

AGENDA
CITY OF STURGEON BAY
CITY PLAN COMMISSION
Wednesday, November 19, 2014
7:00 p.m.
Council Chambers, City Hall
421 Michigan Street

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from October 15, 2014.
4. Public comment on non-agenda items.
5. Presentation of: Zoning map amendment from General Commercial (C-1) to Single-Family Residential (R-2), for a vacant parcel which fronts on N. 10th Avenue, north of Georgia Street.
6. Planned Unit Development for Sawyer Hotel Development, LLC, located at the former Door County Co-op property, 92 E. Maple Street:

Presentation:
Public Hearing:
Consideration of: *(Note: In accordance with Section 20.24(5)(c)1.b of the zoning code, a recommendation to Council regarding this item will not be made at this meeting, except by unanimous consent of the members present.)*
7. Consideration of: Official street mapping in the area of 12th Avenue/Egg Harbor Rd.
8. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

Notice is hereby given that a majority of the Common Council may be present at this meeting to gather information about a subject over which they have decision-making responsibility. If a quorum of the Common Council does attend, this may constitute a meeting of the Common Council and is noticed as such, although the Common Council will not take any formal action at this meeting.

Plan Commission Members:

Dan Wiegand – Chair
Ed Ireland
Mike Gilson
Laurel Brooks
Jeff Norland
Steve Parent
Dennis Statz

2:00 p.m.
10/14/14
CN

CITY PLAN COMMISSION
Wednesday, October 15, 2014

A meeting of the City Plan Commission was called to order at 7:00 p.m. by Chairperson Dan Wiegand in Council Chambers, City Hall, 421 Michigan Street.

Roll call: Members Mike Gilson, Dennis Statz, Laurel Brooks, Steve Parent, and Dan Wiegand were present. Excused: Member Jeff Norland. Absent: Member Ed Ireland. Also present were City Administrator Steve McNeil, Community Development Director Marty Olejniczak, and Community Development Secretary Cheryl Nault.

Adoption of agenda: Moved by Mr. Statz, seconded by Ms. Brooks to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from September 17, 2014.
4. Public comment on non-agenda items.
5. Conditional use request from Michelle Denil for a Bed & Breakfast establishment, located at 825 W. Elm Street:
 - Presentation
 - Public hearing
 - Consideration of
6. Presentation of: Conceptual Planned Unit Development for Sawyer Hotel Development, LLC, located at the former Door County Co-op property, 92 E. Maple Street.
7. Presentation of: Conceptual Planned Unit Development for Conchco II, LLC dba Tugboat Sally's Brewery & Restaurant, located at the former Door County Co-op property, 92 E. Maple Street.
8. Adjourn.

Carried.

Approval of minutes from September 17, 2014: Moved by Mr. Gilson, seconded by Mr. Parent to approve the minutes from September 17, 2014. Carried.

Public comment on non-agenda items: No one spoke during public comment.

Conditional use request from Michelle Denil for a Bed & Breakfast establishment, located at 825 W. Elm Street:

Presentation: Mr. Olejniczak stated that a bed & breakfast is allowed as a conditional use in all residential districts. This property is located on the corner of N. Duluth Avenue and Elm Street.

Michelle Denil, currently residing at 839 Circle Ridge Circle, presented her plans for a bed and breakfast establishment to be located at her recently purchased home at 825 W. Elm Street. The home currently has four bedrooms and one bathroom. She will be adding one more bathroom, as well as expanding the driveway to provide extra parking stalls. Ms. Denil's eldest daughter will be operating the proposed two room bed & breakfast.

Public hearing: Chairperson Dan Wiegand opened the public hearing at 7:05 p.m. No one spoke during the hearing. There was no written correspondence. The public hearing was declared closed at 7:06 p.m.

Consideration of: Mr. Olejniczak stated that there are several bed & breakfasts found throughout the City. Signage is limited to maintain a residential setting. Room tax is required to be paid, as well as obtaining a state license. Four parking stalls are required, two for the dwelling and two for the guests. He recommended approval, subject to the following conditions:

1. The establishment shall be restricted to three rooms for rent to transient guests.
2. The establishment shall be licensed by the Wisconsin Dept. of Health & Family Services.
3. The establishment shall meet all requirements for B & B's in the municipal code, including payment of the accommodations (room) tax.

After further discussion, it was moved by Ms. Brooks, seconded by Mr. Statz to approve the conditional use request, subject to Mr. Olejniczak's recommendation. All ayes. Carried.

Presentation of: Conceptual Planned Unit Development for Sawyer Hotel Development, LLC, located at the former Door County Co-op property, 92 E. Maple Street: Mr. Olejniczak stated that this development is presented in conjunction with a restaurant/brewery. A planned unit development is a special zoning district that both projects are requesting. During the conceptual review no decisions are made. Commission members are able to provide feedback to the developers. A preliminary PUD looks at uses, landscaping, drainage, etc. The final PUD looks at building design, parking, etc. They are asking the Commission to allow them to follow the combined preliminary/final PUD process.

Hotel developer Bob Papke then presented his proposal for a 85-90 room boutique style hotel, including meeting rooms and a spa.

Architect Henry Isaksen stated there are a number of room configurations. The total size of the building footprint of the hotel, just under 18,000 sq. ft., is approximately half the size of Bridgeport Resort. The five story building is 61 feet tall. The first floor is all masonry, with a wood frame above. There will be flat panels with brick and wood siding. The concept is not to create a "big box". The first floor will include a pool, exercise area, laundry, and meeting facilities. They would like to have the project completed by May, 2016.

After discussion, it was moved by Mr. Gilson, seconded by Mr. Parent to approve the review process, followed with a combined preliminary/final PUD at a future meeting. Carried, with Mr. Statz voting no.

Presentation of: Conceptual Planned Unit Development for Conchco II, LLC dba Tugboat Sally's Brewery & Restaurant, located at the former Door County Co-op property, 92 E. Maple Street: Restaurant/Brewery developers Robert & Noreen Pollman presented their proposed 300 seat restaurant/brew pub, which will be located between the proposed hotel and Maritime Museum. There will also be outdoor seating facing the water for customers to enjoy watching the boating activity. A nautical theme will be spread throughout the restaurant and brewery. Lagers, ales, and aged beers will be available on tap. There will also be a retail area with shirts and beers for sale. Weekend entertainment will be provided either inside or outside.

Mr. Olejniczak mentioned that the 35' high building is a single story, but will appear to look like a two-story building. Extra height is needed for the brewery. The site plan shows vehicular access between the restaurant and Maritime Museum down to the waterfront.

Bayland Buildings representative Dave Phillips stated the property is 84' x 120' sq. ft. and the building footprint is 7,700 sq. ft. plus an additional 800 sq. ft. of outdoor seating area. It will have a New England look with metal type siding, with shake on the upper level. They would like to drive pilings at the same time as the hotel, as well as other ground work.

After a short discussion, it was moved by Mr. Gilson, seconded by Mr. Parent to approve the combined preliminary/final PUD review process. All ayes. Carried.

Adjourn: Moved by Mr. Statz, seconded by Ms. Brooks to adjourn. Carried. Meeting adjourned at 8:08 p.m.

Respectfully submitted,



Cheryl Nault
Community Development Secretary

MEMO

To: City Plan Commission
From: Marty Olejniczak, Community Development Director
Date: November 11, 2014
Subject: Zoning Map Amendment for Zahler – C-1 to R-2

Ryan Zahler has petitioned to rezone a parcel from the General Commercial (C-1) district to the Single Family Residential (R-2) district. The parcel is about 1.2 acres in size and is located to the north of Georgia Street. It fronts on N. 10th Avenue, which is an unbuilt "stub" street connecting to Georgia Street. The parcel is currently vacant. A map of the subject parcel is included in the agenda packet.

Per procedures for zoning changes, the first step in the process is the initial presentation before the Plan Commission during the November 19th meeting. This allows for the petitioner to explain the proposal and for the Commission members to ask questions, have general discussion and/or provide feedback. However, no formal action will be taken by the Plan Commission until after the required public hearing is held during a subsequent meeting of the Plan Commission.

CITY OF STURGEON BAY ZONING/REZONING APPLICATION

Date Received: 11-10-14
 Fee Paid \$ 400 + 50 Sign dep.
 Received By: CN

	APPLICANT/AGENT	LEGAL PROPERTY OWNER
Name	KATHRYN KAZENSKE	RYAN KANE ZAHLER
Company	ERA STARR REALTY	
Street Address	14 SOUTH THIRD AVE	303 WOODWAY DRIVE
City/State/Zip	STURGEON BAY / WI / 54235	HOUMA / LA / 70363
Daytime Telephone No.	920-255-7356	985-312-2410
Fax No.	920-743-0297	
STREET ADDRESS OF SUBJECT PROPERTY: <u>N/A</u>		
Location if not assigned a common address: <u>SUBD. 15 W 231' OF S 227.9'</u>		
TAX PARCEL NUMBER: <u>2816215000108</u>		
CURRENT ZONING CLASSIFICATION: <u>C-1</u>		
CURRENT USE AND IMPROVEMENTS: <u>VACANT LAND - ONE DETACH DETACHED GARAGE ON PARCEL,</u> <u>APPROXIMATELY 17 FT BY 21 FT.</u>		
ZONING DISTRICT REQUESTED: <u>RESIDENTIAL R-2 SINGLE FAMILY</u>		
COMPREHENSIVE PLAN DESIGNATION OF SUBJECT PROPERTY: <u>SINGLE FAMILY</u> <u>RESIDENTIAL - LOWER DENSITY</u>		
PROPOSED USE OF SURROUNDING PROPERTY UNDER COMPREHENSIVE PLAN:		
North:	<u>MULTIPLE FAMILY RESIDENTIAL</u>	
South:	<u>SINGLE FAMILY RESIDENTIAL - LOWER DENSITY</u>	
East:	<u>PUBLIC AND INSTITUTIONAL</u>	
West:	<u>COMMUNITY / COMMERCIAL</u>	
ZONING AND USES OF ADJACENT SURROUNDING PROPERTIES:		
North:	<u>C-1 APART APARTMENTS</u>	
South:	<u>R-2 VACANT LOT AND SINGLE FAMILY HOMES</u>	
East:	<u>C-1 CHURCH</u>	
West:	<u>C-1 COMMERCIAL STORAGE</u>	

HAVE THERE BEEN ANY VARIANCES, CONDITIONAL USE PERMITS, ETC. GRANTED PREVIOUSLY FOR THIS PROPERTY? NO IF YES, EXPLAIN: N/A

Attach a full legal description (preferably on disk), 8-1/2" X 11" location map, and Agreement for Reimbursement of expenses.

RYAN KANE ZAHLER
Property Owner (Print Name) [Signature]
Signature 25 SEP 2014
Date

Applicant/Agent (Print Name) _____
Signature _____
Date

I, RYAN KANE ZAHLER, 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.

01 OCT 2014
Date of review meeting [Signature]
Applicant Signature [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

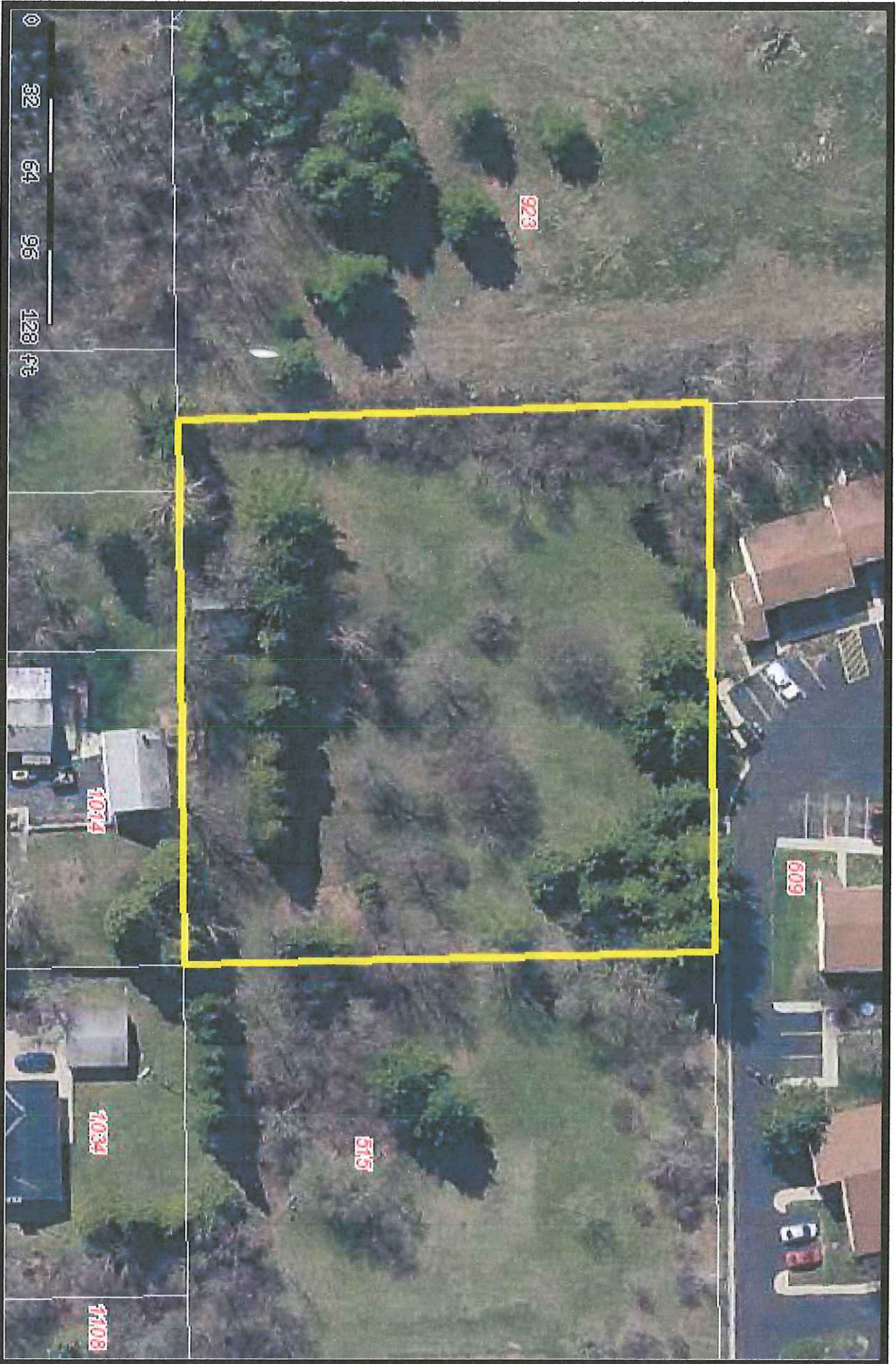
Map

Printed 11/04/2014 courtesy of Door County Land Information Office

... from the Web Map of ...
(//www.co.door.wi.gov)



Door County, Wisconsin
... for all seasons!



Door County can not and does not make any representation regarding the accuracy or completeness, nor the on-time nature, of information depicted on this map. This information is provided to users "as is". The user of this information assumes any and all risks associated with this information. Door County makes no warranty or representation, either express or implied, as to the accuracy, completeness, or fitness for a particular purpose of this information. The Web Map is only a compilation of information and is NOT to be considered a legally recorded map or a legal land survey to be relied upon.

Location Map

Zoning Map Amendment

Zahler - C-1 to R-2



0 100 200 400 600 800 Feet

November 11, 2014

Staff Report
to the
City of Sturgeon Bay Plan Commission
November 13, 2014

Preliminary/Final PUD – Hotel on West Waterfront

Background: Sawyer Hotel, LLC (Robert Papke) petitions for approval of a Planned Unit Development (PUD) for a hotel that is part of the West Waterfront Redevelopment Project. The proposed PUD covers approximately $\frac{3}{4}$ -acre of the 4-acre redevelopment site located north of E. Maple Street and westerly of the Oregon Street Bridge. The hotel is planned to contain approximately 90 rooms and is 5 stories high.

The PUD designation allows the developer greater flexibility and potential deviations from normal underlying zoning standards, but requires a higher level of scrutiny including the design of the building. The Plan Commission has allowed the developer to follow the combined preliminary/final PUD review process. Thus, all zoning related aspects of the proposed development are reviewed, including the proposed use, intensity, layout, relationship to surrounding existing and planned uses, and building design. The PUD approval process involves a recommendation by the Plan Commission with a formal decision by the Council to follow. If the PUD zoning is approved, a formal PUD ordinance that governs the development project is adopted.

It is noted that in addition to zoning approval, the project requires approval from the Waterfront Redevelopment Authority. The WRA and the developer must agree on a land sale and conditions/requirements of the developer and City, including any potential financial incentives. So, the Plan Commission will consider the land use and design aspects of the project and the WRA will consider financial and infrastructure matters for the project.

