CITY PLAN COMMISSION AGENDA

August 26, 2026 at 4:00 PM

City Hall, 3rd Floor - Council Chambers, 828 Center Avenue, Sheboygan, WI

This meeting may be viewed LIVE on:

Charter Spectrum Channel 990, AT&T U-Verse Channel 99 and: www.wscssheboygan.com/vod.

It is possible that a quorum (or a reverse quorum) of the Sheboygan Common Council or any other City committees/boards/commissions may be in attendance, thus requiring a notice pursuant to State ex rel. Badke v. Greendale Village Board, 173 Wis. 2d 553, 494 N.W.2d 408 (1993).

Persons with disabilities who need accommodations to attend this meeting should contact the Department of City Development, (920) 459-3377. Persons other than commission, committee, and board members who wish to participate remotely shall provide notice to the City Development Department at 920-459-3377 at least 24 hours before the meeting so that the person may be provided a remote link for that purpose. All Commission members may attend the meeting remotely.

OPENING OF MEETING

1. Roll Call
2. Pledge of Allegiance
3. Identify Potential Conflict(s) of Interest

MINUTES

4. Approval of the Plan Commission minutes from August 11, 2026.

PUBLIC HEARINGS

5. Public Hearing regarding proposed amendment of the boundaries and Project Plan of Tax Incremental District No. 21.
6. Public Hearing regarding the proposed creation of Tax Incremental District No. 27, the proposed boundaries of the District, and the proposed Project Plan for the District.

ITEMS FOR DISCUSSION AND POSSIBLE ACTION

7. Architectural Review of exterior remodel at Paper Box & Specialty Co. located at 1505 Sibley Ct.

8. Application for Special Use Permit and Site Plan Review by The Mighty Three Stripes, LLC to construct a 72,105 square-foot industrial building located at the Northeast corner of Weeden Creek Road and C.T.H. “A”.

9. Architectural Review of new construction located at the Northeast corner of Weeden Creek Road and C.T.H. “A”

10. Determination if the amendment to the 120 Vollrath Boulevard SIP is a minor or substantial change.

11. Specific Implementation Plan amendment by Rachel Kohler to construct three new single-family homes, a family hall building, a pool and gym building, and a garage with a family apartment above located at 120 Vollrath Boulevard.

12. Consideration and possible action of a “Resolution Approving an Amendment to the Project Plan and Boundaries of Tax Incremental District No. 21.”

13. Consideration and possible action on a “Resolution Establishing the Boundaries of and Approving the Project Plan for Tax Incremental District No. 27.”

14. Discussion on the proposed City of Sheboygan Comprehensive Plan.

TENTATIVE DATE OF NEXT REGULAR MEETING

15. Next scheduled meeting: September 15, 2026 at 4:00 PM

ADJOURN

16. Motion to Adjourn

In compliance with Wisconsin's Open Meetings Law, this agenda was posted in the following locations more than 24 hours prior to the time of the meeting:

City Hall • Mead Public Library
Sheboygan County Administration Building • City's website

CITY OF SHEBOYGAN

CITY PLAN COMMISSION MINUTES

Tuesday, August 11, 2026

MEMBERS PRESENT: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close
EXCUSED: Mayor Ryan Sorenson
STAFF/OFFICIALS PRESENT: City Planner Jeff Witte and Zoning Administrator Ellise Rose

OPENING OF MEETING

1. Roll Call

   Vice Chairperson Jerry Jones called the meeting order.

2. Pledge of Allegiance

   The Pledge of Allegiance is recited.

3. Identify Potential Conflict(s) of Interest

   No conflicts of interest are identified.

MINUTES

4. Approval of the Plan Commission minutes from July 28, 2026.

   MOTION TO APPROVE THE MINUTES OF THE PREVIOUS MEETING HELD ON JULY 28, 2026.
   Motion made by Braden Schmidt, seconded by Joe Clarke
   Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

   Motion carried.

PUBLIC HEARINGS

5. Public hearing regarding application for Conditional Use Permit with exceptions by Haran, LLC to operate a convenience store and gas station located at 2235 North Ave.

   No public comment.

   MOTION TO CLOSE THE PUBLIC HEARING.
   Motion made by Braden Schmidt, seconded by Joe Clarke
   Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

   Motion carried

6. Public hearing regarding application for Conditional Use Permit with exceptions by Thomas Stemper to construct an apartment to the 2nd floor of the commercial facility located at 1530 S 12th St.

   No public comment.

   MOTION TO CLOSE THE PUBLIC HEARING.
   Motion made by Braden Schmidt, seconded by Kimberly Meller
   Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

   Motion carried

ITEMS FOR DISCUSSION AND POSSIBLE ACTION

7. Architectural Review of an exterior remodel and addition at Edward Jones located at 3019 Superior Avenue.

   MOTION TO APPROVE WITH THE FOLLOWING CONDITIONS APPROVED BY STAFF.
   Motion made by Joe Clarke, seconded by Kimberly Meller
   Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

   1. The windows at the north elevation be resubmitted to match the other new windows.
   2. Architect provide information on the transition between grade and finished materials

   Motion carried.

8. Application for Conditional Use Permit with exceptions by Haran, LLC to operate a convenience store and gas station located at 2235 North Ave.

   MOTION TO APPROVE WITH THE FOLLOWING CONDITIONS.
   Motion made by Alderperson Michael Close, seconded by Kevin Jump
   Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

   1. Prior to operation/occupancy, the applicant shall obtain all licenses, and occupancy permits as well as meet all required codes including but not limited to building, plumbing, electrical, HVAC, fire, health, state, federal, etc. An occupancy permit will be granted only at such time as the applicant has met all requirements.
   2. The facility will meet all zoning requirements including but not limited to noise, smells, vibration, hazardous materials, etc. If any issues arise, this matter may be brought back to the Plan Commission for review.
   3. If using dumpsters, dumpster(s) shall be screened/enclosed and constructed of like materials and colors of the facility. If using chain link fencing, the applicant shall install Privacy Decorative Slatting (PDS) material in order to effectively screen and enclose the dumpster.
   4. All outdoor storage of materials, products or equipment shall be prohibited.
   5. Any fencing/retaining wall shall be installed per Section 105-945 of the City of Sheboygan Zoning Ordinance.
   6. All new lighting shall be installed per Section 105-932 of the City of Sheboygan Zoning Ordinance. There shall be no spillover light onto adjacent properties or the streets.
   7. Applicant shall obtain the necessary sign permits prior to installation.

Motion carried.

9. Application for Conditional Use Permit with exceptions by Thomas Stemper to construct an apartment to the 2nd floor of the commercial facility located at 1530 S 12th St.

   MOTION TO APPROVE WITH THE FOLLOWING CONDITIONS.
   Motion made by Braden Schmidt, seconded by Alderperson Michael Close
   Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

   1. Prior to operation/occupancy, the applicant shall obtain all licenses, and occupancy permits as well as meet all required codes including but not limited to building, plumbing, electrical, HVAC, fire, health, state, federal, etc. An occupancy permit will be granted only at such time as the applicant has met all requirements.
   2. The facility will meet all zoning requirements including but not limited to noise, smells, vibration, hazardous materials, etc. If any issues arise, this matter may be brought back to the Plan Commission for review.
   3. If using dumpsters, dumpster(s) shall be screened/enclosed and constructed of like materials and colors of the facility. If using chain link fencing, the applicant shall install Privacy Decorative Slatting (PDS) material in order to effectively screen and enclose the dumpster.
   4. All outdoor storage of materials, products or equipment shall be prohibited.
   5. Any fencing/retaining wall shall be installed per Section 105-945 of the City of Sheboygan Zoning Ordinance.
   6. All new lighting shall be installed per Section 105-932 of the City of Sheboygan Zoning Ordinance. There shall be no spillover light onto adjacent properties or the streets.

   Motion carried.

TENTATIVE DATE OF NEXT REGULAR MEETING

10. Next scheduled meeting: August 26, 2026 at 4:00 PM

ADJOURN

11. Motion to Adjourn

    MOTION TO ADJOURN THE MEETING.
    Motion made by Braden Schmidt, seconded by Kimberly Meller
    Voting yea: Jerry Jones, Kevin Jump, Kimberly Meller, Braden Schmidt, Joe Clarke, and Alderperson Michael Close

    Motion carried

    Meeting is adjourned at 4:23 p.m.

CITY OF SHEBOYGAN

REQUEST FOR ARCHITECTURAL REVIEW CONSIDERATION

ITEM DESCRIPTION: Architectural Review of exterior remodel at Paper Box & Specialty Co. located at 1505 Sibley Ct.

REPORT PREPARED BY: Ellise Rose, Zoning Administrator

REPORT DATE: August 18, 2026 **MEETING DATE:** August 26, 2026

FISCAL SUMMARY:

Budget Line Item:	N/A
Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	N/A
Municipal Code:	N/A

BACKGROUND / ANALYSIS:

Quasius Construction, Inc. is proposing an exterior remodel at Paper Box & Specialty Co. located at 1505 Sibley Ct. The applicant states the following:

- Residing of the east portion (building on the corner of Calumet Drive & Sibley Ct.) of the Paper Box & Specialty Company.

- Current exterior siding is vertical aluminum in green color. Product is no longer available and unable to be repaired from the wind damage that occured earlier this year.

- Remove existing siding and wood furring. Install new galvanized furring to receive new factory finished vertical steel siding with matching trim. New steel siding is McElroy Metal Multi-V panel in Patina Green color with accent area panels in Evergreen color as shown in the elevation renderings.

STAFF COMMENTS:

It appears that windows are being removed from the north and east sides of the building, and a door added to the north side. It also appears that the windows to remain on the north elevation are being replaced. What is being proposed for the doors and windows?

ACTION REQUESTED:

Motion to approve with possible amendments as determined by the Board.

ATTACHMENTS:

Architectural Review Application and required attachments.

City of Sheboygan spirit on the lake	**CITY OF SHEBOYGAN** **ARCHITECTURAL REVIEW APPLICATION**	**Fee:** _____ **Review Date:** _____

Read all instructions before completing. If additional space is needed, attach additional pages.

SECTION 1: Applicant/ Permittee Information			
Name (Ind., Org. or Entity) Quasius Construction, Inc.	Authorized Representative Gary Gartman	Title Director of Project Development	
Mailing Address PO Box 727	City Sheboygan	State WI	ZIP Code 53082
Email Address ggartman@quasius.com	Phone Number (incl. area code) (920) 377-1566		
SECTION 2: Landowner Information (Complete These Fields When Project Site Owner is Different than Applicant)			
Name (Ind., Org. or Entity) Paper Box and Specialty Company	Contact Person Joe Van Der Puy	Title Owner	
Mailing Address 1505 Sibley Ct.	City Sheboygan	State WI	ZIP Code 53081
Email Address joe@weareboxes.com	Phone Number (incl. area code) (920) 459-2440		
SECTION 3: Architect Information			
Name NA			
Mailing Address	City	State	Zip
Email Address	Phone Number (incl. area code)		
SECTION 4: Contractor Information			
Name Quasius Construction, Inc.			
Mailing Address PO Box 727	City Sheboygan	State WI	Zip 53082
Email Address ggartman@quasius.com	Phone Number (incl. area code) (920) 377-1566		

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Architectural Review Application. I certify that the information contained in this form and attachments are true and accurate. I certify that the project will be in compliance with all conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print)	Title	Phone Number
Gary Gartman	Director of Project Development	(920) 377-1566
Signature of Applicant		Date Signed 8/4/2026

Complete application is to be filed with the Department of City Development, 828 Center Avenue, Suite 208. To be placed on the agenda of the Architectural Review Board, application must be filed three weeks prior to date of meeting – check with City Development on application submittal deadline date. Applications will not be processed if all required attachments and filing fee of $100 (payable to the City of Sheboygan) are not submitted along with a complete and legible application. Application filing fee is non-refundable.

SECTION 6: Description of the Subject Site/Proposed Project		
Project Address/Description 1505 Sibley Ct.		Parcel No. 59281606612
Name of Proposed/Existing Business:	Paper Box & Specialty Co	
Address of Property Affected:	1505 Sibley Ct.	
Zoning Classification:	Urban Industrial District	
New Building: ☐	Addition: ☐	Remodeling: ☐

SECTION 7: Description of Proposed Project

Residing of the east portion (building on the corner of Calumet Drive & Sibley Ct.) of the Paper Box & Specialty Company.

SECTION 8: Description of EXISTING Exterior Design and Materials

Current exterior siding is vertical aluminum in green color. Product is no longer available and unable to be repaired from the wind damage that occurred earlier this year.

SECTION 9: Description of the PROPOSED Exterior Design and Materials

Remove existing siding and wood furring. Install new galvanized furring to receive new factory finished vertical steel siding with matching trim. New steel siding is McElroy Metal Multi-V panel in Patina Green color with accent area panels in Evergreen color as shown in the elevation renderings.

PAPER BOX &
Specialty
Co.

PAPER BOX
OPEN
Specialty Co

PAPER BOX &
Specialty Co.

Sibley Ct

92531573

Sibley Ct N 15th St

N 15th St

Calumet Dr

Lincoln Ave

92531584

Saemann Ave

N 16th St

N 15th St

PANELS ABOVE LOWER ROOF

→ SIDING REPLACEMENT EXTERIOR WALLS

ArcGIS Web Map

SITE PLAN

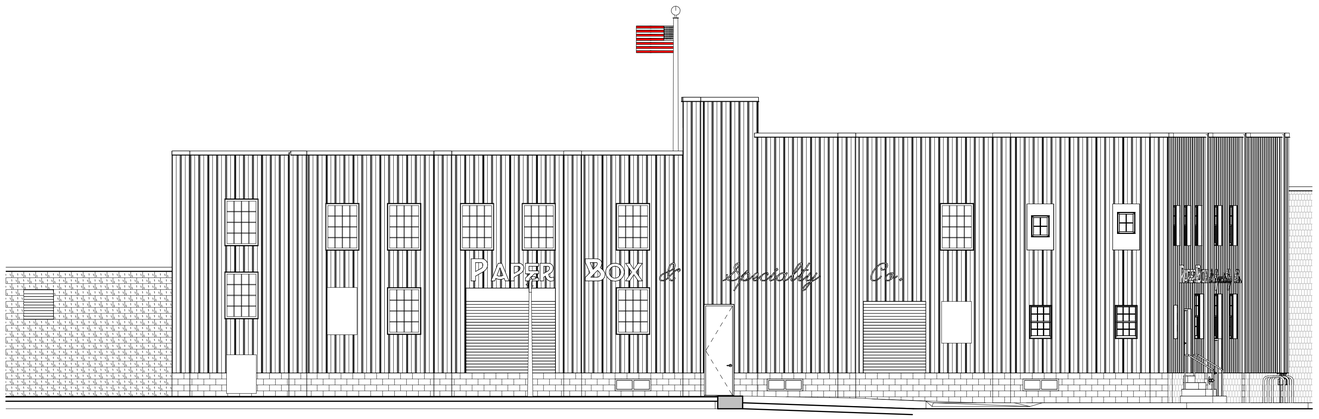
0 30 60 ft

1" = 50'

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community Source: Esri, Maxar, Earthstar Geographics, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

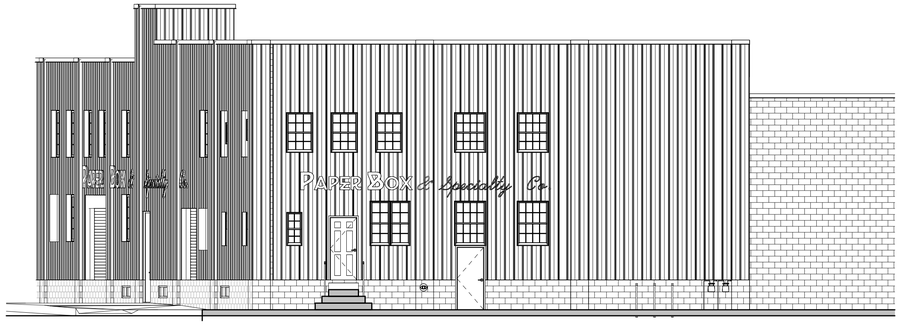
This information is provided for advisory purposes only. This information has been obtained from sources believed to be reliable based on plats, surveys, and deeds. Any discrepancies occur between this and equivalent legal records, the most recent is allowed to stand until such time as it is addressed. Sheboygan County distributes this data on an "as is" basis, no warranties are implied.

Date Printed: 8/4/2026



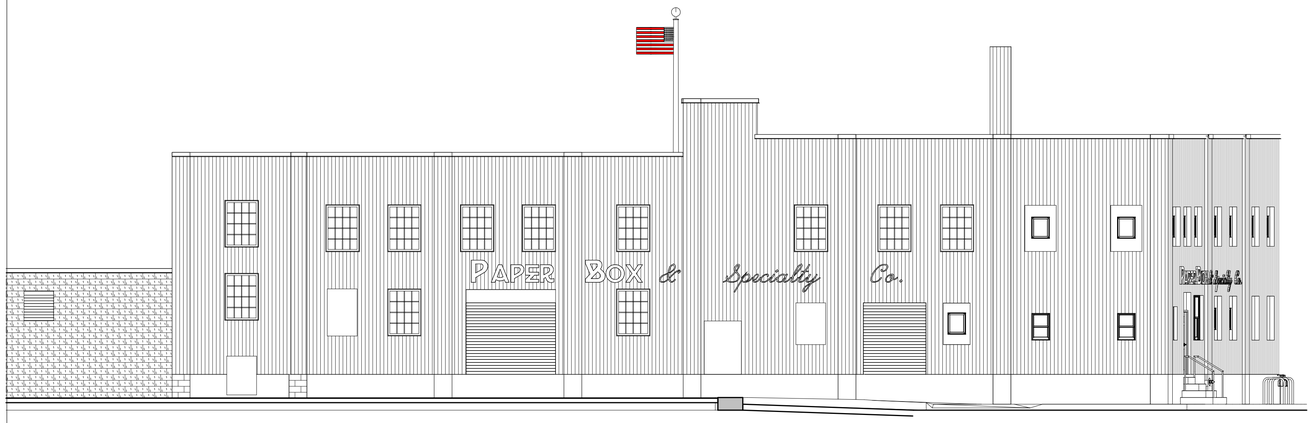
EAST BUILDING ELEVATION - NEW WORK

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



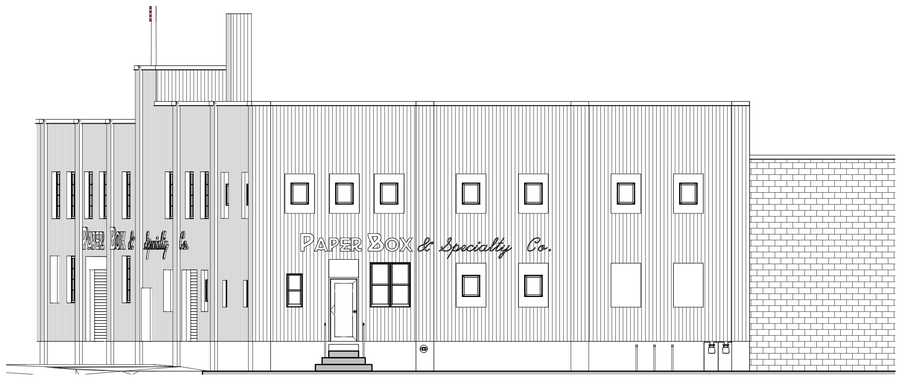
NORTH BUILDING ELEVATION - NEW WORK

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



EAST BUILDING ELEVATION - EXISTING

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



NORTH BUILDING ELEVATION - EXISTING

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

CITY SUBMITTAL

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QUASIUS CONSTRUCTION CO.
SHEBOYGAN, WI
SINCE 1891

Notes & Revisions
08/13/2026

PAPER BOX & SPECIALTY CO.
EXTERIOR ALTERATIONS
1505 SIBLEY CT., SHEBOYGAN, WI 53081

ELEVATIONS

Project number
Date
Drawn by
Checked by

A-200

Scale 1/8" = 1'-0"

8/13/2026 11:50:54 PM

CITY SUBMITTAL

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QUASIUS CONSTRUCTION CO.
SHEBOYGAN, WI
SINCE 1891

Notes & Revisions

PAPER BOX & SPECIALTY CO.

EXTERIOR ALTERATIONS

1505 SIBLEY CT., SHEBOYGAN, WI 53081

BUILDING PERSPECTIVE

Project number
Date
Drawn by
Checked by

A-201

Scale 12" = 1'-0"

3/2026 11:50:58 PM

CITY SUBMITTAL

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QUASIUS CONSTRUCTION CO.
SHEBOYGAN, WI
SINCE 1891

Notes & Revisions

PAPER BOX & SPECIALTY CO.

EXTERIOR ALTERATIONS
1505 SIBLEY CT., SHEBOYGAN, WI 53081

BUILDING PERSPECTIVE

Project number
Date
Drawn by
Checked by

A-202

Scale 12" = 1'-0"

3/3/2026 11:51:02 PM

CITY OF SHEBOYGAN

REQUEST FOR CITY PLAN COMMISSION CONSIDERATION

ITEM DESCRIPTION: Application for Special Use Permit and Site Plan Review by The Mighty Three Stripes, LLC to construct a 72,105 square-foot industrial building located at the Northeast corner of Weeden Creek Road and C.T.H. “A”.

REPORT PREPARED BY: Ellise Rose, Zoning Administrator

REPORT DATE: August 18, 2026 **MEETING DATE:** August 26, 2026

APPLICANT PROPOSAL:

Mighty Three Stripes, LLC is proposing to construct a 72,105 square-foot industrial building located at the Northeast corner of Weeden Creek Road and C.T.H. “A”. The applicant states the following:

- Northland Plastics is a third-generation custom plastics manufacturer that has proudly operated in the City of Sheboygan for over 70 years. Due to substantial business growth, the company's current site is surrounded by residential properties that can no longer accommodate planned expansions.
- To ensure long-term viability and maintain its commitment to remain within the City of Sheboygan, Northland Plastics proposes relocating its headquarters to a compatible industrial location better suited for its current operations and future growth.
- Initial Proposed Facility: A 72,105 sq. ft. conventional steel industrial building featuring painted precast concrete wall panels. The exterior features a cool color palette designed to align with Northland Plastics' branding while visually harmonizing with surrounding properties, including Old Wisconsin to the east, Kohler to the south, and Crossroads Community Church to the north. The main entrance and employee entrance canopies feature ACM panels.
- Site Orientation & Layout: The prominent glass main entrance and primary office spaces will be situated along the west and south facades, thoughtfully oriented toward the roundabout at Weeden Creek Road and C.T.H. “A” to create a welcoming visual anchor at the intersection.
- Immediate Phase Option: The submittal documents include an optional northern bay expansion that would bring the initial construction footprint to 90,142 sq. ft. Northland Plastics is currently completing a space utilization study to determine if this expansion is necessary.
- Master Planning & Setbacks: To proactively plan for long-term growth, the proposed stormwater retention pond has been engineered to accommodate future facility expansions up to approximately 240,000 sq. ft. Positioning the pond along the property frontages creates generous building setbacks, nearly 200 feet from Weeden Creek Road and 145 feet from C.T.H. “A” and will be visually enhanced with maintained, seeded lawn.
- Keller, Inc. and Northland Plastics are committed to being transparent partners with the City of Sheboygan throughout the planning and construction process We appreciate the

Plan Commission and City Planning & Development Department's consideration of economic reinvestment in the City of Sheboygan

STAFF ANALYSIS:

The use is permitted as special use under the Suburban Industrial (SI) zoning district as a manufacturing facility.

The applicant is proposing two options: a 72,105 S.F. building, or a 90,142 S.F. building with an additional 10,800 S.F. of pavement. Neither option is requesting any exceptions to the zoning ordinance. Staff would recommend approval of both options.

ACTION REQUESTED:

Staff recommends approval of the site plan subject to the following conditions:

1. Prior to building permit issuance, the applicant shall obtain all licenses/permits as well as meet all required codes including but not limited to building, plumbing, electrical, HVAC, fire, water, sewer, storm drainage, health, State of Wisconsin, etc. An occupancy permit shall be granted only at such time as the applicant has met all requirements.
2. The facility will meet all zoning requirements including but not limited to noise, smells, vibration, hazardous materials, etc. If any issues arise, this matter may be brought back to the Plan Commission for review.
3. If dumpsters are used, dumpster(s) shall be screened/enclosed and constructed of like materials and colors of the facility. Applicant will provide plans that show the location of any dumpsters and will provide plans that show how the dumpster is to be screened and enclosed (design, materials, colors, location, etc.).
4. Outdoor storage of materials or equipment shall be prohibited.
5. All lighting shall be installed per Section 105-932 of the City of Sheboygan Zoning Ordinance. There shall be no spillover light onto adjacent properties or the streets.
6. Any fencing/retaining wall shall be installed per Section 105-945 of the City of Sheboygan Zoning Ordinance.
7. Applicant is responsible for working with all private and public utilities in order to adequately service this development proposal (applicant will need to provide the necessary easements and/or relocate utilities as necessary).
8. Any work within City of Sheboygan Public rights-of-way shall be discussed with the City Engineering Department and constructed to standard City specifications (including, but not limited to, new and old ingress/egress driveway openings, curb, gutter, sidewalk, pavement, utilities, street trees, etc.).
9. Applicant will provide adequate public access along all streets and sidewalks and will take all appropriate actions to minimize the time period that adjacent properties and streets/sidewalks are impacted by the development (utilities, streets, etc.).
10. Applicant shall immediately clean any and all sediments, materials, tracking, etc. that may be spilled off-site on private or public lands and streets.
11. Streets and infrastructure damaged and/or disturbed during construction of all private and/or public improvements shall be promptly repaired by the applicant.
12. Applicant shall work with staff with regards to appropriate signage. Only at such time as the sign package has been reviewed and approved may the applicant obtain sign permits to install the proposed signage. If staff has any concerns with proposed signage design, the matter may be brought back to the Plan Commission for their consideration.

13. If there are any amendments to the approved special use permit and/or site plan, the applicant will be required to submit a new application reflecting those amendments.

