AGENDA
CITY OF STURGEON BAY
ZONING BOARD OF APPEALS
Tuesday, October 25, 2016
12:00 Noon
Council Chambers, City Hall
421 Michigan Street

1. Roll call.

2. Adoption of agenda.

3. Approval of minutes from July 26, 2016.

4. Public hearing: Petition for variance from Section 20.27(2) of the Zoning Code to increase the height of a portion of an existing manufacturing building to 75 feet for Fincantieri Bay Shipbuilding, 128 Kentucky Street.

5. Consideration of: Petition for variance from Section 20.27(2) of the Zoning Code to increase the height of a portion of an existing manufacturing building to 75 feet for Fincantieri Bay Shipbuilding, 128 Kentucky Street.

6. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

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

10/20/16
9:15 a.m.
CN

ZONING BOARD OF APPEALS
Tuesday, July 26, 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 William Murrock, Bill Chaudoir, James Goodwin, and Alternate Richard Jennings were present. Excused: Members Wayne Spritka and Andrew Starr. Also present were Community Development Director Marty Olejniczak, Planner/Zoning Administrator Ryan Kernosky, and Community Development Secretary Cheryl Nault.

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

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from June 14, 2016.
4. Public hearing: Petition for variance from Section 20.29(2) of the Zoning Code for an accessory building to be built 6 feet closer to the street right-of-way than the required 25 feet for accessory structures, for Eric Metzer, 536 N 4th Avenue.
5. Consideration of: Petition for variance from Section 20.29(2) of the Zoning Code for an accessory building to be built 6 feet closer to the street right-of-way than the required 25 feet for accessory structures, for Eric Metzer, 536 N 4th Avenue.
6. Adjourn.

Carried.

Approval of minutes from June 14, 2016: Moved by Mr. Jennings, seconded by Mr. Goodwin to approve the minutes from June 14, 2016. All ayes. Carried.

Public Hearing: Petition for variance from Section 20.29(2) of the Zoning Code for an accessory building to be built 6 feet closer to the street right-of-way than the required 25 feet for accessory structures, for Eric Metzer, 536 N 4th Avenue: Mr. Murrock opened the public hearing at 12:05 p.m.

Eric Metzer, 536 N. 4th Avenue, stated that he would like a bigger garage. The existing garage is located 17 feet from the sidewalk on Georgia Street and 2 – 3 feet from the alley. He would like to build the new garage 6 feet from the alley and 19 feet from the sidewalk. He asked for a 6-foot variance for the proposed 26' x 30' stick-built 18-foot high garage that will be placed on a cement slab. The wood siding will be blue in color to match the home.

Mr. Kernosky stated that if the garage was built at the required 25-foot setback, the patio and garden would be lost. Also, the building cannot be closer to the street than the principal structure. When the existing nonconforming structure is torn down, they can rebuild up to 50% over the existing floor area.

Mr. Olejniczak added that up to 1000 square feet of accessory structure is allowed per lot.

Chris Kellems, 120 Alabama St., stated that she was not sure whether she is for or against the variance. She had questions on setbacks for Georgia Street. She wondered if anyone has looked at drainage and if solar could be put on the roof.

No one else spoke in favor or in opposition of the variance. There were no letters in favor or in opposition of the variance.

Mr. Murrock declared the public hearing closed at 12:20 p.m.

Consideration of: Petition for variance from Section 20.29(2) of the Zoning Code for an accessory building to be built 6 feet closer to the street right-of-way than the required 25 feet for accessory structures, for Eric Metzer, 536 N 4th Avenue: A short discussion was held. Moved by Mr. Chaudoir,

seconded by Mr. Goodwin to approve the variance request for the following reasons:

1. It is an improvement to the neighborhood.
2. It will reduce the non-conformity of the lot and structure.
3. It is a corner lot which makes it more difficult to comply with the setbacks.
4. The existing trees, patio, garden, and fence will not have to be removed or relocated.
5. The variance is compatible with the neighboring home setbacks.

Roll vote. All ayes. Carried.

Adjourn: Moved by Mr. Chaudoir, seconded by Mr. Goodwin to adjourn. All ayes. Carried. Meeting adjourned at 12:23 p.m.

Respectfully submitted,

Cheryl Nault

Cheryl Nault
Community Development Secretary

October 18, 2016

Petition for Variance
Fincantieri Bay Shipbuildling
128 Kentucky Street
Parcel # 281-10-85340109

RE: Summary for Fincantieri Bay Shipbuilding

Fincantieri Bay Shipbuilding (FBS) (Todd Thayse, Agent) is petitioning for a variance from s. 20.27(2) of the municipal code (zoning code) which states:

> *(2) The dimensional requirements relating to lot size, density, yards, height, and floor area shall be as specified for each zoning district [in the following table]:*
>
> *I-2 Zoning District has a maximum building height of 45 feet*

FBS is proposing to raise the building height on a portion of the building at 128 Kentucky Street (former main Palmer Johnson building) to 75 feet. The existing building is approximately 45 feet in height.

In both 2006 and 2008 there were variances granted for this building. They are described below:

> *2006-* Palmer Johnson Yachts was granted a height variance for a new addition on the eastern side of the building for up to 65 feet; because the variance was not acted upon within a year of approval, it has since been nullified. Other variances granted for the addition included a 5' setback from Jefferson Street, and a zero lot line setback from properties abutting the east side of the parcel*.
>
> *2008-* Palmer Johnson Yachts was granted two setback variances for an addition to the north side of the building, which established a 13.4' setback from Jefferson Street and a 23' setback from 1st Avenue.

If the addition to the roof is approved by the ZBA, it will still need to be approved by the Waterfront Design and Site Plan Review Board for aesthetics.

The Fire Chief had no concerns regarding the proposed building height.

Submitted,

Ryan Kernosky
Planner / Zoning Administrator

*FBS's application states that Palmer Johnson Yachts was granted a variance for a zero lot line setback from the properties abutting the west side of the parcel. This was misinformation given to FBS by the Zoning Administrator by mistake. The correct language should have been that Palmer Johnson Yachts was granted a variance for a zero lot line setback from the properties abutting the east side of the parcel.

FINCANTIERI
BAY SHIPBUILDING

October 5th, 2016

City of Sturgeon Bay, Board of Appeals
421 Michigan Street
Sturgeon Bay, WI 54235

Re: Variance Request

Fincantieri Marine Group, LLC d/b/a Fincantieri Bay Shipbuilding Company ("Fincantieri") requests a variance pursuant to Section 20.35(1)(b) of the Sturgeon Bay Code of Ordinances to allow it to increase the height of the building it owns at 128 Kentucky Street, commonly referred to as the main building of the former Palmer Johnson property or 411 Building ("411 Building"), up to 75 feet.

BACKGROUND FOR THIS REQUEST

The 411 Building is located at 128 Kentucky Street in an industrial area zoned I-2. The building was historically used for ship building purposes by Palmer Johnson Yachts, LLC ("Palmer Johnson"). Fincantieri acquired the Palmer Johnson properties in the area, including the 411 Building, effective May 9, 2016.

The City previously granted variances for the 411 Building as shown on **Exhibit B**. In 2006, Palmer Johnson obtained a variance to construct an addition to the 411 Building which permitted a five foot setback from Jefferson Street, a zero lot line setback from the properties abutting the west side of the building, and up to 65 feet in building height for the new addition. In 2008, Palmer Johnson received a variance for an addition to the building which established a 13.4 foot setback from Jefferson Street and a 23 foot setback from First Avenue.

