



City of Ashland, Wisconsin
601 Main Street West Ashland, WI 54806 www.coawl.org

PLAN COMMISSION

May 19, 2020 at 6:30 PM via GoTo Meetings

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AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Consent Agenda
 - a. Approval of minutes from the January 7, 2020 Plan Commission meeting
4. Public Comment (non-agenda items)
5. Action Items:
 - a. Site Plan review and approval of an addition to existing structure and parking area to be constructed at 2301 Lakeshore Drive E, zoned Waterfront Mixed Residential/Commercial (W-MRC). Applicant: Ashland Honda/Toyota.
 - b. Review and vote on proposed Unified Development Ordinance amendments related to Accessory Dwelling Units (ADU's)
6. Discussion Items
 - a. Discussion of 2020 Request for Proposals for Commercial Development on Timeless Timber Site
7. Announcements/Reports/Comments/Questions
 - a. Update on City 2020 Main Street application
8. Adjournment

It is possible that a quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. Any governmental body at the above stated meeting will take no action other than the governmental body specifically referred to above in this notice. The City of Ashland does not discriminate on the basis of sex, race, creed, color, national origin, sexual orientation, age or disability in employment or provision of services, programs or activities. NOTE: Upon reasonable notice, the City of Ashland will accommodate the needs of disabled individuals through auxiliary aids or services. For additional information or to request this service, contact Megan McBride at (715) 682-7041.

Minutes of the City of Ashland Plan Commission

A meeting of the Plan Commission was called to order on **Tuesday, January 7, 2020**
at 6:30 p.m. in the City Hall Council Chambers.

PRESENT: John Beirl, Mayor Lewis, Matt Mackenzie, David Mettill, Ella Syverson

EXCUSED: Katie Gellatly, Laurie Gregor

STAFF: Megan McBride

1) Call to Order and Roll Call

Mayor Lewis called the meeting to order at 6:30 p.m.

2) Approval of Agenda

Motion to approve the Agenda by David Mettill. Seconded by John Beirl. Passed unanimously.

3) Consent Agenda

a) Approval of minutes from the September 3rd, 2019 Plan Commission meeting

Motion to approve the minutes by Matt Mackenzie, seconded by Ella Syverson. Passed unanimously.

b) Approval of minutes from the September 17th, 2019 Plan Commission meeting

Motion to approve the minutes by Matt Mackenzie, seconded by Ella Syverson. Passed unanimously.

4) Public Comment (non-agenda items)

Magge Erikson recommended review of the City's demolition policy, with the purpose of slowing the process and allowing for documentation (photos, research) of historic homes to take place before the building is demolished.

5) Action Items

a) Public Hearing and Vote on a Conditional Use Permit to allow social service use/warming shelter at 419 3rd Avenue East, zoned City Center (CC). Applicant: Christine Legarde Cooper.

Motion to go into public hearing by David Mettill, seconded by Ella Syverson, passed unanimously.

Megan McBride explained the public notice issued for the meeting, which included the required Class 2 public hearing notice as well as discretionary letters which were sent to all property owners within 300 feet of the property. She then went through the criteria for approval and the staff recommendation for approval with the proposed conditions.

Michael Benton (314 2nd Avenue East) expressed his strong opposition to the proposed use, and questioned why the City has not considered funding bus tickets for homeless individuals to get back to their families or the communities they come from. He said that there have already been past issues of homeless individuals camping in parks and other locations and feels the proposed use would attract such activities to his neighborhood as well. He also

expressed strong concerns and frustrations over the littering issues that occur near his property.

Josh Illick, owner of Carlson Building Supplies located directly across the street from the proposed use, expressed concern for parking which has been a recurring issue in this area in the past. He noted that this neighborhood already receives higher levels of truck traffic for both Deltco Plastics and customers of Carlson Building Supplies. He said he does not have any issues with the use itself, nor does he have concerns about theft as their business has cameras. He asked if there will always be supervision when the center is open, and stated that Rich Larson's involvement with the project reassures him that the proposed use will be successful and appropriately monitored.

Liz Seefeldt, Director of the BRICK Ministries, stated that she has no problem with this proposed use being located adjacent to the BRICK and felt this could be a benefit to their consumers as there will likely be some overlap between the two organizations. She said that she feels the location is good to accommodate a variety of transportation modes since it is centrally located near Ellis Avenue, the 5th Street Corridor and frequently used bus stop by Super One. She emphasized that there are many reasons for homelessness so there is not a "one size fits all" solution, and that the proposed service is needed to help address this issue.

Additional questions asked by Liz Seefeldt:

- 1) Will the center be open 7 or 5 days per week?

Applicant response: This will be dependent upon volunteer capacity, but she would like to have it open at least 6 days of the week.

- 2) Why were the hours of 11:00am – 2:00pm daily chosen?

Applicant response: These hours were selected based on experience from volunteering at the Crossroads storefront on Main Street which offered the same services. The peak time for people to stop in tended to be during the 11:00 – 2:00 timeframe, particularly around lunchtime. This is also the time of day when people are often figuring out where they will stay for the night, so being open during this time is important since assistance in finding short- and long-term housing is one of the primary goals/services of the center.

- 3) What type of training will volunteers have?

Applicant response: Training will be limited to an orientation to the facility and information about who to call in the event of incidents.

- 4) Since this is affiliated with Crossroads which offers faith-based services, will there be any requirements related to religious affiliation in order to receive services at this center?

Applicant response: There will not be any such requirements to receive services.

Rich Larson, CEO of Crossroads Human Services, spoke in favor of the proposed use and stated that Crossroads will be supporting it. He provided clarification that the typical standard used by communities for when emergency facilities are opened is 20 degrees below zero. He explained why he feels this location would work for the proposed use due to its central location in the City as well as the proximity to the jail. They try to be proactive in working with people before they are released to connect them with resources and housing, and being located nearby will help with these efforts. He explained that the office space where the proposed use will go is currently being occupied by Crossroads for office/administrative use as their current facility recently flooded. Therefore, the use proposed in this CUP would only begin once Crossroads is able to move back into their permanent facility.

Michael Benton expressed concern over exceptions being made to the Conditional Use Permit once approved and causing additional issues for the surrounding neighborhood. He again expressed concern and frustration over current trash and littering occurring in that area.

Rich Larson explained that he would be happy to meet with Mr. Benton to further discuss his concerns and how they can be a good neighbor. Rich said he had also talked to several neighbors who shared similar concerns who did not ultimately come to the meeting as their worries were addressed by Rich beforehand. He said that the mission of Crossroads is to truly help people and fill gaps where the City and other public entities cannot, and to connect people in need with existing community resources. He emphasized that the problems causing and resulting from homelessness will not go away, so this proposed use offers one proactive way to begin to address it.

Ella Syverson said that she understood clients would not be required to profess any specific faith in order to receive services, but asked if it would be a religious environment or otherwise be set up in ways that may inadvertently make some people not feel welcome if they do not share the same religious faith.

Chris Legarde Cooper explained that the mission of the center is to help people where they are at and connect them with resources to help better their lives. Therefore, while there may be some bible verses or religious artwork displayed in the space this will not be pushed on patrons nor will it impact services people will receive.

Mayor Lewis said that the City has had many discussion about homelessness, including understanding that many people who are homeless in our community are from here and want to stay. She emphasized it is important to not lump people together as there are many factors that cause homelessness so there cannot be one simple solution. She expressed her gratitude for this example of private sector involvement in addressing this community issue.

Motion to go out of public hearing by David Mettillie, seconded by Mayor Lewis, passed unanimously.

Motion by Matt Mackenzie to add conditions that a written statement be obtained from the property owner stating their awareness and consent to this CUP being considered, and that language be included to ensure the City has the ability to inspect the center to ensure compliance with the CUP. Passed unanimously.

Motion to approve Conditional Use Permit with conditions stated above by David Mettillie, seconded by Ella Syverson. Passed unanimously.

6) Announcements/Reports/Comments/Questions

a) Updates on Waterfront Development Plan and waterfront project public education

Megan McBride provided updates on the ongoing process of informing the public about the WDP/CORP update, including a meeting that will be held on February 20, 2020 at the Hotel Chequamegon.

7) Adjournment

Motion to adjourn by David Mettillie. Seconded by Mayor Lewis. Passed unanimously.

The meeting was adjourned at 8:00 p.m. Minutes by Lucas Phillips and Megan McBride.



STAFF REPORT

Plan Commission – May 19, 2020

Agenda Item # 5a: Site Plan review for an addition to existing structure and parking area to be constructed at 2301 Lakeshore Dr E, zoned Waterfront Mixed Residential/Commercial (W-MRC). Applicant: Ashland Honda/Toyota.

Applicant: Richard Bierman

Property Owner: Rhinelander Real Estate (Ashland Honda/Toyota)

Site Address: 2301 Lakeshore Dr E

Parcel No: 201-03304-0200

Zoning District: Waterfront Mixed Residential/Commercial (W-MRC), Gateway Overlay District, Waterfront Overlay District

Staff Contact: Megan McBride

Background/Summary Statement

Richard Bierman is requesting Site Plan approval on behalf of Ashland Honda/Toyota for the expansion of the existing building and parking area, located at 2301 Lakeshore Dr E. The proposed building addition will add over 6,800 square feet to the existing structure for a total building size of 19,200 square feet. The building addition would create an additional 71' of uninterrupted building blocking views of Lake Superior from Hwy 2 and the north/south 23rd Avenue East. The purpose of the addition is to add additional garage space for the service department and will result in hiring of 6-8 new FTE's.

The proposed addition would offer multiple benefits and services to the community, including allowing Honda/Toyota to expand its operations, invest in their property in Ashland, and provide full-time jobs which are consistently identified as a need in the community. Ashland Honda/Toyota's unique location makes expansion particularly challenging, with easements for portions of the Waterfront Trail located on the north and east sides of the existing building. However, this unique location also poses challenges for expansion that can align with the community goal of preserving views of Lake Superior and discouraging development that would block additional views (particularly from north/south view corridors). This goal was included as a high community priority in both the Comprehensive Plan and recently updated Waterfront Development Plan.

In most cases, the City would attempt to work with the property owner to relocate the addition in such a way that is more compatible with its lakefront location and would not obscure lake views. However, in this particular location the developer has no alternative options given the previously described site constraints, and has done everything in their power to help minimize impacts and

be sensitive to its waterfront location. The Waterfront Development Plan recommends that green infrastructure be considered for both City and private projects in the Waterfront-Overlay district, and the proposed landscape plan incorporates both native landscaping and a bio-retention basin on the north side to contribute to their overall stormwater management on site and help filter stormwater runoff. Given that the developer has met the intent of the ordinance and City plans by considering all alternative options and taking actions to mitigate the impacts of the additional impervious surface coverage on site and obstruction of lake views, staff has recommended approval of the proposed Site Plan.

Standards for Review

The City of Ashland's Unified Development Ordinance, Section 781 Section 3.20 Site Plan Approval (all subsections thereof), creates the legal framework to regulate, administer, and enforce the site plan review process for the City of Ashland. There shall be no authority to issue a Building Permit until all requirements of the approved Site Plan are met.

Site Plan Review

The following criteria were used to review the submitted site plan:

1. Consistency with Comprehensive Plan.

The proposed expansion does not conform to some goals and principles of the City's Comprehensive Plan. A central priority of the plan is to encourage improvement and preservation of views of Lake Superior as much as possible, a goal which would not be furthered through any proposed building addition on this site. The Plan specifically focuses on maximizing views along the north/south corridors throughout the City, with the north/south corridor directly across from the Honda/Toyota already partly obscured by the existing building (see attached image). This Avenue currently only serves Kwik Trip, but is anticipated to serve future commercial and residential uses on the former Timeless Timber site. Given that the view shed is already partly obscured, this would not be adding new development but would have a significant positive impact for the existing business. The Comp Plan does also emphasize the need to support existing businesses and encourage job creation in Ashland, a community priority that is consistently expressed at through public input on a wide variety of topics. The proposed development would create 6- 8 new full-time jobs.

2. Project Compatibility.

The proposed expansion is compatible and complementary to the existing commercial uses on this parcel and along Lakeshore Dr/Highway 2 in this area. Other uses in the vicinity are primarily larger commercial/institutional uses, and include St. Luke's Chequamegon Clinic, the Bayview Motel, Culver's, and Kwik Trip. The addition will be compatible in design with the existing building, and the addition will complement their existing operations by allowing them to offer additional service space and hire 6-8 new full-time employees. Overall, the addition of 71' of additional building frontage which will block views of Lake Superior is not compatible and would generally be discouraged as the UDO's Waterfront-Overlay district specifies that "new structures and plantings shall not be located in a manner that restricts views of Lake Superior from north-south avenues and from public trails." However, this is an addition to an existing building rather than a new build, and the topography of the site and location of the waterfront trail make it such that an addition would not be possible on any other side of their property. Therefore, these considerations have been taken into account and determined that it is not feasible to expand operations as needed in an alternative way to block less views of Lake Superior.

3. Site Design

a. Site Organization.

The organization of the proposed building addition and parking lot reorganization should achieve a functional, safe and harmonious site relationship. Overall, the expansion has been designed to do just that, and will enhance the functionality and accessibility of the building by placing an additional entrance to the service area on the west side of the building, allowing easy access to the expanded parking area outside of the service center.

b. Location of Buildings.

Including the proposed expansion, the building is in compliance with the dimensional and setback requirements for the W-MRC district and both overlay districts. Typically building additions for properties on the north side of US Hwy 2 would be asked to relocate additions to the north or south sides of the property so as not to obstruct

c. Drives, Parking, and Circulation.

Existing parking and driveways will be utilized, in addition to a parking lot expansion and redesign, and all conform to all UDO parking standards.

- **Driveway.**

All proposed new driveways for the parking addition comply with standards for minimum width and design. Existing ingress/egress to the site will be utilized.

- **Parking.**

Off-street parking maximum calculations included. Based on floor area, a maximum of 87 parking spaces are allowed for off-street parking on-site. Spaces designated for holding/pick-up for the vehicle repair use and vehicle sales portion of the business are not included in the off-street parking total per the definition in our ordinance. In total, there are currently 202, and an additional 37 spaces are proposed for a total of 239 parking spaces to serve all uses on the site.

SITE PARKING RE-CAP

EXISTING AND PROPOSED ZONING = W-MRC
OFF-STREET PARKING-EXISTING REQUIRED 1 STALL FOR EACH 300 S.F. OF GROSS FLOOR AREA = 19,200 S.F. / 300 = 64 STALLS REQUIRED
OFF-STREET PARKING-EXISTING 43 PARKING STALLS (2 HANDICAP SPACES)
OFF-STREET PARKING-PROPOSED REQUIRED 1 STALL FOR EACH 300 S.F. OF GROSS FLOOR AREA = 26,016 S.F. / 300 = 87 STALLS REQUIRED
OFF-STREET PARKING-PROPOSED 87 PARKING STALLS (4 HANDICAP SPACES)

- **Pedestrian Access.**

Existing walkways will be utilized and are ADA complaint to provide adequate pedestrian access for all patrons.

a. Grading / Drainage / Stormwater.

- Erosion Control – Erosion control measures have been outlined in the site plan and conform to UDO standards. Inspection of the implementation of these erosion control measures will be inspected prior to commencement of subsequent construction activities.
- Stormwater Management-- The storm water management plan for this project is developed in accordance with the NOIWPDES requirements, NR216.47/NR151.121 and City of Ashland ordinances for re-development sites.

Since there is under 1 acre of disturbance associated with this addition, a Wisconsin Department of Natural Resources Notice of Intent application/permit (NOI-WPDES per WDNR) is not required. A full stormwater management report has been completed, and inspection of the implementation of these stormwater management practices will be inspected prior to commencement of subsequent construction activities.

b. Utility Services.

There will be some relocation of utilities on site which will take place in coordination with demolition of a portion of the existing parking area. This will not increase demand on City infrastructure, and necessary inspections by the Building Inspector and Public Works Department shall be performed to ensure installation of the relocated utilities meet code.

c. Fire Prevention.

The City requires a Knox Box on all new construction and rehabs if the business is not open 24-7. Following final design of the plans, the applicant shall provide a CD copy of the final Building Floor Plan Layout and Utility Plan (in a .dxf format), for the Fire Department's pre-fire planning of the structure's layout. Such information shall be provided to the Fire Department prior to the issuance of the Building Permit.

d. Views.

The proposed development will block an additional 71' of waterfront views at this site, but will not impact views or access from the Waterfront Trail. Views from 23rd Avenue E located directly across the street are already partly blocked by the building and the lakefront will be further obscured from this north/south view corridor with the proposed addition.

e. Environmental Issues.

No environmental issues are known to exist on the site.

f. Landscaping/Screening.

Minimum screening and interior parking lot landscaping requirements for the proposed building and parking addition have been met per UDO standards. A combination of shrubs, Lilac trees, and perennial grasses will be used to screen views from US Hwy 2, the neighboring St. Luke's clinic property, and the landscaped bio-retention basin will provide some screening from the waterfront trail. Both native plants and landscaped bio-retention areas were identified in the Waterfront Development Plan as examples of green infrastructure that can be incorporated into waterfront developments to help mitigate impacts of stormwater runoff on water quality.

g. Signs.

No new signage is proposed at this time. Any future signage would require issuance of a Sign Permit through the Planning and Development office.

h. Lighting.

New perimeter and interior exterior lighting is proposed for the parking addition. All light fixtures are full cut-off, and specs shall be submitted to the Planning & Development office prior to Building Permit issuance.

4. Building Design.

The proposed building addition is compatible with the existing adjacent structure in terms of architectural style, materials, colors and detailing. The exterior will consist of precast concrete wall panels to match existing panels and accents on the existing building.

5. Principles of Sustainability

Site features of this renovation/expansion that address principles of sustainability laid out in the UDO include:

- All additional lighting is high-efficiency LED lighting;
- Adding a bio-retention area at the northwest corner of the lot, between the parking area and Lake Superior; and
- Native plants are utilized throughout the landscape plan, which also conforms to landscaping recommendations in the Waterfront-Overlay zoning district.

Review Recommendation

Staff recommends APPROVAL of the proposed Site Plan for expansion at 2301 Lake Shore Drive E subject to the following conditions:

- Specs on lighting fixtures shall be submitted to the Planning and Development office for review and approval prior to issuance of a Building Permit
- Install a Knox Box on the property if one does not already exist, and provide to the Ashland Fire Department a digital copy (in a .dxf or .dwg format) the site and structure's layout including all exits, floor plans and fire protection system details for the new building addition.



