

AGENDA
CITY OF STURGEON BAY
ZONING BOARD OF APPEALS
Tuesday, January 26, 2016
12:00 Noon
Council Chambers, City Hall
421 Michigan Street

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from January 12, 2016.
4. Consideration of: Petition for variance from s. 20.27(1) (impervious surface ratio) to exceed the maximum impervious surface ratio for Jim Olson Chrysler and for the proposed Jim Olson Ford, parcel no. 281-58-0727260001.
5. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

ZBA Board Members
William Murrock, Chair
James Goodwin
Andrew Starr
Jack Gigstead
Bill Chaudoir
Richard Jennings, Alternate
Wayne Spritka, Alternate

01/22/16
2:00 p.m.
CN

ZONING BOARD OF APPEALS
Tuesday, January 12, 2016

The City of Sturgeon Bay Zoning Board of Appeals meeting was called to order at 12:00 Noon by Chairperson Bill Murrock in Council Chambers, City Hall, 421 Michigan Street.

Roll call: Members Bill Chaudoir, Bill Murrock, James Goodwin, and Alternates Wayne Spritka and Richard Jennings were present. Excused: Members Andrew Starr and Jack Gigstead. Also present were Robert Vogel, Bayland Builders Representative Dave Phillips, Jim Olson Motors Representative Brian Woods, Alderman Rick Wiesner, City Administrator Josh Van Lieshout, City Engineer Chad Shefchik, Planner/Zoning Administrator Ryan Kernosky, Community Development Director Marty Olejniczak, Community Development Secretary Cheryl Nault, and several members of the public.

Adoption of agenda: Moved by Mr. Spritka, seconded by Mr. Jennings to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from December 8, 2015.
4. Consideration of: Petition for variance from the minimum lot width for a residential lot for Robert Vogel, located at 930 N. 4th Avenue.
5. Public hearing: Petition for variance from s. 20.27(1) (impervious surface ratio) to exceed the maximum impervious surface ratio for Jim Olson Chrysler and for the proposed Jim Olson Ford, parcel no. 281-58-0727260001.
6. Consideration of: Petition for variance from s. 20.27(1) (impervious surface ratio) to exceed the maximum impervious surface ratio for Jim Olson Chrysler and for the proposed Jim Olson Ford, parcel no. 281-58-0727260001.
7. Adjourn.

Carried.

Approval of minutes from December 8, 2015: Moved by Mr. Chaudoir, seconded by Mr. Spritka to approve the minutes from December 8, 2015. Carried.

Consideration of: Petition for variance from the minimum lot width for a residential lot for Robert Vogel, located at 930 N. 4th Avenue: Mr. Kernosky stated that during the December 8th meeting members tabled the consideration of a variance request from the minimum lot width in an R-2 zoning district. Their reasons for tabling were that there was a concern of no proof of unnecessary hardship and also a concern regarding the garage sideyard setback, as well as the size of the garage. Mr. Vogel submitted a letter stating his unnecessary hardship and that the square footage of the garage is 960 square feet, which is under the maximum allowed for an accessory building. In addition, the site sketch was resubmitted indicating the closest setback of 7 feet to the side lot line and 8.1 feet on the east side of the garage. Mr. Kernosky added that the variance can be approved, approved with conditions, denied, or tabled again.

Mr. Vogel thanked the Board for the opportunity to answer the unanswered question regarding unnecessary hardship and garage issue. The lot is oversized when compared to the rest of the neighborhood. He would like to build a small house on the newly created lot in the future. In regard to the oak tree, he is unsure if it would stay on the property since he has no building plans at this time. An 800 square foot home would allow more room for the oak tree.

Judy Matheny, 920 N. 4th Avenue, stated that she lives right next door to Mr. Vogel's property. There is a stone wall that is linked to her property and had concern if the wall comes down.

Mr. Goodwin did not think a hardship was stated very well.

Mr. Chaudoir stated that the property was purchased with the knowledge it was one parcel and that it would require a variance. He felt that the property was acquired without benefit of being two parcels. It is a concern to him of all the complaints from the neighborhood and is questionable on the hardship.

Mr. Spritka would rather not act on this without a certified survey map.

Mr. Kernosky offered another option which would be to approve the variance, but require a minimum lot width.

Mr. Olejniczak explained that a certified survey map is used to divide the property. There are standards for surveyors to meet. Additional information can be asked for.

After further discussion it was moved to table and give Mr. Vogel and Ms. Matheny 30 days to resolve the property line issue. Roll call vote: All ayes. Carried.

Public hearing: Petition for variance from s. 20.27(1) (impervious surface ratio) to exceed the maximum impervious surface ratio for Jim Olson Chrysler and for the proposed Jim Olson Ford, parcel no. 281-58-0727260001: Mr. Murrock stated that he will abstain from this item due to conflict of interest. Vice-Chairperson Chaudoir took over as acting chair.

Mr. Goodwin read the public hearing notice.

Mr. Kernosky stated that Jim Olson Motors is interested in constructing a new Ford dealership just north of the existing Chrysler dealership. By doing so, the lot would have to be split into two separate parcels, which would cause the Chrysler parcel to be at 78% impervious surface and the proposed Ford dealership would then have a 71.34% impervious surface ratio. The maximum impervious surface allowed is 70%. The parcel is zoned General Commercial (C-1).

The Aesthetic Design and Site Plan Review Board had met and approved the aesthetics of the property with various conditions including:

1. The dumpsters are to be located in the SE corner with a slated chain link fence.
2. The tree hedge along the north end of the property be Arborvitae and extended to the east end property line with an eight foot minimum height and five foot on center
3. The landscaping on the north and south side should consist of spirea, tall ornamental grasses, or perennials, with final approval from the chairman or the Board.
4. The signage for the Ford dealership is to be brought back for approval from the City and the Board.
5. The light poles are to be no higher than 20 feet, with full cut-off downward LED light deflectors, but the north lot line must have shorter light poles, and the lighting plan needs to come back to the Aesthetic Board for final approval.

Mr. Olejniczak stated that the impervious surface ratio applies to the commercial and multi-family zoning districts. It is 70% in those districts and 100% in the downtown commercial district. The purposes of that rule is to provide some area for stormwater management and improves the aesthetics of the area and helps with screening.

Mr. Kernosky mentioned that there will be 146 parking spaces, with 24 required canopy trees. He also clarified that the tree hedge along the north end of the property abutting the residential property has to be extended to the east property line. That was to help protect and screen from the lighting.

Acting Chairperson Chaudoir opened the public hearing at 12:30 p.m.

