

**AGENDA
CITY OF STURGEON BAY
PLAN COMMISSION**

Wednesday, February 15, 2023 at 6:00 p.m.
City Council Chambers
421 Michigan Street, Sturgeon Bay, WI

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from January 18, 2023.
4. Public comment on non-agenda Plan Commission related items.
5. Consideration of: Zoning map amendment petition by Robert Scaturo from C-1 to C-5 for parcel located at 11 Green Bay Road - parcel #281-64-63000105B.
 - a. Presentation
 - b. Public Hearing
 - c. Consideration/Recommendation (*Note: The Plan Commission will not make a recommendation at this meeting, unless a motion is made and passed by $\frac{3}{4}$ of the members present to act on the request at this meeting.*)
6. Consideration of: Conditional Use application from Thomas Phillips to construct a two-family dwelling on property located on the south side of the 1600 block of Georgia Street, parcel #281-36-21130101.
 - a. Presentation
 - b. Public Hearing
 - c. Consideration/Recommendation
7. Consideration of: Conditional Use application from Fleet Farm for construction of an approximately 92,000 square foot retail building located on the south side of Highway 42-57 (Green Bay Road) across from Grant Avenue, parcel #281-66-13000600.
 - a. Presentation
 - b. Public Hearing
 - c. Consideration/Recommendation (*Note: The Plan Commission will not make a recommendation at this meeting, unless a motion is made and passed by $\frac{3}{4}$ of the members present to act on the request at this meeting.*)
8. Consideration of: Zoning Code Amendment relating to the minimum floor area required for an efficiency style multiple-family dwelling unit.
9. Consideration of: Creation of tax increment district #8 for downtown redevelopment in the Third Ave/Jefferson St area.
10. 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.

02/10/23
3:00 p.m.
CS

Plan Commission Members

Mayor David Ward
Ald. Kirsten Reeths
Ald. Helen Bacon
Ald. Dennis Statz
Mark Holey
Jeff Norland
Amy Stephens

CITY PLAN COMMISSION MINUTES
January 18, 2023

A meeting of the City Plan Commission was called to order at 6:00 p.m. on Wednesday, January 18, 2023, by Vice Chairperson Dennis Statz in Council Chambers, City Hall, 421 Michigan Street, Sturgeon Bay.

Roll Call (#1): Members Dennis Statz, Helen Bacon, Kirsten Reeths, Mark Holey, Jeff Norland and Amy Stephens were present. Mayor Ward appeared by Zoom. Staff present were Community Development Director Marty Olejniczak and Community Development Administrative Assistant Cindy Sommer.

Agenda (#2): Motion by Mr. Norland and seconded by Ms. Reeths to accept the following amended agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from December 21, 2022.
4. Public comment on non-agenda Plan Commission related items.
5. Consideration of: Official zoning designation of General Commercial (C-1) for annexed property owned by Mark and Cindy Kerscher along Highway 42-57, parcel #281-66-13000600.
 - a. Presentation
 - b. Public Hearing
 - c. Consideration/Recommendation (*Note: The Plan Commission will not make a recommendation at this meeting, unless a motion is made and passed by ¾ of the members present to act on the request at this meeting.*)
6. ~~Consideration of: Combined preliminary/final Planned Unit Development application from Jurgita and David Kana for property located at 114 N. 7th Avenue, parcel #281-62-25002701A.~~
 - ~~a. Presentation~~
 - ~~b. Public Hearing~~
 - ~~c. Consideration/Recommendation (*Note: The Plan Commission will not make a recommendation at this meeting, unless a motion is made and unanimously passed by the members present to act on the request at this meeting.*)~~
7. Consideration of: Initial presentation of zoning map amendment petition by Robert Scaturo from C-1 to C-5 for parcel located at 11 Green Bay Road - parcel #281-64-63000105B.
8. Adjourn.

All ayes, motion carried.

Approval of minutes from December 21, 2022 (#3): Motion by Mayor Ward and seconded by Mr. Holey to approve the minutes from December 21, 2022. All ayes. Motion carried.

Public Comment on non-agenda Plan Commission related items (#4): No members of the public presented for comment.

Consideration of: Official zoning designation of General Commercial (C-1) for annexed property owned by Mark and Cindy Kerscher along Highway 42-57, parcel #281-66-13000600 (#5):

Presentation (a): Mr. Olejniczak explained this is the recently annexed parcel that was previously assigned a temporary zoning of General Commercial (C-1). The Kerscher's have a signed purchase agreement with Fleet Farm. At the last meeting, the members recommended that the official zoning classification be General Commercial (C-1). A public hearing is required to assign such zoning, which is what is on the agenda today.

Public Hearing (b): Mr. Statz opened the public hearing at 6:02 p.m. No one presented for the public hearing and it was closed at 6:03 p.m.

Consideration (c): Mr. Holey motioned to act on this matter at this time. Motion seconded by Mr. Norland. All ayes, motion carried. Mr. Holey moved to recommend to council the official zoning designation of General Commercial (C-1). Motion seconded by Ms. Reeths. All ayes, motion carried.

Consideration of: Initial presentation of zoning map amendment petition by Robert Scaturo from C-1 to C-5 for parcel located at 11 Green Bay Road - parcel #281-64-63000105B (#7):

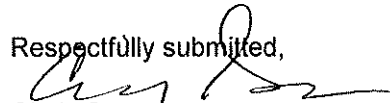
Mr. Olejniczak explained that Mr. Scaturo has requested a zoning map amendment to allow for him to add on to his existing single-family home at 11 Green Bay Road. Under the current C-1 zoning classification, the structure is non-conforming and Mr. Scaturo is unable to make any structural changes. The proposed C-5 classification would allow for the building addition and also allow for appropriate setbacks, which are preferred on this odd-shaped lot that also backs up to a bluff.

Robert Scaturo of 11 Green Bay Road explained that he and his wife would like to add on to the existing home because it is very small and he is requesting the zoning change to allow for the addition.

No action was taken by the Commission. A public hearing on this matter will be held at the next Plan Commission meeting.

Adjourn (#8): Prior to adjournment, Mayor Ward welcomed Amy Stephens as the newest member of the Plan Commission. Ms. Bacon motioned to adjourn, seconded by Mr. Norland. All ayes, motion carried. The meeting adjourned at 6:10 p.m.

Respectfully submitted,



Cindy Sommer
Community Development
Administrative Assistant

Staff Report
Zoning Map Amendment: C-1 to C-5
11 Green Bay Road: Parcel #2816463000105B

Background: Robert Scaturo requests the rezoning of the parcel located at 11 Green Bay Road from General Commercial (C-1) to Mixed Commercial–Residential (C-5). The property is parcel # 2816463000105B, which is 2.65 acres in size. This parcel contains a single-family dwelling. The dwelling is a nonconforming use in the C-1 district, which restricts the ability to expand or rebuild the dwelling. Mr. Scaturo desires to enlarge the home and the rezoning to C-5 will facilitate that proposal.

Existing Conditions: In terms of surrounding zoning classifications, properties to the west of the subject property are zoned C-1. Those parcels have commercial uses, including the adjoining restaurant, which is also owned by Mr. Scaturo. To the north across Green Bay Road is the skate park, which is zoned Single-Family Residential (R-2). To the east and south are Multiple-Family Residential (R-4) zoned properties. There are apartments and single-family dwellings to the east and Sawyer Elementary School to the south. The R-4 properties are separated from the subject parcel by a large bluff. The region is a blend of various commercial, residential, and recreational uses.

Comprehensive Plan: The 2040 Comprehensive Plan's Future Land Use Designation for the lot is Regional Commercial. It borders the Higher Density Residential classification and is the last lot in the swath of Regional Commercial used for the Green Bay Road commercial corridor. If the property is rezoned, the C-5 district would be consistent with the commercial land use designation under the comprehensive plan, while allowing for a transition to the other zoning districts and land use classifications surrounding it.

Other Considerations: Because the current single-family dwelling is a nonconforming use, it cannot be enlarged and cannot be repaired or reconstructed if damaged by more than 50% of its assessed value. If rezoned to C-5, it can be fully repaired or reconstructed and could be expanded by up to 50% of its current floor area. The required building setbacks are also less in the C-5 district, which further improves the ability to enlarge the dwelling.

The C-5 Mixed Commercial-Residential district has often been used in the past as a transition or buffer between commercial areas and residential areas. It has also been used in areas where there is an existing blend of commercial and residential uses. Both of those situations appear to apply in this rezoning request.

Review Process: The Plan Commission will review the petition and conduct a public hearing. The Commission can make a recommendation to Council at the next scheduled meeting. However, a recommendation can also be made following the public hearing if at least 3/4 of the members present are ready to take action. Once a recommendation is made, Council will act on that recommendation at their next scheduled meeting. An ordinance must be drafted and approved by Council with 2 separate readings.


Recommendation: Approve the zoning map amendment for parcel # 2816463000105B from General Commercial (C-1) to Mixed Commercial-Residential (C-5).

Prepared By: 

Stephanie Servia
Zoning and Planning Administrator

2-10-2023

Date

Reviewed By: 

Marty Olejniczak
Community Development Director

2-10-2023

Date

Date Received:

1/4/23

Fee Paid: \$

400.00 + 50 PHD

Received By:

CS

CITY OF STURGEON BAY ZONING/REZONING APPLICATION

	APPLICANT/AGENT	LEGAL PROPERTY OWNER
Name	Robert Scaturro	Robert & JoAnne Scaturro
Company	Scaturro's Baking Co & Cafe	
Street Address	19 Greenbay Rd	
City/State/Zip	Sturgeon Bay WI	
Daytime Telephone No.	920 493-8727 (cell)	920 746-8727
Fax No.		

STREET ADDRESS OF SUBJECT PROPERTY:

11 Greenbay Rd

Location if not assigned a common address:

TAX PARCEL NUMBER:

281-64-63000105B

CURRENT ZONING CLASSIFICATION:

C-1

CURRENT USE AND IMPROVEMENTS:

Personal home looking to add on

ZONING DISTRICT REQUESTED:

C-5

COMPREHENSIVE PLAN DESIGNATION OF SUBJECT PROPERTY:

Regional Commercial

PROPOSED USE OF SURROUNDING PROPERTY UNDER COMPREHENSIVE PLAN:

North:

~~Open Space~~ Open Space + Recreation

South:

~~Public and Institutional~~ Public and Institutional

East:

~~Higher Density Residential~~ Higher Density Residential

West:

~~Regional Commercial~~ Regional Commercial

ZONING AND USES OF ADJACENT SURROUNDING PROPERTIES:

North: City Parcel R-2 park
South: Scaturlos Balcony Co/Sanger School R-4
East: Sanger School Apartment R-4
West: Greenway Rd C-1 Scaturlos and Dermatology Clinic

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

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

Robert Scaturlos [Signature] 1-3-23
Property Owner (Print Name) Signature Date

Applicant/Agent (Print Name) Signature Date

I, Robert Scaturlos, 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.

1-3-23 [Signature] [Signature]
Date of review meeting Applicant Signature Staff Signature

Attachments:
Procedure & Check List
Agreement For Reimbursement of Expenses

STAFF USE ONLY

Application conditions of approval or denial:

Date

Community Development Director

NOTICE OF PUBLIC HEARING

The City of Sturgeon Bay Plan Commission will hold a public hearing in the Council Chambers at City Hall, 421 Michigan Street, Sturgeon Bay, Wisconsin on Wednesday, February 15, 2023 at 6:00 p.m. or shortly thereafter, in regard to a proposed zoning map amendment to change the zoning classification of an approximately 2.65 acre parcel from General Commercial (C-1) to Mixed Commercial-Residential (C-5). The subject property is parcel no. 281-64-63000105B, owned by Robert and JoAnne Scaturo and located at 11 Green Bay Road. The proposed zoning map amendment materials are on file with the Community Development Department and can be viewed on the City's website (www.sturgeonbaywi.org) or at City Hall weekdays between 8:00 a.m. and 4:30 p.m. The public is invited to give testimony in regard to the rezoning request either in person at the hearing or in writing.

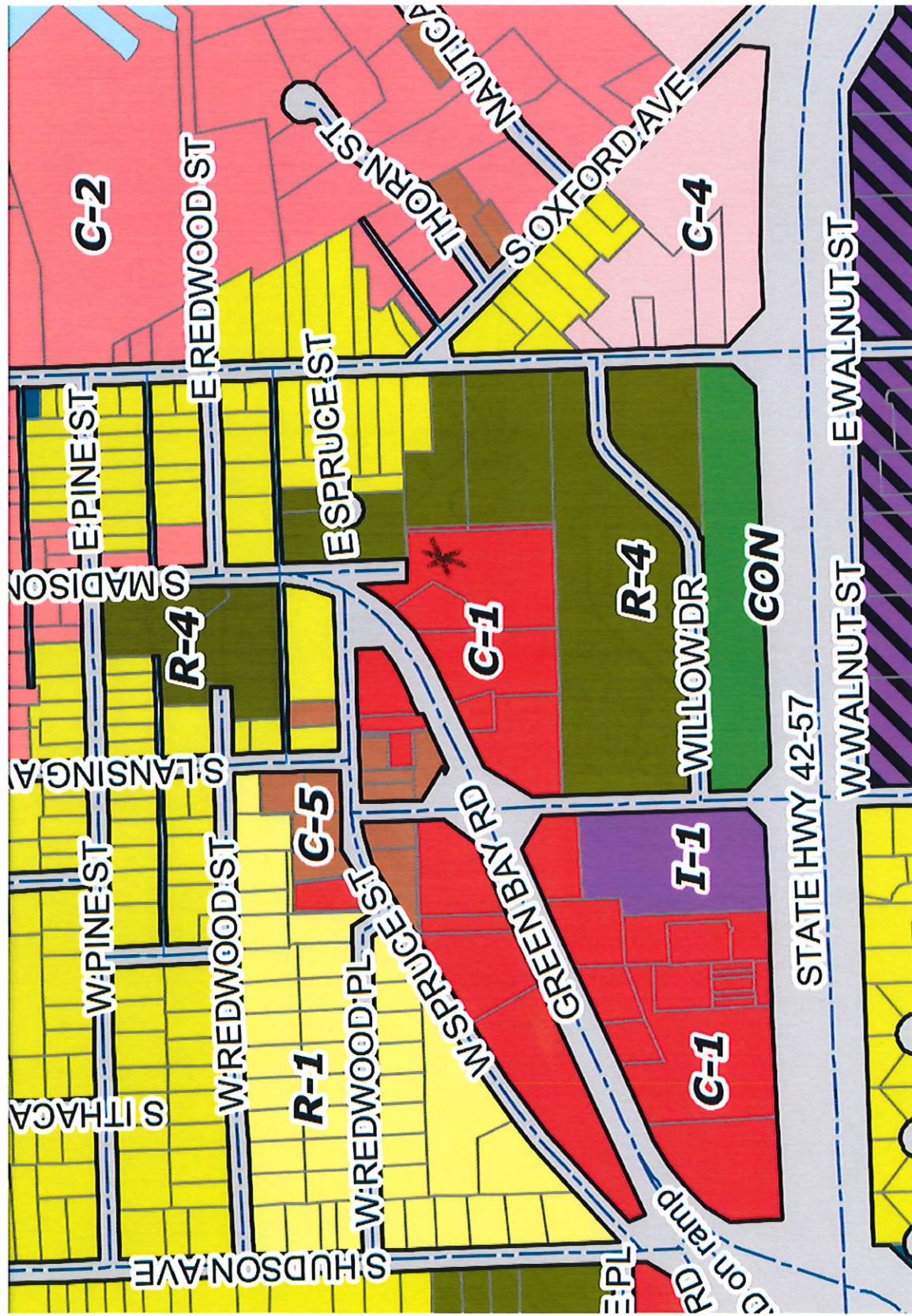
By order of:
City of Sturgeon Bay Plan Commission

Location Map
Zoning Map Amendment
11 Green Bay Road
C-1 to C-5



Subject Parcel - 11 Green Bay Road - 2.65 acres

January 13, 2023
Air Photo: April 2021



Existing Zoning Map

STAFF REPORT

Title: Conditional Use Permit Application – Thomas Phillips

Background: A Conditional Use Petition from Thomas Phillips has been submitted to the Community Development Department to construct a two-family dwelling in the R-2 (high density single-family residential) zoning district. Under section 20.10(8)(a)(4) of the zoning code, two-family dwellings are a conditional use in the R-2 zoning district.

Existing Conditions: The subject parcel is 14,900 sq ft (.34 acres) in size, is currently vacant, and abuts Georgia Street. The parcel is serviced by City water and sewer off of Georgia Street and along the west property line.

Surrounding Zoning and Uses:

North: R-2 – Cherry Cove Assisted Living & Memory Facility
South: PUD – Two-Family dwellings (Hill Crest Court duplex development)
East: R-1 – Single-Family Dwellings
West: R-2 – Vacant Land

Comprehensive Plan: Under the 2040 Comprehensive Plan Future Land Use (Map 5b), this parcel is designated as "Higher Density Residential." Higher Density Residential is defined as *"intended for a variety of residential units but is primarily comprised of multi-family housing (3+ unit buildings), usually developed up to 12.4 units per acre."* Because the land use plan does not include a two-family residential category, it's expected that two-family dwellings would be found within multiple family residential designations. Given that the subject lot was previously created and that the surrounding existing, staff believes that this use is consistent with our comprehensive plan. Furthermore, several neighborhood goals and policies identified in the Comprehensive Plan include encouraging infill development and encouraging compatible and commentary design of infill development.

Layout/design: Each dwelling will feature 3 bedrooms, 1.5 bathrooms, and a 2-car garage. The proposed duplex will have a floor area of 2,800 sq ft or 1400 sq ft per unit. This complies with the required minimum floor area of 1,500 sq ft. for both units combined. The proposed duplex complies with all setbacks with the smallest setback at 25.5. The building height is also less than 35 feet tall which is the maximum height for buildings in R-2 areas. The duplex also meets the requirements of 2 parking spaces per dwelling unit. Overall, the proposed duplex complies with municipal code.

Conditional Use Findings: Under s. 20.25(4) of the zoning code, a conditional use permit may only be issued by the plan commission upon making a finding that:

(a) The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

(b) The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted nor substantially diminish and impair property values within the surrounding area.

(c) The establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

(d) Adequate utilities, access roads, drainage, and/or other necessary facilities will be provided to serve the conditional use.

(e) Adequate measures will be taken to provide ingress and egress so designed as to minimize traffic congestion on the public streets.

(f) The conditional use shall in all other respects conform to the applicable regulations of the district in which it is located.

City staff believes that all conditions of a conditional use are met.

Plan Commission Options: The Plan Commission has the following options:

- 1) Approve the conditional use petition as presented
- 2) Approve the conditional use petition with conditions
- 3) Deny the conditional use petition

City Staff Recommendation: Staff is supportive of the conditional use petition, and recommends approval as presented.

Prepared by: Stephanie Servia
Stephanie Servia
Zoning and Planning Administrator

1-31-2023
Date

Reviewed by: Marty Olejniczak
Marty Olejniczak
Community Development Director

1-31-2023
Date

CITY OF STURGEON BAY CONDITIONAL USE PERMIT APPLICATION

Date Received: 1/11/2023
 Fee Paid \$ 300.150.2350.0
 Received By: CS

	APPLICANT/AGENT	LEGAL PROPERTY OWNER (if different)
Name	<u>Thomas Phillips</u>	
Company		
Street Address	<u>852 Circle Ridge Pl</u>	
City/State/Zip	<u>Sturgeon Bay WI 54235</u>	
Daytime Telephone No.	<u>920-621-3420</u>	
<small>email</small> Fax No.	<u>+Phillips@tomphillipsconstruction.com</u>	
STREET ADDRESS OF SUBJECT PROPERTY: <u>1600 block of Georgia St. (south side)</u> Location if not assigned a common address: _____		
TAX PARCEL NUMBER: <u>281-36-21130101</u>		
CURRENT ZONING CLASSIFICATION: <u>R-2</u>		
CURRENT USE AND IMPROVEMENTS: <u>Vacant lot</u>		
IDENTIFY MUNICIPAL CODE SECTION PERTINENT TO REQUEST AND STATEMENT OF SPECIFIC ITEM BEING REQUESTED FOR REVIEW: <u>S. 20.09(3) two-family dwelling in the R-2</u> <u>district (conditional use)</u>		
ZONING AND USES OF ADJACENT SURROUNDING PROPERTIES: North: <u>R-2 ; CBRF</u> South: <u>PUD ; two-family dwellings</u> East: <u>R-1 ; single-family dwellings</u> West: <u>R-2 ; vacant lot</u>		

PROPOSED USE OF SURROUNDING PROPERTY UNDER COMPREHENSIVE PLAN:

North: Higher Density Residential

South: "

East: Lower Density Residential

West: Higher Density Residential

HAVE THERE BEEN ANY VARIANCES, CONDITIONAL USE PERMITS, ETC. GRANTED PREVIOUSLY FOR THIS PROPERTY? Yes IF YES, EXPLAIN: Conditional Use for two-family dwelling was previously granted in 2017, but never constructed and it expired.

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

Thomas Phillips
Property Owner (Print Name)

Thomas Phillips
Signature

5/5/22
Date

Thomas Phillips
Applicant/Agent (Print Name)

Thomas Phillips
Signature

5/5/22
Date

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

1-11-2023
Date of review meeting

Tom Phillips
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

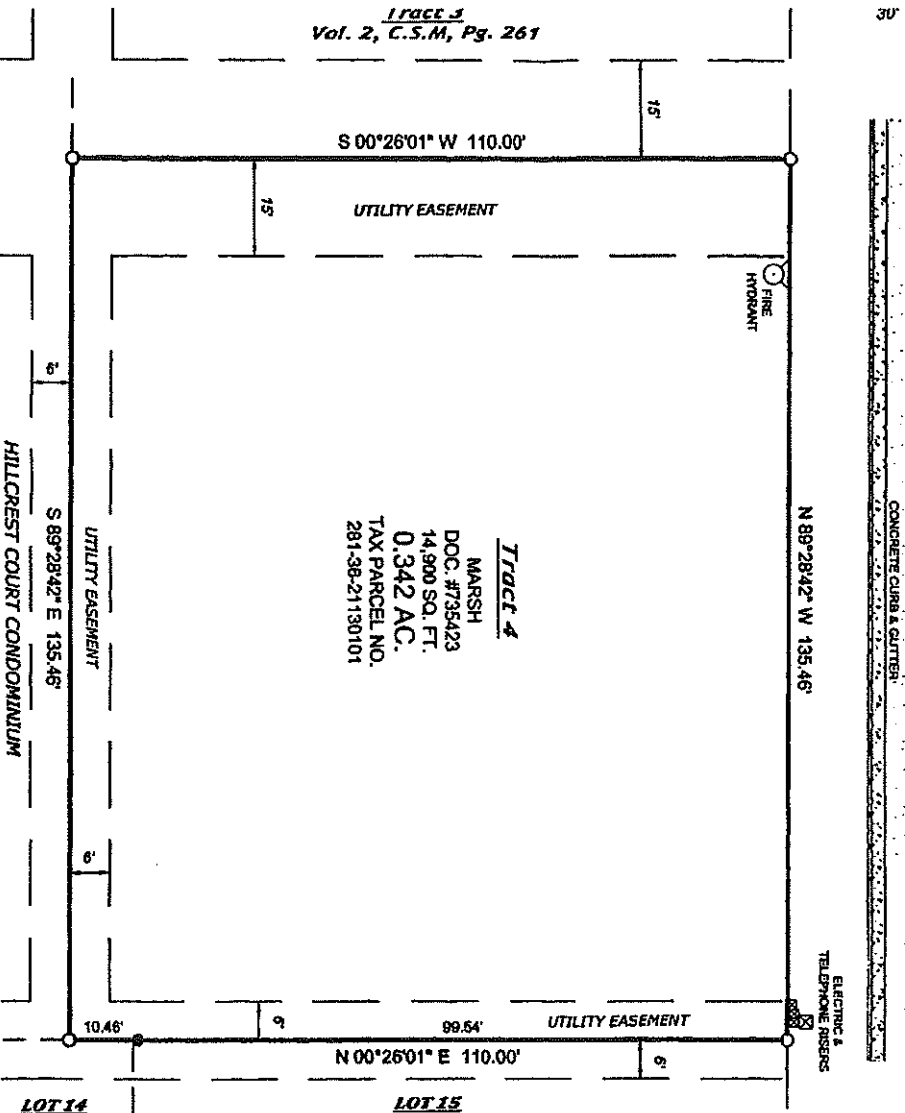
Plat of Survey

LOCATED IN:

36 THE NW 1/4 OF THE SW 1/4 OF SECTION 4, T. 27 N., R. 26 E.,
CITY OF STURGEON BAY, DOOR COUNTY, WISCONSIN

BEING A RESURVEY TRACT 4 OF CERTIFIED SURVEY MAP #421,
REC. IN VOL. 2 OF C.S.M., PG. 261, AS DOC. #513041

Georgia Street

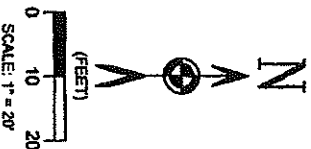


PREPARED FOR:

CURRENT OWNER:
CHARLES E. & JEAN M. MARSH
465 NORTH 16TH DRIVE
STURGEON BAY, WI 54235

PREPARED BY:

BRIAN FRISQUE SURVEYS INC.
BRIAN D. FRISQUE
PROFESSIONAL LAND SURVEYOR
3121 MATTHEY ROAD
STURGEON BAY, WI 54235
(920) 743-7183



LEGEND

- = SET 1" IRON PIPE WEIGHING 1.13 LBS. PER LINEAL FOOT
- = EX. 1" IRON PIPE

SURVEYOR'S NOTE:

THIS IS A RETRACEMENT OF TRACT 4 OF
CERTIFIED SURVEY MAP #421, RECORDED
IN VOL. 2, C.S.M., PG. 261, AS DOC. #513041.

1" Scale

DESCRIPTION: TAX PARCEL NO. 281-36-21130101

Tract 4 of Certified Survey Map No. 421, recorded in Volume 2 of Certified Survey Maps, Page 261, as Document No. 513041 located in the Northwest one-quarter of the Southwest one-quarter of Section 4, Township 27 North, Range 26 East, City of Sturgeon Bay, Door County, Wisconsin.

Said tract contains 0.342 acres of land.

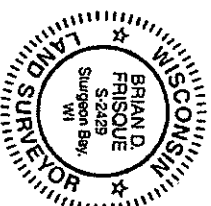
SURVEYOR'S CERTIFICATE:

I, Brian D. Frisque, Professional Land Surveyor for Brian Frisque Surveys Inc., do hereby certify that I have surveyed the property described herein and to the best of my knowledge and belief the adjacent map is a true representation thereof and shows the size and location of the property, its exterior boundaries, the location of all visible structures, boundary fences, apparent easements, roadways and visible encroachments, if any. I further certify that this map complies with Chapter A-E-7 of the Wisconsin Administrative Code.

This survey is made for the use of the present owners of the property and also those who purchase, mortgage or guarantee title thereto.

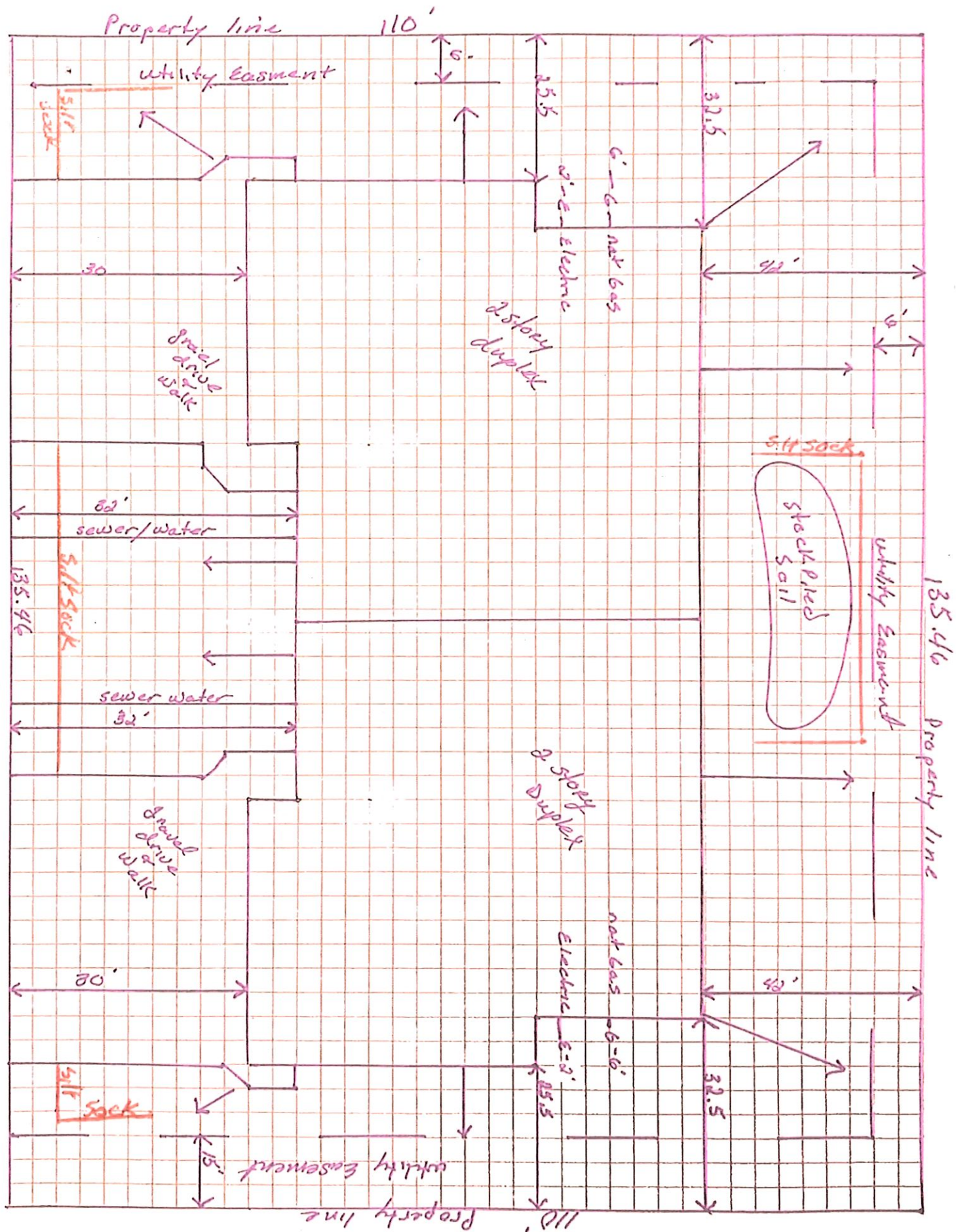
Dated 3-11-2017

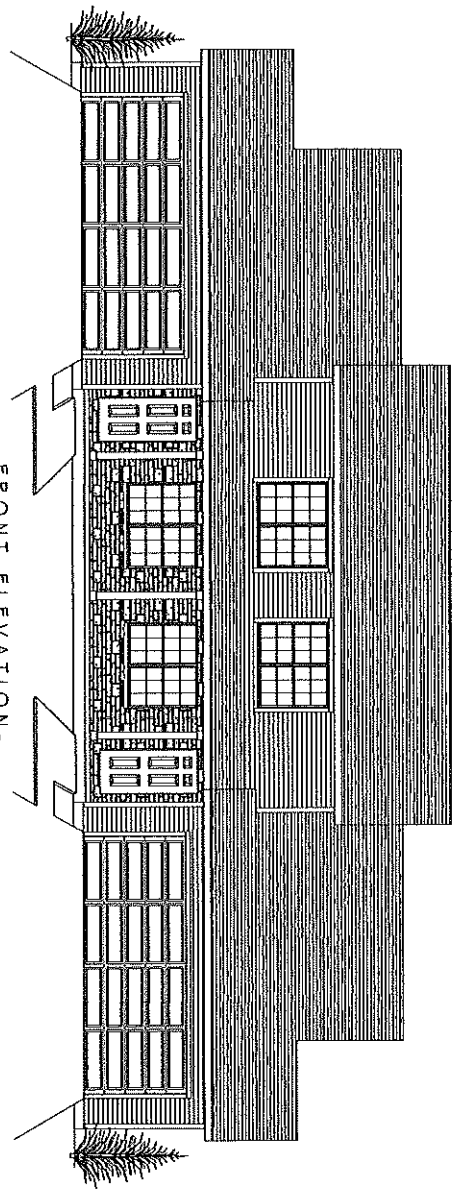
3-11-17
D-030917B.dwg
Drawn By: D.F.H., II
JOB#: D-030917B



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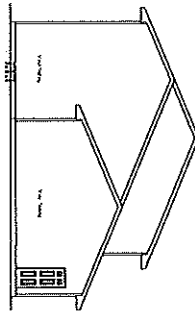
Georgia St





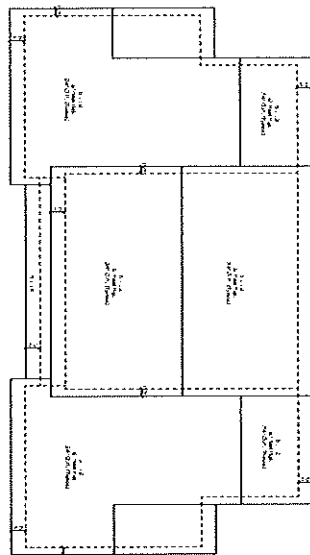
-FRONT ELEVATION-

SCALE: 1/4" = 1'-0"



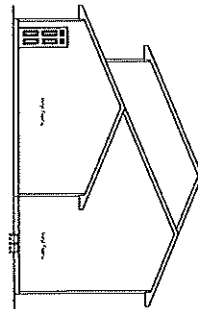
-LEFT ELEVATION-

SCALE: 1/8" = 1'-0"



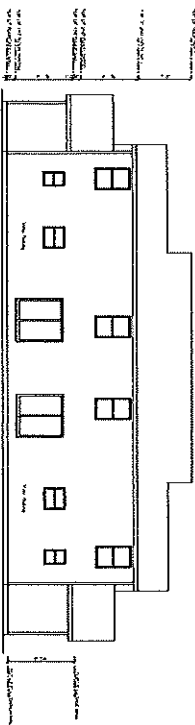
-ROOF PLAN-

SCALE: 1/8" = 1'-0"



-RIGHT ELEVATION-

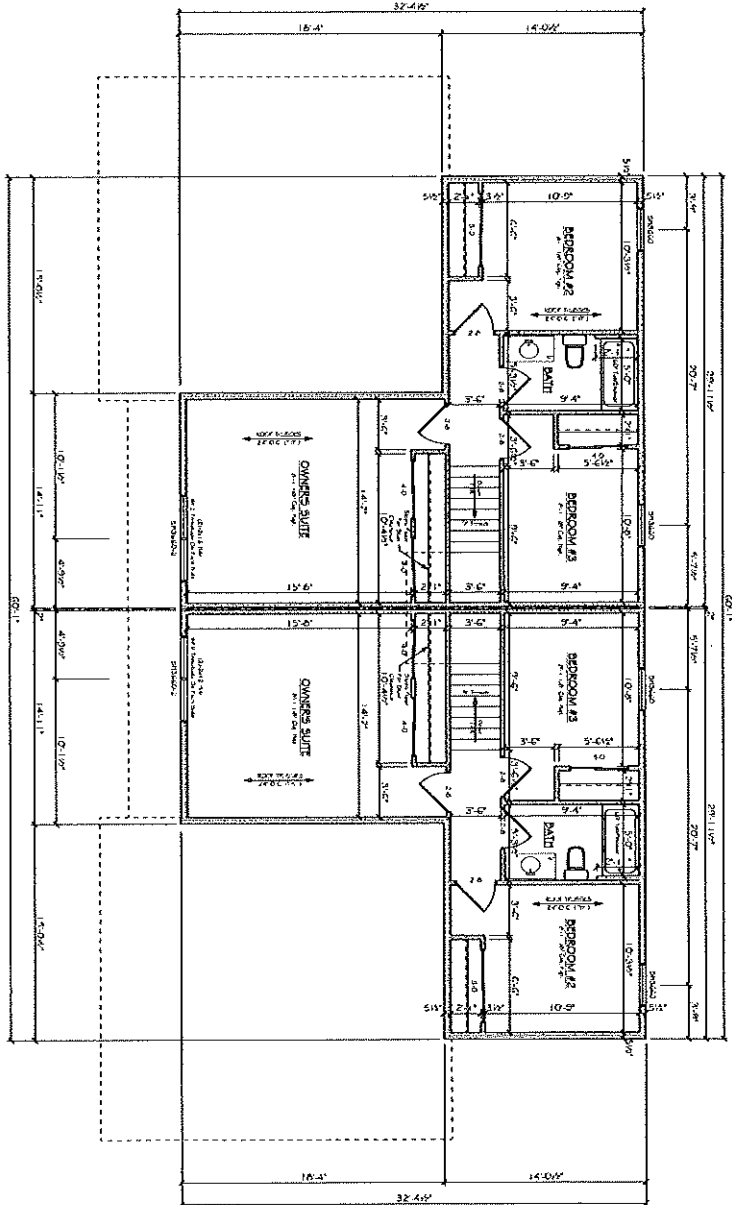
SCALE: 1/8" = 1'-0"



-REAR ELEVATION-

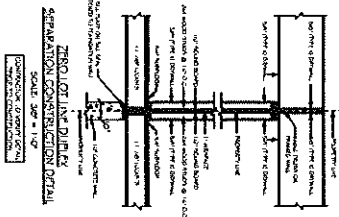
SCALE: 1/8" = 1'-0"

SQUARE FOOTAGE	
LIVING AREA	1795 SQ. FT.
1ST FLOOR (EXCL. PORCH)	624 SQ. FT.
2ND FLOOR (EXCL. PORCH)	624 SQ. FT.
TOTAL	1400 SQ. FT.
NON-LIVING AREA	523 SQ. FT.
GAZAR (EXCL. SIDE)	523 SQ. FT.
COVERED PORCH (EXCL. SIDE)	54 SQ. FT.



-SECOND FLOOR PLAN-

SCALE: 1/4" = 1'-0"
6'-1 1/8" CLG. HGT.



PLAN INFORMATION

WALLS: 12" CMU
FLOOR: 4" CONCRETE
CEILING: 5" GYPSUM BOARD
ROOF: 6" INSULATION
FOUNDATION: 12" CMU
DOOR: 1 3/4" MIN. CLEARANCE
WINDOW: 1 3/4" MIN. CLEARANCE
STAIR: 4" MIN. CLEARANCE
HALL: 4" MIN. CLEARANCE
CLOSET: 4" MIN. CLEARANCE
BATH: 4" MIN. CLEARANCE
BEDROOM: 4" MIN. CLEARANCE
LIVING: 4" MIN. CLEARANCE
DINING: 4" MIN. CLEARANCE
KITCHEN: 4" MIN. CLEARANCE
PATIO: 4" MIN. CLEARANCE
GARAGE: 4" MIN. CLEARANCE
DRIVEWAY: 4" MIN. CLEARANCE
LANDSCAPE: 4" MIN. CLEARANCE
FENCE: 4" MIN. CLEARANCE
POOL: 4" MIN. CLEARANCE
TENNIS COURT: 4" MIN. CLEARANCE
BASKETBALL COURT: 4" MIN. CLEARANCE
HOCKEY RINK: 4" MIN. CLEARANCE
GOLF COURSE: 4" MIN. CLEARANCE
FISHING POND: 4" MIN. CLEARANCE
HUNTING STAND: 4" MIN. CLEARANCE
BIRD FEEDER: 4" MIN. CLEARANCE
WATER FOUNTAIN: 4" MIN. CLEARANCE
SHED: 4" MIN. CLEARANCE
GARAGE: 4" MIN. CLEARANCE
DRIVEWAY: 4" MIN. CLEARANCE
LANDSCAPE: 4" MIN. CLEARANCE
FENCE: 4" MIN. CLEARANCE
POOL: 4" MIN. CLEARANCE
TENNIS COURT: 4" MIN. CLEARANCE
BASKETBALL COURT: 4" MIN. CLEARANCE
HOCKEY RINK: 4" MIN. CLEARANCE
GOLF COURSE: 4" MIN. CLEARANCE
FISHING POND: 4" MIN. CLEARANCE
HUNTING STAND: 4" MIN. CLEARANCE
BIRD FEEDER: 4" MIN. CLEARANCE
WATER FOUNTAIN: 4" MIN. CLEARANCE
SHED: 4" MIN. CLEARANCE

SQUARE FOOTAGE

LIVING AREA	
FIRST FLOOR	1,400 SQ. FT.
SECOND FLOOR	1,400 SQ. FT.
TOTAL	2,800 SQ. FT.
NON-LIVING AREA	
GAUGE DATA	543 SQ. FT.
COVERED PORCH	54 SQ. FT.