4941 Kirschling Court, Stevens Point, WI 54481
1497 6th Street - Suite C, Green Bay, WI 54304
425 W Main Street - Suite 103, Sun Prairie, WI 53590

April 28, 2020

City of Ashland
Attn: Megan McBride – Director of Planning & Development
601 Main Street W
Community Center
Ashland, WI 54806

Project: Ashland Honda-Toyota Building Addition

RE: Site Plan Review Application

Dear Ms. McBride:

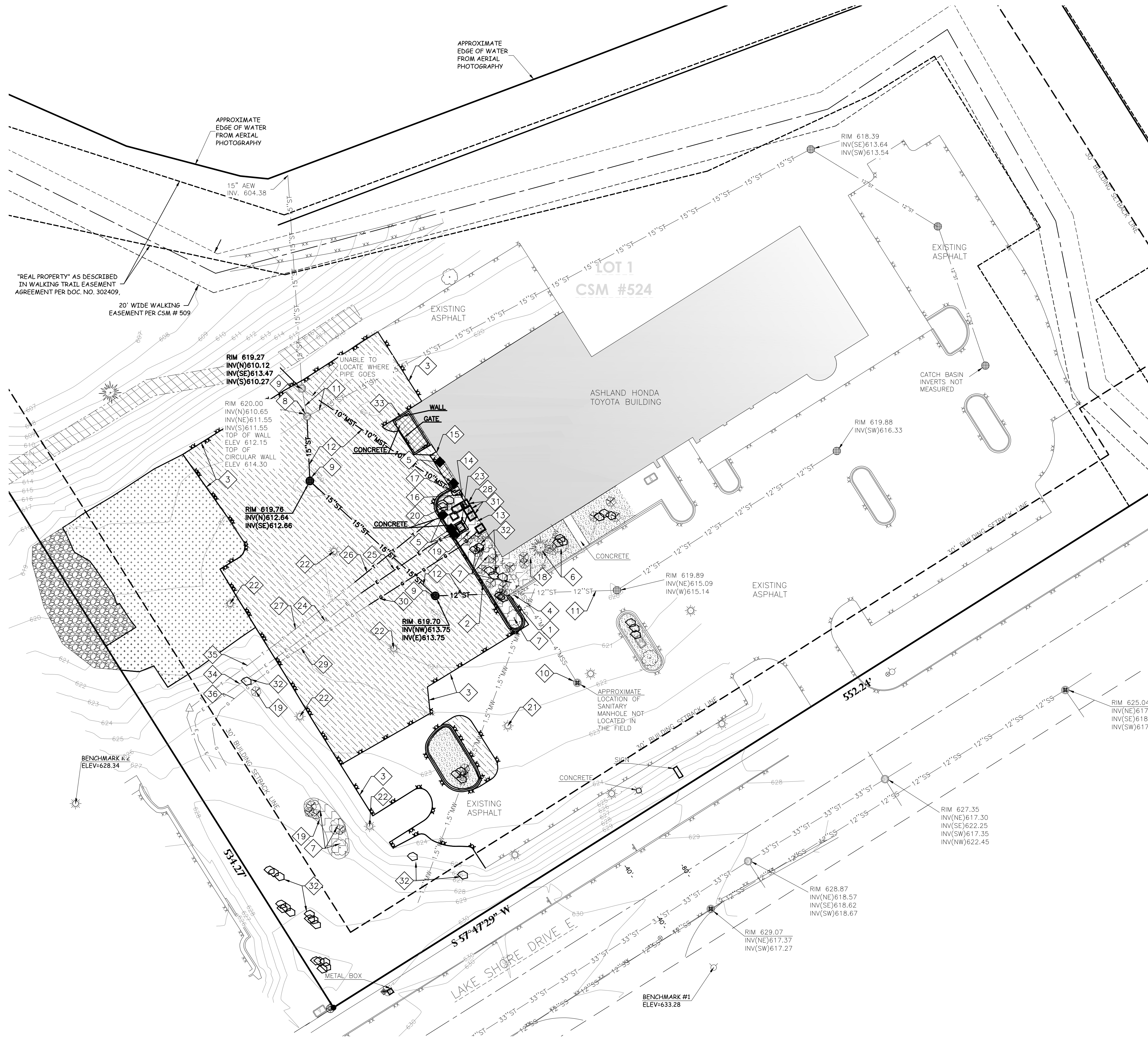
Please find the attached site plan for the proposed Ashland Honda-Toyota Building Addition project. The project includes a 6,816 square foot addition to the existing 19,200 square foot car dealership building. The addition includes more garage space for the company's service department. The project also includes utility relocations as required to accommodate the building addition. Site utilities are shown to be relocated as necessary to construct and serve the new addition as well as the existing building.

The project will begin with demolition of the pavement and other items in the proposed addition area. The utilities that are currently in the way of the proposed addition will then be removed and relocated. Once the utilities are out of the way the construction of the building would begin. Once the exterior of the building is complete, the civil site work can be completed and the project will complete with the interior finishes.

If you have any questions regarding this site plan application or if you need additional information, please contact me.

Sincerely,

Ryan Erdmann
Project Manager



LEGAL DESCRIPTION

LOT 1 OF CSM #524, BEING A PARCEL OF LAND LOCATED IN LOT 2 OF CSM #509, IN PART OF BLOCK 4 AND 5, AND PART OF 23RD AVENUE EAST, AND THAT PART OF THE ABANDONED RAILROAD RIGHT OF WAY, ALL IN LAKESHORE ADDITION, CITY OF ASHLAND, ASHLAND COUNTY, WISCONSIN.

SUBJECT TO (IF ANY) COVENANTS, CONDITIONS, RESTRICTIONS, RIGHT-OF-WAYS AND EASEMENTS OF RECORD.

OWNER/DESIGNER INFO:

OWNER:
RHINELANDER REAL ESTATE, LLC
2301 LAKE SHORE DR E
ASHLAND, WI 54806
PHONE: 715-682-5252

ARCHITECT:
RICHARD BIERMAN - R.B. CUSTOM DESIGNS INC.
2108 W. JOHNSBURG ROAD
JOHNSBURG, IL 60051
PHONE: 815-759-9459

CIVIL ENGINEER:
RYAN ERDMANN - POINT OF BEGINNING
1497 6TH STREET, SUITE #3
GREEN BAY, WI 54304
PHONE: 715-321-3233

BENCH MARK:

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCHMARK #1
SOUTHWEST TOP OF FLANGE BOLT ON HYDRANT LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 250 FEET SOUTHEAST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 633.28

BENCHMARK #2
CUT SQUARE IN SOUTH OF LIGHT POLE BASE LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 270 FEET SOUTHWEST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 628.34

UTILITY DISCLAIMER:

THE LOCATIONS, SIZES, AND TYPES OF UNDERGROUND PUBLIC AND PRIVATE UTILITIES OR SUBSTRUCTURES SHOWN HEREON WERE OBTAINED FROM VISUAL INSPECTION, FIELD MEASUREMENTS, AND/OR AS-BUILT PLANS. SANITARY SEWER AND STORM SEWER PIPE SIZES, INVERTS, DIRECTION, AND LOCATIONS BETWEEN MANHOLES ARE SUPPLEMENTED BY AS-BUILT PLANS AND/OR ESTIMATED BASED ON FIELD OBSERVATIONS. PRIOR TO CONSTRUCTION IN THE VICINITY OF ANY UTILITIES SHOWN HEREON, IT IS RECOMMENDED THAT THE LOCATIONS, DEPTHS, AND SIZES BE FIELD VERIFIED. THE LOCATIONS SHOWN HEREON ARE ONLY APPROXIMATE, WITH POSSIBILITY THAT ADDITIONAL UTILITY LINES NOT DISCOVERED, OR MARKED, DURING THE SEARCH OF RECORDS AND THE FIELD SURVEY MAY EXIST. ANY CONTRACTOR USING THE INFORMATION SHOWN HEREON IS HEREBY FOREWARNED THAT ANY EXCAVATION UPON THIS SITE MAY RESULT IN THE DISCOVERY OF ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN HEREON. IN GENERAL, UNDERGROUND UTILITY LOCATIONS ARE SHOWN FROM UTILITY MARKINGS, BY OTHERS, AND/OR AS-BUILT PLANS, PROVIDED BY OTHERS. POINT OF BEGINNING MAKES NO WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE EXISTING UTILITIES SHOWN HEREON, AND BELIEVES THAT THE INFORMATION CONTAINED HEREIN IS RELIABLE AND GENERALLY ACCURATE FOR THE PURPOSE INTENDED.

GENERAL NOTES:

- CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- ALL DEMOLITION MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER EXCEPT FOR THOSE ITEMS NOTED TO BE SALVAGED, WHICH SHOULD BE TURNED OVER TO THE OWNER.
- INSTALL AND MAINTAIN ALL REQUIRED EROSION CONTROL MEASURES FOR PERIMETER PROTECTION PRIOR TO THE START OF DEMOLITION/CONSTRUCTION, IN ACCORDANCE WITH THE LOCAL AND STATE GOVERNING AUTHORITIES.
- BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO THE BID DATE.
- COORDINATE WITH THE OWNER AND LOCAL UTILITY COMPANIES TO LOCATE ANY EXISTING UTILITIES ON SITE PRIOR TO THE START OF WORK.
- ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED, AND/OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
- STRIP TOPSOIL WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE PROJECT MANUAL SPECIFICATIONS.
- IF STRIPPED TOPSOIL IS STOCKPILED ON SITE, SILT FENCE SHALL BE INSTALLED AROUND THE BASE OF THE STOCKPILE TO PREVENT SEDIMENT TRANSPORT.
- PRIOR TO PERFORMING WORK WITHIN PUBLIC RIGHT OF WAYS, NOTIFY AND COORDINATE WORK WITH THE LOCAL MUNICIPALITY.
- DO NOT DISTURB EXISTING VEGETATION GREATER THAN 10' FROM THE NORTH EDGE OF EXISTING PAVEMENT TO MAINTAIN VEGETATIVE BUFFER BETWEEN THE CONSTRUCTION AND LAKE SUPERIOR.
- SAWCUTS ARE REQUIRED WHERE PROPOSED PAVEMENT TIES INTO EXISTING PAVEMENT TO PROVIDE CLEAN AND SQUARE EDGE.

KEYNOTES:

1 SAWCUT EXISTING CONCRETE CURBING	20 MAINTAIN EXISTING GREASE INTERCEPTOR (SEE PLUMBING)
2 REMOVE EXISTING CONCRETE CURBING	21 MAINTAIN EXISTING LIGHT POLE
3 SAWCUT EXISTING BITUMINOUS PAVEMENT	22 REMOVE/SALVAGE EXISTING LIGHT POLE
4 MAINTAIN EXISTING CONCRETE CURBING	23 COORDINATE REMOVAL/RELOCATION OF ELECTRICAL TRANSFORMER WITH ELECTRIC COMPANY
5 REMOVE EXISTING BOLLARDS	24 MAINTAIN EXISTING ELECTRICAL LINE
6 MAINTAIN EXISTING TREE/VEGETATION	25 COORDINATE REMOVAL/RELOCATION OF EXISTING ELECTRICAL LINE WITH POWER COMPANY
7 CLEAR AND GRUB EXISTING TREE	26 COORDINATE REMOVAL/RELOCATION OF UNDERGROUND TELEPHONE LINE WITH TELEPHONE COMPANY
8 MAINTAIN EXISTING STORM SEWER STRUCTURE	27 MAINTAIN EXISTING TELEPHONE LINE
9 REMOVE EXISTING STORM SEWER STRUCTURE	28 REMOVE/RELOCATE EXISTING TELEPHONE BOX
10 MAINTAIN EXISTING SANITARY SEWER STRUCTURE	29 MAINTAIN EXISTING GAS LINE
11 MAINTAIN EXISTING STORM SEWER PIPE	30 COORDINATE REMOVAL/RELOCATION OF EXISTING GAS LINE WITH GAS COMPANY
12 REMOVE EXISTING STORM SEWER PIPE	31 REMOVE EXISTING ELECTRICAL PANEL/METER (COORDINATE WITH ELECTRICAL)
13 MAINTAIN EXISTING SANITARY SEWER PIPE	32 REMOVE EXISTING LANDSCAPE BOULDER
14 REMOVE EXISTING SANITARY SEWER PIPE	33 DEMOLISH EXISTING DUMPSTER ENCLOSURE
15 MAINTAIN EXISTING BUILDING	34 COORDINATE ADJUSTMENT OF EXISTING ELECTRICAL LINE WITH POWER COMPANY TO ACCOMMODATE GRADING
16 SANITARY CLEANOUT TO BE REMOVED (SEE PLUMBING)	35 COORDINATE ADJUSTMENT OF UNDERGROUND TELEPHONE LINE WITH TELEPHONE COMPANY TO ACCOMMODATE GRADING
17 STORM CLEANOUT TO BE REMOVED (SEE PLUMBING)	36 COORDINATE ADJUSTMENT OF UNDERGROUND GAS LINE WITH TELEPHONE COMPANY TO ACCOMMODATE GRADING
18 MAINTAIN EXISTING LANDSCAPE AREA: TREES, SHRUBS, MULCH AND FILTER FABRIC- VERIFY WITH LANDSCAPE PLAN	
19 REMOVE EXISTING LANDSCAPE AREA: SHRUBS, MULCH AND FILTER FABRIC	

DEMOLITION HATCH PATTERNS:

BITUMINOUS REMOVAL	
REMOVE EXISTING LANDSCAPE STONE	
CONCRETE REMOVAL	
GRAVEL REMOVAL	
VEGETATIVE BUFFER DO NOT DISTURB (SEE NOTE 10)	

CIVIL SHEET INDEX:

1. DEMOLITION PLAN
2. LAYOUT PLAN
3. GRADING PLAN
4. EROSION CONTROL PLAN
5. UTILITY PLAN
6. LANDSCAPE PLAN
7. DETAILS

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- CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- ALL DEMOLITION MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER EXCEPT FOR THOSE ITEMS NOTED TO BE SALVAGED, WHICH SHOULD BE TURNED OVER TO THE OWNER.
- INSTALL AND MAINTAIN ALL REQUIRED EROSION CONTROL MEASURES FOR PERIMETER PROTECTION PRIOR TO THE START OF DEMOLITION/CONSTRUCTION, IN ACCORDANCE WITH THE LOCAL AND STATE GOVERNING AUTHORITIES.
- BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO THE BID DATE.
- COORDINATE WITH THE OWNER AND LOCAL UTILITY COMPANIES TO LOCATE ANY EXISTING UTILITIES ON SITE PRIOR TO THE START OF WORK.
- ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED, AND/OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
- STRIP TOPSOIL WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE PROJECT MANUAL SPECIFICATIONS.
- IF STRIPPED TOPSOIL IS STOCKPILED ON SITE, SILT FENCE SHALL BE INSTALLED AROUND THE BASE OF THE STOCKPILE TO PREVENT SEDIMENT TRANSPORT.
- PRIOR TO PERFORMING WORK WITHIN PUBLIC RIGHT OF WAYS, NOTIFY AND COORDINATE WORK WITH THE LOCAL MUNICIPALITY.
- DO NOT DISTURB EXISTING VEGETATION GREATER THAN 10' FROM THE NORTH EDGE OF EXISTING PAVEMENT TO MAINTAIN VEGETATIVE BUFFER BETWEEN THE CONSTRUCTION AND LAKE SUPERIOR.
- SAWCUTS ARE REQUIRED WHERE PROPOSED PAVEMENT TIES INTO EXISTING PAVEMENT TO PROVIDE CLEAN AND SQUARE EDGE.

KEYNOTES:

- | | |
|---|--|
| 1 SAWCUT EXISTING CONCRETE CURBING | 20 MAINTAIN EXISTING GREASE INTERCEPTOR (SEE PLUMBING) |
| 2 REMOVE EXISTING CONCRETE CURBING | 21 MAINTAIN EXISTING LIGHT POLE |
| 3 SAWCUT EXISTING BITUMINOUS PAVEMENT | 22 REMOVE/SALVAGE EXISTING LIGHT POLE |
| 4 MAINTAIN EXISTING CONCRETE CURBING | 23 COORDINATE REMOVAL/RELOCATION OF ELECTRICAL TRANSFORMER WITH ELECTRIC COMPANY |
| 5 REMOVE EXISTING BOLLARDS | 24 MAINTAIN EXISTING ELECTRICAL LINE |
| 6 MAINTAIN EXISTING TREE/VEGETATION | 25 COORDINATE REMOVAL/RELOCATION OF EXISTING ELECTRICAL LINE WITH POWER COMPANY |
| 7 CLEAR AND GRUB EXISTING TREE | 26 COORDINATE REMOVAL/RELOCATION OF UNDERGROUND TELEPHONE LINE WITH TELEPHONE COMPANY |
| 8 MAINTAIN EXISTING STORM SEWER STRUCTURE | 27 MAINTAIN EXISTING TELEPHONE LINE |
| 9 REMOVE EXISTING STORM SEWER STRUCTURE | 28 REMOVE/RELOCATE EXISTING TELEPHONE BOX |
| 10 MAINTAIN EXISTING SANITARY SEWER STRUCTURE | 29 MAINTAIN EXISTING GAS LINE |
| 11 MAINTAIN EXISTING STORM SEWER PIPE | 30 COORDINATE REMOVAL/RELOCATION OF EXISTING GAS LINE WITH GAS COMPANY |
| 12 REMOVE EXISTING STORM SEWER PIPE | 31 REMOVE EXISTING ELECTRICAL PANEL/METER (COORDINATE WITH ELECTRICAL) |
| 13 MAINTAIN EXISTING SANITARY SEWER PIPE | 32 REMOVE EXISTING LANDSCAPE BOULDER |
| 14 REMOVE EXISTING SANITARY SEWER PIPE | 33 DEMOLISH EXISTING DUMPSTER ENCLOSURE |
| 15 MAINTAIN EXISTING BUILDING | 34 COORDINATE ADJUSTMENT OF EXISTING ELECTRICAL LINE WITH POWER COMPANY TO ACCOMMODATE GRADING |
| 16 SANITARY CLEANOUT TO BE REMOVED (SEE PLUMBING) | 35 COORDINATE ADJUSTMENT OF UNDERGROUND TELEPHONE LINE WITH TELEPHONE COMPANY TO ACCOMMODATE GRADING |
| 17 STORM CLEANOUT TO BE REMOVED (SEE PLUMBING) | 36 COORDINATE ADJUSTMENT OF UNDERGROUND GAS LINE WITH TELEPHONE COMPANY TO ACCOMMODATE GRADING |
| 18 MAINTAIN EXISTING LANDSCAPE AREA: TREES, SHRUBS, MULCH AND FILTER FABRIC- VERIFY WITH LANDSCAPE PLAN | |
| 19 REMOVE EXISTING LANDSCAPE AREA: SHRUBS, MULCH AND FILTER FABRIC | |

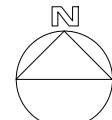
DEMOLITION HATCH PATTERNS:

BITUMINOUS REMOVAL	
REMOVE EXISTING LANDSCAPE STONE	
CONCRETE REMOVAL	
GRAVEL REMOVAL	
VEGETATIVE BUFFER DO NOT DISTURB (SEE NOTE 10)	

CIVIL SHEET INDEX:

- DEMOLITION PLAN
- LAYOUT PLAN
- GRADING PLAN
- EROSION CONTROL PLAN
- UTILITY PLAN
- LANDSCAPE PLAN
- DETAILS

0 30 60
SCALE: 1" = 30'