Existing Conditions: The proposed site is comprised of a portion of the former U.S. Coast Guard storage yard and a portion of the former Door County Cooperative. The lots are currently vacant, except for the abandoned grain elevator. The subject property is blighted in character, generally covered by large expanses of asphalt, concrete and gravel. Surrounding land uses include a variety of commercial, public and institutional uses.

In terms of existing zoning classification, the subject parcel and all surrounding parcels are zoned Central Business District (C-2).

The site is flat and has no natural features. It is located within the floodplain of the bay.

Comprehensive Plan: The Future Land Use Map of the Sturgeon Bay Comprehensive Plan identifies this subject area for recreational and tourist commercial use. The proposed PUD fits that land use designation. The plan also contains recommendations pertaining to West Side Waterfront Redevelopment. These include developing a signature building at the Maple/Neenah/Oregon Bridge intersection, completing the waterfront pedestrian walkway, integrating parking, adding landscaping and providing pedestrian links through the site to connect the waterfront to rest of downtown.

The City also adopted the West Waterfront Area Redevelopment Plan, which has much more detail and specifics. The plan recommends new private development including lodging, four season market, and additional retail/restaurant use, along with public amenities including a

festival waterfront and improvements to the Coast Guard/Sawyer Park area.

The proposed hotel supports the recommendations of the Comprehensive Plan and the West Waterfront Area Redevelopment Plan.

Site Plan and Design Considerations: City staff has thoroughly reviewed the proposed development both for compliance with various municipal requirements and for general soundness. The following is a summary of some of the aspects of the development:

Use – The proposal is for a hotel with certain amenities. These include indoor pool, spa, exercise room and small retail area. The hotel will feature breakfast, but is not planned to have either a full restaurant or bar. It will have a couple of meeting rooms, but will not be a conference center. The hotel will feature a variety of room types and size and will include lockouts so that they can be used as individual rooms or suites. All of the individual uses within the building are permitted uses of the C-2 district and are consistent with the City's adopted plans.

Lot design – The proposed lot has not been created yet. The proposal is to create a lot that encompasses the building footprint and enough additional space for an outdoor patio, landscaping, and visitor drop-off area. This lot scenario is the same as was done for the Maritime Museum and the waterfront restaurant. The proposed lot is shown on the submitted lot plan. It is generally supported by the Waterfront Redevelopment Authority and staff, but some minor adjustments may be needed. A certified survey map (CSM) will be completed and recorded in order to create the official lot. The lot will meet the minimum area and width requirements of the C-2 district. However, it has not been determined whether it will have actual frontage on Maple Street or Oregon Street Bridge right-of-way.

Building envelopes – The proposed hotel footprint is about 19,200 square feet. The building is L-shaped and wraps around the planned parkland. The shape and orientation of the building is due to the fact that the filled area of the redevelopment site is still considered lake bed and cannot be privately developed. The developer is also trying to take advantage of views to the north and south along the bay.

Surrounding the hotel is a landscaping and patio area that would be part of the hotel lot. The distance is typically 10 feet from the building to the lot line. But, there is more space on the water side of the hotel adjacent to the public parkland and there is less space at the corner of the hotel closest to the street. The building is about 6 feet from the right-of-way line. In the C-2 district the minimum yards are 15 feet for street yard, 5 feet for side yard and 25 feet for rear yard. The code allows lesser setbacks (such as zero lot line) when approved by the Plan Commission and Waterfront Design Review Board. The PUD, if approved, will need to specify the minimum yards or be tied to an approved final site plan and CSM. The site is tight and is constricted by the official ordinary high water mark and proposed public access to the waterfront between the hotel and the adjacent proposed brewery/restaurant. However, given the public space surrounding most of the hotel, the tight setbacks will not be noticeable to the general public. The tall building will be close to the right-of-way at 6 feet, but that is only the corner of the building. The distance to the street increases along the walls in both directions.

The developer is asking for a five-story building with a height of approximately 55 feet. The total height will exceed the 45-foot maximum height for buildings in the C-2 district. Thus, the PUD will need to address the maximum height. There appears to be no major concerns over servicing the building with utilities or fire protection. The site is adjacent to the Maritime Museum that was recently approved for a 110-foot tall tower and the grain elevator, which is approximately 85 feet

tall. The hotel will certainly be more massive than those structures, but the extra floor will allow for more rooms with views over the two bridges and will allow for a smaller building footprint.

Building Design – The hotel is five stories with a flat roof. The center portion of the street facade steps back from 1st floor to 2nd floor and again from 2nd floor to 3rd floor. The roof portion of those areas is sloped with a metal finish. The first floor has a cut stone veneer while the other floors use a composite siding to mimic clapboard siding. There is a cornice at the top and white horizontal banding to add visual interest. Balconies are provided at the corners on the water side of the building. The building design is part of the review for the Plan Commission. In addition, the Waterfront Design Review Board must review and approve the design. The building will be a marquee building at a very prominent site. Therefore, it is important that the design is high quality and reflects a proper image. Several suggestions for improving the look of the building have already been presented to the developer and it is anticipated that revised elevations will be submitted during or prior to the Plan Commission meeting.

Landscaping - A plan for landscaping surrounding the building was submitted by Meissner Landscape. The plan does a good job of enhancing the foundation and screening the service area/mechanical area. Depending upon the final design for the adjoining public space, the plan for the hotel could be altered, if necessary.

Parking – The parking for the hotel is a surface parking lot adjoining the hotel on the west. This lot would be an expansion of the existing parking lot by the Maritime Museum and would provide parking for the hotel, the proposed brewery/restaurant, the public waterfront, and potentially other uses. The intent is for this parking area to be jointly used so that it can efficiently serve all of the uses. Therefore, the plan is for the City to own and maintain this parking area like it does for the other parking areas in the waterfront redevelopment district. There is planned to be access to the parking area from both Maple Street and Madison Avenue. The C-2 district requires a hotel to have 1 space per room plus one space for every three employees on the maximum shift. The total amount of parking will easily meet that requirement, but will be shared with other uses.

Utilities – The site is currently served with all municipal utilities. The existing sanitary sewer that crosses the site is old and will be replaced as part of the redevelopment with the assistance of a grant that the City received.

There is an existing electric transmission line that runs along the north side of the bridge within an easement. The hotel is just outside of the main part of the easement, but the footprint is within a “spur” of the easement that contains the guy wires that help support the pole holding the transmission wires. The City is investigating with American Transmission Company options for relocating the either the guy wires or the pole.

Open Space – The site plan identifies the improved public waterfront promenade and new City parkland that is referred to as the Festival Waterfront. The site plan is consistent with the plans developed by the City’s consultant – Vandewalle & Associates. The City intends to develop the public amenities as the private development progresses, using a combination of grants and tax increment funds. Without the anticipated taxes generated from the private development such as the hotel, it is unlikely that the public improvements can be fully funded.

Walkways – In addition to the existing sidewalks along Maple Street and the bridge corridor, a pedestrian walkway is planned to be established alongside the hotel leading down the waterfront. This sidewalk is part of the City’s design for the public space and will be installed by the City. The pedestrian accommodations are very good throughout the redevelopment area.

PUD Review Criteria: In general, the zoning ordinance directs the Plan Commission to consider whether the proposed development is consistent with the spirit and intent of the zoning code, has been prepared with competent professional guidance, and produces benefits to the City compared with conventional developments. In addition, there are nine specific review criteria to consider for PUD's. The following is a discussion regarding these criteria.

1. Compatibility with Comprehensive Plan and Other Pertinent Plans – As discussed earlier, the proposed development conforms to the Comprehensive Plan and the West Waterfront Area Redevelopment Plan.

2. Internally and Externally Compatible Land Uses – The proposed mix of amenities and uses within the hotel are good. The hotel should complement the adjoining museum and restaurant.

3. Creative Approach in Land Development – The hotel integrates well with the planned restaurant. Efficiencies are gained with the planned joint parking and the site will have access to both Madison Ave. and Maple St. The overall project will allow for upgraded utilities. The redevelopment project maintains the waterfront for public use and the large area that is former bay bottom will provide open space. The project allows for redevelopment of a brownfield site and all environmental regulations will be met, including compliance with the floodplain zoning code.

4. Conserves Environmentally Sensitive Areas – The entire site has been previously developed. The area is almost entirely paved and there are no environmentally sensitive areas. There is floodplain within the site, but proposed elevation of the hotel complies with the requirements.

5. Addresses Open Space and Recreation Needs – The proposed hotel will assist the City in providing open space and recreational opportunities. The public waterfront space will provide a larger gathering/recreation space than the Stone Harbor area. There will be pedestrian linkages to Sawyer Park, to the bridge sidewalk, to the Maritime Museum and to Maple Street/Madison Avenue. The Festival Waterfront being created will be a tremendous asset for residents of the City and visitors to the hotel.

6. Would Not Adversely Affect Municipal Services (utilities, police/fire, snow removal, etc.) – The City can serve the site with utilities. As an infill site it will not require extensions of mains or streets. As stated above the conflict with the electric transmission line needs to be resolved. The City received a grant to assist with relocation of utilities.

7. Safe and Adequate Transportation Facilities – The combination of existing streets and sidewalks, and the planned pedestrian walkways satisfies this criterion.

8. Economic Practicality – As stated earlier, the Waterfront Redevelopment Authority will need to approve the development and create a development agreement. That will involve investigation of the developer's ability to financially complete the project and confirmation that the City's portion of the overall project costs for site improvements will be covered through future tax increment generated by the hotel. The financial feasibility will also be considered by the developer's lender.

The hotel has been a part of the West Waterfront Redevelopment Plan for some time. The City's consultant believes there is a market for the hotel and, while there will certainly be overlap, the developer intends to target a different clientele than other hotels in the City. The project will

provide jobs and bring additional visitors to the City, which will help the economic vitality of the entire redevelopment project. Notably, the tax increment generated by the hotel project will allow the City to proceed with the substantial investment in the public Festival Waterfront improvements.

9. Benefits to City Justify the Intended Variations – Because the C-2 district already allows considerable flexibility for new infill development, the proposed PUD does not require much in the way of variations from the underlying zoning. The main variation is the height needed to allow the extra story, about 10 feet depending upon the final design of the parapet. The location at the heart of the west side downtown and need to keep the building footprint as small as practical are justifications for the extra height allowance, provided the building design is deemed appropriate.

The development also needs a sign location that is off its actual lot, since the lot will essentially be just the building footprint with little or no street frontage. Since the redevelopment site is being planned as a whole, the City's plan to have joint signage at the entrances to the parking area from Madison Avenue and Maple Street is supported. Again, the final design of signs is important, however.

Public Comments: A public hearing is required. This report is written without the benefit of that input and some of the conclusions and recommendations could be adjusted based upon the ideas and concerns of the public.

Fiscal Impact: The proposed hotel is estimated to have a value of approximately \$11 million. It is part of tax increment district #4 so property taxes generated will be directed toward paying the costs of the public costs for the overall redevelopment project. Upon the close of the TID, the taxes will be directed to the various taxing entities.

Recommendation: Staff is supportive of the proposed PUD. The deviations from underlying zoning requirements are justified based upon the uniqueness of the project and the conformance of the hotel layout/design to the adopted West Waterfront Redevelopment Plan. The support is qualified by the following:

- Changes to the building design after review by the WDRB and Plan Commission.
- Minor adjustments to the lot layout and building positioning. Since the overall project is still progressing, the site plan may need to be tweaked to account for utilities, final grades and similar aspects.

Therefore, while the PUD zoning district can be established, there is still a need for final review of the layout and building design prior to construction.

The recommendation is to approve the PUD, subject to following:

1. Final lot dimensions and positioning of the building to be reviewed and approved by the Plan Commission prior to building permit issuance.
2. Appropriate changes to the building design as determined by the Waterfront Design Review Board and Plan Commission.
3. The following zoning parameters shall be incorporated into the PUD zoning ordinance.
 - a. Building height not to exceed 5 stories and no more than 60 feet in total height.
 - b. Minimum yards and building setbacks shall conform to the final site plan, as approved under condition #1.
 - c. The minimum parking spaces shall be available within 400 feet. Such spaces may

be joint parking spaces used for other components of the West Waterfront Redevelopment Project.

- d. Identification signs may be permitted within the overall redevelopment site bounded by Madison Ave., Maple Street and Oregon Street Bridge, subject to conformance with the C-2 dimensional requirements and design approval from the Waterfront Design Review Board.

Drafted By: Marty Olejniczak 11-14-2014
Marty Olejniczak
Community Development Director
Date

Reviewed By: Anthony Depies 11-14-2014
Anthony Depies
City Engineer
Date

Reviewed By: Stephen McNeil 11-14-2014
Stephen McNeil
City Administrator
Date

CITY OF STURGEON BAY PLANNED UNIT DEVELOPMENT APPLICATION

Date Received:	<u>11-5-14</u>
Fee Paid \$	<u>400.00</u>
Received By:	<u>CN</u>

Application For: Conceptual ___ Preliminary ___ Final ___ Combined Preliminary/Final
 Note: There are different requirements for each of the above processes. A separate application is required for each.

NAME OF PROPOSED PLANNED UNIT DEVELOPMENT: <u>West Waterfront Hotel</u>		
	APPLICANT/AGENT	LEGAL PROPERTY OWNER
Name	Bob Papke	
Company	Sawyer Hotel Dev. LLC	
Street Address	1241 N 18th Ave	
City/State/Zip	Sturgeon Bay, WI 54235	
Daytime Telephone No.	920-493-7316	
Fax No.		
STREET ADDRESS(es) OF SUBJECT PROPERTY: <u>92-100 E Maple St</u> Location if not assigned a common address: _____		
TAX PARCEL NUMBER(s): <u>281-12-10080101 & 281-24-15090101</u>		
AREA OF SUBJECT PROPERTY AND NO. OF LOTS: <u>3.69 Acres of total redevelopment area, one lot of approximately 0.75 Acre proposed for hotel.</u>		
CURRENT ZONING CLASSIFICATION: <u>C2</u>		
CURRENT USE AND IMPROVEMENTS: <u>Vacant</u>		
COMPREHENSIVE PLAN DESIGNATION OF SUBJECT PROPERTY: <u>Tourist & Recreational Commercial</u>		
WOULD APPROVAL OF THE PROPOSED PLANNED UNIT DEVELOPMENT CONFORM WITH THE COMPREHENSIVE PLAN? Yes <input checked="" type="checkbox"/> No ___ Explain: <u>Comp. Plan calls for Redevelopment consistent with tourist & Recreational Commercial uses.</u>		

PLEASE IDENTIFY SPECIFIC PROPOSED LAND USES. USES MUST IDENTIFY AND CORRESPOND TO A PARTICULAR LOT, LOCATION, BUILDING, ETC. Hotel

CURRENT USE AND ZONING OF ADJACENT SURROUNDING PROPERTIES:

North: Water - No Zoning
South: CellCom & Glas Coffee Shop - C2
East: US Coast Guard & Sawyer Park - C2
West: Maritime Museum - C2

COMPREHENSIVE PLAN DESIGNATION OF ADJACENT SURROUNDING LAND USES:

North: Tourist & Recreational Commercial
South: Central Business District
East: Open Space & Recreational
West: Tourist & Recreational Commercial

IS ANY VARIANCE FROM COMPREHENSIVE PLAN, SUBDIVISION ORDINANCE, OR ZONING ORDINANCE BEING REQUESTED? If yes, describe:

Yes - Lot size and or setback variances may be required.
Height variance to allow a building up to 65'
Parking to be provided off site by City of Sturgeon Bay

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

I request "combined" Primary & Final PUD.

Attach an 11" X 17" detailed site plan (if site plan is larger than 8-1/2" x 11", also include 20 copies folded to 8-1/2" X 11"), full legal description (preferably on disk), location map with site boundaries marked, proof of ownership, and Agreement for Reimbursement of expenses. Site or plot plan shall include dimensions of property, structures, building elevations, proposed site improvements, signature of person who drew plan, etc.

Sawyer Hotel Dev. LLC
Property Owner (Print Name)

[Signature]
Signature

11/5/14
Date

Bob Papke
Applicant/Agent (Print Name)

[Signature]
Signature

11/5/14
Date

I, Bob Papke, 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.