PLAN:
DUPLEX

BUILDER/CUSTOMER:

TOM PHILLIPS

SCALE: 1/4" = 1'-0"

DRAWN BY: AMS

DATE: 14 APRIL 2022

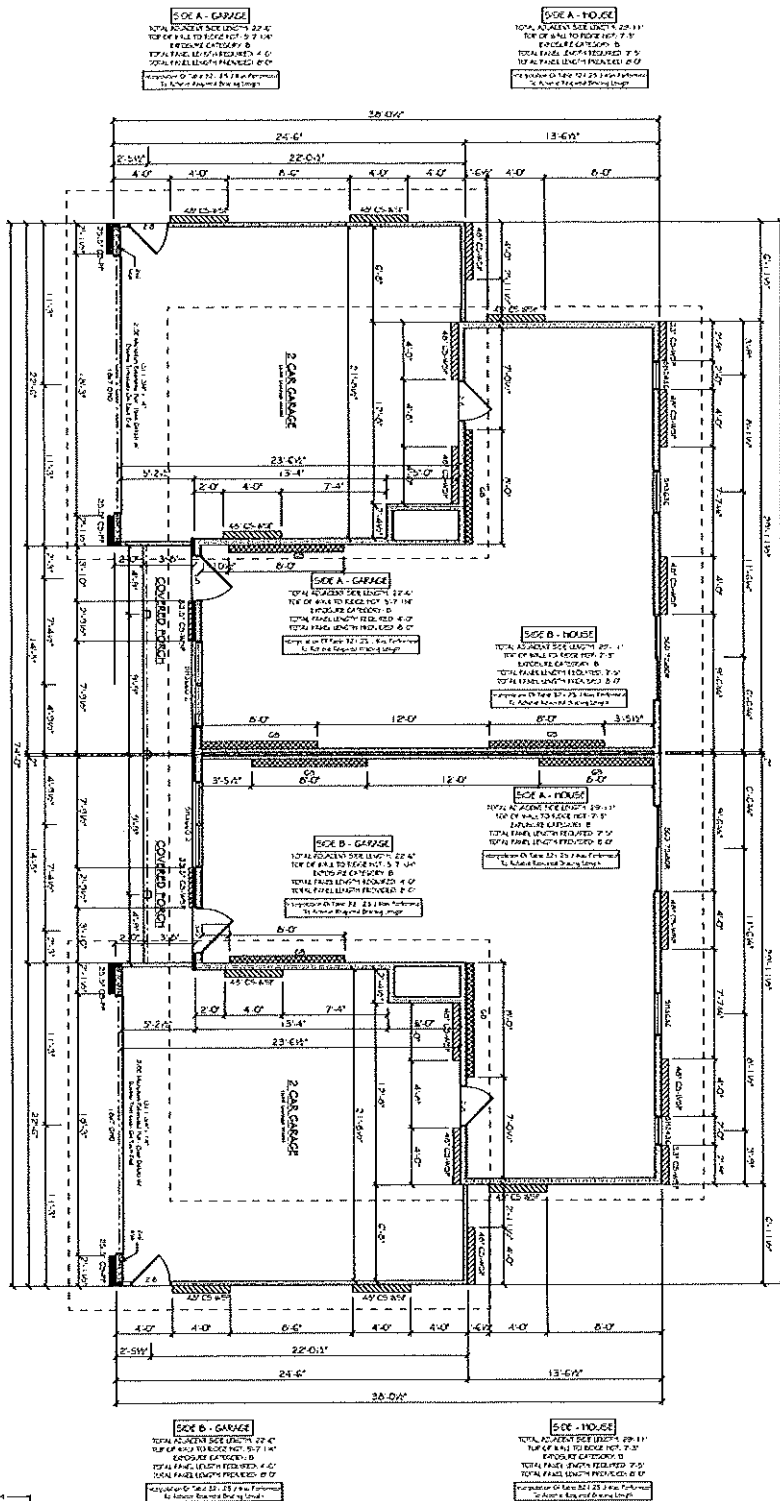
21 APR 2022

JOB NUMBER:

109-2201

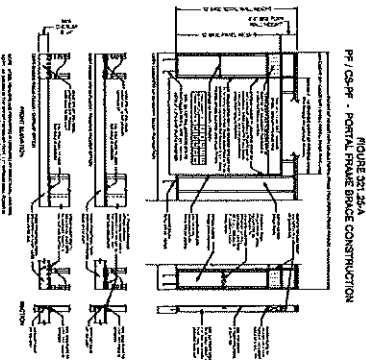


AMS RESIDENTIAL DESIGN
AM'E SCHUEKE
N2602 DOUGLAS ST.
NORTONVILLE, WI. 54944



-FIRST FLOOR WALL BRACING PLAN-

SCALE: 1/4" = 1'-0"
5'-1 1/8" CLG. HGT.



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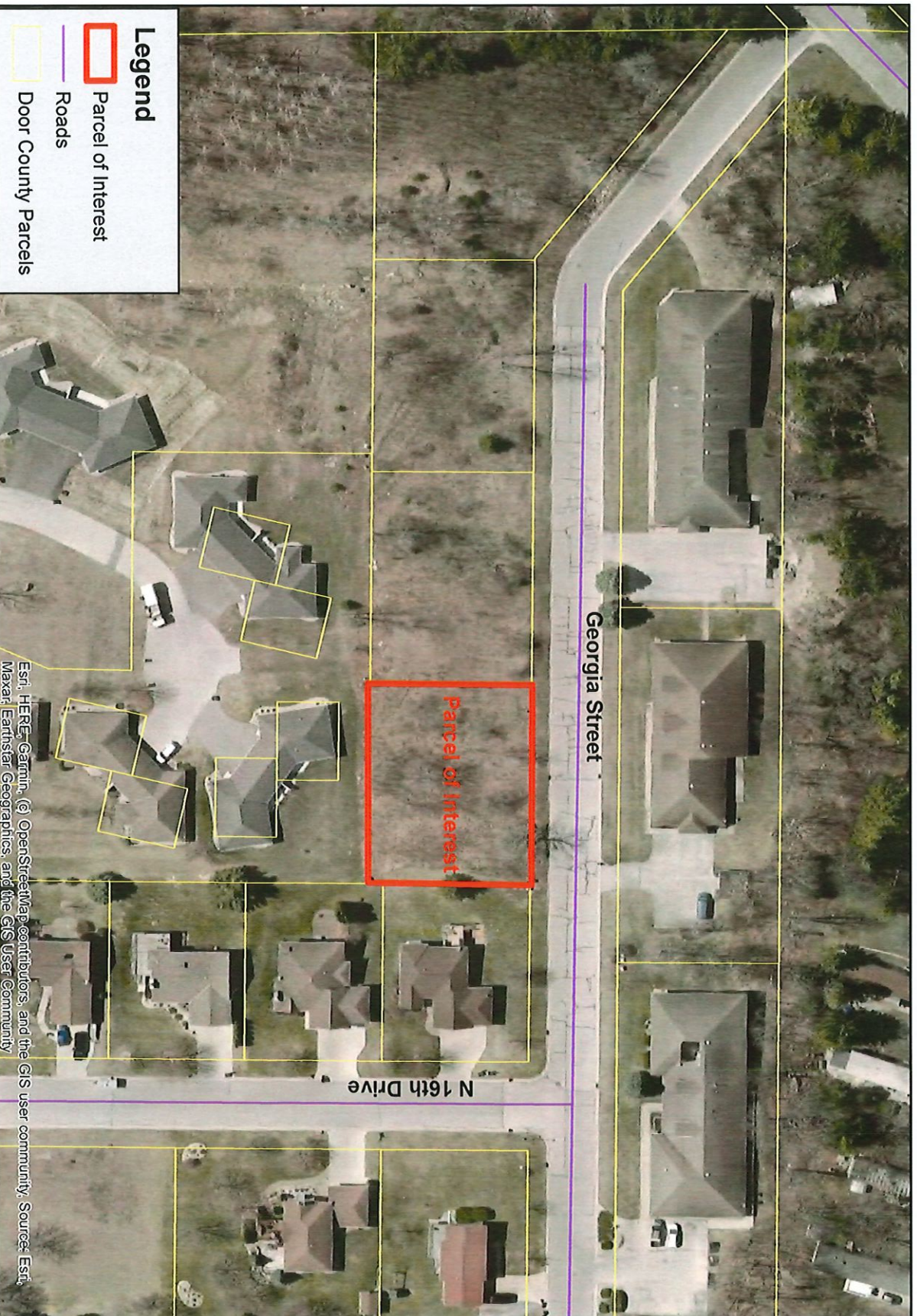
NOTICE OF PUBLIC HEARING

The City of Sturgeon Bay Plan Commission will conduct a public hearing in the Council Chambers, 421 Michigan Street, Sturgeon Bay, Wisconsin on Wednesday, February 15, 2023 at 6:00 p.m. or shortly thereafter, regarding a petition from Thomas Phillips for approval of a conditional use under section 20.09(3) of the Sturgeon Bay Municipal Code, which requires conditional use approval for a two-family dwelling in the R-2 district. The subject property is parcel #281-36-21130101 located on Georgia Street immediately west of the property at 465 N 16th Drive. The proposal is to construct a two-story, two-family dwelling on the vacant lot. The application materials are 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 regard to the proposed conditional use request, either in person at the hearing or in writing.

By order of:

City of Sturgeon Bay Plan Commission

Conditional Use Parcel #2813621130101



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STAFF REPORT
CONDITIONAL USE FOR FLEET FARM – LARGE RETAIL ESTABLISHMENT
HIGHWAY 42-57 (GREEN BAY ROAD)

Background: Fleet Farm has applied for a conditional use under s. 20.41 of the zoning code, which requires approval by the Plan Commission of retail establishments with floor area exceeding 50,000 square feet. The proposed Fleet Farm facility has about 92,000 square and, hence, the conditional use approval is required. The subject property is along the south side Highway 42-57 (Green Bay Road) directly across from Grant Avenue. The property was recently annexed into the city and given General Commercial (C-1) zoning classification in order to facilitate the development of the Fleet Farm.

Existing Conditions: The subject property is about 39 acres in size. In terms of surrounding zoning classifications, properties to the north and east are zoned C-1. To the southeast is an undeveloped parcel zoned Residential Manufactured Home Park (R-M). To the west and south are non-zoned parcels in the Town of Nasewaupee. Surrounding uses include various commercial uses to the north and east, undeveloped property to southeast, south, and west, except for a farmstead and various commercial and residential building along the highway frontage to the west.

There are no drainageways on the site but a significant portion of the property is classified as wetlands. The wetlands are mostly along the eastern and southern portions of the site, which reduces the buildable area considerably. There is a smaller wetland that is currently farmed on the west side that is proposed to be partially filled for the development. There is a small hill along the north edge of the site that partially blocks the view into the property from the highway. An American Transmission Company electric transmission line cuts diagonally through the property, which somewhat limits the options for laying out the proposed development.

Comprehensive Plan: The 2040 Comprehensive Plan's Future Land Use Map designation for the property is Regional Commercial. This designation was recently amended in order for the proposed Fleet Farm store to be consistent with the comprehensive plan.

Utilities: A utility plan was submitted and reviewed by the Sturgeon Bay Utilities. The project extends the existing sanitary sewer and water mains located within the highway right-of-way into this site. In general, the proposed utility plan works although SBU had some technical comments that are being worked out. The other issue for utilities is whether the mains should be extended to the west property so that they can be more easily be extended in the future to serve development to the west. To the west is property within the Town of Nasewaupee. Fleet Farm prefers not to extend the mains at this time. The City is working on a development agreement with Fleet Farm and one option is to include a provision that Fleet Farm will pay a special assessment for the extension of the mains to their west property in the future, if such lines are indeed extended.

Stormwater Management: A stormwater analysis and plan was submitted and reviewed by the City Engineer. The project handles runoff from the development through a collection system that leads to a large detention pond at the rear of the main building.

There also is a bioretention area in the north part that handles runoff from the new public street. The City Engineer has a few technical requirements for Fleet Farm to address, but the overall plan is good.

Large Retail Review Criteria: The section in the zoning code pertaining to large retail establishments has a number of purpose statements that should be considered by the Plan Commission as it reviews the project. The general purpose of the requirements is to provide greater scrutiny and more detailed development criteria and mitigation for large developments that tend to have significant internal and external impacts on the site, surrounding neighborhood, and city as a whole. The specific purposes are:

- (a) Reduce the apparent scale and uniform, impersonal appearance of large buildings, and provide visual interest of facades.
- (b) Ensure pedestrian convenience, amenities, and safety, and provide clearly defined customer entrances.
- (c) Ensure that access and orientation of the site relates well to adjoining uses and to the surrounding neighborhood.
- (d) Soften the appearance and impacts of large parking areas.
- (e) Reduce or eliminate negative external impacts relating to stormwater runoff, traffic, lighting, and other development factors.
- (f) Promote the swift reuse of vacated retail buildings.
- (g) To protect the community economic health.

The zoning code also lists a number of criteria for large retail projects. The code does allow for "alternative design" whereby the plan commission can modify specific design provisions if the intent of the section is met by the overall project design. Here is a synopsis of the review criteria:

Site access.

- (a) *All such retail projects shall have at least one access driveway to an existing or planned arterial street, collector street, or frontage road as identified in the comprehensive plan.* The proposal connects to a frontage road that connects to the highway.
- (b) *The development shall facilitate traffic and pedestrian flow into adjoining commercial areas and shall provide connections to adjoining roads and neighborhoods, as deemed appropriate by the plan commission.* The proposed frontage road allows for the continuation to the west should that property ever be annexed into the city. There are wetlands to the south and the east which prohibits direct connections.

Building placement/orientation.

- (a) *The placement of the building shall be compatible with existing or planned public streets, pedestrian facilities, utilities, and stormwater management facilities.* The building placement works with the city's official map. There are no apparent conflicts with any existing utilities including the American Transmission Company electric transmission line.

(b) *Buildings that are located more than 450 feet from the adjoining public street shall allow for development on pads or outlots that are adjacent to the street. The building is less than 450' to the street.*

Building facades. The building shall employ varying setbacks, heights, roof treatments, doorways, window openings, and other structural or decorative elements to reduce the apparent size and scale of the building. These provisions shall not apply to facades that do not face public streets or customer parking areas.

(a) *Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least six feet and extending at least 20 percent of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet. The building façade features various parapet heights, bump-outs, and building material treatments to break up the mass of the building. The code calls for 6 feet of plane difference while the plan only shows 4 feet.*

(b) *Building facades shall include a repeating pattern that includes no less than three of the following elements:*

- Color change.
- Texture change.
- Material module change.
- Expression of architectural or structural bay through a change in plane not less than 12 inches in width, such as an offset, reveal or projecting rib.

At least one of the above elements shall repeat horizontally. All elements shall repeat at intervals of no more than 30 feet. The building façade features various parapet heights, bump-outs, and building material treatments to break up the mass of the building.

(c) *Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than 35 percent of their horizontal length. Arcade, canopies, and entry areas occupy more than 35% of façade.*

Roofs.

(a) *Parapets. Flat roofs and rooftop equipment such as HVAC units shall be concealed by parapets. The average height of such parapets shall not exceed 15 percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment. All appears to be met.*

(b) *Eaves. Sloping roofs shall have overhanging eaves, extending no less than two feet past the supporting walls. N/A*

(c) *Roof slope. Roofs with a particular slope may be required by the plan commission to complement existing buildings or establish a particular aesthetic objective. N/A*

(d) *Eave/parapet lines. A minimum of 20 percent of all of the combined linear roof eave or parapet lines of the building shall have differences in height of four feet or more as measured eave to eave or parapet to parapet. Each parapet section increases by about 3 feet.*

(7) Materials and colors.

(a) *Predominant exterior building materials shall be high quality materials, including but not limited to, brick, stone, wood, and tinted/textured concrete masonry units. The*

predominant exterior building materials shall not include smooth faced concrete block, tilt-up concrete panels, or prefabricated steel panels. The exterior of the building utilized high quality materials, as well as a combination of different materials.

(b) Facade colors shall be low reflectance colors. The use of metallic colors, fluorescent colors, or black on facades is prohibited. To the City's knowledge there is no use of reflecting colors such as metallics, fluorescents, or black.

(c) Building trim and architectural accent areas may feature bright colors or black, but such colors shall not be metallic or fluorescent. There are orange accents throughout the building. None are metallic or fluorescent to the City's knowledge.

Entryways.

(a) Customer entryways into the building shall be clearly defined and highly visible. They shall be emphasized by the on-site pedestrian and traffic flow and shall incorporate three or more of the following design features:

- Canopies or porticos.*
- Overhangs.*
- Recesses/projections.*
- Arcades.*
- Raised corniced parapets over the entrance.*
- Peaked roof forms over the entrance.*
- Arches.*
- Outdoor patios.*
- Display windows.*
- Architectural details such as tile work and moldings, which are integrated into the building structure and design.*

Appears to be met, the plans include an arcade, canopy, and recesses/ projections of the façade. The main entry-ways also feature a different building material.

(b) There shall be at least one customer entrance for each 75,000 square feet of building footprint or fraction thereof. If the building directly abuts two or more public rights-of-way, it is preferred (but not necessarily required) that at least two of the sides abutting public rights-of-way feature a customer entrance, which shall conform to the above requirements. There are multiple customer entrances facing the public right-of-way.

Landscaping/screening.

(a) A landscaping plan shall be submitted to the plan commission as part of the approval process. Landscaping plants and materials shall be used to break up the mass of the parking area, soften the appearance of large walls of the building, improve the streetscape, provide pedestrian amenities, and provide a buffer for adjoining residential uses, as well as to lessen the amount of impervious surface. Landscaping treatments, including islands, trees, and foundation plantings are used.

(b) All ground-mounted and wall-mounted mechanical equipment, refuse containers, and any permitted outdoor storage areas shall be screened by screen walls which match the building exterior in materials and design or by opaque landscaping. Refuse containers and outdoor storage are screened using brick walls, fencing or buildings.

(c) *Where a building abuts property that is used for residential purposes or vacant land that is residentially zoned, a vegetative screen shall be used instead. Such screen shall at a minimum meet the requirements contained in section 20.34(2) of the zoning code. There are trees and buildings separating the closest residence to the west of the proposed development.*

(d) *Street trees at a minimum of two-inch caliper shall be required along all adjoining public rights-of-way at a rate of at least one tree per 50 feet. The tree species shall be approved by the city forester. There needs to be at least 13 trees along the future public road. Currently there are 12 as there is a gap where the ATC electric transmission line crosses the road.*

(e) *Landscaped areas at least ten feet in width shall be provided along at least 30 percent of the building's total perimeter and shall be designed to enhance building entrances and features, or to provide visual breaks in the mass of the building. Along the façade, all blank spaces that are not taken up by other amenities such as the arcade or lumberyard, have landscaping to enhance blank walls. This is present along the northeast corner of the building. The total length of foundation landscaping exceeds 30% of the public facades.*

Parking.

(a) *Landscaped islands shall be provided within each parking aisle spaced at intervals no greater than one island per every 12 spaces within that aisle. Islands at the ends of aisles shall count toward meeting this requirement. There are landscaped islands spaced every 12 spaces.*

(b) *Each required landscaped island shall be a minimum of 160 square feet in landscaped area. Each landscaped island is over 300 square feet.*

(c) *If more than 60 percent of the off-street parking spaces are located between the front facade of the building and the primary abutting street, a minimum 20-foot-wide landscaped buffer shall be provided between the parking area and the abutting street right-of-way, with landscaping materials to be approved by the plan commission. There is wide landscaped space with trees between the right-of-way and the parking lot. The hill also partially obscures the parking area.*

Exterior lighting.

(a) *Total cut-off luminaries with angles of less than 90 degrees shall be required for all parking lot and building security lighting. Based upon the example fixtures provided, there appears to be cut off luminaries. A plan show showing where the light fixtures are proposed and the height of the poles was not provided, not was a legible photometric plan showing the extent of the light (spillover).*

(b) *The maximum height for all light poles shall be 20 feet. The color and design of lighting standards shall be compatible with the building design. Undetermined*

Outdoor display.

(a) *Exterior display areas shall be identified on the approved site plan. Such areas shall be separated from traffic and pedestrian routes by a minimum of six feet and shall be clearly defined. Not shown on the site plan.*

(b) *Display areas on building aprons shall not reduce walkway width to less than eight feet between the display area and any adjoining vehicle drives.* Undetermined until location of display areas is known.

Pedestrian and bicycle facilities.

(a) *Sidewalks at least five feet in width shall be provided along all sides of the lot that abut a public street.* A sidewalk is not shown along the frontage road, but there appears to be sufficient space along the south side of the road to construct a sidewalk if/when required. Until there is a controlled intersection installed at the highway and there is a sidewalk connecting N. Grant Ave to the frontage road, a sidewalk is not needed. Future sidewalk, therefore, should be considered, but not at this time.

(b) *Continuous internal pedestrian walkways, no less than five feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of the building. Such walkways shall feature adjoining landscaped areas that include trees, shrubs, benches, flowerbeds, ground covers, or other such materials for no less than 50 percent of the length of the walkway.* There are no pedestrian walkways shown from the right-of-way. Until a sidewalk is installed within the frontage road, this criterion is not applicable. But the site plan should ensure that trees are planted in a way to provide space for a future walkway and the walkway should be installed at the time a sidewalk is installed along the frontage road.

(c) *Sidewalks, no less than eight feet in width, shall be provided between the building facade and any adjoining access drive, and along any portion of the facade abutting public parking areas.* Wide concrete walking areas of at least 8 ft surround the public façades of building.

(d) *All internal pedestrian walkways shall be adequately protected, separated, or distinguished from adjoining driving surfaces. Crosswalks shall be distinguished from driving surfaces to enhance pedestrian safety by using different pavement materials, pavement color, or pavement textures.* All walkways are curbed or otherwise protected. There is no difference in pavement materials, but plans do show cross hatching showing differentiation between entrance and parking area.

(e) *The development shall provide at least one secure bicycle rack near each customer entrance.* Plans did not show any bicycle racks.

(f) *The development shall provide exterior pedestrian furniture in appropriate locations at a rate of at least one bench seat for every 10,000 square feet of gross floor area.* Plans did not show any pedestrian furniture; they need 9 seats to comply.

Additional Comments: As an annexed property, the Door County shoreland zoning rules still apply – there is a navigable pond kitty-corner across the highway that puts part of this property under shoreland jurisdiction. It looks like those are met, including the 10-foot shoreland wetland setback (only the wetland along the east side of the property is within the shoreland). There is a 35-foot height limit for the building. Most of the building is 33 feet with just a portion of the parapet above 35 feet. There is no height definition in the county shoreland zoning code so City Staff's interpretation is that the building complies.

All of the general zoning provisions (setbacks, permitted uses, # parking stalls, etc.) appear to be met except the parking lot landscaping rules require the trees to be within 10 feet of the perimeter of the parking area. Thus, Fleet Farm will need to either shift some trees to be closer or add more trees. About 13 more trees are needed to be within 10 feet.

Review Process: The Plan Commission will conduct a public hearing. After the hearing the Commission can approve, approve with conditions, or deny the proposed conditional use. Conditions need to be reasonable and, to the extent practical, measurable. Conditions and reasons for denial (as applicable) must be based upon substantial evidence. In addition to the criteria for large retail establishments within section 20.41, the Plan Commission should consider the general conditional use criteria found in section 20.25(4) of the zoning code.

Recommendation: Approve the conditional use for the large retail establishment subject to the following conditions:

1. Final approval of the utilities plan by Sturgeon Bay Utilities.
2. Final approval of the stormwater management plan by the City Engineer.
3. Approval by the Community Development Department of the exterior lighting plan to confirm the height of light poles, shielded fixtures, and prevention of light spillover onto adjoining property.
4. Thirteen additional trees are needed within 10 feet of the parking areas either by shifting trees or by adding additional trees in the vicinity of the main parking area.
5. Agreement to install (or pay for installation of) a sidewalk along the south side of the frontage road from the intersection with Highway 42-57 to the main entrance into the Fleet Farm site if sidewalk is installed on Grant Avenue southerly to the highway intersection and the Grant Avenue/Highway 42-57 intersection is upgraded to either a signalized intersection or roundabout.
6. Agreement to install a sidewalk leading from the frontage road to the pedestrian facility along the front of the Fleet Farm building at the time that sidewalk is installed along the frontage road.
7. Submit a plan for outdoor display that meets the purpose and intent of the ordinance.
8. Provide outdoor seating for nine people.
9. Provide at least one bike rack.

Prepared By: 
Martin Olejniczak
Community Development Director

2-10-2023
Date

Prepared By: 
Stephanie Servia
Planning and Zoning Administrator

2-10-2023
Date



Fleet Farm™

NARRATIVE FOR: PROPOSED FLEET FARM City of Sturgeon Bay



SUBMITTAL NARRATIVE FOR THE PROPOSED FLEET FARM CITY OF STURGEON BAY

Contact Information:

Full Name of Applicant:

Fleet Farm
2401 S Memorial Drive
Appleton, WI 54915
Phone number: 920-731-8121
Email: frank.steeves@fleetfarm.com
Contact: Frank Steeves

Landowner:

Mark. A and Cindy Lou Kercher Trust dated
December 22, 2008 (6703)
49 W. Maple Stret
Sturgeon Bay, WI 54235
Email: loriflick4606@gmail.com
Contact: Lori Flick

General Contractor:

CR Structures Group, Inc.
327 Randolph Drive
Appleton, WI 54913
Phone number: 920-858-1648
Email: jeff@crstructures.com
Contact: Jeff Peterson

Civil Engineer/Surveyor:

raSmith
1675 West Bluemound Road
Brookfield, WI 53005-5939
Phone: 262-781-1000
Email: matt.kocourek@rasmith.com
Contact: Matt Kocourek

Architect:

Gries Architectural Group, Inc
500 N Commercial Street
Neenah, WI 54956
Phone: 920-722-2445
Email: bgries@gries.design
Contact: Brannin Gries

OPERATIONAL CONSIDERATION

Store Information:

We plan to build a 91,952 square foot retail store with an automotive service center and exterior yard. Further this site will include a 4800 SF fuel station with a 2-bay car wash. The south half of the land is wetland and is not available for development. We have over a decade of experience and an understanding of what it takes to run a successful store. We have been a successful company since 1955. Fleet Farm operates 48 store locations throughout Wisconsin, Minnesota, Iowa, North Dakota, and South Dakota with goals of continued new store expansion.

At Fleet Farm, you'll find the heart of a general store, with the expertise and selection of a specialty store. We're your one-stop shop with a welcoming, neighborly shopping experience. Fleet Farm is local. We live here, work here, and are proud to be part of the communities we serve. We deliver the best products to our hardworking customers.

One of Fleet Farm core values is to make a meaningful difference in the lives of the residents of the communities they live in. The local store manager is encouraged to give back to the local community through a strong giving culture. From sponsorships to donations, we are always looking to support





charities and local community organizations. Fleet Farm's website encourages local groups that want to sponsorship to just stop in the store and speak with the General Manager.

Here are just a few examples:

- West Bend, WI – Donating to local shelter
- Fond du Lac, WI – Sponsoring the Navy Club & our Veterans of need.
- Wausau, WI – Shop with a Hero (Fire and Police Department)
- Germantown, WI – One of 50+ Local Baseball and Hockey Sponsorships
- Brooklyn, MN – Annual "Kids Fishing Day" at all stores.
- Monticello, MN – Supporting Local High Schools via Sponsorship & Partnership
- Lakeville, MN – Partnering and supporting the local Chamber of Commerce

We will work with the WisDOT on safe access to and from the highway.

This development is estimating the creation of 150 new jobs. This includes full and part time jobs in the main retail store, auto center and fuel station. Our daily customer count average is 1,500 per day. This is an average count based on 361 days of business (closed Easter, Thanksgiving, and Christmas) for the main store and fuel center. The customer count increase during the peak seasons of quarter two and four.

Hours of business:

Main Store and Gas Station:	Monday to Saturday 7 am to 8 pm Sunday 8 am to 6 pm
Auto Service:	Monday to Sunday 8 am to 5 pm
Car Wash	24/7

The new store is the first of a new smaller prototype.

Land and Site Considerations

Existing Land Use

The proposed site consists mostly of existing agricultural lands but includes two small residential parcels as well. Each residential parcel a separate access off of Green Bay Road. The two private driveways will be combined into a signalized intersection with a public road to the south and west.

Existing Zone and Land Use

As this site is in process of annexation into the City of Sturgeon Bay, the current zoning is based off of Door County. The site is currently zoned rural/agriculture. The 2040 Sturgeon Bay Comprehensive Plan shows the surrounding area to be commercial which is consistent with our proposed zoning after annexation.

Existing Environmental

We have prepared a wetland delineation for this site. There are three wetland areas denoted as W-1, W-2, and W-3 on the report. Based on the proposed grading and wetland report, a portion of wetland W-1 will need to be filled. The report characterizes this wetland as a "farmed wetland/wet meadow"



dominated by reed canary grass. The total area of disruption is 5,481 SF. Wetlands W-2 and W-3 are higher quality and characterized as “shallow marsh/wet meadow/shrub carr” by the report. These wetlands will be avoided and protected.

Additionally, we obtained an Endangered Resource Preliminary Assessment from the DNR for this project. The following was included in the Assessment: “No records of pertinent endangered resources are present in the area and an Endangered Resources Assessment is not needed for this project”.

Trip Generations:

The proposed Fleet Farm development is expected to generate approximately 3,415 new trips daily, 190 (105 in/85 out) new trips during the weekday morning peak hour, 265 (135 in/130 out) new trips during the weekday evening peak hour, and 430 (220 in/210 out) new trips during the Saturday midday peak hour. A trip is considered any movement to or from the development. So, a typical visit to the site would include 1 inbound trip and 1 outbound trip.

Development traffic is expected to distribute among the existing roadway network with approximately 30% to/from WIS 42/57 (west) and 70% to/from WIS 42/57 (east). More traffic is expected to/from east due to proximity to the City of Sturgeon Bay. The development represents an increase in traffic along the local roadway network of 5% to 15% above current conditions.

A new public roadway is proposed to be constructed with the development. The roadway will be located north of the Fleet Farm development, will allow for future connection to the parcel to the west, and its connection to WIS 42/57 will align with Grant Avenue. Access to the Fleet Farm store and fuel station will be along the new public road. The TIA will evaluate various traffic control alternatives (including stop control, signalization, and a roundabout) at the WIS 42/57 intersection with Grant Avenue/new public roadway.

Landscaping:

Landscaping will be provided to emphasize foundation plantings along the front of the building and the east side where the Auto Center will receive customers. Due to the limited site area and existing wetlands on both the east and west sides of the site these foundation plantings will be minimized on the west side where the fenced yard is located. Subsequently, we are requesting a waiver to reduce the area of foundation plantings as required by the big box ordinance. The remaining site will focus on meeting the City's landscape ordinance. Each row of parking in the main lot is ‘book-ended’ by parking islands and there is ample landscaping planned along the frontage road and Green Bay Ave to screen the lot from view. All trees have been removed 20' either way of the existing ATC lines that cut through the site.

Parking:

The City of Sturgeon Bay parking requirements are 1 stall for every 200 SF of floor area. The proposed main retail building and the gas station/convenience store will be broken out separately from a parking standpoint. The gross square footage of the main retail building is roughly 91,000 SF and of that 67,466 SF is floor area. 337 parking stalls are required to meet the City Ordinance. The gross square footage of the convenience store is roughly 4,800 SF and of that 1,400 SF is floor area. 7 parking

stall is required to meet the City Ordinance.

Based on the proposed site plan, we are providing 373 stalls with 8 ADA stalls of which all 8 are van accessible, for the main retail building. Also, we are providing 12 stalls with 2 ADA stalls of which 1 is van accessible, for the convenience store. Our numbers indicate the parking requirements for both the City of Sturgeon Bay and ADA have been met.

Site Lightning:

The site lighting is down cast full cut off fixtures. Exterior lighting was designed to meet city requirements for light level requirements. All site lighting will be LED, and the fixtures will be black in color including the decorative wall mounted fixtures adjacent to the building entrances. All site lighting poles will contain a hand-rubbed exposed concrete base for vehicle protection.

See Exhibit "A" attached herein.

Noise:

There will be a slight increase in noise going from a greenfield site to a developed site. The noise is minimal with vehicular, pedestrian, truck, and forklift traffic. Trucks DO NOT deliver 24 hours a day. Normal business hours for Fleet Farm are:

Store/Gas Station	Monday – Saturday 8 am – 8 pm Sunday – 8 am – 6 pm
Auto Service	Monday – Sunday 8 am – 5 pm
Car Wash	24/7

Building and Façade Consideration:

Shipping and Receiving (Loading Docks):

There are three (3) separate recessed loading docks provided in the design. Based on the existing Fleet Farm locations, (3) loading docks will cover all required shipping and receiving needs for the proposed store. We also have a flatbed truck loading and unloading designated area along the west gate storage yard, south of the snow removal gate. This will support shipping and receiving into the outdoor retail yard.

Exterior Storage:

Exterior storage is a critical component to Fleet Farm. The exterior storage supports the entire Buy Online Pick Up in Store (BOPUIS) process and is integral to the way Fleet Farm operates to service their customers. The Exterior Storage area will (3) modern glass overhead door entryways which will be signed for "Online Pickup", "Yard Entrance" and "Exit" for one way traffic purposes. This is identified with decorative brick surrounds. As customers enter the outdoor retail area storage racking will be 16 feet in height containing pick up items and large format storage items including assembled lawn/garden equipment, farm accessories and home improvement materials BOPUIS is offer for all indoor and outdoor retail item available at the store. The Customer pickup area is within an interior enclosed unconditioned building. The building provides the required protection of both the customers and the retail pick-up items from inclement weather. After the customers picks up from BOPUIS, they will be able to perform a "U turn" with ample turning radius to then exit out past the security building and through the glass overhead exit door element.



Within the exterior storage area there will be freestanding 16' high storage racking. The entire yard space will be enclosed with 12' high black fencing on all sides. The north and west sides will have a 12' high black decorative fencing and the south will have black chain link fencing. Note all materials stored in the yard will be stored in a neat and orderly fashion.

Exterior Building and Fencing Materials:

The overall building design is constructed to be harmonious with the natural and built surroundings. In the design our team utilized four-sided architecture using similar materials on all sides of the building. The exterior of the main Fleet Farm retail building shell consists of decorative CMU wainscot, inlaid brick masonry, expansive glass, a decorative icon tower, vertical and horizontal decorative metal panel inlays and a stucco style finished insulated metal panel system. The variation in materials and textures break-up the overall expanse of the exterior walls. Brick accent elements and eyebrow canopy elements are utilized throughout the façades to create articulation in the building elevations. Large glass curtain wall with automatic sliding entry doors defines the main customer entry. Heated canopies are designed over all the main customer entry point to make a better customer experience in inclement weather and assist in identifying customer entry points into the building. Clerestory windows have been added to create a more modern look and feel at the main façade. All service doors and overhead doors will be colored to match the building to help blend these elements into the overall facades. A tall parapet system was chosen to assist in screening the RTUs at the main building. The design of this Fleet Farm building meets the intent of the Sturgeon Bay "Big Box Retail" design guidelines. The variety of materials, textures and projects make this building design a well-articulated and overall, visually appealing facility.

Exterior Retail Display:

The exterior retail display is used for our customers to get a quick look at larger pre-assembled outdoor seasonal items. The items are arranged in a matter to have customers stop in and look while providing an organized and neat visual attraction. The items listed below are switched out on a seasonal basis.

Main Retail Display Area Items:

Trailers, Lawn Mowers, (riders and push mowers), Snow Blowers, Hunting Blinds, Bikes, Log Splitters, Leaf Vacs, Grills, Kayaks, Wheelbarrows, King Cutters: including small implements such as brush cutters, box blades, and soil discs.

Gas Hut and Car Wash:

The exterior of the of gas hut facility and combined car wash building complement the main retail facility by utilizing the same inlaid brick masonry, decorative CMU wainscot, stucco finished insulated metal panel, and large expanses of glass to identify the entryway. The main entrance to the gas hut is defined with a matching canopy element similar to the main retail building. This is also heated and identifies the customer entry point. The standalone gas pump canopy is required and will be at a height to accommodate tractor trailer vehicles. Along the building there are two items that are always outside, these items are Rhino Blue tank propane cage and the bagged ice freezer. Other items sold would include salt and washer fluid. Please view the attached photo of our outdoor storage at the Rapid City location which will be consistent with outdoor storage at the Sturgeon Bay location.

**Gas Hut Display Items:**

Stainless Steel Rhino Blue Propane tank storage, bagged ice freezer windshield washer fluid and salt.

Garden Center:

Fleet Farm will also operate a seasonal garden center. The garden center season typically starts mid to late April and ends early to mid-June. The usual garden center season is about an 8-week duration.

There are typically 2 -3 weeks post operation required for takedown. During the operation, they will be staffed for the area daily and 380 total hours are scheduled for team members through the week. The garden center requires a mobile shed for point of sales during the season listed above. The mobile shed is required to be lite and flexible as it is stored inside the yard during the off season and needs to be lifted via forklift. Drawings of the mobile shed are provided in the submittal documents. The "Kool House" and "Shade Structure" are set up by a 3rd party contractor each year. The 3rd party contractor stores both the "Kool House" and "Shade Structure" for the off-season at an off-site location. If the store were to keep these items on site, management will find an area in the building to store for the off season. The only structure that is a 100% ours and is expected to be stored will be the mobile garden shed. This is typically stored in the yard.

See Exhibit "B" specification sheets and pictures of the temporary structures commonly used in the garden center area attached herein.

Outdoor display items in the Garden Center include:

Lawn statuary, Bagged mulch, Plants, Porch Pots, Hanging Planters, Trees, and Bushes.

Accessory Building Information:

All accessory structures visible to customers including the dumpster enclosure, security shack at the yard entrance, and tire storage enclosure are designed to complement the main retail facility and gas hut. A pre-manufactured Pet Wash Station will also be included onsite. The accessory pet wash station is critical to support the pet friendly environment Fleet Farm offers to customers at our Fleet Farm locations.

See Exhibit "C" Pet Wash Station attached herein.

Pedestrian and bicycle facilities:

This is not applicable for our site location.

Future renewal:

Fleet Farm has been in business since 1955 and has never closed a store. For almost 70 years, Fleet Farm has continuously served communities where they have opened stores. It's rare to find a retailer with this commitment to their employees, customers and communities. Today, Fleet Farm has 48 stores with 1 under construction due to open in 2023. If the rarest of circumstances did occur with Fleet Farm in Sturgeon Bay, WI, this location would not be vacant long. The location is dominant along Hwy. 42 at the entry to Sturgeon Bay. Furthermore, the lack of commercially zoned opportunities in Sturgeon Bay makes a vacant box desirable to new retailers in the market. If the activity amongst vacant boxes in



Wisconsin in recent years is any indication of a potential outcome if the Fleet Farm would become vacant, you could expect one of the following outcomes: (i) a competitor in the fleet and farm category, (ii) a grocery/general merchandising store, (iii) self-storage, (iv) marine storage or (v) a number of mid-box retailers (3 to 5) to demise and fill the vacant box.

Signage:

Stratus Unlimited a national Fleet Farm signage provider is proposing a uniform sign program that is consistent with the Fleet Farm brand standards.

The proposed ground sign(s) for this location are strategically placed to identify and assist the traveling motorist with safe wayfinding to and from this location.

The materials for the various signs are manufactured to our high standards that provides materials such as aluminum, LEDs' electronic message centers, as well as steel and concrete.

Below is a summary for the various sign types

Pylon Sign

The Fleet Farm pylon sign consists of various materials to make up the overall sign that is 20' OAH, 5'-6" wide and 14" deep that is a double face illuminated sign. The pylon sign is located along Green Bay Road with sign oriented along said roadway for optimal visibility. With a proposed sign setback of approx.15' (with a minimum setback of 5' from roadway and 15' from property line).

The pylon sign is made up of multiple cabinets that are cohesively designed and mounted to the steel structural as outlined below:

- The main structural is made of steel that is mounted into the concrete pier supports that meets our sign engineering specifications and city code.
- The base of the sign consists of Brick and CMU block to match existing building materials and colors.
- The full color electronic message center comes in two (2) units each that is sandwiched and mounted to either side of the steel supporting structure. The electronic message is a full color 10 MM display with cellular data communication. The message center is made up of many RGB LED modules to provide a full color outdoor display.
- The price changer is made of a 14" deep extruded aluminum cabinet skinned with aluminum with copy that is routed and backed, and cabinet painted to match Fleet Farm color specifications. The fuel labels will illuminate Unleaded and Diesel as well as incorporate the price changer LED display.
- The Fleet Farm w/logo cabinet will be internally illuminated using LED's and power supplies with copy that will be routed and backed to provide the copy to illuminate only. The cabinet will be made out of aluminum angle that is fully

- welded and skinned with aluminum and painted to match Fleet Farm color specifications. The copy material is made of 1" routed push thru acrylic faces with orange logo translucent vinyl w/ second surface diffuser film.
- The Car Wash w/logo cabinet will be internally illuminated using LED's and power supplies with copy that will be routed and backed to provide the copy to illuminate only. The cabinet will be made of aluminum angle that is fully welded and skinned with aluminum and painted to match Fleet Farm color specifications. The copy material is made of 1" routed push thru acrylic faces with orange logo translucent vinyl w/ second surface diffuser film.
- The main top cabinet with the "Logo" for Fleet Farm consists of an aluminum angle fully welded cabinet and skinned with aluminum and painted to match the Fleet Farm color specifications. The copy material is made of 1" routed push thru acrylic faces with orange logo translucent vinyl w/ second surface diffuser film. Internal illumination we will be using LED's and power supplies. The architectural cornice topper will be made of aluminum and painted to match.

Monument Sign

The Fleet Farm monument sign consists of various materials to make up the overall sign that is 8'-9" OAH, 5'-6" wide and 14" deep that is a double face illuminated sign.

The monument sign is located along Green Bay Road with sign oriented along said roadway for optimal visibility. The proposed sign setback is 35' from the property line and 10' setback from the roadway (with a minimum setback of 5' from the roadway and 15' from the property line).

The monument sign is made up of multiple cabinets that are cohesively designed and mounted to the steel structural as outlined below:

- The main structural is made of steel that is mounted into the concrete pier supports that meets our sign engineering specifications and city code.
- The base of the sign consists of Brick and CMU block to match existing building materials and colors.
- The price changer is made of a 14" deep extruded aluminum cabinet skinned with aluminum with copy that is routed and backed, and cabinet painted to match Fleet Farm color specifications. The fuel labels will illuminate Unleaded and Diesel as well as incorporate the price changer LED display.
The Car Wash w/logo cabinet will be internally illuminated using LED's and power supplies with copy that will be routed and backed to provide the copy to illuminate only. The cabinet will be made of aluminum angle that is fully welded and skinned with aluminum and painted to match Fleet Farm color specifications. The copy material is made of 1" routed push thru acrylic faces with orange logo translucent vinyl w/ second surface diffuser film.
- Top the Fleet Farm w/logo cabinet will be internally illuminated using LED's and power supplies with copy that will be routed and backed to provide the copy to illuminate only. The cabinet will be made of aluminum angle that is fully welded

Fleet Farm.

- and skinned with aluminum and painted to match Fleet Farm color specifications.
- The copy material is made of 1" routed push thru acrylic faces with orange logo translucent vinyl w/ second surface diffuser film.

Exhibit "A"



Catalog #: _____ Project: _____
 Prepared By: _____ Date: _____ Type: _____

Mirada Medium (MRM)

Outdoor LED Area Light



OVERVIEW	
Lumen Package	7,000 - 48,000
Wattage Range	48 - 401
Efficacy Range (LPW)	117 - 160
Weight lbs(kg)	30 (13.6)

QUICK LINKS

[Ordering Guide](#)
[Performance](#)
[Photometrics](#)
[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Designed to mount to square or round poles.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 37 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 5W, FT, FTA and AM.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.
- Integral louver (IL) and house-side shield (IH) options available for improved backlight control without sacrificing street side performance. See page 3 for more details.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 5)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional Integral passive Infrared Bluetooth™ motion and photocell sensor (see page 9 for more details). Fixtures operate independently and can be commissioned via iOS or Android configuration app
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7. (see page 9 for more details).

Installation

- Designed to mount to square or round poles.
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional 3" drill pattern B3 for easy fastening of LSI products. (See drawing on page 9)

Warranty

- LSI LED Fixtures carry a 5-year warranty.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet Locations.
- IP66 rated Luminaire per IEC 60598.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)
- IK08 rated luminaire per IEC 66262 mechanical impact code

Specifications and dimensions subject to change without notice.



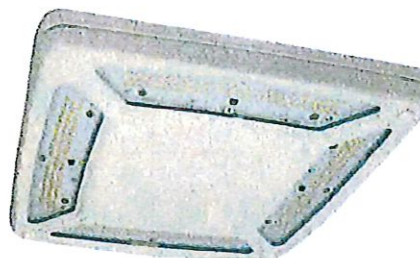


Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Scottsdale Vertex™ (SCV)

Petroleum Canopy LED Luminaire



OVERVIEW	
Lumen Package	9,000 - 23,000
Wattage Range	67 - 188
Efficacy Range (LPW)	109 - 154
Weight lbs(kg)	18.5 (8.4)

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Rugged low-profile die-cast aluminum housing, optical unit, and driver cover.
- Below canopy access to optical chamber and driver housing for serviceability.
- IP66 rated luminaire protects integral components from dust and water.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.
- Four fasteners secure the door frame to housing. Door frame also provides quick and easy access to the electrical compartment for servicing.
- Shipping weight: 18.5 lbs in carton.