REVISIONS

CHECKED:	JUL
DRAWN:	RDE
DATE	04-28-2020
PROJECT NO.	20.032

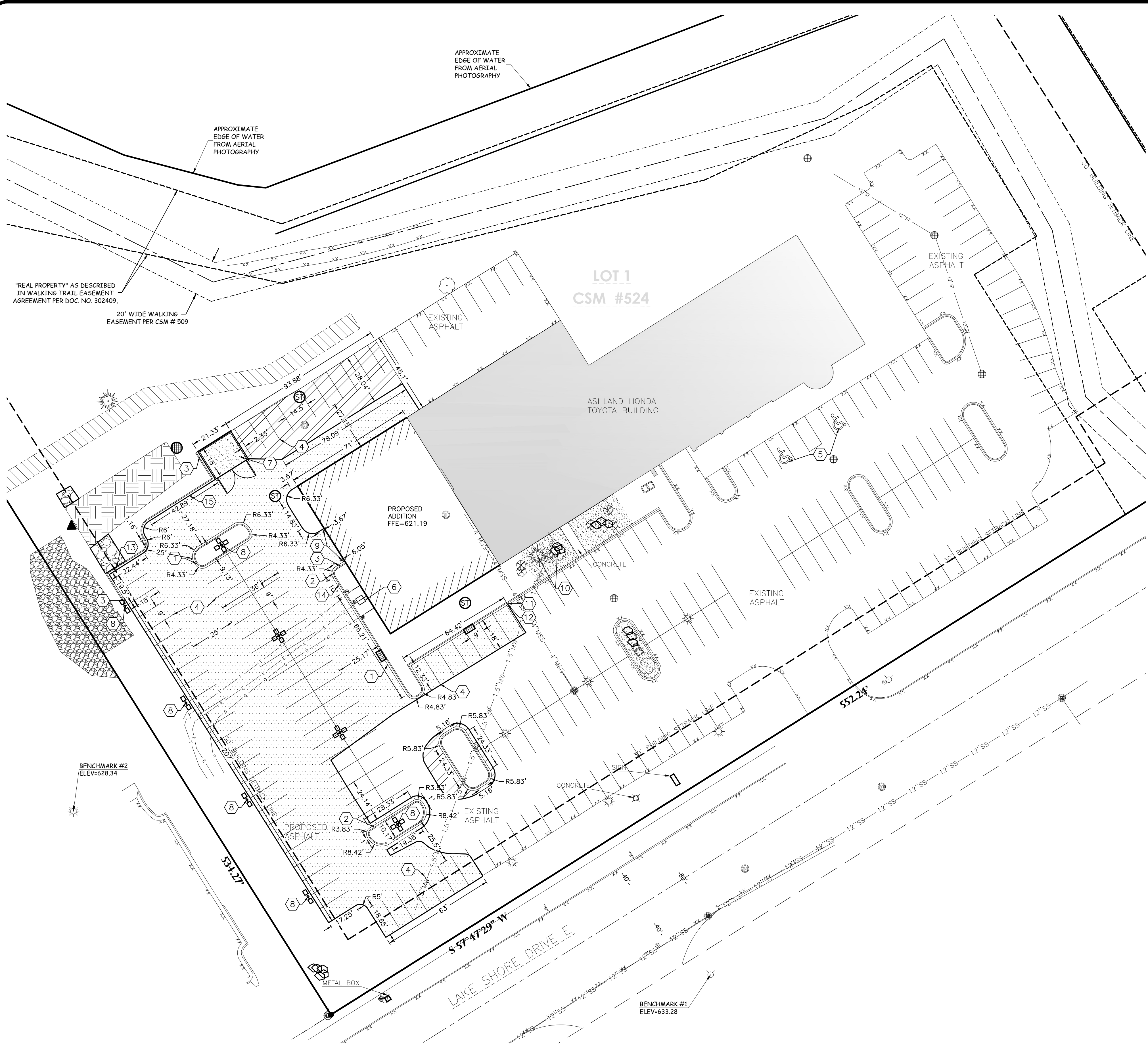
DEMOLITION PLAN

RB CUSTOM DESIGNS
ASHLAND HONDA-TOYOTA-SCION
CITY OF ASHLAND
ASHLAND COUNTY, WISCONSIN

Civil Engineering
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Point of Beginning

SHEET 1 OF 7



GENERAL NOTES:

- 1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- 2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- 3. ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
- 4. SEE SHEET 4 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
- 5. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
- 6. VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- 7. BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO THE BID DATE.
- 8. PRIOR TO STARTING WORK, VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
- 9. COORDINATE CONSTRUCTION IN THE RIGHT OF WAY WITH THE LOCAL AUTHORITIES.
- 10. PROVIDE PROPER BARRICADES, SIGNS, AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
- 11. SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY THE CONSTRUCTION MANAGER.
- 12. ALL CONCRETE SAWCUTS SHALL BE AT AN EXISTING JOINT.
- 13. ALL NEW CONCRETE PAVEMENT AND CURB ON AREAS ADJACENT TO CONSTRUCTION SHALL BE TIED IN ACCORDANCE WITH KEYNOTE 12 OF THIS SHEET.
- 14. ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/ CRIMP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
- 15. SNOW STORAGE: SNOW WILL BE PUSHED TO THE NORTH AT THE EAST & WEST SIDE OF THE SITE. IF NEEDED SOME REMOTE PARKING SPACES WILL BE UTILIZED AS A SNOW DUMP AREA.

KEYNOTES:

- 1 18" CONCRETE CURB & GUTTER
- 2 18" CONCRETE CURB & GUTTER (REJECT)
- 3 CURB HEAD TRANSITION
- 4 PARKING LOT STRIPING
- 5 HANDICAP PARKING STALL
- 6 CONCRETE TRANSFORMER PAD
- 7 DUMPSTER ENCLOSURE (18'x21.33' CONCRETE PAD) (SEE ARCHITECTURAL PLANS)
- 8 PROPOSED LIGHT POLE (SEE ELECTRICAL)
- 9 CONCRETE BOLLARD
- 10 EXISTING TREE TO REMAIN
- 11 SAWCUT EXISTING CURB AND GUTTER
- 12 DOWEL CURBING TO EXISTING WITH 2-#5 AT 18". EMBEDDED 6" TYP.
- 13 10' CURB OPENING
- 14 TRANSITION CURB FROM NORMAL TO REJECT
- 15 18" CONCRETE CURB & CUTTER 4" SLOPED

PAVEMENT HATCH PATTERNS:

- PROPOSED 4" ASPHALTIC CONCRETE PAVEMENT W/ 12" BASE COURSE
- PROPOSED 8" REINFORCED CONCRETE PAVEMENT
- REPAVE EXISTING ASPHALT AFTER FINE GRADING

SITE PARKING RE-CAP

EXISTING AND PROPOSED ZONING = W-MRC
OFF-STREET PARKING-EXISTING REQUIRED 1 STALL FOR EACH 300 S.F. OF GROSS FLOOR AREA = 19,200 S.F. / 300 = 64 STALLS REQUIRED
OFF-STREET PARKING-EXISTING 43 PARKING STALLS (2 HANDICAP SPACES)
OFF-STREET PARKING-PROPOSED REQUIRED 1 STALL FOR EACH 300 S.F. OF GROSS FLOOR AREA = 26,016 S.F. / 300 = 87 STALLS REQUIRED
OFF-STREET PARKING-PROPOSED 87 PARKING STALLS (4 HANDICAP SPACES)

BUILDING STATISTICS

EXISTING AND PROPOSED ZONING = W-MRC	
GROSS BUILDING FLOOR AREA	BUILDING HEIGHT
26,016 S.F.	25.17'

OWNER/DESIGNER INFO:

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RHINELANDER REAL ESTATE, LLC
2301 LAKE SHORE DRIVE E
ASHLAND, WI 54806
PHONE: 715-682-5252

ARCHITECT:
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1497 6TH STREET, SUITE #3
GREEN BAY, WI 54304
PHONE: 715-321-3233

BENCH MARK:

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCHMARK #1
SOUTHWEST TOP OF FLANGE BOLT ON HYDRANT LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 250 FEET SOUTHEAST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 633.28

BENCHMARK #2
CUT SQUARE IN SOUTH OF LIGHT POLE BASE LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 270 FEET SOUTHWEST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 628.34

UTILITY DISCLAIMER:

THE LOCATIONS, SIZES, AND TYPES OF UNDERGROUND PUBLIC AND PRIVATE UTILITIES OR SUBSTRUCTURES SHOWN HEREON WERE OBTAINED FROM VISUAL INSPECTION, FIELD MEASUREMENTS, AND/OR AS-BUILT PLANS. SANITARY SEWER AND STORM SEWER PIPE SIZES, INVERTS, DIRECTION, AND LOCATIONS BETWEEN MANHOLES ARE SUPPLEMENTED BY AS-BUILT PLANS AND/OR ESTIMATED BASED ON FIELD OBSERVATIONS. PRIOR TO CONSTRUCTION IN THE VICINITY OF ANY UTILITIES SHOWN HEREON, IT IS RECOMMENDED THAT THE LOCATIONS, DEPTHS, AND SIZES BE FIELD VERIFIED. THE LOCATIONS SHOWN HEREON ARE ONLY APPROXIMATE, WITH POSSIBILITY THAT ADDITIONAL UTILITY LINES NOT DISCOVERED, OR MARKED, DURING THE SEARCH OF RECORDS AND THE FIELD SURVEY MAY EXIST. ANY CONTRACTOR USING THE INFORMATION SHOWN HEREON IS HEREBY FOREWARNED THAT ANY EXCAVATION UPON THIS SITE MAY RESULT IN THE DISCOVERY OF ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN HEREON. IN GENERAL, UNDERGROUND UTILITY LOCATIONS ARE SHOWN FROM UTILITY MARKINGS, BY OTHERS, AND/OR AS-BUILT PLANS, PROVIDED BY OTHERS. POINT OF BEGINNING MAKES NO WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE EXISTING UTILITIES SHOWN HEREON, AND BELIEVES THAT THE INFORMATION CONTAINED HEREIN IS RELIABLE AND GENERALLY ACCURATE FOR THE PURPOSE INTENDED.

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DATE	05-15-2020
PROJECT NO.	20.032

LAYOUT PLAN

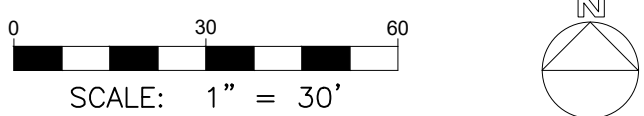
RB CUSTOM DESIGNS
ASHLAND HONDA-TOYOTA-SCION
CITY OF ASHLAND
ASHLAND COUNTY, WISCONSIN

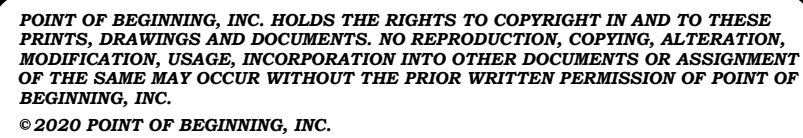
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Point of Beginning

SHEET

2 OF 7





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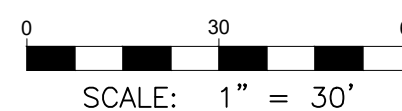
BENCHMARK #1
SOUTHWEST TOP OF FLANGE BOLT ON HYDRANT
LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE,
E, APPROXIMATELY 250 FEET SOUTHEAST OF THE
SOUTHWEST CORNER OF THE ASHLAND HONDA
TOYOTA BUILDING.
ELEVATION = 633.28

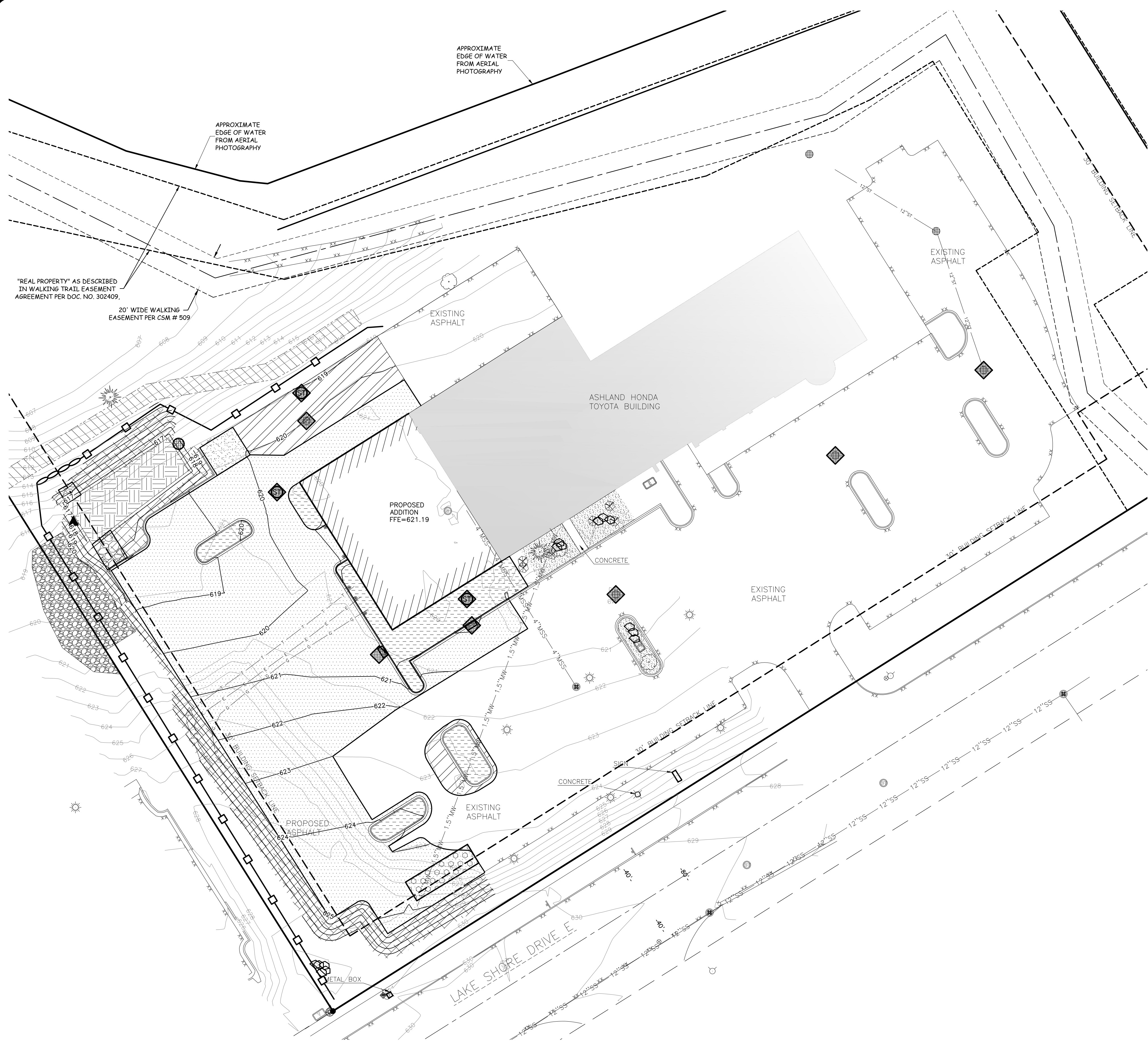
BENCHMARK #2
CUT SQUARE IN SOUTH OF LIGHT POLE BASE
LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE
E, APPROXIMATELY 270 FEET SOUTHWEST OF THE
SOUTHWEST CORNER OF THE ASHLAND HONDA
TOYOTA BUILDING.
ELEVATION = 628.34

THE LOCATIONS, SIZES, AND TYPES OF UNDERGROUND PUBLIC AND PRIVATE UTILITIES OR SUBSTRUCTURES SHOWN HEREON WERE OBTAINED FROM VISUAL INSPECTION, FIELD MEASUREMENTS, AND/OR AS-BUILT PLANS. THE SEWER, WATER, GAS, AND OTHER UTILITIES, TYPES, SIZES, AND/OR LOCATIONS BETWEEN MANHOLES ARE SUPPLEMENTED BY AS-BUILT PLANS AND/OR ESTIMATED BASED ON FIELD OBSERVATIONS. PRIOR TO CONSTRUCTION IN THE FIELD, THE UTILITIES SHOWN HEREON SHOULD BE VERIFIED. THE LOCATIONS, DEPTHS, AND SIZES BE FIELD VERIFIED. THE LOCATIONS SHOWN HEREON ARE ONLY APPROXIMATE, WITH POSSIBILITY THAT ADDITIONAL UTILITY LINES NOT DISCOVERED, OR MARKED, DURING THE SEARCH OF RECORDS AND FIELD VERIFICATION. THE INFORMATION SHOWN HEREON IS HEREBY FOREWARNED THAT ANY EXCAVATION UPON THIS SITE MAY RESULT IN THE DISCOVERY OF ADDITIONAL UNDERGROUND UTILITIES. THE SHOWN HEREON IS GENERAL INFORMATION. THE LOCATIONS SHOWN HEREON ARE NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION PROVIDED BY THIS PROJECT MARKED BY OTHERS AND/OR AS-BUILT PLANS, SHOWN FROM OTHERS, POINT OF BEGINNING MAKES NO WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE EXISTING UTILITIES SHOWN HEREON. THE INFORMATION SHOWN HEREON IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS RELIABLE AND GENERALLY ACCURATE. FOR THIS PURPOSE, INTENDED.

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. THE PROPOSED SITE PLAN FINISH FLOOR ELEVATION OF 621.19 EQUALS THE PROPOSED BUILDING ARCHITECTURAL FINISH FLOOR ELEVATION OF 100.00'.
3. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
4. INSTALL AND MAINTAIN ALL REQUIRED EROSION CONTROL MEASURES IN ACCORDANCE WITH LOCAL AUTHORITIES AND THE DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
5. 6" OF TOPSOIL SHALL BE PROVIDED IN ALL GENERAL LAWN AREAS AND 12" SHALL BE PROVIDED IN ALL PLANTING BED AREAS.
6. SEE SHEET 4 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
7. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED, AND/OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
8. COORDINATE ALL EARTHWORK ACTIVITIES WITH THE RESPECTIVE TRADES RESPONSIBLE FOR THE INSTALLATION OF GAS, CABLE, TELEPHONE AND ELECTRICAL (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE).
9. EXCESS TOPSOIL SHALL BE REMOVED FROM SITE, UNLESS OTHERWISE DIRECTED BY THE OWNER. COORDINATE WITH OWNER FOR LOCATION OF STOCKPILE IF THE OWNER CHOOSES TO SALVAGE EXCESS TOPSOIL FOR FUTURE USE. SILT FENCE SHALL BE PLACED AROUND STOCKPILE.
10. ALL TESTING AND INSPECTION SHALL BE DONE IN ACCORDANCE WITH SPS 382.21.
11. THE LOCAL MUNICIPALITY SHALL BE NOTIFIED PRIOR TO ANY EXCAVATION IN THE PUBLIC RIGHT-OF-WAY.
12. THE CONTRACTOR SHALL HAVE HIS TRAFFIC CONTROL PLAN APPROVED PRIOR TO WORK COMMENCING.
13. THE LOCAL MUNICIPALITY SHALL OPERATE ALL EXISTING WATER VALVES IF NEEDED.
14. GRADES AT BUILDING EDGE SHALL BE 6" BELOW FINISHED FLOOR ELEVATION EXCEPT AT DOOR WAY ENTRANCES OR UNLESS OTHERWISE NOTED.