11/5/14
Date of review meeting

[Signature]
Applicant Signature

[Signature]
Staff Signature

PAPKE WATERFRONT HOTEL

PROPOSED CONSTRUCTION SCHEDULE:

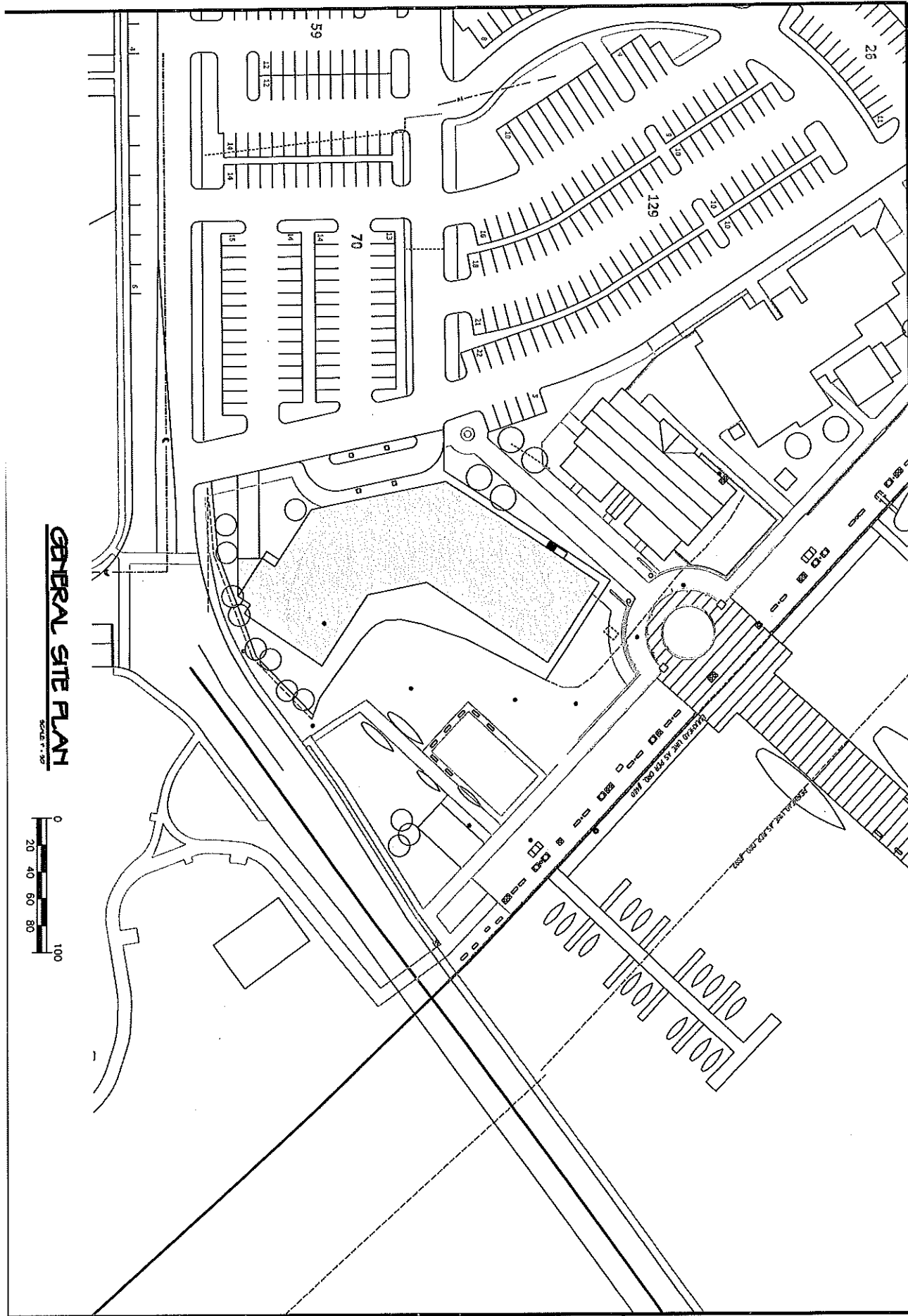
December 31, 2014	All Approvals completed from City of Sturgeon Bay
March 1, 2015	Architectural Drawing Conditional Approval by State of Wisconsin
May 1, 2015	Pilings / site work begins
May 15, 2016	Hotel completed and opens

EXTERIOR BUILDING MATERIALS:

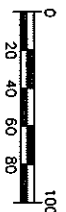
Exterior walls - common areas: cut stone
Exterior walls – hotel rooms: composite siding
Cornice: EIFS
Trim: composite, AZEK or equivalent
Windows: fixed glazing, clad wood frames
Deck railings: tempered glass
Pitched roofing: standing seam metal or equivalent
Flat roof: EPDM rubber

ENTRY ELEVATION:

First floor common space to be at elevation 587.2 (match maritime museum and proposed Restaurant)



GENERAL SITE PLAN
SCALE: 1"=50'



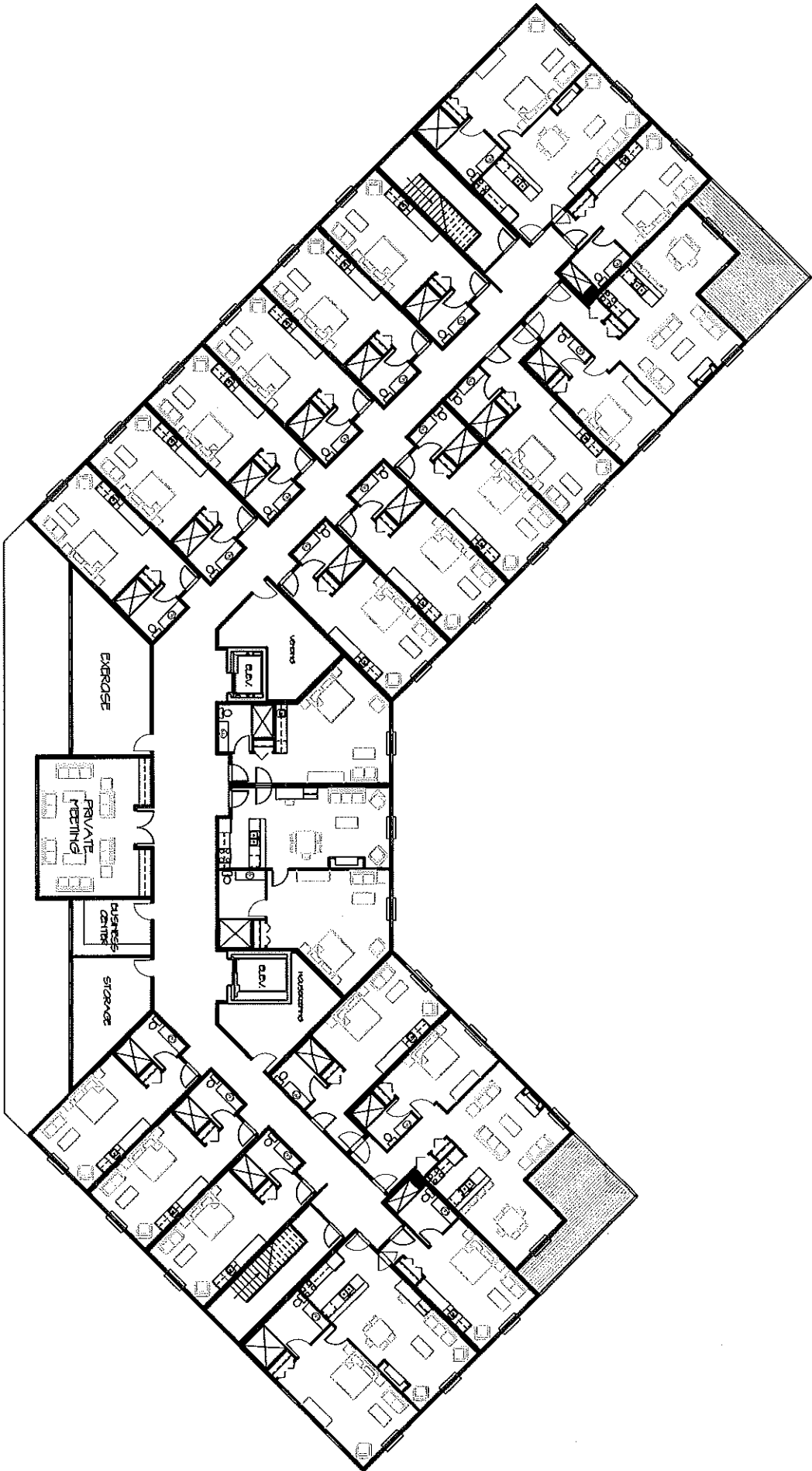
NO.	REVISIONS	DATE

PAPKE WATERFRONT HOTEL

STURGEON BAY, WISCONSIN



HENRY M. ISAKSEN - ARCHITECT/PLANNER
 119 SOUTH MADISON AVENUE
 STURGEON BAY, WISCONSIN 54235
 PHONE: 920-743-9759 FAX: 920-743-9762
 EMAIL: HENRY@ISAKSENARCHITECTS.COM



2ND FLOOR
SCALE: 1/8" = 1'-0"

PARK WATERFRONT HOTEL

SUBSECTION DAY USE SECTION
RESTAURANT REPAIRS

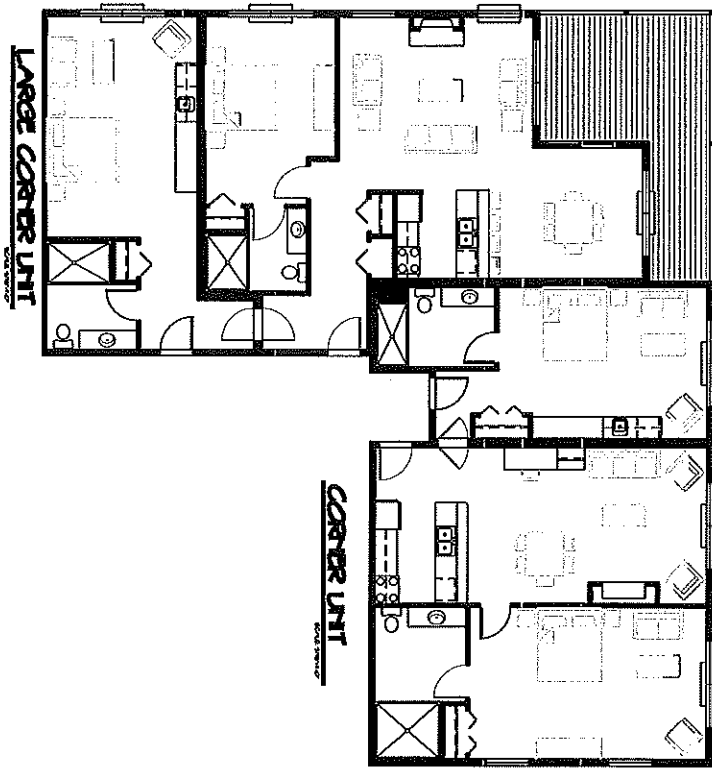
ISAKSEN
Architects
HENRY M. ISAKSEN - ARCHITECT/PLANNER
19 SOUTH MADISON AVENUE
TULSA, OKLAHOMA 74106
PHONE: 918.438.1111
FAX: 918.438.1112
EMAIL: HENRY@ISAKSENARCHITECTS.COM

10/27/2014

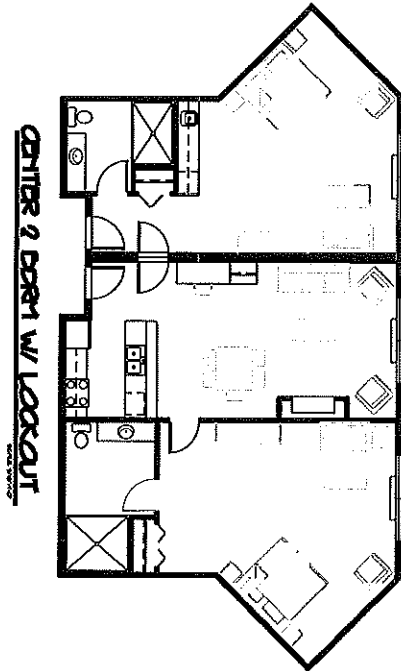
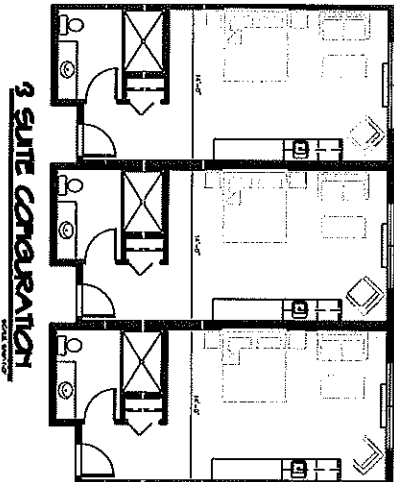
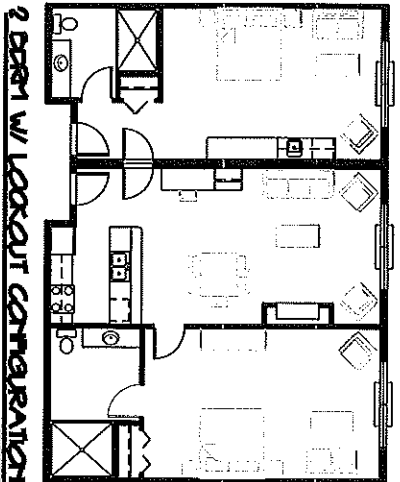
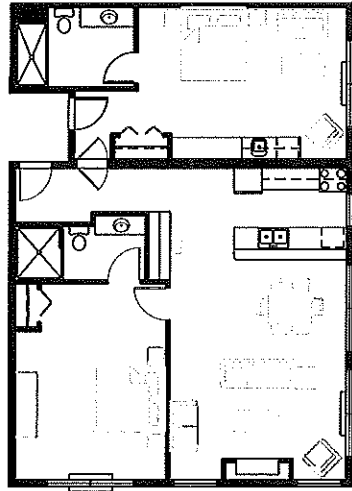
DATE

REVISIONS

SHEET
2
OF 4



OPTIONAL CORNER UNIT



REVISIONS

DATE

SHEET

WATERFRONT HOTEL

STURGEON BAY, WISCONSIN
PRELIMINARY DRAWING



HENRY M. ISAKSEN - ARCHITECT/PLANNER
119 SOUTH MADISON AVENUE
STURGEON BAY, WISCONSIN 54235
PHONE: 920-743-9759 FAX: 920-743-9762
EMAIL: HENRY@ISAKSENARCHITECTS.COM



AMKSEN
CONSTRUCTION



APARTMENTS
WEST



A CONCEPTUAL LANDSCAPE DESIGN FOR
SAWYER HOTEL

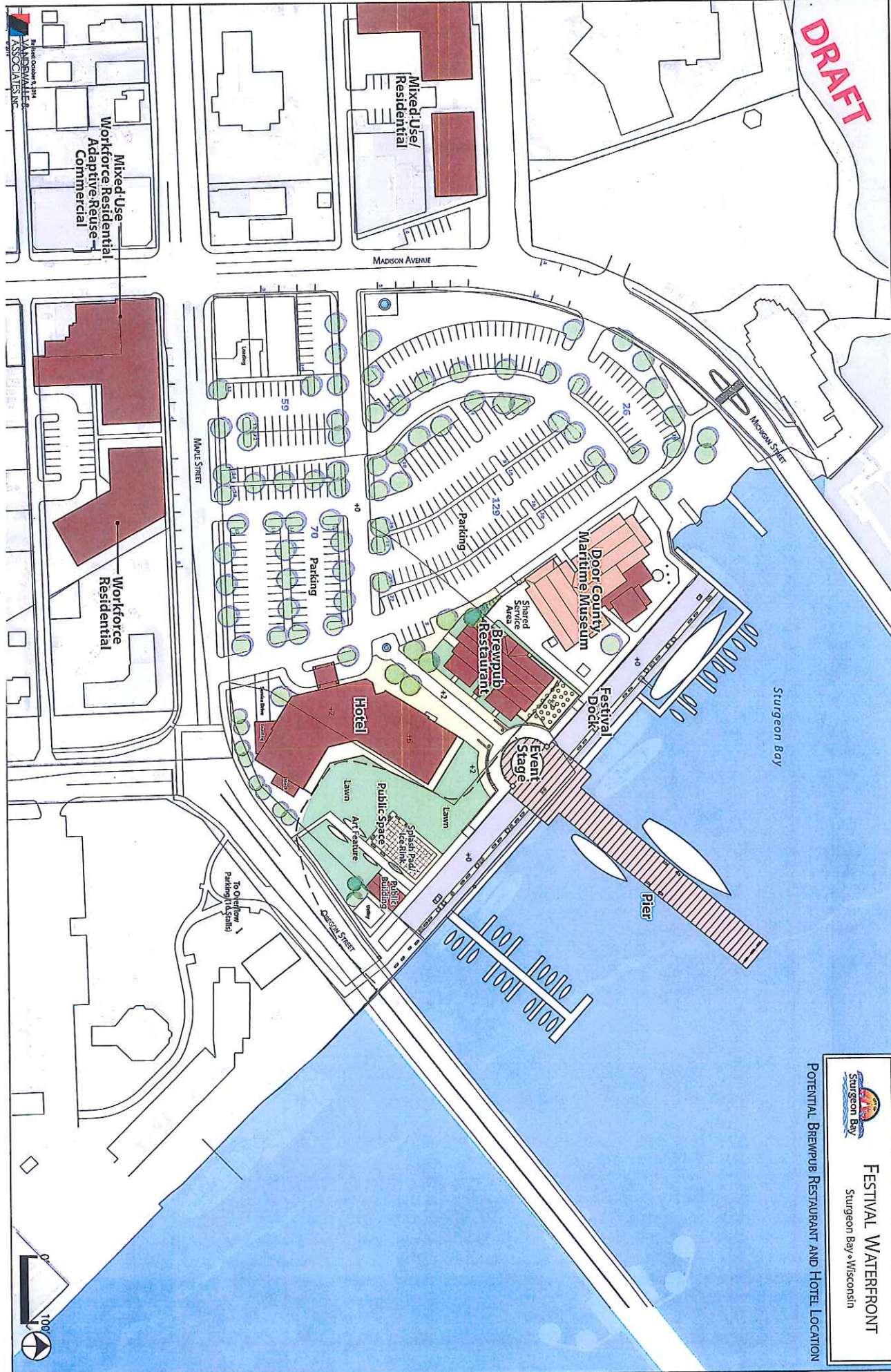
STURGEON BAY

WILSON
 LANDSCAPE INC.
 Design • Plant • Build • Maintain
 1000 W. 10th St. • Portland, OR 97204 • 503.222.1111