Optical System

- Symmetrical distribution utilizes a clear tempered flat glass lens to uniformly illuminate the area under the gas canopy.
- Combination Forward Throw distribution uses clear tempered flat glass and optical grade PMMA acrylic lens to create an industry leading unique distribution pattern to illuminate the area under the gas canopy and the area between the gas canopy and convenience store eliminating the need for extra floodlights.
- Available in 5000K, 4000K and 3000K color temperatures.
- Minimum CRI of 80.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.

- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F) when mounted to Steel/ Aluminum surfaces for 10L, 13L, & 15L Lumen Packages, +45°C for 20L Lumen Package, and +35°C for 23L Lumen Package. If mounted to a non-metallic surface, reduce ambient by 5°C.
- Power factor: >0.90
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs are mounted to (4) circuit boards to maximize heat dissipation
- Driver components are fully encased in potting material for moisture resistance. Driver complies with FCC standards.

Hazardous Location

- Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 with all lumen packages and distributions only when properly installed per LSI installation instructions. Models with optional controls are not approved for Class 1, Division 2 applications.
- Gas Groups A,B,C, and D - Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

Installation

- Installs in a 12" or 16" deck pan.
- Four fasteners are provided for use in single deck steel canopies. Other suitable fasteners may be required and provided by others.
- Unit is designed to quickly retrofit into existing Scottsdale (4") hole.
- Aluminum locking collar and gasket are included and required for complete seal and support of canopy deck.
- Retrofit panels are available for existing Encores, Richmond, 2x2 Universal, and more.
- Direct mount to surface or recessed J box with hardware bracket kit ordered separately as an accessory.

Warranty

- LSI LED Fixtures carry a 5-year warranty or 10-year warranty with registration for petroleum applications only (contact your LSI representative for details).

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- State of California Title 24 Compliant with IMSBT or ALSC/ALSCS option.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- IDA compliant with 3000K or lower color temperature.





Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

LifeStyle Small (XDLS)

Outdoor Decorative Area Light



OVERVIEW	
Lumen Output Range	6,000 - 9,000
Wattage	76 - 106
Efficacy Range (LPW)	72 - 99
Fixture Weight lbs (kg)	24 (10.8)



QUICK LINKS

[Ordering Guide](#)[Performance](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Cast aluminum. Wiring emerges from crown through compression seal fitting to prevent water entry. One-piece silicone gasket seals crown to shade for water and dust-tight construction.
- Spun aluminum shade. Two shade styles available - A - Angle and B - Bell.
- Optical unit and aluminum door frame recessed into shade and sealed with one-piece silicone gasket.
- Door frame retaining fasteners are captive.
- Brackets are extruded and cast aluminum assemblies or fabrications. All decorative elements are die cast or extruded aluminum.
- Luminaire is proudly made in the U.S.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 24 lbs in carton.

Optical System

- Select high-brightness LEDs in Cool White (5000K), Neutral White (4000K) or Warm White (3500K) color temperature. 70 CRI CW, 80 CRI NW and WW.
- Types 3, 5 and FT available.
- Clear tempered flat glass lens sealed with silicone gasket to door frame (includes pressure-stabilizing breather).

- Optical unit is tethered and provides access to driver.
- Zero uplight.

Electrical

- LSI drivers feature integral sensor which reduces drive current when ambient temperatures exceed rated temperature.
- Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (UE - 50/60Hz input), and 347-480VAC.
- Available in SS (Super Saver) and HO (High Output) drive currents (Drive currents are factory programmed.).
- Components are fully encased in potting material for moisture resistance.
- Driver complies with FCC standards. Driver and key electronic components can easily be accessed.
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- 0-10V dimming (10% - 100%) Optional.

Controls

- Bi-level switching responds to external line voltage signal from separate 120-277V controller or sensor (by others), with low light level decreased to 30% maximum drive current.
- Optional button-type photocells (PCI) are available in 120, 208, 240, 277 or 347 volt (supply voltage must be specified).

Installation

- Classic Hook (CH) and Side Arm (SA - 4" O.D. minimum pole top required) available. See Steel Round Pole and Aluminum Round Pole data sheets for pole selection information.
- Side Arm pole mount requires LSI B3 reduced drilling pattern.
- Classic hook mount requires a 4" O.D. pole or tenon.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Suitable for wet Locations.
- US patent 7,828,456 8,002,428, 8,177,386 8,434,893
- Specifications and dimensions subject to change without notice.

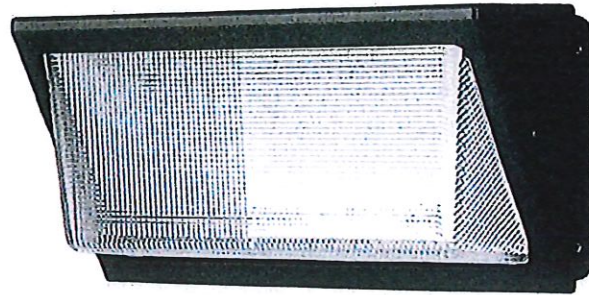




Catalog #: _____ Project: _____
Prepared By: _____ Date: _____ Type: _____

Traditional Wall Light Extra Large (TXWP)

Wall Light



OVERVIEW	
Lumen Package	7,000 -13,000
Wattage Range	56 - 115
Efficacy Range (LPW)	108 - 124
Weight lbs (kg)	15 (6.8)

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Rugged traditional aluminum die cast housing provides proven environmental protection for LED modules.
- Traditional fixture design provides a familiar look and standard installation requirements.
- Retaining this look allows the ability to upgrade fixtures gradually, while retaining the same overall fixture appearance throughout a facility.
- Patent pending thermal stacking technology system features a unique internal design that allows for lower operating temperatures which results in a brighter, whiter light, more stable color and longer LED and driver life.
- LEDs manufactured for the TXWP series utilize Epoxy Guard conformal coating which reduces the chance of board corrosion.
- Weight: 15 lbs in carton.

Optical System

- Tempered glass lens.
- Lens assembly is designed to provide high efficiency and to target the light where needed to satisfy outdoor lighting requirements.
- Positioning of the LEDs result in the light being directed to desired locations eliminating glare and offensive light.

- Available in 5000K, 4000K and 3000K color temperatures per ANSI C78.377.
- Minimum CRI of 80.

Electrical

- High-performance driver features: overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 Vac)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +40°C (-40°F to +104°F).
- Power factor: >0.90
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.
- Minimum 4kV surge rating
- Optional 120v-277v integral emergency battery pack is available to meet critical life safety lighting requirements. The 90-minute batteries provide constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. Provides ~1,500 lumens of emergency illumination.

Controls

- Optional factory installed electronic button photocontrol (apertures for field install).

Installation

- Fixture retains the same knock-out sizes and positions as previous models, reducing wiring costs.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.
- 1 Year warranty on optional button photocell.
- 1 Year warranty on optional Battery Back Up. Test regularly in accordance with local codes.

Listings

- Listed to UL 1598 and UL 8750.
- CSA Listed.
- Meets Buy American Act requirements.
- RoHS Compliant.
- Suitable for wet locations.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions qualify.





Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Mirada Small Wall Sconce (XWS)

Outdoor LED Wall Light






IP65 IK10


OVERVIEW

Lumen Output Range	2,000 - 6,000
Wattage Range	15 - 52
Efficacy Range (LPW)	119 - 151
Luminaire Weight lbs (kg)	8 (3.6)

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Extended housing available with 1/2" threaded hubs for surface conduit and rated wire.
- Standard luminaire shipping weight: 10 lbs in carton.
- Max luminaire shipping weight (with back housing): 20 lbs in carton.

Optical System

- Choice of acrylic lens or high impact resistant polycarbonate lens
- The lens is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire
- Reflector system with recessed light engine reduces glare and brightness.
- Forward Throw Wide and Medium distributions available.
- Optional diffused lens for reduced LED pixilation over the lens and maximum visual comfort.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377.
- Minimum CRI of 80

Electrical

- High-performance driver features over-voltage under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance. Driver complies with FCC standards. Accessible driver and electrical components.
- Optional Dual Drivers/Circuit/Power Feeds.
- Optional battery backup provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. Standard battery rated for 0° to 50° with cold weather battery rated for -20°C to 50°. 120-277V Only.

Controls

- Optional Integral passive Infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.

- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- Universal wall mounting plate mounts directly to vertical surface or 4" junction box (octagonal or square).
- Luminaire hinges to the top of the mounting plate and is secured via two flush mount screws that help to conceal the hardware and prevent over tightening during installation.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.

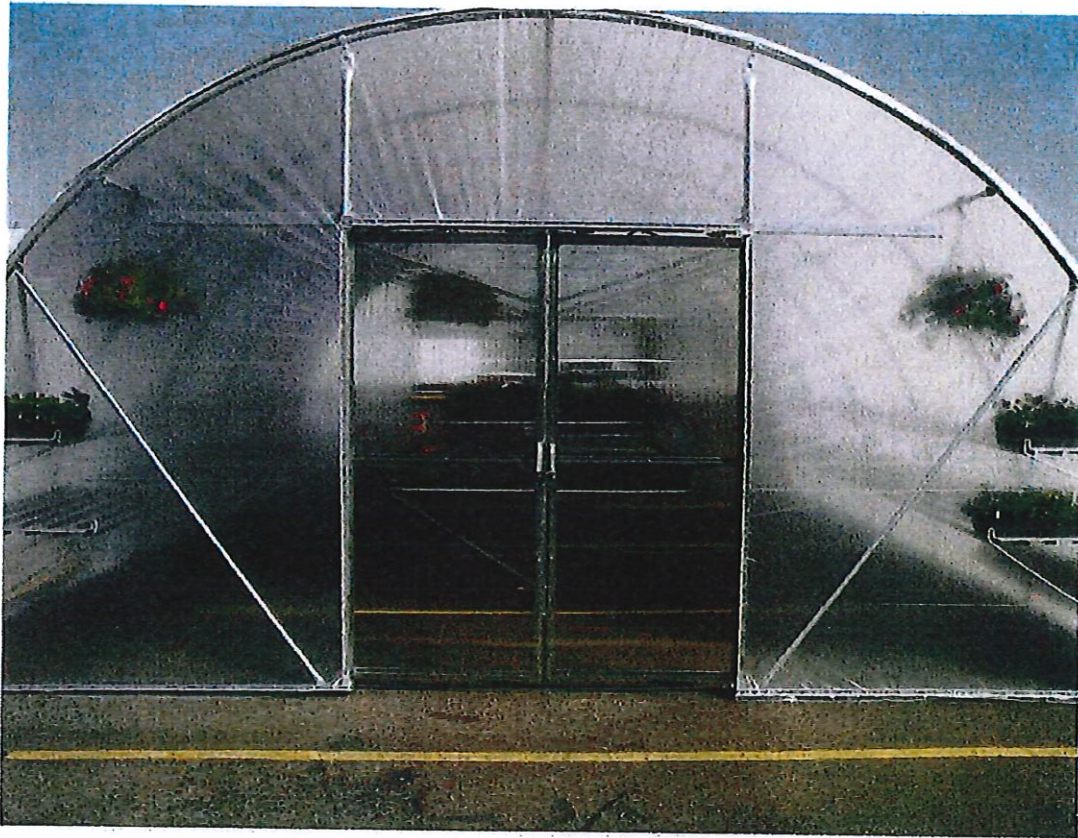
Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 2700K or 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP65 rated luminaire per IEC 60598-1.
- IK10 rated luminaire per IEC 66262 mechanical impact code with clear polycarbonate lens (MTP).
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product are DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/GPL to confirm which versions are qualified.



Exhibit “B”

SEASONAL OUTDOOR GARDEN CENTER GREENHOUSE



SEASONAL OUTDOOR GARDEN CENTER SHADE STRUCTURE



W-TRUSS

shade structure system

INSTALLATION INSTRUCTIONS



P.O. Box 458
27725 Danville Avenue
Castle Rock, MN 55010
www.poly-tex.com

REV. AD-120621

U.S. & Canada Toll Free
800-852-3443
(651) 463-7009
fax (651) 463-2479



POLY-TEX
Greenhouse & Display Systems

Exhibit “C”

PET WASH

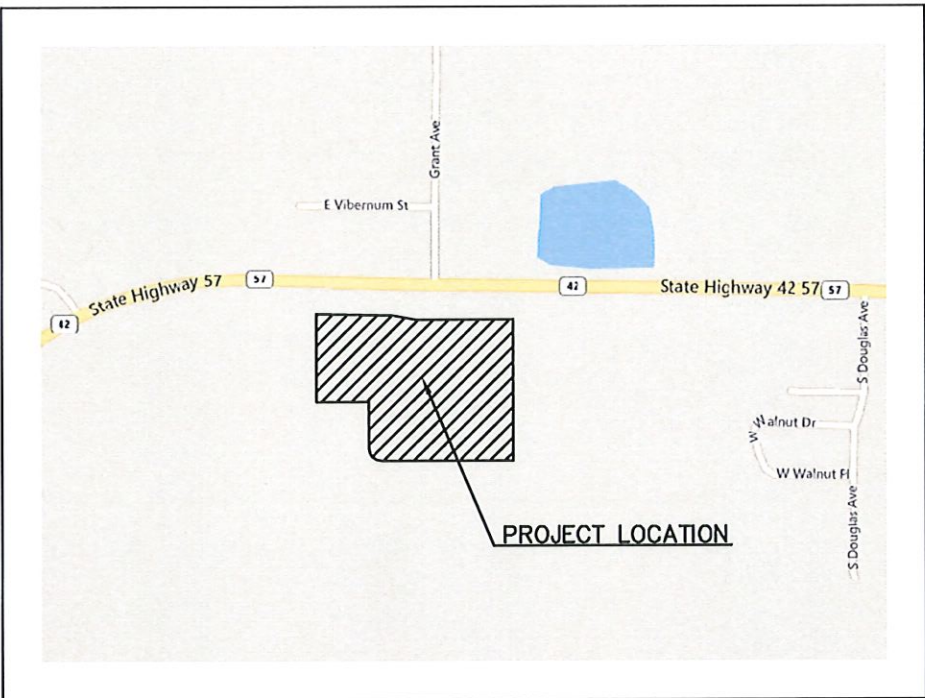


**All Paws Pet Wash
for Fleet Farm
RAL 2008**

PLAN COMMISSION SUBMITTAL
CIVIL AND LANDSCAPE PLANS
FOR
FLEET FARM

GREEN BAY ROAD (STH 42/57)
CITY OF STURGEON BAY, WI

VICINITY MAP



DATUM:

NORTH AMERICAN VERTICAL DATUM OF 1988
(NAVD 1988)

HORIZONTAL DATUM:

WISCONSIN COUNTY REFERENCE SYSTEM (WISCRS)
DOOR COUNTY, NAD 83 (2011)



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PLAN DATE: 01/13/2023

REVISIONS	ISSUE DATE	SHEET NO.'S	ISSUED FOR:

PLAN INDEX

SHEET NO.	DESCRIPTION
C000	TITLE SHEET
C100	DEMOLITION PLAN
C200	INTERIM EROSION CONTROL PLAN
C201	FINAL EROSION CONTROL PLAN
C300	SITE PLAN
C400	GRADING PLAN
C500	SANITARY AND WATER UTILITY PLAN
C501	STORM SEWER UTILITY PLAN
C600	EROSION CONTROL DETAILS
C601	SITE DETAILS
C602	PAVING DETAILS
C603	UTILITY DETAILS
C604	POND DETAILS
C700	SPECIFICATIONS
L100	LANDSCAPE PLAN OVERALL
L200	LANDSCAPE PLAN - WEST
L201	LANDSCAPE PLAN - NORTHEAST
L202	LANDSCAPE PLAN - SOUTHEAST

BENCHMARKS:

BM #1
MAG SPIKE IN EAST FACE OF POWER POLE
(WEST END OF ROW OFF GREEN BAY ROAD)
#6144-19
MEASURED E.L. = 724.56'

BM #2
MAG SPIKE IN NORTH FACE OF POWER POLE
(OFF GREEN BAY ROAD ACROSS FROM
GRANT AVE)
#6144-3
MEASURED E.L. = 725.28'

BM #3
MAG SPIKE IN NORTH FACE OF POWER POLE
(EAST END OF ROW OFF GREEN BAY ROAD)
#6144-3
MEASURED E.L. = 720.90'

LEGEND
(PROPOSED FEATURES)

- TREE REMOVAL
- EXISTING CONCRETE PAVEMENT TO BE REMOVED
- EXISTING ASPHALT PAVEMENT TO BE REMOVED
- EXISTING GRAVEL TO BE REMOVED
- EXISTING BUILDING/STRUCTURE TO BE REMOVED
- SANCTUARY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SITE LIGHTING (DESIGNED BY OTHERS, FOR REFERENCE ONLY)
- MONUMENT SIGNS (CONSTRUCTION DETAILS BY OTHERS)
- SIGN
- HEAVY-DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- HEAVY-DUTY ASPHALT PAVEMENT
- STANDARD-DUTY ASPHALT PAVEMENT
- COLOR AND STAMPED CONCRETE
- PROPOSED 18" REJECT CURB & GUTTER (AS SHOWN ON SITE PLAN)
- PROPOSED 18" STANDARD CURB & GUTTER (AS SHOWN ON SITE PLAN)
- PROPOSED ACCESSIBLE PAVEMENT MARKING VAN ACCESSIBLE STALL
- PROPOSED TYPE 3 CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY)
- PROPOSED TYPE 3A CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY)
- PROPOSED TYPE 4 CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY)
- PROPOSED TYPE 4A CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY)
- PROPOSED TYPE 7 CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY)
- DOOR
- STRUCTURAL RETAINING WALL - (DESIGNED BY OTHERS)
- PROPOSED 0.5-FOOT GRADE CONTOUR (ONLY USED WHEN CRITICAL)
- PROPOSED 1-FOOT GRADE CONTOUR
- PROPOSED 5-FOOT GRADE CONTOUR
- PROPOSED SPOT GRADE
- PROPOSED TOP OF CURB
- PROPOSED FINISHED SURFACE GRADE ADJACENT TO TOP OF WALL
- PROPOSED FINISHED SURFACE GRADE ADJACENT TO BASE OF WALL
- PROPOSED EROSION CONTROL BALE
- PROPOSED TEMPORARY DIVERSION SWALE & BERM
- PROPOSED SILT FENCE
- PROPOSED TEMPORARY DIVERSION SWALE & BERM
- PROPOSED LEVEL SPREADER
- PROPOSED STONE TRACKING MAT
- PROPOSED PERMANENT TURF REINFORCEMENT MAT
- EROSION CONTROL BLANKET
- PROPOSED RIPRAP
- PROPOSED GAS LINE
- PROPOSED ELECTRIC LINE
- PROPOSED TELEPHONE LINE
- PROPOSED WATER MAIN
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED INLET/ CB
- PROPOSED STORM MANHOLE
- PROPOSED AREA DRAIN
- PROPOSED SANITARY MANHOLE

LEGEND

- () INDICATES RECORDED DIMENSION WHERE DIFFERENT FROM ACTUAL MEASUREMENT
- OR SECTION OR 1/4 SECTION CORNER AS DESCRIBED
- 1" DIA. IRON PIPE FOUND (UNLESS OTHERWISE NOTED)
- 1" DIA. IRON PIPE, 18" LONG-SET (UNLESS OTHERWISE NOTED)
- BOLLARD
- SOIL BORING/MONITORING WELL
- FLAGPOLE
- MALBOX
- SIGN
- BILLBOARD
- AIR CONDITIONER
- CONTROL BOX
- TRAFFIC SIGNAL
- RAILROAD CROSSING SIGNAL
- CABLE PEDESTAL
- POWER POLE
- GUY POLE
- GUY WIRE
- SPOT/YARD/PEDESTAL LIGHT
- HANDICAPPED PARKING
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- MARKED FIBER OPTIC
- GAS VALVE
- GAS METER
- GAS WARNING SIGN
- STORM MANHOLE
- ROUND INLET
- SQUARE INLET
- STORM SEWER END SECTION
- SANITARY MANHOLE
- SANITARY CLEANOUT OR SEPTIC VENT
- SANITARY INTERCEPTOR MANHOLE
- MISCELLANEOUS MANHOLE
- WATER VALVE
- HYDRANT
- WATER SERVICE CURB STOP
- WATER MANHOLE
- WELL
- WATER SURFACE
- WETLANDS FLAG
- MARSH
- CONIFEROUS TREE
- DECIDUOUS TREE
- SHRUB
- EDGE OF TREES
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- MARKED GAS MAIN
- MARKED ELECTRIC
- OVERHEAD WIRES
- BUREAU ELEC. SERV.
- MARKED TELEPHONE
- MARKED CABLE TV LINE
- MARKED FIBER OPTIC
- INDICATES EXISTING CONTOUR ELEVATION
- INDICATES EXISTING SPOT ELEVATION
- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE

ENGINEER AND LANDSCAPE ARCHITECT:

raSmith
CREATIVITY BEYOND ENGINEERING

16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

DEVELOPER / OWNER:

FLEET FARM
CONTACT: FRANK STEEVES
2401 SOUTH MEMORIAL DRIVE
APPLETON, WI 54914
PH.: (920) 731-8121

COMMUNITY:

CITY OF STURGEON BAY
CONTACT: CHAD SHEFCHIK
ENGINEERING DEPARTMENT
421 MICHIGAN STREET
STURGEON BAY, WI 54235
PH.: (920) 746-2913

16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

raSmith
CREATIVITY BEYOND ENGINEERING

Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

FLEET FARM
CITY OF STURGEON BAY, WI

TITLE SHEET

PRELIMINARY
NOT FOR
CONSTRUCTION

© COPYRIGHT 2023
R.A. Smith, Inc.

DATE: 01/13/2023

SCALE: 1"=400'

JOB NO. 3220086

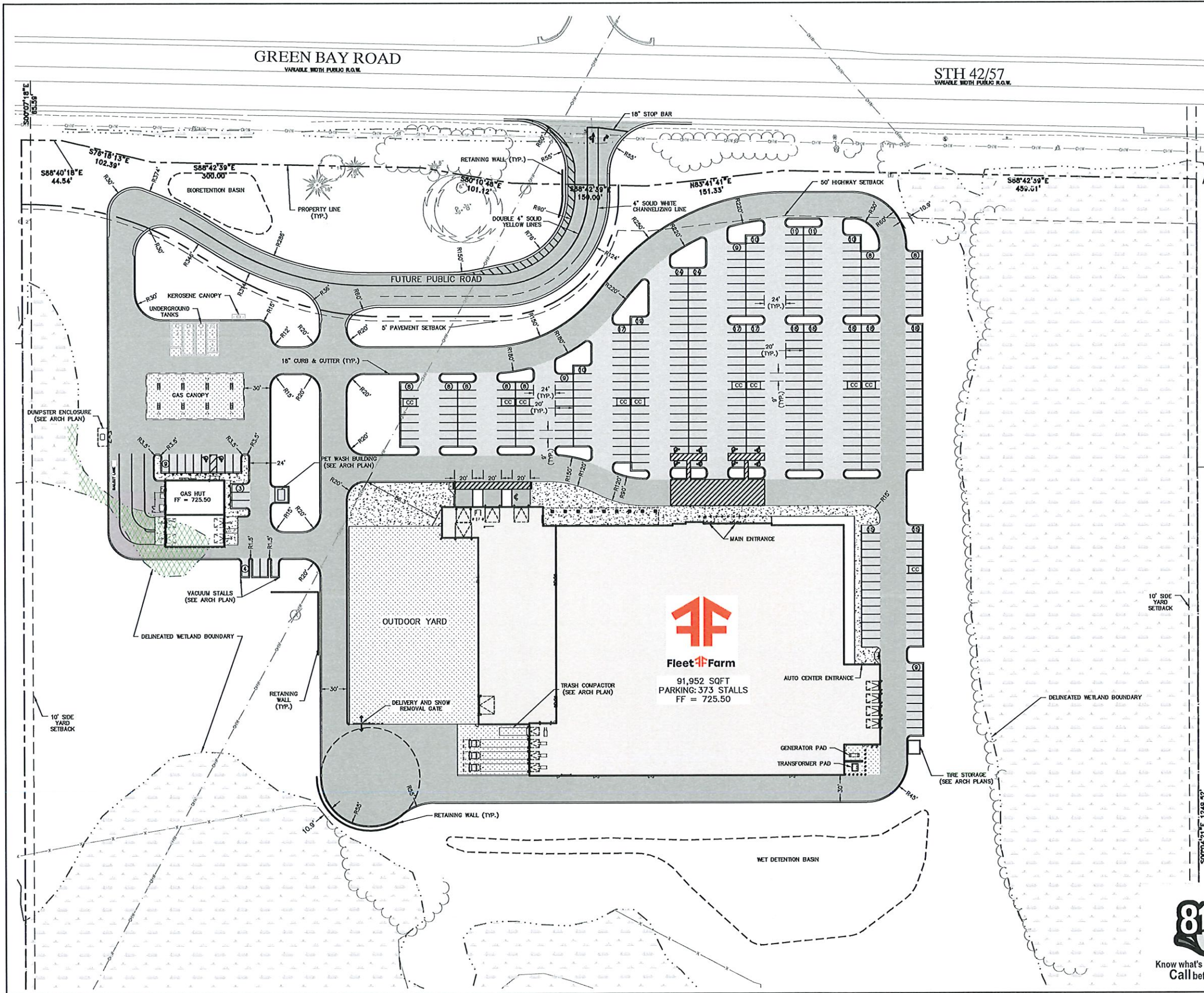
PROJECT MANAGER:
MATT P. KOCOUREK, P.E.

DESIGNED BY: TJR

CHECKED BY: MPK

SHEET NUMBER

C000



LEGEND

- PROPOSED 18" LOW SIDE CURB & GUTTER
- PROPOSED 18" HIGH SIDE CURB & GUTTER
- PROPERTY LINE
- HEAVY-DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- HEAVY-DUTY ASPHALT PAVEMENT
- STANDARD-DUTY ASPHALT PAVEMENT
- STALL PARKING COUNT
- CART CORRAL
- PROPOSED ACCESSIBLE PAVEMENT MARKING
- SIGN
- WETLAND DISTURBANCE

PARKING CALCULATIONS

PROVIDED MAIN PARKING
373 PARKING SPACES
PROVIDED BUILDING RATIO = 4.06/1000 SF OF BUILDING AREA

PROVIDED C-STREET PARKING
16 PARKING SPACES
REQUIRED PARKING
337 PARKING SPACES
REQUIRED RATIO = 1.00/200 SF OF FLOOR AREA
*BASED ON 67,466 SQFT OF FLOOR AREA

ZONING

CURRENT ZONING: RURAL/AGRICULTURE
PROPOSED USE: COMMERCIAL, C-1

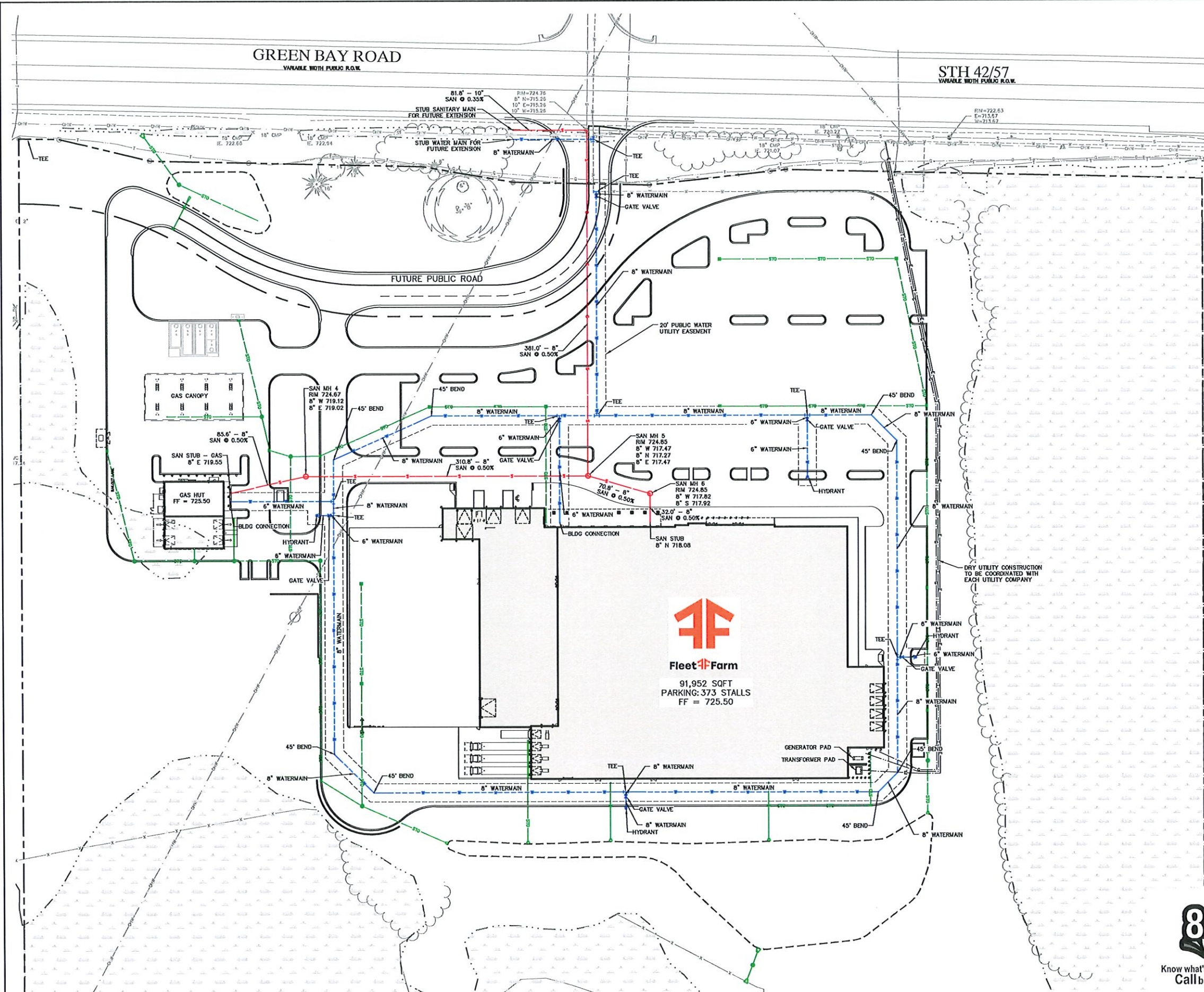
- GENERAL NOTES**
- EXISTING TOPOGRAPHY OBTAINED BY R.S.MITH, DATED 07/08/2022.
 - CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSION OF ENTRANCES, VESTIBULES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - CONTRACTOR SHALL PROVIDE EROSION CONTROL FACILITIES IN ACCORDANCE WITH THE CITY OF STURGEON BAY EROSION CONTROL ORDINANCE AND STATE OF WISCONSIN TECHNICAL STANDARDS.
 - ALL DIMENSIONS AND CORRESPONDING HORIZONTAL CONTROL RELATED TO PAVING REPRESENT FACE OF CURB OR LIMITS OF PARKING. BUILDINGS ARE DIMENSIONED TO FACE OF BUILDING. ELEVATIONS AND CONTOURS REPRESENT FINISHED GRADES UNLESS OTHERWISE INDICATED.
 - ALL RADI ARE 4.5' AT FACE OF CURB UNLESS OTHERWISE NOTED.



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DESCRIPTION	DATE
16745 W. Bluemound Road Brookfield, WI 53005-5938 (262) 781-1000 rasmith.com	
raSmith CREATIVITY BEYOND ENGINEERING	
FLEET FARM CITY OF STURGEON BAY, WI	
SITE PLAN	
PRELIMINARY NOT FOR CONSTRUCTION	
© COPYRIGHT 2023 R.A. Smith, Inc. DATE: 01/13/2023 SCALE: 1" = 50' JOB NO. 3220086 PROJECT MANAGER: MATT P. KOCUREK, P.E. DESIGNED BY: TJR CHECKED BY: MPK	
SHEET NUMBER C300	



LEGEND

- PROPERTY LINE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED UTILITY EASEMENT
- PROPOSED GAS LINE
- PROPOSED ELECTRIC LINE
- PROPOSED TELEPHONE LINE
- PROPOSED STORM MANHOLE
- PROPOSED STORM INLET
- PROPOSED SANITARY STRUCTURE
- PROPOSED WATER STRUCTURE

GENERAL NOTES:

- EXISTING TOPOGRAPHY OBTAINED BY Rasmith, DATED 07/08/2022.
- CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIVISION OF ENTRANCES, VESTIBULES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
- CONTRACTOR SHALL PROVIDE EROSION CONTROL FACILITIES IN ACCORDANCE WITH THE CITY OF STURGEON BAY EROSION CONTROL ORDINANCE AND STATE OF WISCONSIN TECHNICAL STANDARDS.
- ALL DIMENSIONS AND CORRESPONDING HORIZONTAL CONTROL, RELATED TO PAVING REPRESENT FACE OF CURB, ELEVATIONS AND CONTOURS REPRESENT FINISHED GRADES UNLESS OTHERWISE INDICATED. BUILDINGS ARE DIMENSIONED TO FACE OF BUILDING.
- BEFORE PROCEEDING WITH ANY UTILITY CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE EACH EXISTING LATERAL OR POINT OF CONNECTION AND VERIFY THE SIZE, LOCATION AND ELEVATION OF ALL UTILITIES.

UTILITY NOTES:

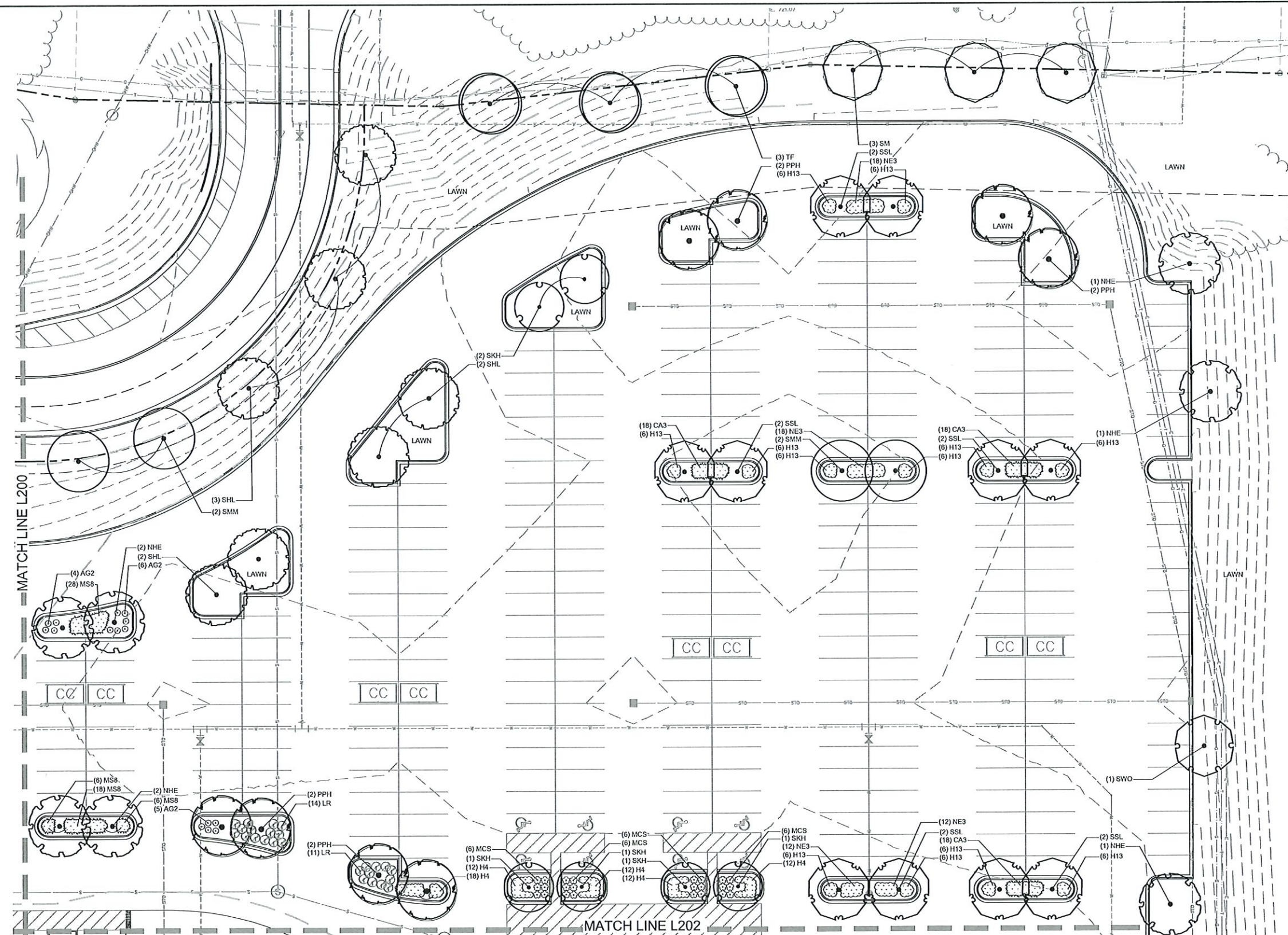
- BEFORE PROCEEDING WITH ANY UTILITY CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE EACH EXISTING LATERAL OR POINT OF CONNECTION AND VERIFY THE SIZE, LOCATION AND ELEVATION OF ALL UTILITIES.
- CONTRACTOR TO MAINTAIN MINIMUM 18" CLEARANCE WHEN WATER LATERAL CROSSES UNDER SEWER. MAINTAIN MINIMUM 12" CLEARANCE WHEN WATER LATERAL CROSSES OVER SEWER. PROVIDE INSULATION BETWEEN WATER MAIN & LATERALS AND SEWER CROSSINGS WHERE THE VERTICAL SEPARATION IS LESS THAN 2.0'.
- WATER SERVICE AND ASSOCIATED STRUCTURES ARE TO CONFORM TO THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
- PROVIDE GRANULAR BACKFILL FOR WATER MAIN IN ALL PAVED AREAS. PROVIDE SPOIL BACKFILL FOR WATER MAIN OUTSIDE OF PAVED AREAS.
- ALL WATER SERVICE JOINTS SHALL BE RESTRAINED WITH MEGALUGS.
- ALL SANITARY SEWER AND WATER TO BE INSTALLED IN ACCORDANCE WITH STURGEON BAY WATER UTILITY STANDARDS.
- ALL APPLICATIONS AND FEES FOR SANITARY SEWER AND WATER MUST BE COMPLETED AND PAID PRIOR TO CONNECTION TO SEWER/WATER SYSTEMS.
- ANY UTILITY WORK IN THE RIGHT-OF-WAY AND ALL SANITARY SEWER CONNECTIONS TO BE INSPECTED BY CITY OF STURGEON BAY. NOTIFY CITY OF STURGEON BAY 48 HOURS IN ADVANCE OF CONNECTING TO SEWER.
- ALL WATER GREATER THAN 2" IN DIAMETER SHALL BE D.J.P. CLASS 150 AND CONFORM TO ANWA C151 WITH RUBBER GASKETED JOINTS IN ACCORDANCE WITH SECTION 8.18.0 OF SSSWCW.
- ALL WATER 2" IN DIAMETER AND LESS SHALL BE TYPE "K" COPPER IN ACCORDANCE WITH SECTION 8.24.0 OF SSSWCW AND CONFORM TO ASTM B88.
- ALL SANITARY SEWER SHALL BE POLYVINYL CHLORIDE (PVC) PIPE AND FITTINGS SHALL BE SDR 35 CONFORMING TO ASTM D3034 WITH PUSH-ON RUBBER GASKETED JOINTS IN ACCORDANCE WITH SECTIONS 8.10.6 AND 8.41.4 OF SSSWCW.



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DESCRIPTION		DATE

PLANT SCHEDULE NORTH EAST

CANOPY TREES	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
SAM	4	State Street Myrtle Maple	<i>Acer myrtilloides</i> 'Morton' TM	2 1/2" CAL	B&B	Full, maturing heads	50' x 40'
SM	3	Sugar Maple	<i>Acer saccharum</i>	2 1/2" CAL	B&B	Full, maturing heads	60' x 50'
PPH	8	Prairie Pride Hackberry	<i>Celtis occidentalis</i> 'Prairie Pride'	2 1/2" CAL	B&B	Full, maturing heads	50' x 40'
TF	3	Turkish Fir	<i>Abies</i>	B&B	B&B	45' x 20' evergreen shaped	
SH	7	Shademaster Locust	<i>Gleditsia glandulosa</i> 'Inermis' 'Shademaster' TM	2 1/2" CAL	B&B	Full, maturing heads	50' x 35'
SKH	6	Street Keeper Honey Locust	<i>Gleditsia glandulosa</i> 'Draves'	2 1/2" CAL	B&B	Full, maturing heads	45' x 20'
SNO	1	Swamp White Oak	<i>Quercus bicolor</i>	2 1/2" CAL	B&B	Full, maturing heads	75' x 65'
SSO	19	Street Street 'American' Norway Spruce	<i>Picea canadensis</i> 'Mill's Pyramidal'	2 1/2" CAL	B&B	Full, maturing heads	50' x 25'
NSE	7	New Horizon Elm	<i>Ulmus</i> 'New Horizon'	2 1/2" CAL	B&B	Full, maturing heads	50' x 40'

DECIDUOUS SHRUBS
AG2
LR
MCS

ORNAMENTAL GRASSES
CA3
MS8

PERENNIALS
H4
H13
NE3

COMMON NAME
Ground Hug® Black Chokeberry
Kodiak® Orange Dianella
Magic Carpet Spirea

COMMON NAME
Overdam Feather Reed Grass
Flame Grass

COMMON NAME
Happy Returns Daylily
Mini Pearl Daylily
Walkers Low Catmint

BOTANICAL NAME
Aronia melanocarpa 'UCCONNAM01Z'
Dienlax 'G2X8854F'
Spiraea japonica 'Magic Carpet'

BOTANICAL NAME
Calamagrostis x acutiflora 'Overdam'
Miscanthus purpurascens

BOTANICAL NAME
Heimerocallis x 'Happy Returns'
Heimerocallis x 'Mini Pearl'
Necela x 'faassenii' 'Walker's Low'

<u>SIZE</u>	<u>ROOT</u>	<u>REMARKS</u>
15' HT	CONT.	
15' HT	CONT.	
15' HT	CONT.	

