

Bring Back The Lake (BBTL) Concept Plan Fact Sheet

Please find below some facts relating to the two concepts presented by the City of Muskego for the Bring Back The Lake development project. This sheet is provided for clarification on what the thoughts were behind the presented information and how it may relate to current city codes and ordinances.

As mentioned in previous documentation, the concept plans were commissioned by the Common Council to fulfill two main goals:

1. To create a vision for what the lakefront development could ultimately look like.
2. To start providing financial estimates on project costs.

Again, please note the drawings are simply conceptual plans as to what uses and amenities might best work in the given location. The uses are portrayed in a way that will allow changes that could shift amenities and/or reduce/expand building footprints, in order to fit the future needs of the community, as the project moves forward. The concept drawing should not be construed as final products.

General

Each Alternative looks to incorporate a new community park along Little Muskego Lake along with supporting residential and commercial uses. The alternatives present a gateway atmosphere starting at Pioneer Drive and leading into the vista overlooking Little Muskego Lake. Currently, there are no views of Little Muskego Lake from Janesville Road and the concepts presented look to change that vantage point and now present the lake asset to the community and passersby. The concepts are presented to show a person has an opportunity to live, work, and play all within the confines of downtown Muskego.

Park Plans

Alternative One: Incorporates approximately 6.5 acres dedicated towards a cultural/passive park along Little Muskego Lake that will serve as a community gathering place. Over 40,000 square feet of beach is presented along about 600 feet of beach frontage on the lake. The park amenities include numerous pathways around the entire development, areas for markets/fairs, area for community events/bands/plays/etc., two picnic shelters (~1,200 sq. ft. each shown), a Beach house/Concession building (Approx. 3,200 sq. ft. shown), a playground (with possibility of moving the existing new playground from Moorland Park), a fishing pier/deck next to the dam, and acres of open green space. Focal points for art or historic markers can be found as well.

Alternative Two: Incorporates approximately 8 acres dedicated towards a park along Little Muskego Lake that will serve as a community gathering place. Over 40,000 square feet of beach is presented along about 600 feet of beach frontage on the lake. The park amenities include numerous pathways around the entire development, areas for markets/fairs, area for community events/bands/plays/etc., two picnic shelters (~1,200 sq. ft. each shown), a Beach house/Concession building (Approx. 3,200 sq. ft. shown), a playground (with possibility of moving the existing new playground from Moorland Park), a fishing pier/deck next to the dam, and acres of open green space. Focal points for art or historic markers can be found as well.

Zoning

Any future plan would first require the city to rezone the area to an appropriately deemed zoning district. Whether the zoning is split to accommodate the various uses (park, residential, commercial, etc.) or if the zoning were simply deemed a Planned Development, this would require Common Council and Planning Commission approvals and associated public hearings to define the zoning parameters. Each zoning district has its own requirements pertaining to setbacks, height, and open space and any future buildings or accessory uses would have to meet the zoning district the Common Council adopts for a given area in the future.

At this time, the concept plan simply shows a variety of uses and given locations for those uses in a format that would meet a variety of existing zoning districts the city already has in place. All structures are shown in locations that would easily meet zoning setback, open space, and various accessory use (parking) requirements. One zoning district

in particular that is encouraged in the downtown along Janesville Road is the City's DR-1 Downtown Revival district. The DR-1 district would suffice for all the uses shown.

Heights and stories of the structures are not noted, however, the amount of stories that a residential building may be is limited by Common Council approved zoning restrictions. Currently, the majority of the city's zoning codes allow a height restriction of 35 feet. Unless the Common Council allowed a building to be built larger, it can be assumed that a 35-foot height restriction would limit any future structure on the concept plan to approximately 3 stories or less.

Residential Units

Alternative One: One building along the northeast corner of the plan is shown to house residential units. The structure is shown as a 19,000 square foot footprint. For conceptual purposes, it can be assumed that a 19,000 square foot residential structure could accommodate up to approximately 10-15 units per story. The mixed-use buildings along Janesville Road could support residential units as well.

Alternative Two: Two buildings along the frontage of Janesville Road are shown to house residential units. The structures are shown as 15,000 square foot footprints each. For conceptual purposes, it can be assumed that a 15,000 square foot residential footprint could accommodate up to approximately 10-13 units per story.

See zoning comments above relating to the amount of stories anticipated due to zoning height requirements.

Commercial Opportunity Square Footage

Alternative One: Two mixed-use building footprints are shown along Janesville Road at 12,000 square feet each and one 5,000 square foot structure is shown along the northwest corner of the plan. Thus, this alternative shows that approximately 29,000 square feet of commercial type uses might be able to exist here.

Alternative Two: Two mixed-use building footprints are shown along Janesville Road at 15,000 square feet each and one 5,000 square foot structure is shown along the northwest corner of the plan. Thus, this alternative shows that approximately 35,000 square feet of commercial type uses might be able to exist here.