The 411 Building was designed for construction of aluminum luxury yachts which will no longer be made at the facility. The new vessel construction market has shifted to specialty boats such as ferry boats, tug boats, and commercial fishing boats made of steel. Fincantieri plans to use the facilities it purchased from Palmer Johnson, including the 411 Building, to construct these types of steel vessels. However, the current construction bay height, floor loading, and overhead crane capacities of the 411 Building are inadequate for this purpose. As shown on **Exhibit C**, Fincantieri plans to remodel the 411 Building to permit construction of the steel ships, including increasing the height of the building to increase the size of the construction bays.

The proposed project will substantially improve the 411 Building, including:

1. The floor will be reconstructed to support heavier vessels which will be assembled there;

2. Crane capacity will be increased substantially, to provide for four new 50 ton cranes;

3. The construction bay area will have two construction bays, with clear doors 50 feet wide;

4. Energy efficient heating, ventilation, and LED lighting will be installed; and

5. An elevator to upper levels will be added for ADA compliance. Based on the variance granted in 2006, the 411 Building has a 65 foot height limit. The request for variance will only increase this by an additional 10 feet to 75 feet. This will remain consistent with the height of other buildings in the area used for ship building purposes, including Fincantieri Building 311 (80 feet), the former Lawrie Building (60 feet), and Fincantieri's paint building (58 feet). The additional height will not affect views of the Bay.

If the variance is granted, Fincantieri will continue to use the 411 Building for ship building purposes. Because the operations at the building will be enclosed, there will be no increased noise or dust in the area.

The variance is important for Fincantieri to remain competitive in the ship building industry. The capacity to assemble steel vessels in an enclosed building will help Fincantieri compete with southern shipyards that have more favorable weather conditions in the winter. It will assist Fincantieri in maintaining its productivity and employment year-round at the shipyard.

Fincantieri's request for a variance meets all of the criteria under 20.35(1)(b) of the Sturgeon Bay Ordinances.

1. If a variance is not granted, Fincantieri will suffer an unnecessary hardship because the 411 Building, as currently configured, is not suitable for constructing the type of steel ships which are in demand in the current ship building market. The variance is necessary to provide Fincantieri with the means to compete in the current ship building market, sustain its productivity, and provide year-round employment.

2. The 411 Building has unique limitations because it was designed and equipped for construction of aluminum luxury yachts. The changes proposed by Fincantieri, including raising the height of the building, address this functional deficiency of the current building.

3. The variance would protect the public interest. The building will be substantially improved and put to a beneficial use by Fincantieri which will contribute to economic development and year-round employment in the area. Because the footprint of the 411 Building will not change, and the proposed increase in building height is consistent with other building heights in the area, there will be no adverse aesthetic impacts.

Thank you for your consideration of this variance request.

Todd J Thayse
Vice President and General Manager
Fincantieri Bay Shipbuilding Company

FINCANTIERI
BAY SHIPBUILDING

Ref:

Exhibit A to Variance Application
Exhibit B to Variance Application (Previously Granted Variances to 128 Kentucky Street)
Exhibit C Fincantieri Bay Shipbuilding Alteration Drawings/Plans
- T1-11 Title Sheet, Sheet Index, Project General Notes
- A2-11 Exterior Elevations
- A2-12 Exterior Elevations
- A2-13 Exterior Elevations
- A2-14 Exterior Elevations
- A2-15 Northeast Isometrics
- A2-19 Southeast Isometrics
- A2-22 Southeast Isometrics

FINCANTIERI MARINE GROUP, LLC
Bay Shipbuilding
605 North Third Avenue, P.O. Box 830
Sturgeon Bay, Wisconsin 54235-0830

P. 920-743-5224
F. 920-743-2371
www.fincantierimarinegroup.com

a FINCANTIERI company

CITY OF STURGEON BAY
VARIANCE APPLICATION
ZONING BOARD OF APPEALS

Date Received: _____
Fee Paid $ _____
Received By: _____

	APPLICANT/AGENT	LEGAL PROPERTY OWNER (if different)
Name	Todd Thayse	
Company	Fincantieri Marine Group, LLC d/b/a Fincantieri Bay Shipbuilding Company	
Street Address	605 N. 3rd Street	
City/State/Zip	Sturgeon Bay, WI 54235	
Daytime Telephone No.	920-743-5524	
Fax No.		

STREET ADDRESS OF SUBJECT PROPERTY: 128 Kentucky Street
Location if not assigned a common address:

TAX PARCEL NUMBER: 281-10-85340109A

CURRENT ZONING CLASSIFICATION: I-2 (Heavy Industrial)

CURRENT USE AND IMPROVEMENTS:

Fincantieri Marine Group, LLC d/b/a Fincantieri Bay Shipbuilding Company offices and manufacturing facility.

IDENTIFY MUNICIPAL CODE SECTION PERTINENT TO REQUEST AND STATEMENT OF SPECIFIC ITEM BEING REQUESTED FOR REVIEW: s. 20.27(2) – The maximum building height for I-2 zoning is 45 feet. Request building height increase to 75 feet as shown on Exhibit C.

ZONING AND USES OF ADJACENT SURROUNDING PROPERTIES:
North: I-2 / C-2 – Bay Shipbuilding & Bellin Health Clinic
South: C-2 – City Parking Ramp
East: I-2 / C-2 – Nautical Inn
West: I-2 / C-2 – Bay Shipbuilding, Office Building, Stone Harbor Condos

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 Exhibit A

2. **Unique physical property limitation:** See attached Exhibit A

3. **Protection of public interest:** See attached Exhibit A

HAVE THERE BEEN ANY VARIANCES, CONDITIONAL USE PERMITS, ETC. GRANTED PREVIOUSLY FOR THIS PROPERTY? Yes **IF YES, EXPLAIN:** See attached Exhibit B.

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.

Fincantieri Marine Group, LLC d/b/a
Fincantieri Bay Shipbuilding Company — Todd Thayse — 10/5/16

Property Owner (Print Name) — **Signature** Todd Thayse, Vice President and General Manager — **Date**

Applicant/Agent (Print Name) — **Signature** — **Date**

I, Todd T. Thayse **, 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.**

10/5/16 — Todd Thayse —

Date of review meeting — **Applicant Signature** — **Staff Signature**

Attachments:
Procedure & Check List
Agreement For Reimbursement of Expenses

STAFF
Applica

Date — Community Development Director

WHAT IS A VARIANCE? -

Presented by the Door County Planning Department
for petitioner reference

A variance is an authorization for the construction or maintenance of a building or structure which is prohibited by a zoning ordinance. It Is a right granted by a Board of Adjustment pursuant to power vested by statute or ordinance and is a form of administrative relief from the literal enforcement and strict application or zoning regulations.

VARIANCE STANDARDS

State law sets three standards for granting a zoning variance. The burden is upon the applicant to provide evidence to the Board of Adjustment that their situation meets the standards. All three standards must be met in order for a variance to be granted.

- Unnecessary hardship
- Unique property feature
- Not contrary to public interest

1. Unnecessary Hardship

Application of the zoning ordinance to the site must cause unnecessary hardship. When does unnecessary hardship occur?

- Denied All Reasonable Use of Property

  The Wisconsin Supreme Court has ruled that unnecessary hardship only exists when the zoning ordinance denies all reasonable-Use of a property. Board of Adjustment members must judge what is a reasonable use for a particular parcel. They must consider whether the parcel as a whole provides reasonable use to the owner, not just whether a portion of the property can be used as.the applicant wants. Generally, a variance is not warranted if the physical character of the property would allow a landowner to develop or build in compliance with a zoning ordinance.

  For example, all reasonable use of a parcel is not denied if the board rejects a variance for a deck to be placed on a site within the shoreland setback. A home without a lakeside deck still offers reasonable use of property.