<u>SIZE</u>	<u>ROOT</u>	<u>REMARKS</u>
1 GAL	POT	24" Spacing
1 GAL	POT	36" Spacing

<u>SIZE</u>	<u>ROOT</u>	<u>REMARKS</u>
4 1/2"	POT	18" Spacing
4 1/2"	POT	18" Spacing
4 1/2"	POT	24" Spacing

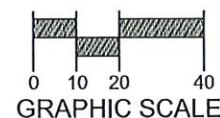
MATURE SIZE
14' x 3'
4' x 4'
2' x 3'

MATURE SIZE
2' x 2'
4' x 2'

MATURE SIZE
15' x 15'
15' x 2'
13' x 2'



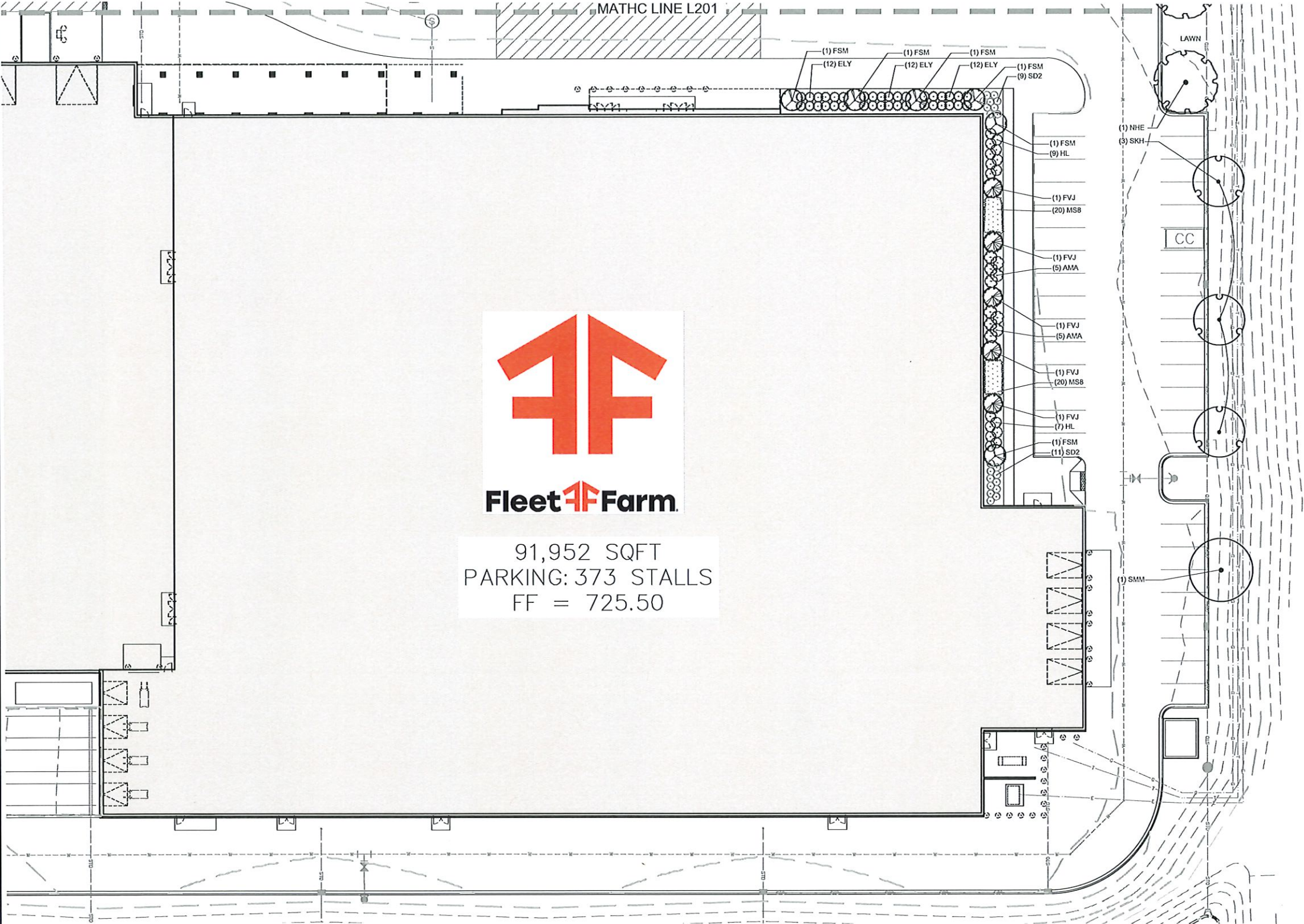
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<div><div><div>FLEET FARM</div><div>CITY OF STURGEON BAY, WI</div></div><div><div>LANDSCAPE PLAN</div><div>NORTH EAST</div></div></div>		<div><div><div><div>raiSmith</div><div>CREATIVITY BEYOND ENGINEERING</div></div><div><div>16745 W. Bluemound Road</div><div>Brookfield, WI 53005-5938</div><div>(262) 781-1000</div><div>resmith.com</div></div><div><div>Brookfield, WI Milwaukee, WI Appleton, WI Madison, WI</div><div>Cedarburg, WI Naperville, IL Irvine, CA</div></div></div></div>	DATE	DESCRIPTION
<div><div><div>PRELIMINARY</div><div>NOT FOR</div><div>CONSTRUCTION</div></div></div>		© COPYRIGHT 2023 R.A. Smith, Inc.		
		DATE: 01/13/2023		
		SCALE: 1" = 20'		
		JOB NO. 3220086		
		PROJECT MANAGER: NATT P. KOCOUREK, P.E.		
DESIGNED BY: RW/NJW				
CHECKED BY: NPK				
SHEET NUMBER				
L201				





Fleet Farm

91,952 SQFT
PARKING: 373 STALLS
FF = 725.50

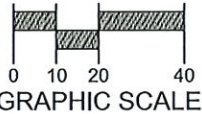
PLANT SCHEDULE SOUTH EAST

CANOPY TREES	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
SVM	1	State Street Maple	Acer nyctagale 'Norton' TM	2 1/2" CAL	B&B	Full, matching heads	50' x 40'
SKH	3	Street Keeper Honey Locust	Gleditsia triacanthos 'Draves'	2 1/2" CAL	B&B	Full, matching heads	45' x 20'
NHE	1	New Horizon Elm	Ulmus x 'New Horizon'	2 1/2" CAL	B&B	Full, matching heads	50' x 40'
ORNAMENTAL TREES	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
FSV	6	Firespire Maplewood	Caprinus canadensis 'Firespire' TM	2 1/2" CAL	B&B	Full, matching heads	20' x 10'
EVERGREEN TREES	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
FVJ	5	Fairview Juniper	Juniperus chinensis 'Fairview'	6" HT	B&B	Semi-sheered, fully branched to ground	15' x 8'
DECIDUOUS SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
AMA	10	Aurum Maple Black Chokeberry	Aronia melanocarpa 'Aurum Magic'	24" HT	CONT.		4' x 5'
HL	16	Little Quick Fire Hydrangea	Hydrangea paniculata 'Little Quick Fire'	15" HT	CONT.		4' x 4'
SD2	20	Double Play Doodle Spirea	Spirea x 'NCSXZ' TM	15" HT	CONT.		3' x 3'

EVERGREEN SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
ELY	36	Everleaf Yew	Taxus x media 'Everleaf'	18" HT	B&B		3' x 4'
ORNAMENTAL GRASSES	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS	MATURE SIZE
MSB	40	Flame Grass	Miscanthus purpurascens	1" CAL	POT	36" Spacing	4' x 2'



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DATE: 01/13/2023
SCALE: 1" = 20'
JOB NO. 3220086
PROJECT MANAGER: MATT P. KOCOUREK, P.E.
DESIGNED BY: REW/NJW
CHECKED BY: NPK
SHEET NUMBER L202

DESCRIPTION	DATE
16745 W. Bluemound Road Brookfield, WI 53005-5938 (262) 781-1000 rasmith.com	
raSmith CREATIVITY BEYOND ENGINEERING	
Brookfield, WI Milwaukee, WI Appleton, WI Madison, WI Oshkosh, WI Naperville, IL Irvine, CA	

NEW CONSTRUCTION FOR: FLEET FARM STURGEON BAY, WISCONSIN



MATERIAL INDEX-PLANS, SECTIONS

	EARTH		FINISHED LUMBER
	COMPACTED FILL		RIGID INSULATION
	GRAVEL FILL		BATT INSULATION
	CERAMIC TILE		DRYWALL
	POURED CONCRETE		STEEL
	CONCRETE BLOCK		PRECAST CONCRETE
	CONCRETE BLOCK FILLED		ACOUSTIC TILE
	FACE BRICK		BITUMINOUS PAVING
	STONE		EXISTING WALL TO BE REMOVED
	ROUGH LUMBER		EXISTING WALL TO REMAIN
	PLYWOOD		CONSTRUCT NEW WALL

REFERENCE SYMBOLS

SECTION CUT SYMBOL (WALL SECTIONS)

- SECTION DESIGNATION (NUMBER FOR CROSS SECTION & LETTER FOR WALL SECTION)
 DRAWING NUMBER ON WHICH SECTION APPEARS

PLAN DETAIL / ENLARGED PLAN SYMBOL

- DETAIL NUMBER
 DRAWING NUMBER ON WHICH DETAIL APPEARS

DETAIL CUT SYMBOL

- DETAIL NUMBER
 DRAWING NUMBER ON WHICH DETAIL APPEARS

- ELEVATION MARK - NEW

- ELEVATION MARK - EXISTING

DRAWING SYMBOLS

- DOOR TAG
 REVISION NUMBER
 WINDOW TAG
 COLUMN LINE DESIGNATION - NEW
 WALL TYPE
 STAIRWAY DIRECTION INDICATION
 KEYNOTE MARK - ACCESSORIES
 KEYNOTE MARK - DEMOLITION NOTES
 KEYNOTE MARK - PLAN NOTES
 SPOT ELEVATION MARKER

PROJECT DATA	
GOVERNING AUTHORITY - WISCONSIN DEPT. OF COMMERCE SAFETY AND BUILDINGS DIVISION	INTERNATIONAL BUILDING CODE 2015
REFERENCE CODE	
CLASS OF CONSTRUCTION	B-B
OCCUPANCY CLASSIFICATION	BUSINESS (B), MERCANTILE (M), STORAGE (S-1)
LOCAL ZONING AUTHORITY	CITY OF STURGEON BAY
BUILDING SPRINKLED	YES
BUILDING AREA:	
FIRST FLOOR:	115,507 S.F.
TWO MEZZANINE:	1,211 S.F.
BACK-OF-HOUSE MEZZANINE:	723 S.F.
TOTAL BUILDING SQ. FT.:	117,441 S.F.

NOTE:
THE INTENT AND MEANING OF THE CONSTRUCTION DOCUMENTS IS THAT THE CONTRACTOR UNDER THE TERMS OF THE CONTRACT SHALL TAKE ALL ACTIONS NECESSARY AND REQUIRED TO PROVIDE ALL LABOR, MATERIALS, SUPPLIES, EQUIPMENT, TRANSPORTATION, FACILITIES AND APPURTENANCES WHICH ARE INDICATED OR REASONABLY IMPLIED BY EACH DRAWING AND EACH SECTION OF THE SPECIFICATIONS, ALL OF WHICH ARE COLLECTIVELY NECESSARY AND REQUIRED FOR THE CONSTRUCTION OF THE DESCRIBED STRUCTURES AND FACILITIES.

NOTE:
ALL TRADES SHALL CROSS REFERENCE ALL CONSTRUCTION DOCUMENTS FOR COORDINATION AND SCOPE OF WORK.

SHEET INDEX

C-S COVER SHEET

ARCHITECTURAL

- A-1.0 OVERALL FLOOR PLAN
- A-1.1 MAIN RETAIL BUILDING FLOOR PLAN
- A-1.2 MAIN RETAIL FLOOR PLAN - AREA A
- A-1.3 MAIN RETAIL FLOOR PLAN - AREA B
- A-1.4 MAIN RETAIL FLOOR PLAN - AREA C
- A-1.5 MAIN RETAIL FLOOR PLAN - AREA D
- A-1.6 EXTERIOR COVERED YARD FLOOR PLAN
- A-1.7 CANOPY & MEZZANINE PLANS
- A-2.0 SITE BUILDINGS
- A-2.1 SITE BUILDINGS
- A-2.2 ROOM SCHEDULE & WALL TYPES
- A-4.0 EXTERIOR BUILDING ELEVATIONS
- A-4.1 ELEVATION KEY NOTES
- A-5.1 BUILDING SECTIONS
- A-5.2 BUILDING SECTIONS
- A-6.1 WALL SECTIONS
- A-8.1 ROOF PLAN - MAIN RETAIL BUILDING
- A-8.2 ROOF PLAN - AUTO CENTER & COVERED YARD ENTRY
- A-10.0 3D PERSPECTIVES

STRUCTURAL

- S-0.1 GENERAL NOTES & SCHEDULES
- S-1.2 FOUNDATION PLAN - AREA A
- S-1.3 FOUNDATION PLAN - AREA B
- S-1.4 FOUNDATION PLAN - AREA C
- S-1.5 FOUNDATION PLAN - AREA D
- S-1.6 FOUNDATION PLAN - COVERED YARD AREA A
- S-1.7 FOUNDATION PLAN - COVERED YARD AREA D
- S-4.0 FOUNDATION DETAILS

CONSULTANTS

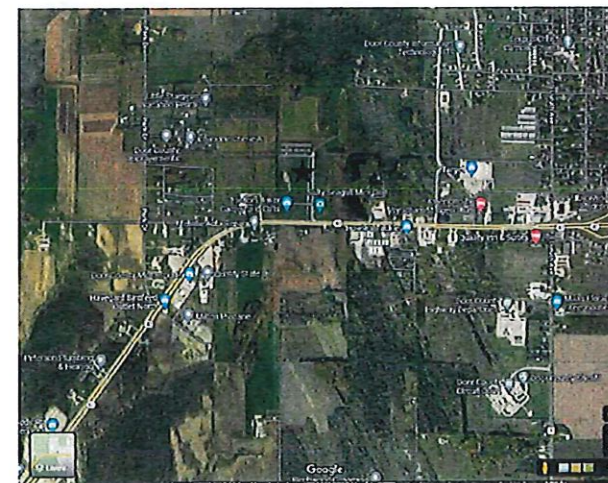
ARCHITECTURAL
GRIES ARCHITECTURAL GROUP, INC.
500 N. COMMERCIAL STREET
NEENAH, WI 54956
PH (920) 722-2445 FX (920) 722-6605
CONTACT: BRANNIN GRIES, AIA

CIVIL
RA SMITH
16745 WEST BLUEMOUND ROAD
BROOKFIELD, WI 53005-5938
PH (262) 781-1000 DIRECT (262) 317-3354
CONTACT: MATT KOCUREK, P.E.

STRUCTURAL ENGINEERING
REYN ENGINEERING
131 W. SEEBOTH, SUITE 220
MILWAUKEE, WI 53204
PH (920) 517-0164
CONTACT: TYLER MILLER, P.E.

PROJECT LOCATION

RACINE AVE & COLLEGE AVE
MUSKEGO, WISCONSIN



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FLEET FARM
STURGEON BAY, WISCONSIN

BID DOCUMENT SET (09-13-2022)

date: 10/26/2022

job: 22-113

d. by: DAN

rev: 1

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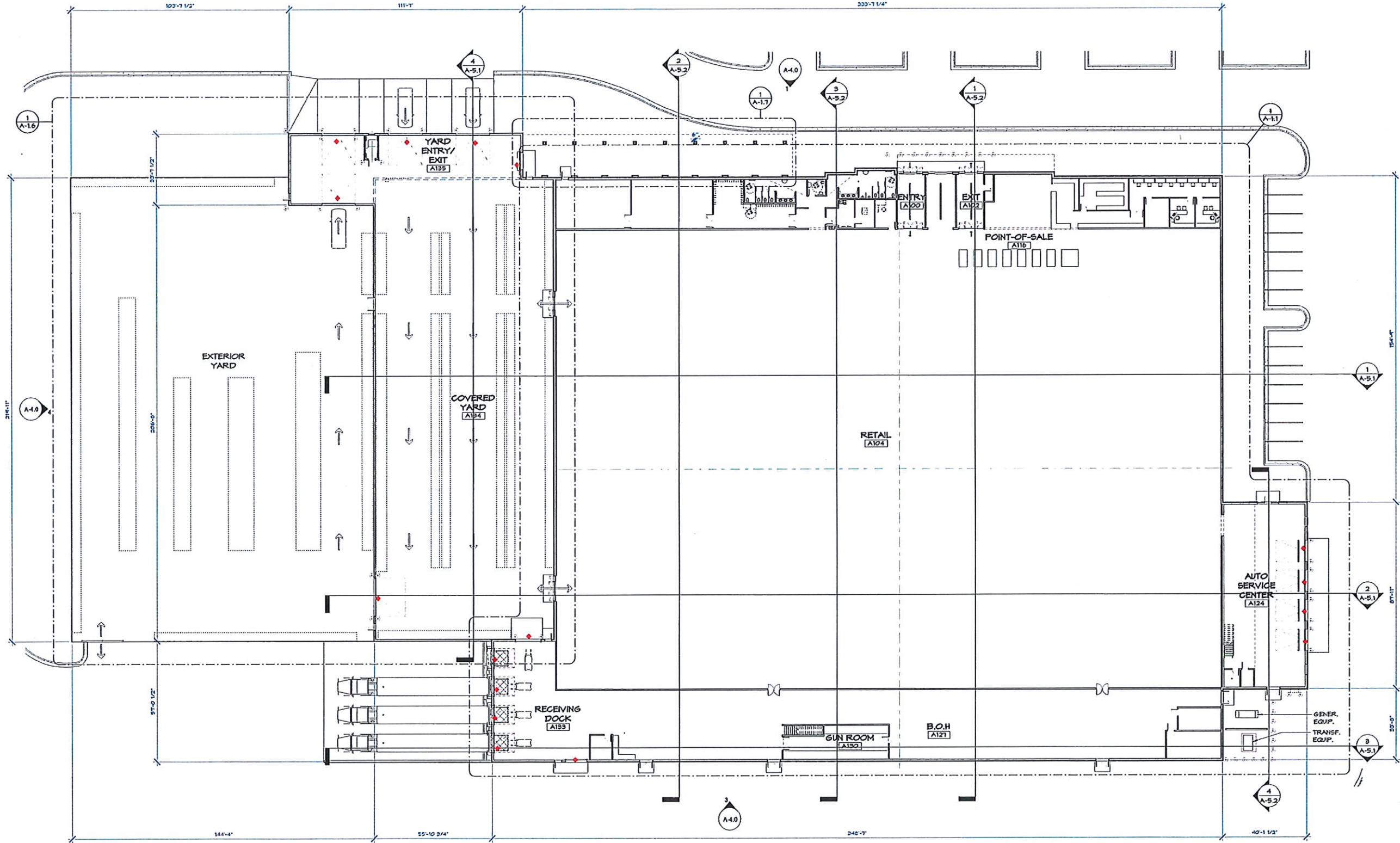
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1



DIMENSION NOTE:
ALL EXTERIOR WALL
DIMENSIONS ARE TO
EXTERIOR FACE OF
WALL GIRT, UNLESS
NOTED OTHERWISE, TYP.



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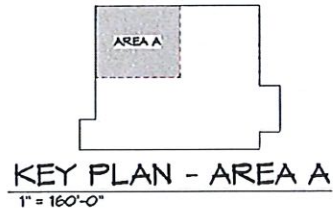
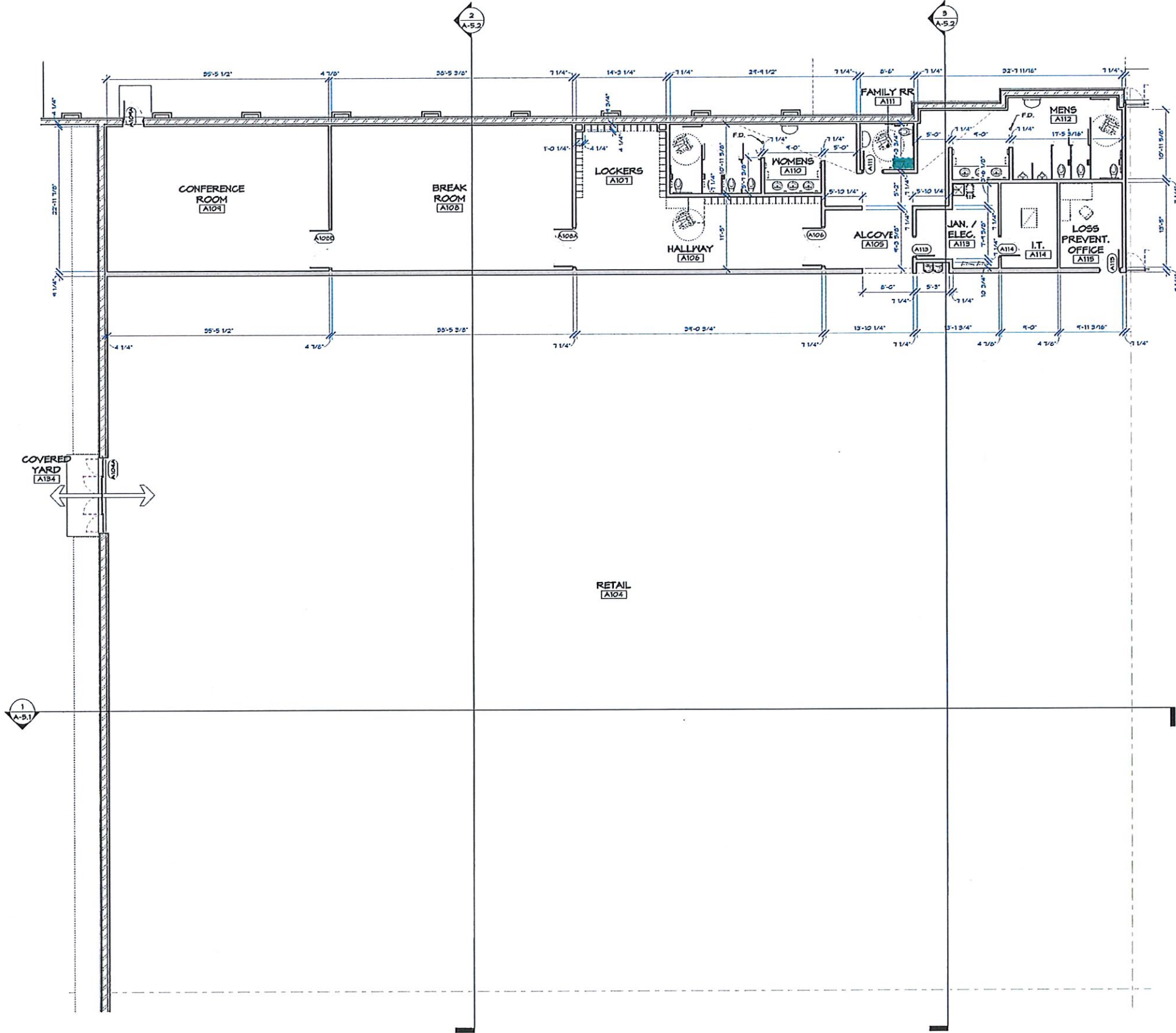
date: 10/26/2022
job: 22-113
d. by: DAH
rev.:
|||
|||

A-1.0



1
A-1.2
1/8" = 1'-0"

LEVEL 01 - MAIN RETAIL FLOOR PLAN - AREA A



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date: 10/26/2022
job: 22-113
d. by: DAK
rev.:

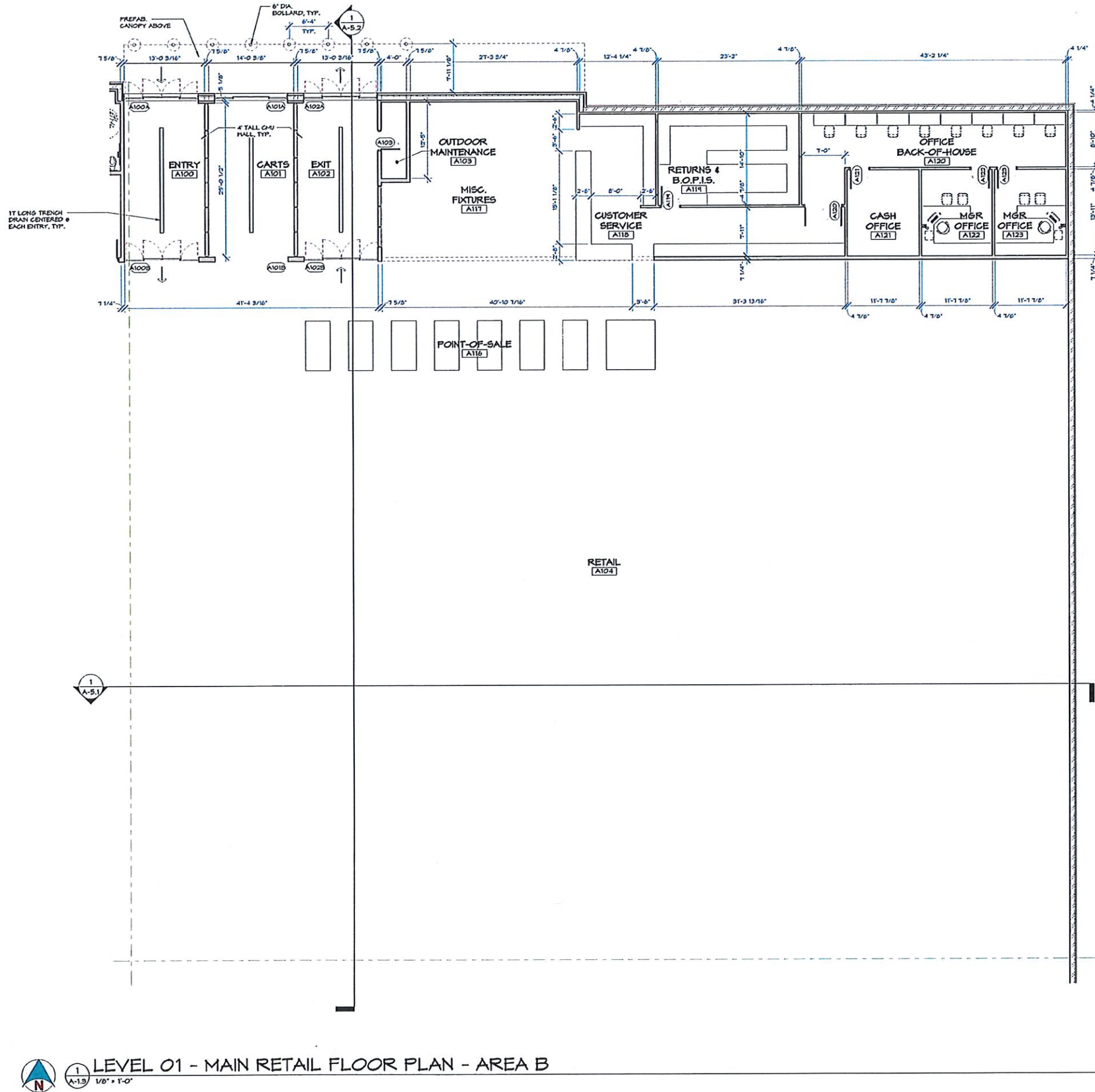
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KEY PLAN - AREA B
1" = 160'-0"

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|||

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www.griesarch.com

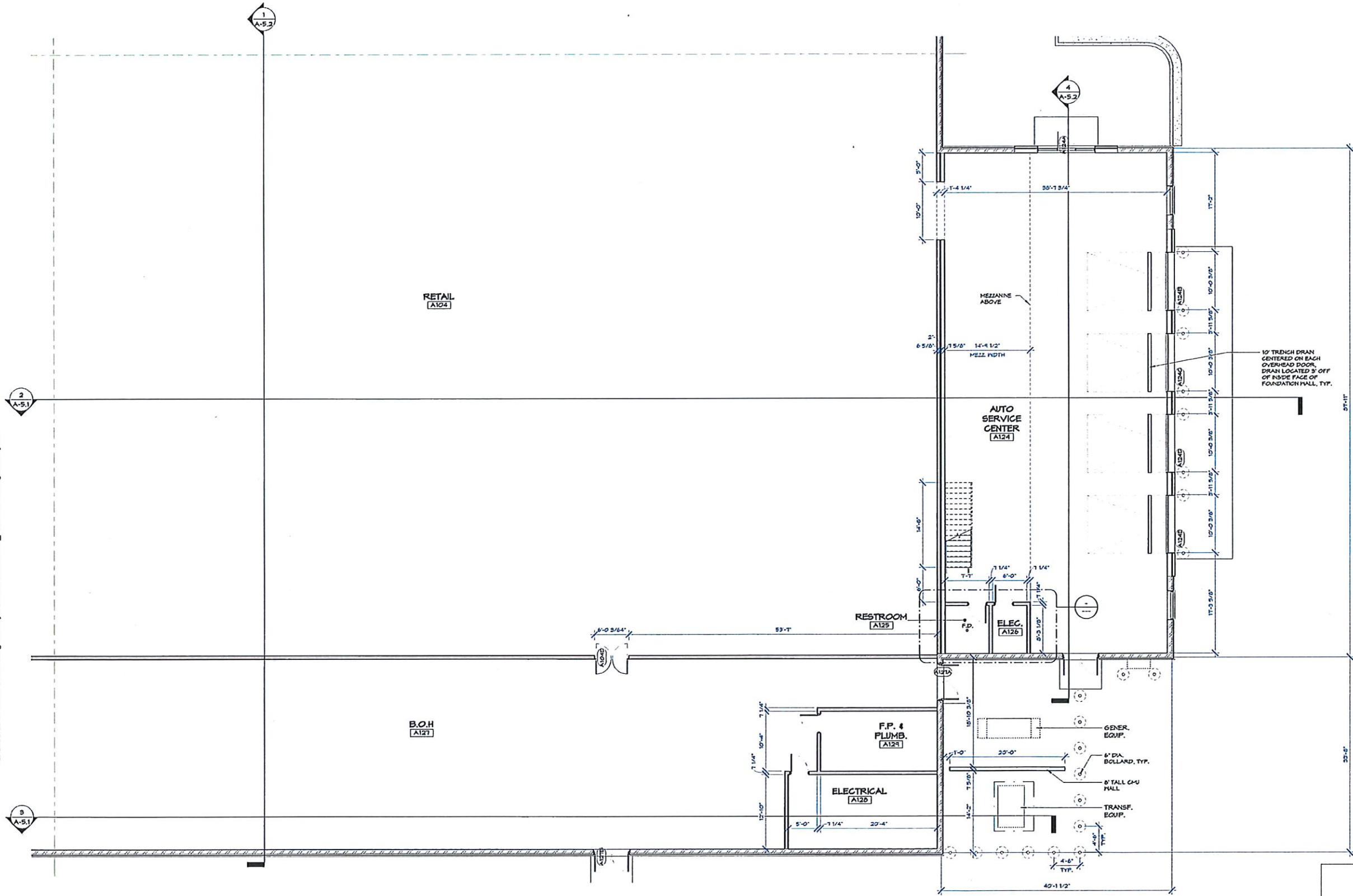
A-1.3



1
A-1.4

LEVEL 01 - MAIN RETAIL FLOOR PLAN - AREA C

1/8" = 1'-0"



KEY PLAN - AREA C
1" = 160'-0"

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date: 10/26/2022
job: 22-113
d. by: DAW
rev.:

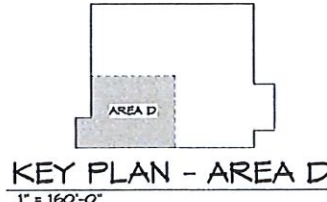
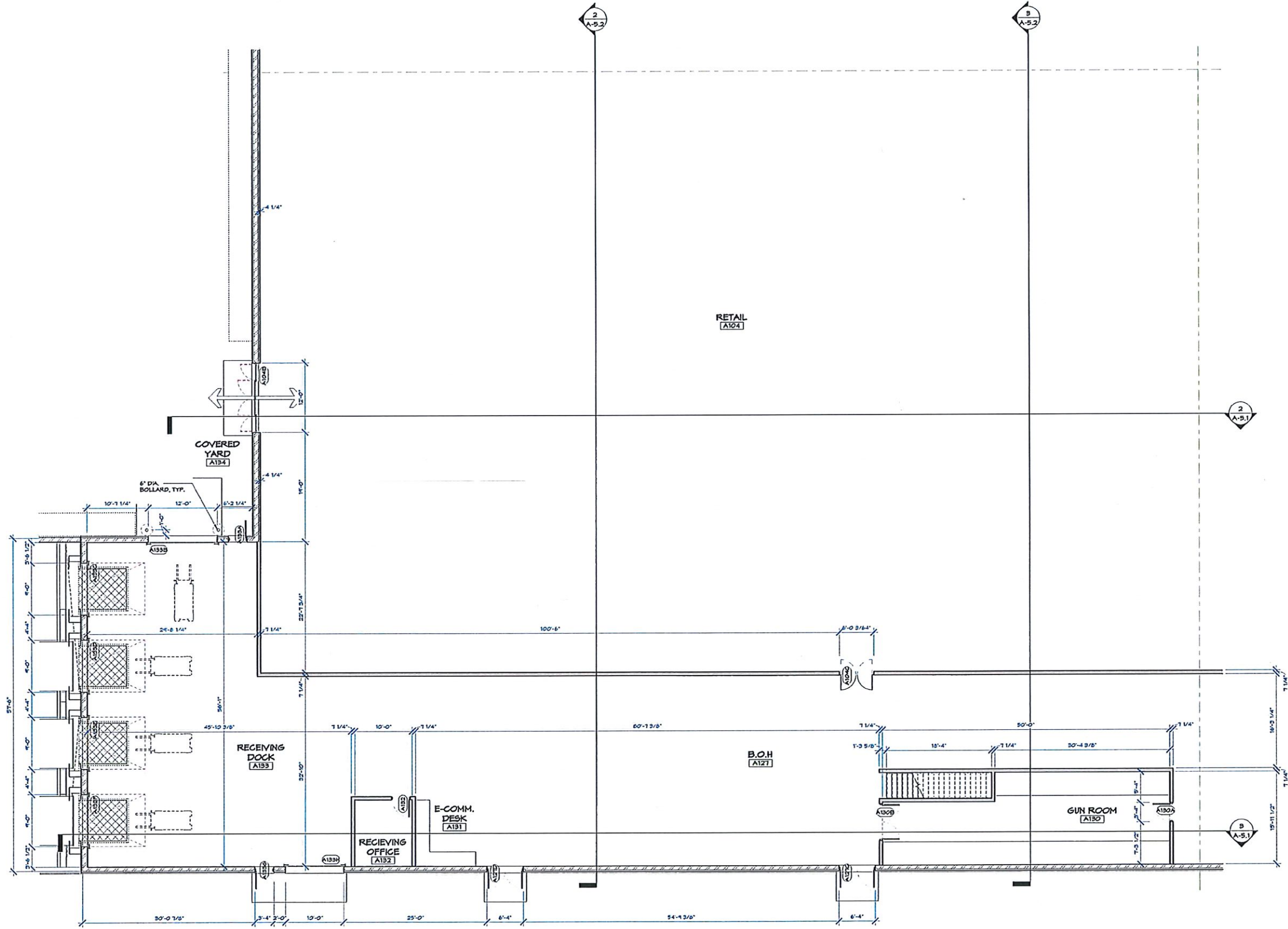
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100 North Commercial Street
Sturgeon Bay, WI 54245
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www.griesdesign.com



KEY PLAN - AREA D
1" = 160'-0"

1 LEVEL 01 - MAIN RETAIL FLOOR PLAN - AREA D
A-1.5 1/8" = 1'-0"

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date: 10/26/2022
job: 22-113
d. by: psh
rev.:
|||
|||

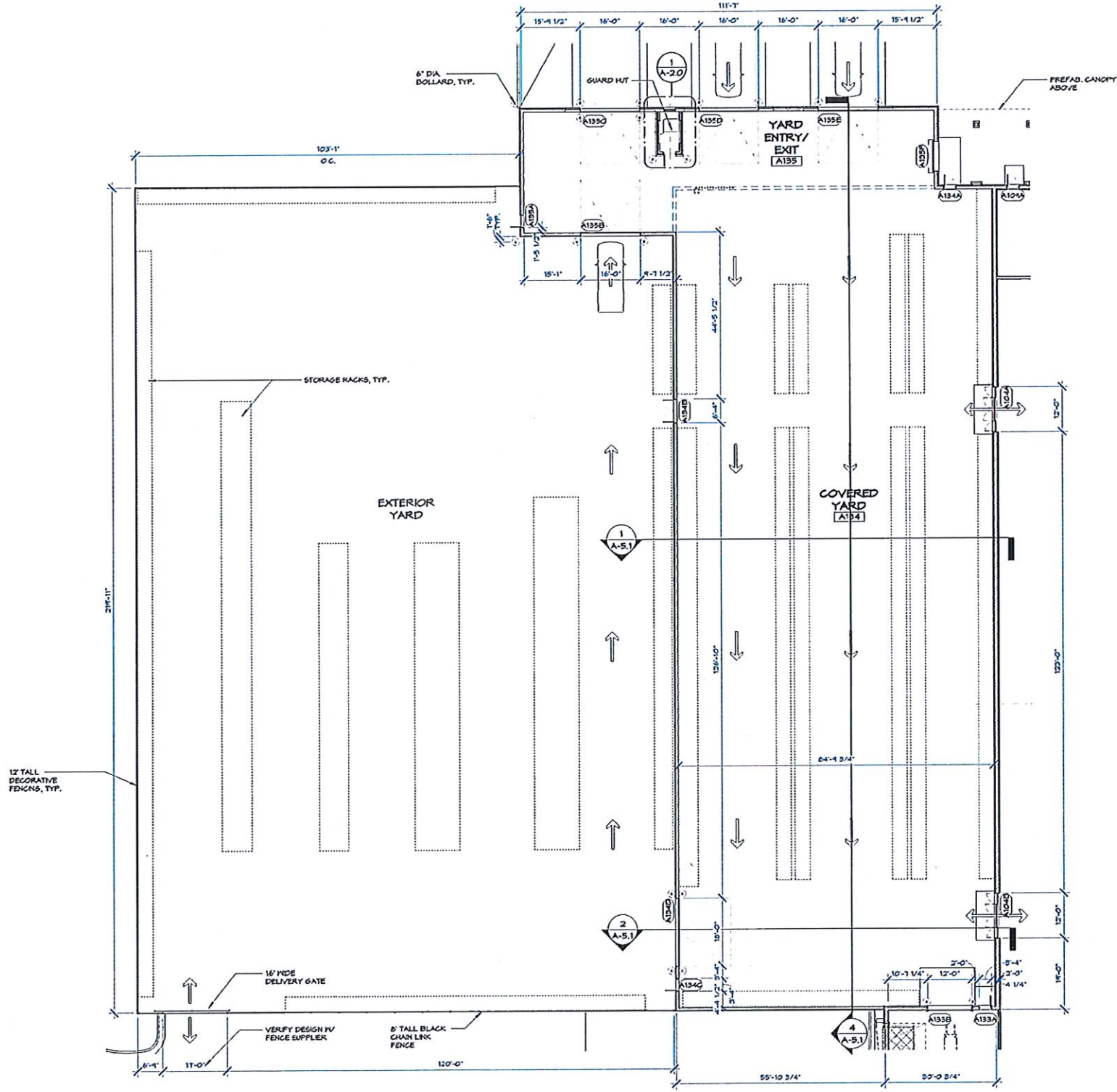
A-1.5

NEW CONSTRUCTION FOR:
FLEET FARM
STURGEON BAY, WISCONSIN



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Phone: 920.222.2445 Fax: 920.222.4445
www.griesarch.com



1
A-1.6
1/16" = 1'-0"

LEVEL 01 - EXTERIOR / COVERED YARD FLOOR PLAN

BID DOCUMENT SET (09-13-2022)

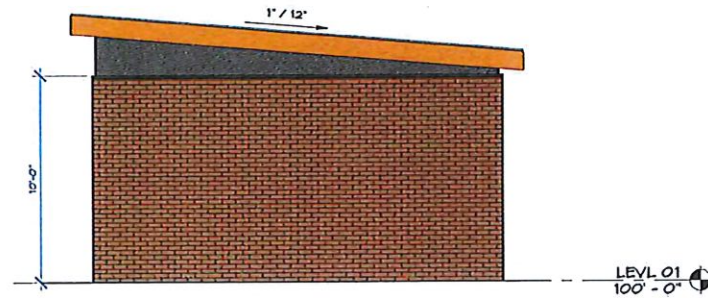
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d. by: DNH
rev: 1

A-1.6

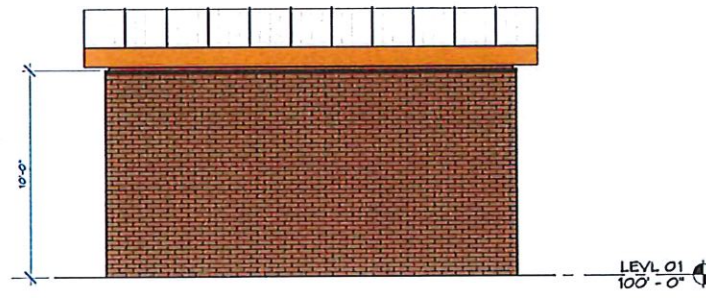
NEW CONSTRUCTION FOR:
FLEET FARM
STURGEON BAY, WISCONSIN



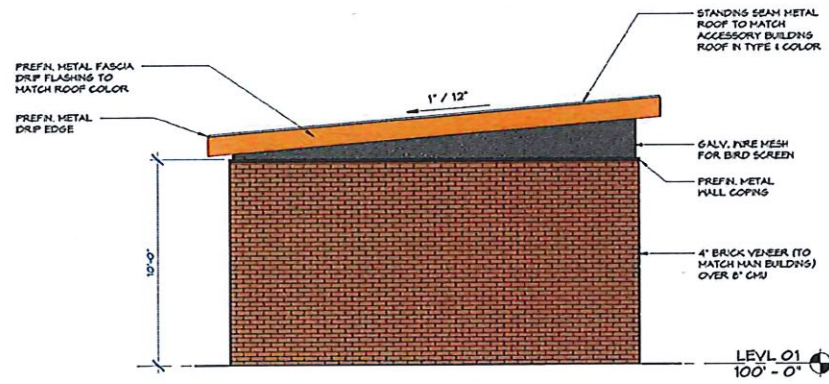
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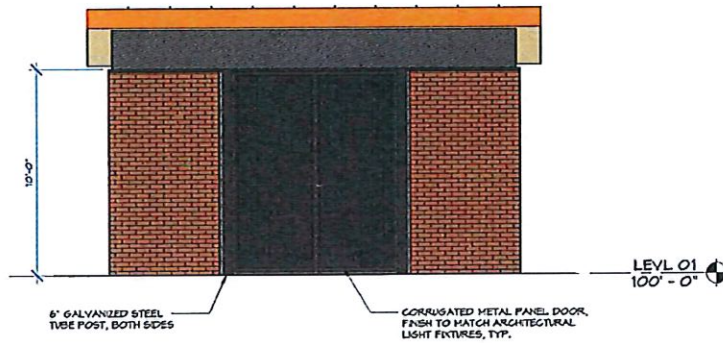
9 TIRE STOR. WEST
A-2.0 1/4" = 1'-0"