4. DO NOT ADD ENGINEERED MEDIA UNTIL SITE PAVING HAS OCCURRED AND TURF AREAS HAVE BEEN ESTABLISHED WITH VEGETATION.
5. ENGINEERED MEDIA SHALL BE INSTALLED WITH NO MECHANICAL COMPACTION (INCLUDING EQUIPMENT TRACKING).
6. ENGINEERED MEDIA SHALL BE INSTALLED IN 6" LIFTS AND SPRINKLER WATERED (TO SIMULATE RAINFALL) AT EACH LIFT TO ACHIEVE SETTLEMENT. ALTERNATIVELY, ENGINEERED MEDIA MAY BE PLACED IN 1 INCH LIFTS WITH WETTED, FINISHED GRASS PLACED 3 INCHES ABOVE THE PLAN ELEVATION TO ACCOUNT FOR EXPECTED SETTLEMENT DURING INITIAL RAINFALLS.
4. A TYPE A HDPE LINER, IN APPENDIX D OF THE WDNR TECHNICAL STANDARD 1001, SHALL BE INSTALLED AS FOLLOWS:
 - A. MINIMUM THICKNESS SHALL BE 60 MILS.
 - B. DESIGN ACCORDING TO THE CRITERIA IN TABLE 3 OF THE NRCS 313, WASTE STORAGE FACILITY TECHNICAL STANDARD.
 - C. INSTALLED ACCORDING TO NRCS WISCONSIN CONSTRUCTION SPECIFICATION 202, POLYETHYLENE GEOMEMBRANE LINING.
5. THE CONTRACTOR MAY USE OTHER LINER METHODS, IF APPROVED BY THE CIVIL ENGINEER.
6. ENGINEERED MEDIA COMPOSITION--THE SOIL SHALL BE ENGINEERED TO THE FOLLOWING SPECIFICATIONS:
 - A. THE PLANTING MIXTURE SHALL CONSIST OF A MIXTURE OF 70 TO 85% SAND AND 15 TO 30% COMPOST BY VOLUME. SPECIAL ATTENTION SHOULD BE GIVEN TO PLANT SELECTION WHEN THE PERCENTAGE OF COMPOST IS 15%.
 - NOTE: THIS MIXTURE MEETS THE EQUIVALENT LEVEL OF PROTECTION AS REQUIRED BY DNR.
- 6.B. THE SAND SHALL MEET ONE OF THE FOLLOWING GRADATION REQUIREMENTS:
 - USDA COARSE SAND (.02 - .04 INCHES)
 - ASTM C33 (FINE AGGREGATE CONCRETE SAND)
 - WISCONSIN STANDARDS AND SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, SECTION 501.2.5.3.4. (FINE AGGREGATE CONCRETE SAND) 2005 EDITION, OR AN EQUIVALENT AS APPROVED BY THE ADMINISTERING AUTHORITY. THE PREFERRED SAND COMPONENT CONSISTS OF #10 TO #20 SIEVE, BUT NOT EXCEEDING 10% FINE. IF CALCULI CARBONATE MAY ALSO BE USED.
- 6.C. MANUFACTURED SAND OR STONE DUST IS NOT ALLOWED. THE SAND SHALL BE WASHED AND DRAINED TO REMOVE CLAY AND SILT PARTICLES PRIOR TO MIXING.
- 6.D. THE COMPOST COMPONENT SHALL BE THE SAME AS THE REQUIREMENTS OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES SPECIFICATION 5100, COMPOST.
- 6.E. THE ENGINEERED SOIL MIX SHALL BE FREE OF ROCKS, STUMPS, ROOTS, BRUSH OR OTHER MATERIAL OVER 1 INCH IN DIAMETER. NO OTHER MATERIALS SHALL BE MIXED WITH THE PLANTING SOIL THAT MAY BE HARMFUL TO PLANT GROWTH OR PROVIDE A HINDRANCE TO PLANTING OR MAINTENANCE.
- 6.E. THE ENGINEERED SOIL MIX SHALL HAVE A PH BETWEEN 5.5 AND 6.5.
- 6.F. THE ENGINEERED SOIL MIX SHALL HAVE ADEQUATE NUTRIENT CONTENT TO MEET PLANT GROWTH REQUIREMENTS.

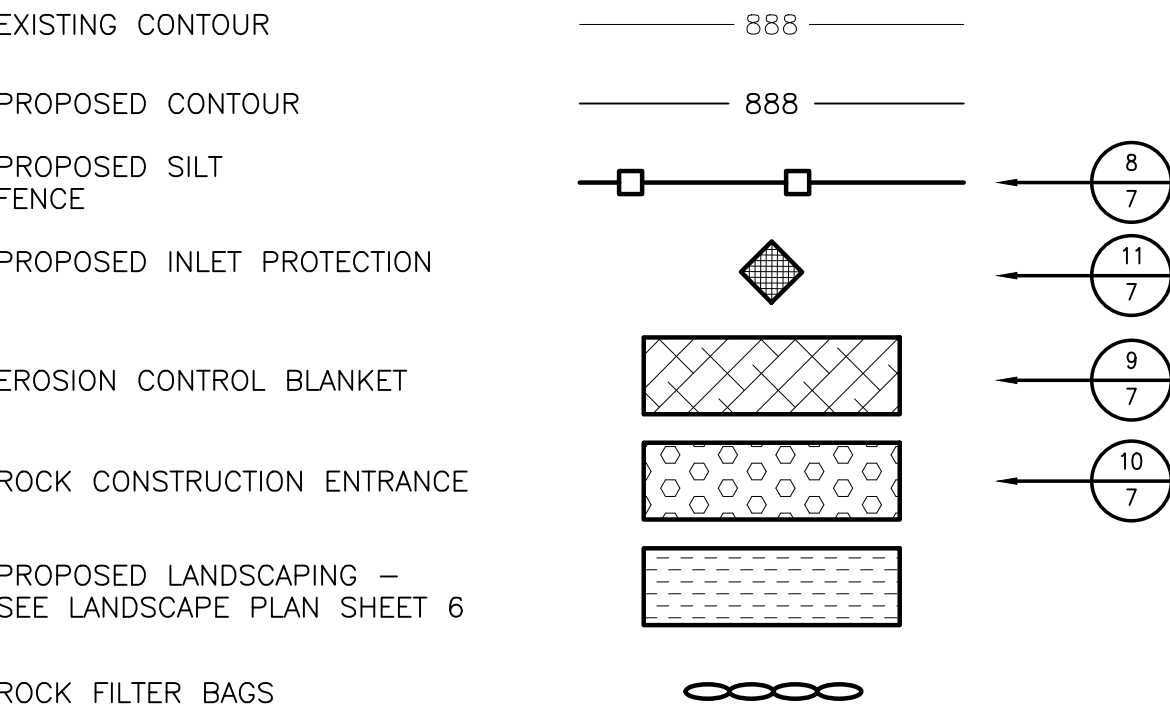




GENERAL NOTES:

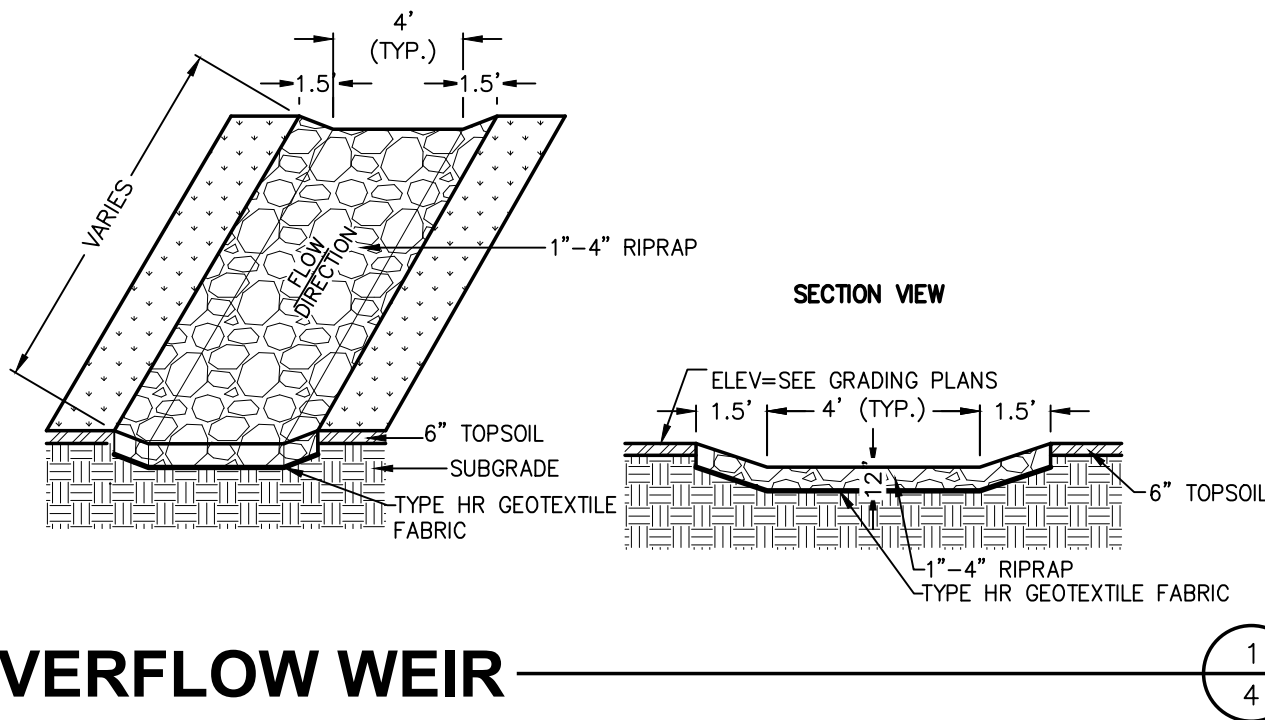
1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. NOTIFY THE LOCAL MUNICIPALITY AT LEAST 2 WORKING DAYS PRIOR TO THE START OF SOIL DISTURBING ACTIVITIES.
3. INSTALL ALL TEMPORARY EROSION CONTROL ELEMENTS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
4. ALL ACTIVITIES SHALL BE CONDUCTED IN A LOGICAL SEQUENCE AS TO MINIMIZE THE AMOUNT OF BARE SOIL EXPOSED AT ANY ONE TIME. MAINTAIN EXISTING VEGETATION AS LONG AS POSSIBLE.
5. CRUSHED ROCK DRIVES FOR SEDIMENT TRACKING UTILIZING 3" CRUSHED ROCK SHALL BE MAINTAINED AT ALL CONSTRUCTION ENTRANCES TO THE SITE. THE ROCK DRIVE SHALL BE A MINIMUM OF 12" THICK AND BE A MINIMUM OF 50 FEET IN LENGTH BY THE WIDTH OF THE DRIVEWAY.
6. OFF SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF A STORM EVENT SHALL BE CLEANED UP BY THE END OF THE NEXT WORK DAY. ALL OFF SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION ACTIVITIES, INCLUDING SOIL TRACKED BY CONSTRUCTION TRAFFIC, SHALL AT A MINIMUM BE CLEANED BY THE END OF EACH WORK DAY. EXCESSIVE AMOUNTS OF SEDIMENT OR OTHER DEBRIS TRACKED ONTO ADJACENT STREETS SHALL BE CLEANED IMMEDIATELY. FINE SEDIMENT ACCUMULATIONS SHALL BE CLEANED FROM ADJACENT STREETS BY THE USE OF MECHANICAL OR MANUAL SWEEPING OPERATIONS ONCE A WEEK AT A MINIMUM AND BEFORE IMMINENT RAIN EVENTS.
7. DISTURBED GROUND OUTSIDE OF THE EVERYDAY CONSTRUCTION AREAS, INCLUDING SOIL STOCKPILES, THAT ARE LEFT INACTIVE FOR MORE THAN 7 DAYS SHALL BE TEMPORARILY STABILIZED BY SEEDING/MULCHING OR OTHER APPROVED METHODS.
8. WASTE MATERIAL THAT IS GENERATED ON THE CONSTRUCTION SITE SHALL BE PROPERLY DISPOSED OF AND NOT ALLOWED TO RUN INTO RECEIVING WATERS.
9. EROSION CONTROL DEVICES DESTROYED AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE END OF EACH WORK DAY.
10. INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE A WEEK AND AFTER ANY RAINFALL OF 0.5" OR MORE. MAKE NEEDED REPAIRS AND DOCUMENT ALL ACTIVITIES AS PER THE REQUIREMENTS OF THE NOTICE OF INTENT SUBMITTED BY THE PROJECT CIVIL ENGINEER.
11. ALL TEMPORARY EROSION CONTROL ELEMENTS SHALL REMAIN IN PLACE UNTIL A SUFFICIENT GROWTH OF VEGETATION IS ESTABLISHED AND THEN BE REMOVED AS PART OF THE BASE BID.
12. IF SEDIMENT LADEN WATER NEEDS TO BE REMOVED FROM THE SITE, FILTER BAGS OR SCREENING SHALL BE USED IN ACCORDANCE WITH THE WI DNR TECHNICAL STANDARDS 1061 TO PREVENT THE DISCHARGE OF SEDIMENT TO THE MAXIMUM EXTENT PRACTICABLE.
13. COORDINATE ALL EARTHWORK ACTIVITIES WITH THE RESPECTIVE TRADES RESPONSIBLE FOR THE INSTALLATION OF GAS, CABLE, TELEPHONE AND ELECTRICAL (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE).
14. IF BARE SOIL IS EXPOSED DURING THE WINTER MONTHS, STABILIZATION BY MULCHING OR ANIONIC POLYACRYLAMIDE SHALL OCCUR PRIOR TO SNOW OR FROZEN GROUND.
15. SILT FENCE SHALL BE INSTALLED AROUND THE TOPSOIL STOCKPILE.
16. THE CONTRACTOR SHALL PERFORM INSPECTIONS AND MONITORING OF EROSION CONTROL PRACTICES IN ACCORDANCE WITH THE WI DNR "CONSTRUCTION SITE INSPECTION REPORT" FORM 3400-187. THIS FORM CAN BE FOUND IN THE CONSTRUCTION SPECIFICATIONS.

EROSION CONTROL LEGEND:

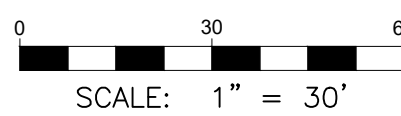


EROSION CONTROL SEQUENCING

1. INSTALL PERIMETER EROSION CONTROL.
2. EXCAVATE A TEMPORARY SEDIMENT TRAP AT THE PROPOSED BIO-RETENTION AREA IN ACCORDANCE WITH DNR TECHNICAL STANDARD 1063.
 - 2.1. INSTALL STONE OUTLET/OVERFLOW WEIR PER GRADING PLAN DETAIL 1, SHEET 4.
 - 2.2. EXCAVATE SWALES NORTH AND EAST FROM THE BASIN TO DIRECT AND MAXIMIZE STORMWATER RUNOFF TO THIS BASIN DURING CONSTRUCTION.
3. BEGIN DEMOLITION
4. BEGIN ROUGH GRADING AND UTILITY INSTALLATION
5. DURING GRADING ACTIVITIES EXISTING GRASS AND VEGETATION, TO BE REMOVED, SHALL REMAIN IN PLACE FOR AS LONG AS POSSIBLE, TO AVOID SEDIMENT TRANSPORT.
6. TEMPORARY STABILIZATION ACTIVITIES SHALL COMMENCE WHEN LAND DISTURBING CONSTRUCTION ACTIVITIES HAVE TEMPORARILY CEASED AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.
7. FINAL STABILIZATION ACTIVITY SHALL COMMENCE WHEN LAND DISTURBING ACTIVITIES CEASE AND FINAL GRADE HAS BEEN REACHED ON ANY PORTION OF THE SITE.
8. PER GENERAL NOTE #20, THE SEDIMENT TRAP SHALL BE RECONSTRUCTED INTO THE PROPOSED BIO-RETENTION AREA AFTER THE SURROUNDING AREA HAS BEEN FULLY STABILIZED.
 - 8.1. ANY CONSTRUCTION SITE SEDIMENT BUILD UP SHALL BE REMOVED FROM THE PROPOSED BIO-RETENTION BASIN BEFORE EXCAVATION TO THE FINAL DEPTH AND INSTALLATION OF THE ENGINEERED SOIL.
9. IF DISTURBED AREAS MUST BE LEFT OVER WINTER, AN ANIONIC POLYACRYLAMIDE SHALL BE APPLIED TO ALL DISTURBED AREAS PRIOR TO GROUND FREEZE. SEE SPECIFICATIONS FOR DETAILS.



OVERFLOW WEIR



OWNER/DESIGNER INFO:

OWNER:
RHINELANDER REAL ESTATE, LLC
2301 LAKE SHORE DRIVE E
ASHLAND, WI 54806
PHONE: 715-682-5252

ARCHITECT:
RICHARD BIERMAN - R.B. CUSTOM DESIGNS INC.
2108 W. JOHNSBURG ROAD
JOHNSBURG, IL 60051
PHONE: 815-759-9459

CIVIL ENGINEER:
RYAN ERDMANN - POINT OF BEGINNING
LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 270 FEET SOUTHWEST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 628.34

BENCH MARK:

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCH MARK #1
SOUTHWEST TOP OF FLANGE BOLT ON HYDRANT LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 250 FEET SOUTHEAST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 633.28

BENCH MARK #2
CUT SQUARE IN SOUTH OF LIGHT POLE BASE LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE E, APPROXIMATELY 270 FEET SOUTHWEST OF THE SOUTHWEST CORNER OF THE ASHLAND HONDA TOYOTA BUILDING.
ELEVATION = 628.34

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CHECKED:	JUL
DRAWN:	RDE
DATE	05-15-2020
PROJECT NO.	20.032

EROSION CONTROL PLAN

RB CUSTOM DESIGNS
ASHLAND HONDA-TOYOTA-SCION
CITY OF ASHLAND
ASHLAND COUNTY, WISCONSIN

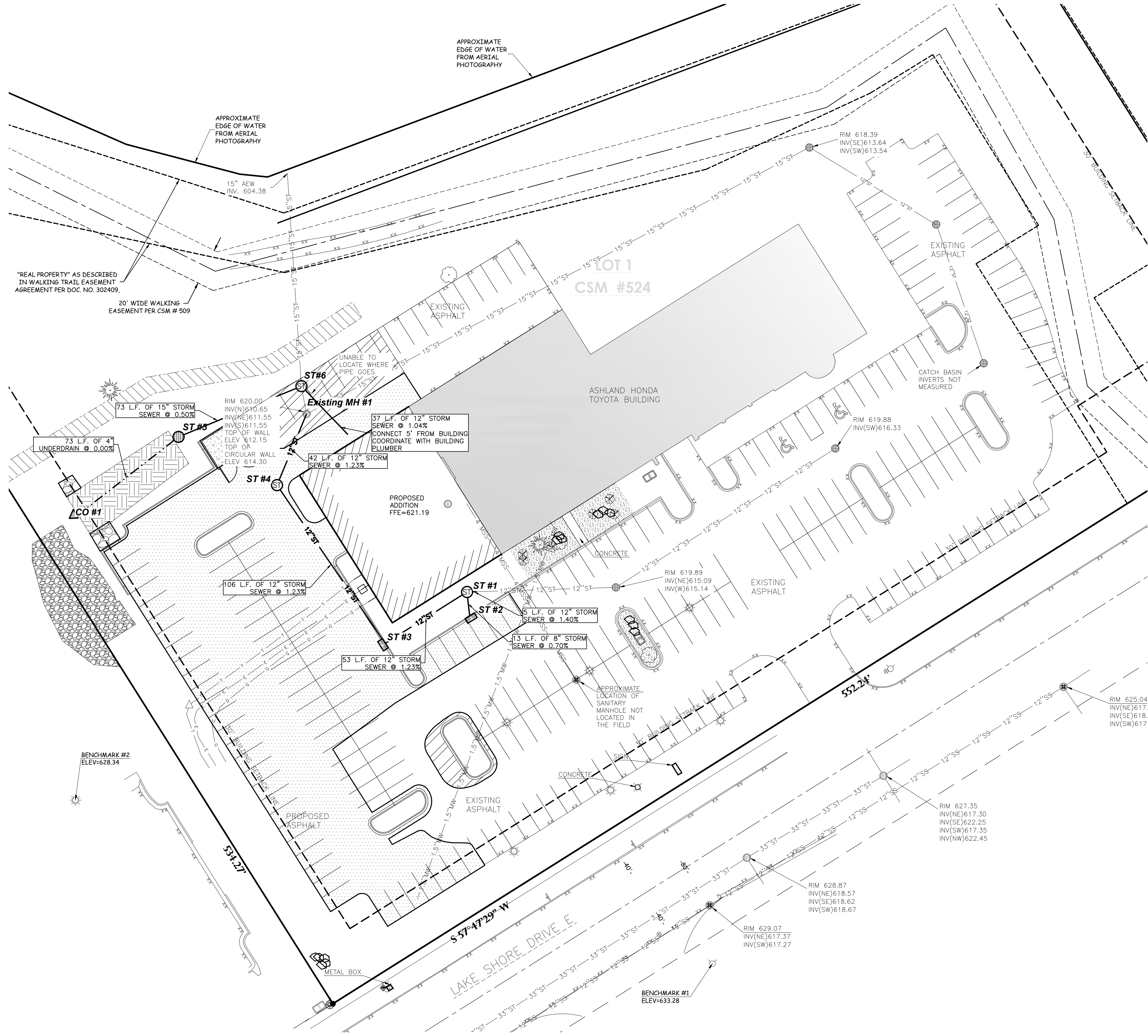
Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