- No Self-Imposed Hardship

  The Wisconsin Supreme Court also ruled that a hardship may not be self imposed. An example of a self-imposed hardship would be someone who builds at a setback and later requests a variance for an addition within the setback area. Such a variance should be denied because the applicant created the hardship by building at the setback and restricting future building or expansion options.

- Loss Of Profit - Not hardship

  Loss of profit is not in itself an unnecessary hardship, nor is additional expense incurred to comply with zoning ordinances< For instance, limiting the number of units which can be built on a parcel may reduce potential profits, but is not an unnecessary hardship.

- Due to Regulations

  The hardship cannot be one that would have existed in the absence of the zoning ordinance. Some properties may not be buildable because of the physical nature of the property. For instance, if an entire parcel consists of land with a steep slope or is entirely wetlands, the property would not be suitable for development whether or not there was an ordinance regulating such development. In such extreme cases, the only reasonable use may be for open space uses.

July 10, 2006

Palmer Johnson Yachts was granted a variance on July 10, 2016 for 128 Kentucky Street. The variance was for the new addition on the eastern side of the main PJ's facility.

- 5' setback from Jefferson Street for a new addition to the main PJ building (128 Kentucky St)
- Zero lot line setback from the properties abutting on the West side of the parcel
- Up to 65' in building height for the new addition (50' easterly)

July 28, 2008

Palmer Johnson Yachts was granted a variance on July 28, 2008 for 128 Kentucky Street. This was for a 29' 4" x 122' addition on the North side of the main PJ building (abutting Jefferson Street).

- 13.4' setback from Jefferson Street for the new addition to the main PJ building
- 23' setback from N 1st Avenue for the new addition to the main PJ building

EXHIBIT

B

Exhibit C:

Fincantieri Bay Shipbuilding Alteration Drawings/Plans

T1-11 Title Sheet, Sheet Index, Project General Notes
A2-11 Exterior Elevations
A2-12 Exterior Elevations
A2-13 Exterior Elevations
A2-14 Exterior Elevations
A2-15 Northeast Isometrics
A2-19 Southeast Isometrics
A2-22 Southeast Isometrics

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY, WISCONSIN

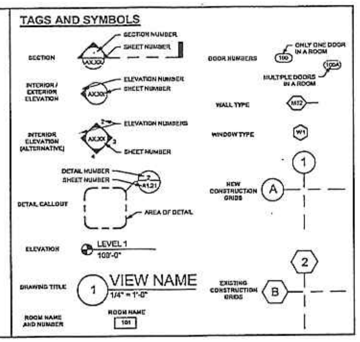
ISG PROJECT # 4891

ABBREVIATIONS

MATERIALS KEY

- BATT INSULATION
- BRICK
- CONCRETE (SECTION)
- CMU (SECTION)
- EARTH
- GRANULAR FILL
- GRAVEL
- GYPSUM BOARD OR SHEATHING
- RIGID INSULATION
- PLYWOOD
- SAND
- STEEL
- SYNTHETIC STUCCO
- WOOD

TAGS AND SYMBOLS

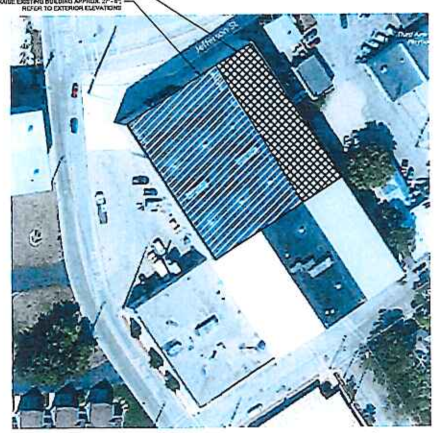


SHEET INDEX

SHEET #	SHEET TITLE
TITLE	
T1-11	TITLE SHEET, SHEET INDEX, PROJECT GENERAL NOTES
ARCHITECTURAL	
A1-21	FIRST FLOOR PLAN
A2-11	EXTERIOR ELEVATIONS
A2-12	EXTERIOR ELEVATIONS
A2-13	EXTERIOR ELEVATIONS
A2-15	NORTHEAST ISOMETRICS
A2-16	NORTHWEST ISOMETRICS
A2-18	SOUTHWEST ISOMETRIC
A2-19	SOUTHEAST ISOMETRIC
A3-11	BUILDING SECTIONS
STRUCTURAL	
S1-00	STRUCTURAL NOTES
S1-11	FOOTING AND FOUNDATION PLAN
S1-12	CONTROL JOINT AND FLOOR SLOPE PLAN
S1-21	FOOTING AND FOUNDATION DETAILS
S1-31	CRANE FRAMING PLAN
S1-50	ROOF FRAMING DEMOLITION PLAN
S1-51	ROOF FRAMING PLAN
S1-61	ROOF FRAMING DETAILS

NEW SLOPED ROOF ABOVE EXISTING

RAISE EXISTING BUILDING APPROX. 27'-6"; REFER TO EXTERIOR ELEVATIONS



PROJECT GENERAL NOTES

1.	ALL WORK SHALL CONFORM TO THE CONTRACT DOCUMENTS, WHICH INCLUDE, BUT ARE NOT LIMITED TO, THE OWNER - CONTRACTOR AGREEMENT, THE PROJECT MANUAL (WHICH INCLUDES GENERAL AND SUPPLEMENTARY CONDITIONS AND SPECIFICATIONS), DRAWINGS OF ALL DISCIPLINES AND ALL ADDENDA, MODIFICATIONS AND CLARIFICATIONS ISSUED BY THE ARCHITECT / ENGINEER.
2.	CONTRACT DOCUMENTS SHALL BE ISSUED TO ALL SUBCONTRACTORS BY THE GENERAL CONTRACTOR IN COMPLETE SETS IN ORDER TO ACHIEVE THE FULL EXTENT AND COMPLETE COORDINATION OF ALL WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND CORRELATING QUANTITIES AND DIMENSIONS.
3.	WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
4.	FIELD VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS. NOTIFY ARCHITECT / ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
5.	DETAILS SHOWN ARE INTENDED TO BE INDICATIVE OF THE PROFILES AND TYPE OF DETAILING REQUIRED THROUGHOUT THE WORK. DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO DETAILS SHOWN. WHERE SPECIFIC DIMENSIONS, DETAILS OR DESIGN INTENT CANNOT BE DETERMINED, NOTIFY ARCHITECT / ENGINEER BEFORE PROCEEDING WITH THE WORK.
6.	ALL MANUFACTURED ARTICLES, MATERIALS AND EQUIPMENT SHALL BE APPLIED, INSTALLED, CONNECTED, ERECTED, CLEANED AND CONDITIONED ACCORDING TO MANUFACTURERS' INSTRUCTIONS. IN CASE OF DISCREPANCIES BETWEEN MANUFACTURERS' INSTRUCTIONS AND THE CONTRACT DOCUMENTS, NOTIFY ARCHITECT / ENGINEER BEFORE PROCEEDING WITH THE WORK.
7.	LARGE-SCALE, MORE SPECIFIC DETAILS TAKE PRECEDENCE OVER SMALLER-SCALE, LESS SPECIFIC DETAILS AND INFORMATION. MORE STRINGENT REQUIREMENTS FOR CODE, PRODUCTS AND INSTALLATION TAKE PRECEDENCE OVER LESS STRINGENT REQUIREMENTS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
8.	PROVIDE CONTINUOUS SEALANT AROUND ALL MATERIALS AT EXTERIOR WALL PENETRATIONS. REFER TO SPECIFICATIONS FOR APPROPRIATE SEALANT.
9.	ALL DISSIMILAR METALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO AVOID GALVANIC CORROSION.
10.	SEAL ALL OPENINGS IN WALLS, FLOORS, CEILINGS, AND ROOFS, AROUND DUCTS, PIPES, VENTS, TRAPS, CONDUIT AND ALL OTHER PENETRATIONS WITH FIRESTOPPING AS SPECIFIED AND REQUIRED BY CODES.
11.	PROVIDE TEMPORARY WALLS, ENCLOSURES, DUST SHIELDS AND WALK-OFF MATS AS REQUIRED TO SEPARATE DEMOLITION AND CONSTRUCTION FROM EXISTING BUILDING.
12.	PROVIDE BRACING AND SHORING AS REQUIRED TO PROTECT EXISTING STRUCTURE TO REMAIN. PROVIDE SECURE AND WEATHERPROOF ENCLOSURE OF TEMPORARY OPENINGS IN EXTERIOR WALLS. PROTECT ALL BUILDING COMPONENTS FROM DAMAGE DURING DEMOLITION AND CONSTRUCTION.
13.	RESTORE ALL EXISTING AREAS AFFECTED BY DEMOLITION AND RELATED NEW CONSTRUCTION TO THEIR ORIGINAL CONDITION, INCLUDING BUT NOT LIMITED TO WALLS, FLOORS, AND CEILINGS AND THEIR ASSOCIATED FINISHES.
14.	PROVIDE SOLID WALL BACKING WITH METAL OR FIRE-RETARDANT WOOD BLOCKING BEHIND DOOR HARDWARE SUCH AS WALL STOPS, BUMPERS, HOLD OPENS, ETC.