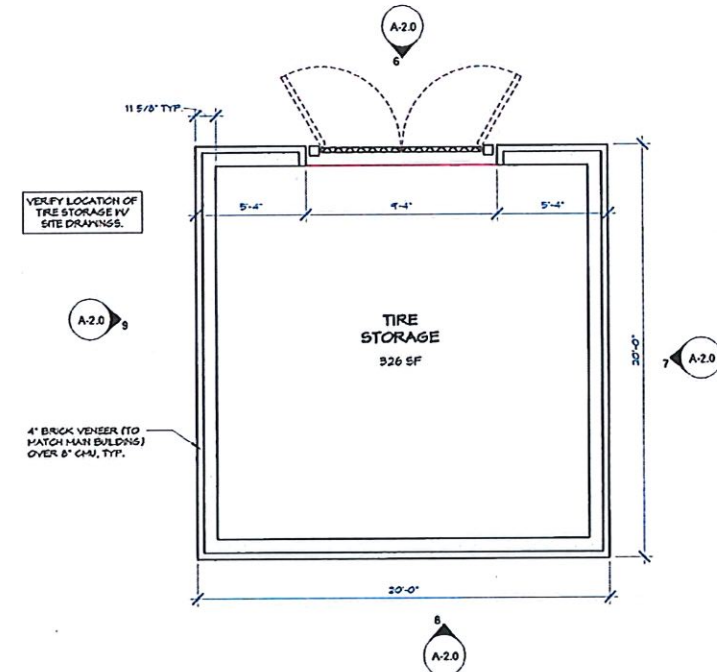
8 TIRE STO. SOUTH
A-2.0 1/4" = 1'-0"



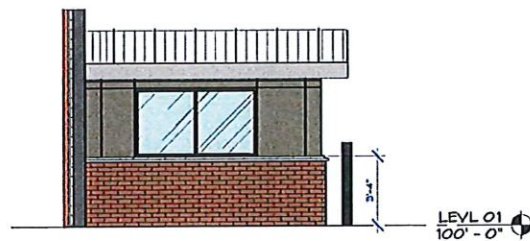
7 TIRE STO. EAST
A-2.0 1/4" = 1'-0"



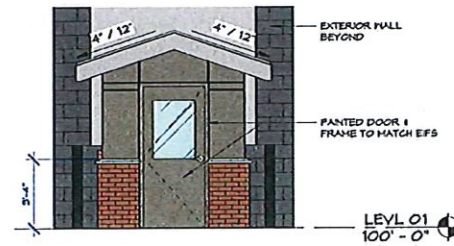
6 TIRE STO. NORTH
A-2.0 1/4" = 1'-0"



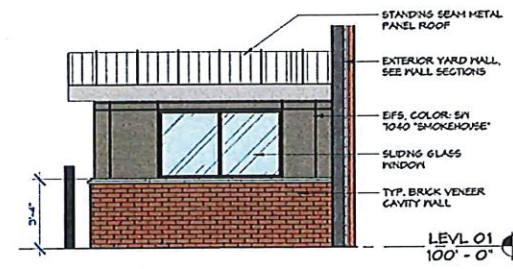
5 TIRE STORAGE PLAN
A-2.0 1/4" = 1'-0"



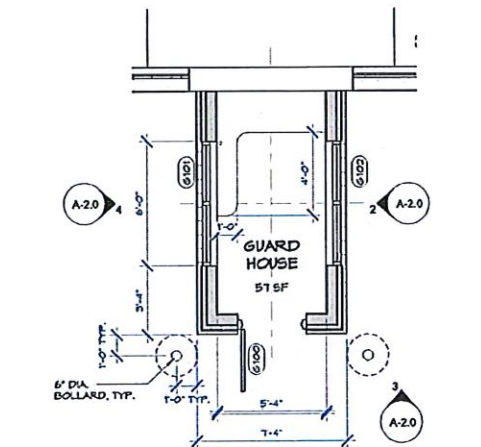
4 GUARD HOUSE WEST
A-2.0 1/4" = 1'-0"



3 GUARD HOUSE SOUTH
A-2.0 1/4" = 1'-0"



2 GUARD HOUSE EAST
A-2.0 1/4" = 1'-0"



1 GUARD HOUSE PLAN
A-2.0 1/4" = 1'-0"

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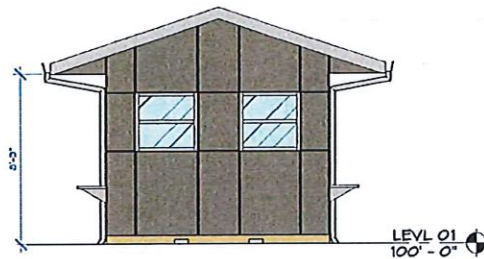
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STURGEON BAY, WISCONSIN

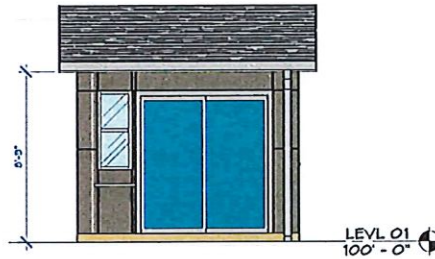


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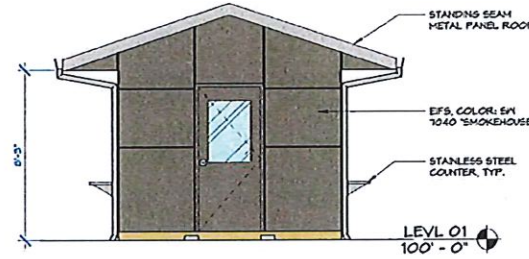
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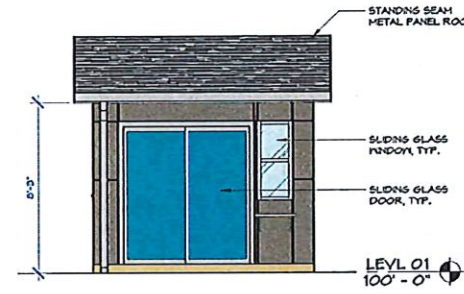
10 MOBILE SHED WEST
A-2.1 1/4" = 1'-0"



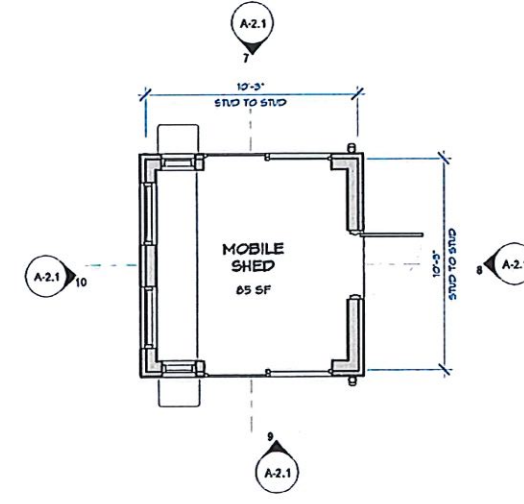
9 MOBILE SHED SOUTH
A-2.1 1/4" = 1'-0"



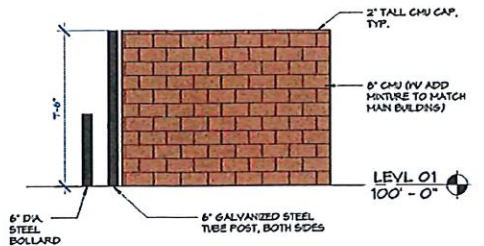
8 MOBILE SHED EAST
A-2.1 1/4" = 1'-0"



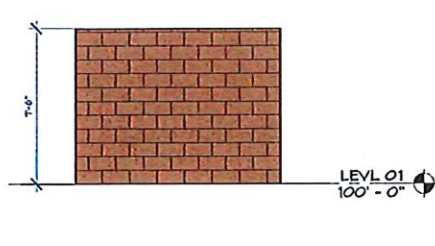
7 MOBILE SHED NORTH
A-2.1 1/4" = 1'-0"



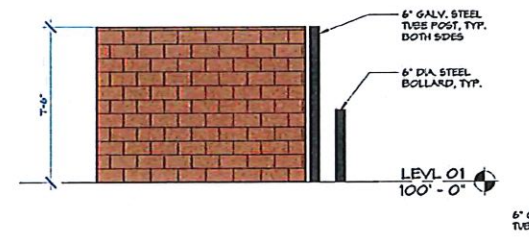
6 MOBILE SHED PLAN
A-2.1 1/4" = 1'-0"



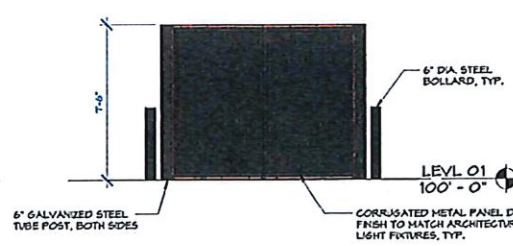
5 DUMPSTER WEST
A-2.1 1/4" = 1'-0"



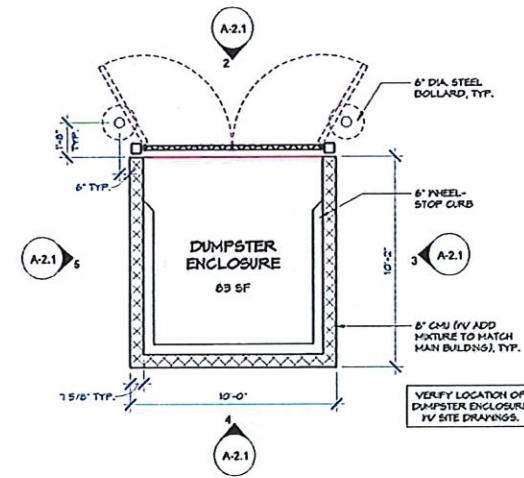
4 DUMPSTER SOUTH
A-2.1 1/4" = 1'-0"



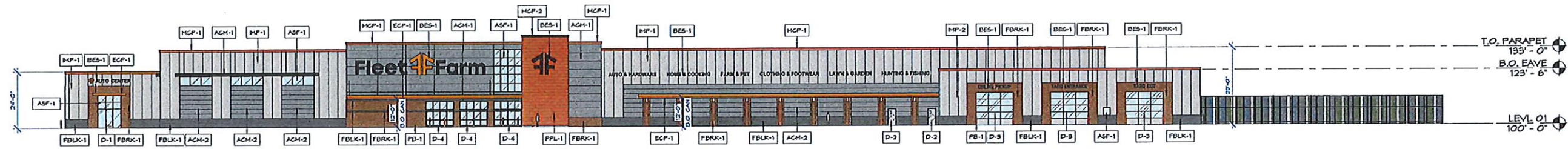
3 DUMPSTER EAST
A-2.1 1/4" = 1'-0"



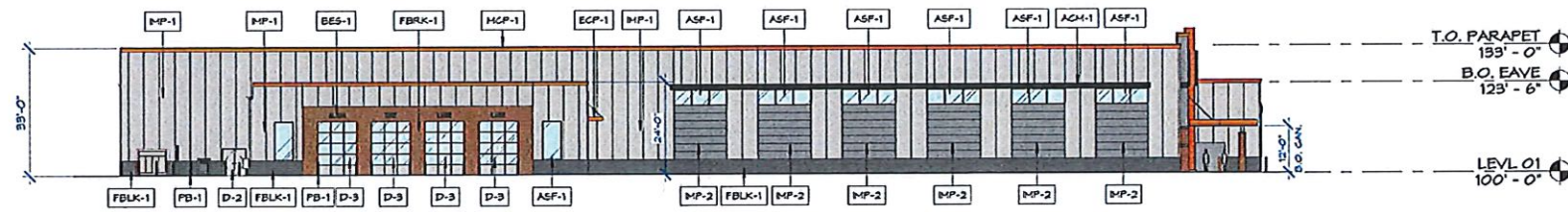
2 DUMPSTER NORTH
A-2.1 1/4" = 1'-0"



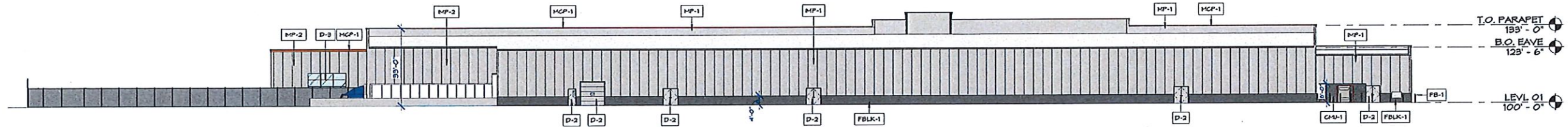
1 DUMPSTER ENCLOSURE PLAN
A-2.1 1/4" = 1'-0"



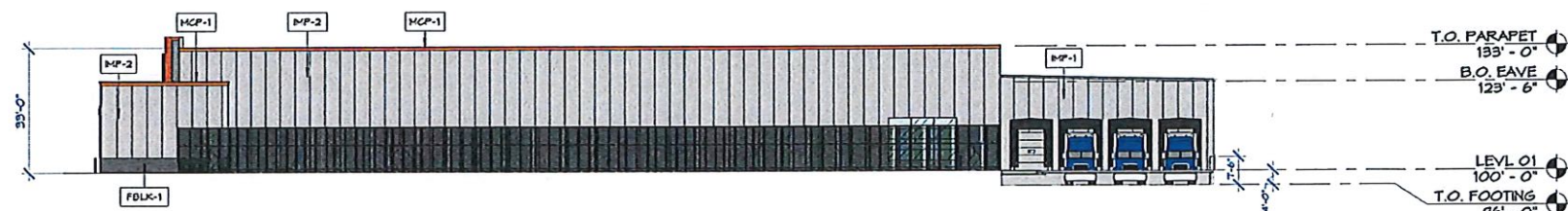
1 OVERALL - NORTH ELEVATION
A-4.0 3/64" = 1'-0"



2 OVERALL - EAST ELEVATION
A-4.0 3/64" = 1'-0"



3 OVERALL - SOUTH ELEVATION
A-4.0 3/64" = 1'-0"



4 OVERALL - WEST ELEVATION
A-4.0 3/64" = 1'-0"

REFER TO SHEET
A-4.1 FOR KEYED
ELEVATION NOTES



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NEW CONSTRUCTION FOR:
FLEET FARM
STURGEON BAY, WISCONSIN

BID DOCUMENT SET (09-13-2022)

date: 10/26/2022
job: 22-113
d. by: EAM
rev: _____

A-4.0

EXTERIOR FINISH KEY NOTES					
KEY NOTE	MATERIAL SUMMARY	KEY NOTE	MATERIAL SUMMARY	KEY NOTE	MATERIAL SUMMARY
FBLK-1	FACE BLOCKS (OUTER FACE ONLY) MANUFACTURER, COUNTY MATERIALS STYLE: COLOR, 4" THICK VENEER SURFACE, COLOR: NATURAL COLOR: T.B.D. INSTALLATION: FINISH BOND MATERIAL: COLOR, COLOR TO MATCH MASONRY, VENEER (SUPPLY SAMPLE OF MATCH) NOTE: ALL MASONRY SHALL BE CLEANED & SEALED	HCP-1	MTL. WALL CORNER BRITISH (PER-FINISHED) MTL. UN-GLAZ. FAC-GLAZ. OR EQUAL (LOCALLY SOURCED) STYLE: PREFINISHED MTL. CORNER SYSTEM FINISH: COLOR, COLOR, FLEET FARM ORANGE	FB-1	PIPE DOLLARS (IN PLACE ONLY) DOLLARS, ST. CONC. FILLED, REFER TO PLANS, NOTES, & DETAILS. PIPE: COLOR, T.B.D. COLOR: REFLECTIVE TYPE, UN-DOOR COLOR, T.B.D. MTL. REFLECTIVE STRIPS: COLOR, T.B.D.
FBRK-1	FACE BRICK (CONCRETE BRICKS) MANUFACTURER, COUNTY MATERIALS STYLE: COLOR, 4" THICK VENEER HERITAGE COLLECTION, CONCRETE TRIM-COLOR BRICKS COLOR: T.B.D. INSTALLATION: FINISH BOND MATERIAL: COLOR, COLOR TO MATCH MASONRY, VENEER (SUPPLY SAMPLE OF MATCH) NOTE: ALL MASONRY SHALL BE CLEANED & SEALED	HCP-2	MTL. WALL CORNER SYSTEM (PER-FINISHED) MTL. UN-GLAZ. FAC-GLAZ. OR EQUAL (LOCALLY SOURCED) STYLE: PREFINISHED MTL. CORNER SYSTEM FINISH: COLOR, COLOR, FLEET FARM BLACK	DLT-1	BUILDING LIGHTING (GALL-PANEL) MTL. 4" X 8" OR EQUAL STYLE: PREFERRED, PERFORM LED HALL SCENE 400K EXTERIOR HALL SCENE FINISH: COLOR, BLACK
CMU-1	CMU MANUFACTURER, COUNTY MATERIALS STYLE: COLOR, 8" SHOOT-OUT COLOR: T.B.D. INSTALLATION: FINISH BOND MATERIAL: COLOR, COLOR TO MATCH MASONRY, VENEER (SUPPLY SAMPLE OF MATCH) NOTE: ALL MASONRY SHALL BE CLEANED & SEALED	ASF-1	ALUMINUM STOREFRONT STRIPS MTL. KAYAKER TRIM 1/2" (BARS OF DESIGN) STYLE: 2" X 1/2" STOREFRONT FRAMING GLAZING: 1" INSULATED, REFER TO FRAME ELEVATIONS FINISH: COLOR, BLACK ANODIZED, CLASS 1	BES-1	BUILDING EXTERIOR BRICKS (BY OTHERS) (OTHERS) (BY OTHERS) MANUFACTURER, AS DIRECTED BY OWNER/OWNER'S FRANCHISE STYLE: TYPE, AS DIRECTED BY OWNER/OWNER'S FRANCHISE NOTE: CONTRACTOR TO PROVIDE REQUIRED BRICKING BLOCKS TO BE PAINTED, PER EXPOSURE TO MATCH WALL PANEL, COLOR, INSTALL ACCESS PANELS AT LOCATIONS WHERE NEEDED, REFER TO PLANS.
IMP-1	2" INSULATED METAL PANEL (H.F.A.) MTL. T.B.D. COLOR: T.B.D. (LIGHT GREY) SYSTEM/TYPE: - DRY JOINT SYSTEM IN EXTENSIONS TO MATCH PANELS (RAIN-SCREEN) LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS	D-1	ALUMINUM ENTRANCE (H.F.A.) MANUFACTURER, KAYAKER 150 OR EQUAL STYLE: REFER TO DOOR SCHEDULE (ELEVATIONS (MED. STYLE) GLAZING: 1" INSULATED, REFER TO DOOR ELEVATIONS FINISH: COLOR, BLACK ANODIZED, CLASS 1	SCP-1	EXTERIOR SCREENS MTL. WAFES OR EQUAL NOTE: CASES PRE-FABRICATED, REFER LHM DECK, ALUMINUM (NO HANGER RODS) (FASMA-1" 8" TO EXTENDED 1/2" (BARS OF DESIGN) (ALUMINUM) (RAIN DRAINAGE TO DOWN-SPOUT) FINISH: COLOR, 2 COAT KYNAR COLOR, T.B.D. (TO MATCH FLEET FARM ORANGE) LOCATION: EXTERIOR OR CANOPY NOTE: CANOPY TO HAVE EXT. LED SCOFFIT TYPE LIGHTS INSTALLED, REFER TO REF. CLG. PLAN 1 EXT. ELEV. FOR ADDL. INFO.
IMP-2	2" INSULATED METAL PANEL (H.F.A.) MTL. T.B.D. COLOR: T.B.D. (DARK GREY) SYSTEM/TYPE: - DRY JOINT SYSTEM IN EXTENSIONS TO MATCH PANELS (RAIN-SCREEN) LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS	D-2	BOLLARD METAL DOOR (H.F.A.) STYLE: HOLLOW METAL, PAINTED, REFER TO DOOR SCHED. 1 ELEV. LOCATION: EXTERIOR, REFER TO PLANS & ELEVATIONS		
PFL-1	CONCRETE PANEL GLAZING MTL. PHOTOLOG PANEL GLAZING COLOR: T.B.D. (ORANGE COLOR) LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS	D-3	CONCRETE DOOR (POLY-LITE (POLYCARBONATE) SECTIONAL) MANUFACTURER, RAYMOND OR EQUAL STYLE: POLY-LITE SECTIONAL DOOR GLAZING: INSULATED POLYCARBONATE PANELS, CLEAR FINISH: COLOR, CLEAR ANODIZED TRUCK STANDARDS AND AIR-LIFT TRUCK (VERIFY WITH FINAL CONST. CONDITIONS PRIOR TO ORDERING) OPERATION: AIR-LIFT		
ACH-1	ALUMINUM PANEL (ACH-1) MTL. ALPOLIC, 4" THICK COLOR: T.B.D. (DARK GREY COLOR) SYSTEM/TYPE: - DRY JOINT SYSTEM IN EXTENSIONS TO MATCH PANELS (RAIN-SCREEN) LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS	D-4	ALUMINUM BUILDING ENTRANCE DOOR MANUFACTURER, KAYAKER 150 OR EQUAL STYLE: REFER TO DOOR SCHEDULE (ELEVATIONS (MED. STYLE) GLAZING: 1" INSULATED, REFER TO DOOR ELEVATIONS FINISH: COLOR, BLACK ANODIZED, CLASS 1		
ACH-2	ALUMINUM PANEL (ACH-2) MTL. ALPOLIC, 4" THICK COLOR: T.B.D. (DARK GREY COLOR) SYSTEM/TYPE: - DRY JOINT SYSTEM IN EXTENSIONS TO MATCH PANELS (RAIN-SCREEN) LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS				
MP-1	METAL PANELS MTL. FINSTONE UNDO COLOR: T.B.D. (DARK GREY COLOR) SYSTEM/TYPE: T.B.D. LOCATION: BACKSIDE OF PARAPET				
MBP-1	METAL BUILDING PANELS MTL. BUILDING MTL. SUPPLIER COLOR: T.B.D. (DARK GREY COLOR) SYSTEM/TYPE: STANDARD MTL. BUILD. PANEL SYSTEM LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS				

CURTAIN WALL / STOREFRONT NOTES:

PROVIDE PREFINISHED ALUMINUM SLIP HEAD TO MATCH ALUMINUM STOREFRONT / CURTAIN WALL SYSTEM.
PROVIDE PREFINISHED EXTRUDED ALUMINUM - THERMALLY BROKEN SILL FLASHING WITH END DRAWS. INSTALL WITH A POSITIVE SLOPE AWAY FROM INTERIOR AND SET IN SEALANT AND INSTALL PER MANUFACTURER'S WRITTEN SPECIFICATIONS.
PROVIDE ALL SHIMS, SEALANT & BACKER ROD PER MANUFACTURER'S SPECIFICATIONS.

CONTROL JOINT NOTES:

PROVIDE MASONRY CONTROL JOINTS AS RECOMMENDED BY MASONRY CONTRACTOR AND BLOCK SUPPLIER. CONTROL JOINTS NOT TO EXCEED 30'-0" MAX AND 20'-0" MIN.
ALL CONTROL JOINT LAYOUTS TO BE REVIEWED BY ARCHITECT/ENGINEER AT TIME OF CONSTRUCTION / SHOP DRAWINGS SUBMITTAL.
ALL ELEVATIONS AND LAYOUT ARE BASED ON STANDARD MODULAR BLOCK SIZES. CONTRACTOR RESPONSIBLE FOR ANY ADJUSTMENTS IN SIZES REQUIRED IF THEY CHANGE MATERIAL SIZES.

NOTE:

MASONRY PRICE TO SEALING OF BRICK & GRAFFITI GUARD. APPLIED BY MASON CONTRACTOR.

WEATHERING FASTENER NOTE:

FASTEN ALL WOOD-BASED PANELS TO COLD-FORM FRAMING IN SELF-TAPPING CORROSION RESISTANT SCREWS, PNEUMATICALLY DRIVEN (FNS FOR WOOD-BASED PANEL ATTACHMENT WILL NOT BE ACCEPTED).

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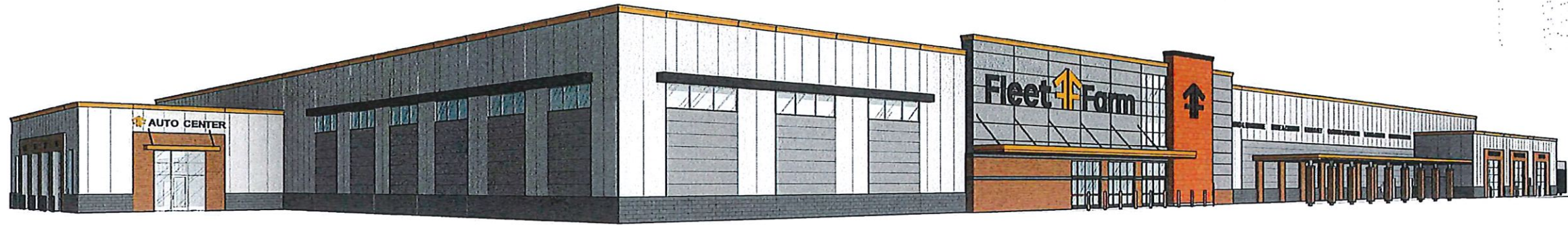
NEW CONSTRUCTION FOR:
FLEET FARM
STURGEON BAY, WISCONSIN



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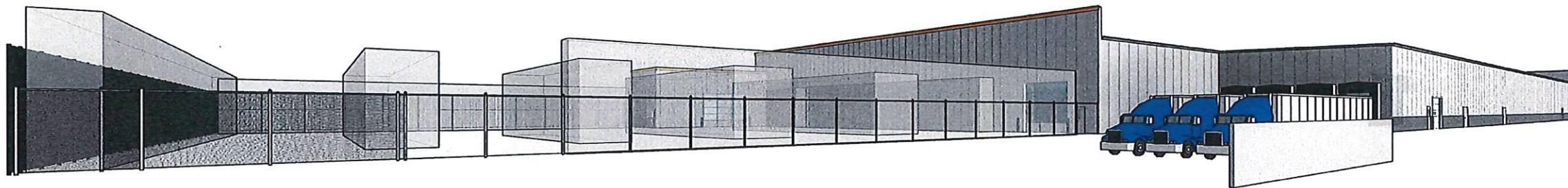
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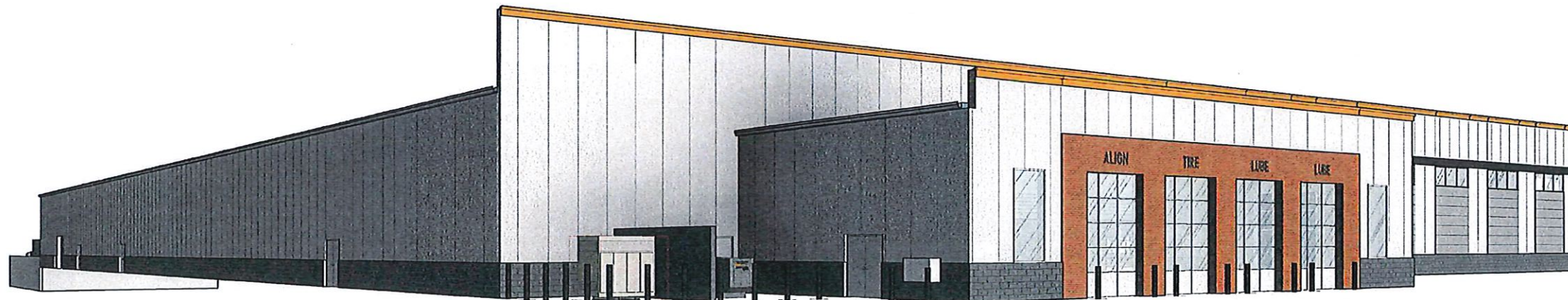
1 NORTH-EAST CORNER OVERALL PERSPECTIVE
A-10.0



2 NORTH-WEST CORNER OVERALL PERSPECTIVE
A-10.0



3 SOUTH-WEST CORNER OVERALL PERSPECTIVE
A-10.0



4 SOUTH-EAST CORNER OVERALL PERSPECTIVE
A-10.0



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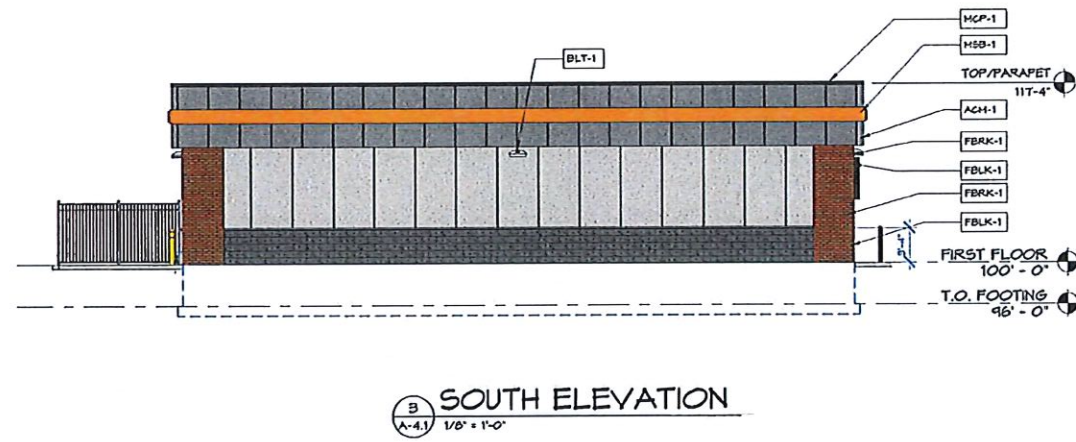
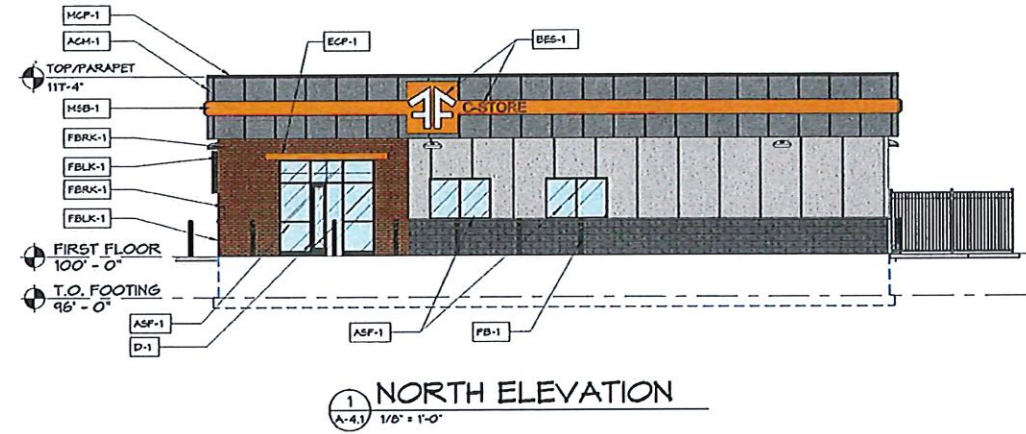
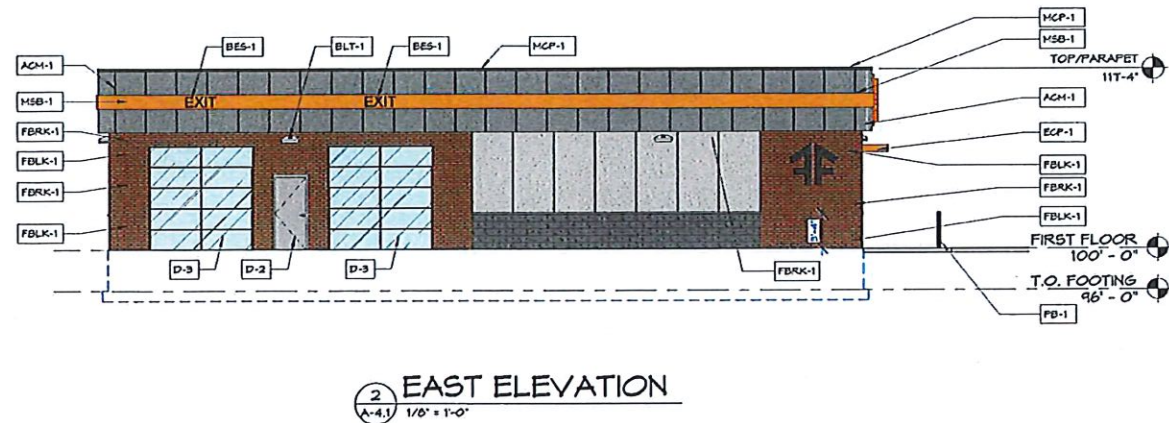


NEW CONSTRUCTION FOR:
FLEET FARM
STURGEON BAY, WISCONSIN

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date: 10/26/2022
job: 22-113
d. by: PAH
rev.:

A-10.0



EXTERIOR FINISH KEY NOTES					
KEY NOTE	MATERIAL SUMMARY		KEY NOTE	MATERIAL SUMMARY	
FBLK-1	FACE BLOCK MOUNTAGE BRUSH MANUFACTURE, COUNTY MATERIALS STYLE/COLOR: 4" THX VENEER BRUT PAGE COLOR INTERAL COLOR/BLEND T.B.D. INSTALLATION: RUNNING RING MATERIALS: COLOR, COLOR TO MATCH MASONRY-VENIFY (SUPPLY SAMPLE OF MATCH) NOTE: ALL MASONRY SHALL BE CLEARED & SEALED	HGP-1	VOL WALL CORNER SYSTEM (PREFINISHED) VENEER WALL GLASS, FAC GLASS, OR EQUAL (LOCALLY SOURCED) STYLE: PREFINISHED HTL CORNS SYSTEM FINISHES: COLOR, FLEET FAIRY BLACK	PB-1	PIPE DOLLARS (POLY-ETHYLENE) ROLLABLE, 9" LENS, FLUOR, REFER TO PLANS, NOTES, & DETAILS C/LG COLOR: HTL T.B.D. SOURCE: REFLECTIVE TYPE HANCOCK COLOR T.B.D. FTH (3) REFLECTIVE STRIPES COLOR T.B.D.
FBRK-1	FACE BRICK (CONCRETE BRICK) MANUFACTURE, COUNTY MATERIALS STYLE/COLOR: 4" THX VENEER HEATFASS COLLECTION (CONCRETE 4"-THU-COLOR BRICK, 8"Z COLOR T.B.D. INSTALLATION: RUNNING RING MATERIALS: COLOR, COLOR TO MATCH MASONRY-VENIFY (SUPPLY SAMPLE OF MATCH) NOTE: ALL MASONRY SHALL BE CLEARED & SEALED	ASF-1	ALUMINUM SLOPE/SIDE FRONT ELEVATIONS HTL KAYEEN TRIFAS 431T (BASE OF DESIGN) STYLE: P.V.4 YZF 8100-FRONT FRAMING GLASS: 1" INSULATED, REFER TO FRAME ELEVATIONS FINISHES: BLACK ANODIZED, GLASS I	BLT-1	DOLLAR LIGHTING (FULL-PANEL) HTL, 6" WOOD ON EQUAL STYLE/DESCRIPTION: FULL-PANEL LED PANEL SOURCE ADOOK EXTERIOR WALL SOURCE FINISHES: BLACK
ACH-1	ALUMINUM PANEL (GLASS) TYPE: ALUPVC, 4MM THICK COLOR: T.B.D. (DARK GRAY COLOR) STRUCTURE: 1" DRIFT JOINT SYSTEM BY OTHER'S ONE TO MATCH PANELS (BRAIN SCANNED) LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS	D-1	ALUMINUM ENTRANCE IV PANEL SLABING MANUFACTURE: HANDED 750 ON EQUAL STYLE: REFER TO DOOR SCHEDULE & ELEVATIONS (RED STYLE) GLASS: 1" INSULATED, REFER TO DOOR ELEVATIONS FINISHES: BLACK ANODIZED, GLASS I	BES-1	DOLLAR PORTION SUMMER (BY OTHER'S OTHERS WITH VENDOR) MANUFACTURE: AS DIRECTED BY OWNER/OWNER'S FRANCHISE STYLE/TYPE: AS DIRECTED BY OTHER/OTHERS FRANCHISE POWER REQUIREMENTS: POWER IS REQUIRED, REFER TO SIGN VENDOR ELECTRICAL DRAWINGS & COORDINATE WITH TENANT AND SURNAME VENDOR NOTE: CONTRACTOR TO PROVIDE REQUIRED BUCKLES (BUCKLES TO BE PAINTED, WHERE EXPOSED, TO MATCH WALL PANEL COLOR) INSTALL ACCESS PANELS AT LOCATIONS (WHERE NEEDED), REFER TO PLANS
HSE-1	METAL SHEET ROOFING TYPE: T.B.D. - SURNAME VENDOR COLOR: T.B.D. (CRANK TO MATCH FLEET FAIRY CRANKS) STRUCTURE: BY SURNAME VENDOR LOCATION: EXTERIOR WALLS, REFER TO PLANS & ELEVATIONS	D-2	HOLLOW METAL DOOR (HML) STYLE: HOLLOW METAL, PAINTED, REFER TO DOOR SCHED & ELEV. LOCATION: EXTERIOR, REFER TO PLANS & ELEVATIONS		OVERHEAD DOOR POLY-LITE (POLYCARBONATE SECTION) MANUFACTURE: RATHON OR EQUAL STYLE: POLY-LITE SECTIONAL DOOR GLASS: INSULATED POLYCARBONATE PANELS, CLEAR FINISHES: CLEAR ANODIZED TRACK: STANDARD AIR LIFT TRACK INDEX BY FTH FIRST, CONDITIONS PRIOR TO ORDERING OPERATION: AIR LIFT
ECP-1	EXTENSION CANOPY TYPE: HATES ON EQUAL FINISHES: PRE-FABRICATED, RUBBER UNDERLAY, ALUMINUM, NO JANE DR. DRILL, PASCA-B STN. ENTRANCE 3" STYLE DIA. 120" THE ALUMINUM NEAR DRUMMAIS TO DOWNPOST FINISHES: 3" GRAFT KOTAK COLOR T.B.D. (TO MATCH FLEET FAIRY CRANKS) LOCATION: EXTERIOR CANOPY NOTE: CANOPY TO HAVE EXT. LED SPOT TYPE LIGHTING INSTALLED, REFER TO REEL. CLG. PLAN & EXT. ELEV. FOR ADD'L INFO.	D-3	OVERHEAD DOOR POLY-LITE (POLYCARBONATE SECTION) MANUFACTURE: RATHON OR EQUAL STYLE: POLY-LITE SECTIONAL DOOR GLASS: INSULATED POLYCARBONATE PANELS, CLEAR FINISHES: CLEAR ANODIZED TRACK: STANDARD AIR LIFT TRACK INDEX BY FTH FIRST, CONDITIONS PRIOR TO ORDERING OPERATION: AIR LIFT		

CURTAIN WALL STOREFRONT NOTES:

PROVIDE PREFINISHED ALUMINUM SLIP HEAD TO MATCH ALUMINUM STOREFRONT/ CURTAIN WALL SYSTEM.

PROVIDE PREFINISHED EXTRUDED ALUMINUM- THERMALLY BROKEN SLIP FLASHING WITH END DAMS. INSTALL WITH A POSITIVE SLOPE AWAY FROM INTERIOR AND SET IN SEALANT AND SITUATION PER MANUFACTURER'S WRITTEN SPECIFICATIONS.

PROVIDE ALL SHIMS, SEALANT & BACKER ROD PER MANUFACTURER'S SPECIFICATIONS.

CONTROL JOINT NOTES:

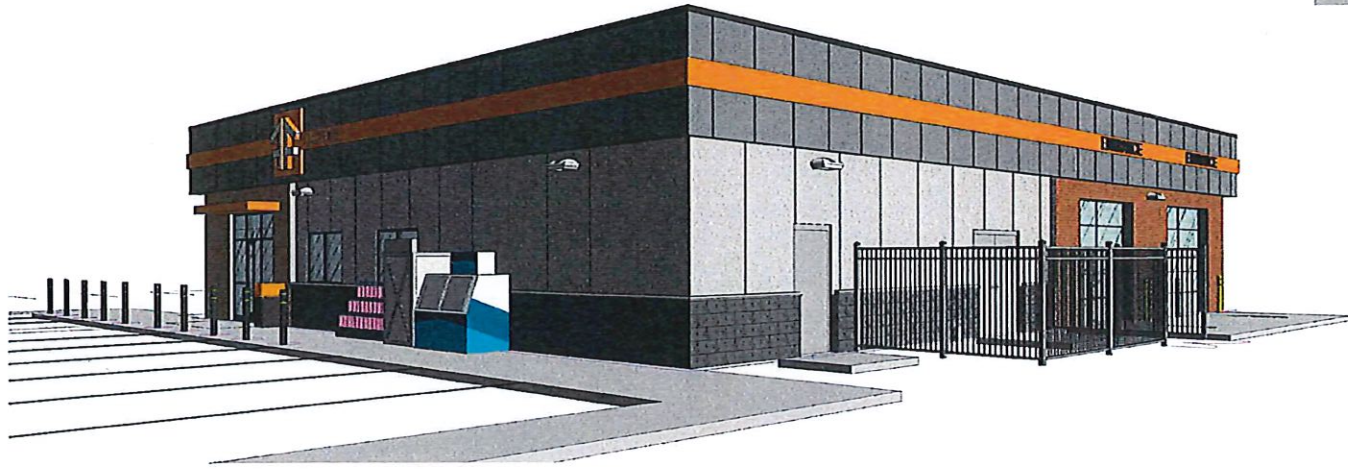
PROVIDE MASONRY CONTROL JOINTS AS RECOMMENDED BY MASONRY CONTRACTOR AND BLOCK SUPPLIER. CONTROL JOINTS NOT TO EXCEED 30'-0" MAX AND 20'-0" MIN.

ALL CONTROL JOINT LOCATIONS TO BE REVIEWED BY ARCHITECT/ENGINEER AT THE OF CONSTRUCTION/SHOP DRAWING SUBMITTAL.