ATTACHMENTS:

Special Use Permit and Site Plan Review application and attachments

Docusign Envelope ID: AE67EBCC-4BC5-8B1E-83DD-6D4663E40232

City of Sheboygan spirit on the lake	**CITY OF SHEBOYGAN** **SPECIAL USE AND SITE PLAN REVIEW APPLICATION**	**Fee: $100** **Review Date:**

Read all instructions before completing. If additional space is needed, attach additional pages.

SECTION 1: Applicant/ Permittee Information

Name (Ind., Org. or Entity)	Authorized Representative	Title	
The Mighty Three Stripes, LLC	Matt Zingsheim	Vice President of Finance	
Mailing Address	**City**	**State**	**ZIP Code**
1420 S 16th St	Sheboygan	WI	53081
Email Address	[redacted]	**Phone Number (incl. area code)**	[redacted]

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind., Org. or Entity)	Contact Person	Title	
Mailing Address	**City**	**State**	**ZIP Code**
Email Address		**Phone Number (incl. area code)**	

SECTION 3: Architect Information

Name			
Gries Design - Brannin Gries			
Mailing Address	**City**	**State**	**Zip**
500 North Commercial St	Neenah	WI	54956
Email Address	[redacted]	**Phone Number (incl. area code)**	[redacted]

SECTION 4: Contractor Information

Name			
Keller, Inc - Logan Ferrie			
Mailing Address	**City**	**State**	**Zip**
PO Box 620	Kaukauna	WI	54130
Email Address	[redacted]	**Phone Number (incl. area code)**	[redacted]

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Site Plan Review Application. I certify that the information contained in this form and attachments are true and accurate. I certify that the project will be in compliance with all conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print)	Title	Phone Number
Matt Zingsheim	Vice President Finance	[redacted]
Signature of Applicant Signed by: Matt Zingsheim AEF1E92C3EB14B6...		**Date Signed** 7/28/2026

Complete application is to be filed with the Department of City Development, 828 Center Avenue, Suite 208. To be placed on the agenda of the City Plan Commission, application must be filed three weeks prior to date of meeting – check with City Development on application submittal deadline date. Applications will not be processed if all required attachments and filing fee of $100 (payable to the City of Sheboygan) are not submitted along with a complete and legible application. Application filing fee is non-refundable.

Docusign Envelope ID: AE67EBCC-4BC5-8B1E-83DD-6D4663E40232

SECTION 6: Description of the Subject Site/Proposed Project

Parcel No. 4337 County Rd A, Sheboygan, WI 53081	Zoning Classification Suburban Industrial District
Name of Proposed/Existing Business:	Northland Plastics
Address of Property Affected:	4337 County Rd A, Sheboygan, WI 53081

New Building: ☐ Addition: ☐ Remodeling: ☐

SECTION 7: Brief Description of Type of Structure

Proposed new building with associated site improvements. See site plans for additional information.

SECTION 8: Description of EXISTING Operation or Use

Current existing lot is vacant agricultural farmland.

SECTION 9: Description of the PROPOSED Operation or Use

Custom plastics manufacturing

Keller
Planners | Architects | Builders
With Offices in the Fox Cities, Madison, Milwaukee & Wausau

NPI NORTHLAND PLASTICS inc

August 18, 2026

City of Sheboygan
828 Center Avenue
Sheboygan, WI 53081

RE: Northland Plastics; Site & Building Plan Approval

Dear City Plan Commission Members,

Executive Summary & Project Intent

Northland Plastics is a third-generation custom plastics manufacturer that has proudly operated in the City of Sheboygan for over 70 years. Due to substantial business growth, the company's current site is surrounded by residential properties that can no longer accommodate planned expansions.

To ensure long-term viability and maintain its commitment to remain within the City of Sheboygan, Northland Plastics proposes relocating its headquarters to a compatible industrial location better suited for its current operations and future growth.

Property Location & Development Overview

- **Site Location:** Northeast corner of Weeden Creek Road and C.T.H. “A” (Parcel #59030453123 – Outlot 1).
- **Initial Proposed Facility:** A 72,105 sq. ft. conventional steel industrial building featuring painted precast concrete wall panels. The exterior features a cool color palette designed to align with Northland Plastics' branding while visually harmonizing with surrounding properties, including Old Wisconsin to the east, Kohler to the south, and Crossroads Community Church to the north. The main entrance and employee entrance canopies feature ACM panels.
- **Site Orientation & Layout:** The prominent glass main entrance and primary office spaces will be situated along the west and south facades, thoughtfully oriented toward the roundabout at Weeden Creek Road and C.T.H. “A” to create a welcoming visual anchor at the intersection.
- **Immediate Phase Option:** The submittal documents include an optional northern bay expansion that would bring the initial construction footprint to 90,142 sq. ft. Northland Plastics is currently completing a space utilization study to determine if this expansion is necessary.

ADDRESS
W204 N11509 Goldendale Road
Germantown, WI 53022

PHONE
262.250.9710

WEBSITE
www.kellerbuilds.com

- **Master Planning & Setbacks:** To proactively plan for long-term growth, the proposed stormwater retention pond has been engineered to accommodate future facility expansions up to approximately 240,000 sq. ft. Positioning the pond along the property frontages creates generous building setbacks, nearly 200 feet from Weeden Creek Road and 145 feet from C.T.H. "A" and will be visually enhanced with maintained, seeded lawn.

Community Commitment & Partnership

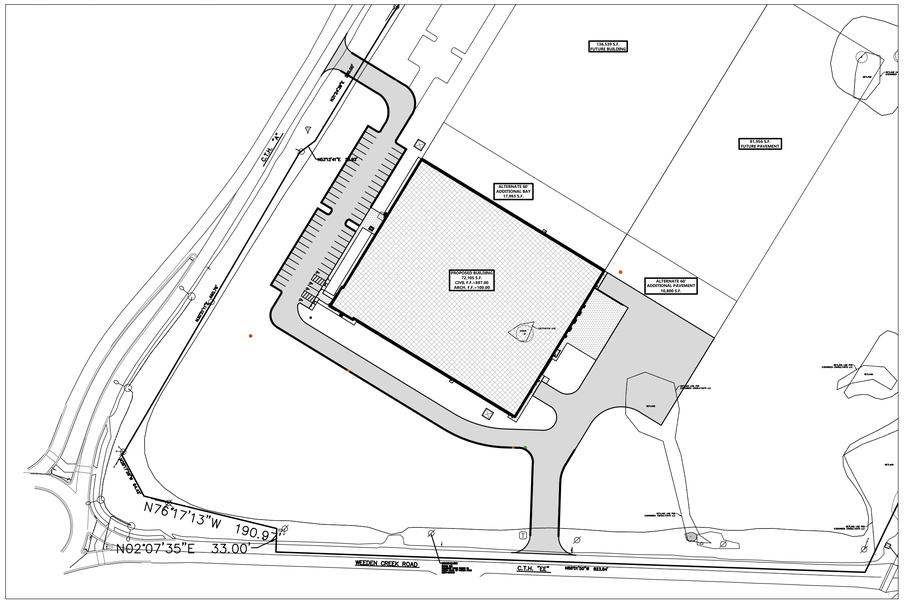
Keller, Inc. and Northland Plastics are committed to being transparent partners with the City of Sheboygan throughout the planning and construction process We appreciate the Plan Commission and City Planning & Development Department's consideration of this economic reinvestment in the City of Sheboygan. Please contact Keller, Inc. with any questions.

OWNER	The Mighty Three Stripe LLC Matthew Zingsheim 909 N 8th St. Suite 100 Sheboygan, WI 53081
ARCHITECT/ BUILDER	Keller, Inc. Logan Ferrie (Commercial Project Manager) Anthony Tislau (Project Architect) W204 N11509 Goldendale Road Germantown, WI 53022 262-825-7560 lferrie@kellerbuilds.com atislau@kellerbuilds.com
CIVIL ENGINEER	Excel Engineering, Inc. Eric Drazkowski, P.E. 100 Camelot Dr Fond du Lac, WI 54935 920-322-1678 eric.drazkowski@excelengineer.com

PROPOSED FOR:

THE MIGHTY THREE STRIPE LLC.

SHEBOYGAN, WISCONSIN



SITE PLAN OVERVIEW

SCALE: 1"= 100'

NORTH

100' 0 100' 200'

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511

TOLL FREE TELEFAX (414) 259-0947
TDD (FOR THE HEARING IMPAIRED)
1-800 542-2289

WISCONSIN STATUTE 182.0175 (1974) REQUIRES MINIMUM OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

PROJECT CONTACTS

OWNER INFORMATION:
COMPANY
NAME
STREET
CITY, STATE ZIP
Phone: (XXX) XXX-XXXX
Email:

CIVIL:
EOR: Eric Drazkowski, P.E.
Contact: Alex Muhl
Phone: (920)926-9800
E-mail: alex.muhl@excelengineer.com

CITY PLANNER:
Jeffrey Witte
Phone: (920)459-3274
E-mail: jeffrey.witte@sheboyganwi.gov

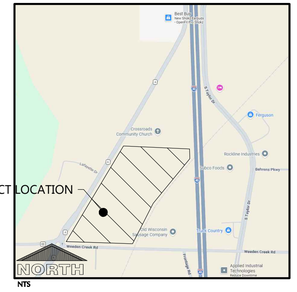
CITY ENGINEER:
Kevin Jump, P.E.
Phone: (920)459-3367
E-mail: kevin.jump@sheboyganwi.gov

DIVISION CHIEF OF INSPECTION AND PREVENTION:
Nicholas Noster
Phone: (920)459-3327
E-mail: nicholas.noster@sheboyganwi.gov

CITY BUILDING INSPECTOR:
Pat Eirich
Phone: (920)459-3480
E-mail: pat.eirich@sheboyganwi.gov

CITY DIRECTOR OF PUBLIC WORKS:
Travis Peterson
Phone: (920)459-3441
E-mail: travis.peterson@sheboyganwi.gov

LOCATION MAP



NTS

PROJECT NOTES

GENERAL PROJECT NOTES

1. PRIOR TO WORKING IN WETLANDS CONTRACTOR TO VERIFY THAT WETLAND IS CLEARED BY THE ARMY CORPS OF ENGINEERS AND WETLAND FILL APPROVED BY DNR.
2. ALL DRIVEWAYS AND CURB CUTS TO BE CONSTRUCTED ACCORDING TO LOCAL ORDINANCES. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WORK IN ROW PERMITS.
4. CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AS-BUILT SURVEY OF STORMWATER POND FOLLOWING COMPLETION OF THE POND.

CONSTRUCTION STAKING SERVICES

CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING AS REQUESTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR TO CONTACT RYAN WILGREEN AT 920-926-9800 OR RYAN.W@EXCELENGINEER.COM TO GET STAKING PRICE TO INCLUDE IN BID TO OWNER. PAYMENT OF STAKING COSTS ABOVE AND BEYOND THE BASE PRICE DUE TO RESTAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, NOT THE OWNER. CAD DRAWING FILES AND SURVEY CONTROL WILL NOT BE PROVIDED FOR STAKING PURPOSES.

STORMWATER POND ASBUILT NOTE

CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AN AS-BUILT SURVEY FOLLOWING COMPLETION OF THE CONSTRUCTION OF THE STORMWATER POND. THE SURVEY SHALL BE COMPLETED PRIOR TO THE POND FILLING WITH WATER. CONTRACTOR SHALL GIVE EXCEL ENGINEERING A MINIMUM OF A 3 DAY NOTICE. PLEASE NOTE THAT THE HORIZONTAL TOLERANCE FOR POND CONSTRUCTION IS 0.50' AND THE VERTICAL TOLERANCE FOR POND, OUTLET, AND SPILLWAY CONSTRUCTION IS 0.10'. ANY ADDITIONAL WORK REQUIRED TO SURVEY A POND FULL OF WATER OR FOR SURVEYING FOLLOWING REWORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

SHEET INDEX

SHEETS BELOW INTENDED TO BE PRINTED IN: COLOR. REFER TO DIGITAL FORMAT DRAWINGS IF PRINTED GRAYSCALE TO ENSURE SCOPE CLARITY.

NUMBER	SHEET NAME / DESCRIPTION
C0.1	COVER SHEET
C0.2	SPECIFICATIONS
C1.0	EXISTING SITE AND DEMOLITION PLAN
C1.1A	SITE PLAN-OVERALL
C1.1B	SITE PLAN
C1.2	GRADING AND EROSION CONTROL PLAN
C1.3	UTILITY PLAN
C1.4A	LANDSCAPE AND RESTORATION PLAN-W
C1.4B	LANDSCAPE AND RESTORATION PLAN-E
C2.0	DETAILS
C2.1	DETAILS
C3.1	SITE PHOTOMETRIC PLAN & DETAILS

WISCONSIN ERIC DRAZKOWSKI E-036127-006 FOND DU LAC WISCONSIN PROFESSIONAL ENGINEER

08/04/2026

LEGEND

NOTE: ALL SYMBOLS SHOWN MAY NOT APPEAR ON DRAWINGS.

SYM.	IDENTIFICATION	SYM.	IDENTIFICATION
SPOT ELEVATIONS			
000.00	PROPOSED SPOT ELEVATIONS (FLOW LINE OF CURB UNLESS OTHERWISE SPECIFIED)	000.00 TC 000.00 FL	PROPOSED SPOT ELEVATIONS (TOP OF CURB, FLOWLINE OF CURB)
000.00 EG	EXISTING GRADE SPOT ELEVATIONS		
000.00 BG 000.00 FG	PROPOSED SPOT ELEVATIONS (REFERENCE R-WALL DETAIL) BG-FINISHED SURFACE GRADE AT BACK OF WALL FG-FINISHED SURFACE GRADE AT FRONT OF WALL	000.00 TW 000.00 BW	PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK @ FLOWLINE)
EXISTING SITE SYMBOLS			
	EXISTING SIGN		EXISTING UTILITY POLE
	EXISTING HANDICAP PARKING STALL		EXISTING UTILITY POLE WITH GUY WIRE
	EXISTING WATER VALVE IN BOX		EXISTING STREET LIGHT
	EXISTING WATER VALVE IN MANHOLE	T	EXISTING TELEPHONE PEDESTAL
	EXISTING WATER SERVICE VALVE	E	EXISTING ELECTRIC PEDESTAL
	EXISTING WELL		EXISTING ELECTRIC BOX
	EXISTING STORM CATCH BASIN		EXISTING FLOOD LIGHT
	EXISTING STORM CURB INLET	T	EXISTING TELEPHONE MANHOLE
	EXISTING SQUARE CATCH BASIN		EXISTING CABLE TV PEDESTAL
	EXISTING LIGHT POLE		EXISTING GAS VALVE
	1-1/4" REBAR SET WEIGHING 4.30 LB/FT.		EXISTING HEDGE
	3/4" REBAR SET WEIGHING 1.50 LB/FT.		EXISTING WOODED AREA
	1-1/4" REBAR FOUND		EXISTING MARSH AREA
	3/4" REBAR FOUND		EXISTING DECIDUOUS TREE WITH TRUNK DIAMETER
	2" IRON PIPE FOUND		EXISTING CONIFEROUS TREE
	1" IRON PIPE FOUND		EXISTING SHRUB
	SECTION CORNER		EXISTING STUMP
PROPOSED SITE SYMBOLS			
	PROPOSED SIGN		PROPOSED STORM FIELD INLET - ST FI
	PROPOSED HANDICAP PARKING STALL		PROPOSED LIGHT POLE
	PROPOSED WATER VALVE IN BOX		PROPOSED DRAINAGE FLOW
	PROPOSED WATER VALVE IN MANHOLE		PROPOSED APRON END SECTION
	PROPOSED WATER SERVICE VALVE		SOIL BORING
	PROPOSED WELL		CENTER LINE
	PROPOSED STORM CATCH BASIN - ST CB	CO	PROPOSED CLEANOUT
	PROPOSED STORM CURB INLET - ST CI	DSG	PROPOSED DOWNSPOUT TO GRADE
		DSR	PROPOSED DOWNSPOUT TO RISER
EXISTING LINETYPES			
	EXISTING CHAINLINK FENCE	POL	EXISTING POLISH SEWER AND MANHOLE
	EXISTING WOOD FENCE	P	EXISTING PROCESS SEWER AND MANHOLE
	EXISTING BARBED WIRE FENCE	CLW	EXISTING CLEAR WATER LINE
	EXISTING CURB AND GUTTER	FO	EXISTING UNDERGROUND FIBER OPTIC LINE
	EXISTING GUARD RAIL	E	EXISTING UNDERGROUND ELECTRIC CABLE
800	EXISTING GROUND CONTOUR	T	EXISTING UNDERGROUND TELEPHONE CABLE
ST	EXISTING STORM SEWER AND MANHOLE	G	EXISTING UNDERGROUND GAS LINE
SA	EXISTING SANITARY SEWER AND MANHOLE	OU	EXISTING OVERHEAD UTILITY LINE
	EXISTING WATER LINE AND HYDRANT		RAILROAD TRACKS
	INTERIOR PROPERTY LINE		RIGHT-OF-WAY LINE
PROPOSED LINETYPES			
	PROPOSED CHAINLINK FENCE	POL	PROPOSED POLISH SEWER AND MANHOLE
	PROPOSED WOOD FENCE	P	PROPOSED PROCESS SEWER AND MANHOLE
	PROPOSED BARBED WIRE FENCE	CLW	PROPOSED CLEAR WATER LINE
	PROPOSED CURB AND GUTTER	FO	PROPOSED UNDERGROUND FIBER OPTIC LINE
	PROPOSED GUARD RAIL	E	PROPOSED UNDERGROUND ELECTRIC CABLE
800	PROPOSED GROUND CONTOUR	T	PROPOSED UNDERGROUND TELEPHONE CABLE
ST	PROPOSED STORM SEWER AND MANHOLE - ST MH	G	PROPOSED UNDERGROUND GAS LINE
SA	PROPOSED SANITARY SEWER AND MANHOLE - SAN MH	OU	PROPOSED OVERHEAD UTILITY LINE
	PROPOSED WATER LINE AND HYDRANT		MATCHLINE
	PROPOSED PROPERTY LINE		GRADING/SEEDING LIMITS

FOX CITIES
N216 State Road 55
P.O. Box 620
Kaukauna, WI 54130
PHONE (920) 766-5795 / 1-800-236-2534
FAX (920) 766-5004

MADISON
711 Lois Drive
Sun Prairie, WI 53590
PHONE (608) 318-2336

MILWAUKEE
W204 N11509
Goldendale Rd
Germantown, WI 53022
PHONE (262) 250-9710 / 1-800-236-2534
FAX (262) 250-9740

WAUSAU
5605 Lilac Ave
Wausau, WI 54401
PHONE (715) 849-3141
FAX (715) 849-3181

www.kellerbuilds.com

PROPOSED FOR:
THE MIGHTY THREE STRIPE LLC.
4337 COUNTY ROAD A
SHEBOYGAN WISCONSIN 53081

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PRELIMINARY PLAN DATE
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR:
SUPERVISOR:
PRELIMINARY NO: P260009
CONTRACT NO:
DATE:
SHEET: C0.1

CIVIL COVER SHEET
EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

CIVIL SPECIFICATIONS

DIVISION 31 EARTH WORK

31 10 00 SITE CLEARING (DEMOLITION)

A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING SITE DEMOLITION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. CONTRACTOR TO FIELD TELEVISE ALL EXISTING SANITARY AND STORM LATERALS THAT ARE SCHEDULED TO BE RE-USED AND/OR CONNECTED TO ON SITE AT TIME OF DEMOLITION. THE TELEVISING SHALL BE COMPLETED TO ENSURE THE EXISTING LATERAL(S) ARE FREE OF OBSTRUCTIONS AND IN SOUND STRUCTURAL CONDITION. TELEVISING OF THESE LATERAL(S) SHOULD BE COMPLETED AT BEGINNING OF CONSTRUCTION AND DESIGN ENGINEER SHALL BE NOTIFIED OF ANY PIPE OBSTRUCTIONS AND/OR STRUCTURAL DEFICIENCIES IMMEDIATELY AFTER COMPLETION OF FIELD TELEVISING.
C. DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO BIDDING. CONTRACTOR SHALL REMOVE, REPLACE, OR DEMOLISH ALL ITEMS AS NEEDED DURING CONSTRUCTION.
D. CONTRACTOR TO PROTECT EXISTING IMPROVEMENTS THAT ARE SCHEDULED TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPLACED AT CONTRACTORS EXPENSE.
E. ALL CONCRETE NOTED TO BE REMOVED SHALL BE REMOVED TO THE NEAREST CONTROL JOINT.

31 20 00 EARTH MOVING

A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING EXCAVATION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT FOR ALL EXCAVATION, GRADING, FILL AND BACKFILL WORK AS REQUIRED TO COMPLETE THE GENERAL CONSTRUCTION WORK. ALL EXCAVATION AND BACKFILL FOR ELECTRICALS AND MECHANICALS ARE THE RESPONSIBILITY OF THE RESPECTIVE CONTRACTOR UNLESS OTHERWISE SPECIFIED IN THE BID DOCUMENTS.
C. ALL ORGANIC TOPSOIL INSIDE THE BUILDING AREA, UNDER PAVED AREAS, AND AT SITE FILL AREAS SHALL BE REMOVED. PROOF ROLL SUBGRADES BEFORE PLACING FILL WITH HEAVY PNEUMATIC-TIRED EQUIPMENT, SUCH AS A FULLY-LOADED TANDEM AXLE DUMP TRUCK, TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. CONTRACTOR SHALL VERIFY TOPSOIL DEPTHS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REVIEW AND FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND ACCOUNT FOR EXISTING CONDITIONS PRIOR TO SUBMITTING BID FOR THE PROJECT. EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY LOCAL ZONING REQUIREMENTS.
D. PLACE AND COMPACT FILL MATERIAL IN LAYERS TO REQUIRED ELEVATIONS. UNIFORMLY MOISTEN OR AERATE SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL LAYER BEFORE COMPACTION AS RECOMMENDED TO ACHIEVE SPECIFIED DRY DENSITY. REMOVE AND REPLACE, OR SCARIFY AND AIR DRY, OTHERWISE SATISFACTORY SOIL MATERIAL THAT IS TOO WET TO COMPACT TO SPECIFIED DRY DENSITY.
E. PLACE BACKFILL AND FILL MATERIALS IN LAYERS NOT MORE THAN 8" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
F. COMPACT THE SOIL TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MAXIMUM DRY DENSITY ACCORDING TO ASTM D 698, STANDARD PROCTOR TEST. FILL MAY NOT BE PLACED ON FROZEN GROUND AND NO FROZEN MATERIALS MAY BE USED FOR BACK FILL. APPLY THE MORE STRINGENT REQUIREMENTS WHEN COMPARING BETWEEN THE FOLLOWING AND THE GEOTECHNICAL REPORT.
   1. UNDER FOUNDATIONS - SUBGRADE, AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 98 PERCENT.
   2. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS MORE THAN 3 FEET BELOW THE SLAB - PLACE A DRAINAGE COURSE LAYER OF 3/4" CRUSHED STONE, WITH 5% TO 12% FINES, PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT.
   3. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS WITHIN 3 FEET OF THE SLAB SURFACE- PLACE A DRAINAGE COURSE LAYER OF CLEAN 3/4" CRUSHED STONE, WITH NO MORE THAN 5% FINES, PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT.
   4. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENTS - COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
   5. UNDER WALKWAYS - COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
   6. UNDER LAWN OR UNPAVED AREAS - COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 85 PERCENT.
G. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. CONTRACTOR SHALL PROVIDE DOCUMENTATION OF PASSING DENSITY TESTING AND PROOF-ROLLING TO ENGINEER UPON COMPLETION. IT IS SUGGESTED THAT THE GEOTECHNICAL FIRM USED TO PERFORM THE SUBSURFACE SOIL INVESTIGATION BE ENGAGED FOR THE FIELD QUALITY CONTROL TESTS.
H. ALLOW THE TESTING AGENCY TO TEST AND INSPECT SUBGRADES AND EACH FILL OR BACKFILL LAYER. PROCEED WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS FOR PREVIOUSLY COMPLETED WORK COMPLY WITH REQUIREMENTS. PROVIDE ONE TEST FOR EVERY 2000 SQUARE FEET OF PAVED AREA OR BUILDING SLAB, ONE TEST FOR EACH SPREAD FOOTING, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.
I. WHEN THE TESTING AGENCY REPORTS THAT SUBGRADES, FILLS, OR BACKFILLS HAVE NOT ACHIEVED DEGREE OF COMPACTION SPECIFIED, SCARIFY AND MOISTEN OR AERATE, OR REMOVE AND REPLACE SOIL TO DEPTH REQUIRED; RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION IS OBTAINED.
J. THE BUILDING SITE SHALL BE GRADED TO PROVIDE DRAINAGE AWAY FROM THE BUILDING AS INDICATED ON THE PLANS. SITE EARTHWORK SHALL BE GRADED TO WITHIN 0.10' OF REQUIRED EARTHWORK ELEVATIONS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE GRADING PLAN.