PROJECT INDEX:

OWNER:

FINCANTIERI BAY SHIPBUILDING
605 NORTH 3RD AVENUE
STURGEON BAY, WI 54235
P: (920) 743-5524

PROJECT ADDRESS:

FINCANTIERI BAY SHIPBUILDING
605 NORTH 3RD AVENUE
STURGEON BAY, WI 54235

MANAGING OFFICE:

ISG

GREEN BAY OFFICE
400 AMS COURT
GREEN BAY, WI 54313
PHONE: 920.434.2128
PROJECT MANAGER: BILL PAULSON
EMAIL: bill.paulson@is-grp.com

ISG

Miron
Building Excellence.

PRELIMINARY
NOT FOR CONSTRUCTION

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE		
DATE	DESCRIPTION	BY

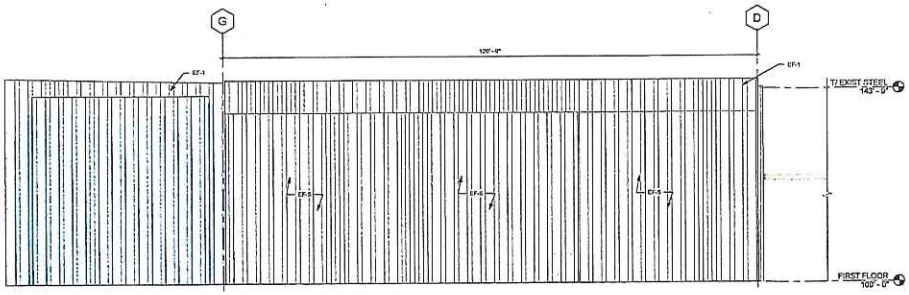
PROJECT NO.	4891
FILE NAME	4891 Arch R-17.rvt
DRAWN BY	CJP
DESIGNED BY	
REVIEWED BY	
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

TITLE

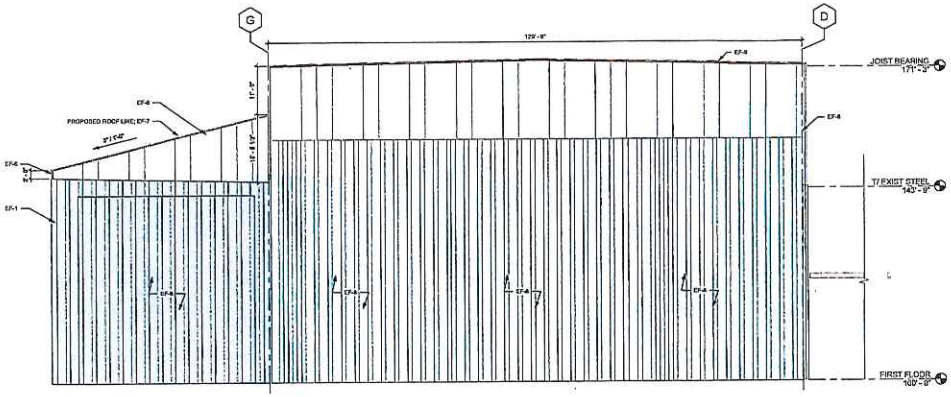
TITLE SHEET, SHEET INDEX, PROJECT GENERAL NOTES

SHEET

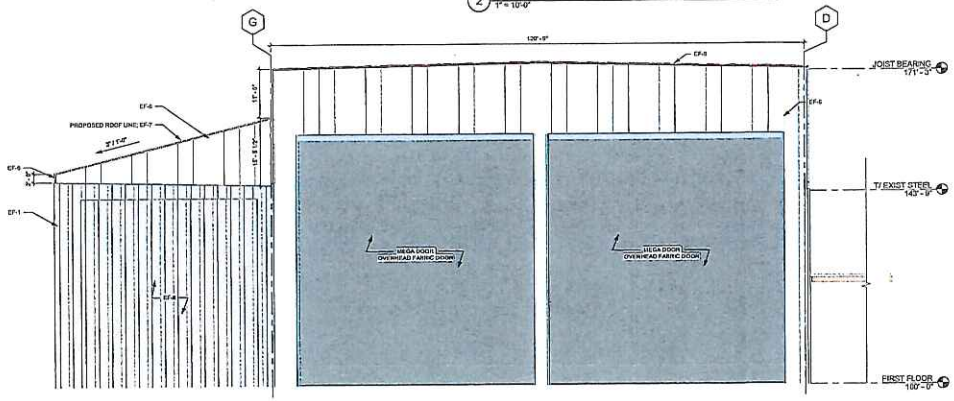
T1-11



1 EXISTING NORTH ELEVATION
1" = 10'-0"



2 PROPOSED NORTH ELEVATION DESIGN OPTION 1
1" = 10'-0"



3 PROPOSED NORTH ELEVATION DESIGN OPTION 2
1" = 10'-0"

EXTERIOR FINISH SCHEDULE

MARK	MATERIAL	MANUFACTURER	PRODUCT	SIZE	COLOR	COMMENTS
EF-1	EXISTING RIBBED METAL PANEL	-	-	-	-	
EF-2	EXISTING PRECAST CONCRETE	-	-	-	-	
EF-3	EXISTING STANDING SEAM ROOF	-	-	-	-	
EF-4	EXISTING PAINTED ACCENT STRIP	-	-	-	-	
EF-5	EXISTING METAL PANEL SLIDING DOOR	-	-	-	-	
EF-6	INSULATED METAL WALL PANEL				REGAL GRAY	
EF-7	STANDING SEAM ROOF				REGAL GRAY	
EF-8	METAL PANEL SLIDING DOOR				REGAL GRAY	
EF-9	FLASHING					