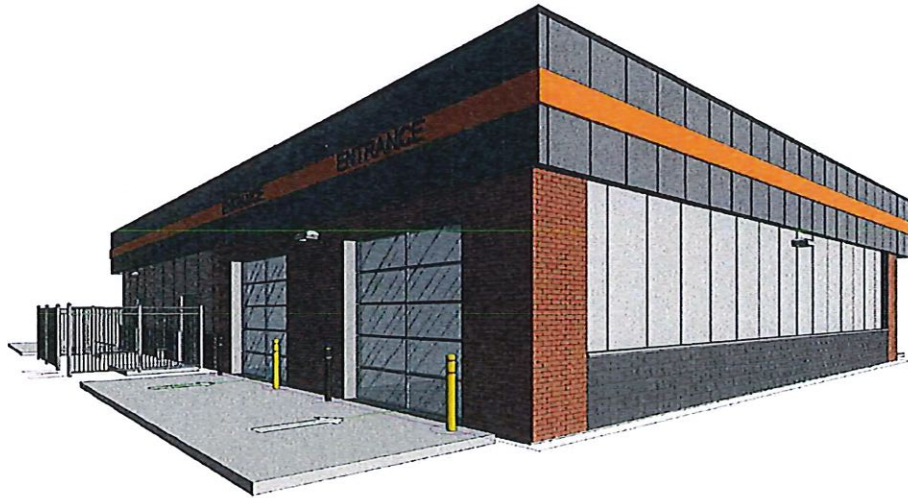
ALL ELEVATIONS AND LAYOUT ARE BASE ON STANDARD HUMAN BLOCK SIZES. CONTRACTOR RESPONSIBLE FOR ANY ADJUSTMENTS IN SIZES REQUIRED IF THEY CHANGE MATERIAL SIZES.

NOTE:
MASONRY PRIZE TO SEALING OF BRICK & GRAFFITI
GUARD. APPLIED BY MASON CONTRACTOR

SHEATHING FASTENER NOTE:
FASTEN ALL WOOD-BASED PANELS TO COLD-FORM FRAMING W/ SELF-TAPPING CORROSION RESISTANT SCREWS. PNEUMATICALLY DRIVEN PINS FOR WOOD-BASED PANEL ATTACHMENT WILL NOT BE ACCEPTED.



EXTERIOR- 3D VIEW- NORTHWEST CORNER



EXTERIOR- 3D VIEW- SOUTHWEST CORNER



EXTERIOR- 3D VIEW- NORTHEAST CORNER



EXTERIOR- 3D VIEW- SOUTHEAST CORNER

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LOCATION NUMBER:

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Fleet4Farm®

EXTERIOR SIGNAGE

Green Bay Road
Sturgeon Bay, WI 54235

Menard Ohio 44060

1

CHACOUNTS/FLEET FARM, LOCATIONS:2022/WI18251_Sturgeon Bay,
18251 Sturgeon Bay, Exterior Signage P1.pdf

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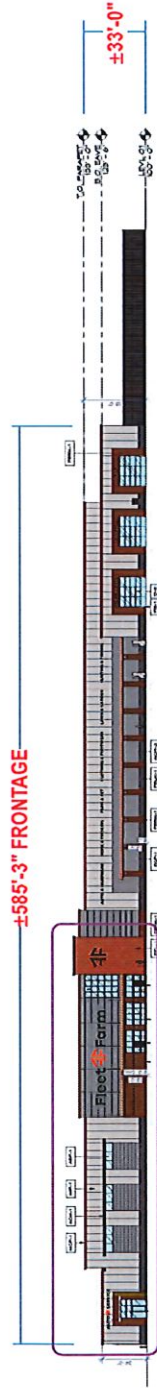
NORTH (Storefront) ELEVATION

Scale: AS NOTED



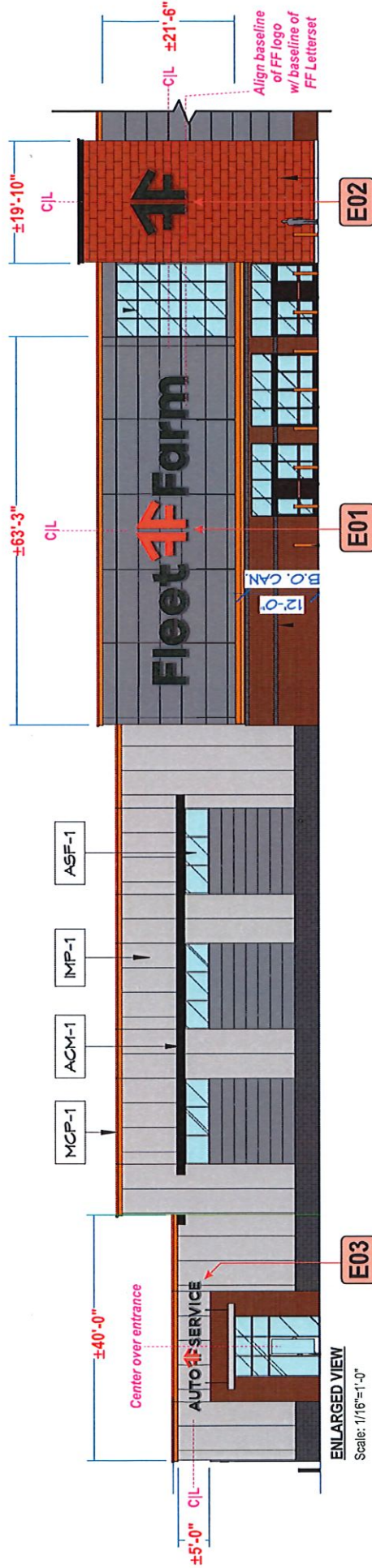
ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN

±585'-3" FRONTAGE



FULL ELEVATION

Scale: 1/64"=1'-0"



ENLARGED VIEW

Scale: 1/16"=1'-0"

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CLIENT: **Fleet4Farm**

PAGE NO. 7

ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

ORDER NUMBER: 1185473

PROJECT NUMBER: 85723

SITE NUMBER: 18251

PROJECT MANAGER: JASYN PECKHAM

ELECTRONIC FILE NAME:
CHACOUNTSFLEET FARM LOCATIONS2022WIN18251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdr

Rev. #	Req. #	Date/Artist	Description	Rev. #	Req. #	Date/Artist	Description
Original	00322	11/15/22 JT					
Rev 1	48176	12/02/22 PH					

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E05



±585'-3" FRONTAGE



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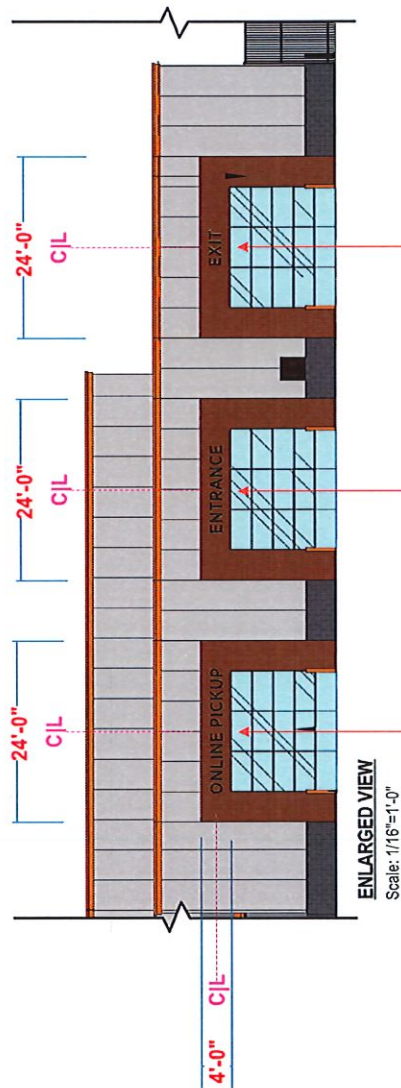
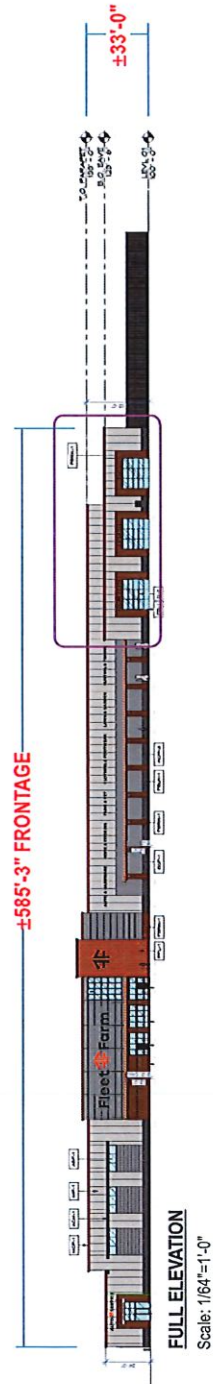
NORTH (Storefront) ELEVATION

Scale: AS NOTED

E06



ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN



E06.1

E06.2

E06.3

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Mentor, Ohio 44060

CLIENT: **Fleet Farm**
ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

PAGE NO. 9

ORDER NUMBER: 1185473
PROJECT NUMBER: 85723
SITE NUMBER: 18251
PROJECT MANAGER: JASYN PECKHAM
ELECTRONIC FILE NAME: CHACOUNTS\PELET FARM LOCATIONS\2022\118251_Surgeon Bay\18251_Surgeon Bay_Extorior Signage R1.cdr

Rev #	Req #	Date/Artist	Description
Original	40732	11/15/22 JT	
Rev 1	40976	12/08/22 PJ	

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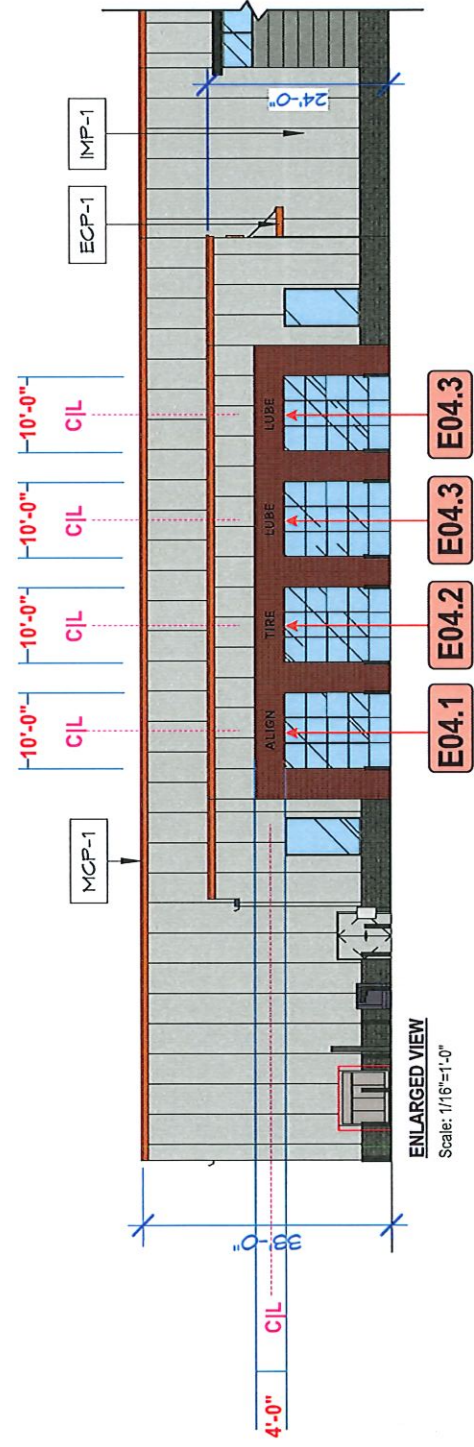
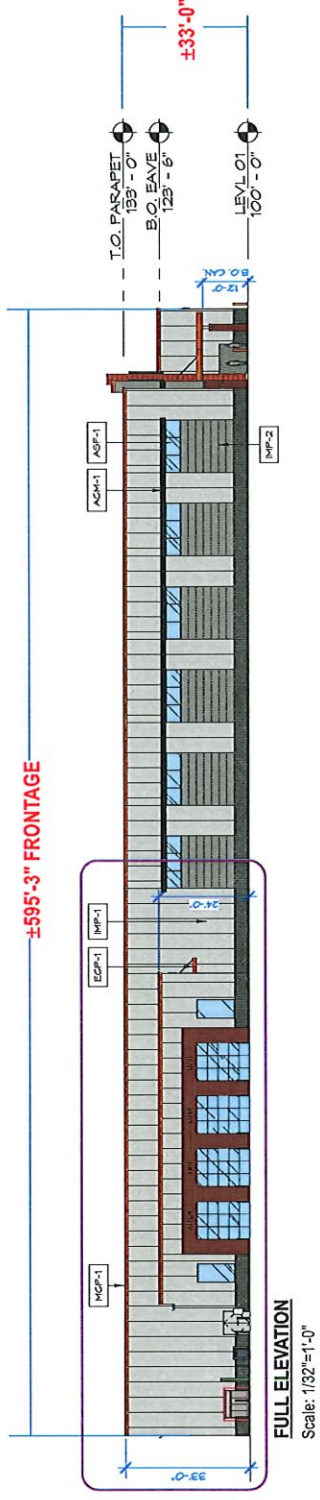
EAST ELEVATION

Scale: AS NOTED

E04



ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN



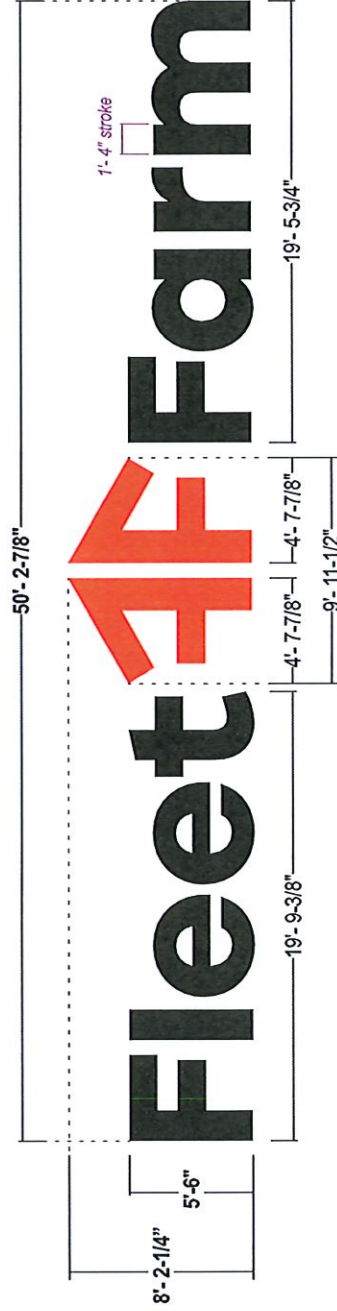
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Mentor, Ohio 44260
888.503.1569

CLIENT: **Fleet4Farm**
ADDRESS: Green Bay Road
Surgeon Bay, WI 54235
PAGE NO.: 10

ORDER NUMBER: 1185473
SITE NUMBER: 18251
PROJECT NUMBER: 85723
PROJECT MANAGER: JASYN PECKHAM
ELECTRONIC FILE NAME: CHACOUNTSFLEET FARM LOCATIONS2022\118251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdr

Rev #	Req #	Date/Artist	Description	Rev #	Req #	Date/Artist	Description
Original	00732	11/15/22 JT					
Rev 1	00976	12/02/22 PJ					

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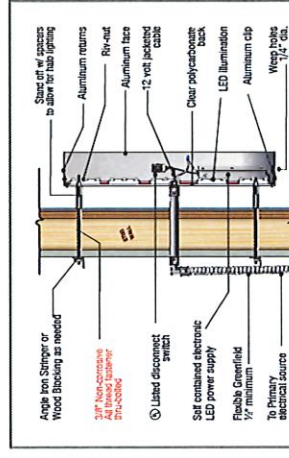


- | | |
|-------------------|--|
| FACES: | .125 alum. - Copy painted Black & Logo painted Orange |
| RETURNS: | 3" deep .090 alum. welded to faces - all welds to be sanded smooth;
Copy painted Black & Logo painted Orange |
| BACKS: | 1/4" clear polycarbonate |
| ILLUM.: | White LED's as required by manufacturer;
<i>Power supplies to be SELF CONTAINED</i> |
| WALL TYPE: | Not provided at this time |
| INSTALL: | 1-1/2" stand off from wall surface to allow for halo lighting;
Thru bolted using all thread into blocking as required;
12" standard length of threaded rod will be supplied unless otherwise noted; 3/8" threaded rod into blocking or Stratus approved equivalent; Spacers to be provided and painted to match building |
| QUANTITY: | (1) ONE Letterset required for NORTH elevation |


COLOR PALETTE

	LETTER FACES/RETURNS: Black
	LOGO FACES/RETURNS: Pantone 165 Orange
	SPACERS: Paint match to be provided

All paint finishes to be Satin



**HALO LIT REVERSE CHANNEL
SELF CONTAINED - GENERIC**

CLIENT:	Fleet  Farm		ORDER NUMBER:	1185473	PROJECT NUMBER:	85723
ADDRESS:	Green Bay Road Sturgeon Bay, WI 54235		PAGE NO.:	11	PROJECT MANAGER:	JASYN PECKHAM
			ELECTRONIC FILE NAME: G:\ACCOUNTS\FLEET FARM_LOCATIONS\3022W118251_Sturgeon Bay\118251_Sturgeon Bay_Extorior Signage R1.cdr			

Rev #	Req #	Date/Artist	Description	Rev #	Req #	Date/Artist	Description
Original	407522	11/15/22 JT					
Rev 1	409776	12/09/22 PV					

This sheet has been prepared by the
Stratus In-house Engineering Dept.
 By _____ Date _____
 Checked _____
 Approved _____
 Released _____

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HALO LIT REVERSE CHANNEL LETTERS

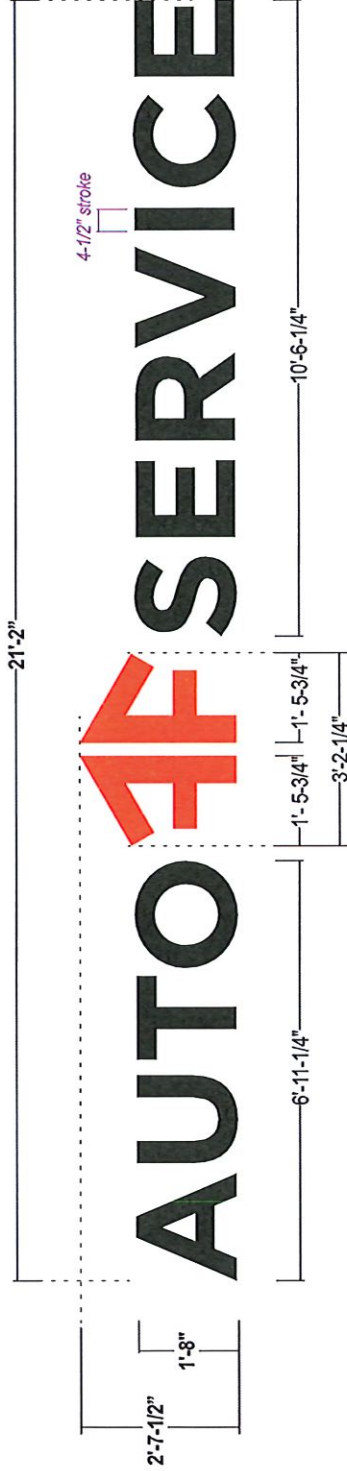
FF-RCL-AS-20-B

ARTWORK RECREATED BY STRATUS:
CUSTOMER TO SUPPLY FINAL ARTWORK FOR PRODUCTION
OR APPROVAL OF SHOWN REQUIRED

ALL SIGN SIZES HAVE BEEN CALCULATED OFF
ARCHITECTURAL PRINTS AS SHOWN

Scale: 1/2" = 1'-0"

55.3 square feet



- FACES:** .090 alum. - Copy painted Black & Logo painted Orange
- RETURNS:** 3" deep .063 alum. welded to faces - all welds to be sanded smooth;
Copy painted Black & Logo painted Orange
- BACKS:** 1/4" clear polycarbonate
- ILLUM.:** White LED's as required by manufacturer;
Power supplies to be remotely located
- WALL TYPE:** Not provided at this time
- INSTALL:** 1-1/2" stand off from wall surface to allow for halo lighting;
Thru bolted using all thread into blocking as required;
12" standard length of threaded rod will be supplied unless
otherwise noted; 3/8" threaded rod into blocking or Stratus approved
equivalent; Spacers to be provided and painted to match building
- QUANTITY:** (1) ONE Letterset required for NORTH elevation



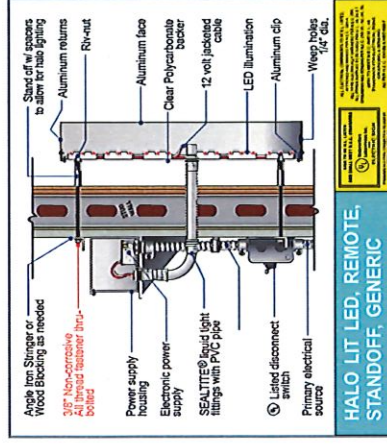
COLOR PALETTE

LETTER FACES/RETURNS:
Black

LOGO FACES/RETURNS:
Pantone 165 Orange

SPACERS:
Paint match to be provided

All paint finishes to be Satin



Simulated Night View



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CLIENT: **Fleet 4 Farm**

PAGE NO. 13

ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

ORDER NUMBER: 1185473

PROJECT NUMBER: 85723

SITE NUMBER: 18251

PROJECT MANAGER: JASYN PECKHAM

ELECTRONIC FILE NAME:
G:\ACCOUNTS\FLEET FARM LOCATIONS\2022\W18251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdr

Rev #	Rev #	Date/Artist	Description
Original	40732	11/15/22 JT	
Rev 1	40976	12/02/22 PY	

Rev #	Rev #	Date/Artist	Description

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FLAT CUT OUT LETTERS

Scale: 1/2"=1'-0"

17.7 TOTAL square feet

ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN

E04.1

ALIGN

FF-FCO-ALGN-16-B

7 square feet

Qty: 1

E04.2

TIRE

FF-FCO-TIRE-16-B

5 square feet

Qty: 1

E04.3

LUBE

FF-FCO-LUBE-16-B

5.7 square feet

Qty: 2

LETTERS: 1/2" flat cut out aluminum painted black - All exposed sides;

Font: **Gotham Narrow Bold**

WALL TYPE: Not provided at this time

INSTALL: Letters drilled and tapped to accept studs for flush mounting;
All penetrations filled with silicone

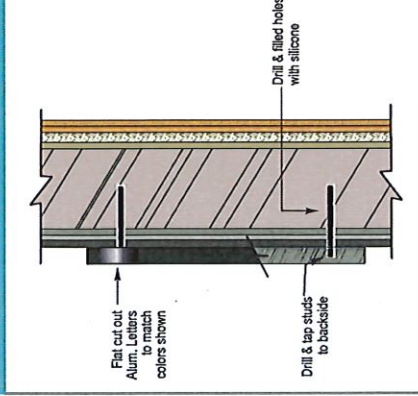
QUANTITY: Qtls of each as noted for EAST elevation

COLOR PALETTE



All paint finishes to be Satin

FLAT CUT-OUT LETTERS - STUD MOUNTED FLUSH



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CLIENT:

Fleet4Farm

ADDRESS:

Green Bay Road
Surgeon Bay, WI 54235

PAGE NO.:

14

ORDER NUMBER:

1185473

SITE NUMBER:

18251

ELECTRONIC FILE NAME:

CSACCOUNTSFLEET FARM LOCATIONS2022WIN18251_Surgeon Bay/
18251_Surgeon Bay_Exterior Signage R1.cdr

PROJECT NUMBER:

85723

PROJECT MANAGER:

JASYN PECKHAM

Rev. #

Original 07/22

Rev 1 08/18

Rev. #

Original 07/22

Rev 1 08/18

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FLAT CUT OUT LETTERS

Scale: 3/16"=1'-0"

166.3 TOTAL square feet

E05.1

1-5" HUNTING & FISHING

FF-FCO-HF-17-B
29.5 square feet

E05.2

1-5" LAWN & GARDEN

FF-FCO-LG-17-B
25.5 square feet

E05.3

1-5" CLOTHING & FOOTWEAR

FF-FCO-CF-17-B
37.1 square feet

E05.4

1-5" FARM & PET

FF-FCO-FP-17-B
17.5 square feet

E05.5

1-5" HOME & COOKING

FF-FCO-HC-17-B
26.8 square feet

E05.6

1-5" AUTO & HARDWARE

FF-FCO-AH-17-B
29.9 square feet

ALL SIGN SIZES HAVE BEEN CALCULATED OFF
ARCHITECTURAL PRINTS AS SHOWN

LETTERS: 1/2" flat cut out aluminum painted black - All exposed sides;

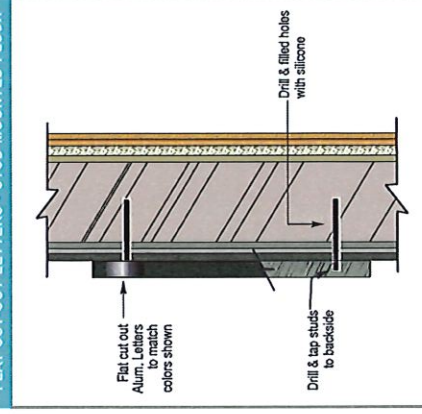
Font: **Gotham Bold**

WALL TYPE: Not provided at this time

INSTALL: Letters drilled and tapped to accept studs for flush mounting;
All penetrations filled with silicone

QUANTITY: (1) ONE of each as shown for NORTH elevation

FLAT CUT-OUT LETTERS - STUD MOUNTED FLUSH



COLOR PALETTE

Black
All paint finishes to be Satin

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CLIENT: **Fleet Farm**

ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

PAGE NO. 15

ORDER NUMBER: 1185473
PROJECT NUMBER: 85723
SITE NUMBER: 18251
PROJECT MANAGER: JASYN PECKHAM
ELECTRONIC FILE NAME: CHACOUNTSPLEET FARM LOCATIONS2022W118251_Surgeon Bay
18251_Surgeon Bay_Exterior Signage R1.cdr

Rev #	Rev #	Date/Artist	Description	Rev #	Rev #	Date/Artist	Description
Original	40732	11/15/22 JT					
Rev 1	40976	12/05/22 PJ					

This drawing has been prepared by the
Stratus In-House Engineering Dept.
By: _____ Date: _____
Reviewed: _____
Approved: _____
Scale: _____
Notes: _____

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FLAT CUT OUT LETTERS

ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN

54.7 TOTAL square feet

E06

Scale: 3/8"=1'-0"

E06.1

4'-7-5/8"
EXIT
1'-8"

FF-FCO-EXT-20-B

7.7 square feet

E06.2

11'-7"
ENTRANCE
1'-8"

FF-FCO-ENT-20-B

19.3 square feet

E06.3

16'-7-5/8"
ONLINE PICKUP
1'-8"

FF-FCO-OP-20-B

27.7 square feet

LETTERS: 1/2" flat cut out aluminum painted black - All exposed sides;

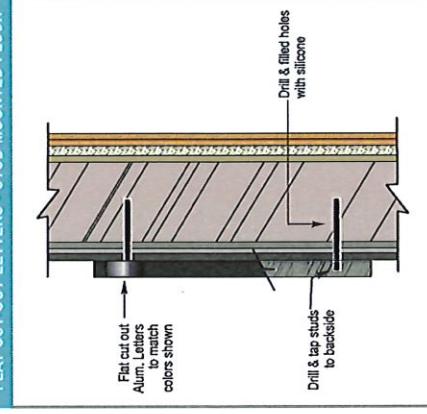
Font: **Gotham Narrow Bold**

WALL TYPE: Not provided at this time

INSTALL: Letters drilled and tapped to accept studs for flush mounting;
All penetrations filled with silicone

QUANTITY: (1) ONE of each as shown for NORTH elevation

FLAT CUT-OUT LETTERS - STUD MOUNTED FLUSH



COLOR PALETTE

Black

All paint finishes to be Satin

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CLIENT:

Fleet4Farm

ADDRESS:

Green Bay Road
Surgeon Bay, WI 54235

PAGE NO.:

16

ORDER NUMBER:

1185473

SITE NUMBER:

18251

PROJECT NUMBER:

85723

PROJECT MANAGER:

JASYN PECKHAM

Rev # | Req # | Date/Artist | Description

Original | 40732 | 11/15/22 JT

Rev 1 | 40976 | 12/05/22 PM

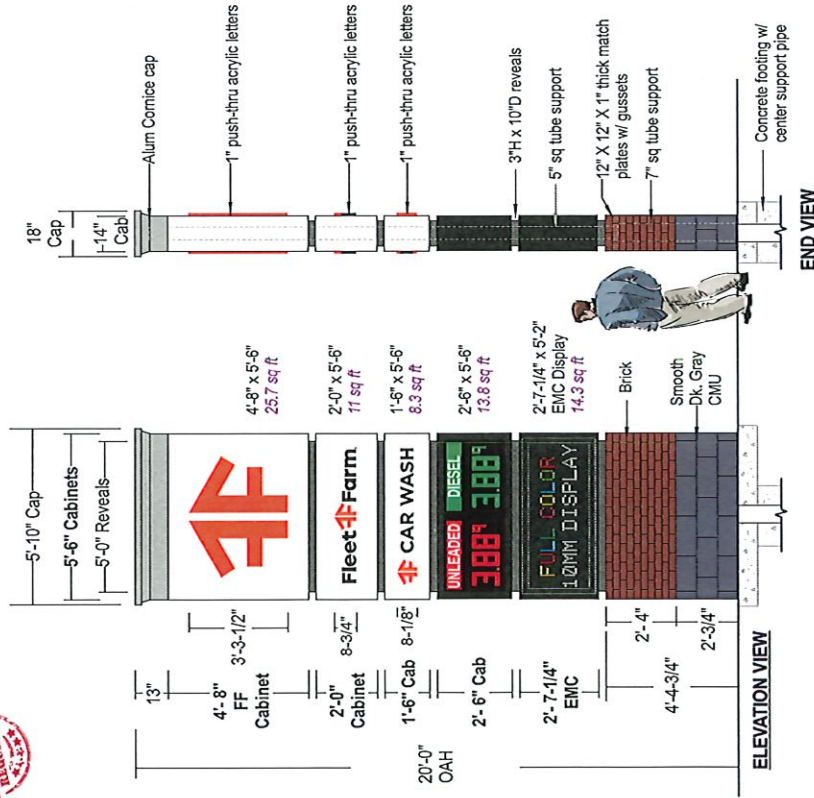
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D/F ILLUM. PYLON

E08

Scale: 1/4"=1'-0"

73.1 TOTAL square feet
(100 sq. ft. max. allowed)



SIMULATED NIGHT VIEW



CORNICE CAP:	Fab'd min. .090 aluminum painted light Gray
FF LOGO CABINET:	14" deep extruded aluminum skinned with .125 aluminum; All painted White
FACES:	.125" alum. shoo-box face painted White
GRAPHICS:	Rolled out from alum. faces with 1" push-thru clear acrylic; Returns painted opaque Orange with Orange trans. vinyl applied to faces as shown w/ second surface diffuser film; <i>Copy/graphics face illum. only - Edge of copy/graphics do not illum.</i>
ILLUM.:	White LEDs as required by manufacturer; Power supplies to be housed within cabinet
FLEET FARM & CAR WASH CABINETS:	14" deep extruded aluminum skinned with .090 aluminum; All painted White
FACES:	.125" alum. shoo-box face painted White
GRAPHICS:	Rolled out from alum. faces with 1" push-thru clear acrylic; Returns painted opaque Black and Orange with Black perf. daylight film and Orange trans. vinyl applied to faces as shown w/ second surface diffuser film; <i>Copy/graphics face illum. only - Edge of copy/graphics do not illum.</i>
ILLUM.:	White LEDs as required by manufacturer; Power supplies to be housed within cabinets
PRICER CABINET:	14" deep extruded aluminum skinned with .125 aluminum; All painted Black Alum. faces rolled out to accommodate Pricer displays and fuel labels
PRICERS:	Sunshine LED Digital display Gas Price Changers
FUEL LABELS:	3-1/8" rolled out and backed up White polycarbonate w/ surface applied trans vinyl graphics to match colors shown
EMC DISPLAY:	(2) TWO SIF 10mm RGB LED Matrix displays; Size of each unit: 2'-5-1/4" x 5'-3-1/4" x 5'-0"
CLADDING:	Fab'd min. .063 aluminum painted Black
REVEALS:	Fab'd .125" aluminum channel reveal painted Dark Gray
BASE COLUMNS:	Brick and CMU block to match existing building materials and colors
INSTALL:	Direct burial installation in accordance with engineering requirements and city code
QUANTITY:	(1) ONE required

COLOR PALETTE	
CORNICE CAP: Light Gray Match existing bag color TBD	BOTTOM OF BASE: Smooth Concrete block - Dk. Gray TBD Match arch. bag material
REVEALS: Dark Gray Match existing bag color TBD	BRICK SECTION OF BASE: Neutral tone and color TBD Match arch. bag material
PRICER & LED DISP. AY CABINETS: COPY RETURNS: Black	FLEET FARM & CAR WASH CABINETS: COPY RETURNS: White
FLEET FARM & CAR WASH FACES: 3M 3630-222 Black perf. daylight film	FLEET FARM & CAR WASH FACES: 3M 3630-222 Black perf. daylight film
FLEET FARM & CAR WASH FACES: 3M 3630-222 Black perf. daylight film	FLEET FARM & CAR WASH FACES: 3M 3630-222 Black perf. daylight film
UNLEADED FUEL LABEL: Red Vinyl match to be provided	DIESEL FUEL LABEL: Green Vinyl match to be provided
PF LOGO FACES: 3M 3630-444 Orange	PF LOGO FACES: 3M 3630-444 Orange

All paint finishes to be color match otherwise specified

Rev. #	Rev. #	Date/Artist	Description	Rev. #	Rev. #	Date/Artist	Description
Original	40732	11/15/22 JT	Added pipe				
Rev 1	40976	12/05/22 PM	Removed option				

ORDER NUMBER:	1185473	PROJECT NUMBER:	85723
SITE NUMBER:	18251	PROJECT MANAGER:	JASYN PECKHAM
ELECTRONIC FILE NAME:	C:\ACCOUNTS\FLEET FARM LOCATIONS\2022\11\18251_Surgeon Bay\18251_Surgeon Bay_Extorior Signage R1.cdr	PAGE NO.:	18
ADDRESS:	Green Bay Road Surgeon Bay, WI 54235		

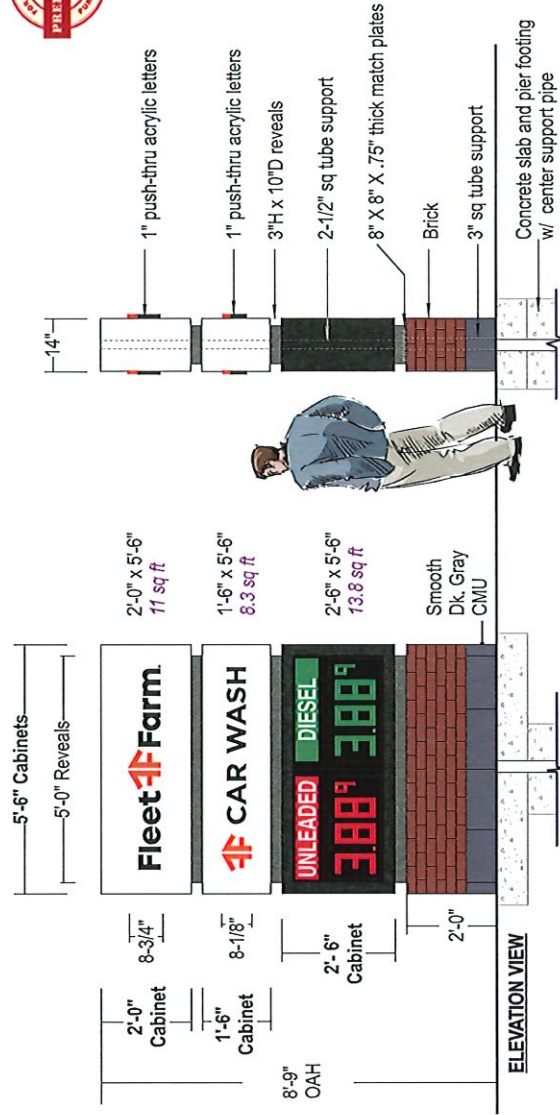
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D/F ILLUM. MONUMENT

Scale: 3/8"=1'-0"

32.1 TOTAL square feet
(100 sq. ft. max. allowed)



ELEVATION VIEW

END VIEW



COLOR PALETTE	
REVEALS: Dark Gray Match existing bkg color T80	FE LOGO FACES: PMS 165 C 3M 3530-44 Orange
PRICER CABINET: FLEET FARM & CAR WASH COPY RETURNS: Black	FLEET FARM & CAR WASH FACES: 3M 3530-222 Black Pearl day/night film
FE & CAR WASH CABINETS: White	FLEET FARM & CAR WASH FACES: 3M 3530-10 Diffuser film (per survey)
UNLEADED FUEL LABEL: Red Vinyl match to be provided	
BOTTOM OF BASE: Smooth Concrete block - Dk. Gray is match arch. bkg material	
BRICK SECTION OF BASE: National type and color Match arch. bkg material	
FE LOGO RETURNS: PMS 165 C	
DIESEL FUEL LABEL: Green Vinyl match to be provided	

White LEDs as required by manufacturer;
Power supplies to be housed within cabinets

ILLUM.: 14" deep extruded aluminum skinned with .125 aluminum;
All painted Black; Alum. faces routed out to accommodate
Pricer displays and fuel labels

PRICERS: Sunshine LED Digital display Gas Price Changers

FUEL LABELS: 3/16" routed out and backed up White polycarbonate
w/ surface applied trans vinyl graphics to match colors shown

REVEALS: Fab'd .125" aluminum channel reveal painted Dark Gray

BASE: Brick and smooth CMU block to match
existing building materials and colors

INSTALL: Direct burial installation in accordance
with engineering requirements and city code;
See referenced shop drawing for all details

QUANTITY: (1) ONE required

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8955 Tyler Boulevard
Mentor, Ohio 44060
888.503.1569

CLIENT: Fleet Farm

ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

PAGE NO.: 19

ORDER NUMBER: 1185473
PROJECT NUMBER: 85723
SITE NUMBER: 18251
PROJECT MANAGER: JASYN PECKHAM
ELECTRONIC FILE NAME: G:\ACCOUNTS\FLEET FARM LOCATIONS\2022\WIN18251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdr

Rev #	Req #	Date/Artist	Description
Original	40732	11/15/22 JT	Added page
Rev 1	40876	12/09/22 PY	Removed option

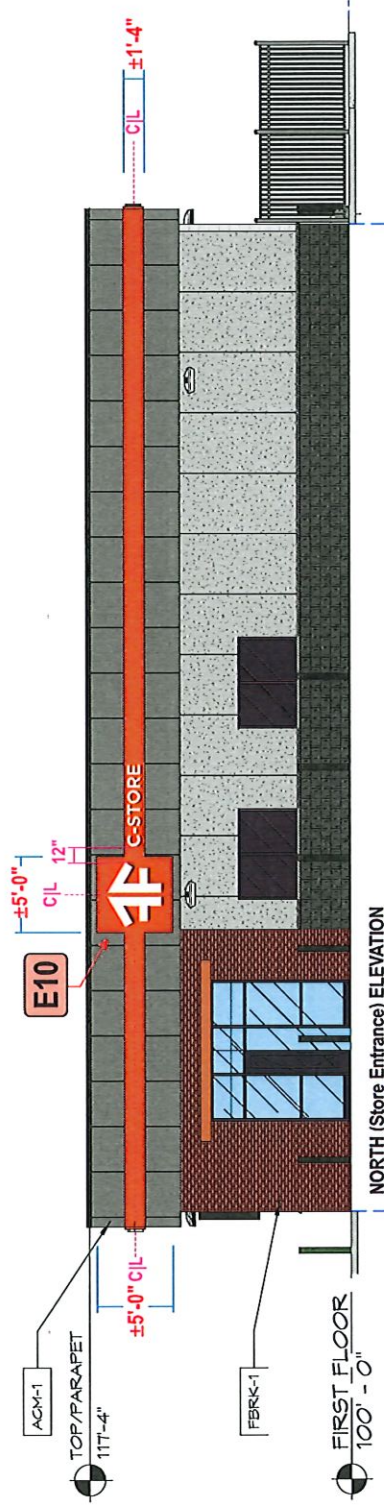
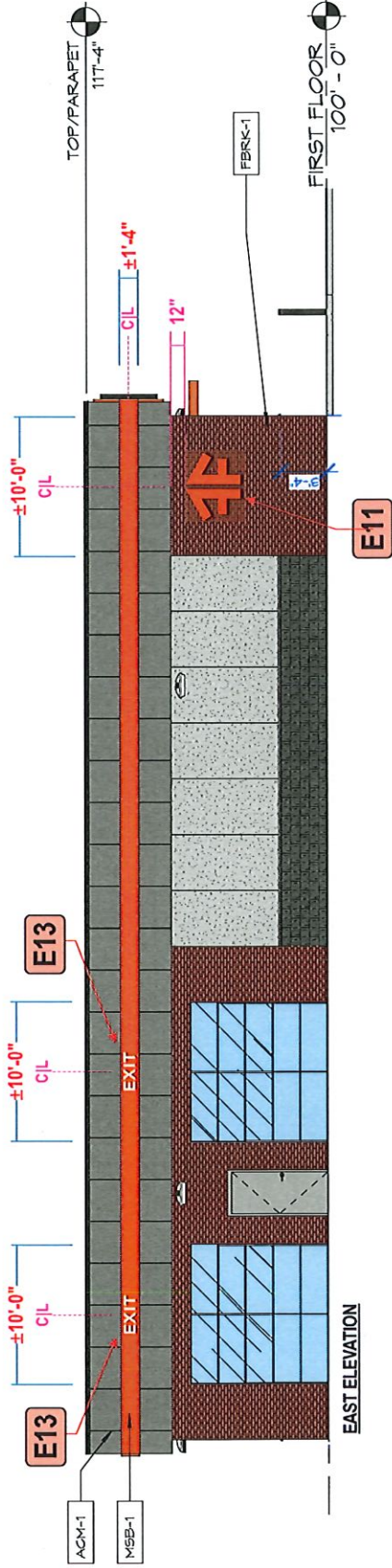
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C-STORE/CAR WASH ELEVATIONS

Scale: 1/8" = 1'-0"



ALL SIGN SIZES HAVE BEEN CALCULATED OFF
ARCHITECTURAL PRINTS AS SHOWN



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Mentor, Ohio 44060
888.503.1569

CLIENT: **Fleet4Farm**

ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

PAGE NO.: 20

ORDER NUMBER: 1185473

SITE NUMBER: 18251
ELECTRONIC FILE NAME:
C:\ACCOUNTS\FLEET FARM LOCATIONS\2022\118251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdr

PROJECT NUMBER: 85723

PROJECT MANAGER: JASYN PECKHAM

Rev # | Rev # | Date/Artist | Description
Original 40732 11/15/22 JT
Rev 1 40976 12/05/22 PM