Dave Phillips stated that approximately 21/2 months ago Jim Olson Motors contacted Bayland regarding the Ford dealership. They put together a site plan and preliminary floor plan and submitted it to the City. There is no stormwater plan on the existing site. Baudhuin, Inc. came up with a stormwater plan for the Ford dealership, as well as assisting with the Chrysler dealership. A 40' x 180' area of blacktop is being removed from the Chrysler property to help with the stormwater. The parcel is landlocked. Ford has certain guidelines that they insist are used, including the amount of parking spaces, color of building, materials used, etc. The over 20,000 square-foot building will include a Fast Lane Quick Lube. The parking lot lighting will be replaced with the most up-to-date, cost efficient, and better directive lighting. The site is too big for Chrysler alone.

Pete Hurth, Professional Engineer with Baudhuin, Inc., went over the stormwater protection plan. The stormwater from the site will drain to a swale, run through a bio-retention area and an area that will become a dry storm pond that will collect stormwater during large rain events. It will slowly meter it out to the existing channel leaving the site. Since the site is over one acre in size, a land disturbance permit is needed from the DNR. The DNR requires peak flow management, as well as water quality management. The stormwater is forced to soak through a sand, compost, topsoil mix before it reaches an underlying drain tile pipe that will clear sediments out of the water coming off of the parking lot and hold them in the pond areas and allow clean water to discharge into the detention area, and then to the drainage channel. The dry storm pond area will store enough water temporarily to allow the discharge to be at a very slow rate. Another permit required is a Chapter 30 permit since there will be discharge into the channel because of the pond being within 500 feet of the designated channel.

Mr. Phillips stated that Jim Olson has created an area that you can visit each dealership without going back onto the street.

Bill Murrock, owner of Murrock's Yard Maintenance, explained that there will be a weed barrier placed around the building, covered with native beach stone. There will be plantings on the bottom of the pond meant to absorb water. There will be a strip of grass along Duluth Avenue. Anchoring both entrances will have Green Velvet Boxwood bushes. The NW corner will contain Autumn Blaze Maples and Barberry bushes to give color. Arborvitae will be planted along the north property line on 5 foot centers and 8 foot high. In the rear corners of the building accenting the parking lot will have Strawberry Vanilla Hydrangeas and Sargent Crab Apple trees, along with Autumn Joy Sedum. The trees along the east property line will also contain the Autumn Blaze Maple.

Mr. Phillips talked about the existing site being 59% impervious surface. The request is for 71.34% for the Ford dealership and 78% for the Chrysler dealership. The Jim Olson Chevrolet site is 82%. Underground phone and computer lines will connect the three dealerships together. The unnecessary hardship requirement was put in place in 2006. The Chrysler dealership was built in 1995. There is way too much space for one dealership and is being underutilized. It would make sense to split the lot. The property is landlocked and falls below the neighboring impervious surface percentages that falls into the unique physical property limitation. As far as the protection of public interest, making water run off the site is making it better than existing.

No one spoke in favor of the variance. Secretary Goodwin read one letter in favor of the variance from Hilgenberg Realty (Sherwin Williams).

Maria Antink, 3137 S. Duluth Avenue, spoke in opposition of the variance. She said the property values will decrease. The lighting makes it impossible to live in the house.

Dean Gordon, 423 S. Elgin Ct., stated that his property abuts Olson's property. He said that the request fails to meet the requirements of an unnecessary hardship, it fails to meet the requirements of unique property limitation, and fails to meet the best interest of the public. He thought the public should have

input in regard to screening. He suggested that the trees should not be planted under the power lines. The existing lot does not meet the stormwater requirements. Snow removal has not been discussed.

Dave Bubnik, 424 S Elgin Ct., stated that he was worried about where the snow is going to be plowed.

Secretary Goodwin referred to a 16 page petition that was signed by 13 of the neighboring property owners.

Mr. Phillips mentioned that a variance was granted in 2006 for the Door County Co-op, which was at 81.4% and were granted a 92% impervious surface ratio. He spoke with Jason Beiri of Sturgeon Bay Utilities and he recommended the trees be put directly underneath the power lines which would allow them to work on the power lines from the Olson lot and not the neighbor's property.

In regard to snow runoff, Mr. Hurth stated that snow should be plowed into the areas that are designed for water quality treatment.

Mr. Gordon stated that granting a variance on another property years ago is not reason for granting a current variance request. The location of the trees is important to the neighboring properties.

Mr. Olejniczak clarified that the impervious surface ratio was adopted in 1995. The stormwater management code went into place in approximately 2005. The form relating to unnecessary hardship needs to be updated due to changes made by the Supreme Court.

Mr. Kernosky clarified a few things on the variance application. First, the requirements for large retail establishments was adopted for larger establishments such as Walmart or Target at 50,000 square feet of building footprint. The proposal is for approximately 20,000 square feet. According to the zoning code, the large retail establishment does not apply to this. Secondly, there were questions relating to design standards of the subdivision code. There are certain things allowed in the subdivision code under the variance to split the lot, such as lot width and lot area. Both lots meet the requirements of the square footage and width area. The City Engineer has given a preliminary stamp of approval for the stormwater management. Thirdly, there are requirements in the code that if the parcel abuts a residential zone, the lighting cannot spill into the residential zone. The revised proposed lighting would have to come back to the Aesthetic Design and Site Plan Review Board for approval.

Mr. Olejniczak mentioned that the amount of impervious space is 1,620 square feet over for the Ford dealership and 10, 875 square feet over for Chrysler.

Mr. Shefchik added that according to the plan, they have done a good job of addressing the issue of reducing peat flows and sediment. For final approval, the City would have to make sure that the creek is untouched and that proper processes are done with the DNR.

Acting Chairperson Chaudoir closed the public hearing at 1:45 p.m.

The use of permeable pavers was discussed. Mr. Hurth said that it was not feasible for the amount of square footage that Chrysler is over. A small detention area near the stream on the Chrysler property would be a much more economical and more practical way to control the stormwater.

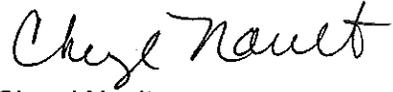
Mr. Kernosky suggested to table and that the applicant come back to ZBA with a stormwater plan.

Consideration of: Petition for variance from s. 20.27(1) (impervious surface ratio) to exceed the Maximum impervious surface ratio for Jim Olson Chrysler and for the proposed Jim Olson Ford, fparcel no. 281-58-0727260001: Board members discussed the variance request. Moved by Mr. Goodwin, seconded by Mr. Jennings to table in order to provide sufficient time for the engineers to come

up with a stormwater mitigation for the Chrysler property as it will be after the Ford property is built. In the meantime, it will give more time to do more work on the lighting and engineers more time to look at the snow removal placement, and more detail on the trees regarding the powerlines. Mr. Jennings amended the motion to add that everything should be wrapped into a package with the Aesthetic Design Review Board and brought back as a whole package. All ayes. Carried.

Adjourn: Moved by Mr. Spritka, seconded by Mr. Jennings to adjourn. Carried. Meeting adjourned at 2:09 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Cheryl Nault".