DATE	10/21/14	SCALE	1/4" = 1'	DESIGNED BY	GGM
PROJECT	LAN	DATE	10/29/14	DESIGNED BY	GGM
PROJECT	LAN	DATE	10/29/14	DESIGNED BY	GGM



DRAFT



FESTIVAL WATERFRONT
 Sturgeon Bay • Wisconsin

POTENTIAL BREWPUB RESTAURANT AND HOTEL LOCATION

Prepared October 7, 2014
 WISCONSIN
 ASSOCIATION

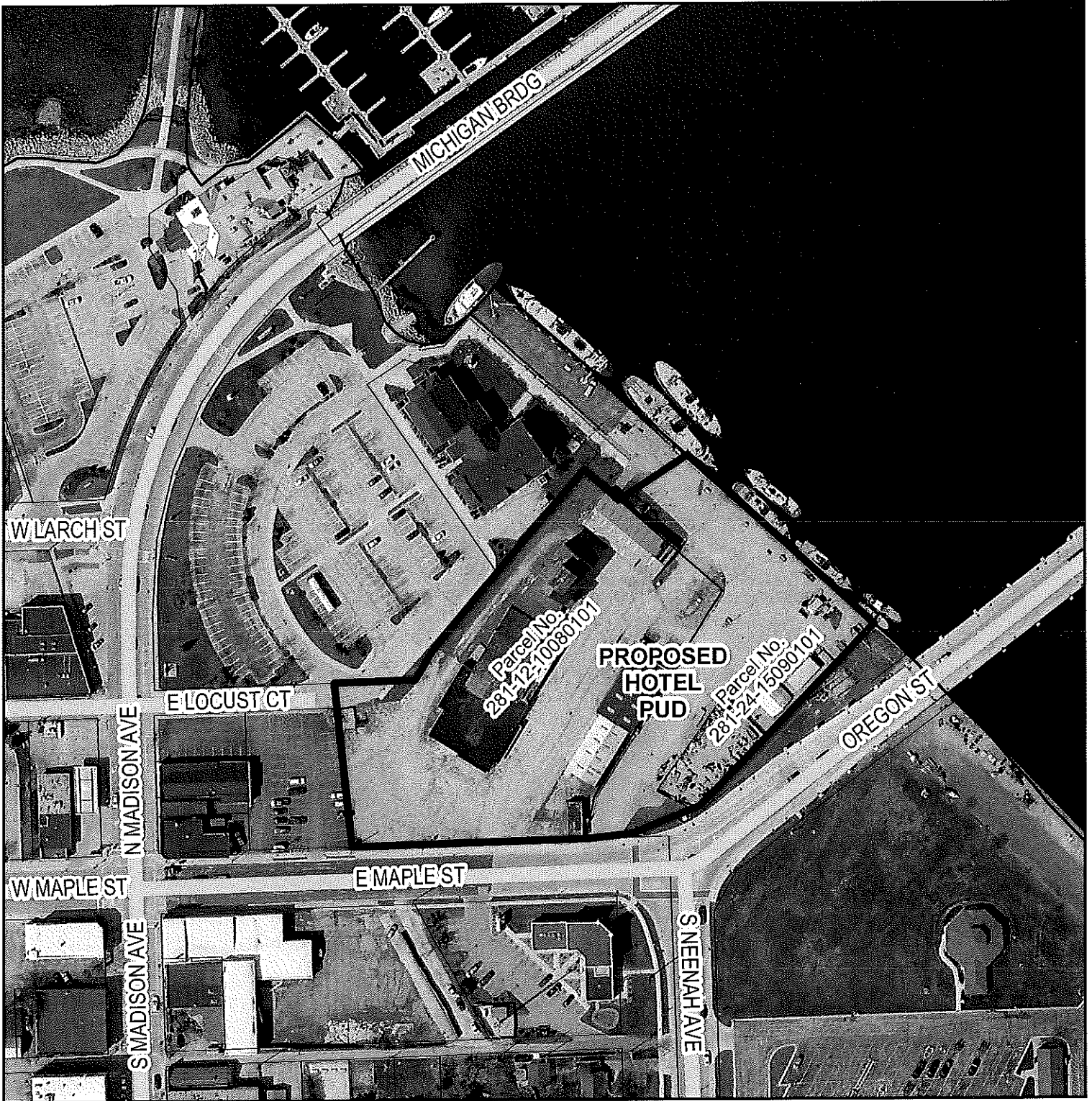


PUBLIC HEARING NOTICE

The City of Sturgeon Bay Plan Commission will conduct a public hearing in the Council Chambers, 421 Michigan Street, Sturgeon Bay, Wisconsin on Wednesday, November 19, 2014, at 7:00 p.m. or shortly thereafter, regarding a petition from Robert Papke to change the zoning classification from Central Business District (C-2) to Planned Unit Development (PUD). The proposed PUD is intended to allow for construction of an approximately 90-room, five-story hotel with amenities. The PUD is a zoning classification that provides flexibility for certain dimensional requirements including building height and setbacks. The subject property is located on portions of 92 and 100 E. Maple Street, tax parcels #281-12-10080101 and 281-24-15090101. The application is on file with the Community Development Department, located at 421 Michigan Street, and can be viewed weekdays between 8:00 a.m. and 4:30 p.m. The public is invited to give testimony in favor or against the proposed PUD, either in person at the hearing or in writing.

By order of:
City of Sturgeon Bay Plan Commission

Location Map Public Hearing - Papke PUD Request



Subject Area



Note: Public Hearing to be held on November 19, 2014

Transportation

Street and Highway System Development:

The General Plan recommends several changes in the street and highway network in Sturgeon Bay. These changes involve improvements in roads and streets, changes in the circulation system, and provision of new traffic-oriented facilities such as off-street parking and a second highway bridge across the bay. Proposed improvements are discussed in the following paragraphs.

Pavement widths should be 12 feet per driving lane plus ten feet per curbside parking lane. A minimum suggested pavement width is 34 feet (two driving lanes plus a parking lane). Recommended right-of-way widths are 60 feet for local streets, 80 feet for collectors and 120 feet for arterials. In some cases a wider right-of-way may be necessary. Many streets fall below minimum standards, both in pavement width and right-of-way width. These should be brought up to standard to conform with the planned functional highway classification, which anticipates considerable additional traffic.

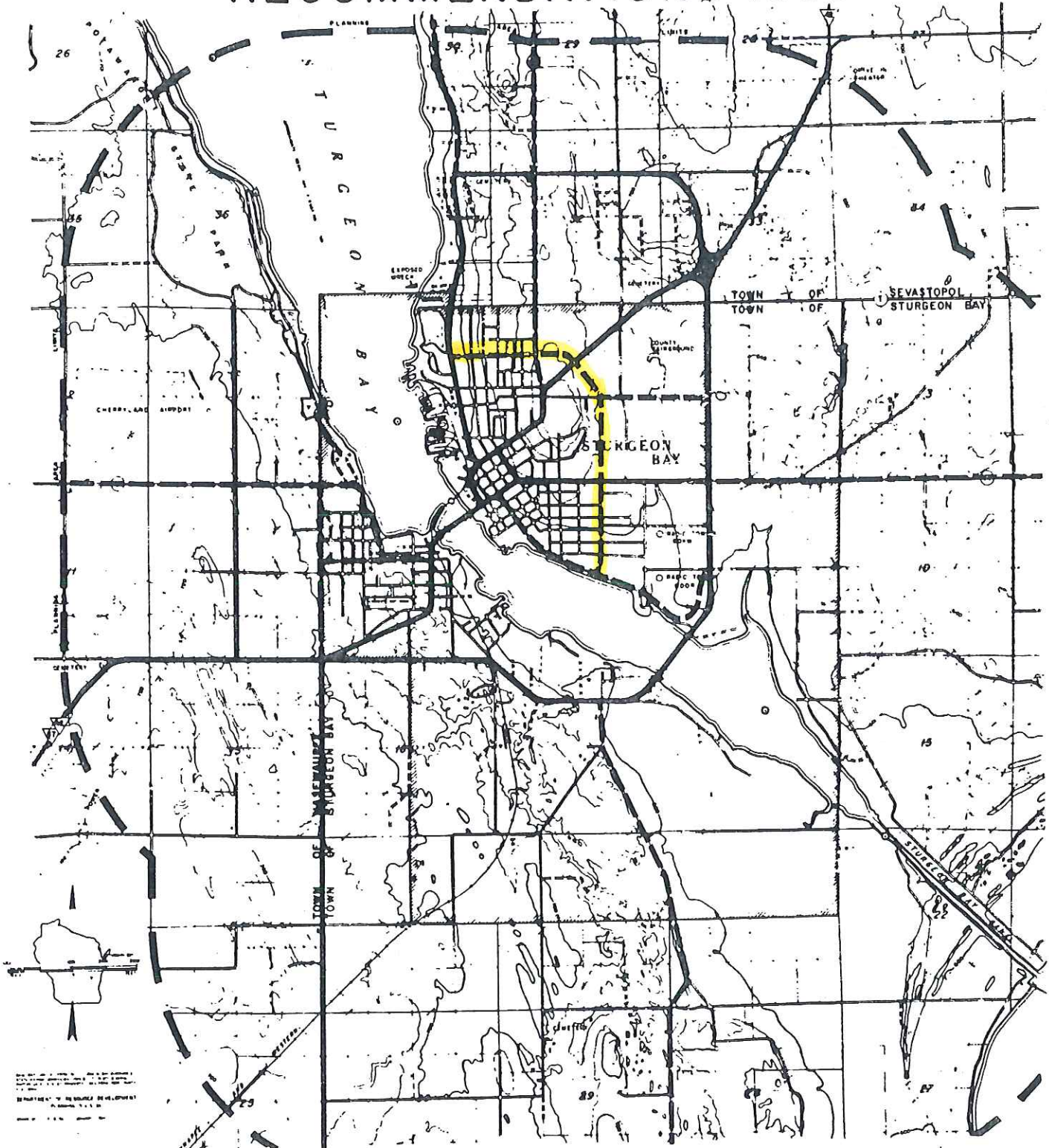
Map 44 shows recommended arterials in the planning area by 1985. The city arterial streets include Green Bay Road, Madison Avenue, Michigan Street, Third Avenue north of Jefferson Street, First Avenue, Fifth Avenue, Jefferson Street, and Egg Harbor Road. If an Eighteenth Street Bridge and Inner Beltline are built, Eighteenth Avenue, Clay Banks Road, and Walnut Street would also become arterials. Wherever possible these streets should be expanded to a 120-foot right-of-way (210 feet for the Eighteenth Street bypass) with 48 feet of pavement. Divided four-lane arterials would be safest and most efficient. Recognition of the ultimate function of these roads should encourage a shifting from their present functions as collector and local streets. The proposed arterial into the state park will involve about one mile of new construction between County Trunk Highway C and state trunk highways 57 and 42, which probably will not occur until late in the planning period.

Collector streets carry traffic from local streets to arterials (see Map 44). Some of these streets exist and others should be built during the planning period. The proposed collector system includes Elm Street, Duluth Avenue, Joliet Avenue, Maple Street, Clay Banks Road, Memorial Drive, Eighth Avenue north of Egg Harbor Road, Twelfth Avenue extended to Egg Harbor Road, Delaware Street extended to Egg Harbor Road, and Georgia Street east of Twelfth Avenue.

These collector streets should be shifted into the function and construction, when it occurs, will complete the system. These streets must be well maintained and right-of-way and pavement widths should be brought up to standards. Collectors should probably be two-lane roads with a pavement width of 44 feet (including parking lanes).

Local streets are intended to provide access to property. A minimum width of 34 feet is considered necessary. The city can insure that new streets have adequate widths through use of an official map and subdivision ordinance.

STURGEON BAY PLANNING AREA MAJOR THOROUGHFARE RECOMMENDATIONS-1985



	STREETS	DESIRABLE MINIMUM WIDTHS	
		RIGHT-OF-WAY	PAVEMENT
ARTERIAL	—————	120 FEET	48 FEET
COLLECTOR	- - - - -	80 FEET	44 FEET

4. TRANSPORTATION

Sturgeon Bay is dependent upon its street and highway network for virtually all of its internal circulation and access to other communities. The streets and highways are a major factor in shaping the development pattern of the City.

A. Regional Setting

Sturgeon Bay is served by State Trunk Highways 42 and 57 and County Trunk Highways C, S, U, B, HH, T, and TT. Because of Sturgeon Bay's and Door County's relatively remote location on the Door County peninsula, the area is not well served by the state's system of interconnected freeways and expressways. Highway 57 is only a 2-lane highway for most of its length between Green Bay and Sturgeon Bay. The Corridors 2020 Plan of the Wisconsin Department of Transportation identifies Highway 57 as a "multilane connector" with scheduled improvements to provide multiple lanes for most of the distance between Green Bay and Sturgeon Bay.

With the construction of the Highway 42/57 bypass, the travel pattern around Sturgeon Bay was greatly enhanced. The bypass removed nearly all of the through tourist traffic enroute to destinations further north in Door County.

B. Local Street System

The local street system includes arterials, which are designed to move large volumes of traffic; collectors, which are designed to move traffic to and from arterials and major destination points; and local streets, which are designed to provide vehicular access directly to individual properties.

The major local arterial serving Sturgeon Bay is the Business Highway 42/57 route consisting of Green Bay Road, Madison Avenue, 3rd/4th Avenues, Jefferson St. and Egg Harbor Road. Michigan Street is a second arterial which is likely to become more heavily used as an alternative route between the bypass and downtown.

The primary north-south collector streets on the eastside are 3rd, 8th, 12th, 14th, and 18th Avenues. Utah, Memorial, and Delaware are the primary east-west collectors. On the westside the primary collectors are Maple, Joliet, Hudson, Elm, and Duluth Streets. South Neenah Avenue is the primary collector serving the industrial park.

C. Intersection/Signalization

At the present time, traffic signals are located at the Duluth/Highway 42/57 and Madison/Maple intersections. Because of the large number of diagonal streets, there are several other intersections which are congested and may require signalization to improve safety and efficiency in the future.

The intersection of 3rd Avenue and Michigan was signaled prior to the streetscape reconstruction in the early 1980's. Since the removal of the signals, the traffic flow has improved; however, pedestrian crossings on 4th Avenue have become more difficult since there is no regular break in the traffic flow. Signals may need to be reinstalled at 3rd Avenue at a future date.

Campos 1990

Signals may potentially be required at several of the intersections on the bypass. Possible signaled intersection locations on the bypass route include Egg Harbor, Michigan, and Neenah (if extended). Although signals may be required as an interim traffic safety measure, the more preferable long-term solutions are grade-separated interchanges at one or more of the above locations.

D. Downtown Traffic Circulation

The primary access into downtown is via the Michigan Street Bridge from points southwest of the City and via Jefferson and Michigan Streets from the north. Currently, 3rd and 4th Avenues are a one-way pair system connecting Michigan and Jefferson and forming a one-way loop system through downtown. Kentucky and Louisiana Streets, 2nd Avenue, and 5th Avenue provide circulation within downtown.

In 1981, Howard Needles Tannen & Bergendoff conducted a downtown traffic circulation study to evaluate alternatives to the existing system. The study recommended utilizing 2nd Avenue as the southeast-bound segment of the one-way loop and changing 3rd Avenue to a two-way recirculating street. This improvement required acquisition of right-of-way to extend 2nd Avenue between Kentucky and Jefferson Streets. With the recent expansion of Palmer Johnson's plant on Kentucky Street, the acquisition of right-of-way for the extension of 2nd Avenue is no longer feasible.