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Miron
Building Excellence

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

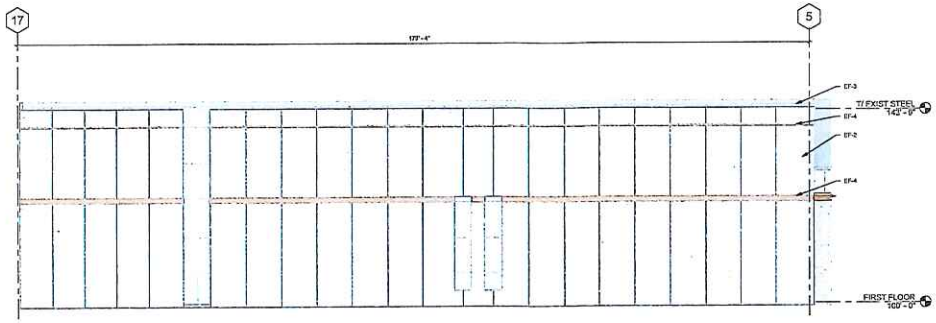
PROJECT NO.	4681
FILE NAME	4681 Arch R-17.rvt
DRAWN BY	EJP
DESIGNED BY	
REVIEWED BY	
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

TITLE

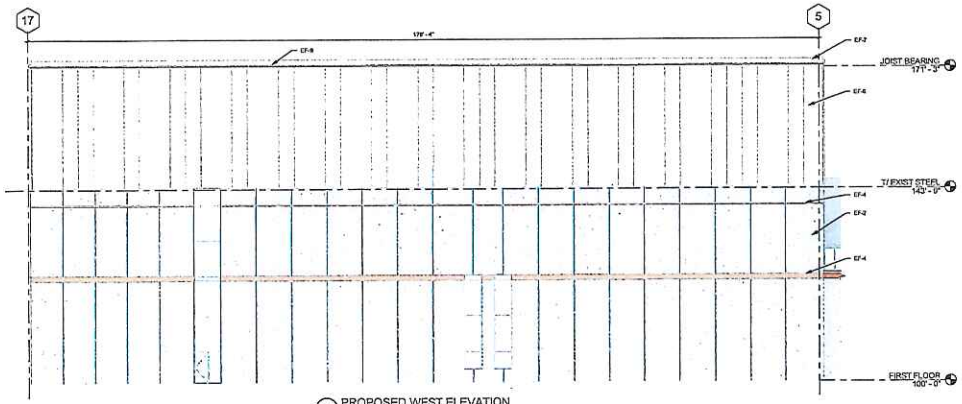
EXTERIOR ELEVATIONS

SHEET

A2-11



1 EXISTING WEST ELEVATION
1" = 10'-0"



2 PROPOSED WEST ELEVATION
1" = 10'-0"

EXTERIOR FINISH SCHEDULE

MARK	MATERIAL	MANUFACTURER	PRODUCT	SIZE	COLOR	COMMENTS
EF-1	EXISTING PAINTED METAL PANEL	-	-	-	-	
EF-2	EXISTING PRECAST CONCRETE	-	-	-	-	
EF-3	EXISTING STANDING SEAM ROOF	-	-	-	-	
EF-4	EXISTING PAINTED ACCENT STRIP	-	-	-	-	
EF-5	EXISTING METAL PANEL SLIDING DOOR	-	-	-	-	
EF-6	INSULATED METAL WALL PANEL				REGAL GRAY	
EF-7	STANDING SEAM ROOF				REGAL GRAY	
EF-8	METAL PANEL SLIDING DOOR				REGAL GRAY	
EF-9	FLASHING					

ISG

Miron
Building Excellence.

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	4521
FILE NAME	4521 Arch R-17.rvt
DRAWN BY	EJP
DESIGNED BY	
REVIEWED BY	
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

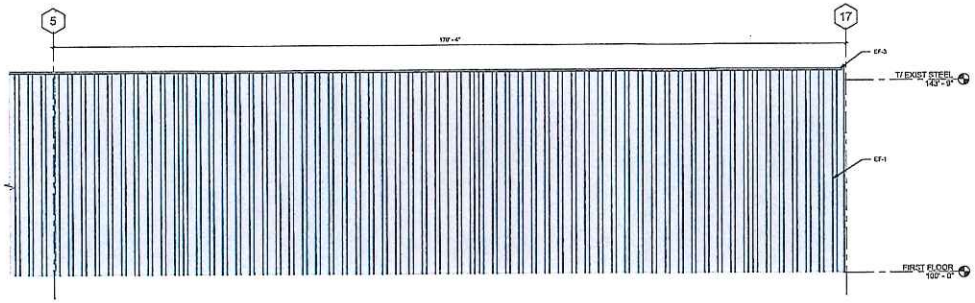
TITLE

EXTERIOR ELEVATIONS

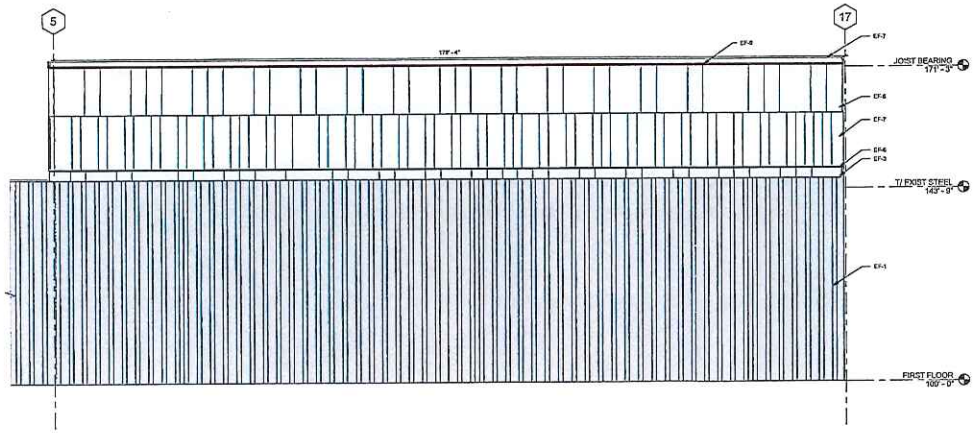
SHEET

A2-12

EXTERIOR SCALE
1" = 1'-0"
0 1 2 3 4 5 10 20 30 40 50



1 EXISTING EAST ELEVATION
1" = 10'-0"



2 PROPOSED EAST ELEVATION
1" = 10'-0"

EXTERIOR FINISH SCHEDULE

MARK	MATERIAL	MANUFACTURER	PRODUCT	SIZE	COLOR	COMMENTS
EF-1	EXISTING RIBBED METAL PANEL	-	-	-	-	
EF-2	EXISTING PRECAST CONCRETE	-	-	-	-	
EF-3	EXISTING STANDING SEAM ROOF	-	-	-	-	
EF-4	EXISTING PAINTED ACCENT STRIP	-	-	-	-	
EF-5	EXISTING METAL PANEL SLIDING DOOR	-	-	-	-	
EF-6	INSULATED METAL WALL PANEL				REGAL GRAY	
EF-7	STANDING SEAM ROOF				REGAL GRAY	
EF-8	METAL PANEL SLIDING DOOR				REGAL GRAY	
EF-9	FLASHING					