31 30 00 EROSION CONTROL/STORMWATER MANAGEMENT

A. THE EXCEL ENGINEERING DESIGN ENGINEER SHALL PREPARE A SITE SPECIFIC EROSION CONTROL AND A STORMWATER MANAGEMENT PLAN PURSUANT TO NR 216.46 AND NR 216.47. THE DESIGN ENGINEER SHALL ALSO FILE A CONSTRUCTION NOTICE OF INTENT WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES PURSUANT TO NR 216.43 OR TO AN AUTHORIZED LOCAL PROGRAM PURSUANT TO NR 216.415 TO OBTAIN COVERAGE UNDER THE GENERAL WPDES STORM WATER PERMIT.
B. THE CONTRACTOR SHALL KEEP THE NOTICE OF INTENT PERMIT, APPROVED EROSION CONTROL AND STORMWATER MANAGEMENT PLANS, AND PLAN AMENDMENTS ON THE CONSTRUCTION SITE AT ALL TIMES PURSUANT TO NR 216.455 UNTIL PERMIT COVERAGE IS TERMINATED.
C. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS.
D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE MONITORING, MAINTENANCE, AND REPORTING REQUIREMENTS OF NR 216.48. INSPECTIONS OF IMPLEMENTED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MUST AT A MINIMUM BE INSPECTED EVERY 7 CALENDAR DAYS OR EVERY 14 DAYS AND WITHIN 24 HOURS OF THE END OF A RAIN EVENT OF 0.5" OR MORE. A RAIN EVENT MAY BE CONSIDERED TO BE THE TOTAL AMOUNT OF PRECIPITATION RECORDED IN ANY CONTINUOUS 24-HOUR PERIOD. THE CONTRACTOR SHALL REPAIR OR REPLACE EROSION AND SEDIMENT CONTROL AS NECESSARY WITHIN 24 HOURS OF AN INSPECTION OR AFTER A DEPARTMENT NOTIFICATION WHERE REPAIR OR REPLACEMENT IS REQUESTED.
E. THE CONTRACTOR SHALL MAINTAIN, AT THE CONSTRUCTION SITE OR AVAILABLE VIA AN INTERNET WEBSITE, WEEKLY WRITTEN REPORTS OF ALL INSPECTIONS CONDUCTED. WISCONSIN DNR CONSTRUCTION SITE INSPECTION REPORT FORM 3400-187 SHALL BE USED. WEEKLY INSPECTION REPORTS SHALL INCLUDE ALL OF THE FOLLOWING:
   1. THE DATE, TIME, AND LOCATION OF THE CONSTRUCTION SITE INSPECTION.
   2. THE NAME OF THE INDIVIDUAL WHO PERFORMED THE INSPECTION.
   3. AN ASSESSMENT OF THE CONDITION OF THE EROSION AND SEDIMENT CONTROLS.
   4. A DESCRIPTION OF ANY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICE IMPLEMENTATION AND MAINTENANCE PERFORMED.
   5. A DESCRIPTION OF THE PRESENT PHASE OF LAND DISTURBING CONSTRUCTION ACTIVITY AT THE CONSTRUCTION SITE.
F. EROSION AND SEDIMENT CONTROL IMPLEMENTED DURING CONSTRUCTION SHALL STRICTLY COMPLY WITH THE GUIDELINES AND REQUIREMENTS SET FORTH IN WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151, THE STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES RUNOFF MANAGEMENT PERFORMANCE STANDARDS. TECHNICAL STANDARDS PUBLISHED BY THE WISCONSIN DNR SHALL ALSO BE UTILIZED TO IMPLEMENT THE REQUIRED PERFORMANCE STANDARDS. THE METHODS AND TIME FRAME FOR IMPLEMENTING CONTROLS DEPENDENT ON THE LOCATION AND TYPE OF WORK INVOLVED. ALL SEDIMENT CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION, AND INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. BELOW IS A LIST OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES TO ACHIEVE THE PERFORMANCE STANDARDS REQUIRED.
   1. SILT FENCE SHALL BE PLACED ON SITE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. SILT FENCE SHALL ALSO BE PROVIDED AROUND THE PERIMETER OF ALL SOIL STOCKPILES THAT WILL EXIST FOR MORE THAN 7 DAYS. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1056 (CURRENT EDITION).
   2. DITCH CHECKS SHALL BE PROVIDED TO REDUCE THE VELOCITY OF WATER FLOWING IN DITCH BOTTOMS. PLACE AT LOCATIONS SHOWN ON EROSION CONTROL PLAN. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1062 (CURRENT EDITION).
   3. STONE TRACKING PADS AND TRACKOUT CONTROL PRACTICES SHALL BE PLACED AT ALL CONSTRUCTION SITE ENTRANCES AND SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE CONSTRUCTION SITE. SEE THE EROSION CONTROL PLAN FOR LOCATIONS. THE AGGREGATE USED FOR THE STONE TRACKING PAD SHALL BE 3/8" TO 3 INCH CLEAR OR WASHED STONE AND SHALL BE PLACED IN A LAYER AT LEAST 12 INCHES THICK. THE STONE SHALL BE UNDERLAIN WITH A NON-WOVEN GEOTEXTILE FABRIC AS NEEDED. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT (12' MIN WIDTH) AND SHALL BE A MINIMUM OF 50 FEET LONG. SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. OTHER TRACKOUT CONTROL PRACTICES INCLUDING STABILIZED WORK SURFACES, MANUALLY-DIRECTED TRACKOUT CONTROL PRACTICES, TIRE WASHING, AND STREET/PAVEMENT CLEANING SHALL BE IMPLEMENTED AS NECESSARY TO MITIGATE THE TRACKOUT OF SEDIMENT OFFSITE. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1057 (CURRENT EDITION).
   4. STORM DRAIN INLET PROTECTION SHALL BE PROVIDED FOR ALL NEW AND DOWNSTREAM STORM CATCH BASINS AND CURB INLETS. TYPE B OR C PROTECTION SHOULD BE PROVIDED AND SHALL BE IN CONFORMANCE WITH WISCONSIN DNR TECHNICAL STANDARD 1060 (CURRENT EDITION).
   5. DUST CONTROL MEASURES SHALL BE PROVIDED TO REDUCE OR PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. CONTROL MEASURES INCLUDE APPLYING MULCH AND ESTABLISHING VEGETATION, WATER SPRAYING, SURFACE ROUGHENING, APPLYING POLYMERS, SPRAY-ON TACKIFIERS, CHLORIDES, AND BARRIERS. SOME SITES MAY REQUIRE AN APPROACH THAT UTILIZES A COMBINATION OF MEASURES FOR DUST CONTROL. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
   6. THE USE, STORAGE, AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS USED ON SITE SHALL BE MANAGED DURING THE CONSTRUCTION PERIOD TO PREVENT THEIR TRANSPORT BY RUNOFF INTO WATERS OF THE STATE.
   7. CONTRACTOR SHALL PROVIDE AN OPEN AGGREGATE CONCRETE TRUCK WASHOUT AREA ON SITE. CONTRACTOR TO ENSURE THAT CONCRETE WASHOUT SHALL BE CONTAINED TO THIS DESIGNATED AREA AND NOT BE ALLOWED TO RUN INTO STORM INLETS OR INTO THE OVERLAND STORMWATER DRAINAGE SYSTEM. WASHOUT AREA SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION.
   8. TEMPORARY SITE RESTORATION SHALL TAKE PLACE IN DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRES VEGETATIVE COVER FOR LESS THAN ONE YEAR. THIS TEMPORARY SITE RESTORATION REQUIREMENT ALSO APPLIES TO SOIL STOCKPILES THAT EXIST FOR MORE THAN 7 DAYS. PERMANENT RESTORATION APPLIES TO AREAS WHERE PERENNIAL VEGETATIVE COVER IS NEEDED TO PERMANENTLY STABILIZE AREAS OF EXPOSED SOIL. PERMANENT STABILIZATION SHALL OCCUR WITHIN 3 WORKING DAYS OF FINAL GRADING. TOPSOIL, SEED, AND MULCH SHALL BE IN GENERAL CONFORMANCE WITH TECHNICAL STANDARDS 1058 AND 1059 AND SHALL MEET THE SPECIFICATIONS FOUND IN THE LANDSCAPING AND SITE STABILIZATION SECTION OF THIS CONSTRUCTION DOCUMENT. ANY SOIL EROSION THAT OCCURS AFTER FINAL GRADING AND/OR FINAL STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
   9. IF SITE DEWATERING IS REQUIRED FOR PROPOSED CONSTRUCTION ACTIVITIES, ALL SEDIMENT LADEN WATER GENERATED DURING THE DEWATERING PROCESS SHALL BE TREATED TO REMOVE SEDIMENT PRIOR TO DISCHARGING OFF-SITE OR TO WATERS OF THE STATE. FOLLOW ALL PROCEDURES FOUND IN TECHNICAL STANDARD 1061.
   10. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH WORKING DAY. DUST CONTROL REQUIREMENTS SHALL BE FOLLOWED PER WI DNR TECHNICAL STANDARD 1068 (CURRENT EDITION), FLUSHING SHALL NOT BE ALLOWED.
G. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREA(S) SERVED HAVE ESTABLISHED VEGETATIVE COVER.
H. ONCE THE CONSTRUCTION SITE HAS BEEN FULLY STABILIZED AND TEMPORARY EROSION CONTROL BEST MANAGEMENT PRACTICES HAVE BEEN REMOVED, THE CONTRACTOR SHALL FILE A CONSTRUCTION NOTICE OF TERMINATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES IN ACCORDANCE WITH NR 216.55.
I. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL GIVE THE OWNER COPIES OF THE EROSION CONTROL AND STORM WATER MANAGEMENT PLANS, AMENDMENTS TO PLANS, SUPPORTING PLAN DATA, AND CONSTRUCTION SITE EROSION CONTROL INSPECTION REPORTS. THE OWNER SHALL RETAIN THESE FOR A PERIOD OF 3 YEARS FROM THE DATE OF TERMINATING COVERAGE UNDER WPDES GENERAL PERMIT.
J. ALL POST CONSTRUCTION STORMWATER MANAGEMENT BEST MANAGEMENT PRACTICES SHALL BE CONSTRUCTED BEFORE THE SITE HAS UNDERGONE FINAL STABILIZATION.

DIVISION 32 EXTERIOR IMPROVEMENTS

32 10 00 AGGREGATE BASE & ASPHALT PAVEMENT

A. CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT WHERE INDICATED ON THE PLANS. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. PROVIDE HOT MIX ASPHALT MIXTURE TYPES PER SECTION 460 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. CONTRACTOR SHALL OBTAIN AND REVIEW SOILS REPORT FOR RECOMMENDATIONS FOR GEO-GRID / GEOTEXTILE BELOW CRUSHED AGGREGATE (IF APPLICABLE). CONTRACTOR TO PROVIDE AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT TYPES AND DEPTHS AS INDICATED BELOW:

STANDARD ASPHALT PAVING SECTION
1-1/2" SURFACE COURSE (5 LT 58-28S)
(WISDOT 455.2.5 TACK COAT (STAGED PAVING)
2" BINDER COURSE (4 LT 58-28S)
10" OF 1-1/4" CRUSHED AGGREGATE

HEAVY DUTY TRUCK TRAFFIC ASPHALT PAVING SECTION - INDUSTRIAL SITES

2" SURFACE COURSE (4 MT 58-28H)
(WISDOT 455.2.5 TACK COAT (STAGED PAVING)
2-1/2" BINDER COURSE (3 MT 58-28S)
12" OF 1-1/4" CRUSHED AGGREGATE

B. CONTRACTOR TO COMPACT THE AGGREGATE BASE, ASPHALT BINDER COURSE, AND ASPHALT SURFACE COURSE TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND MAINTENANCE CONSTRUCTION. ALL ASPHALT PAVEMENT AREAS SHALL BE PAVED TO WITHIN 0.05' OF DESIGN SURFACE GRADES WITH POSITIVE DRAINAGE BEING MAINTAINED IN ACCORDANCE WITH DESIGN PLANS. A MINIMUM OF 1% SLOPE SHALL BE MAINTAINED IN ALL ASPHALT PAVEMENT AREA.
C. HOT MIX ASPHALT CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF GEOTECHNICAL REPORT OR CONSTRUCTION DOCUMENTS.
D. CONTRACTOR TO PROVIDE 4" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR H.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32 20 00 CONCRETE AND AGGREGATE BASE

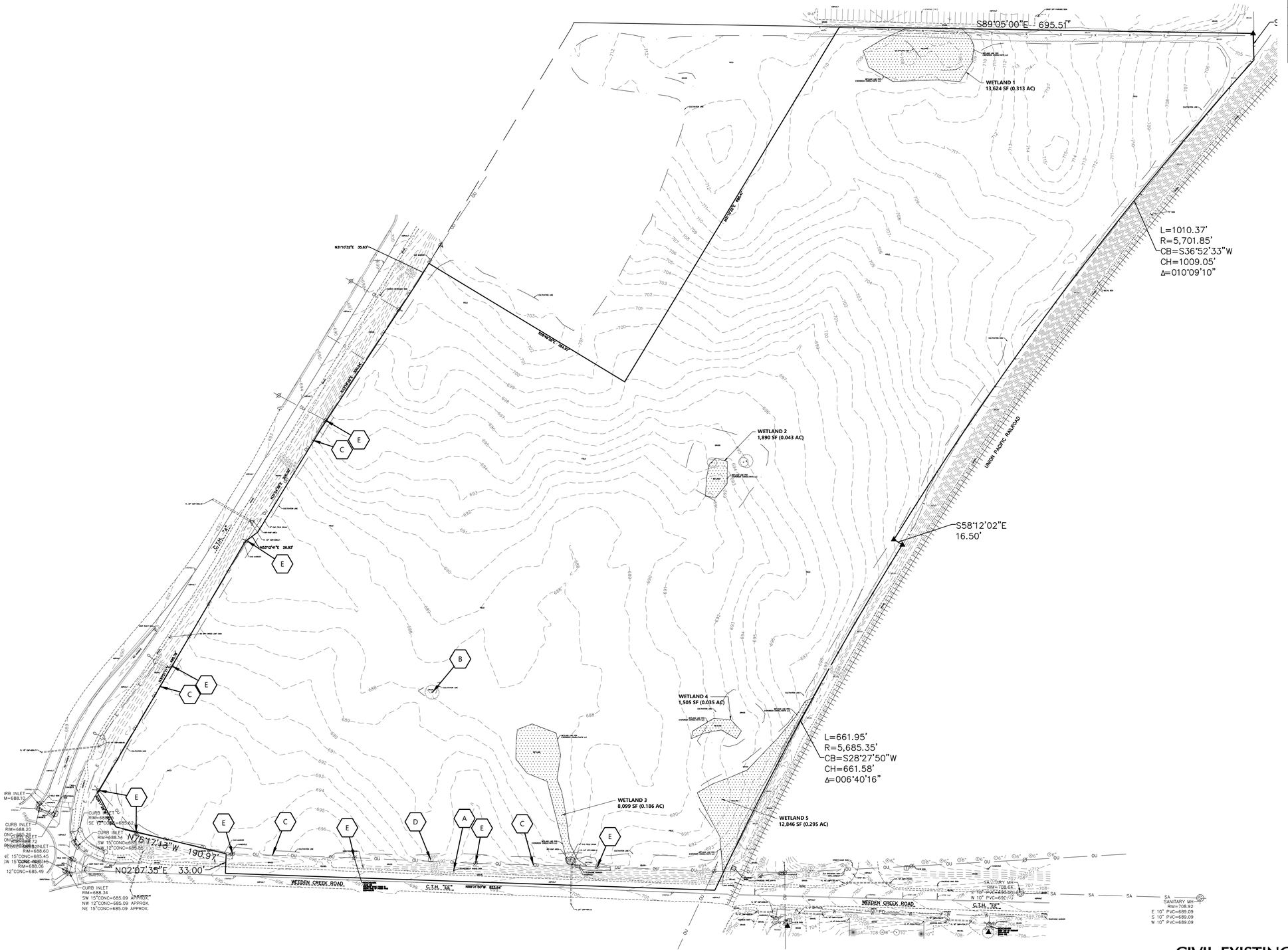
A. CONTRACTOR TO PROVIDE CRUSHED AGGREGATE BASE AND CONCRETE WHERE INDICATED ON THE PLANS.
B. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL AGGREGATE PLACED MUST BE COMPACTED TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
C. DESIGN AND CONSTRUCTION OF ALL CAST-IN-PLACE EXTERIOR CONCRETE FLAT WORK SHALL CONFORM TO ACI 330R-08 & ACI 318-08.
D. EXTERIOR CONCRETE FLAT WORK CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF THE GEOTECHNICAL REPORT OR THIS SPECIFICATION. CONCRETE FLAT WORK CONSTRUCTION IS AS FOLLOWS:
   1. SIDEWALK CONCRETE - 4" OF CONCRETE OVER 4" OF 3/4" CRUSHED AGGREGATE BASE. CONTRACTION JOINTS SHALL CONSIST OF 1/8" WIDE BY 1" DEEP TOOLED JOINT WHERE INDICATED ON THE PLANS.
   2. LOADING DOCK CONCRETE - 8" OF CONCRETE OVER 6" OF 3/4" CRUSHED AGGREGATE BASE.
      a. CONCRETE SHALL BE REINFORCED WITH ONE OF THE FOLLOWING AND PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB:
         1) 4"X4" W5.5XW5.5 W.W.F
         2) TWO LAYERS OF 4"X4" W 2.9XW2.9 W.W.F.
         3) #3 REBARS AT 7-1/2" O.C.
         4) #4 REBARS AT 13" O.C.
      b. LOADING DOCK CONCRETE JOINTING SHALL BE AS FOLLOWS:
         1) CONTRACTION SAWCUT JOINT -CONTRACTOR SHALL PROVIDE A SAWCUT JOINT AT MAXIMUM SPACING OF 15' ON CENTER. SAWCUT JOINT SHALL BE 2" IN DEPTH.
         2) TYPICAL POUR CONTROL JOINT - POUR CONTROL JOINT SHALL BE PROVIDED WITH 1-1/4" DIAMETER BY 20" LONG SMOOTH DOWEL PLACED AT 12" ON CENTER. ONE HALF OF THE DOWEL SHALL BE GREASED. GREENSTREAK 9" SPEED DOWEL TUBES SHALL BE USED.
         3) TIE BARS AT ALL CONTRACTION JOINTS OF THE CONCRETE. TIE BARS SHALL BE #4 REBAR 30" LONG PLACED AT 30" O.C.
      c. DUMPSTER PAD CONCRETE JOINTING SHALL BE AS FOLLOWS:
         1) CONTRACTION SAWCUT JOINT - CONTRACTOR SHALL PROVIDE A SAWCUT JOINT AT MAXIMUM SPACING OF 15' ON CENTER. SAWCUT JOINT SHALL BE 2" IN DEPTH.
         2) TYPICAL POUR CONTROL JOINT - POUR CONTROL JOINT SHALL BE PROVIDED WITH 1-1/4" DIAMETER BY 20" LONG SMOOTH DOWEL PLACED AT 12" O.C. ONE HALF OF THE DOWEL SHALL BE GREASED. GREENSTREAK 9" SPEED DOWEL TUBES SHALL BE USED.
   3. HEAVY DUTY CONCRETE (TRUCK TRAFFIC) - 6" OF CONCRETE OVER 6" OF 3/4" CRUSHED AGGREGATE. CONCRETE SHALL BE REINFORCED WITH #3 REBARS ON CHAIRS AT 3' O.C. REBAR SHALL BE PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB. CONTRACTION JOINTS SHALL BE SAWCUT 1.5" IN DEPTH AND BE SPACED A MAXIMUM OF 15' ON CENTER.
E. DESIGN MIXES SHALL BE IN ACCORDANCE WITH ASTM C94
   1. STRENGTH TO BE MINIMUM OF 4,500 PSI AT 28 DAYS FOR EXTERIOR CONCRETE.
   2. MAXIMUM WATER/CEMENT RATIO SHALL BE 0.45.
   3. SLUMP SHALL NOT EXCEED 4" FOR EXTERIOR CONCRETE FLAT WORK
   4. SLUMP SHALL BE 2.5" OR LESS FOR SLIP-FORMED CURB AND GUTTER
   5. SLUMP SHALL BE BETWEEN 1.5" TO 3" FOR NON SLIP-FORMED CURB AND GUTTER.
   6. ALL EXTERIOR CONCRETE SHALL BE AIR ENTRAINED WITH 4% TO 7% AIR CONTENT. NO OTHER ADMIXTURES SHALL BE USED WITHOUT APPROVAL OF EXCEL ENGINEERING, INC. CALCIUM CHLORIDE SHALL NOT BE USED.
   7. MAXIMUM AGGREGATE SIZE FOR ALL EXTERIOR CONCRETE SHALL BE 0.75 INCHES.
F. VERIFY EQUIPMENT CONCRETE PAD SIZES WITH CONTRACTOR REQUIRING PAD. PADS SHALL HAVE FIBERMESH 300 FIBERS AT A RATE OF 1.5 LBS/CU. YD. OR 6 X 6-W1.4 X W1.4 WELDED WIRE MESH WITH MINIMUM 1 INCH COVER. EQUIPMENT PADS SHALL BE 5.5 INCHES THICK WITH 1 INCH CHAMFER UNLESS SPECIFIED OTHERWISE. CONCRETE SHALL BE PROVIDED ON 6" OF 3/4" CRUSHED AGGREGATE BASE. COORDINATE ADDITIONAL PAD REQUIREMENTS WITH RESPECTIVE CONTRACTOR.
G. ALL CONCRETE FLAT WORK SURFACES AND CONCRETE CURB FLOWLINES SHALL BE CONSTRUCTED TO WITHIN 0.05' OF DESIGN SURFACE AND FLOWLINE GRADES ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE DESIGN PLANS.
H. CONCRETE FLAT WORK SHALL HAVE CONSTRUCTION JOINTS OR SAW CUT JOINTS PLACED AS INDICATED ON THE PLANS OR PER THIS SPECIFICATION. SAWCUTS SHALL BE DONE AS SOON AS POSSIBLE, BUT NO LATER THAN 24 HOURS AFTER CONCRETE IS PLACED. CONCRETE CURB AND GUTTER JOINTING SHALL BE PLACED EVERY 10' OR CLOSER (6' MIN.). IF CONCRETE PAVEMENT IS ADJACENT TO CONCRETE CURB, JOINTING IN THE PAVEMENT AND CURB SHALL ALIGN. ALL EXTERIOR CONCRETE SHALL HAVE A BROOM FINISH UNLESS NOTED OTHERWISE. A UNIFORM COAT OF A HIGH SOLIDS CURING COMPOUND MEETING ASTM C309 SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. ALL CONCRETE IS TO BE CURED FOR 7 DAYS. EXTERIOR CONCRETE SHALL BE SEPARATED FROM BUILDINGS WITH CONTINUOUS 0.5 INCH FIBER EXPANSION JOINT AND/OR 0.25 INCH FIBER EXPANSION JOINT AT DECORATIVE MASONRY UNITS.
I. ALL REINFORCING BARS SHALL BE ASTM A615 GRADE 60. THICKNESS OF CONCRETE COVER OVER REINFORCEMENT SHALL BE NOT LESS THAN 3" WHERE CONCRETE IS DEPOSITED AGAINST THE GROUND WITHOUT THE USE OF FORMS AND NOT LESS THAN 1.5" FOR UP TO #5 BARS AND 2" FOR #6 TO #10 BARS IN ALL OTHER LOCATIONS. ALL REINFORCING SHALL BE LAPPED 48 DIAMETERS FOR UP TO #6 BARS, 62 DIAMETERS FOR #7 TO #9 BARS, 68 DIAMETERS FOR #10 BARS OR AS NOTED ON THE DRAWINGS AND EXTENDED AROUND CORNERS WITH CORNER BARS. PLACING AND DETAILING OF STEEL REINFORCING AND REINFORCING SUPPORTS SHALL BE IN ACCORDANCE WITH CRSI AND ACI MANUAL AND STANDARD PRACTICES. THE REINFORCEMENT SHALL NOT BE PAINTED AND MUST BE FREE OF GREASE/OIL, DIRT OR DEEP RUST WHEN PLACED IN THE WORK. ALL WELDED WIRE FABRIC SHALL MEET THE REQUIREMENTS OF ASTM A 1064. WELDED WIRE FABRIC SHALL BE PLACED 2" FROM TOP OF SLAB, UNLESS INDICATED OTHERWISE
J. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO SAMPLE MATERIALS, PERFORM TESTS, AND SUBMIT TEST REPORTS DURING CONCRETE PLACEMENT. TESTS WILL BE PERFORMED ACCORDING TO ACI 301. CAST AND LABORATORY CURE ONE SET OF FOUR STANDARD CYLINDERS FOR EACH COMPOSITE SAMPLE FOR EACH DAY'S POUR OF EACH CONCRETE MIX EXCEEDING 5 CU. YD., BUT LESS THAN 25 CU. YD., PLUS ONE SET FOR EACH ADDITIONAL 50 CU. YD. OR FRACTION THEREOF. PERFORM COMPRESSIVE-STRENGTH TESTS ACCORDING TO ASTM C 39. TEST TWO SPECIMENS AT 7 DAYS AND TWO SPECIMENS AT 28 DAYS. PERFORM SLUMP TESTING ACCORDING TO ASTM C 143. PROVIDE ONE TEST AT POINT OF PLACEMENT FOR EACH COMPOSITE SAMPLE, BUT NOT LESS THAN ONE TEST FOR EACH DAY'S POUR OF EACH CONCRETE MIX. PERFORM ADDITIONAL TESTS WHEN CONCRETE CONSISTENCY APPEARS TO CHANGE.
K. PROTECT FRESHLY PLACED CONCRETE FROM PREMATURE DRYING AND EXCESSIVE COLD OR HOT TEMPERATURES. IN HOT, DRY, AND WINDY WEATHER, APPLY AN EVAPORATION-CONTROL COMPOUND ACCORDING TO MANUFACTURER'S INSTRUCTIONS AFTER SCREEDING AND BULL FLOATING, BUT BEFORE POWER FLOATING AND TROWELLING.
L. LIMIT MAXIMUM WATER-CEMENTITIOUS RATIO OF CONCRETE EXPOSED TO FREEZING, THAWING AND DEICING SALTS TO 0.45.
M. TEST RESULTS WILL BE REPORTED IN WRITING TO THE DESIGN ENGINEER, READY-MIX PRODUCER, AND CONTRACTOR WITHIN 24 HOURS AFTER TESTS. REPORTS OF COMPRESSIVE STRENGTH TESTS SHALL CONTAIN THE PROJECT IDENTIFICATION NAME AND NUMBER, DATE OF CONCRETE PLACEMENT, NAME OF CONCRETE TESTING SERVICE, CONCRETE TYPE AND CLASS, LOCATION OF CONCRETE BATCH ON SITE, DESIGN COMPRESSIVE STRENGTH AT 28 DAYS, CONCRETE MIX PROPORTIONS AND MATERIALS, COMPRESSIVE BREAKING STRENGTH, AND TYPE OF BREAK FOR BOTH 7-DAY TESTS AND 28-DAY TESTS.
N. CONTRACTOR TO PROVIDE 4" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR H.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32 30 00 LANDSCAPING AND SITE STABILIZATION