If a major traffic generator development is located on the downtown waterfront, there may need to be reconsideration of the downtown circulation system on the basis of the traffic generated by the new activities.

E. Existing Traffic Facility Strengths and Weaknesses

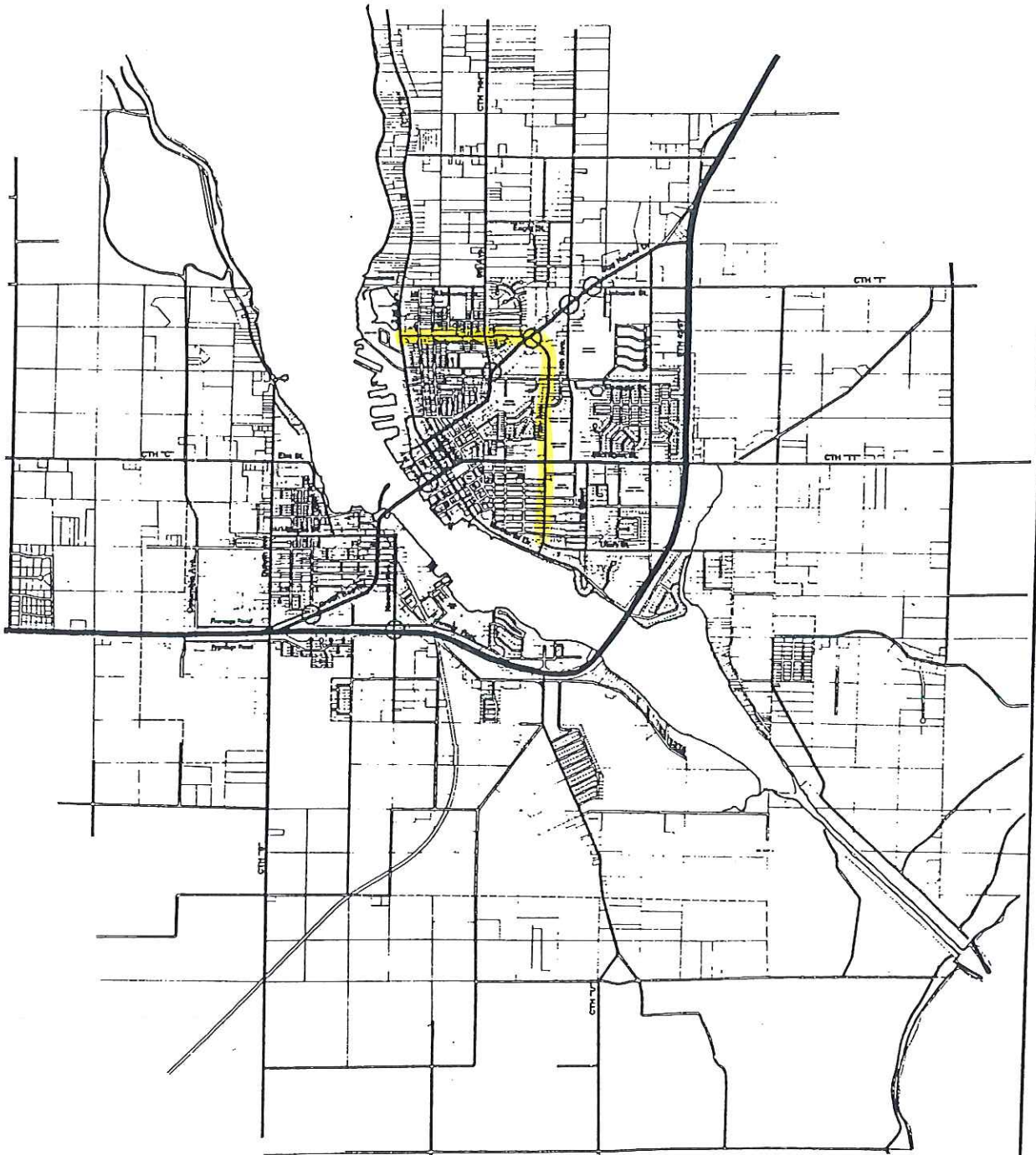
The existing street and highway network has a variety of strengths and weaknesses. The greatest overall strength is that with the construction of the bypass much of the through in-transit traffic has been removed from the local street network. The City needs to work jointly with the state to assure that the bypass continues to be upgraded and that development patterns along the bypass do not reduce it to a commercial arterial street. The City should encourage the long-term construction of frontage roads and separated grade interchanges to maintain the bypass as a major regional multilane connector.

The weaknesses of the current street network include:

- 1) The City lacks a complete system of collector streets serving the eastside neighborhoods. Michigan Street is the only major street which is continuous through the City. The recent completion of 12th Avenue as a through street between Utah and Egg Harbor Road will help provide a cross-town north-south collector street. The extension of Delaware Street or an adjacent street to the intersection of 12th and Egg Harbor Road would provide a complete cross-town collector and could alleviate some of the congestion at the intersection of 8th Avenue and Egg Harbor Road.
- 2) Access into Downtown is poor. The Green Bay Road interchange provides only northbound access to downtown. Other potential access points into the Downtown area, other than Egg Harbor Road, go through residential neighborhoods and are not well identified.
- 3) The Highway 42/57 corridor approach from the south has excessive driveway entrances creating congestion and poor traffic flow. Frontage roads will ultimately be needed in order to enable the highway to function as a high-speed regional connector.
- 4) There is poor access to the Industrial Park from the central part of the City and the residential neighborhoods.

Sturgeon Bay Comprehensive Plan

City of Sturgeon Bay, Wisconsin



TRANSPORTATION PLAN

- STATE TRUNK HIGHWAY
- ARTERIAL
- COLLECTOR
- PROPOSED ARTERIAL
- PROPOSED COLLECTOR
- PROPOSED LOCAL STREET
- INTERSECTION IMPROVEMENTS



camiros ltd.
Planning, Zoning,
Development, Economic,
and Landscape Architecture

Due to the commercial character of the corridor, sidewalks and terrace area should be provided. Because of the large number of bicycles using this corridor in the summer months, accommodations for bicycle traffic should be made in the improvement plans for Egg Harbor Road.

Michigan Street

Michigan Street is the primary local arterial street serving several eastside residential neighborhoods. Michigan Street also serves as the primary access to the Door County Memorial Hospital and the Sturgeon Bay High School and Middle School.

During the 10- to 20-year planning period, there is likely to be more residential development in the neighborhoods served by Michigan Street. High density housing and business park development are proposed between 18th Avenue and the bypass highway.

The WDOT has identified the east end of Michigan Street as requiring additional lanes during the next 20 years. Depending on the volumes of traffic, it may be necessary to install signal lights at the Michigan Street and Highway 42/57 intersection in the latter half of the planning period.

Neenah Avenue

Neenah Avenue is currently discontinuous between Oxford Avenue and Highway 42/57. The transportation plan calls for extending Neenah Avenue through to the highway. The extended Neenah Avenue would replace Oxford Avenue as the primary access point for southbound traffic coming off of Highway 42/57 into the westside waterfront area.

South Neenah Avenue north of the highway would connect with South Neenah Avenue, which is the primary corridor serving the industrial park. The new alignment would provide better access to the industrial park from the central part of the City.

As the land uses along the westside waterfront are upgraded and the area becomes a more significant tourist destination area, the Neenah Avenue entrance into Sturgeon Bay will become more prominent and heavily used. Neenah Avenue will provide direct access to the westside launch area and will be heavily used by tourists.

The Neenah Avenue right-of-way should be 60'. Due to the high volume of trucks and trailered boats which will use this corridor, pavement width should be 40' - 44' with no on-street parking.

3. COLLECTOR STREET IMPROVEMENTS

12 Avenue - Delaware Street Connector

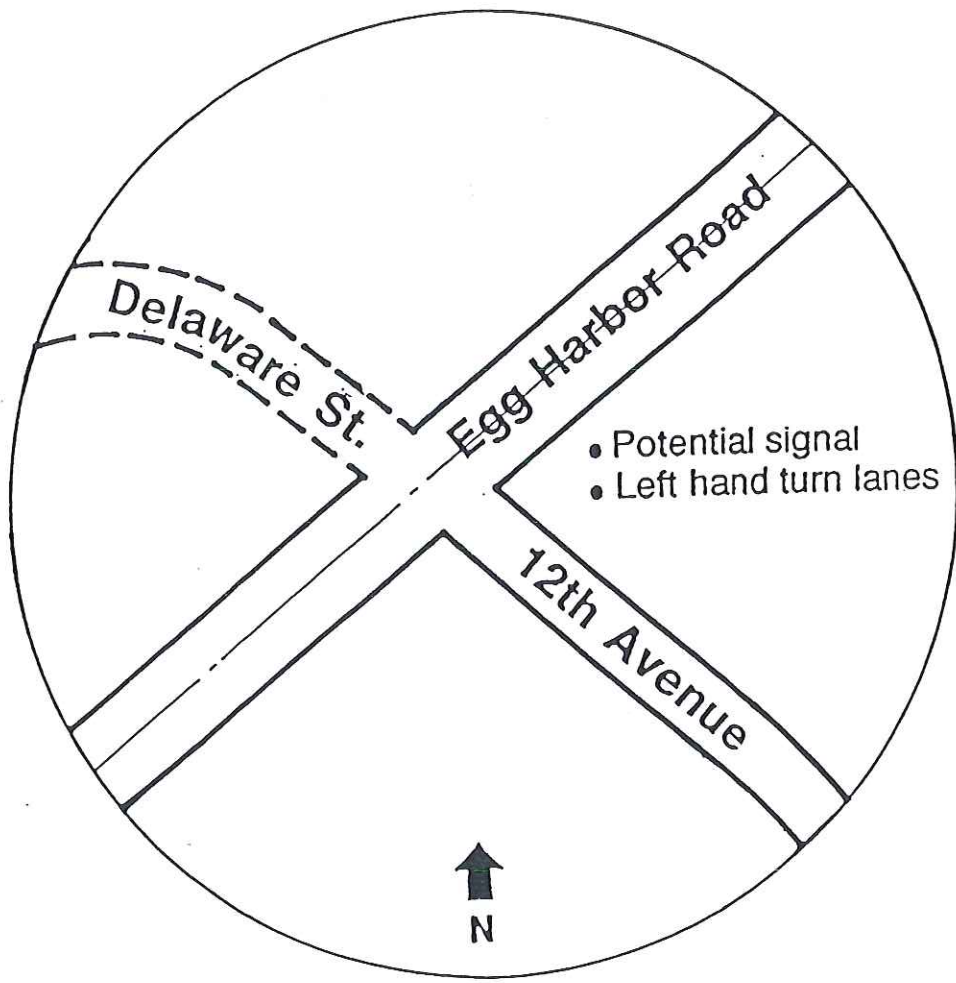
12th Avenue and Delaware Street or an adjacent street should be linked as the primary cross-town connector on the eastside. This connection was recommended in the original Comprehensive Plan prepared in 1969 but not implemented. The connection will require the acquisition of approximately 400 linear feet of new right-of-way, plus the relocation of at least one home and one business. An 80' right-of-way should be acquired. Additional improvement will need to be made to Delaware Street to make the street a well-functioning collector.

The intersection of 12th Avenue/Delaware Street and Egg Harbor Road should be aligned at 90 degrees. The intersection should be signaled.

12th Avenue-Egg Harbor Road

The transportation plan calls for extending 12th Avenue across Egg Harbor Road and linking it with Delaware Street. This will increase the cross-town traffic on this corridor. Ultimately, the 12th Avenue intersection will need to become a signaled intersection.

In the short run, left- and right-hand turn arrows should be marked on 12th Avenue at the Egg Harbor Road intersection. There should also be left-hand turn lanes painted on Egg Harbor Road.



2. Area Restrictions. The area of the sign shall not exceed 8 sq. ft.
3. Height Restrictions. All signs shall be limited to a height of 12'.
4. Setbacks. All freestanding ground signs must be at least 15' from interior side and rear lot lines and set back at least 10' from the public right-of-way.

and that Section 27.13(2)(e) be created to read as follows:

CREATE SECTION 27.13(2)(e) TO READ AS FOLLOWS:

(e) On premise signs for public, charitable, educational or religious institutions.

1. Permitted Signs.

a. One wall identification sign limited to the name of the organization and any art work such as seals, symbols, crests, etc.

b. One reader board.

c. One ground sign if all buildings are set back at least 25' from the right-of-way line.

2. Area Restrictions.

a. Wall Signs. A wall identification sign shall not exceed 1/2 sq. ft. per linear foot of building facia to a limit of 50 sq. ft.

A reader board shall not exceed 15 sq. ft.

b. Ground Signs. The message area for ground signs shall not exceed 15 sq. ft. A portion or all of the message area can be a reader board. The exterior dimensions of the sign shall not exceed 32 sq. ft.

3. Height Restrictions. All signs shall not exceed a height of 12'.

4. Setbacks. All freestanding ground signs must be at least 15' from interior side and rear lot lines and set back at least 10' from the public right-of-way.

Carried.

The Commission then proceeded with review of the second draft of the Comprehensive Plan Update.

Mr. Ralph Norton appeared and presented some concern regarding the proposed extension of Delaware Street and 12th Avenue. He stated that he felt since a house has now been placed in what would be the extension of Delaware Street through Cherry Hill Subdivision that this was no longer a viable alternative and feels another alternative should be found. He suggested that Bonnie View Drive should be considered to extend Southerly to connect with either Delaware Street or N. 12th Avenue so that there would be another access to Egg Harbor Road.

The Commission then proceeded with a page by page discussion of the Draft. All suggested changes will be forwarded to Camiros Ltd. and the final Draft is due for presentation to the Common Council at their July 3rd meeting.

No formal action was taken on this item.

Moved by Patsy Walther, second Dan Taylor that the meeting be adjourned.
Carried.

Meeting adjourned at 11:10 PM.

Respectfully submitted,

John H. Taube
Secretary

August 1, 1990

Honorable Mayor
Members of the Common Council

The Camiros, Ltd Comprehensive Plan Update for the City of Sturgeon Bay on page 59 shows the 12th Avenue be extended to Delaware as a cross town collector street and the transportation plan drawing on page 53 shows Bonnieview Drive extended to the 12th Avenue Delaware extension.

Due to the fact that the Common Council recently approved the Camiros plan; we hereby request and believe you are now legally required to protect this proposed right of way by doing whatever is necessary to legally assure that no construction be allowed within this proposed right of way.

Sincerely,

Ralph & Mary Jo Norton
Door County Builders

*Aug 15, 1990
Plan Commission*

Council minutes - Aug 7, 1990

* A letter from Ralph and Mary Jo Norton requesting that the extension of Delaware Street to Egg Harbor Road be placed on the official map was presented. Walther/Chouinard to refer the request to the City Plan Commission for their study and recommendation. Carried.

A letter from Ralph and Mary Jo Norton alleging that the collection of matter on the Krueger property is a public nuisance was presented. Hoffinan/Kaminski to refer the matter to the County Sanitarian for investigation. Carried.

A letter from Terry Anderson requesting a 30 day extension (until September 2, 1990) for the purpose of moving the house located at 49 W Walnut_S-c-f-t was presented. Hobart/Raminski to grant the request. Carried.

The Council then considered the reimbursement of grant monies received for projects for which funds were expended from the Park & Recreation development account #65206. A lengthy discussion ensued. Chouinard/Kaminski to refer the matter to the Finance Committee for their study and recommendation. Roll call: Chouinard, Hauser, Kaminski and Wiese voted aye. Hoffinan, Walther, Nielson, Hobart and Baudhuin voted no. Motion defeated.

Hoffman/Hobart to direct the City Clerk-Treasurer to deposit future grant monies in the Park and Recreation development account #65206. Kaminski/Chouinard to table the matter for clarification until the next meeting. Carried.

A letter from Bay View Terrace, Inc. protesting the extension of S. Neenah Avenue past Bay View Terrace to the highway and also requesting a change in the method of payments in lieu of taxes by non-profit tax exempt developments was presented. Kaminski/Baudhuin to refer the matters to the Parking & Traffic Committee and the Finance Committee respectively for their study and recommendation. Carried.

The second reading of an ordinance amending Section 27 (signs) of the Municipal Code was presented. Hobart/Walther to read in title only for the second reading and adopt same. Carried.

The second reading of an ordinance creating Section 9.085 of the Municipal Code was presented. Walther/Hoffman to read in title only for the second reading and adopt same. Carried.