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

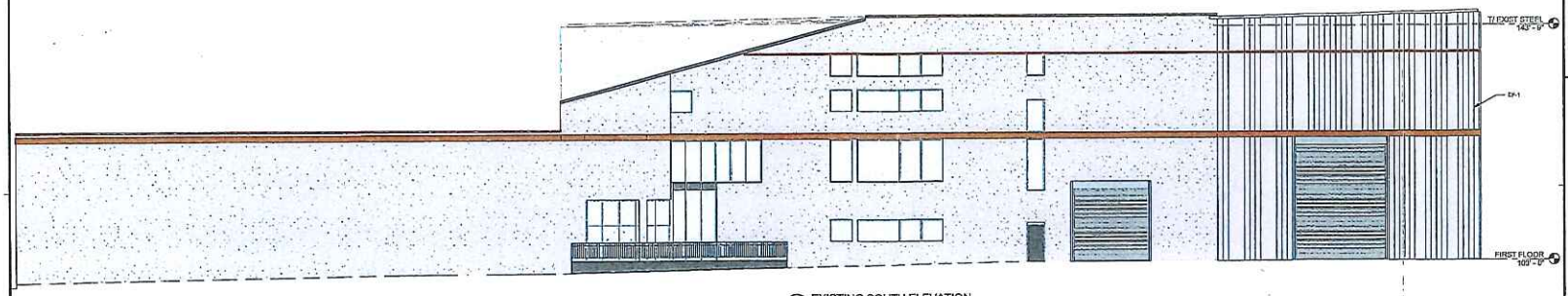
PROJECT NO.	4601
FILE NAME	48th Arch R-17.rvt
DRAWN BY	EJP
DESIGNED BY	
REVIEWED BY	
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

TITLE

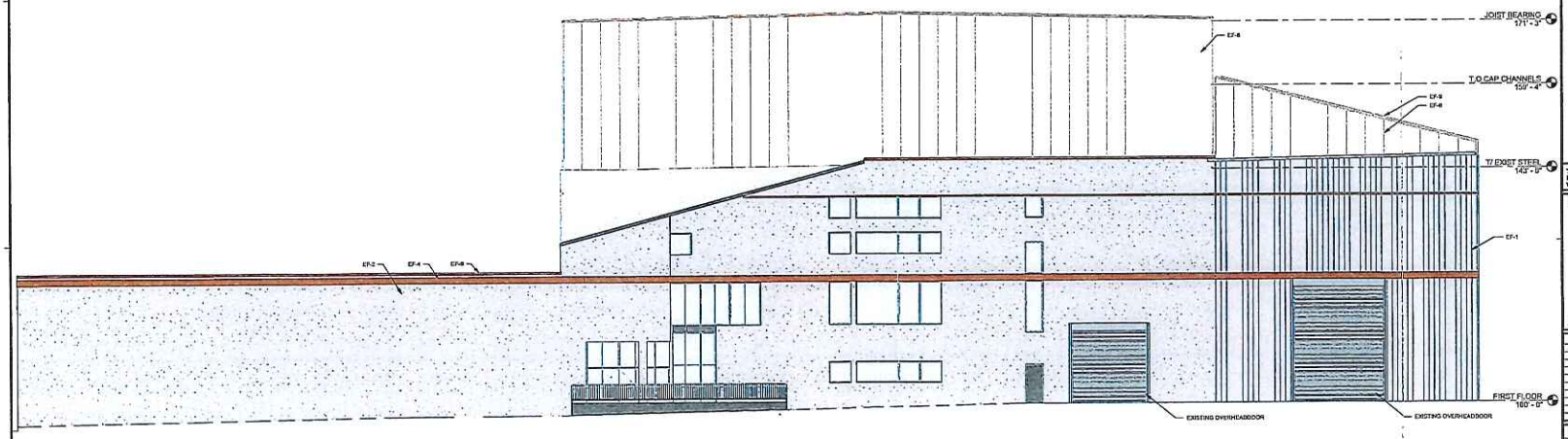
EXTERIOR ELEVATIONS

SHEET

A2-13



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



2 PROPOSED SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE

MARK	MATERIAL	MANUFACTURER	PRODUCT	SIZE	COLOR	COMMENTS
EF-1	EXISTING RIBBED METAL PANEL	-	-	-	-	
EF-2	EXISTING PRECAST CONCRETE	-	-	-	-	
EF-3	EXISTING STANDING SEAM ROOF	-	-	-	-	
EF-4	EXISTING PAINTED ACCENT STRIP	-	-	-	-	
EF-5	EXISTING METAL PANEL SLIDING DOOR	-	-	-	-	
EF-6	INSULATED METAL WALL PANEL				REGAL GRAY	
EF-7	STANDING SEAM ROOF				REGAL GRAY	
EF-8	METAL PANEL SLIDING DOOR				REGAL GRAY	
EF-9	FLASHING					

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

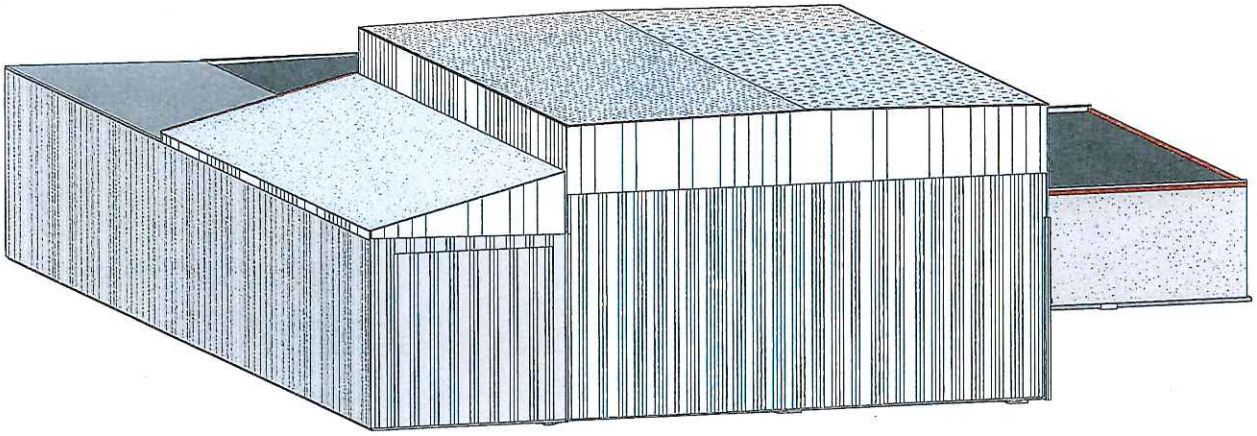
PROJECT NO.	4591
FILE NAME	4591 Arch R-17.rvt
DRAWN BY	Author
DESIGNED BY	Designer
REVIEWED BY	Checker
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