A. TOPSOIL: CONTRACTOR TO PROVIDE A MINIMUM OF 6" OF TOPSOIL FOR ALL DISTURBED OPEN AREAS, OTHER THAN A LANDSCAPE ISLANDS SHALL BE PROVIDED WITH A MINIMUM OF 10" OF TOPSOIL. REUSE SURFACE SOIL STOCKPILED ON SITE AND SUPPLEMENT WITH IMPORTED OR MANUFACTURED TOPSOIL FROM OFF SITE SOURCES WHEN QUANTITIES ARE INSUFFICIENT. EXCAVATOR SHALL BE RESPONS

KEYNOTES

A	RELOCATE SIGNAGE
B	REMOVE TREE
C	PROTECT OVERHEAD UTILITY
D	ADJUST BOX AS NECESSARY, CAUTION FOR UNDERGROUND UTILITIES
E	PROTECT UTILITY POLE, ADJUST GUY WIRES AS NECESSARY



CIVIL EXISTING SITE AND DEMOLITION PLAN

EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

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PROPOSED FOR:
THE MIGHTY THREE STRIPE LLC.
4337 COUNTY ROAD A
SHEBOYGAN
WISCONSIN 53081

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PRELIMINARY PLAN DATE
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026
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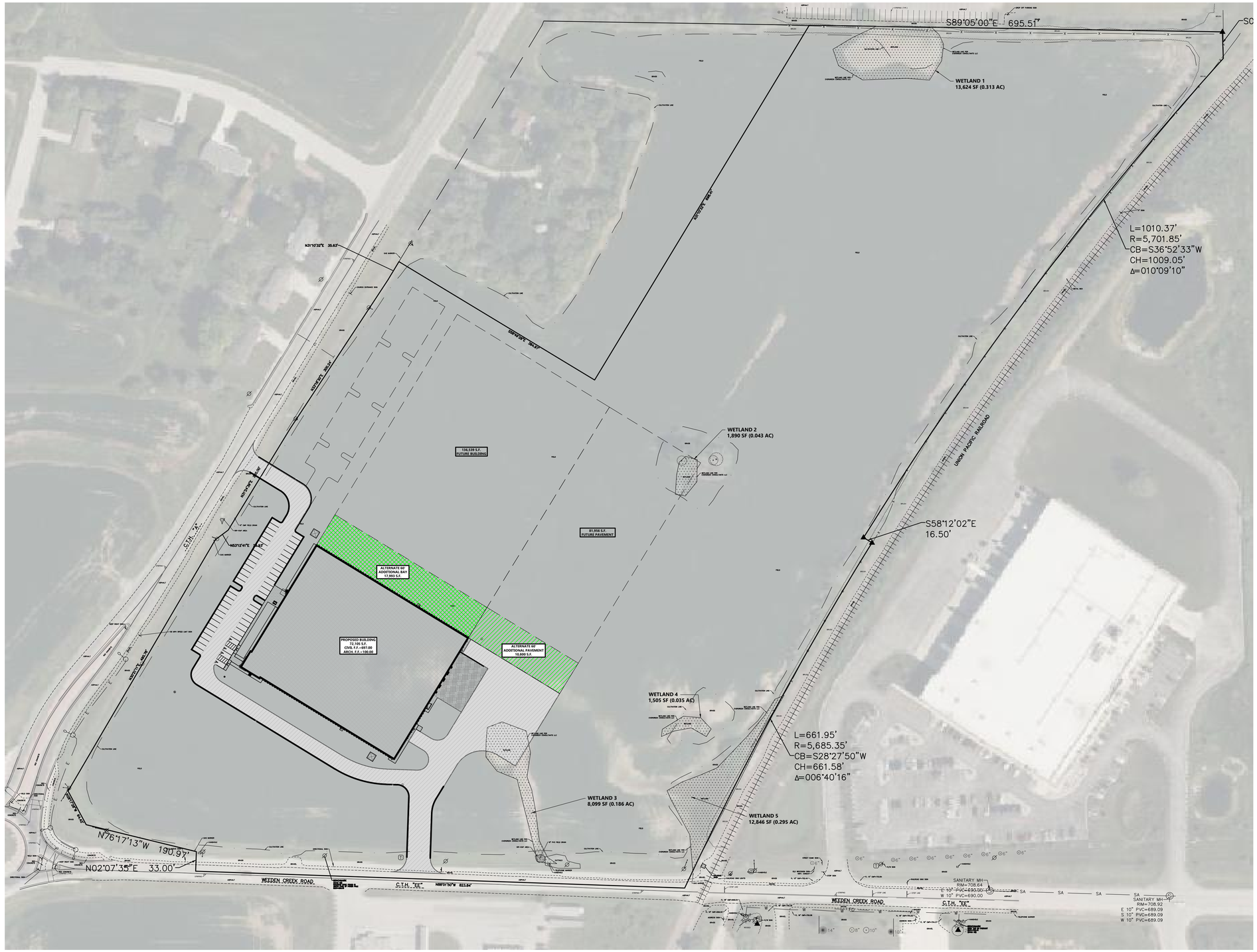
.

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR: --------
SUPERVISOR: --------
PRELIMINARY NO: P260009
CONTRACT NO: --------
DATE: --------
SHEET: **C1.0**



LEGEND:	
HATCH	PAVEMENT SECTION
	STANDARD ASPHALT
	HEAVY DUTY ASPHALT
	SIDEWALK CONCRETE
	HEAVY DUTY CONCRETE
	LOADING DOCK CONCRETE

SCALE: 1" = 80'
80' 0 80' 160'
NORTH

CIVIL SITE PLAN-OVERALL

EXCEL JOB #: 250329300

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PRELIMINARY PLAN DATE
MAR. 24, 2026
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
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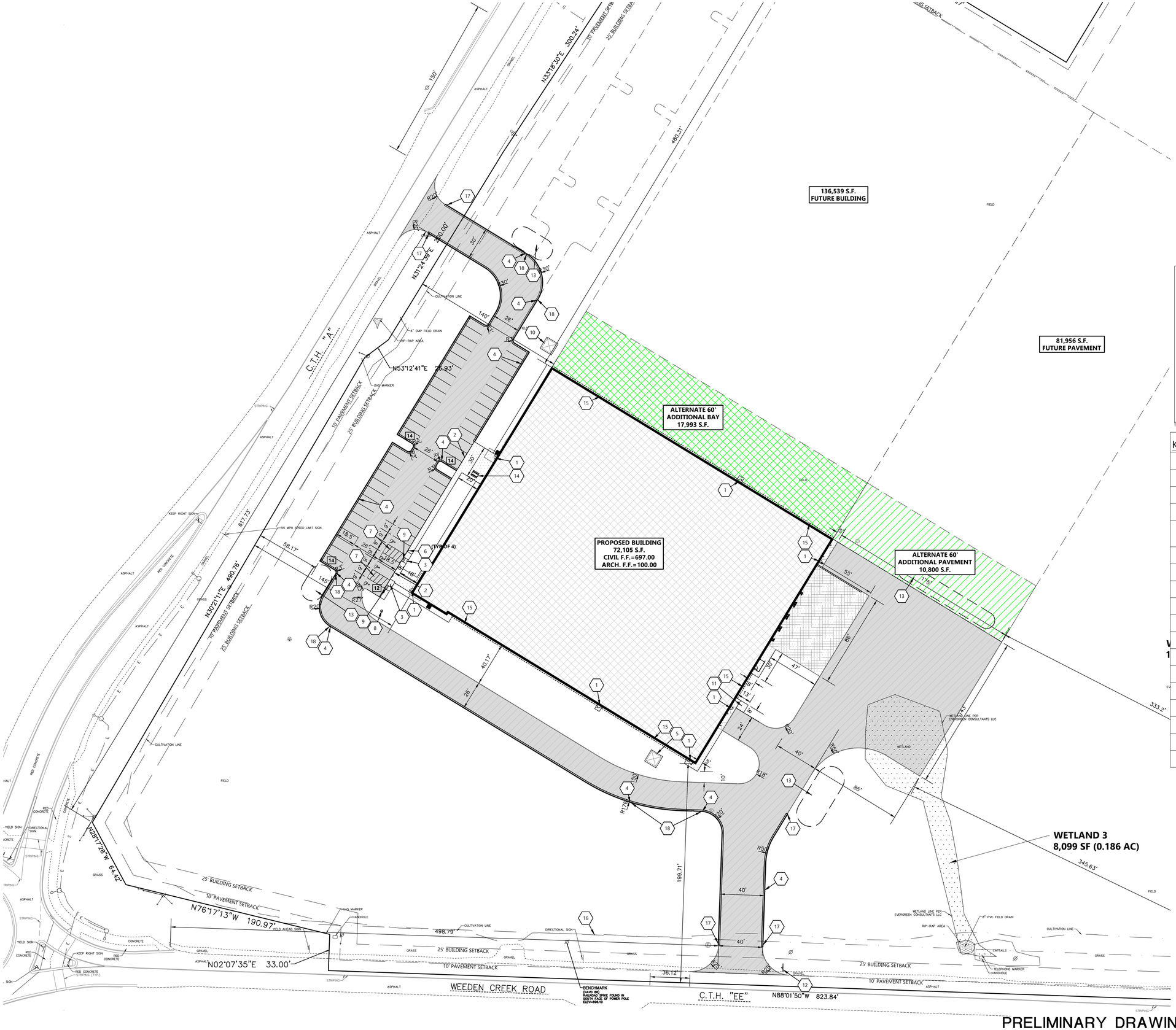

SITE INFORMATION:

PROPERTY AREA: 1,350,119 S.F. (30.99 ACRES).

EXISTING ZONING: TOWN OF WILSON, A-1 PRIME AGRICULTURAL DISTRICT

PROPOSED ZONING: CITY OF SHEBOYGAN, SI SUBURBAN INDUSTRIAL DISTRICT

EXISTING USE: AGRICULTURAL, RESIDENTIAL

PROPOSED USE: PLASTIC MANUFACTURER

AREA OF SITE DISTURBANCE: 403,912 S.F. (9.27 ACRES)

SETBACKS:

BUILDING: FRONT(WEST) = 25'
SIDE(NORTH) = 25'
REAR(EAST) = 25'
STREET(SOUTH) = 25'

PAVEMENT: FRONT(WEST) = 10'
SIDE(NORTH) = 5'
REAR(EAST) = 5'
STREET(SOUTH) = 10'

PROPOSED BUILDING HEIGHT: 37'4" (MAX. HEIGHT ALLOWED: 50')

PARKING REQUIRED: ONE SPACE PER EMPLOYEE ON LARGEST SHIFT (30 SPACES REQ.)

PARKING PROVIDED: 54 SPACE (4 H.C. ACCESSIBLE)

HANDICAP STALLS REQUIRED: 3, HANDICAP STALLS PROVIDED: 4

LANDSCAPE REQUIREMENTS: MIN. LANDSCAPE SURFACE RATIO: 25%

EXISTING SITE DATA

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.00	0	0.0%
PAVEMENT (ASP. & CONC.)	0.19	8,389	0.6%
TOTAL IMPERVIOUS	0.19	8,389	0.6%
LANDSCAPE/ OPEN SPACE	30.80	1,341,730	99.4%
PROJECT SITE	30.99	1,350,119	100.0%

PROPOSED SITE DATA (INCLUDES FUTURE)

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	4.79	208,644	15.5%
PAVEMENT (ASP. & CONC.)	4.27	185,946	13.8%
TOTAL IMPERVIOUS	9.06	394,590	29.2%
LANDSCAPE/ OPEN SPACE	21.94	955,529	70.8%
PROJECT SITE	30.99	1,350,119	100.0%

KEYNOTES

1	CONCRETE STOOP (SEE STRUCTURAL PLANS FOR DETAILS)
2	RAISED WALK (SEE DETAIL)
3	ADA CURB RAMP (SEE DETAIL)
4	18" CURB & GUTTER (SEE DETAIL)
5	CONCRETE TRANSFORMER PAD BY UTILITY SUPPLIER (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PRIOR TO CONSTRUCTION)
6	HANDICAP SIGN PER STATE CODE (SEE DETAIL)
7	HANDICAP STALL & STRIPING PER STATE CODES
8	CONTRACTOR TO PROVIDE ALTERNATE FOR 30' TALL FLAGPOLE
9	DETECTABLE WARNING PLATE PER STATE CODE
10	CONDENSER BY KELLER
11	DUST COLLECTOR BY OHD BY GENERAL CONTRACTOR
12	RELOCATED ROUNDABOUT AHEAD SIGN
13	SNOW STORAGE
14	PICNIC TABLE DETAIL BY SUPPLIER
15	18" CLEAR STONE AROUND BUILDING
16	FUTURE ROW DEDICATION UP TO 90' TOTAL WIDTH
17	CURB TAPER (SEE DETAIL)
18	18" MOUNTABLE CURB & GUTTER (SEE DETAIL)

LEGEND:

HATCH	PAVEMENT SECTION
	STANDARD ASPHALT
	HEAVY DUTY ASPHALT
	SIDEWALK CONCRETE
	HEAVY DUTY CONCRETE
	LOADING DOCK CONCRETE
	ALTERNATE BUILDING
	ALTERNATE PAVEMENT

SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL SITE PLAN

EXCEL JOB #: 250329300

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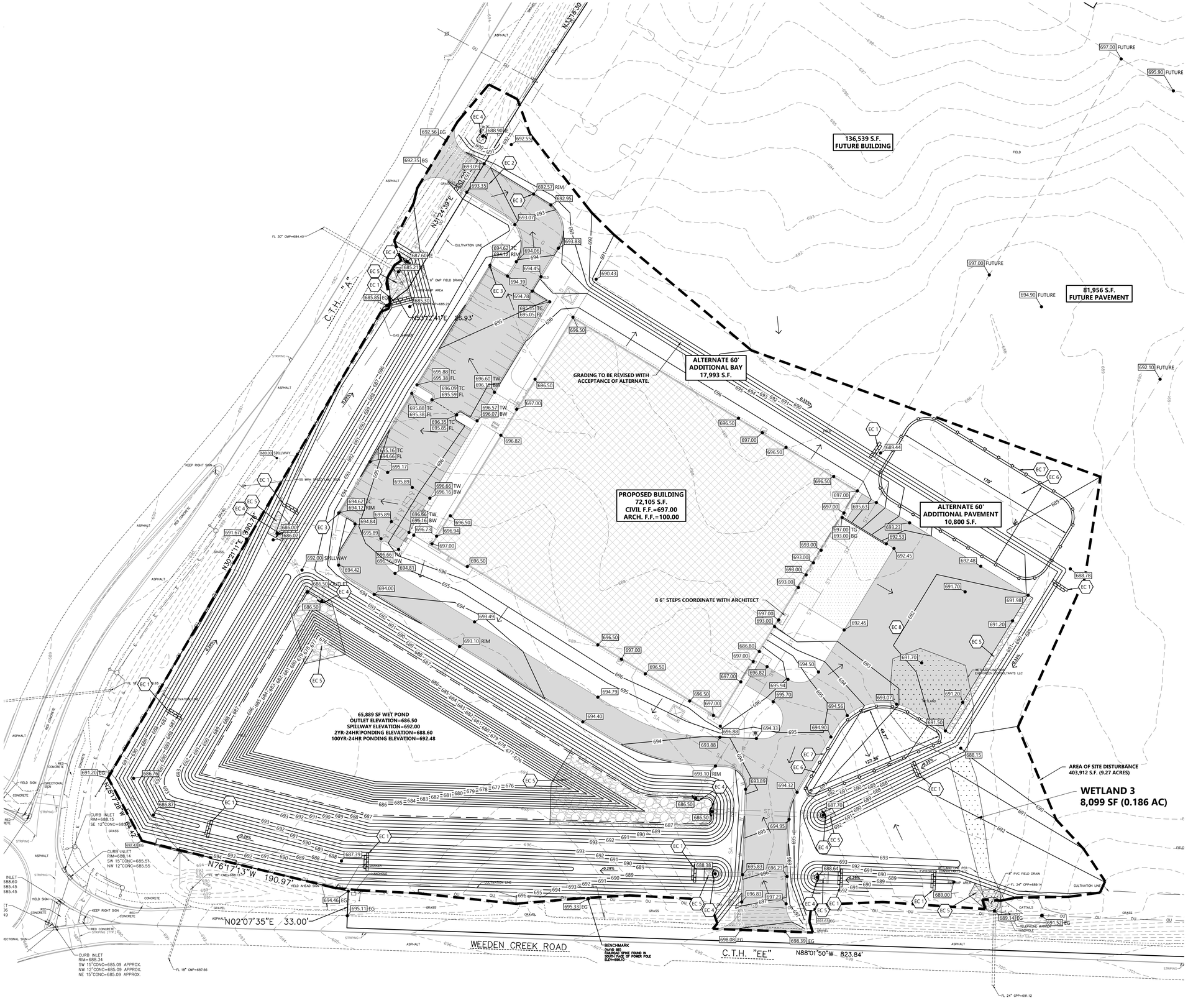

KEYNOTES

EC 1	DITCH CHECK
EC 2	STABILIZED CONSTRUCTION ENTRANCE
EC 3	INLET PROTECTION
EC 4	SEDIMENT LOG
EC 5	6" OF D50 RIP RAP OVER FABRIC
EC 6	SOIL STOCKPILE (FINAL LOCATION BY CONTRACTOR AND OWNER)
EC 7	SILT FENCE
EC 8	CONSTRUCTION STAGING AND PARKING TO BE IN AREA OF PROPOSED LOADING DOCKS (FINAL LOCATION BY CONTRACTOR AND OWNER)

GENERAL NOTES:

- HANDICAP STALL AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1.50% IN ANY DIRECTION. HANDICAP STALL & ACCESS AISLES SHALL CONFORM TO ADA REQUIREMENTS (CURRENT EDITION)
- ALL SIDEWALKS SHALL NOT EXCEED A MAXIMUM CROSS SLOPE OF 1.50% AND RUNNING SLOPE OF 4.50% UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT CONSTRUCTION ENTRANCE FOR PROPOSED IMPROVEMENTS AS REQUIRED PER CODE.
- CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.
- CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ONSITE & OFFSITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE.
- DISTURBED AREAS ARE TO BE MINIMIZED DURING CONSTRUCTION AND NEED TO BE SPECIFICALLY CALLED OUT ON THE CONTRACTOR'S INSTALLATION PLAN.
- ALL DISTURBED GROUND LEFT INACTIVE FOR MORE THAN 7 DAYS SHALL BE SEEDED AND MULCHED DURING THE PERIOD APRIL 15-SEPTEMBER 15.
- IF FINAL RESTORATION IS NOT COMPLETED BY OCTOBER 15, THE CONTRACTOR SHALL USE STRAW MATTING OR ANIONIC POLYACRYLAMIDE (PAM) SPRAY TO PREVENT EROSION DURING THE WINTER AND EARLY SPRING MONTHS.
- CONTRACTOR TO DAILY MINIMIZE TRACKING AT ALL TIMES, CLEAN UP OFF SITE SEDIMENT DEPOSITS, AND PROPERLY DISPOSE OF BUILDING MATERIALS AND REFUSE.

Keller
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PROPOSED FOR:
THE MIGHTY THREE STRIPE LLC.
4337 COUNTY ROAD A
SHEBOYGAN
WISCONSIN 53081

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PRELIMINARY PLAN DATE
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026
.
.
.

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR: ---
SUPERVISOR: ---
PRELIMINARY NO: P260009
CONTRACT NO: ---
DATE: ---
SHEET: **C1.2**

CIVIL GRADING AND EROSION CONTROL PLAN

EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

30" END SECTION WITH GRATE IE=688.90

STORM PIPE J
136' OF 30" HDPE CULVERT @ 1%

30" END SECTION WITH GRATE IE=687.60

FL 30" CMP=684.40

N42°45'39"E 200.50'

C.T.H. "A"

N53°12'41"E 26.93'

PROVIDE CAPPED STUB WITH PAINTED STAKE TO MARK LOCATION
10' OF 18" HDPE @ 0.5%
(FUTURE 100YR=7.23 CFS)

CURB INLET 4 (4' DIA)
RIM=692.57
IE N=687.88
IE S=687.88

STORM PIPE D
74' OF 24" HDPE @ 0.33%
(FUTURE 100YR=7.23 CFS)

CURB INLET 5 (4' DIA)
RIM=694.12
IE N=687.63
IE S=687.63

136,539 S.F.
FUTURE BUILDING

81,956 S.F.
FUTURE PAVEMENT

ALTERNATE 60' ADDITIONAL BAY
17,993 S.F.

STORM PIPE E
256' OF 24" HDPE @ 0.33%
(FUTURE 100YR=9.40 CFS)

PROPOSED GAS SERVICE. FINAL GAS ROUTE BY UTILITY COMPANY. PERMITTING BY CONTRACTOR. CONTRACTOR TO FIELD VERIFY ROUTE PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS.

PROPOSED WALL HYDRANT

PROPOSED BUILDING
72,105 S.F.
CIVIL F.F.=697.00
ARCH. F.F.=100.00

18" END SECTION WITH GRATE IE=686.00

N30°21'11"E 490.78'

CURB INLET 6 (4' DIA)
RIM=694.12
IE N=686.77
IE S=686.77

STORM PIPE F
81' OF 24" HDPE @ 0.33%
(FUTURE 100YR=11.51 CFS)

CONTRACTOR TO PROVIDE ALTERNATE TO RUN CONDUIT TO POND FOR FOUNTAIN.

STORM PIPE I
57' OF 18" HDPE @ 0.88%

POND OUTLET STRUCTURE
10" ORIFICE=686.50
18" ORIFICE=689.00

24" END SECTION WITH GRATE IE=686.50

CURB INLET 3 (2' X 3')
RIM=693.10
IE S=686.79

STORM PIPE C
29' OF 12" HDPE @ 1%
(PROPOSED 100YR=2.89 CFS)

12" END SECTION WITH GRATE IE=686.50

PROPOSED TRANSFORMER AND SERVICE. FINAL LOCATION AND ROUTE BY LOCAL UTILITY. CONTRACTOR TO FIELD VERIFY ROUTE PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICT.

IE=691.21

SANITARY PIPE 1
138' OF 6" PVC @ 1%
WITH (2) 45° BENDS

FDC

10" X 30" WYE
IE=686.90

20' OF 10" HDPE @ 1% MIN.
(10YR-24 HR= 1.99 CFS)
(TYP. X 4)

10" X 30" WYE
IE=687.02

10" X 30" WYE
IE=687.14

10" X 30" WYE
IE=687.26

STORM MH 1 (4' DIA)
RIM=693.63
IE N=687.56
IE S=687.56

ALTERNATE 60' ADDITIONAL PAVEMENT
10,800 S.F.

PROVIDE CAPPED STUB WITH PAINTED STAKE TO MARK LOCATION
10' OF 24" HDPE @ 0.5%
(FUTURE 10YR=15.10 CFS)

STORM PIPE A
288' OF 30" HDPE @ 0.33%
(FUTURE 10YR=23.07 CFS)

20' OF 12" COMBINED DOMESTIC AND FIRE SERVICE WITH (1) 45° BEND AND (1) 11.25° BEND PROVIDE CODE REQUIRED BURY DEPTH AND SEPARATION DISTANCES.

PROPOSED PRIVATE HYDRANT WITH 10' OF 6" SERVICE

SANITARY MH
RIM=693.33
IE W=689.83
IE S=687.83

SANITARY PIPE 2
15' OF 6" PVC @ 1%

CURB INLET 2 (4' DIA)
RIM=693.10
IE N=686.61
IE S=686.61

STORM PIPE B
34' OF 30" HDPE @ 0.33%
(FUTURE 10YR=24.89 CFS)

30" END SECTION WITH GRATE IE=686.50

48" END SECTION WITH GRATE IE=686.50

DROP CLEANOUT
IE N=687.68
IE S=685.97

48" END SECTION WITH GRATE IE=687.70

STORM PIPE G
100' OF 48" HDPE CULVERT @ 1.2%

WETLAND 3
8,099 SF (0.186 AC)

SANITARY PIPE 3
122' OF 6" PVC @ 1%

42" END SECTION WITH GRATE IE=688.38

42" END SECTION WITH GRATE IE=688.64

STORM PIPE H
92' OF 42" HDPE CULVERT @ 0.29%

CONTRACTOR TO PROVIDE ALTERNATE TO PROVIDE A LIFT STATION.

BENCHMARK
(NAVD 88)
RAILROAD SPIKE FOUND IN SOUTH FACE OF POWER POLE
ELEV=686.10

SANITARY MAIN TO BE EXTENDED TO SITE BY CITY OF SHEBOYGAN. CONNECT TO STUB IE=684.75. CONTRACTOR TO COORDINATE FINAL LOCATION AND INVERT WITH CITY OF SHEBOYGAN ENGINEER.

WATER MAIN TO BE EXTENDED TO SITE BY CITY OF SHEBOYGAN. CONNECT TO STUB. CONTRACTOR TO COORDINATE FINAL LOCATION WITH CITY OF SHEBOYGAN ENGINEER.

WETLAND 4
1,505 SF (0.035

WEEDEN CREEK ROAD

C.T.H. "EE"

N88°01'50"W 823.84'

N02°07'35"E 33.00'

N76°17'13"W 190.97'

N28°17'28"W 64.42'

CURB INLET
RIM=688.15
SE 12"CONC=685.61
GRASS

CURB INLET
RIM=688.14
SW 15"CONC=685.51
NW 12"CONC=685.55

CURB INLET
RIM=688.34
SW 15"CONC=685.09 APPROX.
NW 12"CONC=685.09 APPROX.
NE 15"CONC=685.09 APPROX.