RESOLUTION

WHEREAS, the Common Council of the City of Sturgeon Bay does hereby find that the public interest requires the vacating and discontinuance of a certain street or part thereof in accordance with Section 66.296 of the Wisconsin Statutes,

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Sturgeon Bay does hereby vacate and discontinue the street or part thereof as hereinafter described:

A tract of land in J.M. Schauer Plat commencing at the Southeast corner of Lot 7, Block 1, thence East along the North line of Georgia Street 60 feet to the Southwest corner of Lot 1,

Plan Commission Aug 15, 1990

been tabled until completion of the Comprehensive Plan Update. They reviewed the information provided at the time this request was received and determined that there were six (6) residences in this area and at least for the present time the property should be zoned R-2 Residential. It was pointed out that the Comprehensive Plan indicated this area for light industrial, however, the Commission felt that until some efforts were made toward development along these lines, that the property should be zoned residential.

Moved by Ken Anschutz, second Jerry Slavik, that we recommend to the Common Council that the following property be rezoned from A-Agricultural to R-2 Residential: The North 1203 feet of the East 445.5 feet of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 13, Township 27 North, Range 25 East. Carried.

The Commission then proceeded to discuss the Waterfront Development Project and the information received at the August 1st meeting regarding Redevelopment Authorities.

It was the consensus of opinion of the Commission members that if this project were to be completed a committee that could devote their full time to the various aspects of the project would be needed.

Moved by Ken Anschutz, second Steve Propson, that we recommend to the Common Council that the City create a Redevelopment Authority as outlined in Section 66.431 of the Wisconsin Statutes. Carried.

Mr. William Chaudoir presented a second draft of the proposed Industrial Park Development Standards. He stated that he had reviewed these proposals with current occupants of the Industrial Park and that from that review certain changes were made in the document.

It was the consensus of opinion of the Commission members that this approach to the Development Standards had much merit and should be pursued.

Moved by Jerry Slavik, second Ken Anschutz, that this item be tabled and the Secretary prepare a draft Ordinance for presentation at the next meeting. Carried.

The Commission then proceeded to discuss implementation of the Comprehensive Plan Update. The Common Council's adoption summary was discussed as well as the Implementation Strategy Report. The Commission felt that since these documents would have a far reaching effect on development within the City that it would take some time to determine the priorities in regards to implementation.

Moved by Dan Taylor, second Ken Anschutz, that the Implementation Strategy Report be tabled to the next meeting and that each Commission member prioritize the items in that report. Carried.

* Mr. Ralph Norton appeared to discuss the proposed loop from Delaware Street to North 12th Avenue at Egg Harbor Road. He pointed out that the 1969 Comprehensive Plan indicated the need for such a loop and that the recently completed update, also provides for the same loop. He urged the Commission to take immediate action to preserve that right-of-way by placing it on the official map.

A letter was read on behalf of the Krueger's from the James Pankratz Law Office. His concerns were that such an intersection would create more traffic congestion on Egg Harbor Road, that there would be an increase in commercial development back from Egg Harbor Road, that he felt there were legal questions as to whether the mapped location of roads constitutes a "taking" due to decreased property values and that ultimate condemnation of the Krueger property would be a great expense to taxpayers. The Commission determined that the Official Map changes were only one factor among many that are to be considered. It was determined that no action should be taken until priorities were established and studies made for each item in the Implementation Strategy Report.

Mr. Lee Krueger, Mr. Dan Krueger and Mr. Paul Krueger all appeared to oppose placing such a proposed street right-of-way on the official map, as they felt such placement would interfere with their free use of the property.

Moved by John Taube, second Ken Anschutz, that the request of Ralph Norton for placement of the Delaware Street to 12th Avenue extension on the Official Map be tabled until the prioritization of the Implementation Strategy Report is completed. Carried.

Moved by Dan Taylor, second Jerry Slavik, that the meeting be adjourned. Carried.

Meeting adjourned at 8:50 PM.

Respectfully submitted,

John H. Taube
Secretary

PANKRATZ LAW OFFICE
920 Egg Harbor Road
Sturgeon Bay, Wisconsin 54235

August 15, 1990

James C. Pankratz, Attorney
D. Todd Ehlers, Attorney

Area Code 414
743-9244

CITY PLAN COMMISSION
c/o John Taube, Secretary
City Plan Commission

Gentlemen:

Please be advised that I represent Krueger Implement, Inc., and Lee Krueger, Daniel Krueger, Paul Krueger and Thomas Krueger, as individuals.

The purpose of this letter is to have set forth on the record the opposition of my clients to the proposal pending before you to have placed on the City Map, those proposed roads that would traverse from Delaware Street through the Krueger property to intersect with Egg Harbor Road.

Our opposition is based upon the following factors:


- 1) Increased congestion on Egg Harbor Road;
- 2) Legal questions as to whether map location of roads constitutes a taking due to decreased property values;
- 3) Ultimate condemnation of Krueger property at great expense to taxpayers;
- 4) An increase in commercial development back from Egg Harbor Road.

The above constitutes a rough outline of some of our concerns.

I would conclude by urging your body not taking under consideration any proposal to show an extension of any road or roads leading from Delaware Street so as to intersect with Egg Harbor Road.

Very truly yours,

PANKRATZ LAW OFFICE


By: James C. Pankratz, Attorney



DOOR COUNTY BUILDERS

P O Box 429
Sturgeon Bay, Wis 54235
(414) 743-7393

12

August 16, 1990

To Honorable Mayor
Members of the Common Council

RE: Right of Ways

The requested protection of the 42th Avenue/Delaware and Bonnieview Drive ^{RIGHT} was tabled at the Plan Commission meeting of Aug 15th. _{OF WAY}

Mr. Dan Krueger made a statement that "the Kruegers" do intend to construct a building. This situation requires urgent action by the Common Council to protect the right of way as detailed in the Comprehensive Plan by Camiros. The Camiros planner specifically informed you that future right of ways must be protected. You are charged with this responsibility.

You are reminded that the taxpayers paid this planner for his expertise and now we have an urgent need for immediate implementation to simply place this right of way on the Official City Map.

We hereby request that you take immediate action to do the above at this Council meeting.

Sincerely,

Ralph & Mary Jo Norton

A letter from Ralph and Mary Jo Norton requesting protection of the 12th/Delaware and Bonnie View rights of way was presented. Mickelson/Baudhuin to refer it to the City Plan Commission for their study and recommendation. Carried.

Council minutes - Aug 21, 1990

Plan Commission Oct 10, 1990

A discussion followed regarding the proposed Design Standards for the Industrial Park. Mr. Bill Chaudoir appeared to discuss certain items under consideration. He suggested that perhaps the uses allowed should be amended to include the possibility of such things as: a child care center for employees within the park, and perhaps an office complex with a minimum of 10,000 sq. ft. floor area for a concern with the major portion of the business being conducted outside the county such as; a district office for an insurance company. During the discussion it was pointed out that perhaps there should be an allowance for incidental sales of products within the Industrial Park of products produced on the premises. He also questioned whether a 40' front yard setback was adequate. He questioned whether there should be a minimum lot size listed. He felt the roof drainage section should be expanded. In response to a discussion regarding fences, the Commission felt that the 8' maximum height for fences should be eliminated.

Moved by Patsy Walther, second Ken Anschutz, that this item be tabled to the next meeting and Mr. Chaudoir and the Secretary be directed to propose changes to the Design Standards to address the above items.

A discussion followed regarding the Official Map. The Commission spent some time discussing the proposed street layouts in the area of N. 12th Ave. and Egg Harbor Rd. The Secretary pointed out that he had not yet received the mylars for the new City maps, but that Camiros was to deliver them within a week and that he would have copies made, so that we would have the present City boundaries all on the City map, and the proposed streets would be put on these maps for our review and consideration.

Moved by Ken Anschutz, second Steve Baudhuin, that this item be tabled to the next meeting and that the City Engineer be requested to provide a number of alternatives for the extension of Delaware Street and Bonnie View Drive to Egg Harbor Road. Carried.

Moved by Patsy Walther, second Steve Propson, that the meeting be adjourned. Carried.

Meeting adjourned at 8:38 PM.

Respectfully submitted,

John H. Taube
Secretary

ALL OF SUBDIVISIONS 64-72-73-74-75 AND THAT PORTION OF SUBDIVISION 65 COM AT THE NORTHEAST CORNER THENCE SOUTH 397.5' - N88°45'30"E 330' - S0°0'07"E 264' - N89°33'31"E TO POINT 405' WEST OF THE EAST LINE OF SUBDIVISION 65 - S0°39'46"W TO SOUTH LINE SUBDIVISION 65 - EAST TO SOUTHEAST CORNER SUBDIVISION 65 - NORTH TO THE NORTHEAST CORNER SUBDIVISION 65 - WEST ALONG THE NORTH LINE OF SUBDIVISION 65 TO THE POINT OF COMMENCEMENT.

8. Rezone the following described property from I-2 Industrial to I-2A Industrial

ALL OF THE SOUTHWEST ONE QUARTER OF THE SOUTHWEST ONE QUARTER OF SECTION 17 TOWNSHIP 27 NORTH RANGE 26 EAST — ALL OF THE NORTHWEST ONE QUARTER OF THE SOUTHWEST ONE QUARTER OF SECTION 17 TOWNSHIP 27 NORTH RANGE 26 EAST EXCEPT THE SOUTH 679 FEET LYING WESTERLY OF THE FORMER RAILROAD RIGHT-OF-WAY — ALL OF SUBDIVISION 79 AND THAT PORTION OF SUBDIVISION 78 COMMENCING AT THE SOUTHEAST CORNER, THENCE WEST 557 FEET TO BEGINNING, THENCE WEST TO THE SOUTHWEST CORNER OF SUBDIVISION 78, THENCE NORTH 510 FEET MORE OR LESS, THENCE S77°E 130 FEET MORE OR LESS, THENCE S17°22'W 80 FEET, THENCE S80°27'E TO A POINT WHICH IS N5°10'W OF BEGINNING, THENCE S5°10'E TO BEGINNING.

Carried.

RC A discussion followed regarding the Official Map, in general, and specifically the 12th Avenue and Egg Harbor Road intersection. After a lengthy discussion regarding the Camiros recommendation in the Comprehensive Plan Update, it was determined that 12th Avenue should be connected North of Egg Harbor Road to Bonnie View Drive.

Moved by Steve Baudhuin, second Steve Propson, that we recommend to the Common Council that the Official Map be amended to place an extension on N. 12th Avenue, North of Egg Harbor Road to connect to Bonnie View Drive. Carried.

Moved by Patsy Walther, second Dan Taylor, that the balance of the Official Map discussion be tabled and that the Secretary provide copies for the Official Map to each Commission Member for their review and discussion at a future meeting. Carried.

Moved by Patsy Walther, second Dan Taylor, that the meeting be adjourned. Carried.

Meeting adjourned at 8:39 PM

Respectfully submitted,

John H. Taube
Secretary

Plan Comm
11-14-90

Council Minutes Nov. 20, 1990

RECOMMENDATION

TO THE HONORABLE MAYOR AND COMMON COUNCIL:

We, your City Plan Commission, hereby recommend that the Official Map be amended to place an extension on N. 12th Avenue, North of Egg Harbor road to connect to Bonnie View Drive. (See attached plan.)

Respectfully submitted, City Plan Commission By: /s/Norbert D. Schachtner, Mayor

RESOLVED, that the foregoing recommendation be adopted.

Introduced by Walther.

Wiese/Nielson to table the foregoing recommendation and refer it back to the City Plan Commission for further study. Roll call: Aldermen Kaminski, Wiese, Mickelson, Nielson and Hobart voted aye. Aldermen Chouinard, Hauser, Hoffman, Walther and Baudhuin voted no. Tie vote. The Mayor voted no. Motion defeated.

After discussion a roll call vote was taken as follows on the motion to adopt the recommendation. Aldermen Chouinard, Hauser, Hoffman, Walther, Hobart and Baudhuin voted aye. Alderman Kaminski, Wiese, Mickelson and Nielson voted no. Motion carried.

N. 8TH AVE

DELAWARE ST

COLORADO

DELAWARE PLACE

PLACE

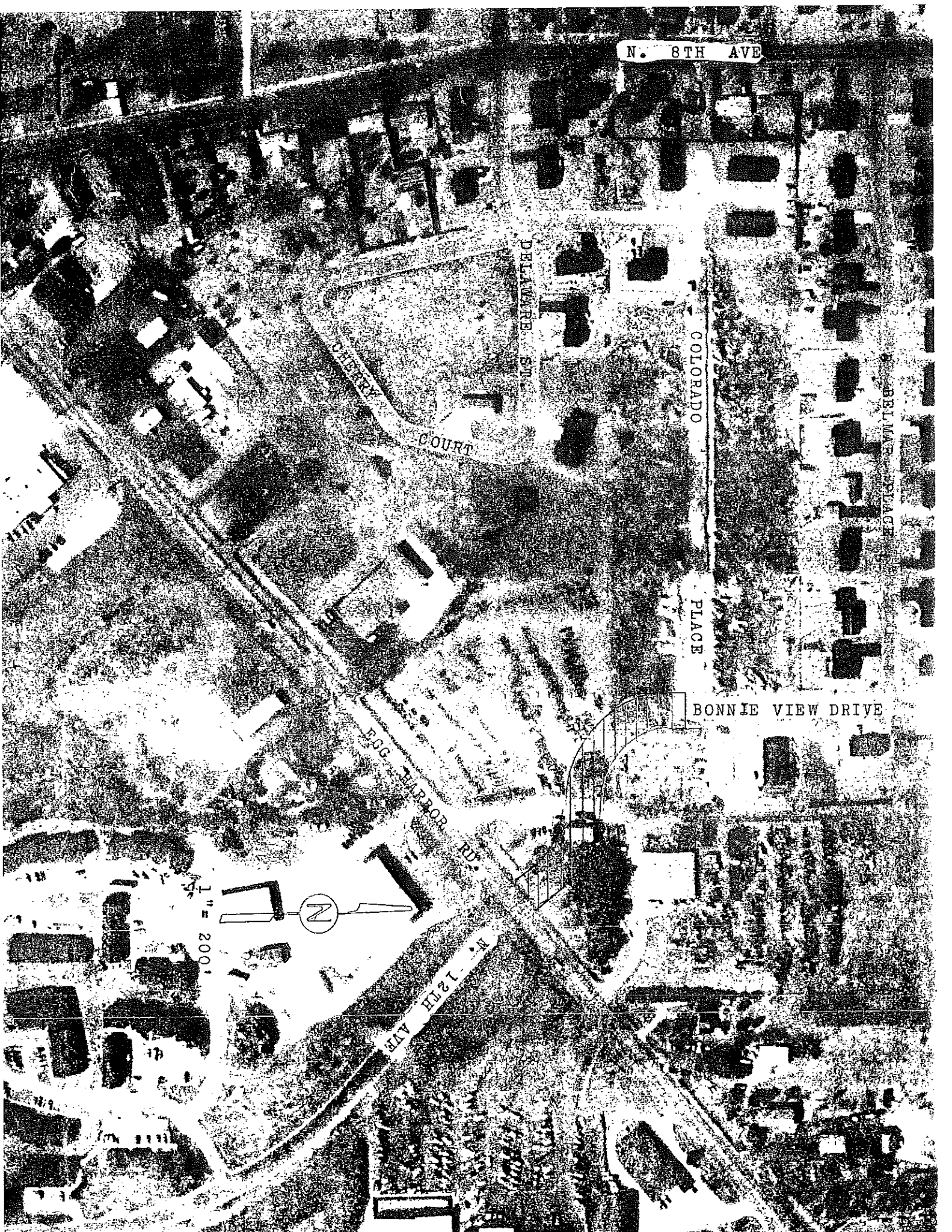
BONNIE VIEW DRIVE

COURT

BOG HARBOR RD

N. 12TH AVE

1" = 200'



Plan Commission 1-9-91

The Commission then proceeded with a detailed review of the Commission's role in implementation of the Comprehensive Plan. The Following is a summary of the items discussed:

1) Zoning Ordinance. It was felt that the Zoning Ordinance should probably be completely rewritten as well as review of the zoning districts. This is a major undertaking and would probably require three (3) to six (6) months of work full time by one individual. Since we do not have an Urban Planner at this timer it was felt some effort should be made to reinstitute the Urban Planner position within the County Planning Department. The City Administrator stated that he had some expertise in zoning ordinances and that if he had some time, he might be able to do at least preliminary work on what was needed.

* 2) Official Map Revisions. It was felt that this was an item the Commission could currently work on. All of the Commission members have copies of the current Official Map and will continue to study these maps and bring recommendations to the Commission regarding their studies.

3) Subdivision Ordinance. There are several recommendations regarding this ordinance. The Commission feels these can be currently studied and recommend changes as outlined.

4) Sign Code. There was some disagreement among Commission members regarding any changes to the Sign Ordinance as recommended by the consultant. The Commission will review this at a later date and determine whether any changes should be made.