Actual commercial use demand would be market driven. The concepts show there is ample room to create commercial supporting uses of various footprint sizes. Commercial uses can aid in bringing people to the development during all seasons of the year and this will also help in exceeding the existing tax base that is present in this area.

Parking

Alternative One: 321 surface stalls are shown and it is anticipated ~30 underground stalls could be found in the northeast residential structure. It should be noted that like Alt. 2, underground stalls might be found within the structures along Janesville Road as well. In all, after subtracting the amount of stalls per code for the commercial/residential developments in the concept, it appears approximately 141 stalls remain for other uses. See below for additional parking opportunities to make up any shortfalls.

Per code:

-19,000 Sq. ft. Residential Structure: Approximately 2+ parking stalls per unit would be required. Forty (40) units would require approx. 100 stalls. Around 77 stalls exists between underground and surface stalls there in the concept plan.

-12,000 Sq. ft. Mixed Use Structures: Approximately 1 parking stall per 150 square feet of customer floor area (CFA) would be required. The Plan Commission assumes half the square footage is CFA, which would require approx. 40 stalls (6,000 sqft/150) per structure. Eight-eight (88) stalls are shown in front of the west structure and seventy-six (76) stalls are shown in front of the east structure in the concept plan.

-5,000 Sq. ft. Mixed Use Structure: Approximately 1 parking stall per 100 square feet of customer floor area (CFA) would be required. Assuming 3,000 is CFA would require approx. 30 stalls (3,000 sqft/100). Fifty (50) plus stalls are shown in front of the structure in the concept plan.

-Park area: There are no code requirements for the park amenities.

Alternative Two: 207 surface stalls are shown and it is anticipated ~76 underground stalls could be found in the structures along Janesville Road (38 each). In all, after subtracting the amount of stalls per code for the commercial/residential developments in the concept, it appears approximately 33 stalls remain for other uses. See below for additional parking opportunities to make up any shortfalls.

Per code:

-15,000 Sq. ft. Mixed Use Structures: Approximately 1 parking stall per 150 square feet of customer floor area (CFA) would be required for commercial uses and approximately 2+ parking stalls per unit would be required for residential uses. The Plan Commission assumes half the square footage is CFA, which would require approx. 50 stalls (7,500 sqft/150) per structure for commercial uses. Twenty-four (24) units (based on 2 stories of 12 units each) would require approx. 60 stalls per structure for residential uses. Around eighty-six (86) stalls exist between underground and surface stalls by the west structure and around seventy-five (75) stalls exist between underground and surface stalls by the east structure in the concept plan.

-5,000 Sq. ft. Mixed Use Structure: Approximately 1 parking stall per 100 square feet of customer floor area (CFA) would be required. Assuming 3,000 is CFA would require approx. 30 stalls (3,000 sqft/100). Forty-six (46) stalls are shown in front of the structure in the concept plan.

-Park area: There are no code requirements for the park amenities.

Final parking needs would have to be addressed based upon final plans being approved. Given that peak-parking times will differ between various uses and that parking lots would be shared, there appears to be enough parking areas in the concepts. Further, there is considerable amounts of open space for additional parking to be constructed in future plans, additional underground parking could be constructed, and parking could exist along both sides of Pioneer Drive for larger events. Lastly, innovative techniques might be implemented in the form of geo-grids where greenspaces can actually be parked upon via supporting structures in the soil.

Boating

Since the beginning of the BBTL effort it has been discussed publicly that there is no interest increasing the amount of boats on the lake if possible. In order to help ensure this, the following items have been discussed:

1. The plan would not endorse any more boat slips or future piers than what currently exist on the properties.
Approximately 7 piers exist today with the potential to dock approximately 14 boats. The Council has discussed that they would not endorse any more areas for boats than the approximate 14 pier slips we see today. It should be noted that the WDNR rules allow two (2) pier slips for the first 50 feet of frontage owned and one (1) additional pier slip for every additional full 50 feet owned. By this WDNR rule, approximately 23 pier slips might be allowed per the concept, but again, this is not what is endorsed.
2. The plan would not endorse a public boat launch here.
The current public boat launch at Idle Isle Park, across the lake to the north, would be retained.
3. The plan would not allow boat trailer parking stalls at the proposed Muskego Beach development nor would it endorse any more boat trailer parking stalls at the current Idle Isle Boat Launch.

Event Area

It should be noted that the consultants specifically placed the possible “event area” on the concepts in a specific position to help with noise concerns. If a bandshell were constructed, noise would proceed south into the existing topography of the land. If more of an open stage were utilized, noise would go south into the existing topography of the land and/or out to the lake itself.

The City’s Finance Committee approves and monitors special events. Any future event that might include music would be reviewed by the Finance Committee for specific requirements relating to noise levels and/or shutdown times.