FL 18" CMP=687.66

FL 18" CMP=686.85

FL 24" CPP=691.12

SCALE: 1"= 40'
NORTH
40' 0 40' 80'

CIVIL UTILITY PLAN

EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

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WISCONSIN 53081

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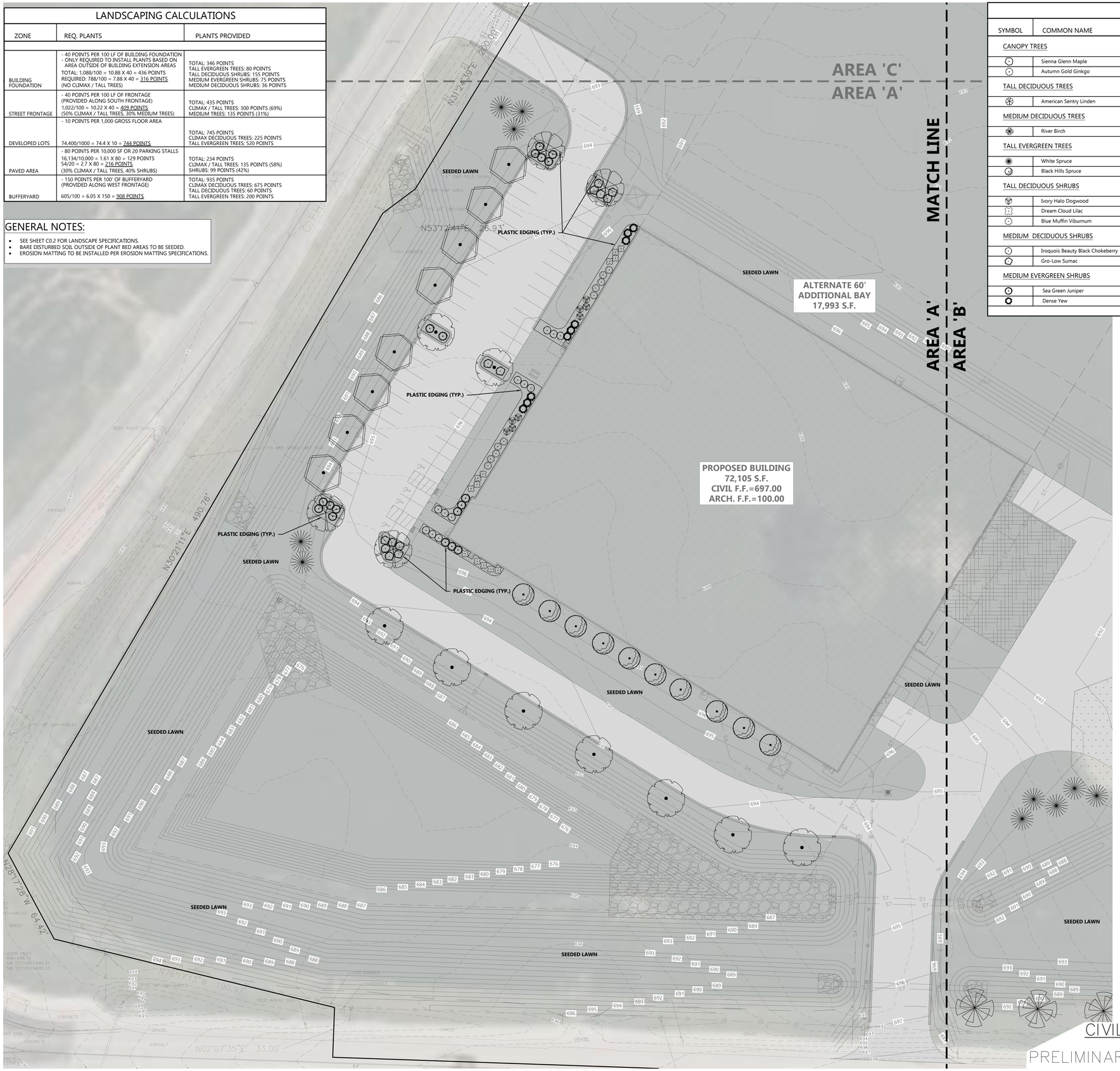
PRELIMINARY PLAN DATE	
APR. 3, 2026	
APR. 16, 2026	
AUG. 4, 2026	
PROJECT MANAGER:	L. FERRIE
DESIGNER:	T. TISLAU
DRAWN BY:	KRW
EXPEDITOR:	
SUPERVISOR:	
PRELIMINARY NO:	P260009
CONTRACT NO:	
DATE:	
SHEET:	C1.3

LANDSCAPING CALCULATIONS

ZONE	REQ. PLANTS	PLANTS PROVIDED
BUILDING FOUNDATION	- 40 POINTS PER 100 LF OF BUILDING FOUNDATION - ONLY REQUIRED TO INSTALL PLANTS BASED ON AREA OUTSIDE OF BUILDING EXTENSION AREAS TOTAL: 1,088/100 = 10.88 X 40 = 436 POINTS REQUIRED: 788/100 = 7.88 X 40 = 316 POINTS (NO CLIMAX / TALL TREES)	TOTAL: 346 POINTS TALL EVERGREEN TREES: 80 POINTS TALL DECIDUOUS SHRUBS: 155 POINTS MEDIUM EVERGREEN SHRUBS: 75 POINTS MEDIUM DECIDUOUS SHRUBS: 36 POINTS
STREET FRONTAGE	- 40 POINTS PER 100 LF OF FRONTAGE (PROVIDED ALONG SOUTH FRONTAGE) 1,022/100 = 10.22 X 40 = 409 POINTS (50% CLIMAX / TALL TREES, 30% MEDIUM TREES)	TOTAL: 435 POINTS CLIMAX / TALL TREES: 300 POINTS (69%) MEDIUM TREES: 135 POINTS (31%)
DEVELOPED LOTS	- 10 POINTS PER 1,000 GROSS FLOOR AREA 74,400/1000 = 74.4 X 10 = 744 POINTS	TOTAL: 745 POINTS CLIMAX DECIDUOUS TREES: 225 POINTS TALL EVERGREEN TREES: 520 POINTS
PAVED AREA	- 80 POINTS PER 10,000 SF OR 20 PARKING STALLS 16,134/10,000 = 1.61 X 80 = 129 POINTS 54/20 = 2.7 X 80 = 216 POINTS (30% CLIMAX / TALL TREES, 40% SHRUBS)	TOTAL: 234 POINTS CLIMAX / TALL TREES: 135 POINTS (58%) SHRUBS: 99 POINTS (42%)
BUFFERYARD	- 150 POINTS PER 100' OF BUFFERYARD (PROVIDED ALONG WEST FRONTAGE) 605/100 = 6.05 X 150 = 908 POINTS	TOTAL: 935 POINTS CLIMAX DECIDUOUS TREES: 675 POINTS TALL DECIDUOUS TREES: 60 POINTS TALL EVERGREEN TREES: 200 POINTS

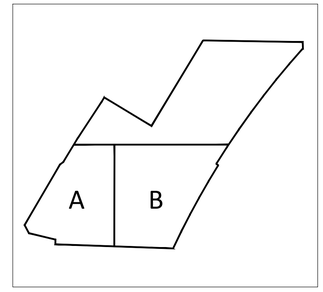
GENERAL NOTES:

- SEE SHEET C0.2 FOR LANDSCAPE SPECIFICATIONS.
- BARE DISTURBED SOIL OUTSIDE OF PLANT BED AREAS TO BE SEEDED.
- EROSION MATTING TO BE INSTALLED PER EROSION MATTING SPECIFICATIONS.



OVERALL PLANT SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	QUANTITY	POINTS	PLANTED SIZE	ROOT
CANOPY TREES						
	Sienna Glenn Maple	Acer x freemanii 'Sienna'	8	600	2" CAL.	B&B
	Autumn Gold Ginkgo	Ginkgo biloba 'Autumn Gold'	9	675	2" CAL.	B&B
TALL DECIDUOUS TREES						
	American Sentry Linden	Tilia americana 'McKSentry'	4	120	1 1/2" CAL.	B&B
MEDIUM DECIDUOUS TREES						
	River Birch	Betula nigra	9	135	6' HT.	B&B
TALL EVERGREEN TREES						
	White Spruce	Picea glauca	10	400	5' HT.	B&B
	Black Hills Spruce	Picea glauca var. densata	10	400	5' HT.	B&B
TALL DECIDUOUS SHRUBS						
	Ivory Halo Dogwood	Cornus alba 'Bailhalo'	8	40	36" HT.	CONT.
	Dream Cloud Lilac	Syringa patula 'KLMone'	13	65	36" HT.	CONT.
	Blue Muffin Viburnum	Viburnum dentatum 'Christom'	10	50	36" HT.	CONT.
MEDIUM DECIDUOUS SHRUBS						
	Iroquois Beauty Black Chokeberry	Aronia melanocarpa 'Morton'	12	36	24" HT.	CONT.
	Gro-Low Sumac	Rhus aromatica 'Gro-Low'	13	39	24" HT.	CONT.
MEDIUM EVERGREEN SHRUBS						
	Sea Green Juniper	Juniperus chinensis 'Sea Green'	18	90	18" HT.	CONT.
	Dense Yew	Taxus x media 'Densi'	9	45	18" HT.	CONT.



KEY PLAN
NTS

SCALE: 1" = 30'
30' 0 30' 60'
NORTH

CIVIL LANDSCAPE AND RESTORATION PLAN

EXCEL JOB #: 250329300

PRELIMINARY DRAWING – NOT FOR CONSTRUCTION

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PROPOSED FOR:
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4337 COUNTY ROAD A
SHEBOYGAN WISCONSIN 53081

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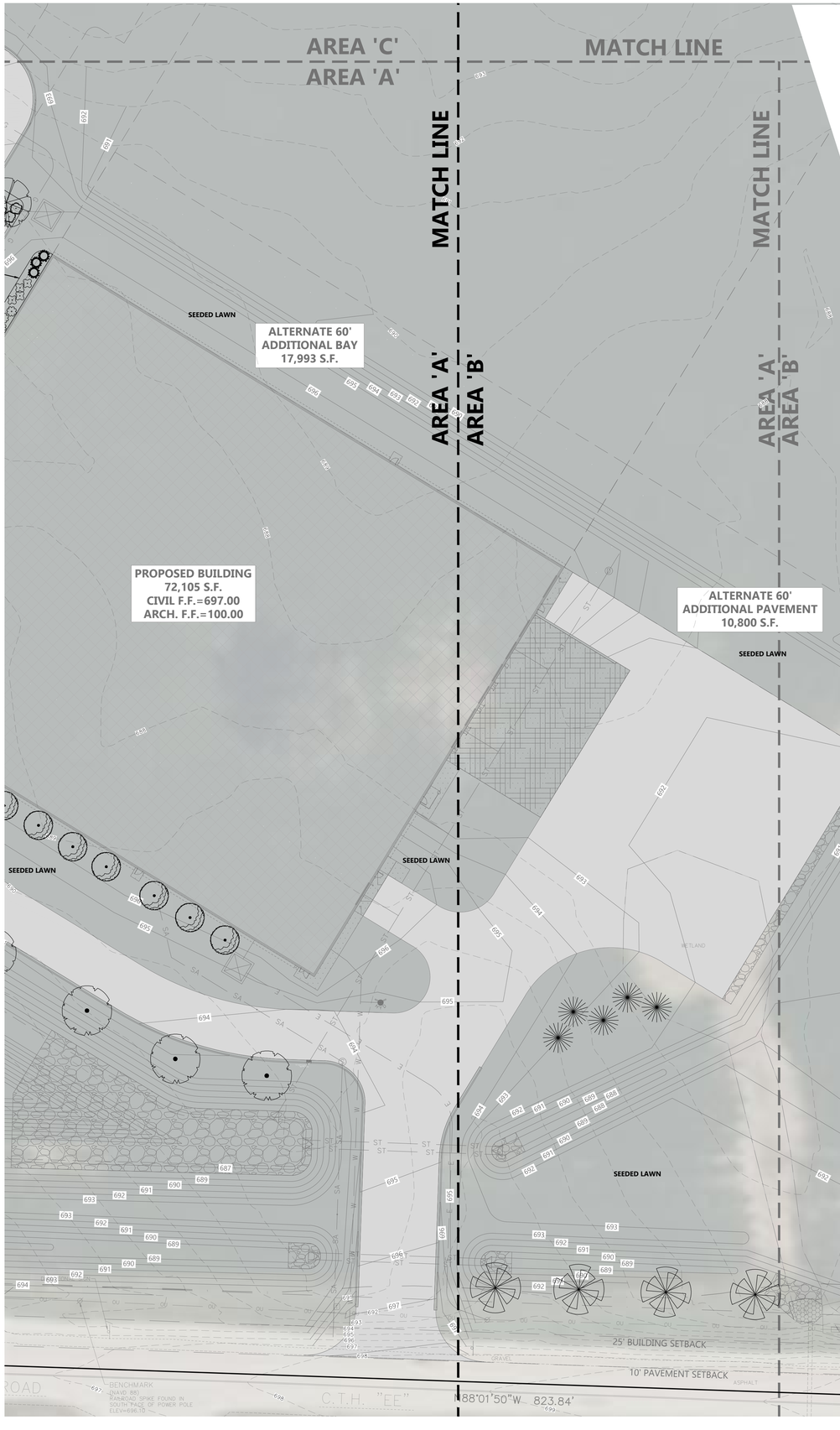
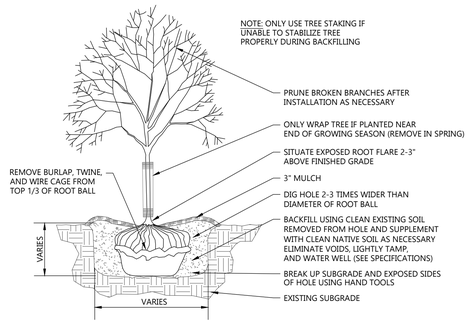
PRELIMINARY PLAN DATE
MAR. 24, 2026
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026

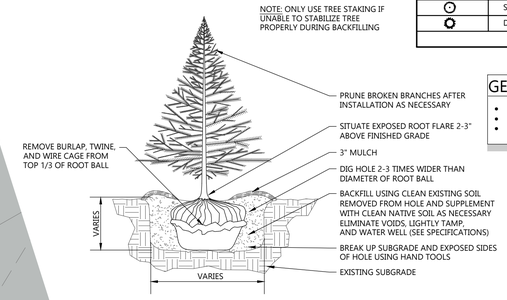
PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR: _____
SUPERVISOR: _____
PRELIMINARY NO: P260009
CONTRACT NO: _____
DATE: _____
SHEET C1.4A





DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

OVERALL PLANT SCHEDULE

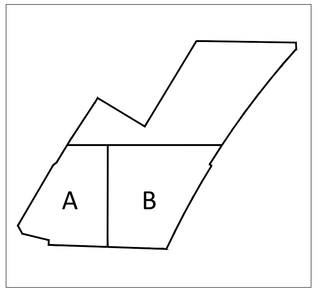
SYMBOL	COMMON NAME	BOTANICAL NAME	QUANTITY	POINTS	PLANTED SIZE	ROOT
CANOPY TREES						
	Sienna Glenn Maple	Acer x freemanii 'Sienna'	8	600	2" CAL.	B&B
	Autumn Gold Ginkgo	Ginkgo biloba 'Autumn Gold'	9	675	2" CAL.	B&B
TALL DECIDUOUS TREES						
	American Sentry Linden	Tilia americana 'McKSentry'	4	120	1 1/2" CAL.	B&B
MEDIUM DECIDUOUS TREES						
	River Birch	Betula nigra	9	135	6' HT.	B&B
TALL EVERGREEN TREES						
	White Spruce	Picea glauca	10	400	5' HT.	B&B
	Black Hills Spruce	Picea glauca var. densata	10	400	5' HT.	B&B
TALL DECIDUOUS SHRUBS						
	Ivory Halo Dogwood	Cornus alba 'Bailhalo'	8	40	36" HT.	CONT.
	Dream Cloud Lilac	Syringa patula 'KLMone'	13	65	36" HT.	CONT.
	Blue Muffin Viburnum	Viburnum dentatum 'Christom'	10	50	36" HT.	CONT.
MEDIUM DECIDUOUS SHRUBS						
	Iroquois Beauty Black Chokeberry	Aronia melanocarpa 'Morton'	12	36	24" HT.	CONT.
	Gro-Low Sumac	Rhus aromatica 'Gro-Low'	13	39	24" HT.	CONT.
MEDIUM EVERGREEN SHRUBS						
	Sea Green Juniper	Juniperus chinensis 'Sea Green'	18	90	18" HT.	CONT.
	Dense Yew	Taxus x media 'Densi'	9	45	18" HT.	CONT.

GENERAL NOTES:

- SEE SHEET C0.2 FOR LANDSCAPE SPECIFICATIONS.
- BARE DISTURBED SOIL OUTSIDE OF PLANT BED AREAS TO BE SEEDED.
- EROSION MATTING TO BE INSTALLED PER EROSION MATTING SPECIFICATIONS.

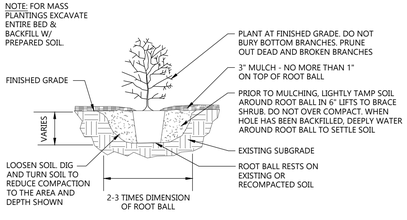
HATCH KEY:

HATCH	LANDSCAPE MATERIAL
	MINERAL MULCH
	SEEDED LAWN
	EROSION MATTING (NAG C125) OVER SEEDED LAWN (SWALE BOTTOMS & SWM)



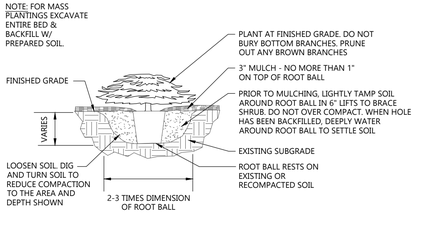
KEY PLAN

NTS



DECIDUOUS SHRUB PLANTING DETAIL

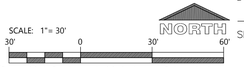
NOT TO SCALE



EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

SCALE: 1"= 30'



CIVIL LANDSCAPE AND RESTORATION PLAN

EXCEL JOB #: 250329300

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PRELIMINARY PLAN DATE
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DRAWN BY: KRW

EXPEDITOR: _____

SUPERVISOR: _____

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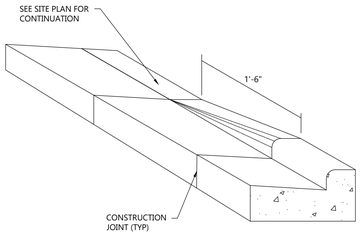
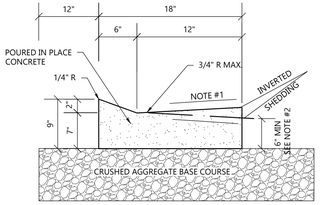
SHEET C1.4B

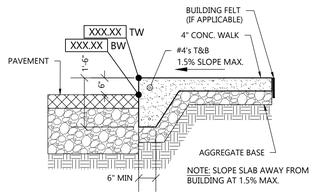


CURB TAPER DETAIL
NOT TO SCALE

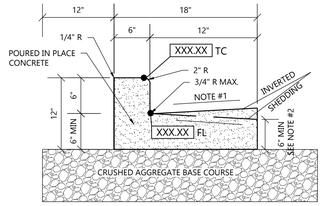


NOTE:
1. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MIN. GUTTER THICKNESS IS MAINTAINED.
3. SEE SITE PLAN & GRADING PLAN FOR INVERTED & SHEDDING CURB LOCATIONS

18" MOUNTABLE CURB & GUTTER DETAIL
NOT TO SCALE

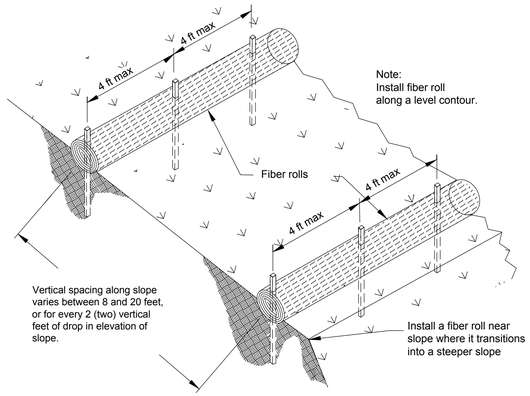


RAISED WALK DETAIL
NOT TO SCALE

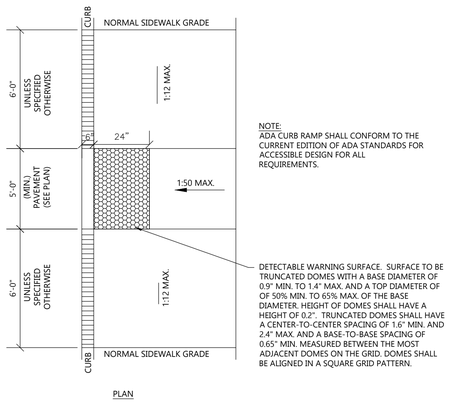


NOTE:
1. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MIN. GUTTER THICKNESS IS MAINTAINED.
3. SEE SITE PLAN & GRADING PLAN FOR INVERTED & SHEDDING CURB LOCATIONS

18" CONCRETE CURB & GUTTER DETAIL
NOT TO SCALE



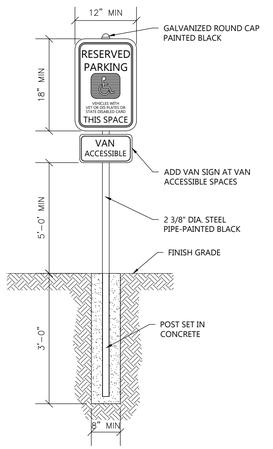
TYPICAL FIBER ROLL INSTALLATION
N.T.S.



NOTE:
ADA CURB RAMP SHALL CONFORM TO THE CURRENT EDITION OF ADA STANDARDS FOR ACCESSIBLE DESIGN FOR ALL REQUIREMENTS.

PLAN

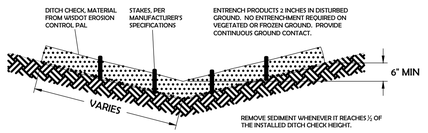
ADA SIDEWALK RAMP DETAIL
NOT TO SCALE



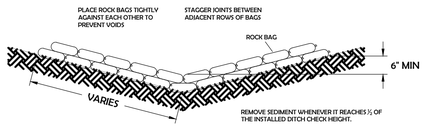
HANDICAP SIGNAGE WITH CONCRETE BASE DETAIL
NOT TO SCALE

DITCH CHECK DETAIL

LOG-TYPE DITCH CHECK



ROCK BAG DITCH CHECK

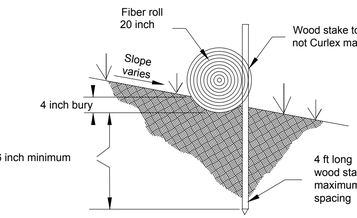


FILL BAGS WITH AGGREGATE CONFORMING TO THE FOLLOWING GRADATION (WISDOT NO. 1 COARSE AGGREGATE)

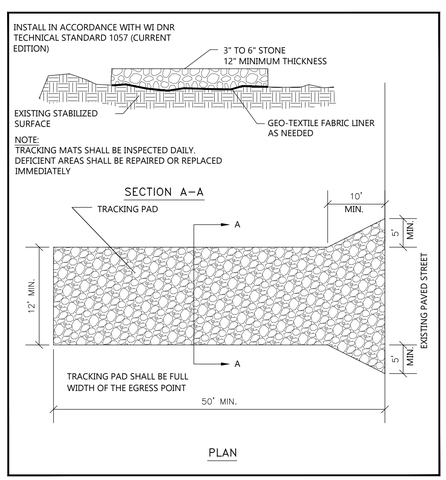
SIEVE	PERCENT PASSING BY WEIGHT
2-INCH	-
1½"-INCH	-
1-INCH	100
¾"-INCH	90-100
⅜"-INCH	20-55
No. 4	0-10
No. 8	0-5

PROVIDE BAGS MADE OF HIGH-DENSITY POLYETHYLENE OR GEOTEXTILE FABRIC

BAGS SHALL HAVE A MINIMUM IN-PLACE FILLED SIZE OF 18 INCHES LONG BY 12 INCHES WIDE BY 6 INCHES HIGH



SEDIMENT LOG INSTALLATION
NOT TO SCALE



PLAN

TRACKPAD DETAILS
NOT TO SCALE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARD NO. 1053 (CHANNEL EROSION MAT).

VARIATIONS IN THE DIMENSIONS OR MATERIALS SHOWN HEREON SHALL BE PERMITTED IF THEY PROVIDE EQUIVALENT PROTECTION AND MATERIAL STRENGTH AND IF PRIOR APPROVAL OF THE ENGINEER IS OBTAINED.

LAP JOINTS SHALL NOT BE PLACED IN THE BOTTOM OF V–SHAPED DITCHES.

JUNCTION SLOTS ON ADJACENT STRIPS OF MATTING SHALL BE STAGGERED A MINIMUM OF 4 FEET APART.

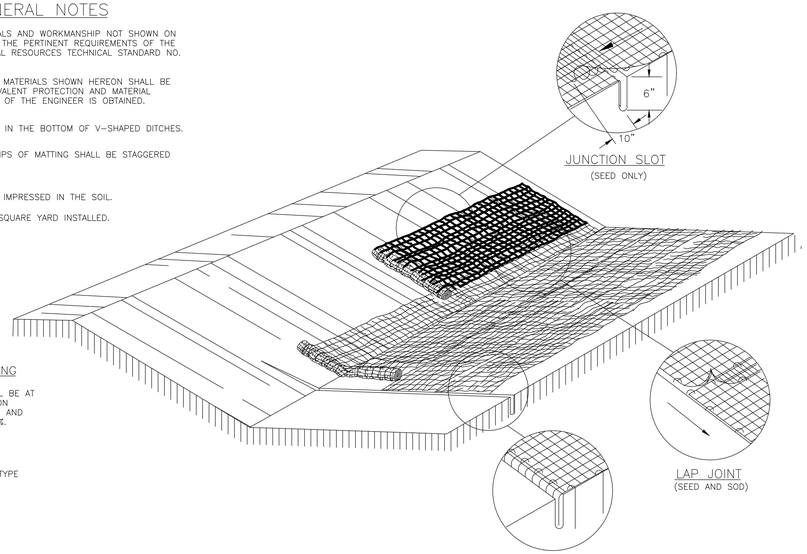
EDGES OF EROSION MAT SHALL BE IMPRESSED IN THE SOIL.