Cheryl Nault
Community Development Secretary



January 4, 2016

Petition for Variance
Jim Olson Motors
812 Green Bay Road
Parcel #281-58-0727260001

RE: Summary for Jim Olson Motor's Variance Request

Jim Olson Motors (David Phillips, Agent) is currently in the process of preparing to construct a new Ford Dealership to be located off of South Duluth Ave, behind the current Chrysler Dealership. Under s. 20.27(1) of the Sturgeon Bay Zoning Code, the impervious surface from these lots may not exceed 70%:

(1) For each lot in the R-4, C-1, C-3, C-4, and C-5 districts, the combined area of all roofed, paved, and other impervious surfaces shall not exceed 70 percent of the total area of the lot. Existing lots with impervious surfaces that exceeded 70 percent prior to adoption of this section shall be exempted from this provision provided that there shall be no further net increase of impervious surfaces on such lots.

Jim Olson Motors is requesting a variance from s. 20.27(1) of the Sturgeon Bay Zoning Code. The proposed Ford Dealership has an impervious surface ratio (ISR) of 71.34%. If the lot would be divided into two parcels as planned, the Chrysler Dealership would have an ISR of 78%. Approving the variance would grant both requests.

The ISR requirement was put into place in the mid 1990's as a way to control and ensure that land was available for storm water management, and to ensure green space and landscaping for aesthetics. Previously, in 2006, the Zoning Board of Appeals granted an ISR variance petition from the Door County Cooperative to increase their ISR from 81.4% to 92%.

Furthermore, many surrounding commercial businesses either meet or exceed the 70% ISR (Lamperts Lumber (98.6%), Sherwin Williams (77.9%), Jim Olson Chevrolet (82.6%), and Door County Auto Sales and Storage(76.7%)) these businesses were developed prior to the ISR being implemented.

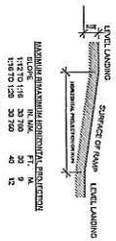
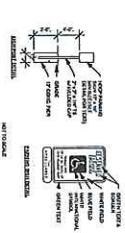
Submitted,

A handwritten signature in black ink, appearing to read 'Ryan Kernosky', is written over a horizontal line. The signature is stylized and somewhat cursive.

Ryan Kernosky
Planner and Zoning Administrator



LINCOLN



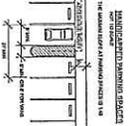
4.2.1 ISLANDS: ANY ISLANDS OR CROSSING SHALL BE CUT THROUGH WITH THE EXISTING CURB AND CONCRETE DRIVEWAY IN THE PART OF THE ISLAND INTERSECTED BY THE DRIVEWAY.

4.3 GENERAL: ANY PART OF AN ACCESSIBLE ROUTE WITH A SLOPE GREATER THAN 1:20 SHALL BE CONSIDERED A RAMP AND SHALL BE CONSIDERED AS SUCH.

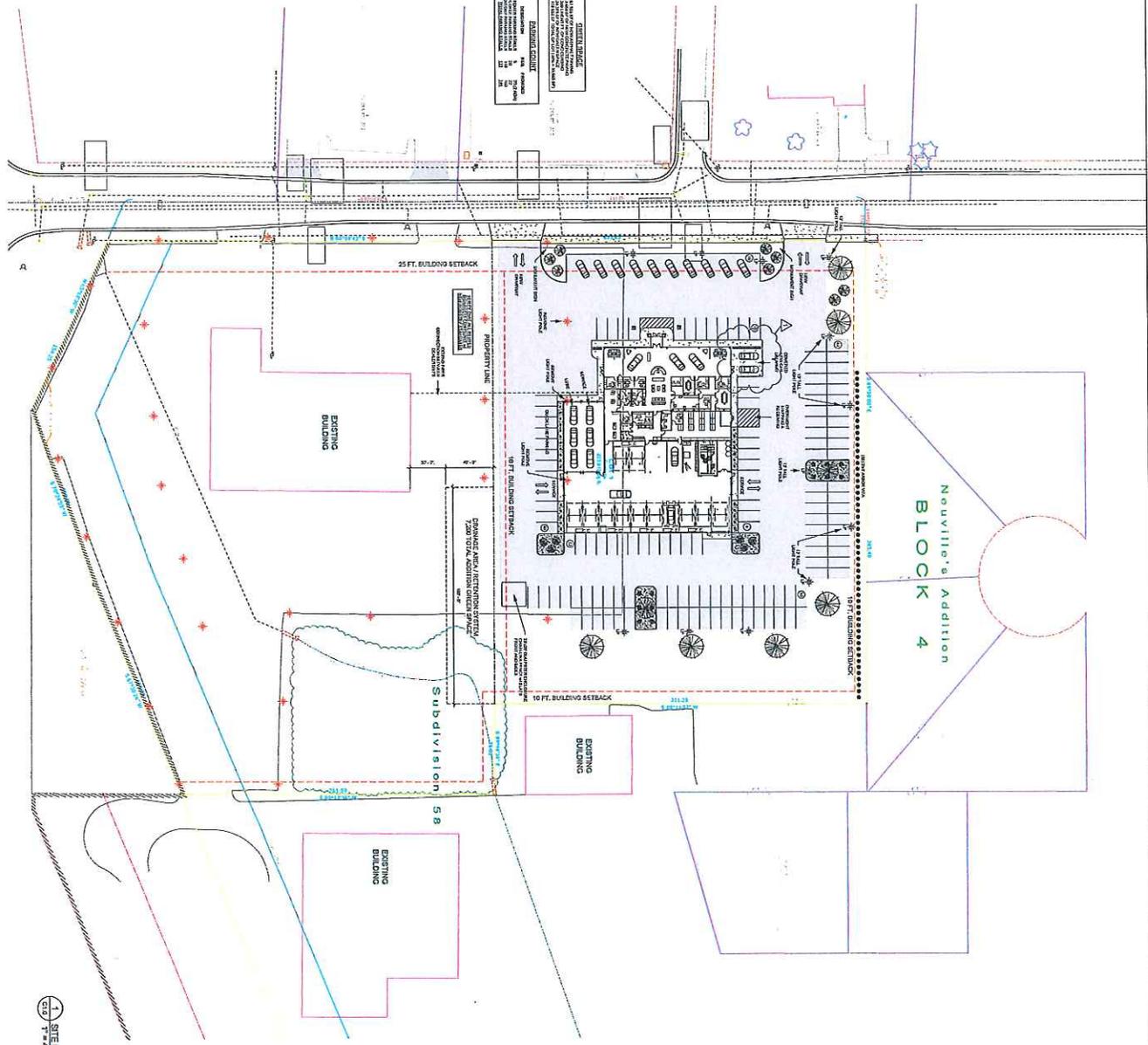
4.3.1 ISLANDS: ANY ISLANDS OR CROSSING SHALL BE CUT THROUGH WITH THE EXISTING CURB AND CONCRETE DRIVEWAY IN THE PART OF THE ISLAND INTERSECTED BY THE DRIVEWAY.

