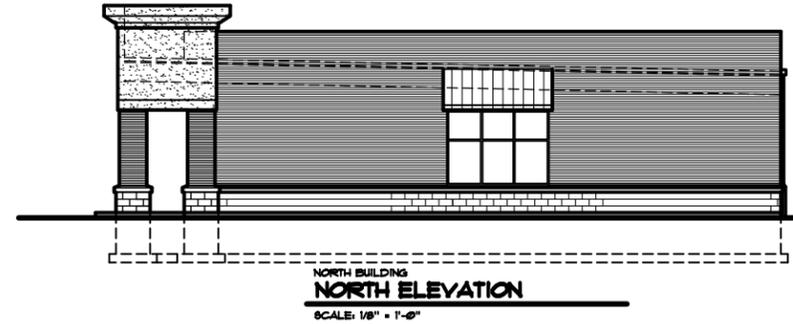
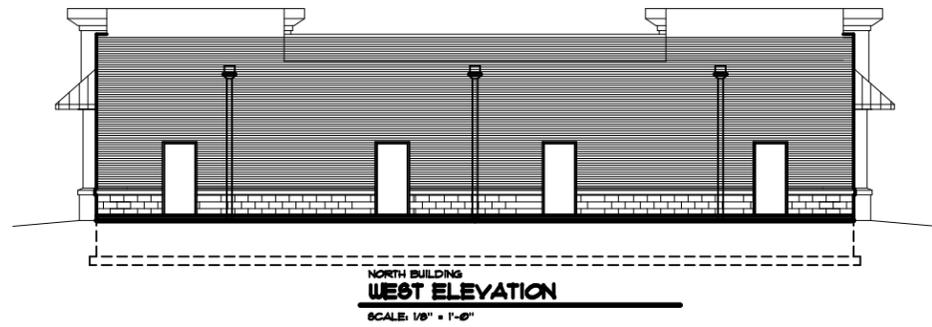
**NEW RETAIL DEVELOPMENT
GIMELLI REAL ESTATE WISCONSIN
1416 - 1434 APPLETON ROAD
MENASHA, WISCONSIN**

THOMAS DESIGN
A R C H I T E C T

FOND DU LAC, WISCONSIN (920)-922-7191

PROJECT NUMBER
1324

SHEET NUMBERS



REVISIONS

MAY 14, 2014

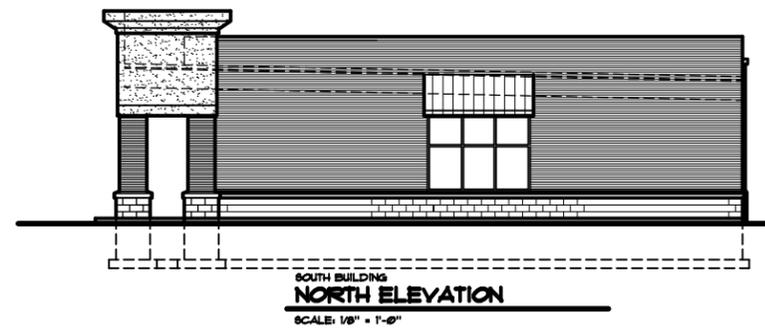
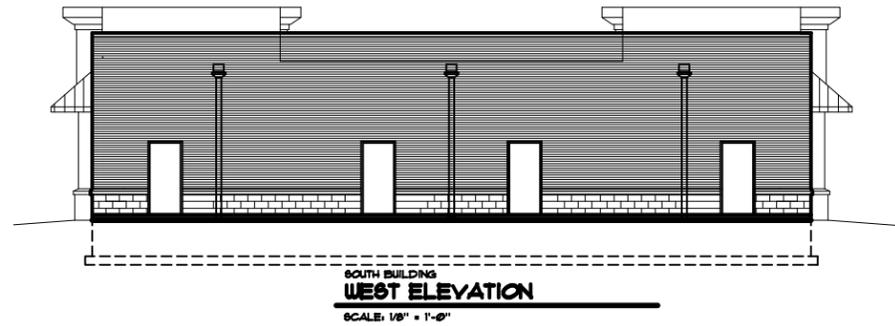
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GIMELLI REAL ESTATE WISCONSIN
1416 - 1434 APPLETON ROAD
MENASHA, WISCONSIN