EROSION MAT SHALL PAID BY THE SQUARE YARD INSTALLED.

EROSION MAT OVER SEEDING

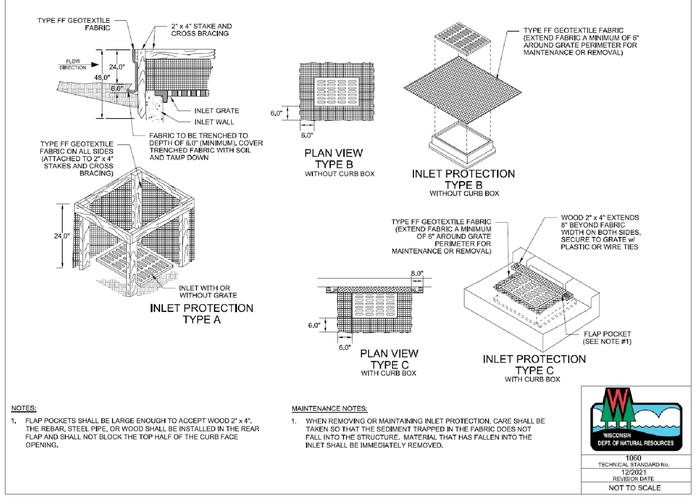
JUNCTION OR ANCHOR SLOTS SHALL BE AT MINIMUM INTERVALS OF 100 FEET ON GRADES UP TO AND INCLUDING 3%, AND 50 FEET ON GRADES EXCEEDING 3%.

NOTE:
SEE SPECIFICATIONS FOR MATTING TYPE



CHANNEL EROSION MAT DETAIL
NOT TO SCALE

FIGURE 1. INLET PROTECTION TYPES A, B AND C



NOTES:
1. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" x 4". THE REBAR, STEEL PIPE, OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.

MAINTENANCE NOTES:
1. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED IN THE FABRIC DOES NOT FALL INTO THE STRUCTURE. MATERIAL THAT HAS FALLEN INTO THE INLET SHALL BE IMMEDIATELY REMOVED.

WISCONSIN DEPT. OF NATURAL RESOURCES
1060
TECHNICAL STANDARD No.
12/2021
REVISION DATE
NOT TO SCALE

INLET PROTECTION DETAIL
NOT TO SCALE

CIVIL DETAILS
EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

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WISCONSIN 53081

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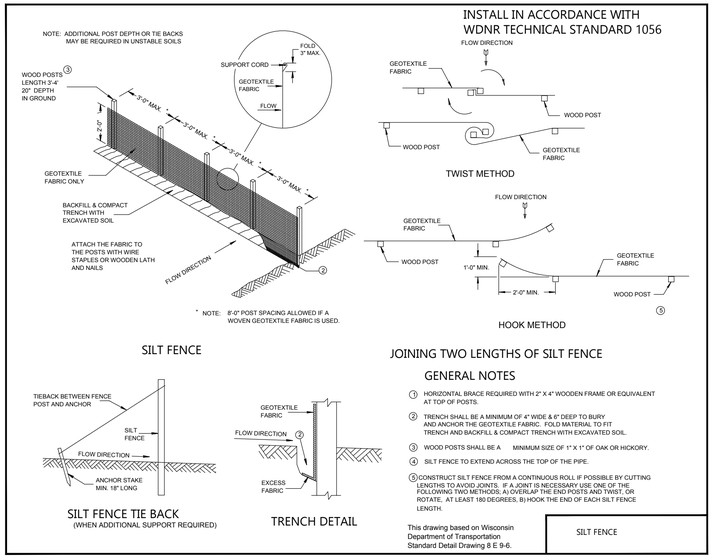
PRELIMINARY PLAN DATE
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR:
SUPERVISOR:
PRELIMINARY NO: P260009
CONTRACT NO:
DATE:
SHEET: C2.0



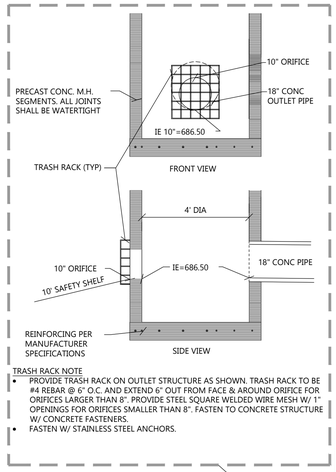
SILT FENCE - INSTALLATION DETAIL

NOT TO SCALE

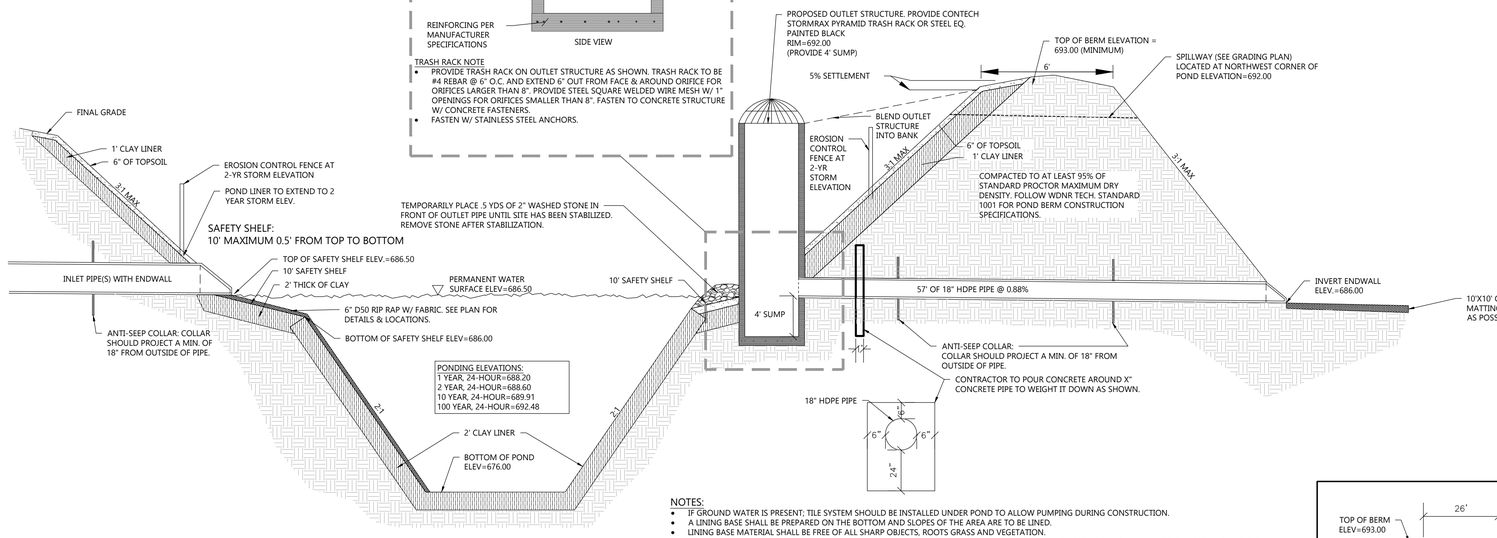
CONSTRUCTION SEQUENCE

PHASE	TYPE OF ACTION
1. PRE-CONSTRUCTION ACTION	1. CONTRACTOR TO CALL DIGGERS HOTLINE AT A MINIMUM OF 3 DAYS PRIOR TO CONSTRUCTION.
	2. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
	3. PLACE ALL SILT FENCE AND INLET PROTECTION.
	4. CONSTRUCT TRACKING STONE ENTRANCES AND ANY TEMPORARY CONSTRUCTION ROADWAYS AS NEEDED.
	5. CONSTRUCT PERMANENT RETENTION/DETENTION PONDS AND PERMANENT STORMWATER CONVEYANCE SYSTEMS.
	6. CONSTRUCT ANY TEMPORARY STORMWATER CONVEYANCE SYSTEMS AS NEEDED.
	7. STABILIZE ALL TEMPORARY AND PERMANENT EROSION CONTROL AND STORMWATER CONVEYANCE SYSTEMS BEFORE TOPSOIL CAN BE STRIPPED.
2. CONSTRUCTION ACTION	1. SITE DEMOLITION AS REQUIRED.
	2. STRIP AND RELOCATE TOPSOIL TO THE DESIGNATED TOPSOIL STOCKPILE. LOCATION BY OWNER. FINAL LOCATION BY CONTRACTOR. PROVIDE PERIMETER SILT FENCE UNTIL STABILIZED.
	3. BEGIN MASS EARTH WORK FOR THE BUILDING PAD AND PAVEMENT AREAS.
	4. CONSTRUCT ANY REMAINING STORMWATER CONVEYANCE SYSTEMS, AND INSTALL ALL OTHER UTILITIES ON SITE.
	5. DIG AND POUR ALL BUILDING FOOTINGS.
	6. PLACE GRAVEL FOR ALL PROPOSED PAVEMENT AREAS, INCLUDING FIRE LANES.
	7. TOPSOIL, SEED, AND MULCH ALL DISTURBED AREAS OUTSIDE THE BUILDING AND PROPOSED PAVEMENT AREAS.
	8. CONSTRUCT BUILDING.
	9. PAVE DRIVEWAYS AND PARKING AREAS.
	10. TOPSOIL, SEED, AND MULCH ALL OTHER DISTURBED AREAS. PLACE EROSION MATTING AND RIP RAP.
3. POST CONSTRUCTION ACTION	1. CONTRACTOR TO REMOVE TEMPORARY EROSION CONTROL MEASURES UPON SITE STABILIZATION.
	2. SEE THE POST CONSTRUCTION MAINTENANCE PLAN FOR PERMANENT STORMWATER MANAGEMENT SYSTEMS.

CONTRACTOR TO FOLLOW THE EROSION CONTROL SPECIFICATIONS FOR CONSTRUCTION EROSION CONTROL INSPECTION AND MAINTENANCE.



TRASH RACK NOTE
- PROVIDE TRASH RACK ON OUTLET STRUCTURE AS SHOWN. TRASH RACK TO BE #4 REBAR @ 6" O.C. AND EXTEND 6" OUT FROM FACE & AROUND ORIFICE FOR ORIFICES LARGER THAN 8". PROVIDE STEEL SQUARE WELDED WIRE MESH W/ 1" OPENINGS FOR ORIFICES SMALLER THAN 8". FASTEN TO CONCRETE STRUCTURE W/ CONCRETE FASTENERS.
- FASTEN W/ STAINLESS STEEL ANCHORS.



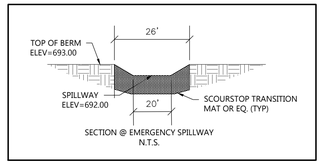
WET RETENTION POND

NOT TO SCALE

NOTES:
- IF GROUND WATER IS PRESENT; TILE SYSTEM SHOULD BE INSTALLED UNDER POND TO ALLOW PUMPING DURING CONSTRUCTION.
- A LINING BASE SHALL BE PREPARED ON THE BOTTOM AND SLOPES OF THE AREA ARE TO BE LINED.
- LINING BASE MATERIAL SHALL BE FREE OF ALL SHARP OBJECTS, ROOTS GRASS AND VEGETATION.
- THE BASE MATERIAL SHALL BE NATIVE MATERIALS OR MATERIALS OBTAINED FROM A BORROW SOURCE COMPACTED TO A MIN. OF 95% COMPACTING OR AN APPROVED CONSTRUCTION FABRIC.
- THE SUBGRADE SHALL BE PREPARED IMMEDIATELY PRIOR TO THE PLACING OF THE LINER. THE SURFACE ON WHICH THE LINER IS TO BE PLACED IS TO BE FIRM, CLEAN, DRY AND SMOOTH.
- AT END OF SITE CONSTRUCTION, POND DEPTH SHALL BE CHECKED FOR SEDIMENTATION AND DREDGED, IF NECESSARY, TO THE DESIGN DEPTH ORIGINALLY PROPOSED.
- CONTRACTOR SHALL PROVIDE EROSION MATTING AS REQUIRED PER SPECIFICATIONS NOTED ON C0.2.
- CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AN AS-BUILT SURVEY FOLLOWING COMPLETION OF THE CONSTRUCTION OF THE STORMWATER POND. THE SURVEY SHALL BE COMPLETED PRIOR TO THE POND FILLING WITH WATER. CONTRACTOR SHALL GIVE EXCEL ENGINEERING A MINIMUM OF A 3 DAY NOTICE. PLEASE NOTE THAT THE HORIZONTAL TOLERANCE FOR POND CONSTRUCTION IS 0.50' AND THE VERTICAL TOLERANCE FOR POND, OUTLET, AND SPILLWAY CONSTRUCTION IS 0.10'. ANY ADDITIONAL WORK REQUIRED TO SURVEY A POND FULL OF WATER OR FOR SURVEYING FOLLOWING REWORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

OVERALL STORMWATER FACILITY DETAIL

NOT TO SCALE



NORTHWEST EMERGENCY SPILLWAY DETAIL

NOT TO SCALE

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FAX (715) 849-3181
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WISCONSIN 53081

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PRELIMINARY PLAN DATE
APR. 3, 2026
APR. 16, 2026
AUG. 4, 2026

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR:
SUPERVISOR:
PRELIMINARY NO: P260009
CONTRACT NO:
DATE:
SHEET: C2.1

CIVIL DETAILS

EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

Catalog #: _____ Project: _____ Type: _____

Prepared By: _____ Date: _____

Mirada Medium Wall Sconce (XWM)

Outdoor Wall Sconce

IP65 IK08

OVERVIEW	
Lumen Package	3,000 - 21,000
Wattage Range	23 - 175
Efficacy Range (LPW)	125 - 158
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction
- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Hinged die-cast aluminum wiring access door located underneath.
- Galvanized-steel universal wall mount bracket comes standard with hinging mechanism to easily access the junction box wire connections without removing the luminaire.
- Optional pole-mounting bracket (XPMA) permits mounting to standard 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.
- Max shipping weight: 30lbs in carton

Optical System
- State-of-the-Art one piece silicone optic provides industry leading optical control while also acting as an integrated gasket reducing system complexity and improving fixture reliability.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in Types 2, 3, 4, and FT distributions.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K and 3000K standard temperatures per ANSI C78.377. Also available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.

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
- Total harmonic distortion (THD): <20%
- 3L to 12L operating temperature: -40°C to +50°C (-40°F to +122°F).
- 15L operating temperature: -40°C to +55°C (-40°F to +131°F).
- 18L operating temperature: -40°C to +40°C (-40°F to +104°F).
- 21L operating temperature: -40°C to +35°C (-40°F to +95°F).
- Power factor (PF): >.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
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed via hinged door.
- Optional integral emergency battery pack provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed in the housing for ease of maintenance. The fixture delivers 1500 lumens during emergency mode.

Controls
- Integral passive infrared Bluetooth™ motion sensor options. Fixtures operate independently and can be commissioned via an IOS or Android configuration app. Updates and modifications to the control strategy are easily implemented via an intuitive app.
- LSI's AirLink™ Blue lighting control system is a simple feature rich wireless Bluetooth mesh network. The integrated fixture sensor module provides wireless control of grouped fixtures based on motion sensors, daylight or a fully customizable schedule.

Installation
- Universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- 2 fasteners secure the hinged door underneath the housing and provide quick & easy access to the electrical compartment for installing/servicing.
- Optional terminal block accepts up to 12 ga. wire.

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 Battery Back-up option.

Listings
- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K or lower color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet Locations.
- IP65 rated Luminaire per IEC 60598.
- 3G rated for ANSI C136.31 high vibration applications when pole mounted (using optional XPMA bracket) or wall mounted.
- IK08 rated Luminaire per IEC 62262 mechanical impact code.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

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Page 1/1 Rev. 09/12/23
SPEC 1024.C.0623

Catalog #: _____ Project: _____ Type: _____

Prepared By: _____ Date: _____

Mirada Medium (MRM)

Outdoor LED Area Light

IP66 IK08

OVERVIEW	
Lumen Package	7,000 - 55,000
Wattage Range	48 - 438
Efficacy Range (LPW)	115 - 162
Weight lbs(kg)	30 (13.6)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

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, 4, 5W, FT, FTA, AM, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- 70 or 80CRI Minimum.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

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 chart)
- 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. 35L lumen package rate to +35°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device operates (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. 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 controls section 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.

Warranty
- LSI LED Fixtures carry a 5-year warranty.

Listings
- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- Dark Sky compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- RoHS compliant
- 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)

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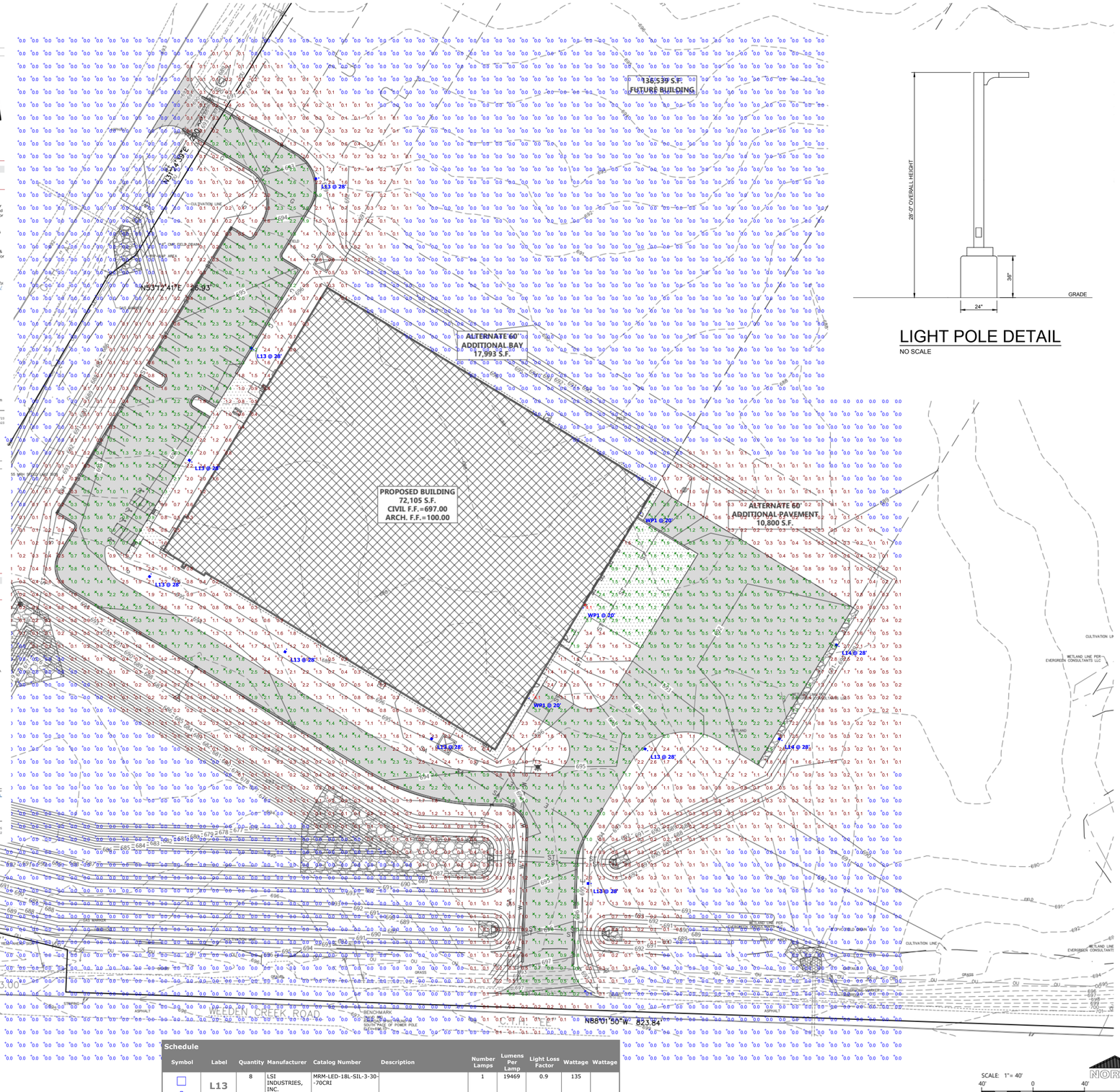
SPEC 1020.B.0422



LIGHT POLE DETAIL

NO SCALE

Schedule									
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Wattage
	L13	8	LSI INDUSTRIES, INC.	MRM-LED-18L-SIL-3-30--70CRI		1	19469	0.9	135	
	L14	2	LSI INDUSTRIES, INC.	MRM-LED-18L-SIL-FT-30-70CRI		1	19332	0.9	135	
	WP1	3	LSI INDUSTRIES, INC.	XWM-FT-LED-12L-30		1	11505	1	82	

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	0.4 fc	4.1 fc	0.0 fc	N/A	N/A
PARKING LOT	X	1.5 fc	4.1 fc	0.1 fc	41.0:1	15.0:1

CIVIL SITE PHOTOMETRIC PLAN & DETAILS

EXCEL JOB #: 250329300

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

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PLANNERS | ARCHITECTS | BUILDERS

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N216 State Road 55
P.O. Box 620
Kaukauna, WI 54130
PHONE (920) 766-5795 / 1-800-236-2534
FAX (920) 766-5004

MADISON
711 Lois Drive
Sun Prairie, WI 53590
PHONE (608) 318-2336

MILWAUKEE
W204 N11509
Goldendale Rd
Germantown, WI 53022
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FAX (262) 250-9740

WAUSAU
1605 Lilac Ave
Wausau, WI 54401
PHONE (715) 849-3141
FAX (715) 849-3181

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PROPOSED FOR:
THE MIGHTY THREE STRIPE LLC.
4337 COUNTY ROAD A
SHEBOYGAN
WISCONSIN 53081

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PRELIMINARY PLAN DATE
APR. 3, 2026
AUG. 4, 2026

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
DRAWN BY: KRW
EXPEDITOR: --------
SUPERVISOR: --------
PRELIMINARY NO: P260009
CONTRACT NO: --------
DATE: --------
SHEET: C3.1

2190038
SHEBOYGAN COUNTY, WI
RECORDED ON
02/05/2026 02:47 PM
ELLEN R. SCHLEICHER
REGISTER OF DEEDS
RECORDING FEE: 30.00
TRANSFER FEE:
EXEMPTION #
Cashier ID: 5
PAGES: 4
ELECTRONICALLY RETURNED

CERTIFIED SURVEY MAP

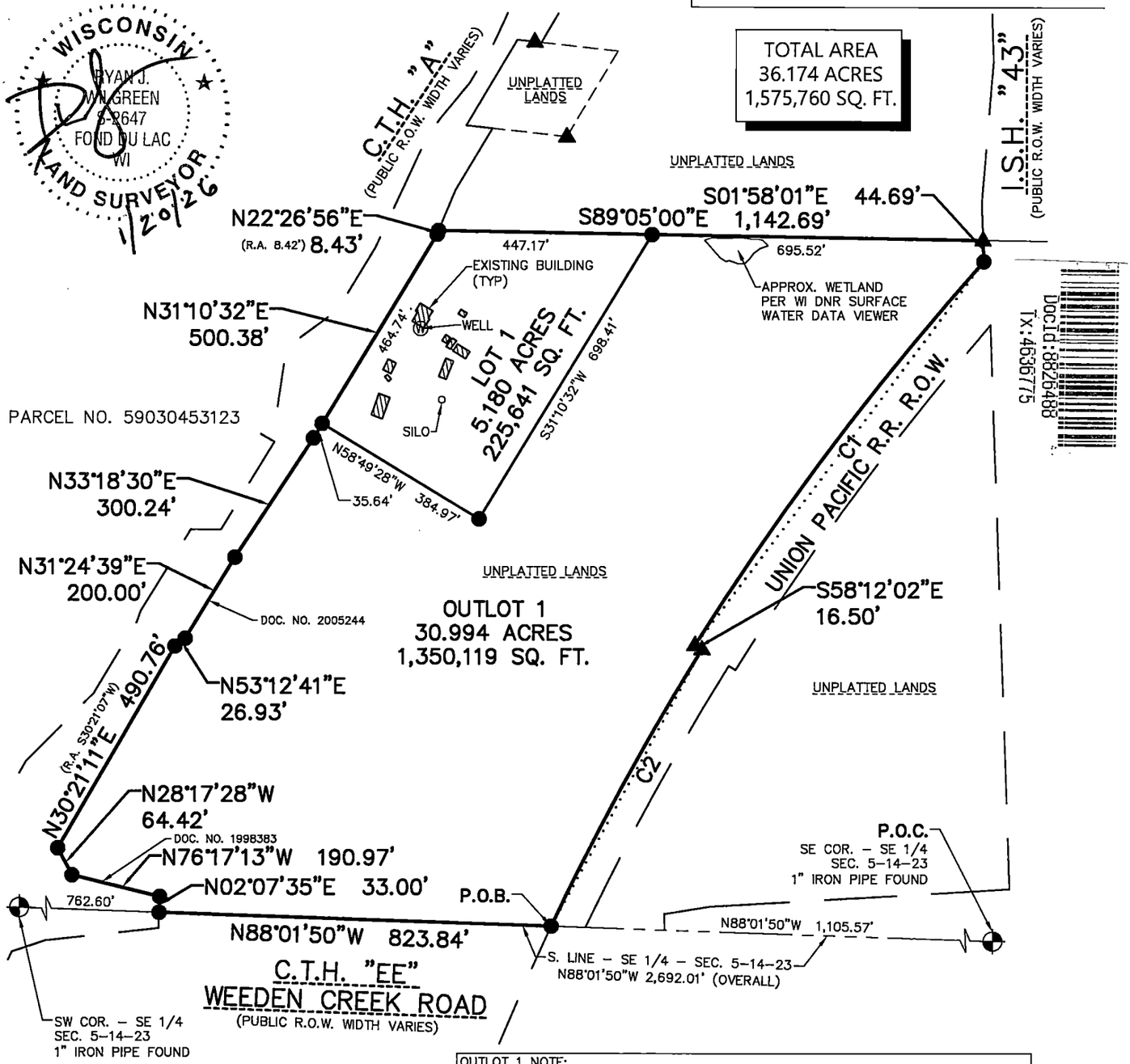
FOR

CHARLES V. WIGG

PART OF THE NW 1/4, NE 1/4, SW 1/4 & SE 1/4 OF THE SE 1/4, SECTION 5, TOWNSHIP 14 NORTH, RANGE 23 EAST, TOWN OF WILSON, SHEBOYGAN COUNTY, WISCONSIN.