4.3.2 ISLANDS: ANY ISLANDS OR CROSSING SHALL BE CUT THROUGH WITH THE EXISTING CURB AND CONCRETE DRIVEWAY IN THE PART OF THE ISLAND INTERSECTED BY THE DRIVEWAY.

4.3.3 ISLANDS: ANY ISLANDS OR CROSSING SHALL BE CUT THROUGH WITH THE EXISTING CURB AND CONCRETE DRIVEWAY IN THE PART OF THE ISLAND INTERSECTED BY THE DRIVEWAY.



7 SITE SERVICES & DETAILS
C10 SHEET 10



1 SITE PLAN
T = 40'-0"
North

PROPOSED BUILDING FOR:
JIM OLSON FORD
STURGEON BAY, WISCONSIN; COUNTY OF: DOOR

SCALE VERIFICATION
DATE: 01-18-2016

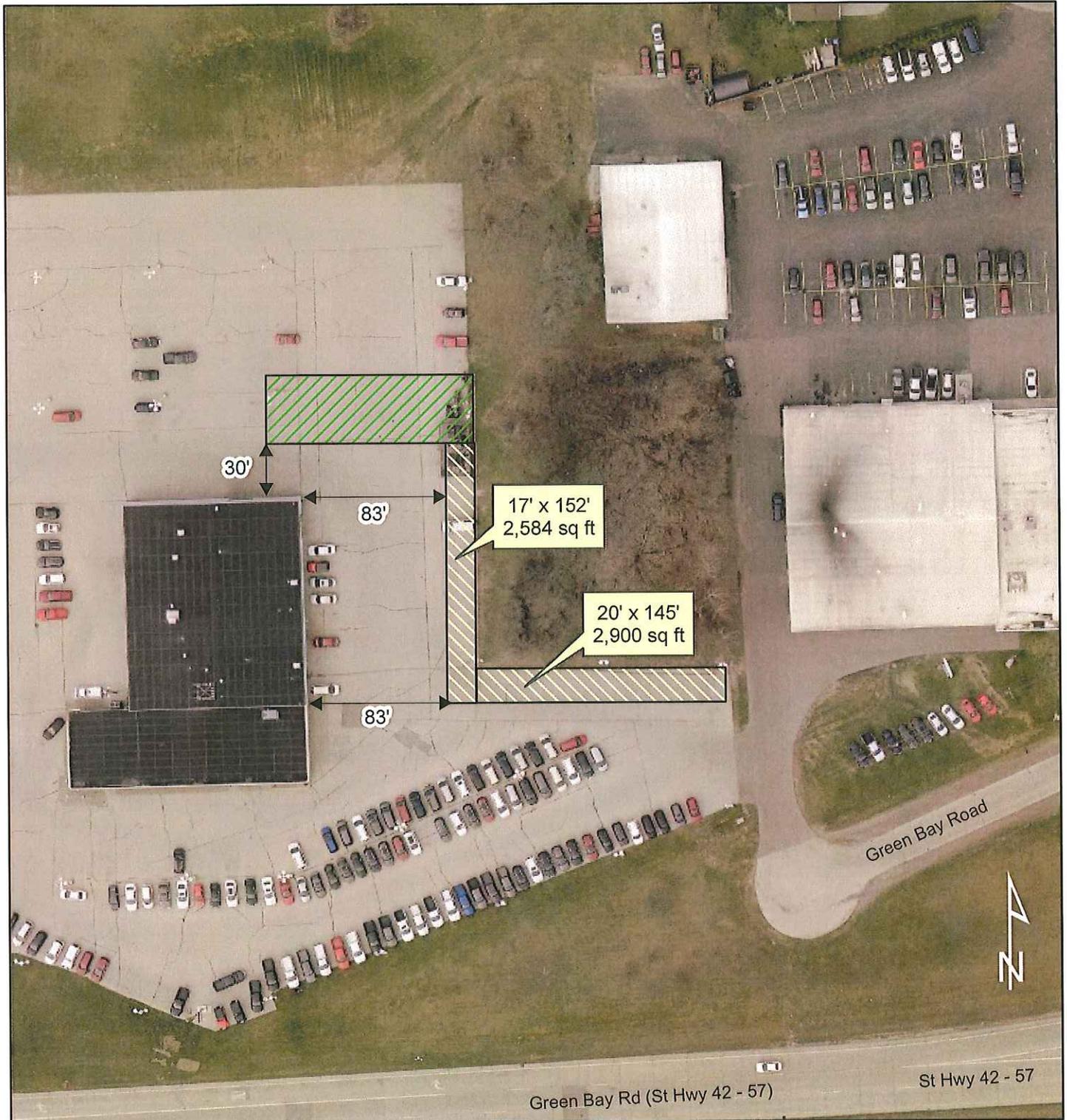
JOB NUMBER: 15-2915
SALES REP: DAVE PHILLIPS (920) 3082580
DATE: 01-18-2016
DRAWN BY: DBV
REVISIONS: 1 01-18-2016 DBV

ISSUED FOR:
 PRELIMINARY
 BID SET
 CONSTRUCTION
SHEET

BAYLAND
BAYLAND BUILDINGS
2200 W. STATE ST. STURGEON BAY, WI 54989
(920) 308-2580 FAX (920) 486-3333
www.baylandbuildings.com
DESIGN & BUILD GENERAL CONTRACTOR

C1.0

Proposed ISR Reduction Jim Olson Chrysler



Legend

-  Proposed Drainage Area/Retention Area
-  Proposed Removed Concrete

NOTES:

If the lots were to be split as proposed, Jim Olson Chrysler would have an ISR of 78%, 8% over the maximum ISR or 10,875 sq ft. The proposed removal of concrete would remove 5,484 sq ft, bringing the Chrysler parcel to 74% ISR.

**CITY OF STURGEON BAY
VARIANCE APPLICATION
ZONING BOARD OF APPEALS**

Date Received: 12-21-15
 Fee Paid \$ 300 + 50 *supra*
 Received By: CO

	APPLICANT/AGENT	LEGAL PROPERTY OWNER (if different)
Name	JIM OLSDEN	
Company	JIM OLSDEN FORD	
Street Address	632 GREEN BAY RD	
City/State/Zip	STURGEON BAY, WI 54235	
Daytime Telephone No.		
Fax No.		