TITLE

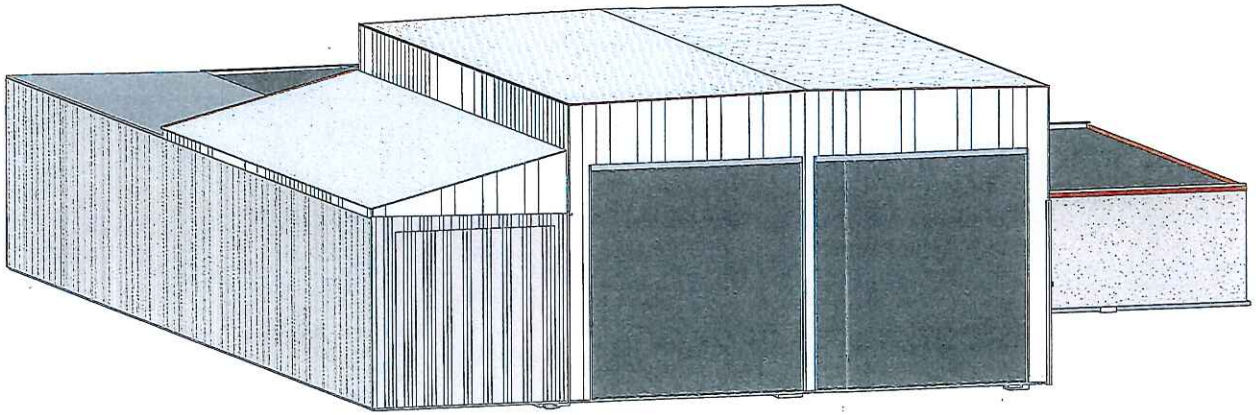
EXTERIOR ELEVATIONS

SHEET

A2-14



1 NORTHEAST ISOMETRIC DESIGN OPTION 1



2 NORTH ISOMETRIC DESIGN OPTION 2

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

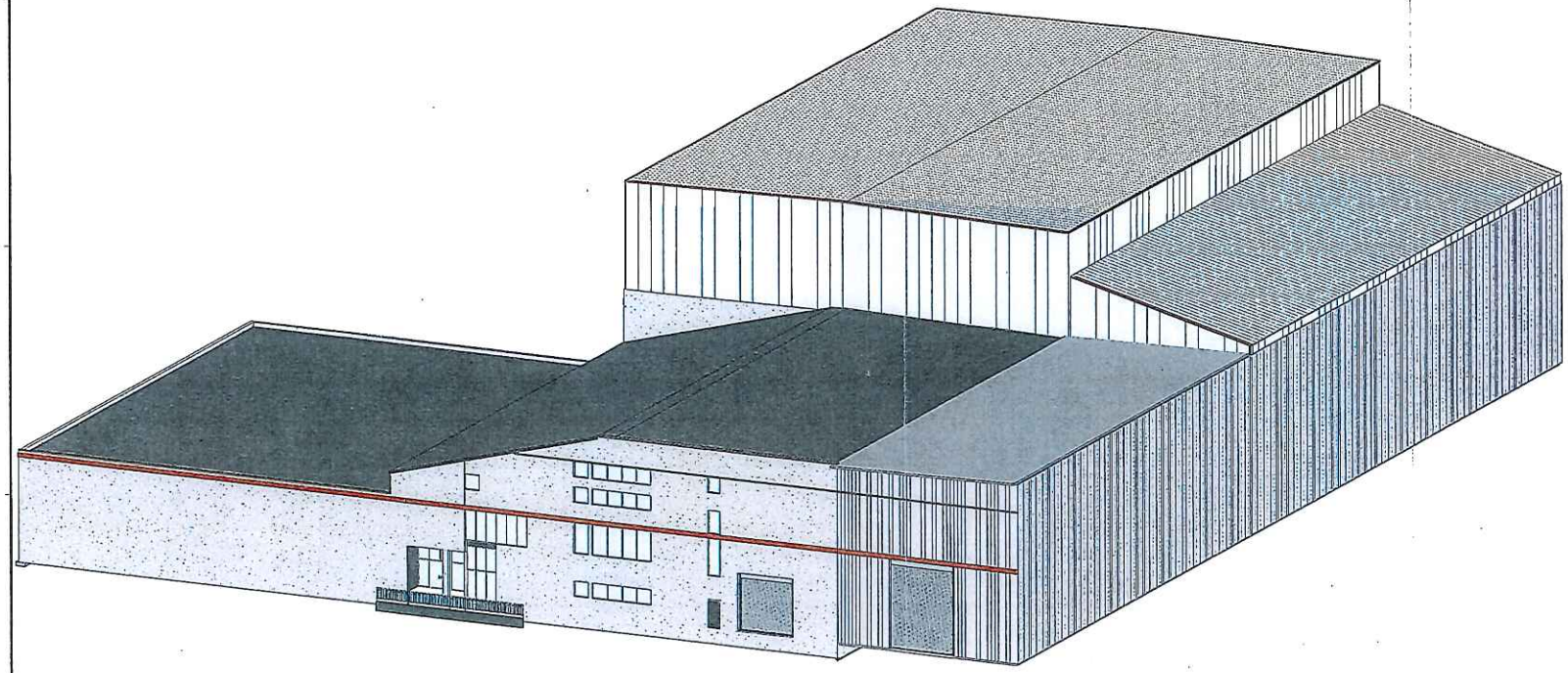
PROJECT NO.	4501
FILE NAME	4501 Arch R-17.rvt
DRAWN BY	EJP
DESIGNED BY	
REVIEWED BY	
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

TITLE

NORTHEAST ISOMETRICS

SHEET

A2-15



1 SOUTHEAST ISOMETRIC

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

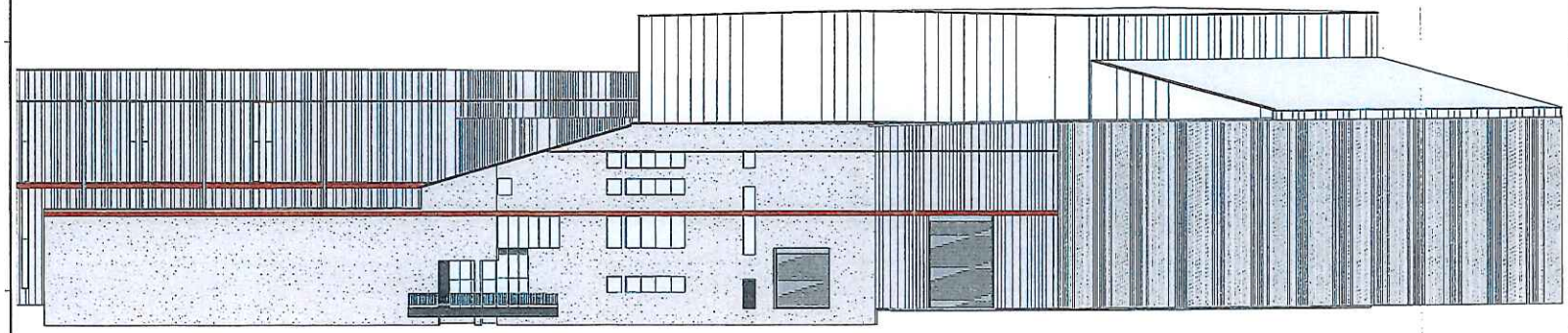
PROJECT NO.	4691
FILE NAME	4691 Arch 7-17.rvt
DRAWN BY	EJP
DESIGNED BY	
REVIEWED BY	
ORIGINAL ISSUE DATE	
CLIENT PROJECT NO.	

TITLE

SOUTHEAST ISOMETRIC

SHEET

A2-19



1 SOUTHEAST ISOMETRIC

ISG

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PROJECT

FINCANTIERI BAY SHIPBUILDING ALTERATIONS

STURGEON BAY WISCONSIN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	4601
FILE NAME	4601 AHD R-17.r4
DRAWN BY	Author
DESIGNED BY	Designer
REVIEWED BY	Checker
ORIGINAL ISSUE DATE	06/05/16
CLIENT PROJECT NO.	