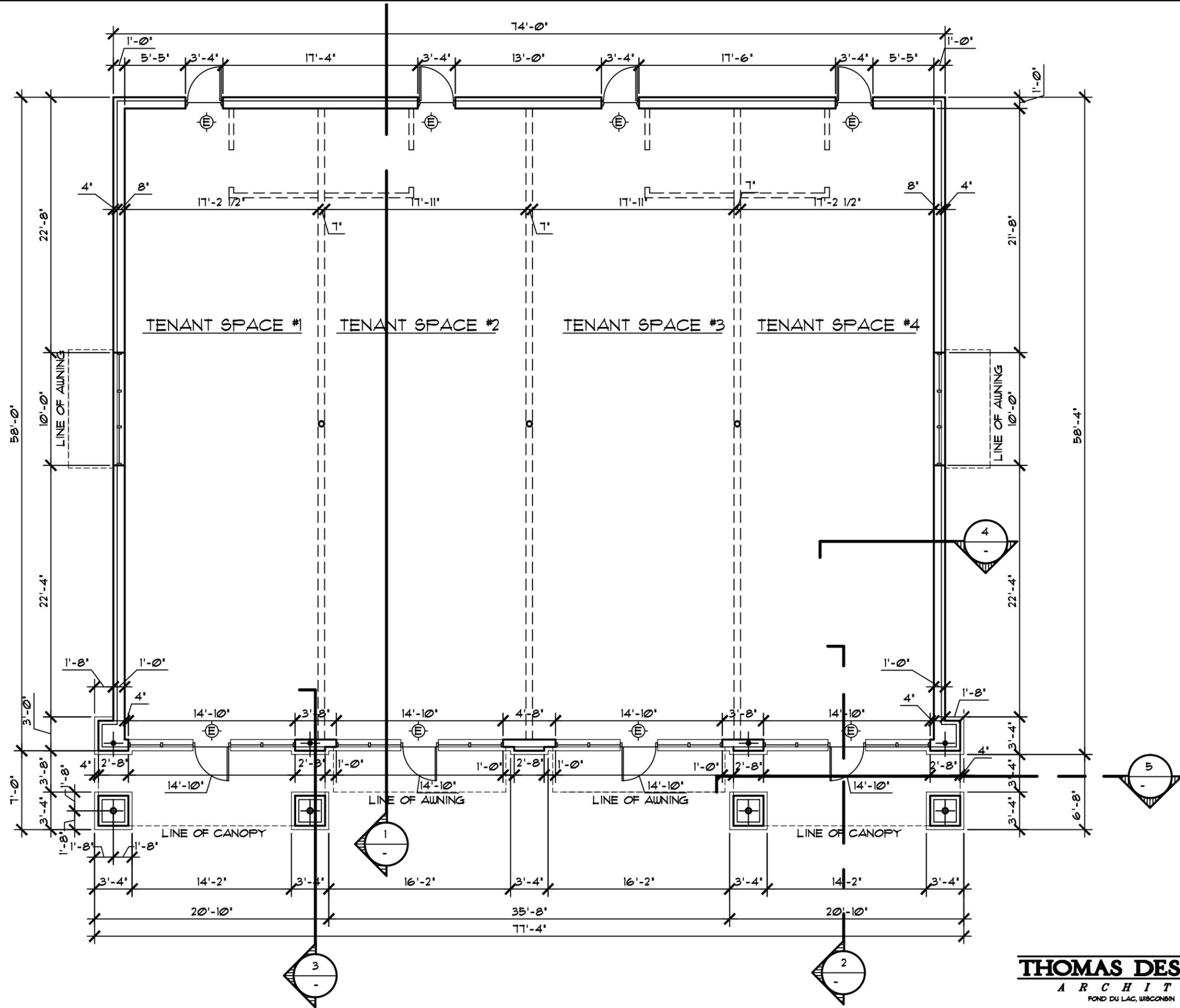
THOMAS DESIGN
ARCHITECT
FOND DU LAC, WISCONSIN (920)-922-1131