STREET ADDRESS OF SUBJECT PROPERTY: 812 Green Bay Rd
 Location if not assigned a common address: _____

TAX PARCEL NUMBER: 281-58-0727260001

CURRENT ZONING CLASSIFICATION: C-1

CURRENT USE AND IMPROVEMENTS: Current Chrysler Dealership

IDENTIFY MUNICIPAL CODE SECTION PERTINENT TO REQUEST AND STATEMENT OF SPECIFIC ITEM BEING REQUESTED FOR REVIEW: s. 20-27 (1) - Requires Improvements 5-Faces not to exceed 70% request is to split lot resulting in a 1SR of for Chrysler and for the proposed Ford dealership

ZONING AND USES OF ADJACENT SURROUNDING PROPERTIES:
 North: R-4 Single Family Homes
 South: C-1 Commercial General / Sherwin Williams / Multiple family dwell.
 East: C-1 Jim Olson Chevy
 West: C-1 Door County Auto / Unzoned (Chrysler)

VARIANCE STANDARDS

Please address how the proposed variance meets each of the three required standards for authorizing variances. (Attach additional sheets, if necessary)

1. Unnecessary hardship: See attached

2. Unique physical property limitation: _____

3. Protection of public interest: _____

HAVE THERE BEEN ANY VARIANCES, CONDITIONAL USE PERMITS, ETC. GRANTED PREVIOUSLY FOR THIS PROPERTY? No IF YES, EXPLAIN: _____

Attach an 8-1/2" X 11" detailed site plan (if site plan is larger than 8-1/2" x 11", also include 15 large sized copies), full legal description (preferably on disk), 8-1/2 x 11" location map, construction plans for the proposed project, and Agreement for Reimbursement of expenses. Site plan shall include dimensions of property, pertinent structures and buildings, proposed site improvements, signature of person who drew plan, etc.

Property Owner (Print Name)

Signature

Date

James Olson



12-21-15

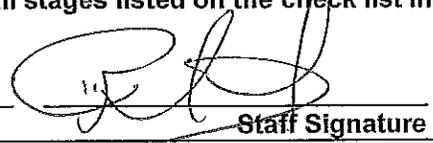
Applicant/Agent (Print Name)

Signature

Date

I, DAVE PHILLIPS, have attended a review meeting with at least one member of staff and understand that I am responsible for sign placement and following all stages listed on the check list in regard to the applicant.

12-21-15
Date of review meeting


Applicant Signature
Staff Signature

Attachments:

- Procedure & Check List
- Agreement For Reimbursement of Expenses

STAFF USE ONLY

Application conditions of approval or denial:

Date

Community Development Director

JIM OLSON CHRYSLER VARIANCE

1. Unnecessary Hardship: The Chrysler dealership was built in 1970. The zoning requirement that limits the impervious surface on the parcel to 70% wasn't adopted until 1995, some 25 years later. The zoning requirement severely limits additional development on this property, which originally developed long before the requirement.

The adjoining commercial developments exceed the 70% impervious surface ratio, so requiring the Ford/Chrysler project to meet that ratio puts this parcel at a disadvantage.

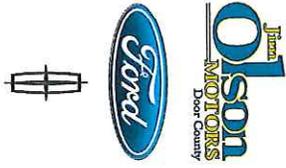
2. Unique Physical Property Limitation: The current parcel is unique in that it is simply too large for a single car dealership. But, if the parcel were to be split it would cause the Chrysler dealership to exceed the 70% impervious surface ratio. Based upon its size and the large undeveloped portion of the property, it was clearly intended for additional future development.

In addition, auto dealerships are unique land uses because they require more impervious surface than most uses. The need for display spaces plus customer parking makes it very difficult to comply with the 70% impervious surface rule.

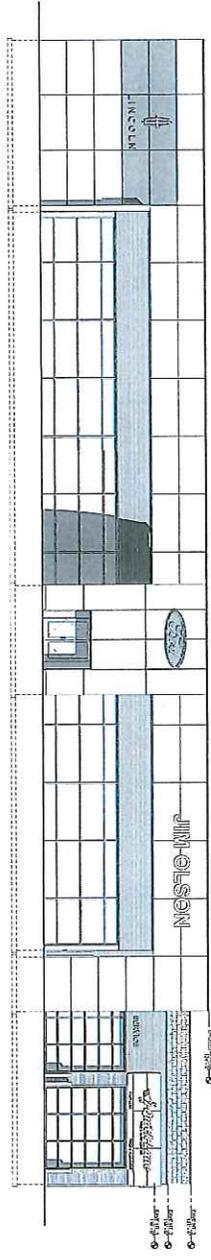
3. Protection of Public Interest: The impervious surface ratio for the proposed development would be similar to or less than the adjoining developments. The closest commercial companies (Lamperts, Sherwin Williams, Jim Olson Chevrolet, and Door County Auto Sales and Storage) all exceed the 70% impervious surface ratio. Therefore, the development would not be out of character from the public's perspective.

Despite the increase in impervious surface, the property will comply with all storm water management requirements. Management plans have been prepared by Baudhuin, Inc. to handle the storm water. So there will be no impacts on adjoining property due to runoff.

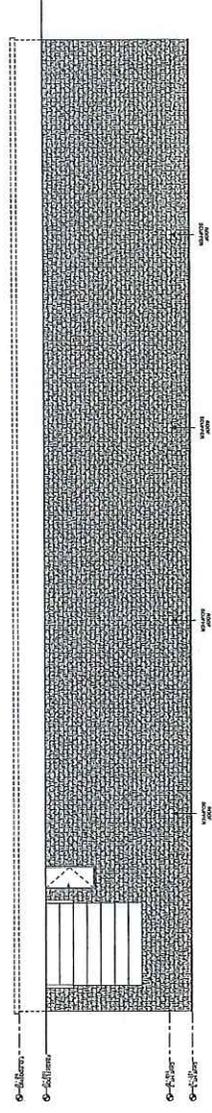
Jim Olson Ford will still have landscaping on the property, including a vegetative screen along the north end of the property facing the residences. So the dealership will still contain green space and not be unattractive to the neighboring residential district or to the general public.