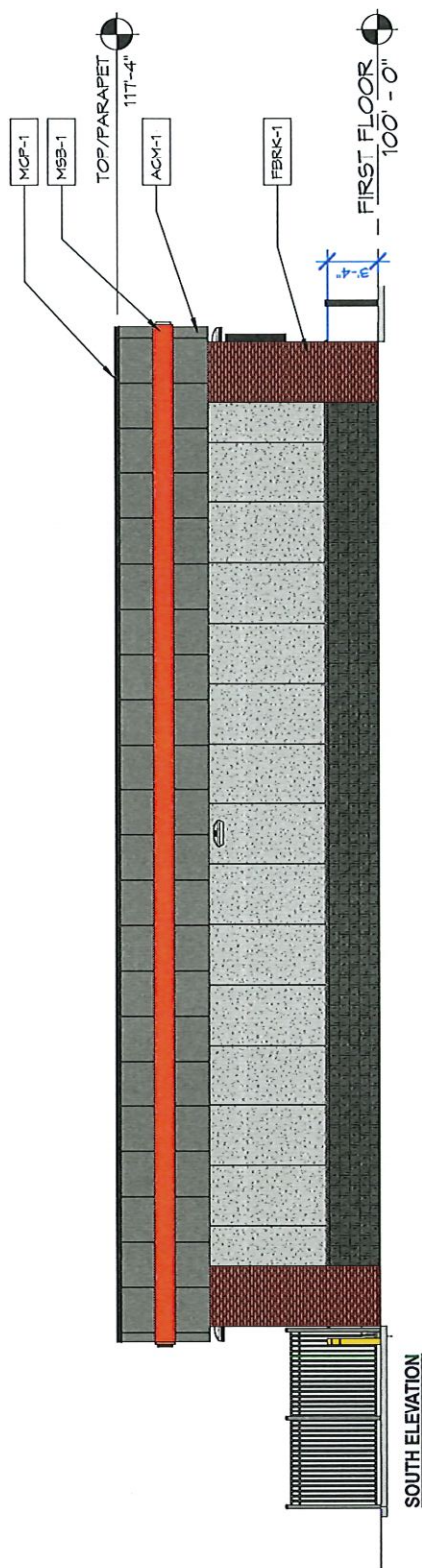
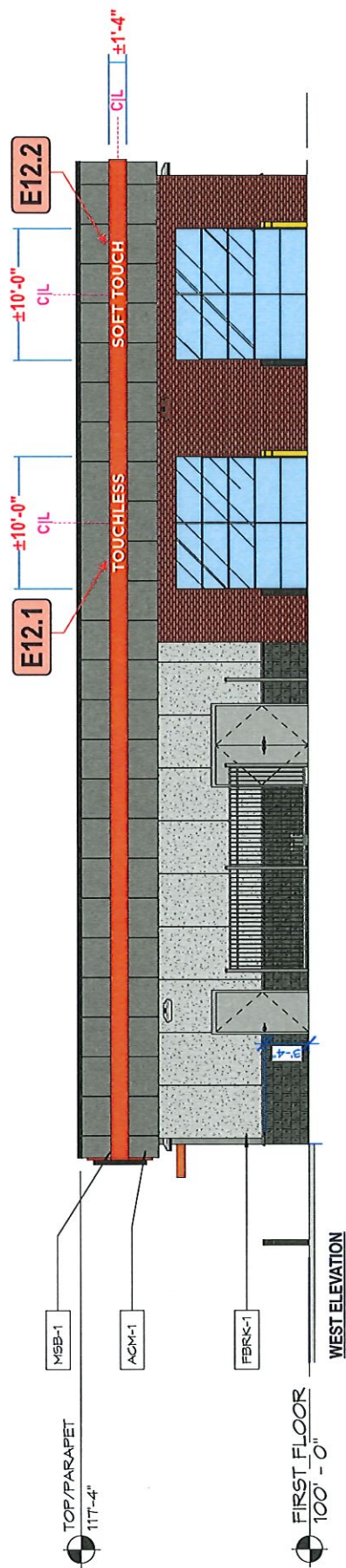
Rev # | Rev # | Date/Artist | Description
Original 40732 11/15/22 JT
Rev 1 40976 12/05/22 PM

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Scale: 1/8" = 1'-0"



**ALL SIGN SIZES HAVE BEEN CALCULATED OFF
ARCHITECTURAL PRINTS AS SHOWN**



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CLIENT:

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ADDRESS: PAGE NO.:

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888.503.1569

ORDER NUMBER:
1185473

85723

PROJECT NUMBER:

SITE NUMBER:

18251

ELECTRONIC FILE NAME:

G:\ACCOUNTS\FLEET FARM_LOCATIONS\2022\WN18251_Sturgeon Bay\18251_Sturgeon Bay_Exterior Signage R1.cdr

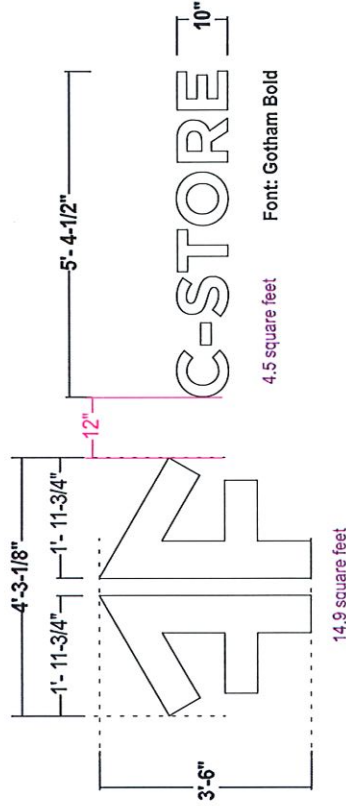
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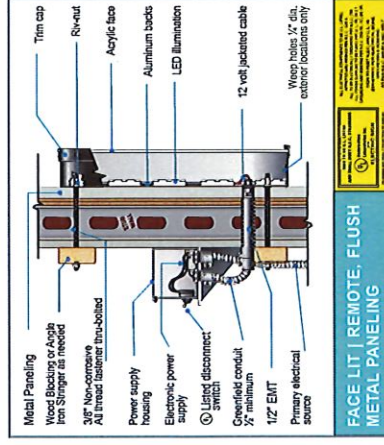
E10

19.4 TOTAL square feet

**ALL SIGN SIZES HAVE BEEN CALCULATED OFF
ARCHITECTURAL PRINTS AS SHOWN**



QUANTITY: (1) ONE Letterset required for NORTH CAR WASH elevation



RETURNS/TRIMCAP:
Black

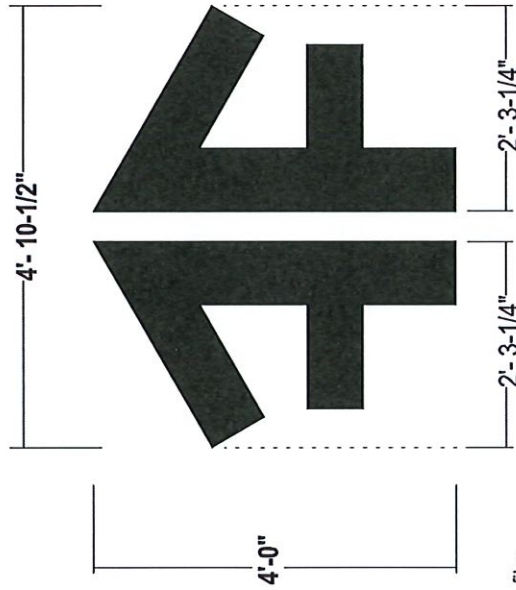
FACES:
#7328 White acrylic

All paint finishes to be Satin

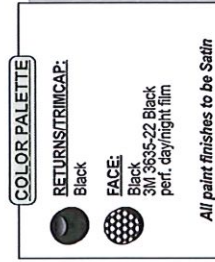
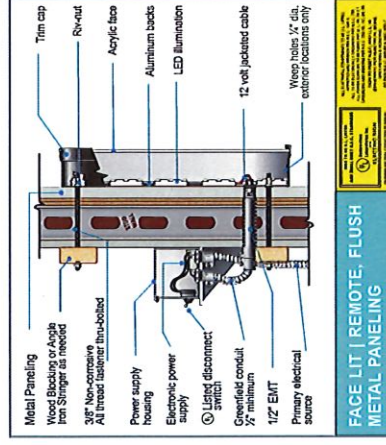
[illegible]

E11

FF-CL-LOGO-48-B



SIMULATED NIGHT VIEW



QUANTITY: (1) ONE required for EAST CAR WASH elevation

[illegible]

FACE LIT CHANNEL LETTERS

E12

Scale: 3/4"=1'-0"

CUSTOM

12.5 TOTAL square feet



ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN

E12.1

7'-4-1/2"

10" [TOUCHLESS

Font: Gotham Bold

5.9 square feet

E12.2

7'-11-3/4"

10" [SOFT TOUCH

6.6 square feet

FACES: 3/16" #7328 White acrylic

TRIMCAP: 1" Black jewelite trimcap

RETURNS: 5" deep .040 alum. - insides pre-painted White; Outsides painted Black

BACKS: .050 Alum. - pre-painted White

ILLUM.: White LED as required by manufacturer;
Power supplies to be remotely located

WALL TYPE: **Metal paneling**

INSTALL: Thru bolted using all thread into blocking as required;
12" standard length of threaded rod will be supplied unless otherwise noted;
3/8" threaded rod into locking or Stratus approved equivalent

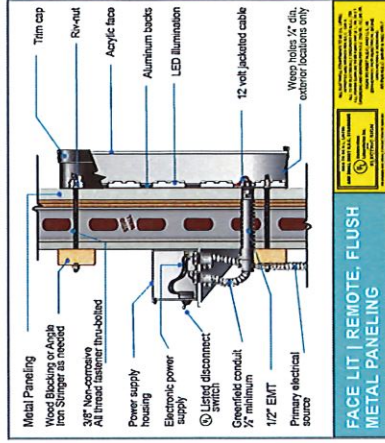
QUANTITY: (2) TWO Lettersets required; (1) One of each as shown for WEST CAR WASH elevation

COLOR PALETTE

RETURNS/TRIMCAP:
Black

FACES:
#7328 White acrylic

All paint finishes to be Satin



FACE LIT | REMOTE, FLUSH
METAL PANELING

Stratus™

stratusunlimited.com

8859 Tyler Boulevard
Mentor, Ohio 44260
888.503.1559

CLIENT: **Fleet Farm**

PAGE NO:

Green Bay Road
Surgeon Bay, WI 54235

24

ORDER NUMBER:
1185473

SITE NUMBER:
18251

ELECTRONIC FILE NAME:
G:\ACCOUNTS\FLEET FARM LOCATIONS\2022\118251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdr

PROJECT NUMBER:
85723

PROJECT MANAGER:
JASYN PECKHAM

Rev # | Rev # | Date/Artist | Description

Original | 40732 | 11/15/22 JT

Rev 1 | 409176 | 12/05/22 PM

PRINT: AS THE EXCLUSIVE PROPERTY OF STRATUS, THIS MATERIAL SHALL NOT BE USED, REPRODUCED, COPIED, OR OTHERWISE REPRODUCED WITHOUT THE WRITTEN CONSENT OF STRATUS.

FLAT CUT OUT LETTERS

Scale: 3/4"=1'-0"

CUSTOM

2.3 square feet



ALL SIGN SIZES HAVE BEEN CALCULATED OFF ARCHITECTURAL PRINTS AS SHOWN

2'-8-7/16"

10"

EXIT

ALL MANUFACTURING SPECS TBY PRIOR TO PRODUCTION
VERIFY IF LETTERSET IS FCOs OR FACE LIT CHANNELS

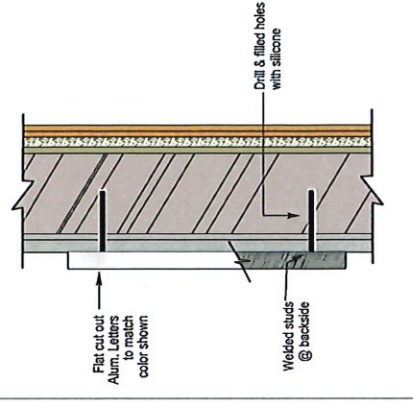
- LETTERS:** 1/8" flat cut out aluminum painted White - All exposed surfaces;
Backsides to have studs for flush mounting
- Font:** Gotham Bold
- WALL TYPE:** Metal paneling
- INSTALL:** Letters to be stud mounted flush to metal paneling;
All penetrations filled with silicone
- QUANTITY:** (2) TWO required for EAST CAR WASH Elevation

COLOR PALETTE

White

All paint finishes to be Satin

FLAT CUT-OUT LETTERS - STUD MOUNTED FLUSH



StratusTM

stratusunlimited.com

8859 Tyler Boulevard
Mentor, Ohio 44060
888.503.1569

CLIENT: Fleet 4 Farm

ADDRESS: Green Bay Road
Surgeon Bay, WI 54235

PAGE NO.: 25

ORDER NUMBER: 1185473

PROJECT NUMBER: 85723

SITE NUMBER: 18251

PROJECT MANAGER: JASYN PECKHAM

ELECTRONIC FILE NAME: GIACCONTIS FLEET FARM LOCATIONS 2022\W118251_Surgeon Bay\18251_Surgeon Bay_Exterior Signage R1.cdf

Rev. #	Rev. #	Date/Artist	Description	Rev. #	Rev. #	Date/Artist	Description
Original	407322	11/15/22 JT					
Rev 1	408776	12/05/22 PL					

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**Environmental Analysis Form
For Large Retail establishments**

Title of Project: Fleet Farm Sturgeon Bay

Location: 6639, 6663, and 6703 State Highway 42/57

Applicant: **Fleet  Farm.**

Address: 2401 S Memorial Drive
Appleton, WI 54915

Phone Number: 920-731-8121

Contact Person: Frank Steeves

Phone Number: 920-731-8121

Email: frank.steeves@fleetfarm.com

Project Summary:

1. Please provide a brief overview of the project. (Use additional sheets of paper, if necessary)
The proposed project consists of building a 91,000 SF retail building with an automotive center and outside fenced yard. A 726 SF convenience store with a 2-bay car wash. The property is currently an undeveloped farm field. The new Fleet Farm has many added architectural elements on the exterior to make it visibly appealing.

Environmental Analysis

2. Please list all local, state and federal permits or approvals required to complete this proposed project.
 - Annexation approval (City of Sturgeon Bay)
 - Rezoning approval (City of Sturgeon Bay)
 - Conditional Use Permit for Big Box Ordinance (City of Sturgeon Bay)
 - Certified Survey Map approval (City of Sturgeon Bay)
 - Public Watermain Extension Permit (Wisconsin DNR)
 - Sanitary Sewer Extension approval (Bay Lakes RPG)
 - Public Sanitary Sewer extension Permit (Wisconsin DNR)
 - Private Exterior Plumbing Permit (DSPA)
 - Notice of Intent (DNR)
 - State Building Approval (City of Sturgeon Bay)
 - Building Permit (City of Surgeon Bay)
 - Wetland Fill Permit (DNR)
3. Please estimate the proposed project's cost.
To be determined.

Proposed Physical Changes: (more fully describe the proposal)

4. Will manipulation of terrestrial resources occur as a result of the proposal? If so, please describe such manipulation, including relevant quantities – e.g. sq ft, cu. Yard, etc.

The existing site consist of two residential lots along with a much larger agricultural area. The entire site will be mass graded per the grading plans. A cut/fill analysis has been prepared that show approximately 15.41 acres will be disturbed yielding 51,000 CY of Cut and 46,000 CY of Fill.

5. Will manipulation of aquatic resources occur as a result of the proposal? If so, please describe such manipulation including relevant quantities.

Tina Myers, RASmith assured wetland delineator, prepared a wetland delineation for this site dated October 12, 2022. Based on the grading and wetland report, a portion of wetland 1 (W-1 in the report) will need to be filled. The report characterizes this wetland as a "farmed wetland/wet meadow" dominated by reed canary grass. The total area of disruption in 5,481 SF.

6. Please describe the buildings and other structures proposed to be constructed as part of the project, such as streets, parking areas, stormwater facilities, etc. Please include the size/dimensions of such facilities.

The site construction will consist of a new Fleet Farm building of 91,000 SF with an automotive center and exterior fenced yard, parking lot, landscaping, lighting, and stormwater detention. The site will also have 726 SF gas station convenience store with 2 -bay car wash. The south half of the land is wetland and is not available for development. A new public road and entrance to the development is proposed across Highway 42 from Grant Avenue. This intersection may have stop lights installed as well. This would also include extending the sanitary, water and story to the west property line for future development.

7. Will LEED certification be sought for this project? If not, why?

Fleet Farm implements many sustainable items as standard features of its new facilities. Some strategies being implemented by Fleet Farm that are consistent with the LEED rating system include: stormwater quality and quantity control, recycling/re-use of construction materials, and us of an energy management system. However, Fleet Farm does not deem it an appropriate business decision to incur the consultant and processing costs necessary to obtain LEED certification.

8. Please describe any increases in emissions and discharges which will occur as a result of the proposal (include relevant characteristics and quantities).

Should be consistent with the local Wall-Mart. However, since that was built there are more efficient fixtures which should make the increase less.

9. Please describe energy usage for the project, including impacts to the existing energy distribution and production facilities.

Energy usage will be similar to the local Wall-Mart. However, since that was built there are more efficient fixtures being used in this development.

10. Please describe water usage for the project, including required water pressure and flow and discuss impacts to the existing water distribution and storage facilities, water pressure, and flow.

The water distribution system servicing the site is adequate to meet the expected normal usage of the proposed store. We will be installing a pump in the building to ensure consistency for our fire sprinkler system.

11. Please describe and discuss any other changes which will occur as a result of the proposal.

All changes have been discussed in other sections.

12. Please attach maps, plans, or other descriptive materials of the project such as county maps, USGS topographic maps, site development plans, plat maps, DNR wetland map and zoning maps.

Please refer to the submitted complete plan.

Affected Environment (Describe existing features that may be affected by proposal)

13. Please describe the existing physical environment which will be affected by the proposal (topography, soils, water, and air)

The site is surrounded by wetlands. Generally, the site slopes north to south. Wetlands will be minimally affected by the project. Topography will still generally be north to south, but flatter. The existing farm field will be removed.

14. Please describe the existing **biological** environment, which will be affected by the proposal (dominant aquatic and terrestrial plant and animal species and habitats including threatened/endangered species, wetland amounts, types and hydraulic value).

RASmith obtained an Endangered Resource Preliminary Assessment from the DNR for this project. The following was included in the Assessment: "No records of pertinent endangered resources are present in the area and an Endangered Resources Assessment is not needed for this project. Per the wetland delineation, W-1 has been categorized as a less susceptible wetland dominated by at least 90% invasive species. All other wetlands will not be disturbed.

15. Please describe and discuss the existing **cultural** environment, which will be affected by the proposal.

a. Land use

The existing use of the land is farmland. There is a newer residential development on the other side of the highway. This development is in the future growth plans of the City and should help spur other development along Highway 42 with the proposed construction of the public frontage road.

b. Social/Economic

This development is consistent with the growth plans for the City and should help spur additional future development on the area. Fleet Farms are not a general merchandiser and therefore complement other business in the area rather than detracting from them. Refer to the Fiscal and Economic Impact Study commissioned by the City of Sturgeon Bay for further information

c. Archaeological/Historical

None present.

16. Will other resources be affected by the proposal (e.g., state natural areas, prime agricultural lands??

None present.

17. Is any environmental contamination present on the subject site? If yes, please describe such contamination and how it will be addressed by the proposal.

None present.

Environmental Consequences (probable adverse and beneficial impacts including indirect and secondary impacts).

18. Please describe any consequences of the proposal to the physical environment (include visual if applicable).

It is expected that the proposed site design, landscaping, stormwater pond and aesthetically pleasing building architecture will be viewed as an improvement to the physical environment. This development should spur additional future developments at the gateway to the City.

19. Please describe any consequences of the proposal to the **biological** environment (include impacts to threatened/endangered species)

None present.

20. Please describe and discuss any consequences of the proposal to the **cultural** environment.

- a. Land Use (include indirect and secondary impacts)

The proposed land use is consistent with the Cities future growth plans. There is a newer residential development on the other side of the highway. This development should help spur other development along Highway 42 with the proposed construction of the public frontage road including the utility extensions.

- b. Social/Economic

As a specific merchandiser Fleet Farm does not have the same effect on other local businesses as a general merchandiser might. Fleet Farm compliments other local businesses and does not detract from them. Fleet Farm has over a decade of experience and an understanding of what it takes to run a successful store. Fleet Farm has never had any of their 49 stores close. Fleet Farm encourages the local store manager to give back to the local community (Sturgeon Bay) through a strong giving culture. Fleet Farm strives to make a meaningful difference in the lives of others. From sponsorships to donations, Fleet Farm is always looking to support charities and local community organizations.

- c. Archaeological/Historical

None present.

21. Please describe any consequences of the proposal to other Special Resources (e.g. State Natural Areas, prime agricultural lands).

None impacted.

Alternatives (no action – enlarge – reduce – modify- other locations and/or methods)

Fleet Farm has looked at many sites in the surrounding area and felt this one fit their needs and as described above fits the Cities future growth plans. The retail building is considerable smaller than other developments to better fit within the community but still offer all the best that Fleet Farm can offer.



An Economic and Fiscal Impact Analysis of a New Fleet Farm Store

February 2022

Prepared for: Marty Olejniczak, Community Development Director, City of Sturgeon Bay
Jeff Peterson, Vice President of Business Development, CR Structures

Prepared by: Jeffrey Sachse, Director, University of Wisconsin Oshkosh Center for Customized
Research and Services
Dr. Michael Ford, Co-Director, University of Wisconsin Oshkosh Whitburn Center
for Policy and Governance Studies

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Executive Summary

The economic impact of the construction and operation of a new Fleet Farm in Sturgeon Bay is estimated to include:

- \$33m in one-time economic impact from construction and \$10m in recurring economic impacts annually from store operations.
- The creation and support of 264 jobs in store construction and 100 positions from store operations.
- More than \$500,000 in sales tax and \$179,000 in estimated property tax revenues generated each year.
 - Estimated city property tax revenue of \$69,440 per year.
- A more than 20 percent increase in total retail sales in the county. This is coupled with significant new business and employment activities in related industries.

Introduction

The City of Sturgeon Bay, Wisconsin is a growing community and county seat in Door County, Wisconsin. The community has a strong manufacturing base and provides a mix of hospitality, retail, and vital services to support tourism activity and the other communities of the region. Therefore, most large-scale retail development that occurs within the county is near or along State Highways 42 and 57.

Fleet Farm, an Appleton-based general goods retailer has proposed the development of a new 91,952 square foot, full-service store on the city's southwest side on three previously underdeveloped parcels. The store project will complement other big-box retail locations (Target and Wal Mart) within the corridor while offering additional services including a full-service auto center and 4,800 square foot fuel center and car wash.

The company has identified CR Structures as their full-service general contractor. The parties are entering into a development agreement to identify both public and private expenditures on the project. The City has contracted with the Center for Customized Research and Services at the University of Wisconsin Oshkosh (UWO-CCRS) to prepare an economic and fiscal impact analysis of the construction and operation of the store over the next several years.

Project Scope

The analysis presented here measures the economic impact of the construction and annual operation of the new Mills Fleet Farm store on the Door and Kewaunee County markets. The project area was selected as customer traffic and retail flows suggest that Sturgeon Bay services residents and visitors to both counties. Similarly, the development would represent a new retail offering in either county. As such, the market definition is both logical and representative of business strategy.

The estimated construction costs and store revenues are as follows. Site construction is estimated at \$24m, independent of any municipal expenses identified in the fiscal analysis. Annual store sales have been estimated at between \$20m and \$22m per year. For the purposes of this analysis, we have assumed \$18m in sales for the first year of operation and \$21m in sales for each subsequent year. Similarly, annual sales for the auto and fuel centers were estimated independently, using per store average data reported by Dunn and Bradstreet. Auto center revenue is estimated at \$1m annually and fuel center revenue is estimated at \$1.2m.

All baseline and impact data are reported in 2023 dollars. The model does not include an underlying assumption of inflation due to the uncertain pricing and monetary climate.

Project Methodology

The economic impact analysis was prepared in the IMPLAN economic modeling platform. The platform is the industry standard for producing regional and impact analyses. The model is based on an input-output methodology, which assumes that all economic activity within a given economic sector yields a series of secondary and tertiary impacts as revenue is re-spent on goods and services. The model also assumes some leakage as firms and employees spend a portion of their revenues outside of the relevant market.

An input-output model produces a series of economic multipliers for each of the represented industry sectors within a market. This captures both the indirect (second order) and induced (third order) impacts from each dollar spent on a primary activity. These effects are estimated independent of estimates of job creation (reported as full-time equivalents (FTE's)) and labor income. It is important to note that the multipliers and estimates created through the IMPLAN model are unique to the selected market and context. As such, the estimates here are as close to a specific description of the new store and its market as is possible. Similarly, tax contributions at the local, state, and national level are also estimated under current fiscal assumptions.

The economic impact of the store construction and store operations are presented in the sections that follow.

Construction and Store Operations Economic Impact

It is first important to estimate the economic impacts of the new store construction and store operations independently. We understand that there are several co-dependencies, not the least of which being the fact that a store that isn't built cannot operate. As such, we will report two sets of impact estimates.

Similarly, it is important to note that the economic impacts of store construction are one-time in nature where operations impacts are persistent.

Economic Impact of Store Construction

Impact	Employment	Labor Income	Value Added	Output
1 - Direct	202.16	\$11,645,316.49	\$11,893,685.39	\$24,000,000.00
2 - Indirect	22.25	\$807,672.91	\$1,321,310.90	\$3,283,497.15
3 - Induced	39.11	\$1,620,792.30	\$3,197,539.27	\$5,743,017.08
Totals	263.53	\$14,073,781.71	\$16,412,535.56	\$33,026,514.23

We first see that the construction of the proposed store at \$24m is estimated to generate a combined economic impact of \$33m and will create or support 264 jobs and \$14m in labor income throughout the market. This includes more than \$9m in indirect and induced output and assumes that the construction jobs created will pay an average of more than \$53,000 per year.

We assume that much of this impact will be captured locally through construction activity and materials purchases. However, it is important to note that it is assumed that no region captures and retains all of its economic activity. As such, it is difficult to estimate how much of the \$33m will remain in Door County.

Economic Impact of Store Operations

Impact	Employment	Labor Income	Value Added	Output
1 - Direct	82.37	\$3,232,060.90	\$4,258,419.54	\$7,157,450.59
2 - Indirect	8.40	\$256,491.57	\$455,591.82	\$1,241,577.69
3 - Induced	10.72	\$445,049.91	\$875,438.76	\$1,572,849.77
Totals	101.48	\$3,933,602.39	\$5,589,450.12	\$9,971,878.04

Looking now at store operations, we see that the annual operations of the new store are expected to generate more nearly \$10m of economic impact for the market. It is important to note that this is less than half of the \$20.2m in estimated annual sales. This is because the IMPLAN model assumes that much of a store's products will be sources from outside of the market. As such, the impacts modeled here are the result of store products and services that are purchased and used within the market.

Annual store operations are expected to support nearly \$4m in labor income and more than 100 FTE employment. This aligns with store management expectations as the anticipated staffing pattern calls for a mix of 122 full- and part-time employees.

Construction Tax Contributions

Impact	Sub County General	Sub County Special Districts	County	State	Federal	Total
1 - Direct	\$(44,601.37)	\$(59,993.36)	\$(58,068.54)	\$192,747.71	\$2,369,909.16	\$2,399,993.60
2 - Indirect	\$33,606.36	\$45,203.96	\$43,753.64	\$112,086.28	\$117,909.33	\$352,559.56
3 - Induced	\$66,592.47	\$89,573.60	\$86,699.73	\$227,101.48	\$260,367.57	\$730,334.85
Totals	\$55,597.46	\$74,784.20	\$72,384.83	\$531,935.46	\$2,748,186.06	\$3,482,888.01

Looking now at the expected tax contributions of store construction, we find an interesting picture. First, we see that the local direct contributions are negative in the first year by more than \$161,000. The IMPLAN model assumes that a property will not be assessed at its new value until the tax year following completion. This results in the negative tax contribution estimates. The model does assume that the project and its related impacts will generate around \$143,000 in sales tax revenue at the state and local level, \$62,000 in county property tax, \$75,000 in special (school) district property tax, and \$50,000 in local property tax revenue subsequent year. As such, future year estimates should be based on the \$8,000,000 assessed value assumption the City has made, as discussed in the fiscal analysis. Similarly, the IMPLAN model does not consider the potential of other tax or economic incentives as it does not incorporate the City's specific fiscal conditions. The project does assume significant indirect and induced tax activity, particularly in the use of sub-contractors and purchase of construction materials. As such, City staff can assume a base level contribution of at least this amount in any analysis of TIF activity.

Tax Contributions of Store Operations

Impact	Sub County General	Sub County Special Districts	County	State	Federal	Total
1 - Direct	\$170,802.16	\$229,746.18	\$222,375.02	\$527,747.45	\$414,944.19	\$1,565,615.01
2 - Indirect	\$9,796.10	\$13,176.75	\$12,753.98	\$33,760.03	\$39,037.27	\$108,524.12
3 - Induced	\$18,260.71	\$24,562.50	\$23,774.44	\$62,268.64	\$71,487.67	\$200,353.96
Totals	\$198,858.97	\$267,485.43	\$258,903.45	\$623,776.12	\$525,469.13	\$1,874,493.09

Turning to the tax contributions of store operations, we see that the store is expected to generate more than \$1.8m in total tax contributions with more than \$725,000 in local tax contributions. The bulk of these taxes are generated by direct store activities and include both property and sales taxes. We again know that the IMPLAN model generalizes tax incidence and rates. However, the model does estimate \$509,510 in annual sales tax contributions, \$222,036 in county property tax payments, \$267,165 in school district property tax, and \$179,578 in property tax revenue through direct and indirect activities. These are estimated independent of the store's construction and its specific site.

Construction and Store Operations Industry Support

We can finally consider the array of industries supported through the construction and operation of the new Fleet Farm store. We have grouped these together as the industries affected will experience significant activity at different times. These are summarized in the table below.

Output and Growth of Industries Supported

Industry Code	Industry Description	Industry Total		Estimated Growth Percentage
		Output	Impact Output	
1	55 Construction of new commercial structures, including farm structures	\$22,511,644.78	\$24,000,000.00	106.61%
2	411 Retail - General merchandise stores	\$28,286,545.07	\$6,025,016.47	21.30%
3	211 Cut stone and stone product manufacturing	\$1,119,825.62	\$93,177.87	8.32%
4	205 Concrete block and brick manufacturing	\$1,223,076.49	\$64,119.43	5.24%
5	512 Automotive repair and maintenance, except car washes	\$22,388,274.68	\$1,168,223.29	5.22%
6	29 Sand and gravel mining	\$905,321.07	\$38,086.65	4.21%
7	204 Ready-mix concrete manufacturing	\$1,524,943.45	\$55,623.58	3.65%
8	453 Commercial and industrial machinery and equipment rental and leasing	\$1,147,009.70	\$41,672.98	3.63%
9	422 Warehousing and storage	\$257,057.86	\$7,785.07	3.03%
10	396 Wholesale - Other durable goods merchant wholesalers	\$12,726,631.06	\$302,669.81	2.38%
11	408 Retail - Gasoline stores	\$22,510,525.96	\$385,425.71	1.71%
12	469 Management of companies and enterprises	\$9,259,569.00	\$144,839.48	1.56%
13	417 Truck transportation	\$9,657,365.12	\$150,719.00	1.56%
14	399 Wholesale - Petroleum and petroleum products	\$5,126,169.83	\$76,247.36	1.49%
15	394 Wholesale - Household appliances and electrical and electronic goods	\$7,635,605.21	\$112,594.67	1.47%
16	515 Commercial and industrial machinery and equipment repair and maintenance	\$1,437,612.18	\$20,486.43	1.43%
17	473 Business support services	\$559,093.25	\$7,590.85	1.36%
18	458 Specialized design services	\$790,332.55	\$9,911.93	1.25%
19	465 Advertising, public relations, and related services	\$2,504,822.53	\$28,771.02	1.15%
20	395 Wholesale - Machinery, equipment, and supplies	\$7,766,113.79	\$87,979.37	1.13%
21	401 Wholesale - Wholesale electronic markets and agents and brokers	\$6,138,357.86	\$69,238.43	1.13%
22	456 Accounting, tax preparation, bookkeeping, and payroll services	\$14,396,495.57	\$160,656.21	1.12%
23	461 Other computer related services, including facilities management	\$85,682.65	\$903.00	1.05%
24	431 Radio and television broadcasting	\$11,681,934.65	\$121,564.08	1.04%
25	457 Architectural, engineering, and related services	\$45,538,346.53	\$466,559.24	1.02%

We see that the most significant local impacts will come through the construction and purchase of construction materials for the new store, including stone, concrete, and other materials. Similarly, it is expected that the store will increase annual retail sales in the county by more than twenty percent and will contribute to five percent of auto repair activity and two percent of fuel sales. It is again important to note that the IMPLAN model presents a regional perspective. As such, it does not assume that sales at other stores will change based on the addition of a new competitor.

Economic Impact Conclusion

The construction and operation of a new Fleet Farm store in Sturgeon Bay will generate more than \$42m in economic impact in its first year and \$10m in economic impact each year of operations. The store will additionally generate more than \$500,000 per year in sales tax revenue. Similarly, the local property tax impacts of \$224,000 in the first year and \$179,000 in subsequent years may be sufficient to justify municipal investment. Again, it is important to note that the analysis here assumes no municipal investment. The array of possible investments is included in the fiscal analysis that follows.

Fiscal Analysis

City Costs

The City of Sturgeon Bay Finance Committee negotiated and recommended economic support in the amount of \$425,000 for the purpose of acquiring a right of way and costs associated with constructing a public street to serve the Fleet Farm site as well as undeveloped lands to the south.

The Common Council modified the Finance Committee's recommendation, removing the constraints on the use the financial support. On Tuesday February 7, 2023 the Council approved revised parameters, those parameters are:

1. City agrees to contribute \$425,000 (about 1/3) toward the cost of the public street, intersection, and utility improvements for the project.
2. Fleet Farm agrees to dedicate the right-of-way needed for the extension of S. Grant Avenue through the property.
3. Fleet Farm agrees to construct the street and install utilities.
4. Fleet Farm agrees to a minimum assessed value of \$8 Million for their property for a period of 10 years beginning with the first tax year following occupancy of the building.

Fleet Farm had initially requested the city of Sturgeon Bay be responsible for at least \$908,170 in upfront costs to support the new Fleet Farm development. These costs included certain water and sanitary utilities, traffic signals and street improvements.

There is also the possibility that traffic signals will be needed for the site. Fleet Farm has expressed hope that the City will fund these if needed, however the City remains uncertain whether this is their obligation.

The client has indicated that a stoplight may be required but if for some reason it is not, it still might be worth the investment. Since the stoplight will benefit the development and the development on the north side of the highway along with future development to the north and west the client is looking for the city to increase their assistance and contribute to the installation costs.

Note, like other municipal owned infrastructure, the city will be responsible for continuing maintenance costs of the new frontage road, curb, and gutter. Future service costs for the new water main loop will be borne by Sturgeon Bay Utilities.

Land Value

Three parcels of land will be combined for the future Fleet Farm Site. In 2022 the three parcels were assessed at \$49,500 for the land, and \$173,400 for the improvements. An estimated assessed value for the future site once built is essential for a deeper cost benefit analysis for the

project. This is especially true of the increased assessed value of the land as the improvement value is known at \$24,000,000, assessed value is expected to be about \$8,000,000 and can further assume that the property value will increase.

Fleet Farm Estimated Tax	
Estimated Assessed Value	\$ 8,000,000
2022/2023 Tax Rates per \$1,000 of Assessed Value	
City Only	\$ 8.68
All Taxing Authorities, including City (Southern Door School District)	\$ 22.23
Estimated Property Tax	
City Only	\$ 69,440
All Taxing Authorities, including City (Southern Door School District)	\$ 177,840

We find that, at the estimated assessed value of \$8,000,000 and at 2022/2023 property tax mill rates that the property would generate \$69,440 per year in tax revenue. We forecast that this revenue would be sufficient to service bonding for the \$425,000 city contribution in seven years assuming the current 10-year municipal bond rate of 2.26 percent. This assumes that both the property value and tax rates will remain fixed during this time. City officials anticipate the property value to increase, thereby servicing this debt sooner.

Funding Options

The City has indicated a willingness to explore various funding options.

- **ARPA Funds:** Sturgeon Bay was awarded \$935,108.87 in ARPA funds, however a substantial portion of those funds have already been allocated.
- **Special Assessments:** Note that Sturgeon Bay, as of 2020, had a special assessment burden of \$1.09 per capita. This rates near the bottom of all cities utilizing special assessments.
- **Tax Incremental Financing:** City has mentioned the possibility of a TID that encompasses an area larger than the specific Fleet Farm development. The appropriateness of TIF is related to the other potential developments, and future estimated increment, from the Fleet Farm project.
- **Debt:** Note the City, as of 2020, had used up 52.4% of its allowable general obligation debt capacity.

The fiscal analysis presented suggests that the new store site is capable of the fiscal performance needed to support any of the above options. The creation of a more expansive TID leveraging the Fleet Farm site as an anchor development is also a reasonable possibility.



Note: Only the executive summary is included here. To see the full report, contact the community Development Dept.

Traffic Impact Analysis for WIS 42/57 (GREEN BAY ROAD) FLEET FARM DEVELOPMENT

Door County, Wisconsin

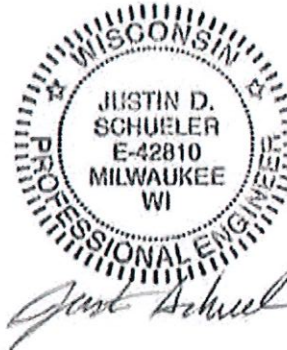
Date Submitted: January 12, 2023

PREPARED FOR:

Fleet Farm
2401 S. Memorial Drive
Appleton, WI 54914
Phone: (920) 997-8346
Contact Person: Derrick Hoernke

PREPARED BY:

raSmith
16745 W. Bluemound Road, Suite 200
Brookfield, Wisconsin 53005-5938
Phone: (262) 317-3388
Contact Person: Justin Schueler, P.E.



"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

Justin Schueler, P.E.
Wisconsin Registration #42810-6
WisDOT TIA Certification #SE09-804-171

CHAPTER 1 – INTRODUCTION AND EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

Fleet Farm is proposing to construct a new retail store and fuel station with convenience store (hereafter referred to as Fleet Farm Development) along WIS 42/57 (Green Bay Road) in Door County, Wisconsin. raSmith has conducted a traffic impact analysis (TIA) to identify existing traffic conditions, potential traffic impacts of the development on the surrounding roadway network, and recommended traffic mitigation measures. This report summarizes the procedures, findings, and recommendations of the TIA, and is based on the scope of work discussed with WisDOT and City of Sturgeon Bay staff and as identified in the Initial Review (dated December 8, 2022).

PART B – EXECUTIVE SUMMARY

A summary of the proposed development, study area, existing and proposed traffic conditions, and recommended transportation improvements is provided below.

Fleet Farm Development

Fleet Farm is proposing to construct a 91,952 square foot (SF) retail store and 16-pump fuel station with convenience store. Construction of the Fleet Farm Development is planned for 2023 and a preliminary site plan is provided in Exhibit 1-1. A new public road is proposed to be constructed with the development. The roadway will be located north of the Fleet Farm store/fuel station, will allow for future connection to the parcel to the west, and its connection to WIS 42/57 will align with Grant Avenue. Access to the Fleet Farm store and fuel station/convenience store will be provided along the new public road.

The Fleet Farm Development is expected to generate 190 new trips during the weekday morning peak hour (105 in/85 out), 265 new trips during the weekday evening peak hour (135 in/130 out), 275 new trips during the Friday afternoon peak hour (135 in/140 out), 430 new trips during the Saturday midday peak hour (220 in/210 out), and 430 new trips during the Sunday midday peak hour (220 in/210 out).

Off-Site Development

No specific off-site developments were identified and none were included in this TIA. As future development occurs in the area, it is expected separate traffic studies will be conducted for those developments at that time.

Study Area

The Fleet Farm Development is proposed to be located south of WIS 42/57 (Green Bay Road), near the existing intersection with Grant Avenue. Based on the anticipated traffic impacts of the development and correspondence with WisDOT and the City of Sturgeon Bay, the study area includes the WIS 42/57 intersection with Grant Avenue.

The weekday morning, weekday evening and Saturday midday peak hours were selected for analysis purposes. Supplementary analysis was included for the Friday afternoon and Sunday midday peak hours due to the tourist nature of the area which experiences significantly higher volumes on WIS 42/57 during Friday afternoons (eastbound/northbound) and Sunday midday/afternoons (westbound/southbound) in the summer and fall months.

PART C – RECOMMENDATIONS

The following is a summary of the improvements recommended to accommodate the Fleet Farm Development. *Note that improvements are recommended to WisDOT and the City of Sturgeon*

Bay for consideration and are not legally binding. WisDOT and the City of Sturgeon Bay reserve the right to determine alternative solutions.

Year 2023 Background Traffic Improvements

No improvements are recommended for background traffic conditions.

Year 2023 Build Traffic Improvements

The following improvements are recommended at the study area intersection to accommodate the Year 2023 Build traffic conditions. These improvements are shown in Exhibit 1-3 and a conceptual drawing is provided in Exhibit 6-1.

New Public Road

- Construct a new, two-lane public road north of the Fleet Farm store/fuel station with its connection to WIS 42/57 aligning with Grant Avenue.
- The roadway is to function as a local frontage road (City jurisdiction) for the proposed Fleet Farm Development and its design shall not preclude future extension to the west.
- Access to the Fleet Farm retail store and fuel station/convenience store is to be provided along the new public road as shown in the site plan (Exhibit 1-1).