5) Appearance and Design Code. It was pointed out by one of the members that a few years ago the City had a formal City Appearance Committee and that perhaps such a citizens committee should be reinstated to study the recommendations in this section of the Implementation Strategy Report. The Commission will study this proposal and make a recommendation at a future meeting.

6) Capital Improvement Program. A number of these items were assigned to the commission and other related committees. Those items with Plan Commission designation are as follows:

A) Westside Waterfront Park Master Plan. Some discussion followed regarding acquisition of additional properties redefining uses along the waterfront initiating a waterfront walkway and general enhancement of the area. This will be a continuing long range study with the Park and Recreation Committee.

B) Waterfront Walkway Improvements. It was felt that some immediate planning should be done for a walkway in those areas already controlled by the City and that additional efforts should be forthcoming to extend such a walkway along the entire length of the shoreline. The Commission will study and report as decisions are made.

* * C) 12th Avenue & Delaware Street Collector. The Commission has already recommended an official map designation for the intersection of Egg Harbor Road and 12th Avenue r which is currently in the hands of the Common Council and that until decisions have been made

regarding this designation, the Commission cannot proceed further.

D) Municipal Dock. The Comprehensive Plan pointed out the need for daytime dockage in the downtown area for transient boats, both on the East side and west side, to provide boaters with no ground transportation access to the commercial areas. The Commission felt that this was a long range goal which should be addressed along with the Waterfront Development Project.

7) Downtown Waterfront Revitalization. The Commission has already taken some action regarding this item by recommending that the Redevelopment Authority be created. It is felt that the Redevelopment Authority will be deeply involved in the mechanics of creating new uses along the waterfront. The Plan Commission will become deeply involved, as this project ensues~ in studying proper zoning, traffic pattern layouts, etc, that will of necessity be required for implementation of this project. This will be an ongoing item which will be addressed as the need arises and the Commission expects to be working closely with the Redevelopment Authority in such implementation.

The Commission then received copies of the Official Map indicating where all parks or proposed parks are located within the City and also indicating those areas that have been reserved for future streets in properties not currently owned by the City of Sturgeon Bay. It was the consensus of opinion of the Commission members that some study was necessary as to whether such reservations are adequate, especially in the areas recently annexed to the City. The Commission members will individually study the map and report their findings to the Commission at future meetings.

* A letter from Ralph Norton regarding the proposed extension of N. 12th Avenue was presented. Mickelson/Hauser to accept the letter and place it on file. Carried.

The Mayor opened a public hearing regarding the proposed placement of an extension of N. 12th Avenue between Egg Harbor Road at the present intersection of N. 12th Avenue and Egg Harbor Road to the Southerly terminus of Bonnie View Drive. at 8:17 P.M.

Alderman Hoffman entered at 8:28 P.M.

The hearing was declared closed at 9:02 P.M. (A complete transcript is on file in the office of the City Clerk-Treasurer).

~~The Mayor opened a public hearing regarding amendment of Chapter 20 (Zoning) of the Municipal Code at 9:04 P.M. The hearing was declared closed at 9:15 P.M. (A complete transcript is on file in the office of the City Clerk-Treasurer).~~

~~Walther/Hauser to table the first reading of a proposed ordinance and refer it back to the City Plan Commission for their study and recommendation. Carried.~~

Council - Jan 15, 1991

RESOLUTION

WHEREAS, the Common Council of the City of Sturgeon Bay does hereby find that it is in the public interest to amend the Official Map of the City of Sturgeon Bay;

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Sturgeon Bay does hereby amend the Official Map to include the following:

Placement of an extension of North 12th Avenue between Egg Harbor Road at the present intersection of North 12th Avenue and Egg Harbor Road to the southerly terminus of Bonnie View Drive in the City of Sturgeon Bay.

Mickelson/Nielson to defeat the resolution, Roll call: Aldermen Hauser, Kaminski, Wiese, Mickelson or Nielson voted aye. Aldermen Chouinard, Hoffman, Walther, Hobart & Baudhuin voted no. Tie vote. The Mayor cast an aye vote. Motion carried.

Council - Feb 19, 1991

CITY PLAN COMMISSION
December 9, 1992

A meeting of the City Plan Commission was held on Wednesday, December 9, 1992 in Room 1, City Hall. Mayor Schachtner called the meeting to order at 7:02 P.M. with himself and members Kolodziej, Walther, Olson, and Propsom present. Also present were Building Inspector Strege, Urban Planner Olejniczak, and Administrative Assistant Allen.

Moved by Walther, seconded by Olson to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes of November 11, 1992 meeting.
4. Consideration of: Request to rezone Block 23 of Assessor's Map.
- * 5. Consideration of: Egg Harbor Road improvements and Bonnie View Drive extension.
6. Consideration of: Definition and guidelines for principal and accessory buildings in residential areas.
7. Consideration of: State model erosion control ordinance.
8. Consideration of: Update from Zoning Subcommittee.

Carried.

Moved by Propsom, seconded by Walther to approve the minutes of the meeting held November 11, 1992. Carried.

The Commission considered requests from property owners to rezone Block 23 of the Assessor's Map from R-2 to R-4 to allow use as medical, dental and professional offices. Realtor Bill Gary stated that the letters represent 100% of of the property owners and that three of the properties are presently on the market. It was the consensus that the best use of this block would be under the R-4 zoning and it was moved by Propsom, seconded by Olson to recommend to the Common Council to change the zoning of Block 23 of the Assessor's Map from R-2 to R-4. Carried.

* Director of Municipal Services/City Engineer Kolodziej presented conceptual plans and projected costs for Egg Harbor Road improvements and extension of Bonnie View Drive and explained each option. The first shows the extension of Bonnie View Drive extended on a curve to Egg Harbor Road and alignment of the 8th Avenue intersection for a total cost of \$1,047,900. The second option would be to extend Delaware to Egg Harbor Road and Bonnie View Drive to Delaware for a total cost of \$913,000. Both options include widening of Egg Harbor Road to four lanes, sidewalks, extension of sewer and water, and traffic signals and improvements at 14th Avenue. This would improve the east/west flow of traffic as recommended in the Comprehensive Plan. The Commission also discussed other possible connections to Egg Harbor Road and agreed any further discussion should involve affected property owners. It

was moved by Olson, seconded by Propsom to request that Mr. Kolodziej further refine the two plans and invite the property owners to the next Commission meeting. Carried.


The next item for consideration was the recommendation for definitions and guidelines for principal and accessory buildings in residential areas which was sent back to the Commission for clarification. It was moved by Kolodziej, seconded by Walther that the recommendation be resubmitted to the Common Council and that Urban Planner and Building Inspector put together a check sheet and provide additional information at the Council meeting. Carried.

The Commission considered the State model erosion control ordinance which was provided by Nonpoint Source Pollution Abatement Coordinator, Rob McLennan who spoke at the last meeting. The Urban Planner explained that if the City wanted to become eligible for the Watershed Program funds, it would have to enact an erosion control ordinance. It was moved by Walther, seconded by Olson to postpone until the next meeting to give members an opportunity to review the model ordinance. Carried.

Mr. Olejniczak reported that the Zoning Subcommittee hopes to have an initial fact sheet for the January meeting and a draft document for review at the February Commission meeting. He said the subcommittee would like permission to meet with area builders, developers and realtors for their input. It was the consensus to authorize the Zoning Subcommittee to meet with these groups. He then gave a report on the Subcommittee's progress.

Moved by Olson, seconded by Walther to adjourn. Carried. The meeting adjourned at 8:30 P.M.

Respectfully submitted,


Mary Lou Allen
Administrative Assistant

City Plan Commission 1-13-93

Eric Paulson, representing The Sturgeon Bay Noon Rotary Community Development Committee regarding the Community Signage Project. One of the projects this committee is in charge of is to develop projects for the community which will enhance the community. Mr. Paulson is also president of the Sturgeon Bay Area Advancement Corporation which ran a program called First Impressions where people from different communities visited other communities unannounced and graded the community. One of the things that came out of the program was the fact that people visiting Sturgeon Bay felt it was very difficult to find many of the public buildings and parks in the City. The Noon Rotary Community Development Committee would like to develop a signage program for the City which would identify our public parks, buildings and other points of interest and value which would allow people to travel through the City without the use of a map. The committee is looking for the approval of the Commission and the Council to proceed with the program. This would start by identifying the properties to be included, developing a sign design, creating a City logo for the signs, and getting cost estimates on the project. It was moved by Walther, seconded by Olson to recommend to the Common Council that the Sturgeon Bay Noon Rotary Community Development Committee be enlisted to look into the Community Signage Project and City Logo and report back to the Plan Commission with their findings. Carried.

* Director of Municipal Services/City Engineer Kolodziej presented two revised plans and projected costs for Egg Harbor Road improvements and extension of Bonnie View Drive. He started by reviewing the background information involved in the project for the benefit of the affected property owners present. The Camiros plan which was reviewed by the Commission last summer called for improvements in the transportation system along Egg Harbor Road as well as provide additional east/west access in the northern part of the City on the east side of the bay. He showed a copy of the Comprehensive Plan prepared by Camiros showing their recommendations to improve the east/west flow. Included in the plan was the widening of Egg Harbor Road to four lanes, signalization at 14th Avenue, intersection improvement at 12th Avenue and trying to connect at Delaware St. and Bonnie View Dr., and making traffic improvements at 8th Avenue and Egg Harbor Road. The City will also be looking into the possibility of the completion of Eagle Street which would connect 8th Avenue to 14th Avenue and the possibility of Alabama Street extended from it presently terminates out to 8th Avenue. Both options would again improve the east/west flow of traffic. Mr. Kolodziej then reviewed the exhibits which were presented at the last meeting with a few minor changes made. (Please note, the cost estimates are switched around on the two exhibits) The cost estimates included on these sheets include widening of Egg Harbor Road to four lanes of traffic, curb and gutter on the entire limits between 14th Avenue and 8th Avenue, sidewalk and traffic signals at 14th Avenue. The costs are substantial and are very comprehensive and all inclusive. The cost estimates presented are incorrectly presented. The figures need to be switched on the exhibits. The first option

discussed by Mr. Koldziej was the extension of Bonnie View Dr. There seems to be great opposition of this extension because of privacy. As an option to provide more traffic flow through Bonnie View Subdivision the extension of Alabama Place to tie into N 12th Place. The Utility Commission sent a letter stating their interest in that type of access into the subdivision because it would not only provide access for emergency vehicles, but there is a lift station in that area which could be eliminated and provide additional water flow. This option has not been really looked into but was presented as something to look at in the future. Mr. Kolodziej then discussed changes at 8th Avenue and Egg Harbor Rd. This option provides the advantage of the continued traffic flow on 8th Avenue rather than diverting it onto Delaware Street, it improves the intersection and moves it to 8th Avenue and Egg Harbor Road. This option does appear to be a good option, but the costs again, are very substantial because of the property acquisitions involved. Mr. Kolodziej then presented exhibit B which is the extension of Delaware St. Advantages to this exhibit are that the traffic flow which currently goes down 8th Avenue and make the left turn movement on Egg Harbor Road could be eliminated and put on Delaware St. The decrease in traffic volume at that intersection would eliminate the stop sign at 8th and Egg Harbor Road all together as well as eliminate a significant amount of traffic volume between 8th Avenue and where Delaware Street would come through. This provides options for the motorists and splits the traffic up among the various intersections. The disadvantages of the Delaware Street extension are that you are taking a residential street and turning it into a collector street with a lot of traffic. It would also be too close with our current ordinances to the Paul Krueger property. In summary he just wanted to show to the property owners the various options and reiterate that the Plan Commission is looking at ideas and ways to improve the transportation system. 8th Avenue is a real problem and needs to be discussed a plan needs to be made to address this intersection. The floor was then opened up to the property owners. Mr. Paul Krueger then spoke in opposition to the Delaware Street extension because of the closeness to his house and the increased traffic through the neighborhood. He understands the need but just can't support this option. Dan Krueger then spoke. He again expressed opposition as a resident in the area to the increased traffic and the closeness to Paul Kruegers property. After reviewing all of the options the straightening of 8th Avenue appears to be the option he would choose first. Mr. Ralph Norton then spoke to the Commission. He stated that we should look to the future and plan for it. Better intersections are needed as well as better emergency access to the subdivisions. He prefers exhibit B as an option. Ginger Krueger is also spoke in opposition. The Commission then discussed the funding of the project and looking into further options. It was move by Olson, seconded by Walther to postpone this item to the February meeting. Carried.

Roger Strege then spoke regarding the State model erosion control ordinance. He stated that part of the ordinance has already been adopted in the UDC Code which refers to one and two family

Plan Commission April 14, 1993

East, Door County, Wisconsin, more particularly described as follows: Commencing at the Southwest corner of said Section 12; thence North 89°50' East 2090.56 feet along the South line of Section 12 to the point of beginning; thence continuing along said South line of Section 12 North 89°50' East 270.99 feet; thence North 4°32' West 3.97 feet to the center line of State Trunk Highway 42-57 as laid out under project F 01-5 (5), Wisconsin State Highway Commission 1954; thence continuing North 4°32' West 1317.42 feet; thence North 88°52' West 300.00 feet; thence South 3°33'29" East 828.72 feet; thence South 9°22' East 500.13 feet to the center line of said highway; thence continuing South 9°22' East 3.44 feet to the place of beginning, excepting therefrom the Southerly 275 feet which has been previously zoned C-1 Commercial.

- B. A tract of land situated in the Southeast Quarter (SE 1/4) of the Southwest Quarter (SW 1/4) of Section Twelve (12), Township Twenty-seven (27) North, Range Twenty-five (25) East, Court of Door, Wisconsin, more particularly described as follows: Beginning at the South Quarter (S 1/4) corner of said Section Twelve (12), thence North 0°03' East 1,309.63 feet; thence North 88°52' West, 350.00 feet; thence South 4°32' East 1,317.42 feet to the center line of S.T.H. 42-57 as laid out under project F 01-5(5), 1954; thence North 89°43' East, 1.93 feet along said center line of S.T.H. 42-57; thence South 89°14' East, 242.87 feet along said center line of S.T.H. 42-57 to the place of beginning, excepting therefrom the Southerly 275 feet which has been previously zoned C-1 Commercial.

Carried.

* The Director of Municipal Services/City Engineer presented revised maps and a cost summary (attached) for improvements on Egg Harbor Road and the 8th Avenue and 14th Avenue intersections. These projects could be done in phases and there is the possibility of funding for the 14th Avenue intersection because of hazardous conditions, number of accidents and significant traffic. As the grant application deadline is only a month away, he requested authorization to apply for highway safety funds for that project. Moved by Walther, seconded by Olson to direct him to prepare an application for highway safety funds for the 14th Avenue and Egg Harbor intersection and submit to the Common Council for approval. The Commission discussed various alternatives for improvement of the east-west traffic flow including extension of Alabama Place to N. 12th Place, Bluebird, Eagle, Delaware and Alabama Street extensions. Moved by Walther, seconded by Mann to that the Director of Municipal Services/City Engineer prepare a list of streets to be considered by the Commission to add to the Official Map including portions of Alabama Street, Alabama Place, and Eagle Place. Carried.

COST SUMMARY

OPTIONS	ESTIMATED COST	NOTES
<u>1. EGG HARBOR ROAD IMPROVEMENTS</u>		
CONSTRUCTION COST	\$616,050	COST ESTIMATES INCLUDES WIDENING
LAND ACQUISITION	\$0	TO FOUR LANES WITH CURB AND GUTTER,
ENGINEERING & CONTINGENCIES	\$163,253	SIDEWALK, AND STORM SEWER
SUB-TOTAL	<u>\$779,303</u>	
<u>2. DELAWARE STREET EXTENSION</u>		
CONSTRUCTION COST	\$58,160	COST ESTIMATES INCLUDE NEW ROADWAY
LAND ACQUISITION	\$62,000	CONSTRUCTION, SIDEWALKS, STORM SEWER,
ENGINEERING & CONTINGENCIES	\$15,412	AND RELOCATING ONE HOME
SUB-TOTAL	<u>\$135,572</u>	
<u>3. BONNIE VIEW DRIVE EXTENSION</u>		
CONSTRUCTION COST	\$47,630	COST ESTIMATES INCLUDE NEW ROADWAY
LAND ACQUISITION	\$10,000	CONSTRUCTION, CURB AND GUTTER,
ENGINEERING & CONTINGENCIES	\$12,622	AND SIDEWALKS
SUB-TOTAL	<u>\$70,252</u>	
<u>4. 8TH AVE. INTERSECTION</u>		
CONSTRUCTION COST	\$88,695	COST ESTIMATES INCLUDE RELOCATING 8TH
LAND ACQUISITION	\$110,000	AND CUL-DE-SACING FLORIDA AVE.
ENGINEERING & CONTINGENCIES	\$23,505	ONE BUSINESS AND ONE RESIDENTIAL
SUB-TOTAL	<u>\$222,200</u>	PROPERTY MUST BE RELOCATED
<u>5. NORTH 14TH AVE. INTERSECTION</u>		
CONSTRUCTION COST	\$114,820	COST ESTIMATES INCLUDE INSTALLING
LAND ACQUISITION	\$6,000	RIGHT TURN LANES ON EGG HARBOR RD.
ENGINEERING & CONTINGENCIES	\$30,427	NEW CURB AND GUTTER, AND STORM SEWER
SUB-TOTAL	<u>\$151,247</u>	
<u>6. ALABAMA PLACE EXTENSION</u>		
CONSTRUCTION COST	\$73,839	COST ESTIMATES INCLUDE NEW ROADWAY
LAND ACQUISITION	\$10,000	CONSTRUCTION WITH STORM SEWER.
ENGINEERING & CONTINGENCIES	\$19,567	SANITARY SEWER OR WATERMAIN
SUB-TOTAL	<u>\$103,406</u>	EXTENSIONS ARE NOT INCLUDED.