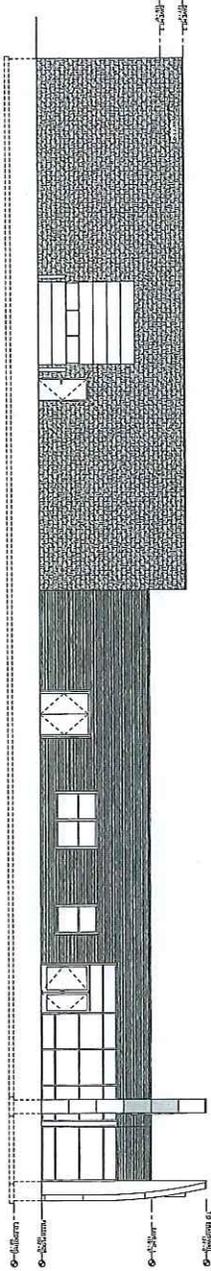
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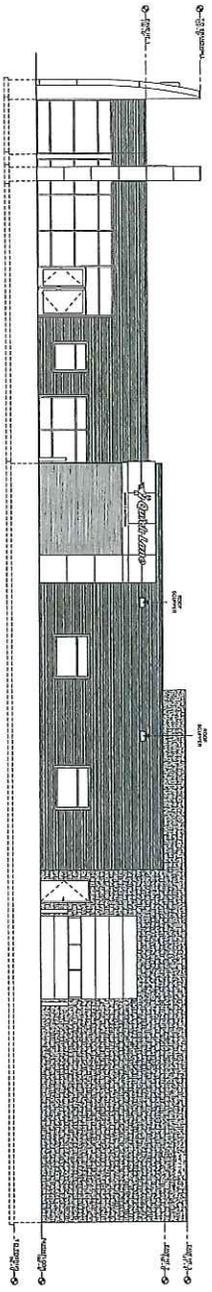
2 WEST ELEVATION
1/8" = 1'-0"



1 EAST ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION
1/8" = 1'-0"

BAYLAND
BAYLAND BUILDINGS
 P.O. BOX 1971 GREEN BAY, WI 53007
 (608) 464-0000 FAX (608) 426-5033
 DESIGN & BUILD GENERAL CONTRACTOR

PROPOSED BUILDING FOR:
JIM OLSON FORD
 STURGEON BAY, WISCONSIN; COUNTY OF: DOOR

SCALE VERIFICATION



NOTES: 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 2. FINISH GRADE IS TO BE DETERMINED BY THE CONTRACTOR. 3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT. 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. 5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND STRUCTURES TO REMAIN. 7. THE CONTRACTOR SHALL MAINTAIN A SAFE WORKING ENVIRONMENT AT ALL TIMES. 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE. 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LICENSES AND CERTIFICATIONS. 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL BUILDING DEPARTMENT.

JOB NUMBER: 15-2815

SALES REP: DAVE PHILLIPS
 (262) 582-2850

DRAWN BY: JIM THYER
 (262) 517-2811

DATE: 01-05-2015

REVISIONS:

ISSUED FOR:

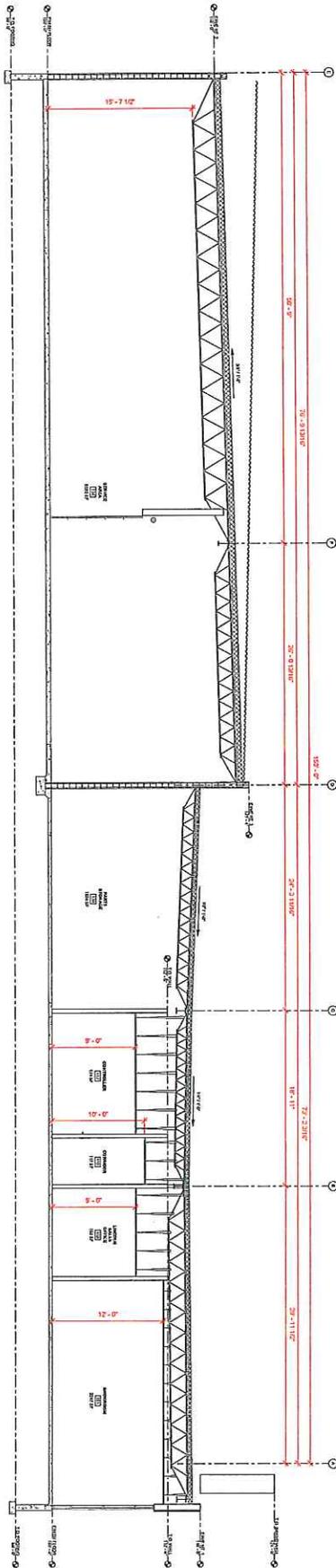
PRELIMINARY
 BID-SET
 CONSTRUCTION

SHEET

A2.0



LINCOLN



1 BUILDING SECTION
AS SHOWN

BAYLAND
BAYLAND BUILDINGS
 P.O. BOX 18371 GREEN BAY, WI 54307
 (920) 498-2000 FAX (920) 498-2033
 www.baylandbuildings.com
 DESIGN & BUILD GENERAL CONTRACTOR

PROPOSED BUILDING FOR:
JIM OLSON FORD
 STURGEON BAY, WISCONSIN; COUNTY OF: DOOR

SCALE VERIFICATION



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JOB NUMBER: 15-2815
 SALES REP: DAVE PHILLIPS (262) 3882580
 DRAWN BY: JIM THYRES (920) 371-2011
 DATE: 01-05-2015
 REVISIONS:

ISSUED FOR:
 PRELIMINARY
 BID SET
 CONSTRUCTION
 SHEET

A3.0

PROPOSED BUILDING FOR:
JIM OLSON FORD
 STURGEON BAY, WISCONSIN; COUNTY OF: DOOR

SCALE VERIFICATION

DATE: 01-05-2015
 DRAWN BY: DBV
 CHECKED BY: JLM THYRES
 (829) 317-2011

ISSUED FOR:
 PRELIMINARY
 BID SET
 CONSTRUCTION
 SHEET

A4.0

ROOF SCHEDULE

Item #	Material	Quantity	Unit	Notes	Remarks
100	ASPH/FLT				
101	CEMENTUM				
102	CEMENTUM				
103	CEMENTUM				
104	CEMENTUM				
105	CEMENTUM				
106	CEMENTUM				
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116	CEMENTUM				
117	CEMENTUM				
118	CEMENTUM				
119	CEMENTUM				
120	CEMENTUM				
121	CEMENTUM				
122	CEMENTUM				

WALL SCHEDULE KEY

Item #	Description	Material	Quantity	Unit	Notes	Remarks
W1	CONCRETE					
W2	CONCRETE					
W3	CONCRETE					
W4	CONCRETE					
W5	CONCRETE					
W6	CONCRETE					
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W99	CONCRETE					
W100	CONCRETE					

DOOR SCHEDULE

Item #	Description	Material	Quantity	Unit	Notes	Remarks
D1	DOOR					
D2	DOOR					
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D100	DOOR					

DOOR SCHEDULE KEY

Item #	Description	Material	Quantity	Unit	Notes	Remarks
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D64	DO					

Nault, Cheryl

From: Kernosky, Ryan
Sent: Monday, January 04, 2016 12:07 PM
To: Nault, Cheryl
Subject: FW: Jim Olson pictures

For ZBA

From: David Phillips [<mailto:DPhillips@baylandbuildings.com>]
Sent: Monday, January 04, 2016 12:05 PM
To: Kernosky, Ryan
Subject: Jim Olson pictures









David Phillips | Sales Representative
Bayland Buildings, Inc.