SHEET

4

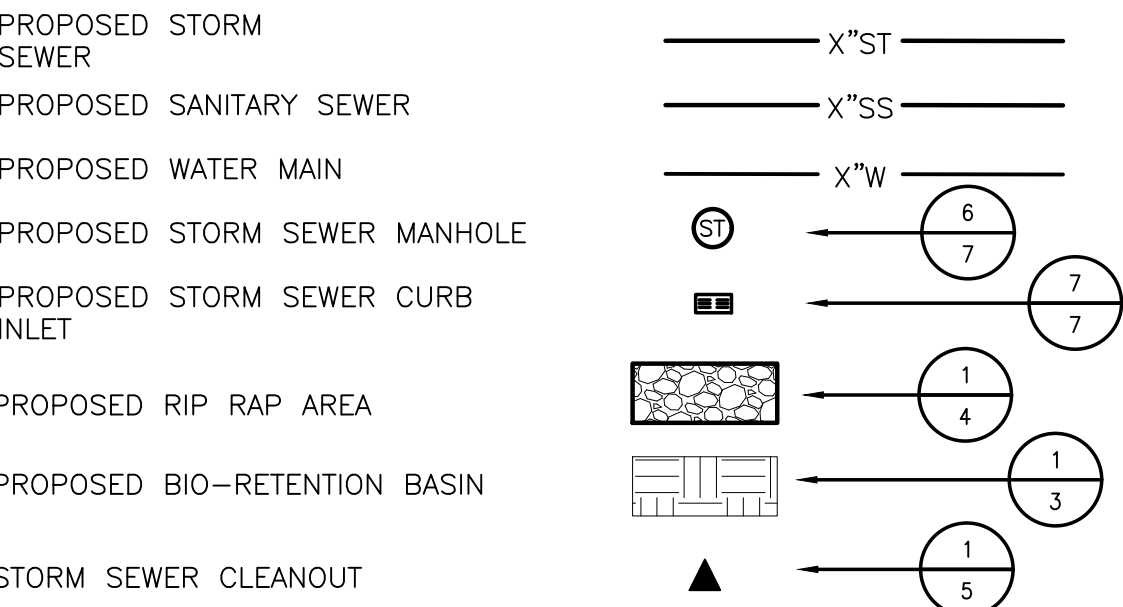
OF 7



GENERAL NOTES:

- 1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
- 2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- 3. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR.
- 4. REFER TO THE PROPOSED BUILDING MECHANICAL/PLUMBING PLANS TO VERIFY EXACT CONNECTION LOCATIONS AND SIZES OF PROPOSED SANITARY SEWER AND WATER LATERALS.
- 5. COORDINATE ALL UTILITY WORK WITH THE RESPECTIVE TRADES RESPONSIBLE FOR THE INSTALLATION OF GAS, CABLE, TELEPHONE AND ELECTRICAL (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE).
- 6. COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAY WITH THE LOCAL MUNICIPALITY.
- 7. ALL TESTING AND INSPECTION SHALL BE DONE IN ACCORDANCE WITH SP5 382.21.
- 8. THE MUNICIPALITY SHALL BE CONTACTED PRIOR TO ANY EXCAVATION IN THE PUBLIC RIGHT-OF-WAY, AND PRIOR TO CONNECTING SANITARY SEWER AND WATER LATERALS TO THE PUBLIC MAINS.
- 9. THE MUNICIPALITY SHALL OPERATE ALL EXISTING WATER VALVES, IF NEEDED.

UTILITY LEGEND:



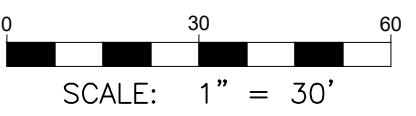
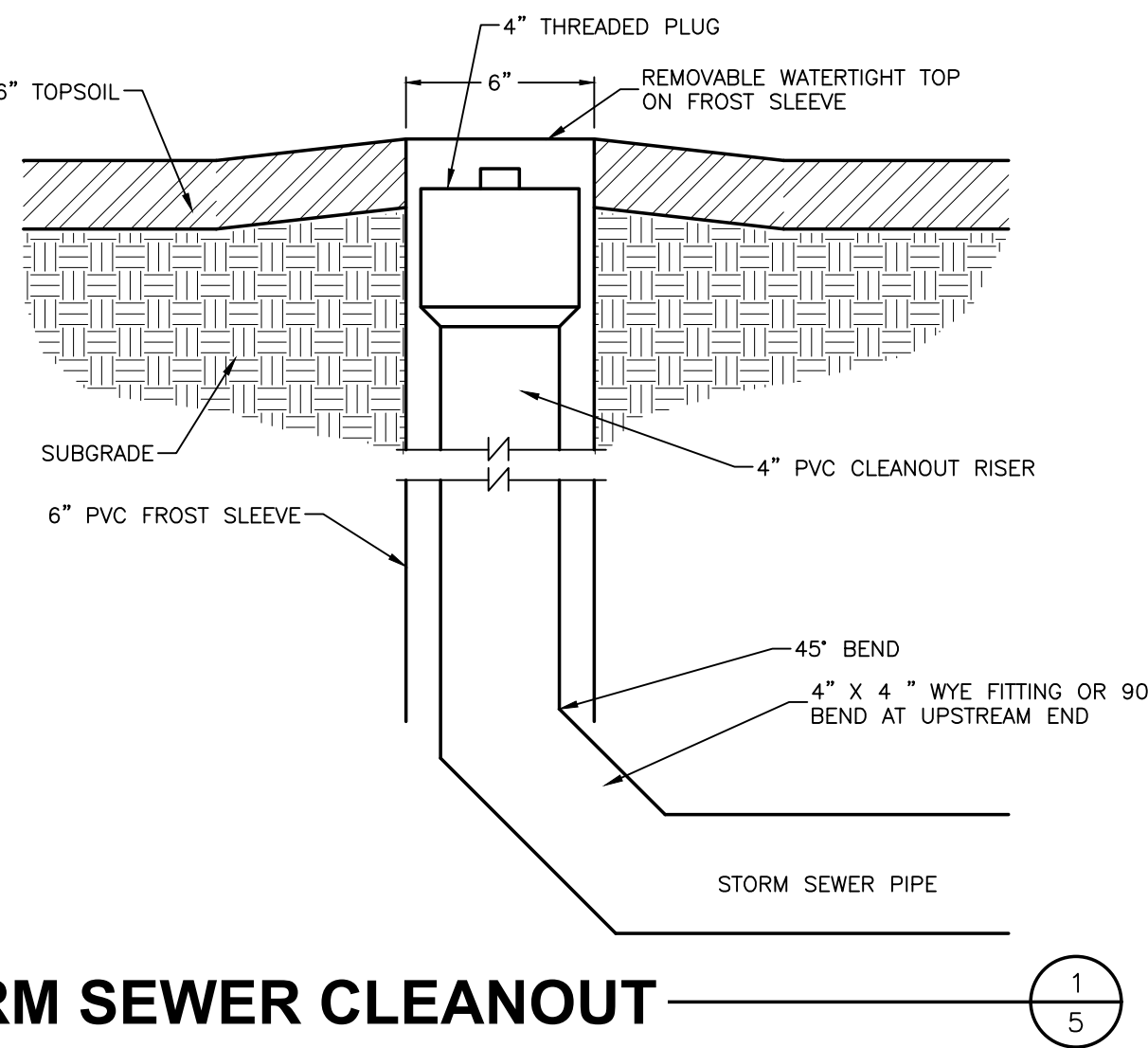
STORM MANHOLE SCHEDULE:

ST #1 RIM 620.69 INV. E 614.04 INV. W 614.04 INV. S 615.85 DEPTH 6.65 48" I.D. PRECAST MANHOLE W/ NEENAH R-1733 CASTING W/ SOLID COVER	ST #2 RIM 619.78 INV. N 615.95 DEPTH 3.83 2'X3' BOX CATCH BASING W/ NEENAH R-3067 CASTING TYPE R GRATE	ST #3 RIM 620.10 INV. E 613.39 INV. N 613.39 DEPTH 6.71 2'X3' BOX CATCH BASING W/ NEENAH R-3067 CASTING TYPE R GRATE	ST #4 RIM 620.34 INV. S 612.09 INV. NE 612.09 INV. W 615.92 DEPTH 8.25 48" I.D. PRECAST MANHOLE W/ NEENAH R-1733 CASTING W/ SOLID COVER
ST #5 RIM 617.17 INV. E 613.87 INV. W 614.17 DEPTH 3.30 36" I.D. PRECAST MANHOLE W/ NEENAH 2560-EA CASTING W/ BEEHIVE GRATE	ST #6 RIM 619.17 INV. N 610.12 INV. W 613.47 INV. S 610.27 INV. SE ROOF DRAIN FROM BLDG DEPTH 9.05 72" I.D. PRECAST MANHOLE W/ NEENAH R-1733 CASTING W/ SOLID COVER	EXISTING MH #1 RIM 619.98 INV. N 610.65 INV. E 611.55 INV. W 611.55 MODIFY EXISTING STRUCTURE AS REQUIRED TO ACCOMMODATE NEW STORM PIPE ADJUST EXISTING CASTING	

CLEAN OUT SCHEDULE:

CO #1 RIM 617.47 INV.* 614.17
--

* NOTE: INVERT ELEVATION SHOWN AT 90° BEND/VERTICAL RISER



OWNER/DESIGNER INFO:

OWNER:
RHINELANDER REAL ESTATE, LLC
2301 LAKE SHORE DR E
ASHLAND, WI 54806
PHONE: 715-682-5252

ARCHITECT:
RICHARD BIERMAN - R.B. CUSTOM DESIGNS INC.
2108 W. JOHNSBURG ROAD
JOHNSBURG, IL 60051
PHONE: 815-759-9459

CIVIL ENGINEER:
RYAN ERDMANN - POINT OF BEGINNING
1497 6TH STREET, SUITE #3
GREEN BAY, WI 54304
PHONE: 715-321-3233

BENCH MARK:

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCH MARK #1
SOUTHWEST TOP OF FLANGE BOLT ON HYDRANT
LOCATED ON THE NORTH SIDE OF LAKE SHORE DRIVE
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SOUTHWEST CORNER OF THE ASHLAND HONDA
TOYOTA BUILDING.
ELEVATION = 633.28

BENCH MARK #2
CUT SQUARE IN SOUTH OF LIGHT POLE BASE
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ELEVATION = 628.34

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STORM SEWER CLEANOUT

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REVISIONS

CHECKED:	JUL
DRAWN:	RDE
DATE	04-28-2020
PROJECT NO.	20.032

UTILITY PLAN

RB CUSTOM DESIGNS
ASHLAND HONDA-TOYOTA-SCION
CITY OF ASHLAND
ASHLAND COUNTY, WISCONSIN

Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

SHEET 5 OF 7

-

SYMBOLS	BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE	SIZE AT MATURITY	QUANTITY
CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FOERSTER FEATHER REED GRASS	1 GAL.	4-6T X 2'W	21
SS	SCHIZACHYRIUM SCOPARIUM 'THE BLUES'	THE BLUES LITTLE BLUESTEM	1 GAL.	2-3T & W	48



PLANT SYMBOLS	BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE	QUANTITY
	PHYSCARPUS OPULIFOLIUS	TINY WINE	3 GAL.	12
	PANICUM VIRGATUM	SWITCH GRASS	1 GAL.	17
	ARONIA MELANOCARPA	BLACK CHOKEBERRY	1 GAL.	22

ORDINANCE= REQUIRES 10% OF INTERIOR PARKING LOT DEVOTED TO LANDSCAPE PLANTING AREAS

2,499 S.F. OF INTERIOR LANDSCAPE ISLAND PROPOSED

NOTE: EXISTING PAVEMENT TO REMAIN: 56,446 SF
TOTAL EXISTING LANDSCAPE TO REMAIN: 3,760 SF
PROPOSED LANDSCAPE (OTHER THAN INTERIOR): 2,180 SF

CIVIL ENGINEER:
RYAN ERDMANN - POINT OF BEGINNING
1497 6TH STREET, SUITE #3
GREEN BAY, WI 54304
PHONE: 715-321-3233

BENCHMARK #2
CUT SQUARE IN SOUTH OF LIGHT POLE BASE
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20' WIDE WALKING
EASEMENT PER CSM # 509

APPROXIMATE
EDGE OF WATER
FROM AERIAL
PHOTOGRAPHY

APPROXIMATE
EDGE OF WATER
FROM AERIAL
PHOTOGRAPHY

SEE DETAIL 1
FOR BIO RETEN
AREA PLANTIN
DETAILS

PROPOSED
ADDITION
FFE=621.19

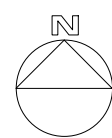
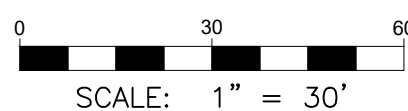
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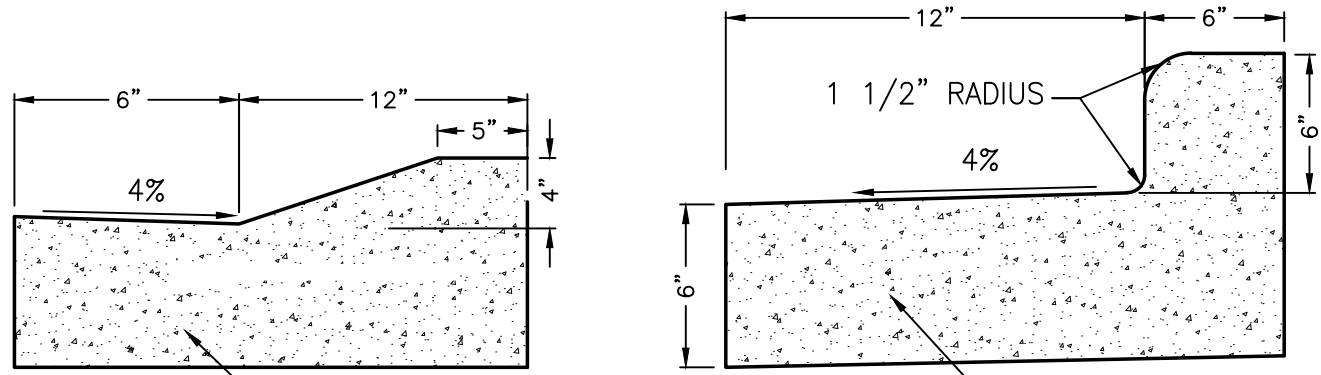
PENINSULA ONLY: 125 SF

LAKE SHORE DRIVE E.

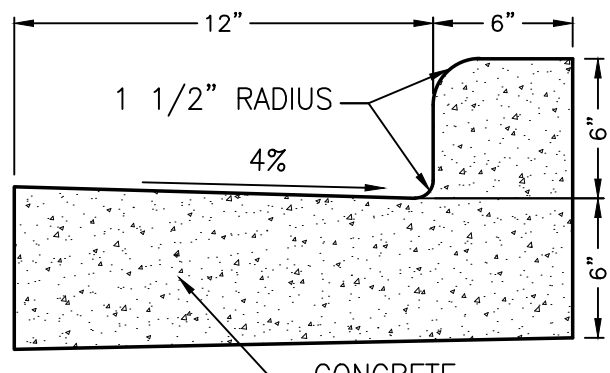
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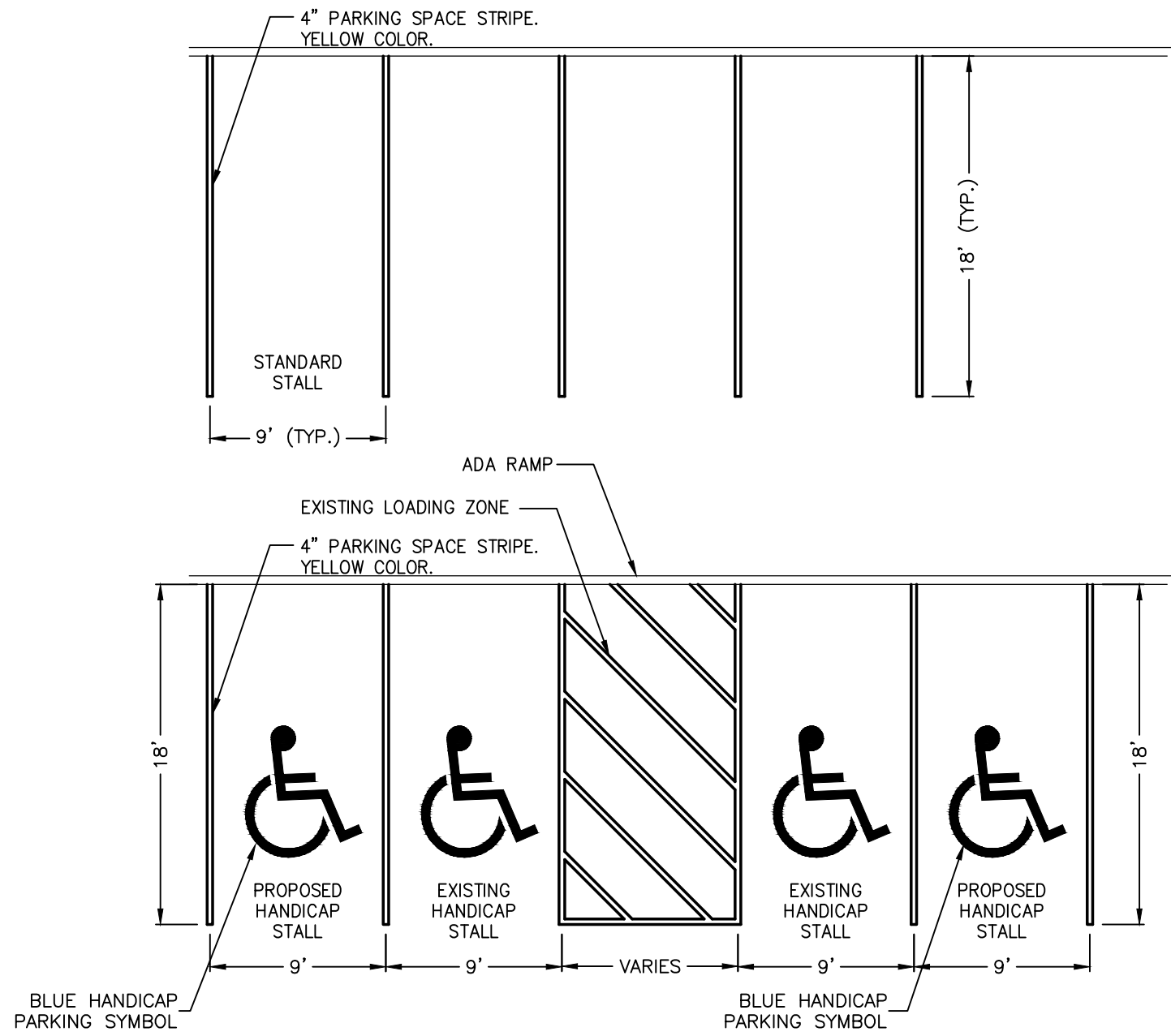