WISCONSIN
RYAN J. WILGREEN
S-2647
FOND DU LAC WI
LAND SURVEYOR
1/20/26

TOTAL AREA
36.174 ACRES
1,575,760 SQ. FT.



OUTLOT 1 NOTE:
AS NO SOIL TEST HAS BEEN COMPLETED ON THIS LOT, IT IS DEEMED AN OUTLOT. OUTLOT 1 IS CONSIDERED UNBUILDABLE BY THE SHEBOYGAN COUNTY PLANNING AND CONSERVATION DEPARTMENT. IF A SOIL TEST IS RECEIVED WHICH DEPICTS AN AREA SUITABLE FOR A PRIVATE ONSITE WASTEWATER TREATMENT SYSTEM, THEN THE OUTLOT WILL BE RECLASSIFIED AS A LOT AND CONSIDERED TO BE BUILDABLE.

OWNER:
CHARLES V. WIGG
1503 S. 9TH STREET
SHEBOYGAN, WI 53081

Curve Table							
Curve	Length	Radius	Chord Bearing	Chord Length	Delta	Tangent	Tangent
C1	1,010.37'	5,701.85'	S36°52'33"W	1,009.05'	010°09'10"	S41°57'09"W	S31°47'58"W
C2	661.95'	5,685.35'	S28°27'50"W	661.58'	006°40'16"	S31°47'58"W	S25°07'43"W

LEGEND

- ● – 3/4" x 18" REBAR SET WEIGHING 1.50 LBS/FT.
- ▲ – 1" IRON PIPE FOUND
- ⊕ – SECTION CORNER MONUMENT FOUND
- (R.A.) "RECORDED AS" INFORMATION

NORTH POINT REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, SHEBOYGAN COUNTY. THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 5 HAS A BEARING OF NORTH 88°–01'–50" WEST.

NORTH
300' 0 300' 600'
SCALE: 1"= 300'

SHEET 1 OF 4 SHEETS

EXCEL
ARCHITECTS • ENGINEERS • SURVEYORS
Always a Better Plan
100 Camelot Drive
Fond Du Lac, WI 54935
Phone: (920) 926-9800
www.EXCELENGINEER.com
JOB NO. 250329300

Doc Id: 8829488
Tx: 4636775

CERTIFIED SURVEY MAP

PART OF THE NW 1/4, NE 1/4, SW 1/4 & SE 1/4 OF THE SE 1/4,
SECTION 5, TOWNSHIP 14 NORTH, RANGE 23 EAST,
TOWN OF WILSON, SHEBOYGAN COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, Ryan Wilgreen, Professional Land Surveyor, hereby certify:

That I have surveyed, divided and mapped a parcel of land described below.

That I have made such Certified Survey under the direction of Charles V. Wigg bounded and described as follows:

Part of the Northwest 1/4, Northeast 1/4, Southwest 1/4 and Southeast 1/4 of the Southeast 1/4 of Section 5, Township 14 North, Range 23 East, Town of Wilson, Sheboygan County, Wisconsin being more particularly described as follows:

Commencing at the Southeast corner of the Southeast 1/4 of said Section 5; thence North 88°-01'-50" West along the South line of said Southeast 1/4, a distance of 1,105.57 feet to the Northwesterly line of the Union Pacific Railroad right-of-way, said point being the point of beginning; thence continuing North 88°-01'-50" West along said South line, a distance of 823.84 feet to an East line of lands described in a Warranty Deed recorded in the Sheboygan County Register of Deeds Office as Document No. 1998383; thence North 02°-07'-35" East along said East line, a distance of 33.00 feet; thence North 76°-17'-13" West along the Northerly right-of-way line of C.T.H. "EE" per said Document No. 1998383, a distance of 190.97 feet; thence North 28°-17'-28" West along said Northerly line, a distance of 64.42 feet to the Easterly right-of-way line of C.T.H. "A" per said Document No. 1998383; thence North 30°-21'-11" East along said Easterly line, a distance of 490.76 feet; thence North 53°-12'-41" East along the Easterly right-of-way line of C.T.H. "A" per Warranty Deed recorded in the Sheboygan County Register of Deeds Office as Document No. 2005244, a distance of 26.93 feet; thence North 31°-24'-39" East along said Easterly line, a distance of 200.00 feet; thence North 33°-18'-30" East along said Easterly line, a distance of 300.24 feet; thence North 31°-10'-32" East along said Easterly line, a distance of 500.38 feet; thence North 22°-26'-56" East along said Easterly line, a distance of 8.43 feet; thence South 89°-05'-00" East, a distance of 1,142.69 feet to the Westerly right-of-way line of Interstate Highway "43"; thence South 01°-58'-01" East along said Westerly line, a distance of 44.69 feet; thence Southwesterly 1,010.37 feet along the Northwesterly line of the Union Pacific Railroad right-of-way on a curve to the left having a radius of 5,701.85 feet, the chord of said curve bears South 36°-52'-33" West, a chord distance of 1,009.05 feet; thence South 58°-12'-02" East along said Northwesterly line, a distance of 16.50 feet; thence Southwesterly 661.95 feet along said Northwesterly line on a curve to the left having a radius of 5,685.35 feet, the chord of said curve bears South 28°-27'-50" West, a chord distance of 661.58 feet to the point of beginning and containing 36.174 acres (1,575,760 sq. ft.) of land more or less.

That such is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have fully complied with the provisions of Section 236.34 of the Wisconsin Statutes and the Subdivision Ordinance of the Town of Wilson, City of Sheboygan and Sheboygan County in surveying, dividing and mapping the same.

Ryan Wilgreen, P.L.S. No. S-2647
ryan.wilgreen@excelengineer.com
Excel Engineering, Inc.
Fond du Lac, Wisconsin 54935
Project Number: 250329300

VOL 32 PAGE 207

CERTIFIED SURVEY MAP

PART OF THE NW 1/4, NE 1/4, SW 1/4 & SE 1/4 OF THE SE 1/4,
SECTION 5, TOWNSHIP 14 NORTH, RANGE 23 EAST,
TOWN OF WILSON, SHEBOYGAN COUNTY, WISCONSIN.

OWNER'S CERTIFICATE

As owner, I hereby certify that I have caused the land described on this map to be surveyed, divided and mapped as represented on this map. I further certify that this map is required by s.236.10 or s.236.12 to be submitted to the following for approval or objection:

1. Town of Wilson
2. City of Sheboygan
3. Sheboygan County

WITNESS the hand and seal of said owner this 2nd day of February, 2026.

Charles V. Wigg

STATE OF Wisconsin)
Sheboygan COUNTY)SS

Personally came before me this 2nd day of February, 2026, the above named Charles V. Wigg to me known to be the person who executed the foregoing instrument and acknowledged the same.

Stephanie J. Bauer
Notary Public, Sheboygan County, WI

My Commission Expires: 4-9-27

WISCONSIN
RYAN J. WILGREEN
S-2647
FOND DU LAC
WI
LAND SURVEYOR
1-20-26

VOL 32 PAGE 268

CERTIFIED SURVEY MAP

PART OF THE NW 1/4, NE 1/4, SW 1/4 & SE 1/4 OF THE SE 1/4,
SECTION 5, TOWNSHIP 14 NORTH, RANGE 23 EAST,
TOWN OF WILSON, SHEBOYGAN COUNTY, WISCONSIN.

TOWN OF WILSON PLAN COMMISSION APPROVAL

This Certified Survey Map has been reviewed and approved by the Town of Wilson Plan Commission.

Dated this 12th day of January, 2026

Matthew Fore ,Town Chairperson

Shawna Hall ,Town Clerk

TOWN OF WILSON TOWN BOARD APPROVAL

This Certified Survey Map has been submitted to and approved by the Town of Wilson Town Board.

Dated this 19th day of January, 2026

Matthew Fore ,Town Chairperson

Shawna Hall ,Town Clerk

SHEBOYGAN COUNTY PLANNING AND RESOURCES DEPARTMENT

This Certified Survey Map has been reviewed and approved by the Sheboygan County Planning and Resources Department.

Dated this 5 day of February, 2026

(Print) Megan Nargovitz ,(Title) GIS specialist

APPR
DE PMENT

APPROVED
CITY OF SHEBOYGAN
DEPT. OF CITY DEVELOPMENT
dated this 5th day of February, 2026
Elise Rose
Zoning Administrator

WISCONSIN
RYAN J. WILGREEN
S-2647
FOND DU LAC WI
LAND SURVEYOR
1/20/26

VOL. 32 PAGE 269

SHEET 4 OF 4 SHEETS

CITY OF SHEBOYGAN

REQUEST FOR ARCHITECTURAL REVIEW BOARD CONSIDERATION

ITEM DESCRIPTION: Architectural Review of new construction located at the Northeast corner of Weeden Creek Road and C.T.H. “A”

REPORT PREPARED BY: Ellise Rose, Zoning Administrator

REPORT DATE: August 18, 2026 **MEETING DATE:** August 26, 2026

FISCAL SUMMARY:

Budget Line Item:	N/A
Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	N/A
Municipal Code:	N/A

BACKGROUND / ANALYSIS:

The Mighty Three Stripes, LLC is proposing a new building located at the Northeast corner of Weeden Creek Road and C.T.H. “A”. The applicant states the following:

- Proposed new building with associated site improvements
- Current existing lot is vacant agricultural farmland.
- The exterior features a cool color palette designed to align with Northland Plastics’ branding while visually harmonizing with surrounding properties, including Old Wisconsin to the east, Kohler to the south, and Crossroads Community Church to the north.
- The main entrance and employee entrance canopies feature grey ACM panels.

STAFF COMMENTS:

None

ACTION REQUESTED:

Motion to approve with possible amendments as determined by the Board.

ATTACHMENTS:

Architectural Review Application and required attachments.

Docusign Envelope ID: AE67EBCC-4BC5-8B1E-83DD-6D4663E40232

City of Sheboygan spirit on the lake	**CITY OF SHEBOYGAN** **ARCHITECTURAL REVIEW APPLICATION**	**Fee:** _____ **Review Date:** _____

Read all instructions before completing. If additional space is needed, attach additional pages.

SECTION 1: Applicant/ Permittee Information

Name (Ind., Org. or Entity)	Authorized Representative	Title	
The Mighty Three Stripe LLC	Matt Zingsheim	Vice President of Finance	
Mailing Address	**City**	**State**	**ZIP Code**
1420 S 16th St	Sheboygan	WI	53081
Email Address	[redacted]	**Phone Number (incl. area code)**	[redacted]

SECTION 2: Landowner Information (Complete These Fields When Project Site Owner is Different than Applicant)

Name (Ind., Org. or Entity)	Contact Person	Title	
		ce	
Mailing Address	**City**	**State**	**ZIP Code**
Email Address		**Phone Number (incl. area code)**	

SECTION 3: Architect Information

Name			
Gries Design - Brannin Gries			
Mailing Address	**City**	**State**	**Zip**
500 North Commercial St	Neenah	WI	53081
Email Address	[redacted]	**Phone Number (incl. area code)**	[redacted]

SECTION 4: Contractor Information

Name			
Keller, Inc - Logan Ferrie			
Mailing Address	**City**	**State**	**Zip**
PO Box 620	Kaukauna	WI	54130
Email Address	[redacted]	**Phone Number (incl. area code)**	[redacted]

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Architectural Review Application. I certify that the information contained in this form and attachments are true and accurate. I certify that the project will be in compliance with all conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print)	Title	Phone Number
Matt Zingsheim	Vice President Finance	[redacted]
Signature of Applica Signed by: Matt Zingsheim AEF1E92C3EB14B6...		**Date Signed** 7/28/2026

Complete application is to be filed with the Department of City Development, 828 Center Avenue, Suite 208. To be placed on the agenda of the Architectural Review Board, application must be filed three weeks prior to date of meeting – check with City Development on application submittal deadline date. Applications will not be processed if all required attachments and filing fee of $100 (payable to the City of Sheboygan) are not submitted along with a complete and legible application. Application filing fee is non-refundable.

Docusign Envelope ID: AE67EBCC-4BC5-8B1E-83DD-6D4663E40232

SECTION 6: Description of the Subject Site/Proposed Project

Project Address/Description	Parcel No.
4337 County Rd A, Sheboygan, WI 53081	

Name of Proposed/Existing Business:	Northland Plastics
Address of Property Affected:	4337 County Rd A, Sheboygan, WI 53081
Zoning Classification:	Suburban Industrial

New Building: ☑ Addition: ☐ Remodeling: ☐

SECTION 7: Description of Proposed Project

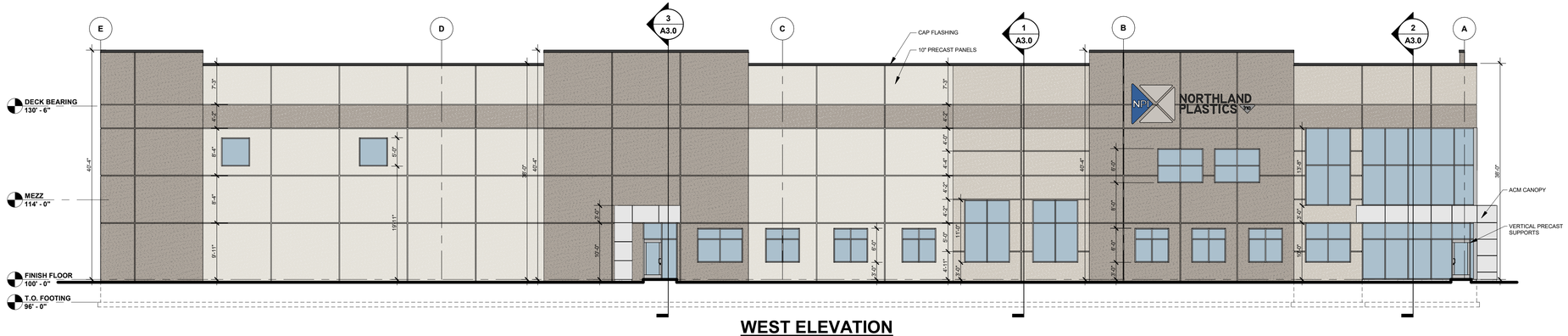
Proposed new building with associated site improvements. See site plans for additional information.

SECTION 8: Description of EXISTING Exterior Design and Materials

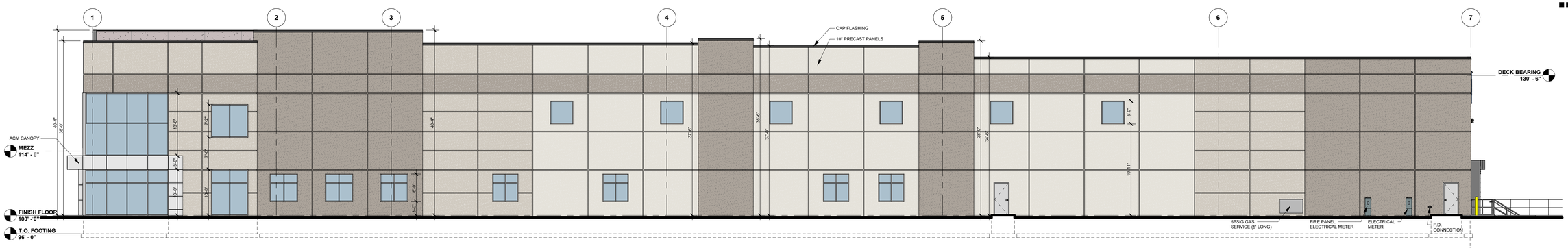
Current existing lot is vacant agricultural farmland.

SECTION 9: Description of the PROPOSED Exterior Design and Materials

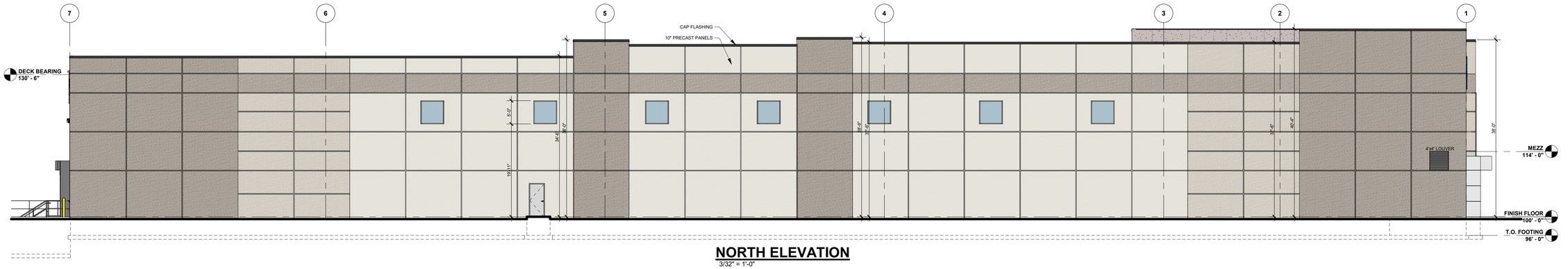
The exterior features a cool color palette designed to align with Northland Plastics' branding while visually harmonizing with surrounding properties, including Old Wisconsin to the east, Kohler to the south, and Crossroads Community Church to the north. The main entrance and employee entrance canopies feature grey ACM panels.



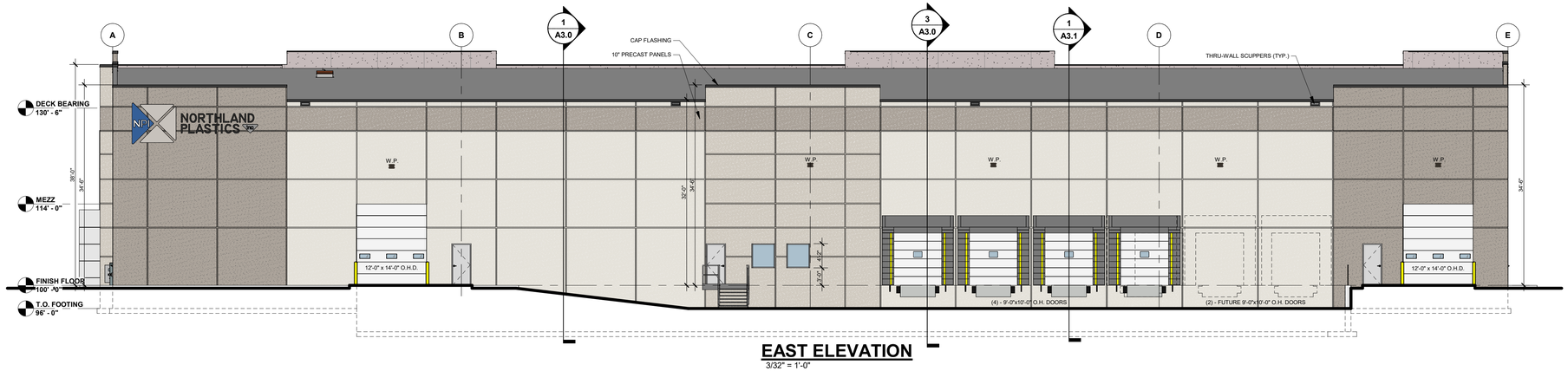
WEST ELEVATION
3/32" = 1'-0"



SOUTH ELEVATION
3/32" = 1'-0"



NORTH ELEVATION
3/32" = 1'-0"



EAST ELEVATION
3/32" = 1'-0"

DOOR & WINDOW VALUES		
WINDOWS:	U VALUE	0.4
	SHGC	0.327
	VT	0.60
DOORS: (SWINGING)	U VALUE	0.38
O.H. DOORS: (NON-SWINGING)	U VALUE	0.11
DOORS: (>50% GLAZING)	U VALUE	0.701
	SHGC	0.238
	VT	0.39

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PROPOSED FOR:
THE MIGHTY THREE STRIPE LLC.
4337 COUNTY ROAD A
SHEBOYGAN, WISCONSIN 53081

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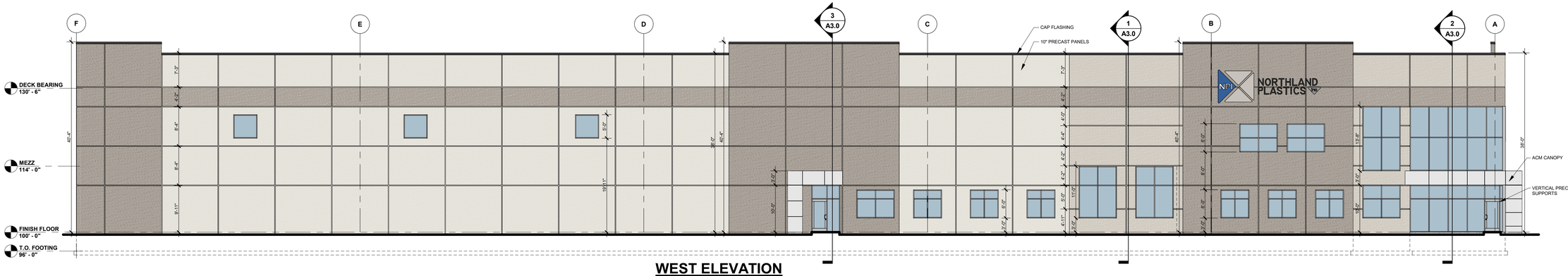
REVISIONS

1	02/26/2026	KRW
2	03.19.2026	KRW
3	04.03.2026	KRW
4		
5		
6		

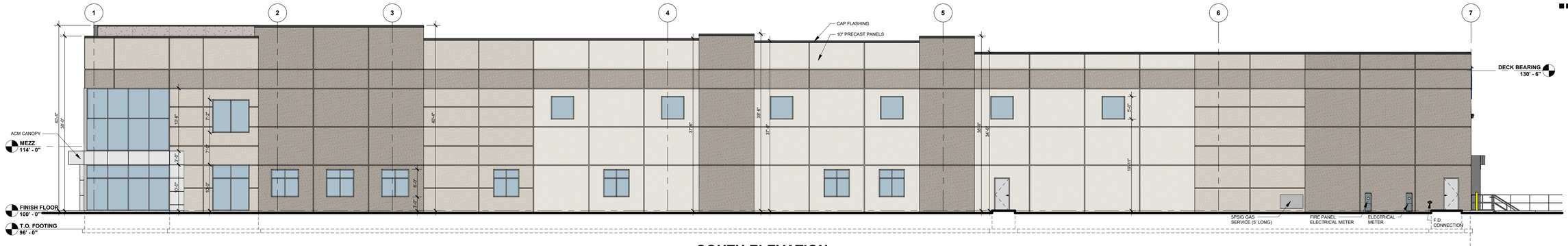
PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT MANAGER: L. FERRIE
DESIGNER: T. TISLAU
INTERIOR DESIGNER: -------
DRAWN BY: KRW
EXPEDITOR: -------
SUPERVISOR: -------
PRELIMINARY NO: P26009
CONTRACT NO: -------
DATE: 01.20.2026
SHEET: **A2.0**



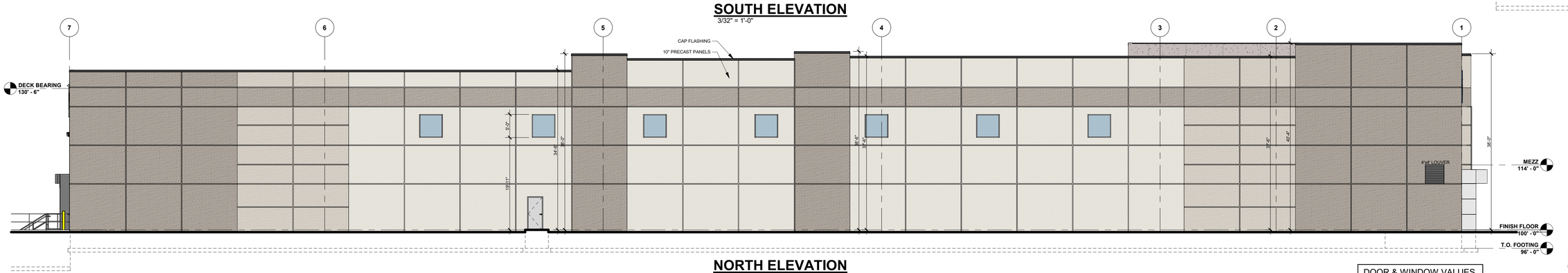
WEST ELEVATION

3/32" = 1'-0"



SOUTH ELEVATION

3/32" = 1'-0"



NORTH ELEVATION

3/32" = 1'-0"

DOOR & WINDOW VALUES		
WINDOWS:	U VALUE	0.4
	SHGC	0.327
	VT	0.60
DOORS: (SWINGING)	U VALUE	0.38
O.H. DOORS: (NON-SWINGING)	U VALUE	0.11
DOORS: (>50% GLAZING)	U VALUE	0.701
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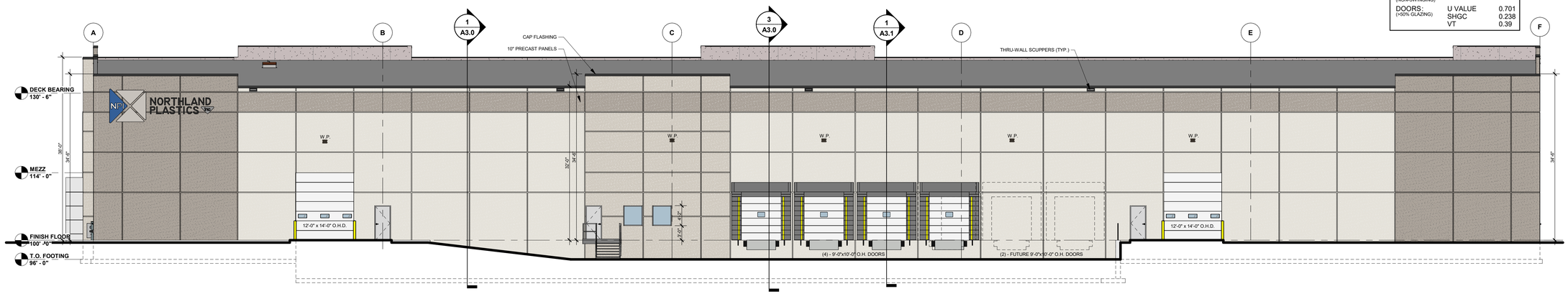

EAST ELEVATION

3/32" = 1'-0"

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PROPOSED FOR:

THE MIGHTY THREE STRIPE LLC.