TITLE

SOUTHEAST ISOMETRIC

SHEET

A2-22

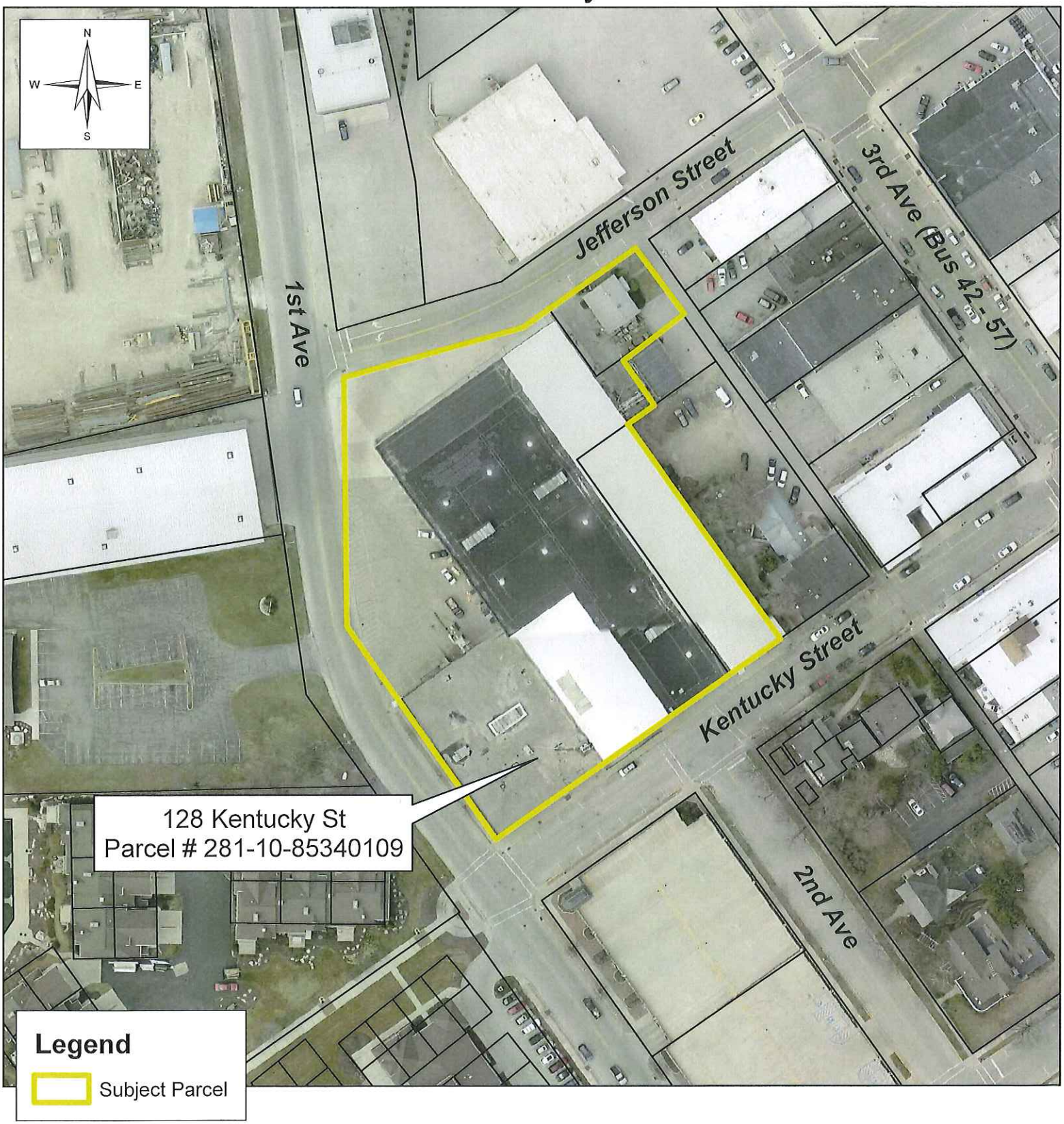
PLOT DATE 12-02-2016

NOTICE OF PUBLIC HEARING

The City of Sturgeon Bay Zoning Board of Appeals will hold a public hearing in the Council Chambers, 421 Michigan Street, Sturgeon Bay, Wisconsin on Tuesday, October 25, 2016 at 12:00 Noon or shortly thereafter, regarding a request from Fincantieri Bay Shipbuilding (Todd Thayse, Agent), for a variance from Section 20.27(2) of the Municipal Code (Zoning Code), which allows for a maximum building height of 45 feet in the I-2 (Heavy Industrial) zoning district. The proposal is to increase the height of a portion of the existing manufacturing building to 75 feet. The subject property is located at 128 Kentucky Street, tax parcel #281-10-85340109. The variance application is on file with the Community Development Department and can be viewed at City Hall, 421 Michigan Street, weekdays between 8:00 a.m. and 4:30 p.m. The public is invited to attend the hearing and give testimony in favor or against the proposed variance either in person at the hearing or in writing.

BY ORDER OF:
City of Sturgeon Bay Zoning Board of Appeals

Public Hearing
Location Map
128 Kentucky Street



NOTE: Public Hearing to be held October 25, 2016 at 12 NOON in the City Council Chambers (City Hall, 421 Michigan Street, 2nd Floor)

10/10/16 Kernosky

Looking North - 128 Kentucky St

04/25/2015

Looking South - 128 Kentucky St

04/25/2015

Before Addition

ZBA Minutes - July 10, 2006

.Consideration of: Request from Palmer Johnson Yachts for variances from Section 20.27(2) of the Municipal Code (Zoning Code) for property located at 128 and 218 Kentucky Street, tax parcels #281-10-85340108C and #281-10-85340107: Members considered the testimony that was heard during the public hearing. This included the need for the expansion of Palmer Johnson Yachts, the lack of feasible alternatives, impact on the community, relationship of the proposal to the Sturgeon Bay Shipyard Cluster Plan and the Door County Economic Adjustment Plan, the $2 million financial commitment of the State, and the concerns of the condo owners on First Avenue regarding the building height.

Architect Marc Isaksen explained that the plan contains two phases. The first phase is to extend the existing building out an extra 30' toward Jefferson Street. The second phase is a 50' addition, 65' high, on the easterly side of the building and extending the full length of the existing building. The fire chief had no concerns with fire department access. The 30' addition would be 15' off the right-of-way of Jefferson Street, with the 50' addition being 5' off the right-of-way. Kentucky Street would have a zero setback and would run flush with the existing building currently on Kentucky Street.

Mike Kelsey, President of Palmer Johnson's Yachts, addressed the concerns of neighbors regarding the 65' proposed height for the second phase addition and if the height of the existing building would ever be raised. He said there are no plans to increase the height of the existing building. ZBA approval would also have to be obtained if that was ever proposed.

Mr. Olejniczak added that there was a variance previously granted for the addition on the east end of the property. It was conditioned that a deed restriction of a 20' setback be placed on the adjoining property. If the Board approved this request, a condition should be placed that the deed restriction be released. Also, the two parcels would also need to be combined, along with receiving state approved plans.

Mr. Olejniczak also pointed out that there is a considerable grade difference from 1st Avenue to 3rd Avenue.

After discussion, it was moved by Mr. Goodwin, seconded by Mr. Buechner to grant the request for the following reasons:

1. A hardship was acquired due to the global changes in sizes and construction of yachts.

2. The public interest would be served by improving the economic base by implementing the Sturgeon Bay Shipbuilding Cluster Master Plan and Door County Economic Adjustment Plan.

3. The property is unique due to its shape and street frontage on three sides, and status as an industrial property located within the Central Business District.

4. There appear to be no other feasible expansion options at this time.

5. The height of phase two will not have an adverse impact on properties and dwellings along 1st Avenue.

The granting of the variance also included the following conditions:

1. The two Palmer Johnsons parcels, located at 128 and 218 Kentucky Street, must be combined via certified survey map.

2. The deed restriction governing the 20' of the parcel at 218 Kentucky Street must be formally released.

3. The building additions must be state approved.

4. Any other building additions must comply with the normal height limitations unless another variance is granted.

Roll call vote. All ayes.

To: Ryan Kernosky
rkernosky@sturgeonbaywi.org
City Planner & Zoning Administrator

Re: Public Hearing on the Bay Shipbuilding Proposal

October 19, 2016

Dear Committee Members,

As the owner of the building at 265 N. Third Avenue, operating as On Deck Clothing, I would like to go on the record as being 100% opposed to the applicant's desire to build the tallest building in Sturgeon Bay.

What is completely inexcusable is this request coming *after* the deal was sealed with the city to close First Avenue - which will have a detrimental effect on my business as well as the entire downtown area.

Please deny this request.

Sincerely,

Mitchell E Larson
On Deck Clothing Company