SLOPED

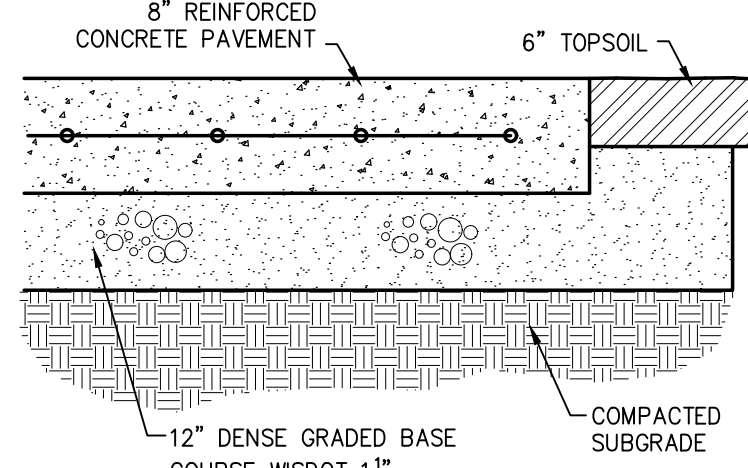


STANDARD

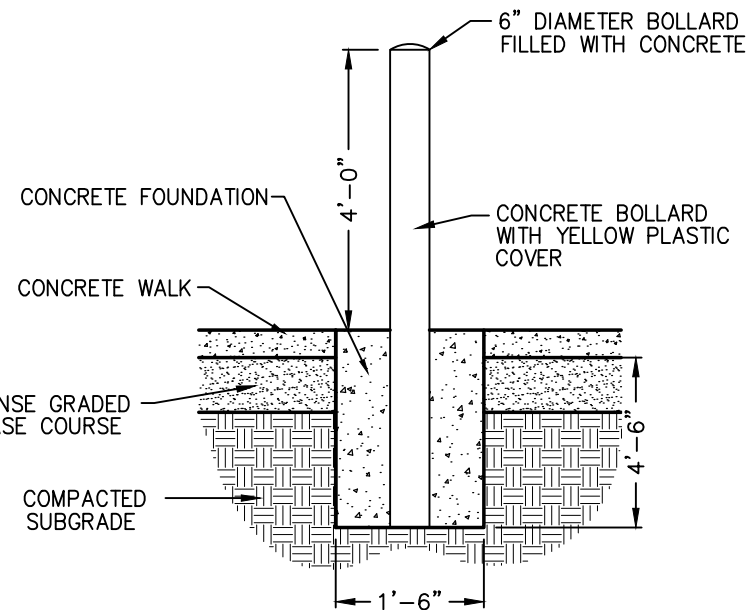
18" CONCRETE CURB & GUTTER



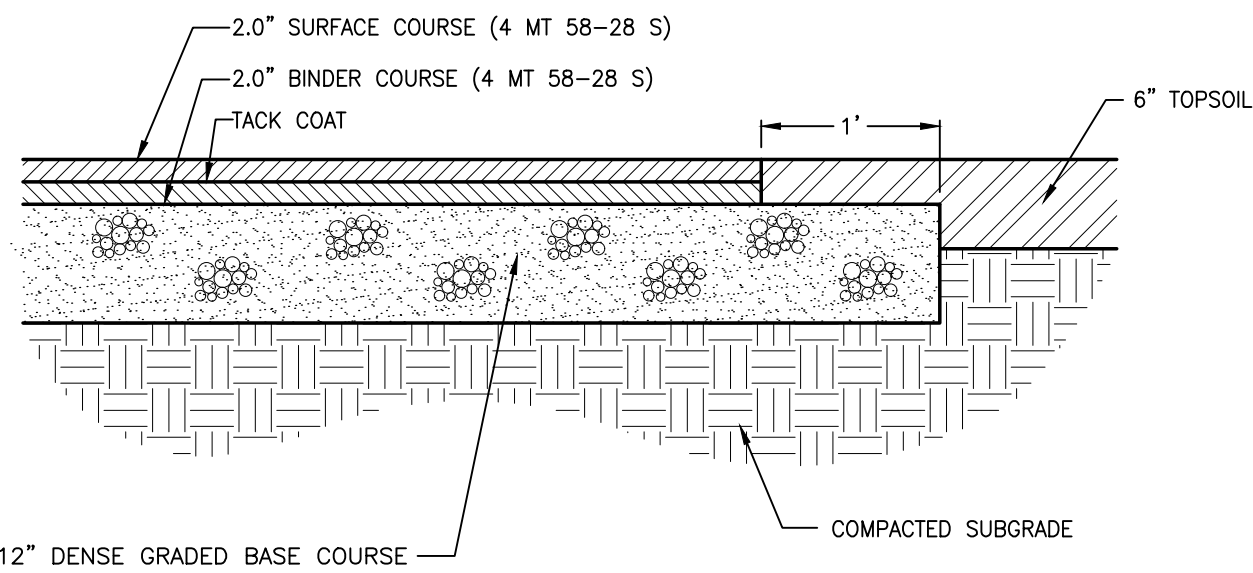
PAVEMENT MARKING



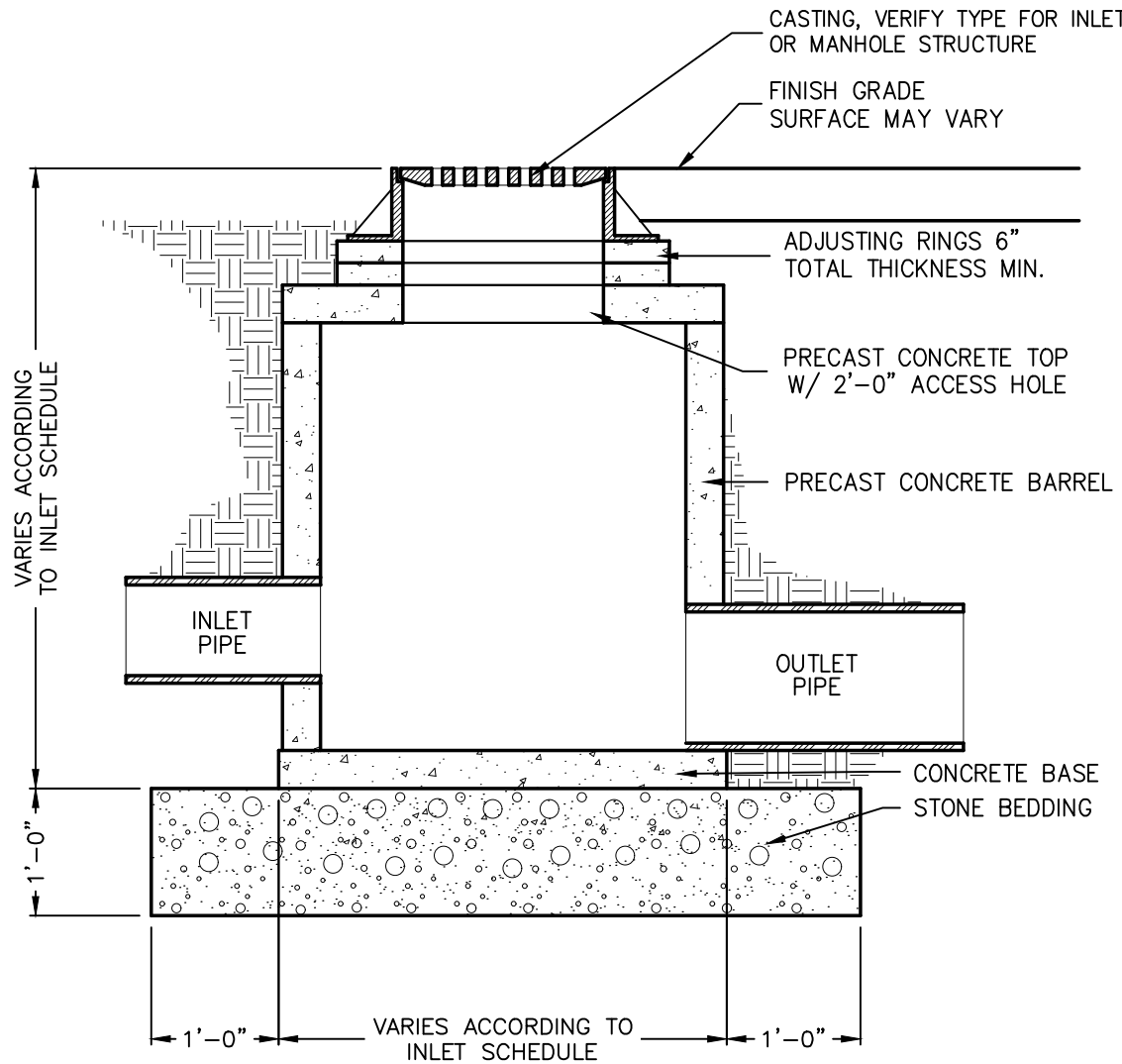
REINFORCED CONCRETE



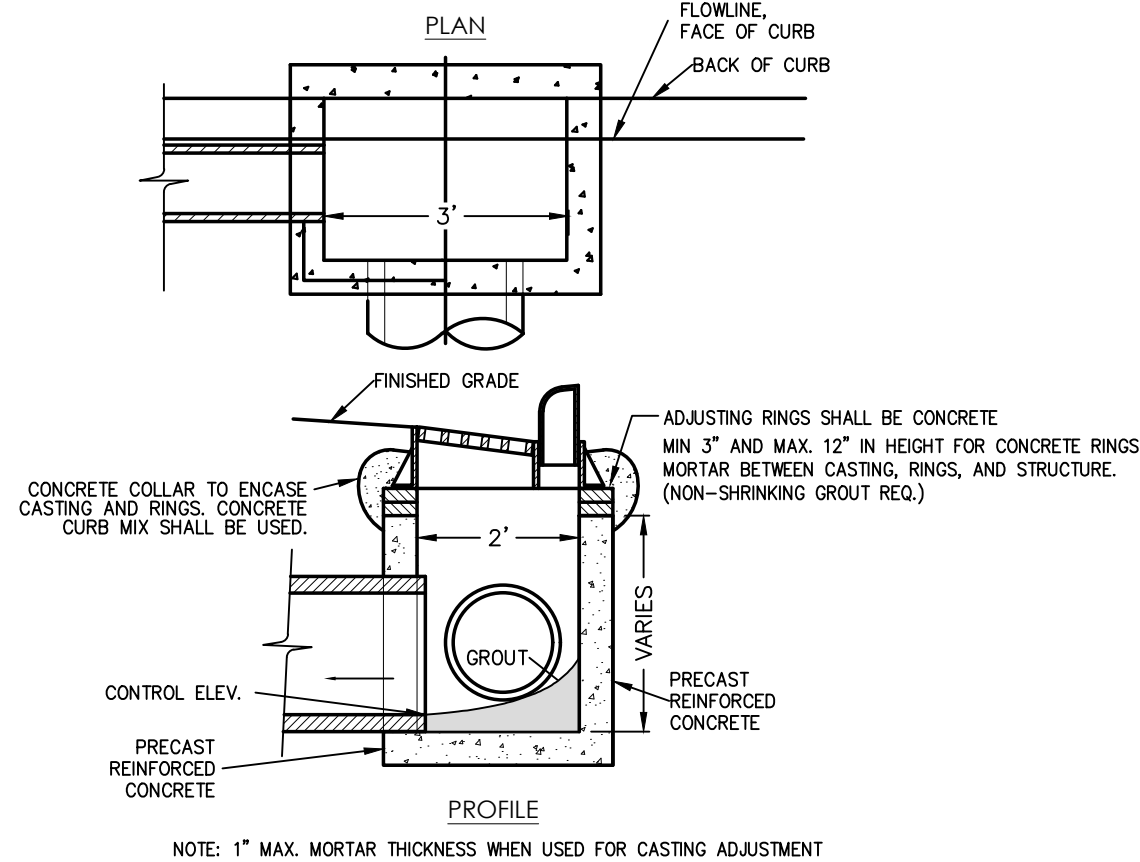
CONCRETE BOLLARD



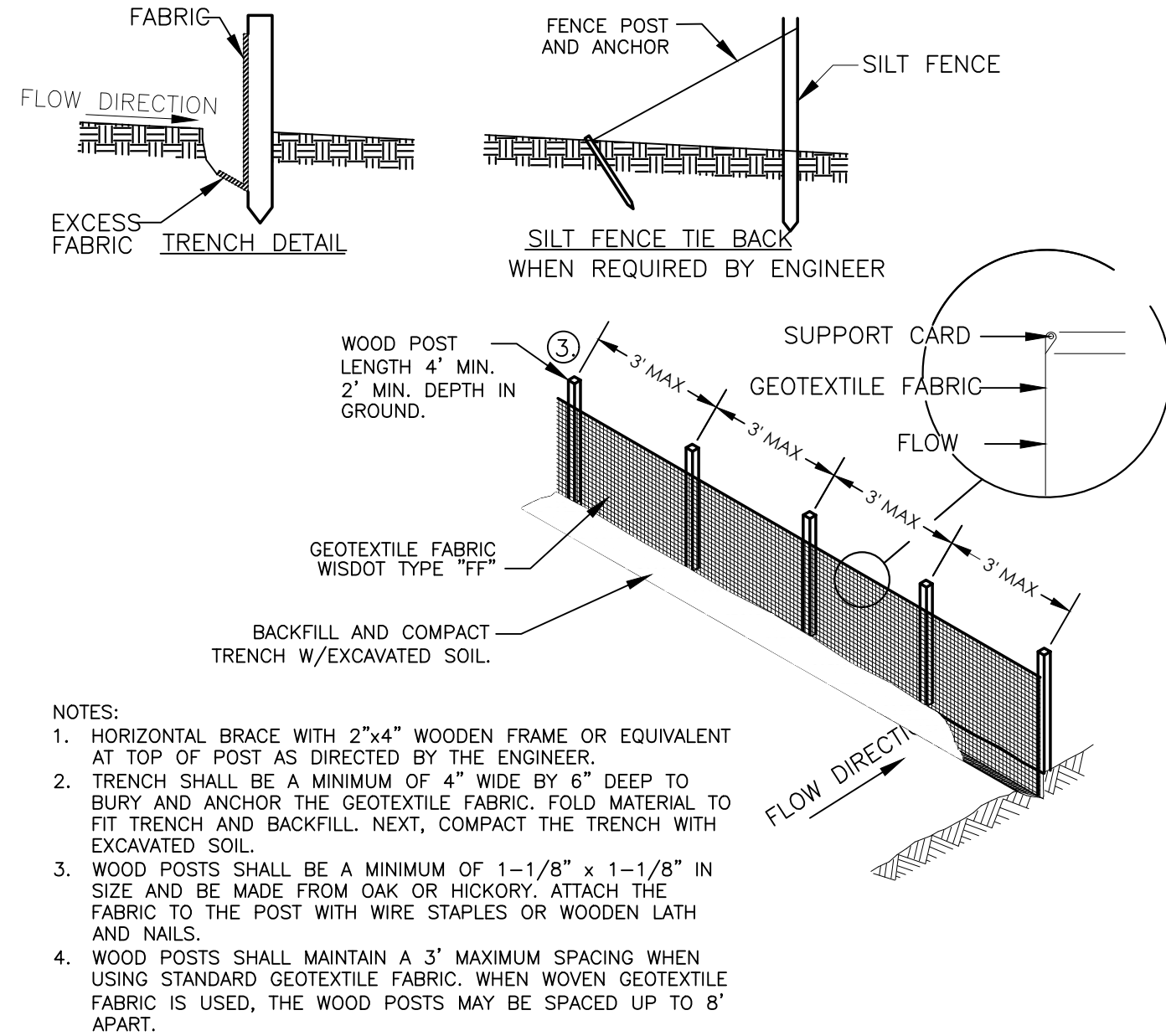
ASPHALT PAVEMENT



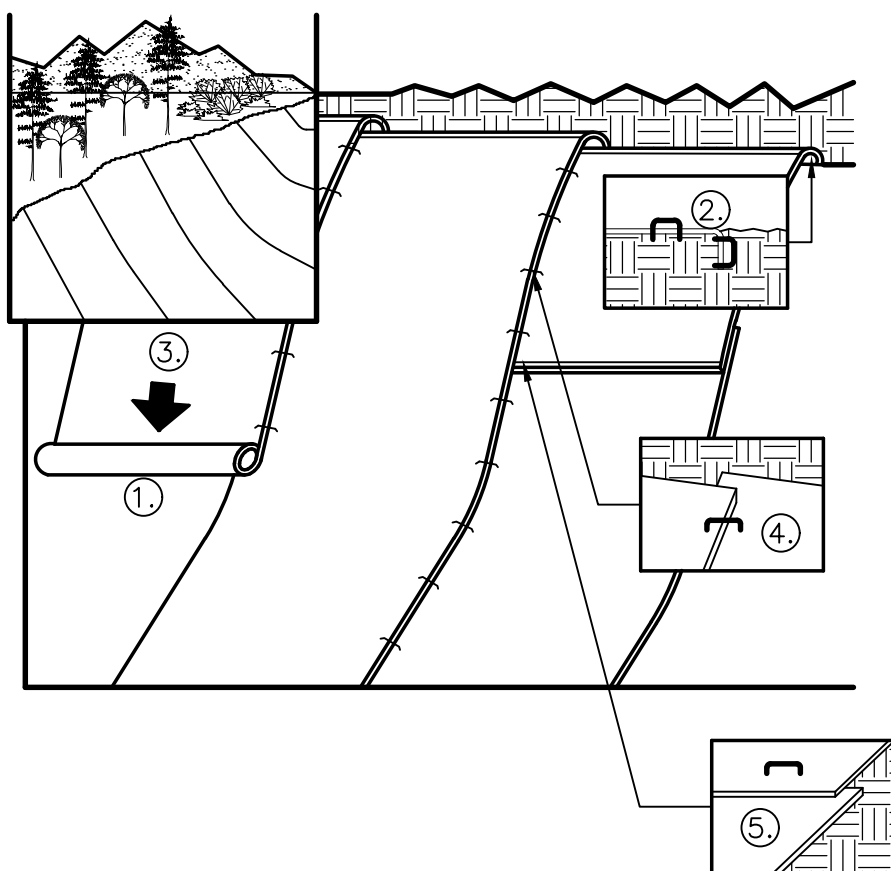
STORM MANHOLE



2'X3' BOX CATCH BASIN

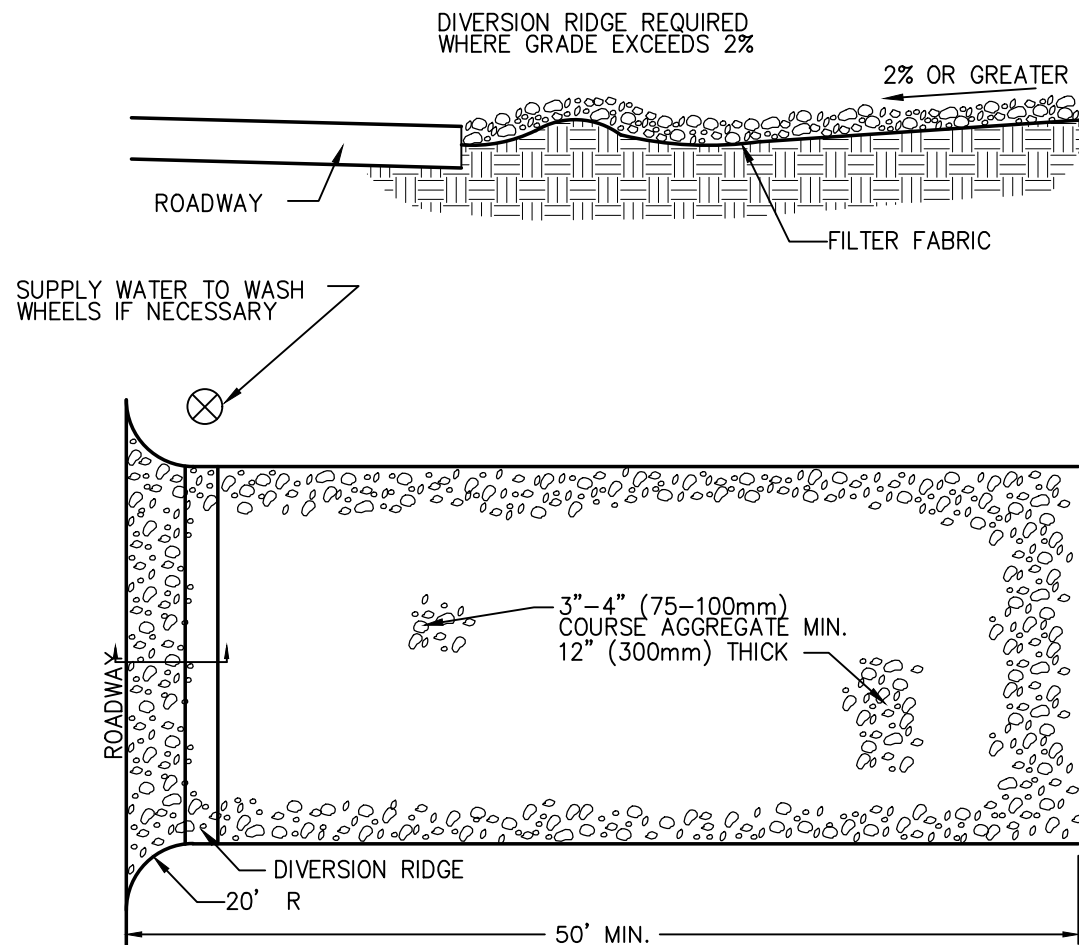


SILT FENCE



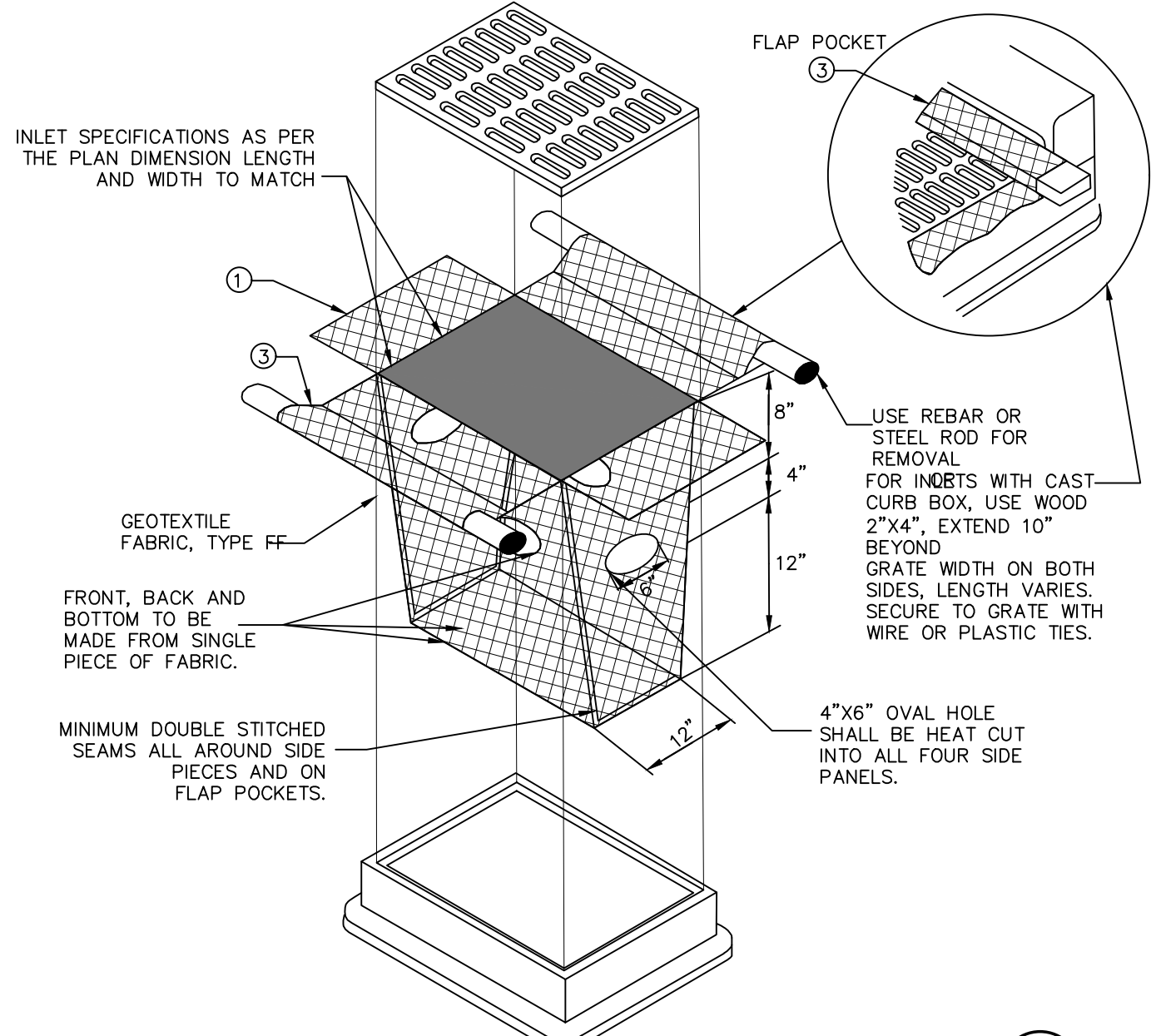
- GENERAL NOTES:
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-0-SEED DO NOT SEED PREPARED AREA. CELL-0-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
 2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP BY 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
 3. ROLL THE BLANKETS DOWN THE SLOPE IN THE DIRECTION OF THE WATER FLOW.
 4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2" OVERLAP. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY 6" OVERLAP. STAPLE THROUGH OVERLAPPED AREA APPROXIMATELY 12" APART.

EROSION CONTROL BLANKET



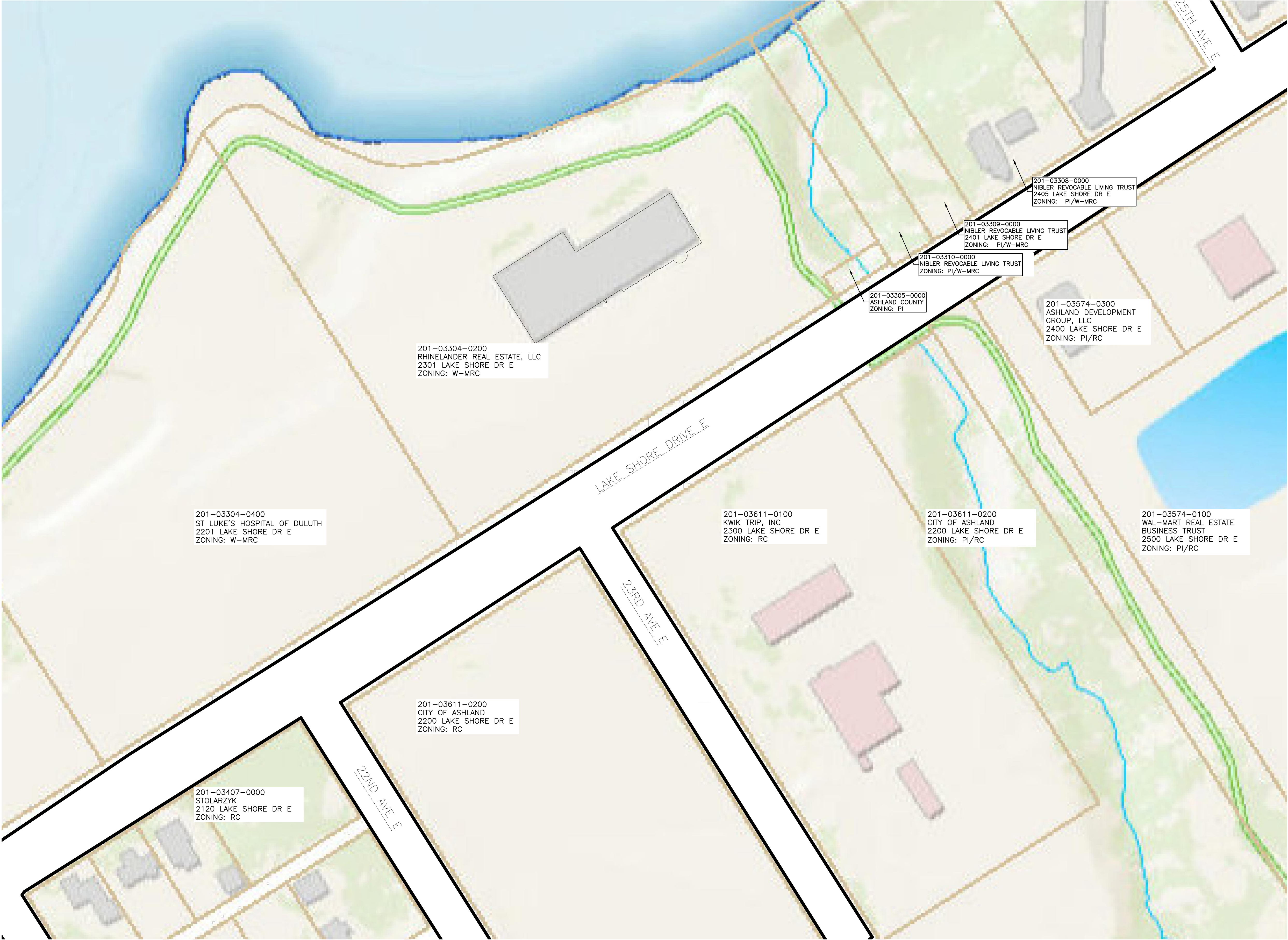
- NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT.
 2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. ANY MEASURES USED TO TRAP SEDIMENT.
 3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

ROCK CONSTRUCTION ENTRANCE

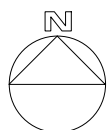
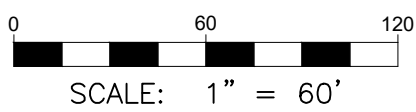


INLET PROTECTION

VICINITY MAP



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REVISIONS	
CHECKED:	JUL
DRAWN:	RDE
DATE	04-15-2020
PROJECT NO.	20.032

VICINITY MAP

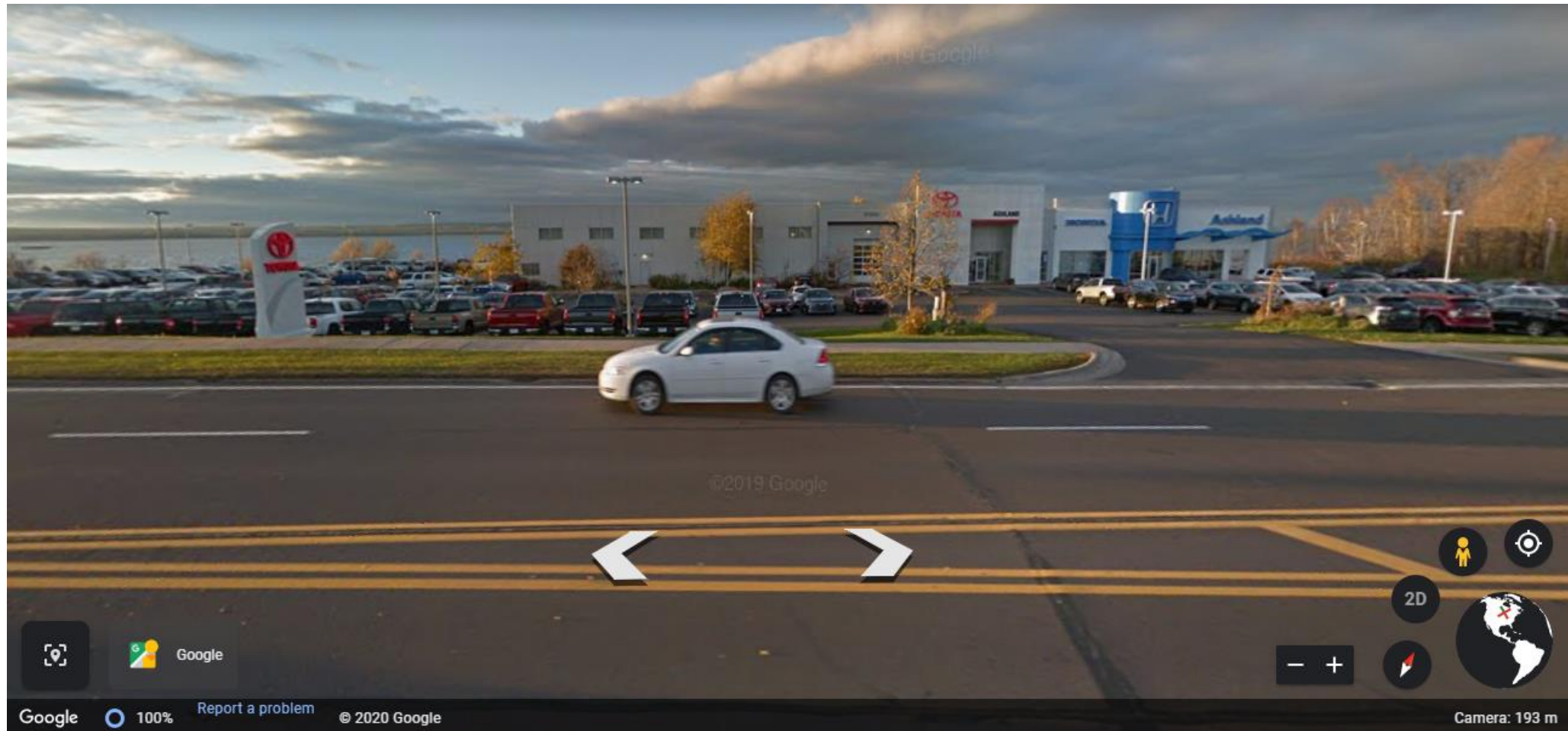
RB CUSTOM DESIGNS
ASHLAND HONDA-TOYOTA-SCION
CITY OF ASHLAND
ASHLAND COUNTY, WISCONSIN

Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999(PH) 715.344.9922(FX)



SHEET
EX1

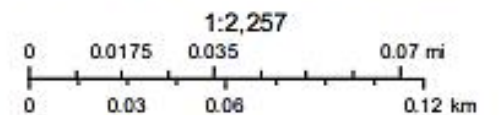
Current View from North/South 23rd Ave E Corridor



2301 Lake Shore Dr E Aerial



5/13/2020, 4:17:34 PM

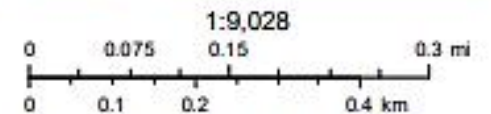


City of Ashland Public Works Department, GIS Division
PCTOMETRY INTL

2301 Lake Shore Dr E Zoning Map



5/13/2020, 4:40:20 PM



City of Ashland Public Works Department, GIS Division
City of Ashland Public Works and Planning Department



STAFF REPORT

Plan Commission – March 17, 2020

Agenda Item #5a:

Agenda Item #5b:

Public Hearing

**Discussion & Vote on Text Amendments to
the Unified Development Ordinance # 781**

Staff Contact:

Megan McBride

Background

The attached document gives a general description of the proposed changes that staff would like to consider at this time, followed by the language that is being proposed. The ~~red with a strike out~~ indicates language that staff proposes should be eliminated from the UDO. Proposed language additions are indicated in **blue bold text**. Staff would like to continue updating the UDO in the future, as there are more sections than indicated in this report that need additional revisions.

Review Criteria (As specified in UDO Section 3.4,C)

1. Consistency with Comprehensive Plan

The proposed UDO amendment to clarify and expand allowance of Accessory Dwelling Units (ADU's) in all zoning districts conforms to the goals and principles of the City's Comprehensive Plan. The Comp Plan encourages the City to diversify and upgrade its existing housing stock through infill housing. The plan specifically identifies demographic changes which have begun and are anticipated to continue including influx of younger professionals who desire housing opportunities near the downtown and amenities as well as a growing aging population who are looking to downsize and/or seek lower maintenance housing options moving forwards. ADU's would diversify Ashland's housing stock to help address these needs for future tenants as well as current property owners.

2. Promotes public health, safety, morals, and the general welfare, as well as efficiency and economy in the process of development

A variety of organizations including AARP, American Planning Association, and the League of WI Municipalities have created guides and literature which emphasize the community benefits of allowing and encouraging development of ADU's to help address a variety of housing needs including affordability, accessibility, and overall diversity. The purpose of the proposed changes as detailed in the ordinance includes the following which directly promote health, safety and efficiency of land use:

- Allow efficient use of the city's existing housing stock and infrastructure;
- Promote a broader range of accessible and more affordable housing;

- Increase diversity of housing options and choices that respond to varying income levels, changing household sizes and lifestyle needs; and
- Ensure that new ADUs meet standards for housing and architecturally fit with the neighborhood in which they are located.

3. Compatible with the present zoning and conforming uses of property and the character of neighborhoods

Neighborhood protections have been included in the proposed UDO amendments related to Accessory Dwelling Units (ADU's) by ensuring that all new ADU's must be constructed of similar materials and shall be architecturally compatible with the principal building on the property. Additionally, all properties eligible for construction of an ADU must meet the minimum parcel size required in that zoning district and also meet all development standards for accessory dwelling units. As such, these standards will ensure that ADU's will only be built on lots which are large enough to accommodate the additional density while maintaining necessary setbacks, separation from principal structure, and impervious surface coverage. This will help to maintain continuity of neighborhood character and intent of the specific zoning district while still allowing for additional infill housing opportunities.

4. Consistent with UDO Principles of Sustainability

The proposed UDO amendment is consistent with the UDO principles of sustainability as it helps to provide a wider array of housing types to meet the diverse needs of the community, promotes efficiency in land use, and encourages infill housing on lots which are large enough to accommodate this. Overall, the proposed amendments further the goal of meeting the current and future hierarchy of human needs fairly and effectively in ways that have the smallest impact on the natural environment.

Recommendation

Staff recommends APPROVAL of the suggested changes as indicated (~~in red and crossed-out signifies sections where language is removed~~) (~~in BLUE and bold signifies new language that has been added~~).

The Housing Committee also recommended APPROVAL of the suggested text amendments at their February 12, 2020 meeting.

Additionally, as a Public Hearing is scheduled for the proposed text amendments, the Plan Commission should hear all input from the public prior to making a decision. The required Class 2 Public Hearing Notice was issued to give the public sufficient notice about the nature of these text amendments.

Approvals are based on background information provided by the applicant and known conditions. Deviations from this information may be considered a change in the application and reconsideration and possible revision to the approvals may be made by the Plan Commission and Common Council.

E. Dwelling: Accessory

Definition: An accessory dwelling unit (ADU) refers to a detached, smaller, secondary structure on the same lot as a principal dwelling. ADUs are independently habitable and must conform to Uniform Dwelling Code.

Purpose: The allowance of ADUs and associated specific use standards are intended to accomplish the following:

- Allow efficient use of the city's existing housing stock and infrastructure;
- Promote a broader range of accessible and more affordable housing
- Increase diversity of housing options and choices that respond to varying income levels, changing household sizes and lifestyle needs;
- Ensure that new ADUs meet standards for housing and architecturally fit with the neighborhood in which they are located.

Where Permitted: Accessory dwelling units shall be a permitted use and require a Development Permit in addition to applicable Building Permits in all zoning districts.

~~An accessory dwelling shall be allowed only in those zoning districts where it is permitted as a conditional use and only after the issuance of a conditional use permit pursuant to Section 3.9: Conditional Use Permit.~~

~~1. An accessory dwelling shall be located above a detached garage that is accessory to a single-family detached dwelling and located within the rear yard;~~

Requirements:

1. Any exterior changes or additions for an accessory dwelling shall be constructed of similar materials and shall be architecturally compatible with the principal building.

2. The accessory dwelling unit shall not contain more than ~~thirty (30)~~ seventy-five (75) percent of the total floor area on the principal structure on subject parcel.