PROJECT NUMBER
1324

A3.N
SHEET NUMBERS

THOMAS DESIGN INC
ARCHITECT
FOND DU LAC, WISCONSIN 920.922.1131





THOMAS DESIGN INC
 ARCHITECT
 FOND DU LAC, WISCONSIN 920.922.7131

REVISIONS

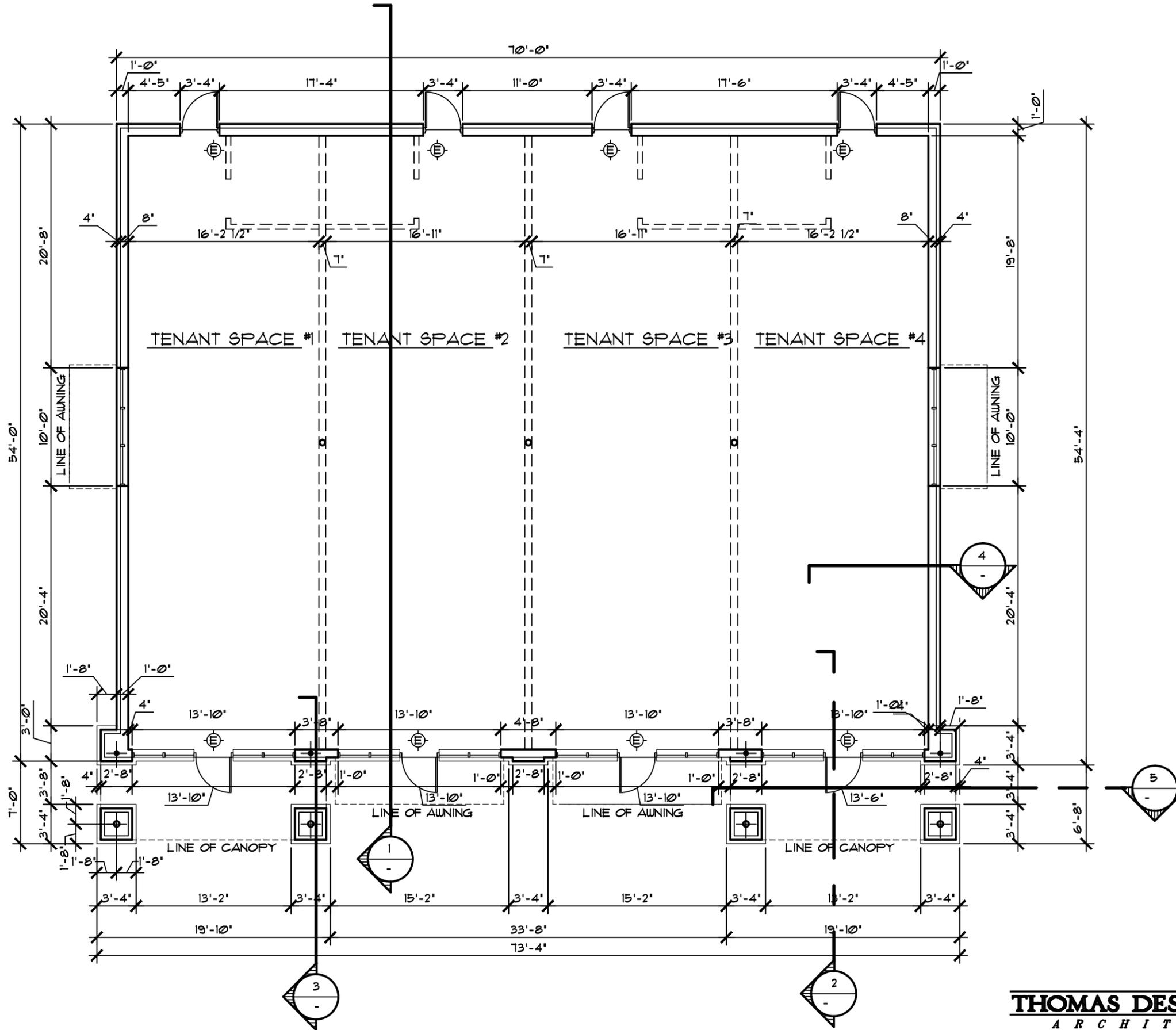
MAY 14, 2014

NEW RETAIL DEVELOPMENT
GIMELLI REAL ESTATE WISCONSIN
 1416 - 1434 APPLETON ROAD
 MENASHA, WISCONSIN

THOMAS DESIGN
 ARCHITECT
 FOND DU LAC, WISCONSIN (920)-922-7131

PROJECT NUMBER
 1324

A.I.N
 SHEET NUMBERS



REVISIONS

MAY 14, 2014

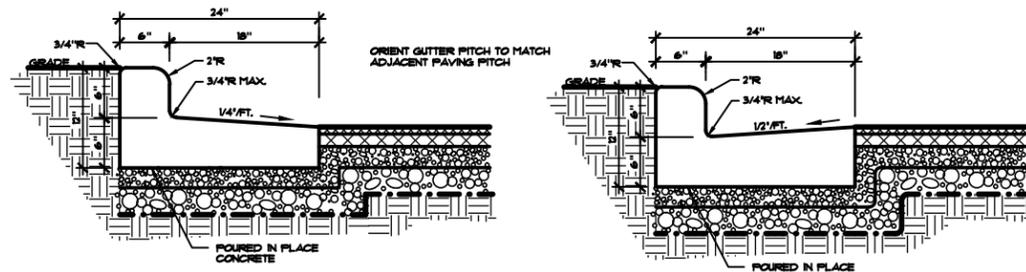
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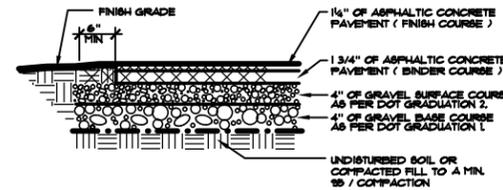
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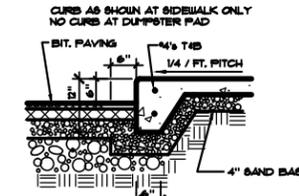
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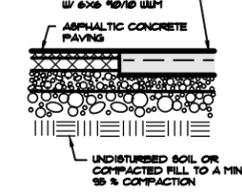
1 CONCRETE CURB & GUTTER
NO SCALE



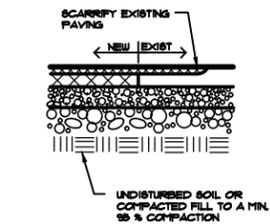
2 BIT PAVING DETAIL
NO SCALE



3 CURB DETAIL
NO SCALE



