

Project Description: Proposed New Lincoln Avenue Industrial Building(s)

WE PROPOSE TO AMMEND THE ORIGINALLY PROPOSED AND APPROVED ONE-STORY 301,320 SQUARE FOOT INDUSTRIAL BUILDING AND PROPOSE TO MODIFY THE SINGLE LARGER BUILDING TO TWO SMALLER BUILDINGS. UNDER OUR PROPOSED AMMENDMENT WE PROPOSE TO BUILD TWO SINGLE-STORY 117,000 SF INDUSTRIAL/STORAGE MULTI-TENANT BUILDINGS. BOTH BUILDINGS TO BE LOCATED AT WEST LINCOLN AVENUE, NEW BERLIN, WISCONSIN – SAME PARCEL AS ORIGINALLY SUBMITTED AND APPROVED BY PLAN COMMISSION:

SUMMARY OF MAJOR IMPACTS OF MODIFICATION:

- Due to a shift in potential tenants considering this location, the project is being modified to reflect multiple tenants in two separate buildings in lieu of one larger one.
- This change reduces the overall square footage from the previously approved single 301,320 SF building to two 117,000 SF buildings, which is a sizeable reduction of 67,320 SF of built area on this site.
- By separating the facility into two separate buildings, the size of the building is broken down to a smaller scale. The general appearance and materials are unchanged from the previously approved submittal, but the creation of two separate buildings offers additional corner entry conditions with increased fenestration. Screen walls of the same material as the building will be utilized to create visual and sound buffers at the drive between the buildings.
- Due to building size reduction, traffic volume will be slightly reduced. It will be similar to the previous analysis, which indicated the traffic generated is very incidental to the overall volume on Lincoln Avenue. Acceleration and deceleration lanes as required by the City of New Berlin in the previous approval will be employed.
- The intended general use of warehouse/light industrial will remain the same as previous.
- Landscape berm and additional trees are per the previously approved submission, with additional landscaping at the screen walls between buildings.
- In summation, the modifications to the previously approved submission have been done in a manner that improves upon the neighborhood concerns of building scale and traffic impact. The creation of separate buildings at a lower overall square footage will help reduce concerns in those areas.

Submission information for:

AMMENDMENT TO ORIGINALLY APPROVED Application for Use Approval

Construction

PREVIOUSLY APPROVED Application to Petition for Rezoning Application Wetland

Registration Application for Land Division

Previous submittal dates: June 5, 2020 Revised July 9, 2020 Revised July 20, 2020

PROPOSED AMMENDMENT DATE SUBMISSION JANUARY 15, 2021

Applicant's Contact Person:
Domenico Ferrante, AIA
Briohn Design Group, LLC
3885 N. Brookfield Road, Suite 200
Brookfield, WI 53045
(262) 790-0500

Property Owner and Applicant:
Geipel Holdings LLC
Attn: Jerry Geipel
19000 West Lincoln Avenue
New Berlin, WI 53146
(262) 542-2270

Site Data:

Land was rezoned from C-1 and M-1:

Property addresses: unassigned on West Lincoln Avenue
Tax key numbers: 1167990, 11677992, 1167993, 1167997, 1167998 and 1167999
Legal description: See attached legal description and property exhibit.
Property subdivided into two lot parcel from previous six parcels.
CSM for this parcel was previously approved, and no amendments proposed.

Current Zoning District:

Property to be developed as part of this project are currently C-1/M-1

Current and Proposed Land Use:

Current land was used for a sod farm and is currently vacant.
Proposed southern lot shall be developed for Industrial Use and the remaining north lot shall remain vacant but planned for future Industrial Use as well

Description of Existing Environmental Features and resolution of potential impacts:

The existing six parcels which make up the overall property are bounded on the west by Starline an existing trucking business which is a commercial/industrial use and Certified Products which is a landscape materials provider (commercial business), on the north a railroad spur, on the east Westward Manor residential subdivision and a single family home on the southeast corner, and on the south Lincoln Avenue which has commercial uses across the street as well.

The overall properties have existing wetlands which will remain on the north and east. These wetlands have existing trees associated with the wetlands and the proposed development will keep these trees in place as part of the proposed development. These trees provide currently and will continue to provide a good visual and sound barrier between the residential areas to the east. On the east side of the property there is an existing ditch and tree line running north and south, which will remain as part of this initial development.

We purposely sited the proposed new buildings not only to address the potential developer's needs but to take advantage of this significant sound and visual buffer that the existing tree line offers.

Activities to occur both inside and outside of all principal structures:

We propose to build TWO primary/principal structure(s) in phases and no accessory structures as part of the proposed development. The new phased in industrial buildings internally will potentially have light industrial users, distribution and warehousing, support offices and related uses which fit within the restrictions of M1 zoning. There are no specific tenants for these buildings at this time, but the likely users will be of warehousing, light industrial, and limited distribution uses. The east side of both the buildings will be planned for support offices as part of the overall industrial uses. Roof Top mounted equipment will be screened by the 4 feet tall parapets provided.

The exterior of both proposed new buildings will have an asphalt paved loop drive and perimeter landscaping which meets the city requirements. On the east side of the buildings, we propose to have approximately 226 car parking stalls on an asphalt paved lot with accessible parking stalls provided to meet code requirements and landscaping as required. We provide four potential main building entries to each building, to serve potential multi-tenant needs in the future. We are proposing to build the two buildings in phases: Building A /Phase 1 to the north, and Building B / Phase 2 to the south, with phasing based on construction schedule and market demand.