P.O. Box 13571 | Green Bay, WI 54307-3571

Work 920.498.9300 | **Mobile** 262.308.2580 | **Fax** 920.498.3033

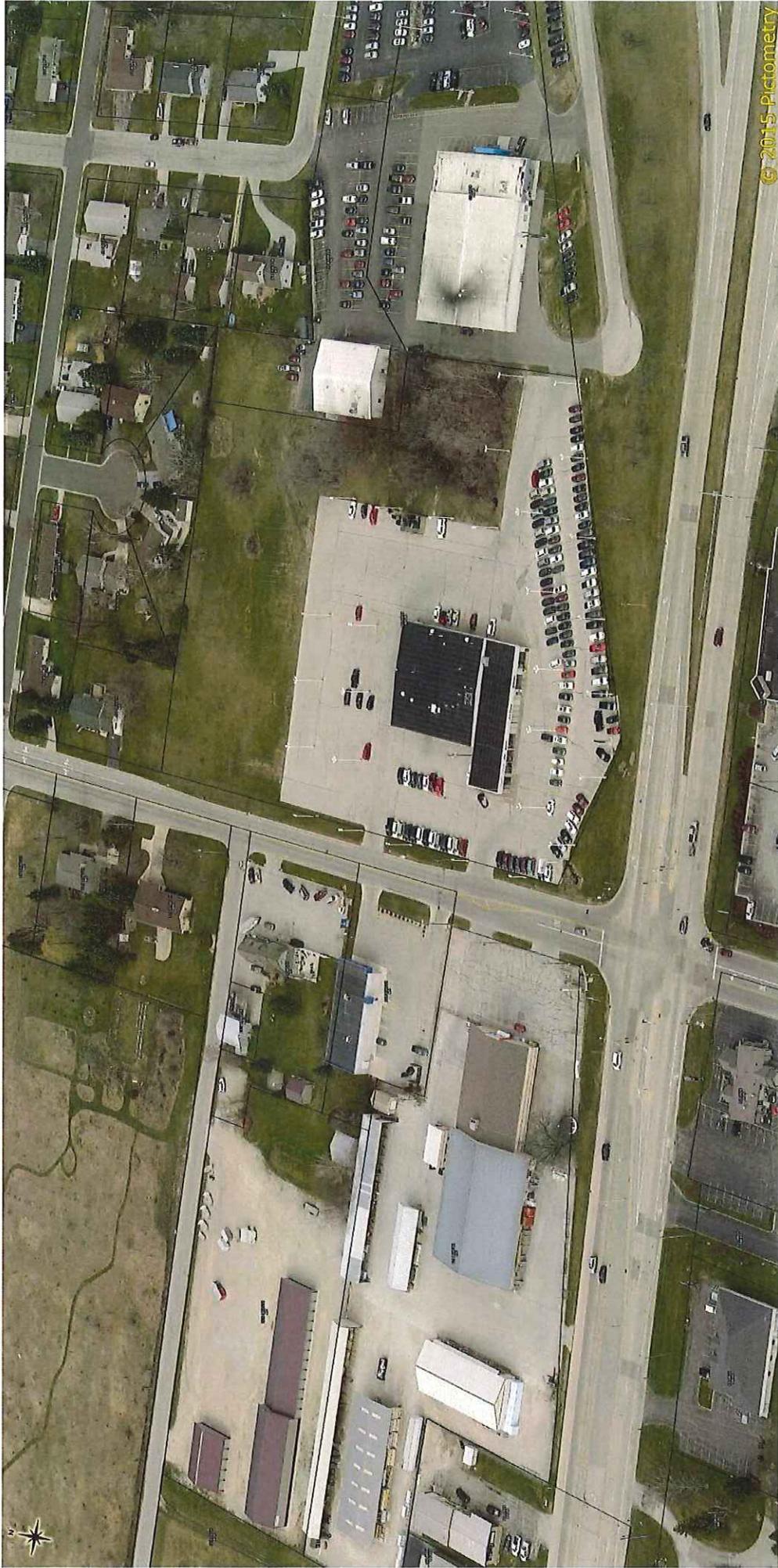
Email dphillips@baylandbuildings.com | **Web** baylandbuildings.com

Looking East - Jim Olson Variance Request



© 2015 Pictometry

Looking North - Jim Olson Variance Request



Location Map

Public Hearing - Jim Olson Motors

Impervious Surface Ratio Variance Request



Note: Public Hearing to be held on January 12, 2016 at Noon in the City Council Chambers (City Hall, 421 Michigan Street)

Stormwater Summary

I. Site Description

The approximate 3 acres of developable upland is located north end of the existing Jim Olson Dodge-Jeep dealership located along Duluth Ave in the City of Sturgeon Bay, Wisconsin. The site will be developed into a Ford dealership.

II. Existing (Pre-developed) Conditions

A portion of the existing site is currently paved and used as overflow parking for the Doge dealership to the south. The site drain from west to east with 0.66 acres currently draining off the northeast corner of the site and the remaining 2.40 acres draining to the existing un-named stream located off-site to the southeast.

No wetlands exist on the development site. Bedrock depths range between 6 and 26 inches. Duluth Avenue borders the property to the west. Duluth Avenue has curb and gutter and storm sewer. There is no off-site contributing watershed draining through this site.

All on-site soils are predominantly sandy loams. Bedrock depths exempt this site from infiltration requirements. Soils act as hydrologic group B soils due to underlying bedrock.

Site slopes vary between 1 and 7 percent. Average slope is approximately 3 percent from west to east.

III. Proposed (Post-developed) Conditions

The site is being proposed as a car dealership. Much of the lot will be paved to allow vehicle display. Portions of the site will remain green space.

The entire development will be directed to a storm water management pond located along the east side of the lot. The storm pond will be equipped with an outlet structure as well as an emergency spillway.

The proposed storm pond will reduce peak flow rates and remove total suspended solids prior to discharge to the wetland/channel. Two bio-retention areas will be placed to allow treatment prior to flows reaching the peak rate control dry pond.

The pond will likely require rock blasting which will make a synthetic or clay liner necessary.

This site is exempt from infiltration requirements due to the underlying bedrock. Curb and gutter, storm sewer and grass swales will be used to convey water to the proposed storm pond.

Storm water from the majority of the parcel will be treated/managed with grassy swales, the bio-retention forebays and dry pond. This is considered infill development therefore requiring 40% suspended solids removal. SLAMM program analyzed the proposed

stormwater measures to accomplish 75% suspended solids reduction and provide peak flow reductions in accordance with DNR requirements as well as the City of Sturgeon Bay storm water requirements. Peak flow reductions will be provided such that the peak flow leaving the site after development during all events will not exceed current peak flows leaving the site in its undeveloped state during like event.

No external drainage basins from off-site lands drain through this site. Therefore the on-site pond will handle this site independently.