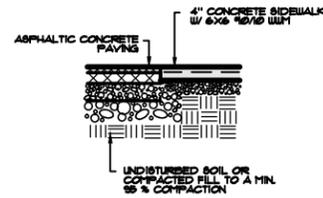
4 PAVING / APRON
NO SCALE



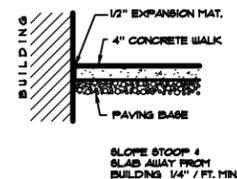
5 BIT PAVING DETAIL
NO SCALE



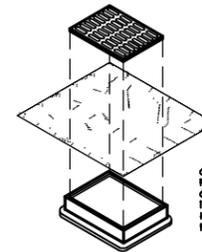
6 EDGE & GRADE
NO SCALE



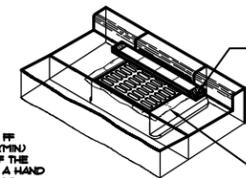
7 PAVING / WALK
NO SCALE



8 JOINT & VERT. WALL
NO SCALE

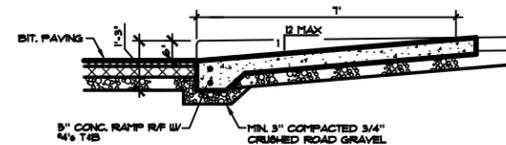


GENERAL NOTES:
FABRIC SHALL BE REPLACED AT THE ENGINEER'S DISCRETION. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED FOR THE INLET PROTECTION TYPE SPECIFIED. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

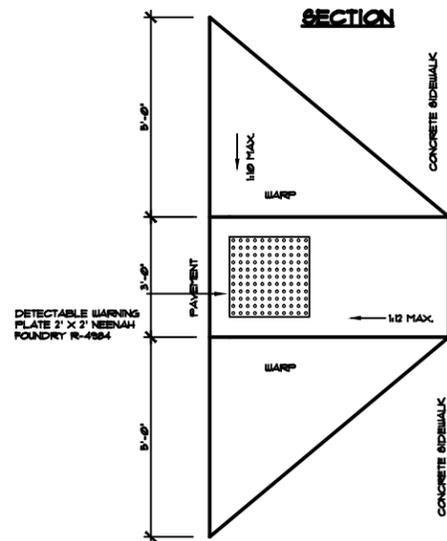


WOOD 2" X 4" EXTENDS 8" BEYOND GRATE WIDTH ON BOTH SIDES. LENGTH VARIES FOR INLET PROTECTION WITH A CURB BOX. AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX.
GEOTEXTILE FABRIC TYPE FF FABRIC SIZE SHALL BE 8" (MIN) GREATER ON ALL SIDES OF THE INLET COVER TO PROVIDE A HAND HOLD WHEN MAINTENANCE OR REMOVAL IS REQUIRED.