WIS 42/57 with Grant Avenue/New Public Road

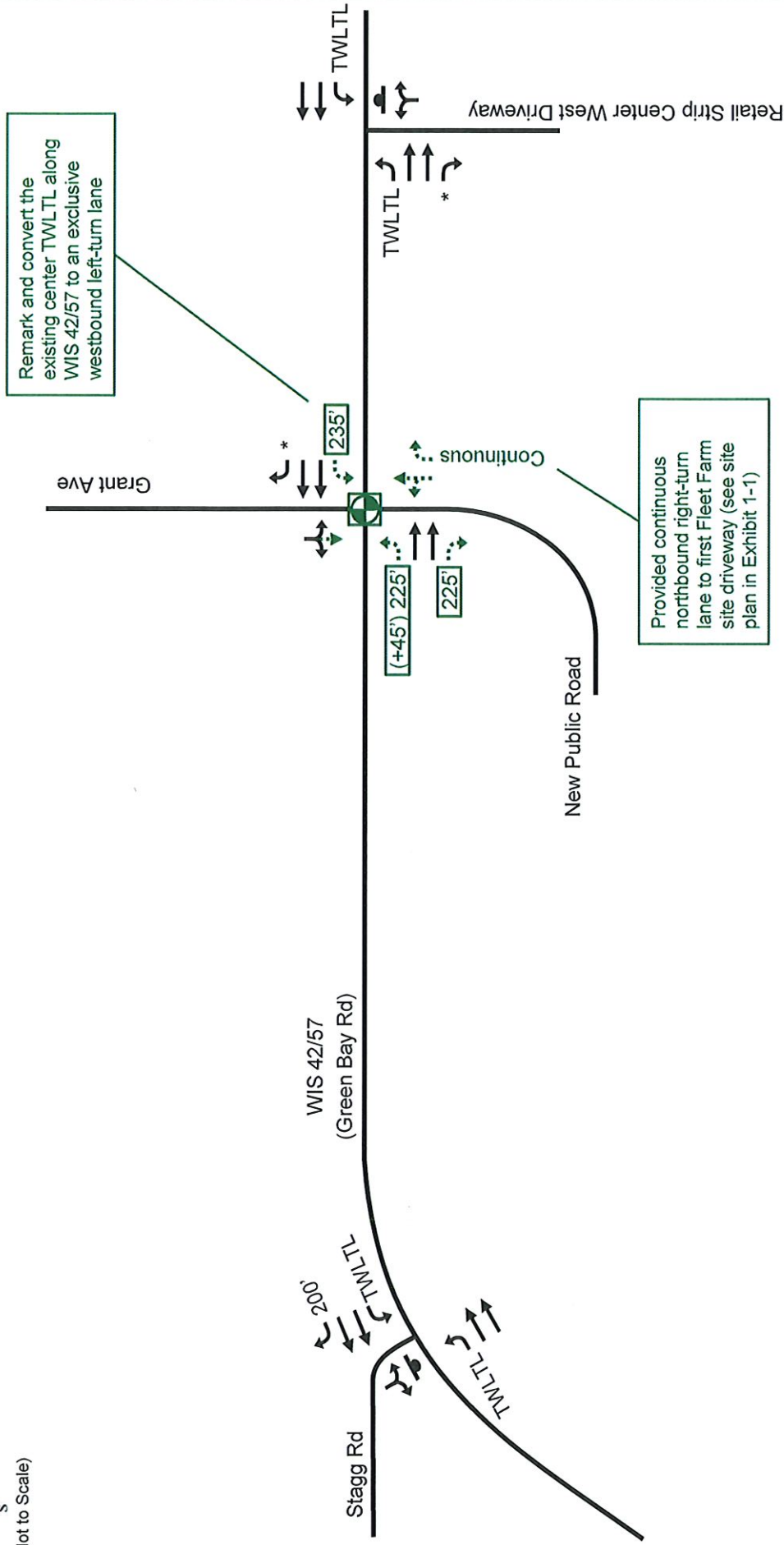
- Install a fully actuated traffic signal. Operate the traffic signal with protected-permitted westbound left-turn phasing with flashing yellow arrow (FYA). Operate the other approaches with permitted left-turn phasing with FYA.
- Remark and convert the existing two-way left-turn lane (TWLTL) east of the intersection to an exclusive westbound left-turn lane with 235' of storage and proper taper.
- Extend the eastbound left-turn lane from 180' to 225' of storage.
- Construct an exclusive eastbound right-turn lane with 225' of storage and proper taper.
- Construct the new public road approach to form the south leg of the intersection. Include a shared northbound left-turn/through lane and exclusive northbound right-turn lane. The right-turn lane will be continuous to the first Fleet Farm site driveway.
- Provide a wide, single (southbound) exit lane on the south leg to accommodate truck turning movements. The extra width is to be marked with hatching to define the single travel lane (see site plan in Exhibit 1-1).
- Maintain a single-lane southbound approach with shared left-turn/through/right-turn lane.
- Provide all necessary signing and marking, including stop bar pavement markings on all intersection approaches.
- The need for center raised medians on the intersection approaches to accommodate signal or street lighting equipment will be evaluated as part of the design process.

PART D – CONCLUSIONS

Implementation of the recommended improvements is expected to provide safe and efficient traffic operations at the study intersection with the proposed Fleet Farm Development.



(Not to Scale)



Legend

- = Lane Geometry
- = Proposed Lane Geometry
- = Stop Sign
- = Proposed Traffic Signal
- TWLTL = Two-way Left-Turn Lane
- XX' = Existing Turn Bay Length, ft
- XX' = Proposed Turn Bay Length, ft

Note:
* Wide shoulder functions as exclusive right-turn lane.

Year 2023 Build Traffic Recommended Improvements

Exhibit
1-3

NOTICE OF PUBLIC HEARING

The City of Sturgeon Bay Plan Commission will conduct a public hearing in the Council Chambers, 421 Michigan Street, Sturgeon Bay, Wisconsin on Wednesday, February 15, 2023 at 6:00 p.m. or shortly thereafter, regarding a petition from Fleet Farm for approval of a conditional use for a large retail establishment under section 20.41 of the Sturgeon Bay Zoning Code. The proposal is for an approximately 92,000 square foot retail store, along with a fueling station and car wash, to be constructed in a General Commercial (C-1) district. The subject property is located along the south side of Green Bay Road (Highway 42-57) across the highway from Grant Ave (parcel #281-66-13000600). The application materials are 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 regard to the proposed conditional use request, either in person at the hearing or in writing.

By order of:
City of Sturgeon Bay Plan Commission

Proposed Fleet Farm Development

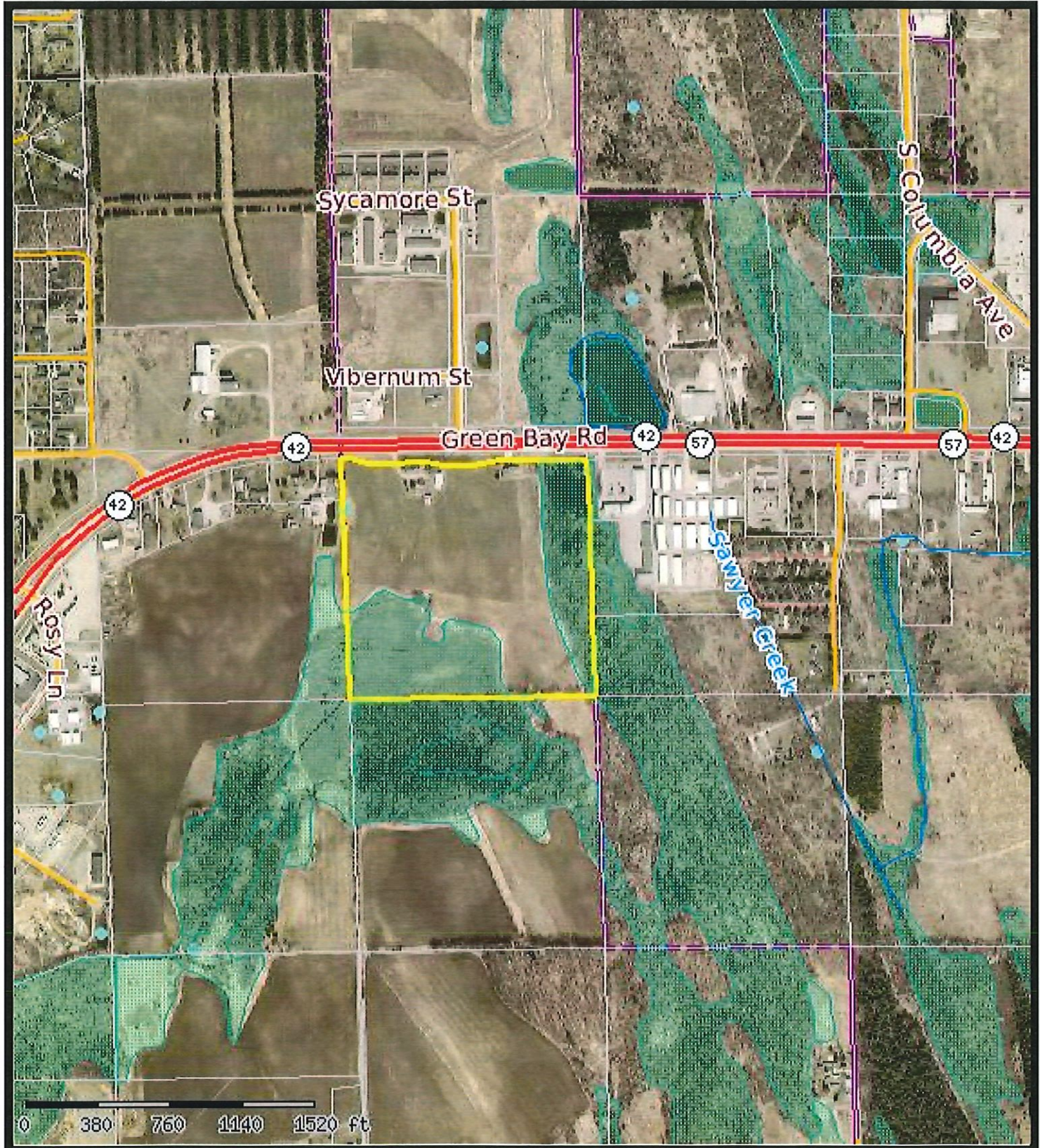


... from the Web Map of ...
([//www.co.door.wi.gov](http://www.co.door.wi.gov))

Door County, Wisconsin

... for all seasons!

Printed 02/10/2023 courtesy of Door County Land Information Office



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Fleet Farm Development



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05/13/2019

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STAFF REPORT MINIMUM FLOOR AREA FOR MULTIPLE-FAMILY DWELLING UNITS EFFICIENCY UNITS

Background: Recently, the Plan Commission reviewed and recommended a number of changes to the dimensional requirements of the zoning code. The changes are mostly intended to make it easier to development housing within the City. One dimensional aspect that was not considered for adjustment is the floor area required for multiple-family dwellings. Currently, the minimum floor area is based upon the number of bedrooms with 500 square feet, 750 square feet, and 1,000 square feet being required for one-bedroom, two-bedroom, and three+ bedroom units, respectively.

Shirley Weese Young is proposing to redevelop the vacant corner of N. Third Ave and Jefferson Street with a mixed-use building including residential apartments. The Common Council recently approved a development agreement with Ms. Young for the project, including some financial incentive to be covered through a proposed tax increment district. The project includes 11 efficiency (studio) style apartments. The floor area of those proposed apartments is slightly less than 500 square feet. The current zoning code does not differentiate between one-bedroom units and efficiencies. Therefore, staff determined that the proposed units do not meet the floor area requirement.

Due to the economics and other factors, redesigning the building or units to provide 500 square feet is not feasible. Other options to address this standard are 1) approval of a variance; 2) approval of a planned unit development district; or 3) amendment to the floor area requirement.

Staff supports an amendment to the code, whereby the efficiency (studio) style unit would have a lesser minimum floor area of 450 square feet. If that amendment were adopted, the proposed project would comply. The rationale for this approach is that the efficiency (studio) style unit should be differentiated from the one-bedroom unit as such units tend to be used differently and have different residents – particularly single occupants. A slightly lower floor area is warranted. In addition, this proposed solution can be used for other housing projects within the City, whereas the variance or PUD option only addresses the current project.

Options: If the Plan Commission agrees with staff's rationale, it can recommend an amendment to the Common Council. Options for the Plan Commission to consider listed in order from broadest impact to narrowest impact include:

1. Reduce the floor area for the one-bedroom units to 450 square feet. Since efficiencies (studios) are currently treated as one-bedroom units for floor area purposes, both efficiencies (studios) and one-bedroom units would have a reduced floor area minimum. This also would apply to all districts where multiple-family units are allowed.
2. Add a category to the minimum floor area chart under s. 20.27(2) for efficiency (studio) units with a minimum of 450 square feet. This option would allow efficiency (studio) style units to be 450 square feet in all zoning districts where they are allowed. One-bedroom units would remain at 500 square foot minimum size.

3. Only reduce the one-bedroom unit minimum floor area to 450 square feet in the C-2 Central Business District. Under this option both efficiencies (studios) and one-bedroom units could have smaller sizes but only such units in the downtown area. Other districts have no impact.
4. Add the efficiency (studio) unit category with the 450 square foot minimum floor area just in the C-2 district. The only impact is that efficiencies (studios) in the downtown area could be slightly smaller than the current minimum size. There would be no impact to the other zoning districts or other types of apartment units.


The Plan Commission also has the option to make no changes to the code. Staff would drop the amendment from further consideration. The developer could still apply for a variance or PUD.

Review Process: If the Plan Commission makes a recommendation to the Common Council, it will be reviewed at a Council meeting. If approved, the Council will conduct a public hearing at a subsequent meeting. After the public hearing, the Council can then adopt or reject the amendment. It will require two readings of an ordinance to officially change the zoning code.

Recommendation: Staff supports any of the options to amend the code that are listed above, but our recommendation is Option 2.

Prepared By: 
Stephanie Servia
Zoning and Planning Administrator

2-10-2023
Date

Reviewed By: 
Martin Olejniczak
Community Development Director

2-10-2023
Date

ORDINANCE NO. _____

THE COMMON COUNCIL OF THE CITY OF STURGEON BAY, WISCONSIN DO
ORDAIN AS FOLLOWS:

SECTION 1: Section 20.27(2) of the Municipal Code (Zoning Code) is hereby repealed
and recreated as follows:

(2) The dimensional requirements relating to lot size, density, yards, height, and floor area shall be as specified
for each zoning district in the following table:

	Lot Size		Density			Required Yards***			Height **	Floor Area per Dwelling Unit (square feet)				
			Minimum Lot Area per Dwelling Unit (square feet)									Multiple-Family		
Zoning District	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Single Family	Two Family	Multiple Family	Street (feet)	Side (feet)	Rear (feet)	Maximum Building Height (feet)	Single Family	Two Family	1 Bedroom	2 Bedroom	3+ Bedroom
R-1	10,000	80	10,000	—	—	25	10	25	35	1,200	—	—	—	—
R-2	6,000	50*	6,000	5,000	—	20	8	25	35	800	500/ 1,500##	—	—	—
R-3	6,000	50*	6,000	5,000	3,500	20	8	25	35	800	500/ 1,500##	500	750	1,000
R-4	7,500	50*	7,500	5,000	3,500	20	10	25	45	800	500/ 1,500##	500	750	1,000
R-M	7,500	65	7,500	—	—	25	10	10	35	720	—	—	—	—
C-1	8,400	70	—	—	3,000	25	10	25	45	—	—	500	750	1,000
C-2	6,000	50	—	—	2,000	15	5	25	45	—	—	500	750	1,000
C-4	8,400	70	—	—	—	25	10	25	45	—	—	—	—	—
C-5	7,500	50*	7,500	5,000	3,000	20	8	25	35	800	500/ 1,500##	500	750	1,000
I-1/I- 1A	25,000	100	—	—	—	40	20#	25#	45	—	—	—	—	—
I-2/I- 2A	25,000	100	—	—	—	50	20#	25#	45	—	—	—	—	—
A	43,560 (1 acre)	150	43,560 (1 acre)	21,780 (½ acre)	—	40	10	25	35	1,000	500/ 1,500##	—	—	—
CON	None	None	—	—	—	25	10	10	45	—	—	—	—	—
PUD	See section 20.24 for applicable standards													

* Within these districts, the minimum lot width shall be increased to 70 feet for lots used for two-family or multiple-family dwellings.

** See section 20.27(4) for exceptions to height requirement.

*** For lots that abut two or more streets, all sides of the lot that abut a street shall meet the street yard requirement.

The minimum yard shall be increased to 40 feet along all lot lines abutting property in a residential district.

500 square feet for the smallest dwelling unit, with a minimum 1,500 square feet combined floor area for both units.



MEMO

To: City Plan Commission
From: Marty Olejniczak, Community Development Director *MO*
Date: February 9, 2023
Subject: Tax Increment District #8

Shirley Weese Young is proposing to redevelop the vacant corner of N. Third Ave and Jefferson Street with a mixed-use building, including a music school/performing arts center on the ground floor with residential efficiency (studio) style apartments above. There also would be public restrooms as part of the project. The Common Council recently approved a development agreement with Ms. Young for the project, including some financial incentive to be covered through a proposed tax increment district (TID). Within a TID the property taxes generated from new development within the district (the tax increment) is used to cover the public costs necessary to spur the new development, such as infrastructure improvements or financial incentives.

The proposed tax increment district will be TID #8. To create this TID, the boundaries of the district need to be set and a project plan for the district needs to be drafted. A public hearing regarding the boundaries and project plan is held. Following that, the Plan Commission, the Common Council, and the Joint Review Board must consecutively approve resolutions to establish the TID. The 5-member Joint Review Board is comprised of a member from each of the taxing jurisdictions plus one public member.

The City hired its financial consultant, R. W. Baird, to assist with the project plan and creation of the TID. An initial draft of the project boundaries and project plan is included in the packet for review by the Plan Commission. There are still some items that could be changed or be added prior to the formal review of the plan by the public, Plan Commission, Common Council and Joint Review Board.

For the February meeting, there will be general discussion on the proposed TID and the members can suggest any changes to the boundaries or aspects of the project plan. It is anticipated that a revised complete draft will be ready by the end of the February for review by the public and the Plan Commission at a public hearing held during the March 15th meeting.

DRAFT

**Project Plan & District Boundary
Tax Incremental District No. 8
in the
CITY OF STURGEON BAY, WISCONSIN**



April 4, 2023

(Approved Actions)

Organizational Joint Review Board Meeting Held	March 9, 2023
Public Hearing Held	March 15, 2023
Adopted by Planning Commission	March 15, 2023
Adopted by City Council	April 4, 2023
Adopted by Joint Review Board	April 13, 2023

Prepared in part by:



Robert W. Baird & Co.
Public Finance
777 E. Wisconsin Ave.
Milwaukee, WI 53202
800.792.2473

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Section 1: City of Sturgeon Bay Officials

City Council

David J. Ward Ph. D	Mayor
Helen L. Bacon	Aldersperson District 1
Dennis Statz	Aldersperson District 2
Dan Williams	Aldersperson District 3
J. Spencer Gustafson	Aldersperson District 4
Gary Nault	Aldersperson District 5
Seth Wiederanders	Aldersperson District 6
Kirsten Reeths	Aldersperson District 7

City Staff

Josh Van Lieshout	City Administrator
Stephanie L. Reinhardt	City Clerk/Human Resources Director
Valerie J. Clarizio	Finance Director/City Treasurer
Martin J. Olejniczak	Community Development Director

Planning Commission

David J. Ward Ph. D, Chairperson	Helen L. Bacon
Kirsten Reeths	Mark Holey
Jeff Norland	Dennis Statz
Debbie Kiedrowski	

Joint Review Board

Josh Van Lieshout	City Representative
Ken Pabich	Door County
Bob Mathews	Northeast Wisconsin Area Technical College
Mike Stephani	Sturgeon Bay School District
Bill Chaudoir	Public Member

Section 2: Introduction and Description of District

The city plans to use Tax Incremental Financing ("TIF") as a successful economic development programming tool by providing public improvements and development incentives to encourage and promote residential and commercial development. The goal is to increase the tax base, to create and enhance economic opportunities, and to increase housing options within the city. The City works with developers and property owners to provide infrastructure improvements and incentives for development. Public infrastructure and property improvements will be financed by a combination of TIF increments and debt financing.

The Tax Increment District ("TID") is being created as a "Mixed-Use District" based on the identification and classification of the property proposed to be included in the TID. The maximum life (absent extension) of the TID is 20 years from the date of adoption.

Tax incremental financing is being proposed for 1.14 acres encompassing three parcel sites located between 321 Jefferson Street, 330 Jefferson Street, and 368 Jefferson Street. The sites are within the city limits. A developer is proposing to develop 330 Jefferson Street and 368 Jefferson Street with a 6,809 square foot first floor venue for music performances and lessons. The first floor will also have a 1,200 square foot patio space facing the corner of Third Avenue and Jefferson Street. In addition, a 475 square foot extension will house three public restrooms, accessible from the outside of the building. The 6,809 square foot second floor of the facility will house eleven studio apartment rentals. The developer is requesting \$900,000 in the form of developer-financed tax incremental financing. The developer will need financial incentives to assist with the high construction costs of the project. Tax Incremental financing is also being proposed for the property at 321 Jefferson Street. Façade improvements and renovation of the existing building are planned to facilitate re-use of this existing vacant retail building. The proposed and potential new developments will generate additional property taxes (tax increment) that will be used to offset the cost of the public investments resulting from, or needed by, the new developments. Planned or potential development projects are detailed in the Statement of Kind, Number and Location of Proposed Projects section of this project plan.

The city anticipates various public improvement project cost expenditures of approximately \$1,125,000 plus financing/interest costs during the TID's 15-year expenditure period. Proposed public project improvements may include but are not limited to developer incentives in the form of cash grants or TID loans, professional and organizational services, administrative costs, and finance costs.

As a result of the creation of this TID, the city projects a preliminary and conservative cash flow analysis indicating \$1,908,577 in increments. The TID increment will primarily be used to pay the debt service costs of the TID, and project development incentives. The increment will also be used for restroom improvements as well as street/sidewalk improvements, parking improvements, and building façade improvements within the vicinity of the district. The city projects land and improvement values (incremental value) of approximately \$4,200,000 will be created in the TID by the end of 2025. This additional value will be a result of the improvements made and projects undertaken within the TID. If the project generates less in value than anticipated, any shortfall in paying of the loan incentive is borne by the developer.

Maps depicting the boundaries and existing uses and conditions of the TID are found in the respective mapping sections of this project plan.

Section 3: Summary of Findings

As required by s.66.1105 Wis. Stats., and as documented in this Project Plan and the exhibits contained and referenced herein, the following findings are made:

1. That “but for” the creation of this TID, the development projected as detailed in this Project Plan: 1) would not occur; or 2) would not occur in the manner, at the values, or within the timeframe desired by the city. In making this determination, the city has considered the following information:
 - Development within the TID has not occurred at the pace anticipated by the city. Infrastructure and other development related expenses are not likely to be borne exclusively by private developers; therefore, the city has concluded that public investment will be required to fully achieve the City’s objectives for this area.
 - To achieve its objectives, the city has determined that it must take an active role in encouraging development by making appropriate public expenditures in the area. Without the availability of tax increment financing, these expenditures are unlikely to be made. Enhancement of this area will complement existing venues in the city, and benefit, not only the city, but all overlapping taxing jurisdictions. Accordingly, the costs to implement the needed projects and programs are appropriately funded through tax increment financing.

- To make the area included within the TID suitable for development, the city will need to make a substantial investment to pay costs of some or all of the projects listed in the project plan and to maintain a rent structure that does not exceed the upper end of market levels. Due to the public investment that is required, the City has determined that development of the area will not occur at the pace or levels desired solely as a result of private investment.
2. The economic benefits of the Tax Incremental District, as measured by increased property values, are sufficient to compensate for the cost of the improvements. In making this determination, the City has considered the following information:

As demonstrated in the Economic Feasibility Section of this Project Plan, the tax increments projected to be collected and the debt issuance will be more than sufficient to pay for the proposed project costs. On this basis alone, the finding is supported.

3. The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions.

Since the development expected to occur is unlikely to take place without the use of Tax Incremental Financing (see Finding #1) and since the TID will generate economic benefits that are more than sufficient to compensate for the cost of the improvements (see Finding #2), the City reasonably concludes that the overall benefits of the TID outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions. It is further concluded that since the "but for" test is satisfied, there would, in fact, be no foregone tax increments to be paid in the event the TID is not created.

4. The improvements to be made within the TID are likely to significantly enhance the value of substantially all other real property in the City surrounding the TID.
5. The equalized value of taxable property of the TID does not exceed 12% of the total equalized value of taxable property within the City.
6. The Project Plan for the TID is feasible and is in conformity with the master plan of the city.
7. The city estimates that 50% of the territory within the district will be devoted to retail business at the end of the district's maximum expenditure period, pursuant to Wisconsin Statutes Sections

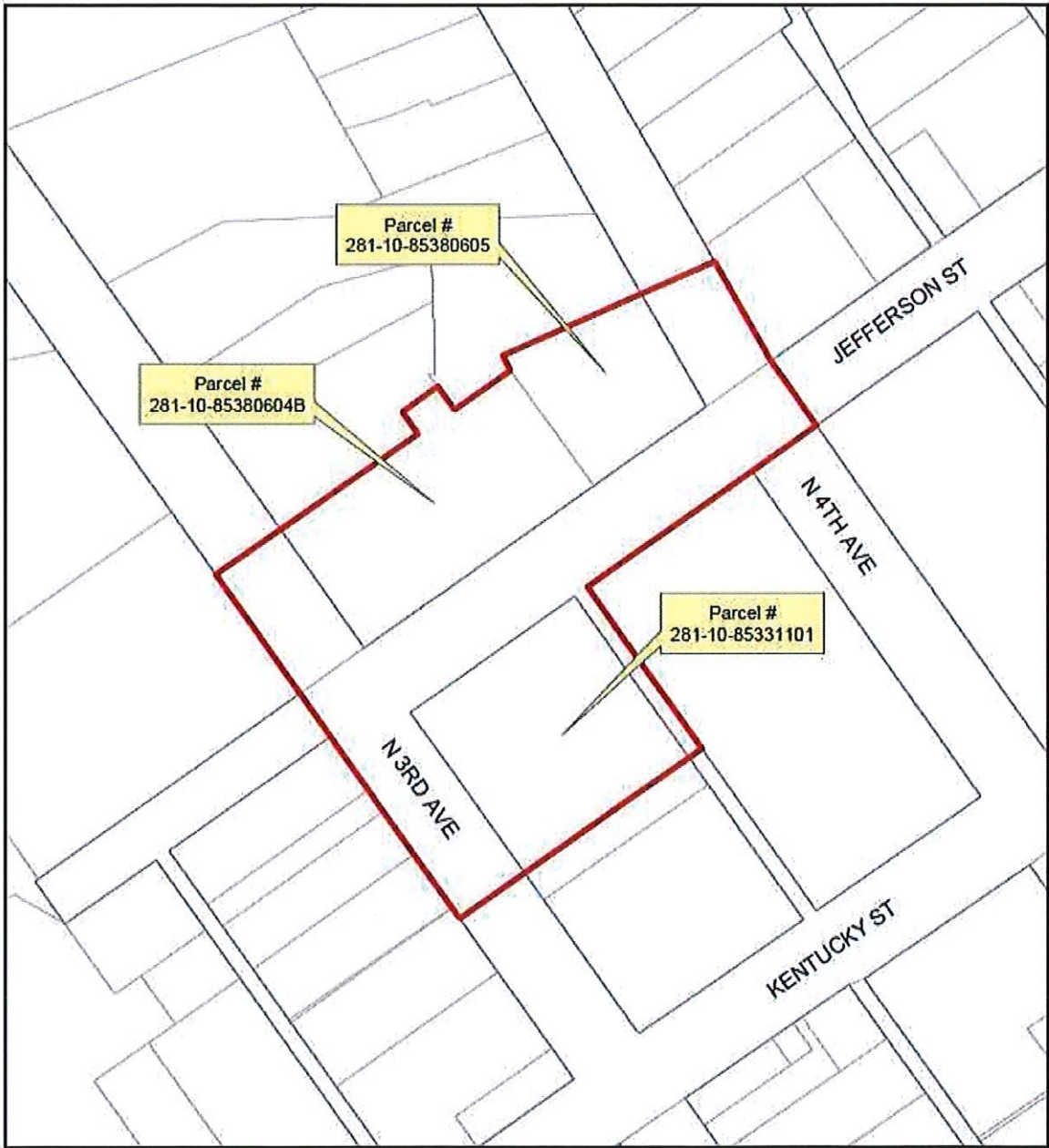
66.1105(5)(b).

8. The City confirms less than 35 percent of the district is land proposed for newly platted residential development. Residential housing density is at least three units per acre.
9. The TID is being created as a Mixed-Use District. This project plan has met the definition and requirements for a Mixed-Use District. Not less than 50% of the proposed district's area land is suitable for industrial, commercial, and residential use.

Section 4: Map of Proposed District Boundary

The current Map is reflective of the 01/01/2023 parcel list.

Tax Increment District #8



Map printed February 9, 2023

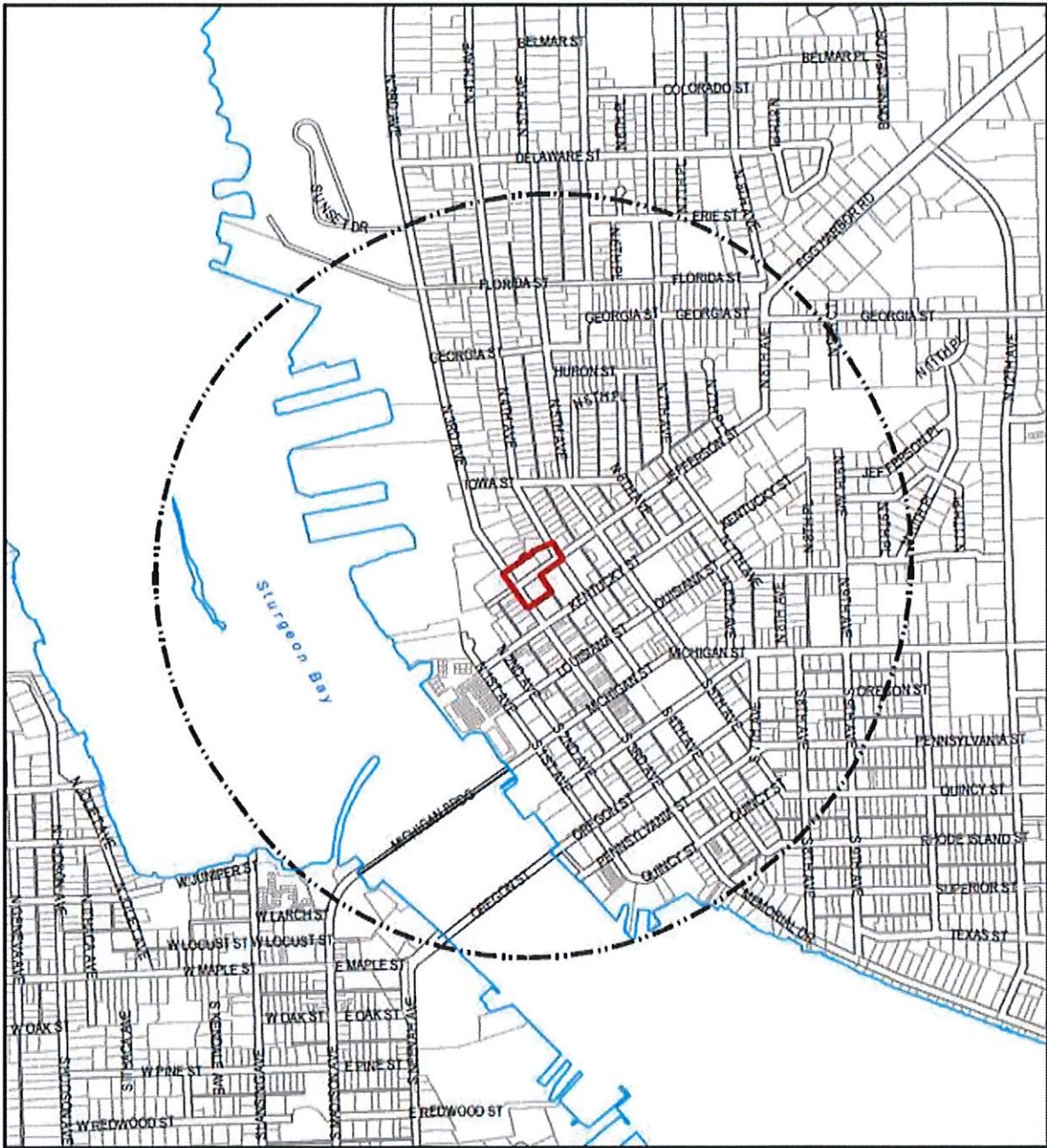


 District Boundary

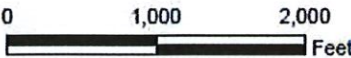
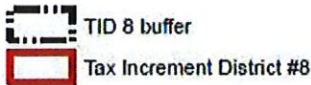


Section 5: One Half Mile Radius Map of Proposed District Boundary

Tax Increment District #8
1/2 Mile Radius of Boundary



Map printed February 9, 2023

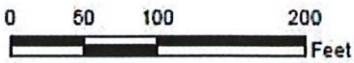


Section 6: Map Showing Existing Uses and Conditions

Tax Increment District #8
Existing Conditions



Map printed February 9, 2023



 District Boundary



Section 7: Preliminary Parcels List and Analysis

As of the 01/01/2023 parcels list.

ID	Address	Parcel #	Valuation
1	321 Jefferson	2811085331101	\$ 793,500
2	330 Jefferson	2811085380604B	\$ 76,700
3	368 Jefferson	2811085380605	\$ 241,500
Total Valuation			<u>\$ 1,111,700</u>

Section 8: Equalized Valuation Test

The following calculations demonstrate that the City is in compliance with s.66.1105(4) (gm)4. c. Wis. Stats., which requires that the equalized value of the taxable property in the proposed TID, plus the value increment of any existing Tax Incremental Districts, does not exceed 12% of the total equalized value of taxable property within the City. With TID #8, the value increment of all existing Tax Increment Districts will be approximately 10.24%.

Valuation Test Compliance Calculation

2022 Equalized Valuation (TID IN)	\$ 1,224,724,100	
Limit for 12% Test	\$ 146,966,892	
Increment Value of Existing TIDs	\$ 124,285,600	
Projected Base Value of New TID	<u>\$ 1,111,700</u>	
Total Value Subject to Test	\$ 125,397,300	
Compliance ($\$125,397,300 < \$146,966,892$)		Meets Requirement

Section 9: Statement of Kind, Number and Location of Proposed Projects

The city expects to implement the following public project improvements. Any costs including eligible administrative costs necessary or convenient to the creation of the district or directly or indirectly related to the public works

and other projects are considered "project costs" and eligible to be paid with tax increment revenues of the TID.

1. DEVELOPER GRANT/LOAN INCENTIVE

LOCATION: 330 Jefferson St. and 368 Jefferson St.

TOTAL: \$775,000

DESCRIPTION: The Developer plans to develop a 6,809 square foot venue for music performances and lessons. The first floor will also have a 1,200 square foot patio space facing the corner of Third Avenue and Jefferson Street. The 6,809 square foot second floor of the facility will house eleven studio apartment rentals.

2. PUBLIC RESTROOM IMPROVEMENTS

LOCATION: 368 Jefferson St.

TOTAL: \$125,000

DESCRIPTION: Development includes the creation of three public restrooms accessible outside the building at the end of the commercial section of Third Avenue where there are no public restrooms. Estimated square footage of 475.

3. STREET/SIDEWALK IMPROVEMENTS

LOCATION: ENTIRE TID

TOTAL: \$25,000

DESCRIPTION: Jefferson Street intersection improvements including crosswalk repairs along with spot repairs of the streets and sidewalks in the vicinity.

4. PARKING IMPROVEMENTS

LOCATION: ENTIRE TID

TOTAL: \$150,000

DESCRIPTION: Maintenance and repairs to the public parking structure bounded by 1st Ave, Kentucky St, 2nd Ave, and Louisiana St.

5. FACADE IMPROVEMENTS

LOCATION: 321 Jefferson Street

TOTAL: \$50,000

DESCRIPTION: Financial Incentive to developer for façade improvements at 321 Jefferson Street. The façade improvements would be accompanied by interior building renovation of approximately \$500,000 by developer to facilitate reuse of the building for retail and other commercial purposes.

6. ADMINISTRATIVE / ORGANIZATIONAL FEES

LOCATION: Entire TID

TOTAL: \$30,000

DESCRIPTION: Annual TID and City staff administration fees and professional fees for creation and organization, including legal fees.

Section 10: Maps Showing Proposed Improvements and Uses

INSERT MAP OF PROPOSED IMPROVEMENTS

Section 11: Detailed List of Project Costs

1. DEVELOPER GRANT/LOAN INCENTIVE	\$775,000
2. PUBLIC RESTROOM IMPROVEMENTS	\$125,000
3. STREET/SIDEWALKS IMPROVEMENTS	\$25,000
4. PARKING IMPROVEMENTS	\$150,000
5. FAÇADE IMPROVEMENTS	\$50,000
6. ADMINSTRATIVE / ORGANIZATIONAL FEES	\$30,000
ESTIMATED TOTAL	\$1,155,000

The project cost is based on current prices and preliminary estimates. The City reserves the right to increase this cost to reflect inflationary increases and other uncontrollable circumstances between the creation of the TID and the time of construction. The tax increment allocation is preliminary and is subject to adjustment based upon the implementation of the Plan.

This Plan is not meant to be a budget nor an appropriation of funds for specific projects, but a framework within which to manage projects. All costs included in the Plan are estimates based on the best information available. The City retains the right to delete or pursue future projects listed in the prior paragraph, and shown on the map, or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council, without amending the Plan.

The Plan authorizes the expenditure of funds for project costs within a 1/2-mile radius of the TID boundary.

Section 12: Economic Feasibility

The information and exhibits contained within this project plan demonstrate that the proposed TID is economically feasible insofar as:

- The city has available to it the means to secure the necessary financing required to accomplish the projects contained within this Plan. A listing of "Method of Financing and Timing of When Costs are to be Incurred" follows.

- The development anticipated to occur because of the implementation of this Plan will generate sufficient tax increments to pay for the cost of the projects. This Plan identifies the following: 1) the development expected to occur, 2) a projection of tax increments to be collected resulting from that development and other economic growth within the TID, and 3) a cash flow model demonstrating that the projected tax increment collections and all other revenues available such as debt issuance will be sufficient to pay all Project Costs.

To evaluate the economic feasibility of TID #8 it is necessary to project the amount of tax revenue that can be reasonably generated over the legal life of the TID. Included in Exhibit A is a proforma analysis of TID #8. The proforma analyzes expenses based on project plan costs of TID #8 against projected TID revenue. Tax revenue is conservatively estimated. Cash received from future TID #8 tax increments will be used to fund project costs and implementation of this Plan will also require that the City issue a developer grant/loan to provide direct or indirect financing for the Projects to be undertaken. In 2043, the final year of revenue collection for the TID, it is projected to have repaid all expenditures and is left with a positive surplus balance.

Section 13: Method of Financing and Timing of When Costs are to be Incurred.

The City plans to fund project costs with cash received from future TID #8 tax increments and to issue a developer grant/loan to provide direct or indirect financing for the Projects to be undertaken. The following is a list of the types of obligations the City may choose to utilize.

General Obligation (G.O.) Bonds or Notes

The City may issue G.O. Bonds or Notes to finance the cost of Projects included within this Plan. Wisconsin Statutes limit the principal amount of G.O. and State Trust Fund Loan debt that a community may have outstanding at any point in time to an amount not greater than five percent of its total equalized value (including increment values).

Board of Commissioners of Public Lands State Trust Fund Loans

The City may issue State Trust Fund Loans to finance the cost of Projects included within this Plan. Wisconsin Statutes limit the principal amount of State Trust Fund Loan and GO debt that a community may have outstanding at any point in time to an amount not greater than five percent of its total equalized value (including increment values).

Bonds Issued to Developers ("Pay as You Go" Financing)

The City may issue a bond to one or more developers who provide financing for projects included in this Plan. Repayment of the amounts due to the developer under the bonds are limited to an agreed percentage of the available annual tax increments collected that result from the improvements made by the developer. To the extent the tax increments collected are insufficient to make annual payments, or to repay the entire obligation over the life of the District, the City's obligation is limited to not more than the agreed percentage of the actual increments collected. Bonds issued to developers in this fashion are not general obligations of the City and therefore do not count against the City's borrowing capacity.

Federal/State Loan and Grant Programs

The State and Federal governments often sponsor grant and loan programs that municipalities may potentially use to supplement TID expenditures or provide financing for capital costs which positively impact the district. These programs include Wisconsin Community Development Block Grants, Rural Development Administration Community Facility Loan/Grants, Transportation Economic Assistance Grants, and Economic Development Administration Grants. These programs require local match funding to ensure State and Federal participation in the project.

The actual amount of debt issuance will be determined by the city at its convenience and as dictated by the nature of the projects as they are implemented.

Plan Implementation

Projects identified will provide the necessary anticipated governmental services to the area, and appropriate inducements to encourage development of the area. The city anticipates making total project expenditures of approximately \$1,155,000 plus financing/interest costs to undertake the projects listed in this Project Plan. The Expenditure Period of this District is 15 years from the date of adoption of the Creation Resolution by the Common Council. The projects to be undertaken pursuant to this Project Plan are expected to be financed primarily with tax increments. The City reserves the right to alter the implementation of this Plan to accomplish this objective. Interest rates projected are based on current market conditions. Municipal interest rates are subject to constantly changing market conditions. In addition, other factors such as the loss of tax-exempt status of municipal bonds or broadening the purpose of future tax-exempt bonds would affect market conditions. Actual interest expense will be determined once the methods of financing have been approved and securities or other obligations are issued.

If financing as outlined in this Plan proves unworkable, the City reserves the right to use alternate financing solutions for the projects as they are implemented.

Section 14: Annexed Property

There are no lands proposed for inclusion within the TID that were annexed by the city on or after January 1, 2004.

Section 15: Proposed Changes in Zoning Ordinances

The city does intend to make changes to the zoning ordinance to reduce from 500 square feet to 450 square feet the minimum floor area required for efficient apartments.

Section 16: Proposed Changes in Master Plan, Map, Building Codes, and Town Ordinances

The city does not anticipate that the TID will require any changes in the master plan, map, building codes, and City ordinances to implement this project plan. The proposed development and uses are consistent with the adopted Sturgeon Bay Comprehensive Plan.

Section 17: Relocation

The city does not anticipate the need to relocate persons or businesses in conjunction with this Plan. In the event relocation or the acquisition of property by eminent domain becomes necessary at some time during the implementation period, the City will follow applicable state statutes as required in Wisconsin Statutes Chapter 32.

Section 18: Orderly Development of the City

The creation of the TID will enable the City to undertake projects in furtherance of the stated objectives of its Comprehensive Plan and other planning documents. To this extent, the creation of the TID promotes the orderly development of the City.

Section 19: A List of Estimated Non-Project Costs

Non-Project costs are public works projects that only partly benefit the TID or are not eligible to be paid with tax increment, or costs not eligible to be paid with Tax Incremental Financing funds. The city does not anticipate any non-project costs for the TID.

Section 20: City Attorney Opinion

Exhibit B contains a signed opinion from the city attorney advising whether the project plan amendment is complete and complies with Section 66.1105(4)(f) of the Wisconsin Statutes.

**City of Sturgeon Bay
Tax Increment District No. 8
Cash Flow Proforma Analysis - The Muse**

Developer Incentive -- Criteria	
New Construction	54,000,000
TIF Assistance	5900,000
Does TIF Cash Flow	YES
City Increment Required	NO

2023
2024
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2043

(1) Per City estimates:

SECTION 22: EXHIBIT B CITY ATTORNEY OPINION

INSERT ATTORNEY OPINION

SECTION 23: EXHIBIT C TID # 8 BOUNDARY LEGAL DESCRIPTION

INSERT LEGAL BOUNDARY DESCRIPTION

SECTION 24: DISCLAIMER TEXT

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