~~4. There shall be a total of no more than one accessory dwelling on the subject parcel;~~

~~3. The minimum parcel area shall be two thousand five hundred (2,500) square feet greater than the minimum parcel area required for the principal building in the subject zoning district. The minimum parcel area for one (1) ADU shall conform to the minimum parcel area of the subject zoning district. Parcels exceeding the minimum parcel area of the subject zoning district by a minimum of two thousand five hundred (2,500) square feet shall be allowed a maximum of two (2) ADUs.~~

4. A detached garage with an accessory dwelling shall meet all requirements for accessory buildings within their respective zoning district and the dwelling unit must meet Uniform Dwelling Code.

5. There shall be an unobstructed walkway leading from the public street to the accessory dwelling.

~~8. At least one dwelling unit on the subject parcel shall be owner-occupied.~~

E. Dwelling: Accessory

Definition: An accessory dwelling unit (ADU) refers to a smaller, secondary home on the same lot as a principal dwelling. ADUs are independently habitable and must conform to Uniform Dwelling Code.

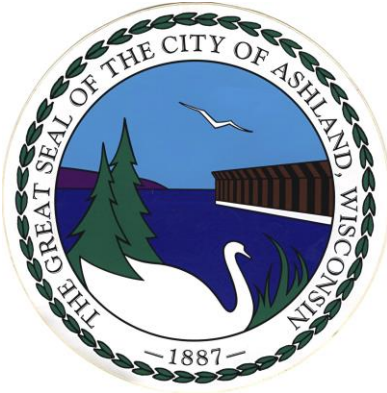
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Where Permitted: Accessory dwelling units shall be a permitted use and require a Development Permit in addition to applicable Building Permits in all zoning districts.

Requirements:

1. Any exterior changes or additions for an accessory dwelling shall be constructed of similar materials and shall be architecturally compatible with the principal building.
2. The accessory dwelling unit shall not contain more than seventy-five (75) percent of the total floor area on the subject parcel.
3. The minimum parcel area for one (1) ADU shall conform to the minimum parcel area of the subject zoning district. Parcels exceeding the minimum parcel area of the subject zoning district by a minimum of two thousand five hundred (2,500) square feet shall be allowed a maximum of two (2) ADUs.
4. A detached garage with an accessory dwelling shall meet all requirements for accessory buildings within their respective zoning district and the dwelling unit must meet Uniform Dwelling Code.
5. There shall be an unobstructed walkway leading from the public street to the accessory dwelling.



City of Ashland
REQUEST FOR PROPOSALS

RFP #20-02

Timeless Timber Site
Commercial Redevelopment

Issue date: _____, 2020

Proposal due date: _____, 2020



REQUEST FOR PROPOSALS
Timeless Timber Site Commercial Redevelopment
RFP #20-02

Date of Request: _____, 2020

Project Title: Timeless Timber Site Commercial Redevelopment

Submittal Due: 4 PM Local Time, Friday, _____, 2020. There will not be a public opening for this RFP.

Late Proposals: Any proposal received by the City after the exact time and date specified will not be considered.

Submittal Format: Ten (10) Paper Copies and One (1) Electronic File (email or flash drive) of the proposal are to be submitted for evaluation by the City. *Label submittal: Timeless Timber Site Commercial Redevelopment*

Submit to: City of Ashland
Attn: Megan McBride, Planning & Development Director
601 Main Street West
Ashland, Wisconsin 54806
mmcbride@coawi.org

Withdrawal: Proposals may be withdrawn by written notice received at any time prior to the proposal closing date and time. Proposals may also be withdrawn in person by an officer or by a representative of the firm, provided that the representative signs a receipt for return of the proposal.

The City of Ashland reserves the right to reject any and all proposals not judged to be in the best interest of the City.

Additional project documents can be found on the Ashland City website at www.coawi.org under "Timeless Timber Site Redevelopment", including a link to an aerial view video of the site and surrounding area.

INTRODUCTION

PROJECT SUMMARY

The City of Ashland, Wisconsin, seeks competitive commercial development proposals from qualified developers/businesses to help the City attain the vision set forth in its Comprehensive Plan and Waterfront Development Plan for the Timeless Timber Commercial Redevelopment Site located at 2200 Lake Shore Drive East. The Timeless Timber Commercial Redevelopment area is comprised of approximately 4.75 acres of publicly-owned property located on the east side of Ashland, in the Regional Commercial (RC) zoning district. The site includes approximately 340 feet of U.S. Highway 2 frontage and is located in a primary commercial corridor. The City is seeking a developer to deliver a project that complements the surrounding neighborhood and is successful in the marketplace. The property is located within Tax Increment Finance District No. 9, and the City is willing to negotiate a development agreement, in addition to assist with potential state and/or federal redevelopment tools as necessary to assist with project financing.

REDEVELOPMENT PROJECT GOALS

The redevelopment Site offers a significant opportunity to create a destination for residents and/or visitors and tourists of Ashland that will add a high-quality and tax-generating use to the community. During 2016 and 2017, the City began work to gather input from the public and the Plan Commission to understand their desires for the Site. This information was gathered via numerous public input opportunities as part of the City's comprehensive plan update process, *Authentic Ashland, 2035*, and additional public input was more recently gathered related to the site through the City's update of Ashland's Waterfront Development Plan (2019).

Based on the input received, it was concluded that the public ultimately envisions and desires commercial development in this prime regional commercial location. Commercial uses should create employment opportunities, and may include uses such as shopping, dining, lodging, recreation, and/or services. Any development should be designed to be complimentary with the surrounding uses and take advantage of the public view of Lake Superior.

The City of Ashland's goals for commercial development in this location include the following:

1. **District Integration:** Provide a project that positively interacts with and enhances the regional commercial corridor it is located on with regards to use and design, and that promotes connectivity;
2. **Economic Development:** Achieve private development of property that will add to the tax base of the City and TID #9, and stimulate economic activity;
3. **Quality Design and Density:** Development will be of high architectural quality that reflects the uniqueness of the community, and well-planned site design for maximum efficiency of the entire Site. It shall enhance the identity of the Eastern Gateway and promote views of Lake Superior;
4. **Connectivity:** Deliver a project that provides connectivity within the development site, and also with the surrounding properties;
5. **Use:** Facilitate urban infill development that creates additional commercial and economic development activity along with green space, landscaping and other amenities. The

development should draw residents and/or visitors to commercial uses such as shopping, dining, lodging, recreation, and/or services;

6. **Sustainable:** Provide a development that integrates the principles of sustainability in the development and use of land, and incorporates stormwater management best practices;
7. **Innovation:** It is the City's desire to allow for, and promote, flexibility and creativity in the redevelopment of this Site. Therefore a developer is sought that is willing to take risks and develop real estate in innovative ways and add maximum value to the community;
8. **City Vision:** Implement the vision of the City's Comprehensive Plan and Waterfront Development Plan by redeveloping in a manner that appeals to both residents and visitors, promotes job creation and economic development, and embraces its location along U.S. Highway 2 and within 600 feet of Lake Superior; and
9. **Financial Viability:** Project must be financially viable and if needed, use minimal public investment. Requests for financial assistance will be evaluated against how the project meets the development objectives and the catalytic potential of the project. Financial assistance options are identified later in this RFP.

TENTATIVE PROJECT SCHEDULE

RFP Release Date	____, 2020
Proposals Due	____, 2020
Evaluation Period by Plan Commission	____, 2020
Interviews	____, 2020
Presentation by Developer and Selection by Plan Commission	May 5, 2020 Plan Commission meeting
City of Ashland Common Council Meeting for Approval of Recommended Proposal	May 12, 2020
City staff & Developer Negotiate Sales Contract and Development Agreement	Anticipated completion by June 15, 2020
Zoning items/site planning approvals	June/July, 2020
Construction begins	Anticipated August 2020 or spring 2021

BACKGROUND

THE COMMUNITY

The City of Ashland, population 8,200, is located on the south shore of Chequamegon Bay on majestic Lake Superior. Approximately 60 miles east of the Duluth/Superior metropolitan area, Ashland is the county seat of Ashland County and serves as the regional economic hub driven by a diverse mix of health care, higher education, professional services, government services, manufacturing, retail and a growing tourism base. Ashland also boasts an outstanding collection of natural, cultural and historical assets for a city of its size. Lake Superior, the largest freshwater lake in the world, offers countless year-

round recreational opportunities for residents and visitors who also explore acres of surrounding national forests with world-class bike and ski trails, our many City parks, trails and beaches, and nearby Apostle Islands National Lakeshore. These assets, coupled with the varied economic base, give Ashland a foundation for a vibrant future that draws, retains, and nurtures people from diverse backgrounds because of the lifestyle and economic activities it offers.

SITE BACKGROUND AND DESCRIPTION

Property Summary

The Site is a highly valuable and visible property within the City of Ashland, having significant development potential. The property is located along USH 2/Lake Shore Drive and across the street from the breathtaking Chequamegon Bay of Lake Superior. In addition, it located in close proximity to the new state-of-the-art St. Luke's Clinic medical facility, Wal-Mart, Kwik Trip convenience store and fueling station, and other shopping facilities that serve the region. Therefore, the site holds significant economic value for development. It also provides quick access to the City's waterfront trail system and connected 5th Street corridor trail.

The property has endured a diverse history relative to its use. In the late 1800's and early 1900's, the site served as a location for an educational institution and residential housing during the boom of the coal and iron ore docks along the City's waterfront. In the mid-1960's it transitioned to a heavy machinery manufacturing site, then a decade later became the site of a forest product processor, including rail access and remained operational in that capacity until the mid-1990's. In 1996 the site was purchased by the Superior Water-Logged Lumber Company/Timeless Timber. That use existed into the 2000's when it was abandoned, and ultimately closed. After several years of inactivity, the City acquired the property at the end of 2015.

In 2016, the City initiated efforts to prepare the site for redevelopment. Kwik Trip, Inc. approached the City and requested to purchase approximately 4.5 acres of the 34-acre site, located in the northeast corner of the property, and including approximately ½ of the site's USH 2 frontage. The property sale was completed and a new Kwik Trip convenience store and fueling facility was constructed, opening in late 2017. This initial development included installation of 600' of new roadway (and associated infrastructure) that can be extended south as part of the overall redevelopment site if desired. During 2017, the City commenced and completed demolition of the structures on the property and removal of associated footings/foundations and expanses of concrete/asphalt. In addition, Phase I and Phase II Environmental Assessments were completed on the remainder of the site, and site investigations were conducted in the areas where the buildings/hard surfaces existed. The summary findings from the Environmental Assessments are attached for review.

The City retained services in 2019 for a qualified firm to complete wetland delineation of the entire site 29 acre site. Wetlands were identified within the commercial redevelopment parcel identified in this Request for Proposals, which were created through the 2017 demolition activities that occurred on site. Exemptions for identified wetlands by the Wisconsin Department of Natural Resources and Army Corps of Engineers have been obtained and are included as attachments to this request.

The intended future use of the remaining approx. 24 acres of City-owned land directly south of the commercial redevelopment site identified in this RFP is for housing or mixed commercial/residential use. A separate RFP will be issued for redevelopment of that site for housing or mixed use in 2020.

Timeless Timber Commercial Redevelopment Site
Surrounding Uses



Timeless Timber Commercial Redevelopment Site
Ashland, WI



SITE SPECIFICATIONS

- **Location:** East side of Ashland, WI along the south side of USH 2, immediately across the street from the new St. Luke's Chequamegon Clinic and Lake Superior. The site is located approximately 650' southeast of the Lake Superior
- **Ownership:** The property is owned by the City of Ashland. *The City will work with the selected developer to achieve any proposed subdivision of the property and/or dedication of desired right-of-way that may be necessary to carry out the proposed development.*
- **Parcel Address & ID:** 2200 Lake Shore Drive East; #201-03611-0200
- **Legal Description:** Lot 2 of CSM #670 (attached)
- **Size:** Approx. 4.75 Acres; 340' of frontage along USH 2.
- **Existing Improvements:** Vacant property
- **Comprehensive Plan Future Land Use Designation:** Regional Commercial zoning and intended land use compatible with existing uses along this commercial corridor.
- **Current Zoning:** Regional Commercial (RC) District with a Gateway Overlay (GTWY-O) along the USH 2 frontage.
- **Topography:** The property is generally flat along the highway frontage, and the overall site gently slopes to the northwest.
- **Flood Plain Status:** No portion of the designated commercial redevelopment site is located within a floodplain.
- **Wetland Status:** The City of Ashland completed wetland delineation of the site in 2019. Exemption of identified wetlands by the Wisconsin Department of Natural Resources and Army Corps of Engineers has been obtained, and approval letters can be found as attachments to this request.
- **Utilities:** Water, Sanitary, Storm and electric services are available to the site from the adjacent north and west streets; water is also available from the newly-constructed segment of 23rd Avenue East adjacent to the site.
- **Transportation:** The Site is bound by 4 roadways. USH 2/Lake Shore Drive abuts the property to the north, which is a principal arterial road that carries average daily traffic volumes of approximately 13,000 vehicles per day. 22nd Avenue East is a collector street, which bounds the property along the west side. Along the south boundary is 6th Street East, a neighborhood street. In the north portion of the site there is a new 600' long road, 23rd Avenue East) which was constructed in 2017 and has the ability to be extended through the development site.

- **Site Access:** Direct access to the site from USH 2 is restricted, and access to the site will be from 22nd Avenue East and 23rd Avenue East, and access would be permitted off of 6th Street West.
- **Environmental Conditions:** The site has had several environmental assessments completed over the past 20 years, with the most recent having been completed in December, 2017 after removal of the buildings and concrete/asphalt from the site. Executive summaries of the most recent environmental assessments are included in the Appendices (full reports available upon request). The City and WDNR are great partners and will work together to address any environmental conditions that may need further work, which is dependent upon the proposed final use(s) for the property and locations of such uses on the site.

There is indication that some soil on the site has been identified to contain compounds above the RCL, and will need to be managed appropriately. However, exceedance levels are not substantial, and in working with the WDNR there is indication that if such soils are encountered as part of the redevelopment, they may be able to be reused on-site such as moved to a different location and capped to serve as open space(s), or they may be covered by a building/and or pavement. None of the detected contamination is anticipated to cause a vapor intrusion issue in proposed buildings at the site. One controlled REC (CREC) exists on the site and has already been remediated, capped, and is documented on the WDNR Registry. This approx. 50' x 120' area must remain capped or be remediated with approval of the WDNR.

- **Appraised Value:** [City will obtain appraisal prior to RFP being issued].

CITY OF ASHLAND DEVELOPMENT ASSISTANCE

The City of Ashland has invested resources in preparing the site for redevelopment. The City is interested in partnering with developers to achieve outcomes which promote an accelerated development plan (at least for Phase I) and a high-quality building design environment. In order to help facilitate this, and because the Site is located within a Tax Increment District (TID), the City will consider possible incentives/assistance as follows:

- Land as incentive, or land write-downs.
- Applying for a Brownfield Redevelopment Grant through Wisconsin Economic Development Corporation (WEDC) to assist with build-out of utilities
- TID Development Agreement – City will consider upfront, pay-as-you-go, and/or a hybrid of the two, subject to further analysis.

Existing Utility Locations



Water
Storm
Sanitary

PROPOSAL FORMAT AND REQUIREMENTS

Proposals that do not address the items listed in this Request for Proposals may be considered incomplete and may be deemed non-responsive by the City of Ashland at its sole discretion. It is the responsibility of the consultants submitting proposals to determine the actual efforts required to complete the project. Interested entities should submit a proposal that includes the following:

- 1) A cover letter indicating your interest in the project and identifying why the firm is uniquely qualified for this project.
- 2) A brief description of the firm including its structure, capabilities, length of time in business, and experience with similar projects. Provide the name, address, phone number and email address of the key contact person. Also identify any proposed subcontractors.
- 3) Provide information about relevant projects and/or existing business model with concentration on those comparable in scale, nature, process and function to this project. Provide the name, email address, and phone number of at least two community references.
- 4) Project Description: Provide a brief narrative describing what is proposed for construction, including as applicable:
 - a. Description of proposed use or business
 - b. Size and design of proposed building, location and size of parking area, incorporation of any principles of sustainability and best stormwater management practices,
- 5) Identify the proposed purchase price for the land.
- 6) Concept plan: Submit a ***conceptual*** site plan showing initial ideas for site layout, uses, streets, access drives, parking, utilities/infrastructure, stormwater, landscaping and other features. Also provide conceptual elevations and floor plans.
- 7) Identify the anticipated financial investment required for the development (broken down by phases if applicable). Also provide a statement of Developer's financial ability.

SUBMITTAL REQUIREMENTS

Proposals must be received by 4 PM Local Time, Friday, _____, 20. The submittal must include ten (10) paper copies and one (1) Electronic File (email/pdf or flash drive). ***Label submittal: Timeless Timber Site Commercial Redevelopment.***

Submit to: City of Ashland
Attn: Megan McBride, Planning & Development Director
601 Main Street West
Ashland, Wisconsin 54806
mmcbride@coawi.org

EVALUATION AND SELECTION PROCESS

The City of Ashland Plan Commission will evaluate proposals and make a recommendation to the City Council for award based on a variety of factors, including:

- Overall Concept Plan proposed and satisfaction of goals for the project area
- Extent to which proposed development maximizes the use of the site and provides for taxable value
- Qualifications and Experience of the firm/business involved
- Demonstrated relevant experience in similar development projects and positive references
- Estimated level of investment and financial capability of developer

- Anticipated project timeframe for completion/phasing

The City's Plan Commission will evaluate the proposals received and conduct any desired interviews. The Plan Commission will then make a final recommendation to the Common Council. If interviews are desired by the Plan Commission, firms will be given ample time to prepare.

RIGHTS RESERVED by the CITY OF ASHLAND

This Request for Proposals does not commit the City to enter into a contract, nor does it obligate the City to pay for any costs incurred in preparation and submission of proposals in anticipation of a contract.

The City of Ashland reserves the right to:

- Make the selection based on its sole discretion
- Reject any and all proposals without prejudice
- Issue subsequent Requests for Proposal
- Postpone opening for its own convenience
- Remedy technical errors in the Request of Proposal process
- Approve or disapprove the use of particular sub-consultants
- Negotiate with any, all, or none of the Proposers
- Solicit best and final offers from all or some of the Proposers
- Accept other than the lowest offer
- Waive informalities and irregularities in the proposal
- Request clarification of the information submitted
- Request additional information

INQUIRIES

Questions regarding this RFP must be in writing and sent via the U.S. Mail or e-mail to Megan McBride (mmcbride@coawi.org) up to ten (10) days before the proposal is due. After this date questions involving the content or intent of the proposal will not be answered. All questions will be responded to in writing, provided to all parties requesting an RFP for which the City has contact information, and treated as an addendum to the proposal packet.

PROPOSER RESPONSIBILITY

Interested proposers have the responsibility of understanding what is required by this solicitation. The City shall not be held responsible for any firm's lack of understanding. This solicitation contains a brief description of the project site. The City makes no representations as to the conditions of the project site and no employee or any other representative of the City of Ashland has authority to make any oral or written representations as to the conditions of the project site. Proposers are responsible to assure delivery prior to the deadline. Do not assume that a guarantee by a mailing service will ensure that the proposal is received by the deadline.

CONTRACT

No contract shall be in effect until the City executes a signed contract agreement.

Additional Information

1. Site/Parcel Map
2. CSM #660
3. Site Planning Map – Utilities & Topography
4. Post-Demo Subsurface Assessment, 12-19-17, Summary Report (full study available by request)
5. Limited Site Investigation, 12-30-16, Executive Summary (full study available by request)
6. Deed Restriction for Closed, Capped 120' x 50' Area On Site with Site Location Map
7. 2019 Ashland Inspired, A Waterfront Development Plan Strategic Action Plan for Waterfront Edges (full plan available by request)
8. 2019 Wetland Delineation Map
9. 2020 Wetland Exemption Approval letters from WDNR and Army Corps of Engineers
10. City of Ashland Principles of Sustainability

Existing Zoning
Timeless Timber Redevelopment Site & Surrounding Area