The Commission reviewed the locations of proposed street extensions presented by Mr. Kolodziej and it was moved by Propsom, seconded by Mann to recommend to the Common Council to appoint a committee to review the addition of the following streets to the Official Map:

Alabama Street from N. 5th Ave. easterly to N. 8th Ave.

Bluebird St. from N. 8th Ave. easterly to its present terminus near N. 11th P1.

Alabama P1. from its present terminus easterly to N. 12th P1. N. 12th P1. from its southerly terminus south to Alabama P1. N. 19th Ave. from its present terminus north to city limits. N.

20th Ave. from its present terminus north to city limits. S. 18th Ave. from Memorial Dr. north to

Utah St. Circle Ridge P1. from Vine St. easterly to its present terminus.

S. Neenah Ave. from E. Deck St. southerly to W. Shiloh Rd. East-west roadway 1/4 mile south of E. Deck St. between S. Neenah Ave. and Shiloh Rd.

S. Douglas Ave. from its present terminus south to city limits.

Carried.

Plan Commission May 12, 1993

Council June 1, 1993

RECOMMENDATION

TO THE HONORABLE MAYOR AND COMMON COUNCIL:

We, the City Plan Commission, hereby recommend to appoint a committee to review the addition of the following streets to the Official Map:

Alabama Street from N. 5th Ave. easterly to N. 8th Ave. Bluebird St. from N. 8th Ave. easterly to its present terminus near N. 11th P1.

Alabama P1. from its present terminus easterly to N. 12th P1. N. 12th P1. from its southerly terminus south to Alabama P1. N. 19th Ave. from its present terminus north to city limits. N. 20th Ave. from its present terminus north to city limits.

S. 18th Ave. from Memorial Dr. north to Utah Street.

Circle Ridge P1. from Vine Street easterly to its present terminus.

S. Neenah Ave. from E. Deck Street southerly to W. Shiloh Rd.

East-west roadway 1/4 mile south of E. Deck Street between S. Neenah Ave. and Shiloh Road.

S. Douglas Ave. from its present terminus south to city limits.

Respectfully submitted,

CITY PLAN COMMISSION

By: /s/Norbert D. Schachtner, Mayor

RESOLVED, that the foregoing recommendation be adopted.

Introduced by Mann. Mann/Neuville that said recommendation be adopted. Carried.

Appointment of a committee to review addition of streets to official map was presented by the Mayor. The Mayor proposed that it could be handled by the committee of the whole or a committee of three (3) council members which could include Aldermen Neuville, Mickelson and Brey. Neuville/Hauser to approve the committee of three (3) as proposed. Carried.

Council June 15, 1993

It was motioned by Schlicht, seconded by Mickelson to deny a request for a Speed Limit sign on Colorado Place in Remy's Mobile Home park. Carried.

It was motioned by Mickelson, seconded by Schlicht to install a NO Truck Route sign on the west side of the Alabama & 18th Streets intersection. Carried. John Kolodziej will inform K-Mart & Pick n' Save.

It was motioned by Schlicht seconded by Mickelson to deny the request for a Slow C
Delaware Streets. It
enforce the speed l:

ween Florida and
lef of Police of

It was motioned by N
(2) Deaf Child signs

to install a two
ried.

The request for a b
Shop was tabled on a
Committee requested
to be submitted at

ront of the Bike
y Mickelson. The
from Mr. Parsons

Moved by Neuville,

n. Carried.

Meeting adjourned a

Respectfully submit
Sandra L. Draper

OFFICIAL MAP COMMITTEE
July 19, 1993

A meeting of the Official Map Committee was held in Room 4, City Hall on Monday, July 19, 1993. The meeting was called to order at 4:00 p.m. by Chairman Neuville with himself and members Mickelson and Brey present. Also present were Alderman Kerley, City Administrator Jordan, Director of Municipal Services/City Engineer Kolodziej, Marty Olejnicjak and Mayor Schachtner.

Moved by Neuville, seconded by Mickelson to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Consideration of: Review additions to Official Map.
4. Adjourn.

Carried.

This meeting was called to order because of the City Plan Commission recommendation to add various streets to the Official Map. In checking with the Official Map on file in the City Clerk-Treasurer's office it was found that some of these streets were already added. The Committee felt that the confusion should be resolved before they go any further. Moved by Brey, seconded by Neuville to table this matter until Director of Municipal Services/City Engineer Kolodziej has researched the information on the Official Map. Carried.

Moved by Brey, seconded by Mickelson to adjourn. Carried. The

Note: this appears to be the only meeting ever held by this committee.



Plan Commission - Oct 13, 2003

Consideration of: Official street mapping - Bonnie View Drive/Egg Harbor Road/12th Avenue
Region: Mr. Olejniczak stated this issue is in regard to amending the City's official map by planning roads in the region of Bonnie View Drive/Egg Harbor Road/12th Avenue area. For quite some time, the issue of providing additional connections to the neighborhoods on the northwest side of Egg Harbor Road have been discussed and various plans have been put forth. Under the State Statutes, cities are given the power to reserve future road right-of-way.

City Engineer Tony Depies presented options for new connecting streets. He feels 12th Avenue is the most logical or desirable connection into the area north of Egg Harbor Road. If the existing 12th Avenue were extended straight across Egg Harbor Road, it would go right through the offices of Krueger Implement, and it would make an odd connection to Bonnie View Drive, or would bend sharply to basically run along the backyards of lots and would have a street on the front and back yards. The goal is to get traffic from Alabama Place to Egg Harbor Road. Also identified was Bonnie View Drive to Egg Harbor Road. Mr. Depies explained that Alabama Place appears to have been laid out to be extended to the east and N. 12th Place appears able to be planned to come to the south. He stated the City needs to proceed and make an amendment to the official map. He added this is actually a planning tool that has goals.

Mayor Crocker-MacMillin stated she would not be comfortable making any decisions regarding the connecting streets until there was an opportunity to talk to the property owners and actually view the proposed connector street options.

Ms. Bordeau expressed concern about the 12th Avenue option. She commented that a street is hard to remove once it is placed. She also thought it would be wiser directing traffic to a controlling light. Mr. Depies responded that current stop lights that are vehicle activated can go in these areas that don't meet the normal warrant for stop lights. They are still very costly to install.

Mr. Hanson stated the Bonnie View Drive extension would provide a difficult turning motion. It is a developable site and has a large economic impact on the community.

Dan Krueger, owner of Krueger Implement, located near the 12th Avenue option, stated he is concerned how a street extension on 12th Avenue could affect the future development of his property. Bonnie View Drive did not seem to be a desirable option to him. He thought extending Alabama Place appears to be the best option. Mr. Krueger stated he would appreciate the consideration of the City moving slowly on this.

Mr. Ralph Norton spoke on behalf of the proposed option for Bonnie View Drive, adjacent to his subdivision. He agrees with Mayor Crocker-MacMillin that members need to go and view the proposed sites for road extensions.

Mayor Crocker-MacMillin stated Commission members will get together to view proposed sites and will bring it back to a future Plan Commission meeting.

**CITY PLAN COMMISSION
SPECIAL MEETING
Friday, November 14, 2003**

A special meeting of the City Plan Commission was called to order at 2:33 p.m. by Mayor Crocker-MacMillin at Krueger Implement Property, 1014 Egg Harbor Road.

Roll call: Members Colleen Crocker-MacMillin, Barb Allmann, Dave Phillips, and Joy Bordeau were present. Excused: Members Cap Wulf and Jon Hanson. Also present were Alderperson Kim Hays, City Engineer Tony Depies, Dan Krueger, Paul Krueger, Mr. and Mrs. Ralph Norton, Community Development Director Marty Olejniczak, and Community Development Secretary Cheryl Nault.

Adoption of agenda: Moved by Ms. Allmann, seconded by Mr. Phillips to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Review of Krueger Implement property regarding official street mapping.
4. Adjourn.

Carried.

Review of Krueger Implement property regarding official street mapping: Mr. Olejniczak stated that at the last City Plan Commission meeting, it was decided that members get together to walk around and view the Krueger property.

While walking the property lines, the members reviewed the various options for future streets across the property. Dan Krueger felt the most logical place for a new connecting street would be Alabama Place, but was unsure what the thoughts of his neighboring property owner, Mr. Peil, were.

Mr. Depies explained getting a street platted on the map will protect it for the future. The Official Map protects the right-of-way.

Adjourn: Moved by Ms. Bordeau, seconded by Mayor Crocker-MacMillin to adjourn. Carried. Meeting adjourned at 3:20 p.m.

Respectfully submitted,
Cheryl Nault
Community Development Secretary

Plan Commission
minutes Dec 17, 2003

Consideration of: Official street mapping - Bonnie View Drive/Egg Harbor Road/12th Avenue region: Mr. Olejniczak explained this issue was brought back from the previous Plan Commission meeting. City Engineer Tony Depies again presented several options for future City streets.

City Attorney Randy Nesbitt stated there are several legal issues relating to this issue, mainly based upon the effect that a map amendment has for the property owner. During research he found that official map amendments are treated similarly to zoning amendments. He noted that a mapped future street is only imposing future limitations upon the use of that property. Unless the owner is deprived of all practical use of the property, the amendment of the official map doesn't take the property away from the property owner and it doesn't entitle the property owner to any compensation either. He suggested municipalities should try and strike a balance between good future planning and present use of property. He added that a street can always be removed from the official map legally, but once it is on the map, it is recognized to be there.

In regard to the extension of 12th Avenue, Mr. Wulf expressed his belief that the official street designation, as drawn on the proposed map, would never happen, along with bearing the expense of buying and relocating businesses. He feels the 12th Avenue extension should be moved to the east and put on the property line of Krueger Implement and Peil where it would have developable land on either side of the street, and move existing 12th Avenue on the other side of Egg Harbor Road to line up.

In regard to extending 10th Place, Mr. Depies stated there is one parcel remaining to be developed on the block of 10th Place and Georgia Street that is large enough to be accessed to Egg Harbor Road. Mr. Phillips stated there is a lot of grade change on 10th Place. He can't see 10th Place going through.

In regard to the extension of Bonnie View Drive, Mr. Depies believes that the extension of Bonnie View Drive should be protected until that area is actually developed. He added that developers build streets and the City plans for them. Mr. Hanson stated he is against the Bonnie View Drive extension. He feels the Alabama Place extension is necessary and 12th Avenue should be moved from the south end to the north end.

Moved by Mayor Crocker-MacMillin, seconded by Ms. Allmann to only map 10th Place as a cul de sac and not connect it to Georgia Street. Carried.

Moved by Mr. Hanson, seconded by Ms. Allmann to not reserve property at this time for Bonnie View Drive extension. Mr. Olejniczak stated if for some reason 12th Avenue did not go through, Bonnie View Drive would become important in the future. After a short discussion, it was moved by Mr. Phillips, seconded by Ms. Bordeau to table Mr. Hanson's motion. Carried.

Moved by Mr. Hanson, seconded by Mr. Wulf to reserve Alabama Place as drawn on the proposed map connecting to N. 12th Place, but not extending between Cherry Point Mall and Apple Valley Lanes from 12th Place to 14th Avenue. Carried.

Moved by Mr. Wulf, seconded by Ms. Allmann to show the official extension of 12th Avenue along the property line between Krueger Implement and Peil, extending south from Alabama Place to Egg Harbor Road and realigning 12th Avenue to the south of Egg Harbor Road to meet as an intersection at that point. Dan Krueger stated he did not like any of the streets on their property. If anything, he suggested connecting 12th Avenue to 12th Place. Mayor Crocker-MacMillin can't see any of these streets being done. Mr. Krauss stated it is put on the map to reserve the right-of-way as well as a planning tool. He thinks wherever it is put, it will probably be moved some day. It makes property owners aware there is a need for transportation improvements in the City. More discussion was held and vote on the motion taken. All ayes except Mayor Crocker-MacMillin voting no. Carried.

Moved by Ms. Bordeau, seconded by Mr. Phillips to remove Mr. Hanson's previous motion regarding Bonnie View Drive from the table. Carried. Moved by Mr. Hanson, seconded by Ms. Allmann to remove the placement of the extension of Bonnie View Drive to Egg Harbor Road from the proposed official map amendment. All ayes except Mr. Phillips and Mr. Wulf voted no. Carried.

Staff was directed to come back to the next Plan Commission meeting with a map showing the recommendations.

Plan Commission - Jan 21, 2004

Consideration of: Official street mapping - Egg Harbor Road/12th Avenue region: Mr. Depies presented the proposed amended official street mapping identifying the goals the Plan Commission has set for the extension of 12th Avenue and relocating it on the south side of Egg Harbor Road, with 10th Place becoming a cul de sac. Twelfth Avenue has been placed along the property lines of Krueger Implement and Mr. Peil.

Dan Krueger, owner of Krueger Implement, stated he had spoken with Mr. Peil. Having it on the property line does provide each of the two property owners with 30 feet of right-of-way, so it is not very restrictive if you want to do something with your property.

Mr. Depies mentioned he received a call from the owners of Cherry Point Mall, who were concerned with delivery vehicle access on their current driveway around the building. He felt there would not be an encroachment that would prohibit delivery access. They have no other problems and welcome the idea.

Mr. Wulf suggested creating a smoother "s" curve off of 12th Avenue. He wasn't as concerned of where it crosses, but how it crosses Egg Harbor Road.

As a developer, Mr. Phillips wondered why two property lines are involved. Mr. Depies stated it was intended to service both properties. It was the intention of the Plan Commission to place the street on the property line. The street could easily be placed onto either property.

Mr. Hanson stated he hopes that Alabama Place extension will be considered in the future. Alderperson Kim Hays stated the Alabama Place extension seems to be a preferred route for many people.

Mayor Crocker-MacMillin stated she and many others received a call from Ralph Norton expressing his concern regarding Bonnie View Drive and asked the Commission to review it again.

Mr. Krueger thought it was valid to put 12th Avenue where indicated on the proposed official map since both property owners could still use their property. They would not develop within 30 feet of the property line anyway. Both property owners would benefit and is comfortable with the design.

Moved by Mr. Wulf, seconded by Mr. Hanson to recommend to Common Council that the Sturgeon Bay Official Map be amended by adding the future streets shown on the attached map.

RECOMMENDATION

We, the City Plan Commission, hereby recommend that the Sturgeon Bay Official Map be amended by adding the future streets shown on the attached map.

Respectfully submitted,
CITY PLAN COMMISSION
By: Mayor Colleen Crocker-MacMillin, Chr.

RESOLVED, that the foregoing recommendation be adopted. Introduced by Allmann. Allmann/Wiegand to adopt.
Carried.

Council - Feb 5, 2004

Council minutes March 2, 2004

A public hearing re: Amendment to Official Map to establish future street right-of-way for extension of Alabama Pl. easterly to connect with southerly extension of N. 12th Pl, relocation of N. 12th Ave. to the east of its current intersection with Egg Harbor Rd. and extension of N. 12th Ave. northward to connect with extension of Alabama Pl., and a new street extending south from Egg Harbor Road between N. 8th Ave. and N. 12th Ave. The hearing was declared open at 8:05 p.m. and closed at 8:14 p.m.

Hays/Allmann to adopt the resolution to amend the Official Map. Discussion took place regarding amending the official map which included the jogs in the road, notification of the property owners, the intersection and linking with roads for alternate routes, the process of developing the roads, and condemnation of streets. Ms. Simon requested that the map be changed to extend the line approximately 100 feet before centering on the property line to preserve her garden. Hays/Allmann to amend the resolution making a slight change to the drawing to show an extension to 12th Avenue along the property line approximately 100 more feet on the Krueger property before centering on the property line. Carried. Vote taken on the original motion as amended. Carried.