The Building A / Phase 1 north building will have an appropriately landscaped asphalt paved drive connecting the east and west paved areas at the north end of the building. Building B / Phase 2 south building will have an appropriately landscaped asphalt paved drive connecting the east and west paved areas with the inclusion of the main access drive off of Lincoln Avenue. This drive is appropriately sized to manage on site traffic movements as well movement in and out of the site on to Lincoln Avenue.

The west side of the Phase 1 north building will feature up to potentially (24) 9X10 loading dock style overhead doors. In the space between north and south buildings, at the south wall of Building A / Phase 1, there are proposed to be 10 to 16 docks sized for the unloading / parking of delivery step vans, in order to accommodate a tenant with potential delivery needs. The Building B / Phase 2 south building will feature up to potentially (24) 9X10 loading dock style overhead doors. The west side of both buildings will also feature (4) 14X14 at grade overhead doors and service doors as required by code, and to accommodate multiple tenants. Adjacent to the dock areas, we include a trash enclosure for users, near the center drive between buildings. There is space available to provide additional similarly designed enclosures in the future, to meet the needs when required for future tenants.

The existing densely forested woods on the east side to continue to provide a visual barrier and sound buffer. The potential area for delivery step van use between the north and south buildings will also be screened by 12' tall precast concrete wing walls to match the building design. Substantial landscaping will be in front of these walls as well. The drive between the buildings will be signed to indicate that truck traffic is not to pass through to the east parking area.

Frequency and duration of activities, and number of employees in the largest work shift:

Projected number of Employees and or customers and hours of operation:

Proposed new multi-tenant or single industrial/warehouse buildings will have a total employment to be projected at 95 FTE (Full Time Employees) total over both buildings. The buildings maybe occupied for multiple shifts operations Monday through Friday with limited

weekend work. The typical tenant will be one shift with hours of operation from 7:00am through 7:00pm. We assume a total of 20-25 full size trucks initially per day both shipping and receiving of products related to Building A / Phase 1 building with an additional 20-25 trucks for Building B /Phase 2. Maximum of these trucks per day is 45-50 for both buildings. The peak truck period will be spread out evenly throughout the day and within the limits of the hours of operations from 7am to 7pm. For this count, the typical type of truck will be WB-67 (53 foot long common trailer). A potential tenant with delivery needs (at the south end of Building A / Phase 1) could potentially have 42 delivery van trips per day, primarily in the morning from 4:00am through 11:00am; these trip totals fit within the calculations shown in the traffic impact analysis (TIA).

Existing Site:

Total area is 3,334,400 SF (76,547 acres) Combined.

Total area of proposed development south Lot 1 site is 978,789 SF (22.470 acres).

Total area of remaining Lot 2 site is 2,355,610 SF (54.077 acres).

Refer to civil site plans as well.

Building(s) Overall Area:

Building A / Phase 1: 117,000 SF

Building B / Phase 2: 117,000 SF

Roof height is 40' tall for both buildings.

Parking Proposed:

We are proposing adding by striping 226 new parking stalls near the new building(s), which satisfies the needed amount of parking required for the new proposed new multi-tenant industrial/storage building. The parking lot is set up to provide 98 car stalls for Building A / Phase 1 and building and 126 car stalls for Building B / Phase 2. There is also potential for 25 additional car stalls at each side of the center drive between north and south buildings, depending on user needs.

Green space ratio:

Lot 1: Total Impervious area = 547,785 SF or 12.575 acres and Green Space area = 431,004 SF or 9.894 acres.

Based on the impervious areas, we are indicating an initial green space provided of 45.5% which is greater than the 30% Minimum Green Space required per ordinance.

Lot 2: Is currently and will for this proposal remain as all green space.

Traffic Generation:

The occurrence of onsite generated peak traffic levels anticipated during typical weekday business hours typical for industrial users per national standards.

Trip generation for this site was determined using the "Warehousing" land use trip rates and equations from the ITE Trip generation Manual, 10th Edition. At full buildout, 95 full-time employees (over two shifts) at the two proposed buildings totaling 234,000 square feet, the development is expected to generate 430 trips per weekday, with 55 trips (40 in/15 out) during the weekday AM peak hour and 60 trips (20 in/40 out) during the weekday PM peak hour. This

equates to a reduction of approximately 90 weekday trips, 5 weekday AM peak hour trips, and 5 weekday PM peak hour trips from the previously approved building. With these projected volumes, we don't anticipate any geometric changes at the Lincoln/Calhoun intersection. We do not intend for the new proposed industrial building to add any significant additional traffic generation. Anticipated customer visitations are anticipated and continue to be very low during normal work hours. We do not plan on adding an additional access drive on Lincoln Avenue other than what we are currently proposing. The current proposed access (with acceleration and deceleration lanes on Lincoln Avenue as required by the city of New Berlin) is sufficient to meet the anticipated needs of potential multi-tenant or single tenant users.

Exterior Building Materials and landscape:

We propose to construct a new two single-story Industrial building with materials used in a contemporary architectural style. See building elevations for design and material concepts. The proposed building is sited more than the 40 feet minimum setback required on Lincoln Avenue.

Project Schedule:

We intend to proceed with this project as the pace of the municipal approval allows. We are planning for state plan review winter of next year. We intend to submit for building permit and engineering final reviews immediately afterward. We ideally anticipate that this would have us receiving permits and starting construction in spring of 2021.