9 INLET PROTECTION
SCALE: 1/4" = 1'-0"

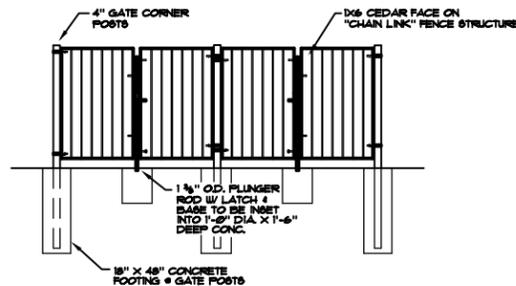


SECTION

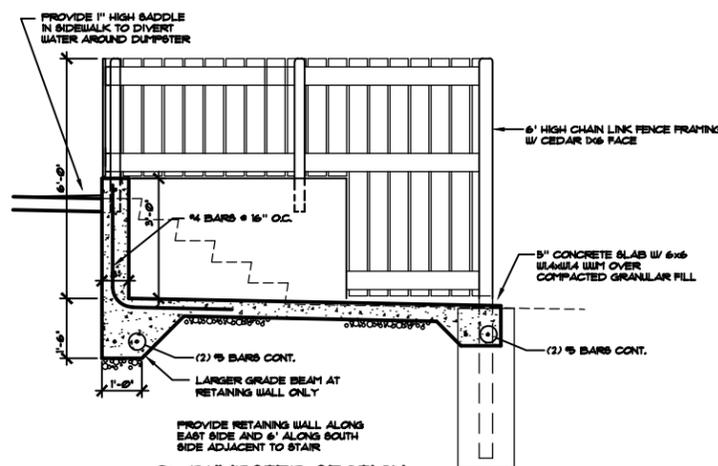


PLAN

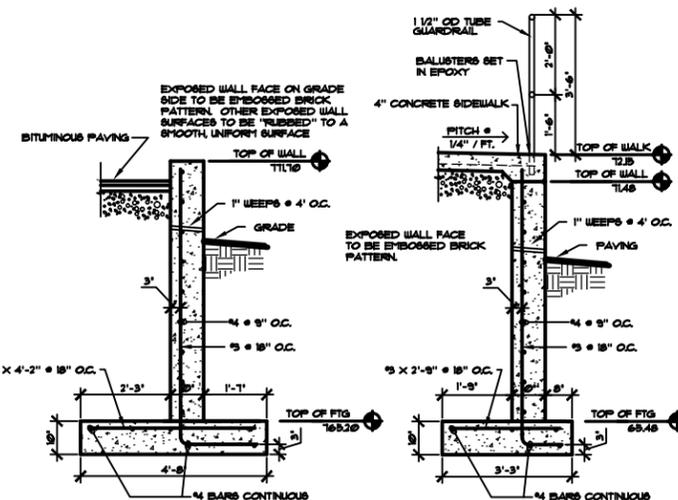
10 CURB RAMP
NO SCALE



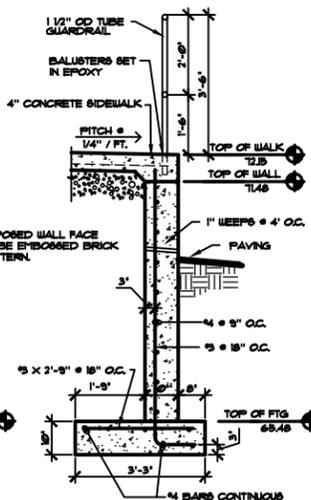
WEST DUMPSTER ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



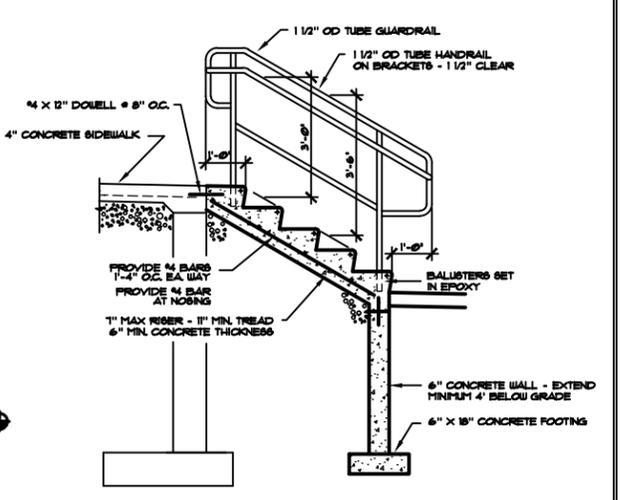
11 DUMPSTER SECTION
SCALE: 1/2" = 1'-0"



12 RETAINING WALL DETAIL
SCALE: 1/2" = 1'-0"



13 RETAINING WALL DETAIL
SCALE: 1/2" = 1'-0"



14 STAIR DETAIL
SCALE: 1/2" = 1'-0"