IV. Stormwater Pond

The storm pond has been designed to meet water quality and peak flow guidelines per City's requirements. The storm pond will treat storm water from the proposed development prior to allowing discharge to the off-site channel.

A DNR type B liner will be placed in the base of the pond in rock blasted areas to seal the pond and provide separation to the underlying bedrock.

An outlet structure has been designed to reduce peak flows and promote settling out of pollutants. Spillway will be provided to pass events above the 100 year storm event.

Peak flows have been modeled to analyze net impact leaving the site.

A safety ledge or safety fence will be installed in accordance with DNR guidelines.

V. Design Methodology

Aspects of the stormwater management system have been designed using the following design methods:

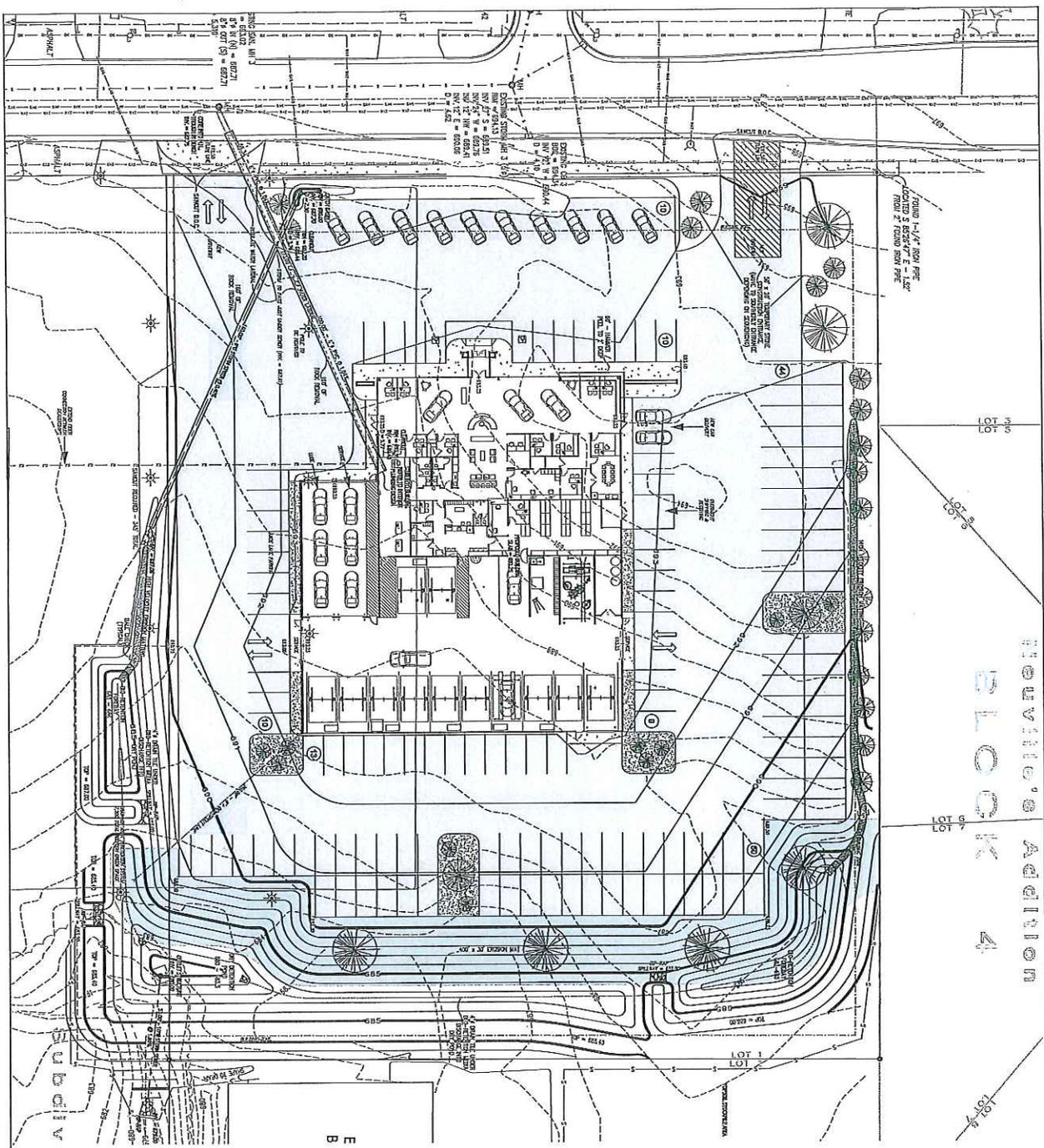
- Stormwater ponds – US-SCS TR-55 Hydrology (Hydraflow program)
- Storm sewer/culverts – Rational Method and Haestad Methods Culvertmaster Program (Manning's formula)
- Ditches & swales – Haestad Methods Flowmaster program (Manning's formula)

VI. Erosion Control

The erosion control for this site has been designed in conformance with requirements set forth by the City of Sturgeon Bay and DNR Technical Standards. Maintenance and installation of erosion control shall follow City requirements as well as the DNR Technical Standards.

VII. Conclusion

Implementation of the designed stormwater pond and erosion control practices will provide a stormwater system that will minimize any negative impacts of this development to the downstream waterways and meet DNR/City goals for water quality and peak flow management prior to leaving the site.



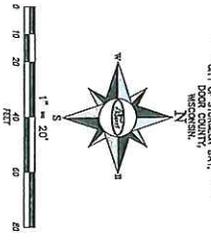
NEWLINE'S Addition
Block 4

PARKING COUNT

DESIGNATION	REQ.	PROVIDED
CUSTOMER PARKING STALLS	5	20 (2.4M)
EMPLOYEE PARKING STALLS	20	100
INVENTORY PARKING STALLS	110	100
TOTAL PARKING STALLS	135	220

GREEN SPACE
 61,880 SF OF NEW ASPHALT/PAVING
 3,200 SF OF NEW CONCRETE PAVING
 34,985 SF OF NEW GREEN SPACE
 118,065 SF TOTAL OF LOT (90% = 106,258 SF)

- ⊙ - 2" ROUND IRON PIPE
 - - 1" ROUND IRON PIPE
 - - 3/4" ROUND IRON PIPE
 - - POWER POLE
 - ✱ - LIGHT POLE
- SCALES**
 - CONTOUR INTERVAL = 1 FOOT.
 - CONTRACTOR HAS THE OPTION TO RE-LOCATE THE STOCKPILE AREA AS LONG AS SILL FENCE SURROUNDINGS REMAIN.



LOT 1 OF BEING BOUNDARY PLAN
 THE SW 1/4 OF SECTION 19, T27N, R10E, S20E
 TOWNSHIP 27 NORTH, RANGE 20 EAST,
 COUNTY OF STURGEON BAY,
 WISCONSIN.