4337 COUNTY ROAD A
SHEBOYGAN, WISCONSIN 53081

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3	04.03.2026	KRW
4	07.21.2026	KRW
5	07.31.2026	KRW
6		

PROJECT MANAGER: L. FERRIE

DESIGNER: T. TISLAU

INTERIOR DESIGNER: -------

DRAWN BY: KRW

EXPEDITOR: -------

SUPERVISOR: -------

PRELIMINARY NO: P26009

CONTRACT NO: -------

DATE: 01.20.2026

SHEET: A2.0

PRELIMINARY - NOT FOR CONSTRUCTION

THE MIGHTY THREE STRIPE LLC.

SHEBOYGAN, WISCONSIN

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CONCEPT ONLY

THE MIGHTY THREE STRIPE LLC.

SHEBOYGAN, WISCONSIN

Keller
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Offices in the Twin Cities, Madison, Milwaukee and Wausau

CONCEPT ONLY

CITY OF SHEBOYGAN
REQUEST FOR CITY PLAN COMMISSION CONSIDERATION

ITEM DESCRIPTION: Determination if the proposed amendment to the 120 Vollrath Boulevard Specific Implementation Plan is a minor or substantial change.

REPORT PREPARED BY: Ellise Rose, Zoning Administrator

REPORT DATE: August 20, 2026 **MEETING DATE:** August 26, 2026

FISCAL SUMMARY:

Budget Line Item:	N/A
Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	N/A
Municipal Code:	N/A

BACKGROUND / ANALYSIS:

The Plan Commission has previously approved the Rachel Kohler Specific Implementation Plan (SIP) for property located at 120 Vollrath Boulevard.

The applicant is proposing an amendment to the previously approved SIP. The Plan Commission must determine whether the revision is minor or substantial. A minor change would include small modifications to the approved SIP. A substantial change would include major modifications to the SIP, or modifications to the GDP, because the change materially affects the intended design of the project and the impact of the project on neighboring uses. Based on the significance of the revision, the plan commission shall also determine what public hearings may be needed to review the change.

If the change is determined to be a minor adjustment to the SIP, the plan commission shall review the request and may approve the change without a public hearing. If the requested change is determined by the plan commission to be substantial, because of its effect on the intended design of the project or on neighboring uses, a public hearing shall be held by the plan commission to review the proposed change.

If the Plan Commission determines that the change is minor, the commission may take action on item 11. If the Plan Commission determines that the change is substantial, item 11 must be tabled until a public hearing can be scheduled.

ATTACHMENTS:
Amended Specific Implementation Plan and required attachments.

VARIATION POINTS

I. The property is subject to increased traffic, and onlookers, due to its adjacently to Vollrath Par and the family that resides there. This has increased due to the construction on-site. During construction we see people come by the site in great numbers and some try to get into the site. A taller fence with less opacity at Vollrath will help dissipate interest if the site is less visible.

II. Vollrath Park lies directly across from the property. The fence does not face a private residential property. There is no neighboring homeowner on the south side whose view, light, or privacy is directly affected by the proposed fence height. The fence height and opacity requirements designed to protect neighboring residential uses are not applicable - this is a unique condition along Vollrath. Towards the adjacent neighbor to the west the fence is an open fence.

III. The public right-of-way along Vollrath Boulevard is substantially wider than a typical Sheboygan residential street right-of-way. The actual distance between the subject property's legal south property line and the nearest travel lane of Vollrath Boulevard is greater than the 1-foot setback required by ordinance. The fence will sit at a substantial distance from the roadway. The height and opacity of the fence will not detract from traffic safety, sight lines, or public access to the park or beach at the turn around at the end of Vollrath.

IV. The proposed fence materials — cedar and stone masonry — are high-quality materials consistent with the architecture of the principal buildings and character of the broader streetscape. Granting the requested variance will not introduce materials or fence types that are inconsistent with the surrounding area. The fence design has been developed in concert with the architectural design team to ensure visual consistency with the property's buildings.

V. Standards for Variance Approval

a. Unnecessary hardship / practical difficulty:
    i. Strict compliance with the 4-foot height limit and 50% opacity requirement in the street side yard would prohibit privacy fencing along Vollrath Boulevard — a street bordered entirely by a public park rather than neighboring residential uses. This is a unique condition that creates practical difficulty not encountered by typical lots in the district.

b. Not self-created:
    i. The street side yard designation arises from the location of the public right-of-way and the corner lot configuration, not from any action of the applicant.

c. Consistent with intent of ordinance:
    i. The opacity and height restrictions in street yards are designed to protect the public streetscape and adjacent property owners. Neither purpose is frustrated here — the fence faces a public park, the right of way is oversized, and there are no private residential properties on the south side of the street facing the property.

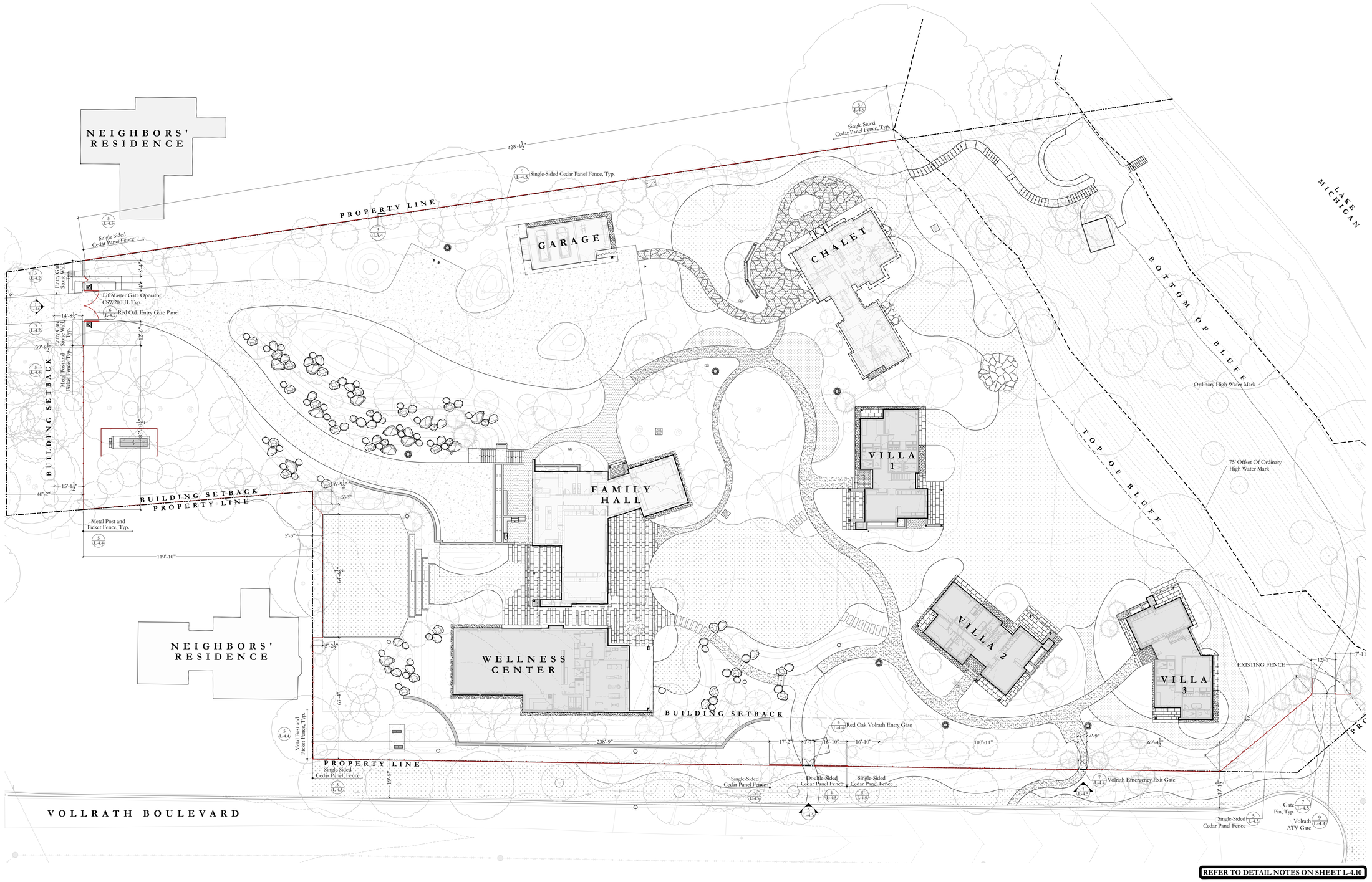
d. No harm to public safety:
    i. The proposed fence will not obstruct traffic sight lines, impede emergency access, or create hazards. All automated gates are equipped with emergency override provisions for fire and emergency services.

e. No adverse effect on neighborhood character:
    i. The fence materials and design are high-quality and consistent with the character of the estate and the broader area. Granting the variance will not set a precedent for substandard fencing — it is specific to this unique site condition.

Regards,

JOMX architecture

JOHN JOYCE
aia ncarb leed ap



REFER TO DETAIL NOTES ON SHEET L-4.10

GENERAL LEGEND

- Property Line
- Building Setback
- Lake Line
- Ordinary High Water Mark
- Chain Link Fence Line
- Steel Fence Line
- Single Sided Cedar Fence Panel Line
- Double Sided Cedar Fence Panel Line

Typ. Typical Condition

MATERIALS LEGEND

Double Sided Cedar Solid Board Driveway Gates

LiftMaster Gate Operator CSW200UL

Fond Du Lac Heritage Blend Entrance Walls

30 0 15 30
SCALE: 1"= 30'

North
Scale: 1"=30'-0"

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Sheboygan, Wisconsin

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DRAWING TITLE

OVERALL FENCING LAYOUT & MATERIALS PLAN

DESIGNED BY: CB & TEAM

L-1.7

Please Note: This is not a construction drawing.

FENCE & WALL PERMIT NOTES:

1. These notes apply to all fencing, landscape walls, and decorative posts equal to or exceeding 30 inches in height as shown hereon.

2. FENCE HEIGHTS -- BY YARD ZONE:
   2.1. Front yard (within 25 ft. of 3rd Street property line): Maximum height: 4 ft. Maximum opacity: 50%. Minimum setback from property line: 1 ft.
   2.2. Street side yard (within 25 ft. of Vollrath Blvd. property line): Maximum height: 4 ft. Maximum opacity: 50%. Minimum setback from property line: 1 ft.
   2.3. Interior side yard (north property line, within required yard): Maximum height: 6ft.
   2.4. Rear yard and non-required yard areas: Maximum height: 8 ft.
   -- **VARIANCE REQUESTED -- NOTE 2A (FRONT YARD / ENTRY WALL): FRONT ENTRY WALL IS 6'-0" HT. SOLID MASONRY CONSTRUCTION. THE WALL BODY IS LOCATED 39'-8.5" FROM THE 3RD STREET FRONT YARD PROPERTY LINE AND 14'-8.5" FROM THE FRONT YARD BUILDING SETBACK LINE -- COMPLIANT IN THIS ZONE AT 6'-0" HT. IN THE INTERIOR SIDE YARD. HOWEVER, THE NORTH 5'-3.25" SECTION OF THE WALL EXTENDS PAST THE NORTH PROPERTY BUILDING SETBACK TO THE NORTH PROPERTY LINE. APPLICANT REQUESTS VARIANCE FROM SEC. 105-945 TO ALLOW THIS SECTION OF THE WALL WITHIN THE BUILDING SETBACK ZONE. NO STRUCTURAL ENGINEERING REVIEW HAS BEEN PERFORMED -- WALL IS FREESTANDING AND DOES NOT RETAIN SOIL. SEE ATTACHED FORMAL VARIANCE REQUEST.**
   -- **VARIANCE REQUESTED -- NOTE 2B (STREET SIDE YARD / VOLLRATH BLVD.): SOUTH FENCE IS 6'-0" HT. SOLID CEDAR PRIVACY FENCE, LOCATED 2" FROM VOLLRATH BLVD. PROPERTY LINE. APPLICANT REQUESTS VARIANCE FROM SEC. 105-945 TO ALLOW: (1) 6'-0" HEIGHT WHERE 4'-0" IS THE MAXIMUM; (2) SOLID CEDAR CONSTRUCTION WHERE 50% OPEN IS REQUIRED; (3) 2" SETBACK WHERE 1'-0" IS THE MINIMUM. JUSTIFICATION: OVERSIZED PUBLIC RIGHT-OF-WAY ON VOLLRATH BLVD.; ADJACENT VOLLRATH PARK (PUBLIC LAND) ACROSS STREET; NO NEIGHBORING PRIVATE PROPERTY DIRECTLY AFFECTED. SEE ATTACHED FORMAL VARIANCE REQUEST.**
   -- **COMPLIANT -- NOTES 2C & 2D: NORTH, SW INTERIOR, AND WEST INTERIOR YARD FENCES COMPLY WITH ALL HEIGHT LIMITS FOR THEIR RESPECTIVE YARD ZONES. METAL POST AND PICKET FENCE SECTIONS IN THESE AREAS ARE OPEN-PICKET CONSTRUCTION WITH LESS THAN 50% OPACITY -- COMPLIANT WITH OPACITY REQUIREMENTS FOR ALL YARD ZONES. NO VARIANCE IS REQUIRED FOR THESE SECTIONS.**

3. All fencing, landscape walls, and decorative posts are constructed of the following permitted materials: wood, stone, brick, and/or wrought iron. No wire mesh or chain link is installed within required front yard or street yard areas.

4. All visible structural supports and framing components are oriented toward the interior of the subject property. Finished face is directed outward toward adjacent properties and public rights-of-way on all fence sections.
   -- **COMPLIANT: ALL FENCE SECTIONS ARE INSTALLED WITH STRUCTURAL SUPPORTS AND FRAMING COMPONENTS ORIENTED TOWARD THE INTERIOR OF THE SUBJECT PROPERTY. FINISHED FACE IS DIRECTED OUTWARD ON ALL SECTIONS PER SEC. 105-945(4).**

5. No fence, landscape wall, or decorative post is located closer than 1 ft. to any front yard or street yard property line. Fences within interior side and rear yards may be located on the property line.
   -- **VARIANCE REQUESTED: SOUTH STREET SIDE YARD FENCE IS LOCATED 2" FROM THEIR RESPECTIVE PROPERTY LINES WHERE THE CODE REQUIRES A MINIMUM OF 1'-0". VARIANCE IS REQUESTED CONCURRENTLY WITH HEIGHT AND OPACITY VARIANCES (SEE NOTE 2). INTERIOR YARD FENCES AT 2" INSIDE THE PROPERTY LINE ARE COMPLIANT.**

6. Entry walls and decorative landscape walls attached to or continuous with fence sections are subject to the same height, setback, and opacity requirements as fencing per Sec. 105-945.
   -- **FRONT ENTRY WALL FUNCTIONS AS A FENCEWALL UNDER SEC. 105-945. THIS WALL IS 39'-8.5" FROM THE 3RD STREET FRONT YARD PROPERTY LINE AND 14'-8.5" FROM THE FRONT YARD BUILDING SETBACK LINE. THE WALL BODY IS LOCATED WITHIN THE INTERIOR SIDE YARD AND COMPLIES WITH THE 6'-0" HT. MAXIMUM FOR THAT ZONE. THE NORTH 5'-3.25" OF THE WALL EXTENDS PAST THE NORTH PROPERTY LINE BUILDING SETBACK TO THE NORTH PROPERTY LINE. VARIANCE IS REQUESTED FOR THIS NORTH SECTION ONLY. SEE ALSO VARIANCE REQUEST NOTES 2A AND 5.**

7. Any retaining wall 3 ft. or greater in height is safeguarded by a fence or guardrail as shown on plan. Any retaining wall 5 ft. or greater in height has been designed by a licensed structural engineer; PE-stamped structural drawings are submitted with this permit application. (Sec. 12-66)
   -- **ENTRY WALL CLASSIFICATION: THE FRONT ENTRY WALL IS A FREESTANDING LANDSCAPE WALL AND DOES NOT RETAIN SOIL. IT IS NOT SUBJECT TO SEC. 12-66 RETAINING WALL REQUIREMENTS AND DOES NOT REQUIRE PE-STAMPED STRUCTURAL DRAWINGS. THE WALL FUNCTIONS AS FENCING UNDER SEC. 105-945. IF THE CITY DETERMINES THAT SEC. 12-66 APPLIES, APPLICANT WILL PROVIDE STRUCTURAL ENGINEER REVIEW PRIOR TO PERMIT APPROVAL.**

8. The east portion of this property lies within 75 ft. of the ordinary high-water mark of Lake Michigan (Lakeshore Overlay District). No fence, wall, or site disturbance occurs within this overlay zone without prior coordination with the City of Sheboygan Planning Department. (Sec. 105-848)
   -- **COMPLIANT: NO PORTION OF ANY FENCE, WALL, OR SITE DISTURBANCE SHOWN ON THIS PLAN IS LOCATED WITHIN 75 FEET OF THE ORDINARY HIGH-WATER MARK OF LAKE MICHIGAN. THE LAKESHORE OVERLAY DISTRICT PROVISIONS OF SEC. 105-848 DO NOT APPLY TO THIS PERMIT SUBMISSION.**

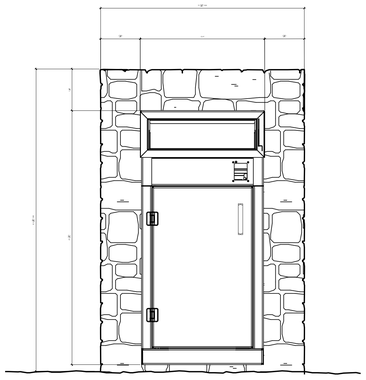
9. All automated entry gates shown on this plan are equipped with an emergency override and manual access provision for fire and emergency services.
   -- **AUTOMATED VEHICULAR GATE OPERATOR SPECIFICATIONS -- ALL AUTOMATED ENTRY GATES SHALL BE OPERATED BY LIFTMASTER MODEL CSW200UL COMMERCIAL SWING GATE OPERATOR. INSTALLATION SHALL COMPLY WITH UL 325, UL 991, ASTM F2200, NEC, AND ALL APPLICABLE LOCAL CODES. OPERATOR: LIFTMASTER CSW200UL -- GEAR-DRIVEN COMMERCIAL SWING GATE OPERATOR. STANDARDS COMPLIANCE: UL 325 COMPLIANT; UL 991 COMPLIANT; ASTM F2200 COMPLIANT GATE CONSTRUCTION REQUIRED; CSA C22.2 NO. 247 COMPLIANT. CAPACITY: 1/2 HP MODEL (CSW200501UL) -- MAX GATE WEIGHT 600 LBS, MAX GATE LENGTH 20 FT; 1 HP MODEL (CSW200101UL) -- MAX GATE WEIGHT 1,000 LBS, MAX GATE LENGTH 22 FT. ELECTRICAL: 1/2 HP -- 120 VAC, 6A (12A WITH ACCESSORIES); 1 HP -- 120 VAC, 12A (18A WITH ACCESSORIES). PERFORMANCE: 90° OPENING TIME APPROX. 20 SECONDS; MAX TRAVEL 115'; CONTINUOUS DUTY RATED; COMMERCIAL HIGH-TRAFFIC APPLICATION. ENTRAPMENT PROTECTION: A MINIMUM OF TWO INDEPENDENT MONITORED ENTRAPMENT PROTECTION DEVICES SHALL BE PROVIDED AT EACH ENTRAPMENT ZONE PER UL 325. REQUIRED SAFETY DEVICES: MONITORED PHOTOELECTRIC SENSORS; MONITORED EDGE SENSORS; INHERENT FORCE MONITORING (BUILT INTO OPERATOR). GATE OPERATOR SHALL NOT OPERATE UNLESS ALL REQUIRED MONITORED SAFETY DEVICES ARE INSTALLED AND FUNCTIONING PROPERLY. GATE CONSTRUCTION: GATE SHALL COMPLY WITH ASTM F2200 AUTOMATED VEHICULAR GATE STANDARDS. SEPARATE PEDESTRIAN ACCESS IS PROVIDED. SWING GATE SHALL NOT OPEN INTO PUBLIC ACCESS AREAS. CONTROLS: GATE CONTROLS SHALL BE LOCATED A MINIMUM OF 6 FEET FROM MOVING GATE COMPONENTS. WARNING SIGNS: MINIMUM TWO WARNING PLACARDS SHALL BE INSTALLED AND VISIBLE FROM BOTH SIDES OF EACH GATE. GROUNDING: EARTH GROUNDING ELECTRODE SHALL BE INSTALLED PER MANUFACTURER REQUIREMENTS AND NEC. EMERGENCY OVERRIDE: ALL AUTOMATED GATES ARE EQUIPPED WITH EMERGENCY MANUAL OVERRIDE FOR FIRE AND EMERGENCY SERVICES ACCESS. GATE OPERATOR SPECIFICATION SHEET (LIFTMASTER CSW200UL) IS ATTACHED TO AND MADE PART OF THIS PERMIT APPLICATION.**

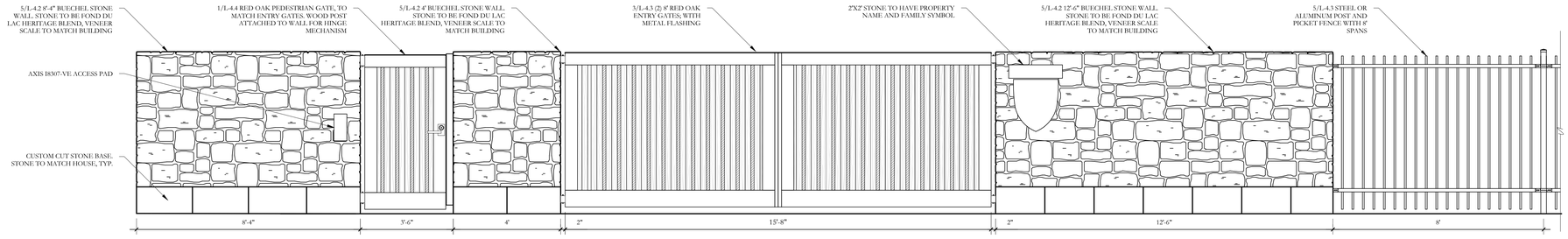
10. No signage is attached to any fence or gate structure shown on this plan per Sec. 105-945(7). Property identification elements are incorporated into freestanding masonry pier or wall structures only.'
    -- **VARIANCE REQUESTED -- NOTE 10 (PROPERTY IDENTIFICATION SIGNAGE): PROPERTY IDENTIFICATION SIGNAGE IS INCORPORATED INTO THE ENTRY GATE STONE WALL ELEMENT, UNDER SEC. 105-945(7), SIGNAGE ON FENCE OR GATE STRUCTURES IS PROHIBITED. APPLICANT REQUESTS VARIANCE FROM SEC. 105-945(7) TO ALLOW PROPERTY IDENTIFICATION LETTERING INCORPORATED INTO THE STONE WALL ELEMENT AT THE MAIN ENTRY. THE IDENTIFICATION ELEMENT IS INTEGRATED INTO THE MASONRY CONSTRUCTION OF THE ENTRY WALL AND IS NOT A SEPARATELY ATTACHED SIGN PANEL. THE ELEMENT IS CONSISTENT WITH THE ARCHITECTURAL CHARACTER OF THE PROPERTY AND POSES NO SAFETY OR VISUAL OBSTRUCTION CONCERN. SEE ATTACHED FORMAL VARIANCE REQUEST.**

11. A final inspection shall be completed by the City of Sheboygan Building Inspector upon completion of all fence and wall work shown hereon for verification of proper height and installation requirements. Call to schedule: (920) 459-3477.

12. Digger's Hotline shall be contacted a minimum of 3 business days prior to any excavation associated with fence post or wall footing installation. Call 811 or 1-800-242-8511.

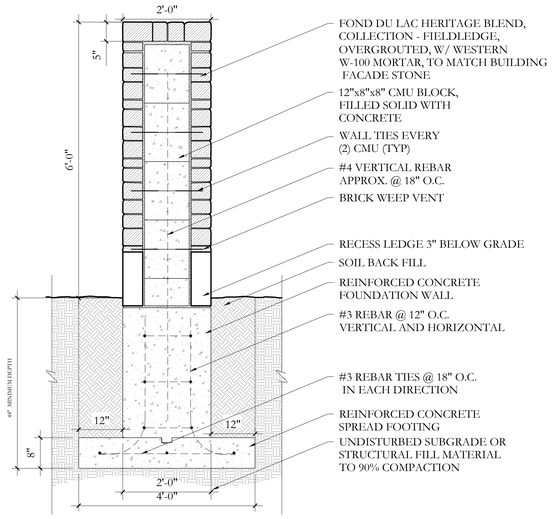
13. All fences, landscape walls, and decorative posts shall be maintained in a structurally sound and attractive manner per Sec. 105-945(5).



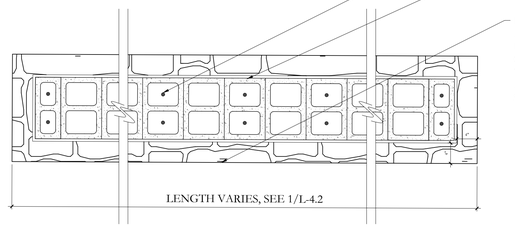


1 L-4.2 PARCEL BOX
SCALE: 1"=1'-0" — ELEVATION

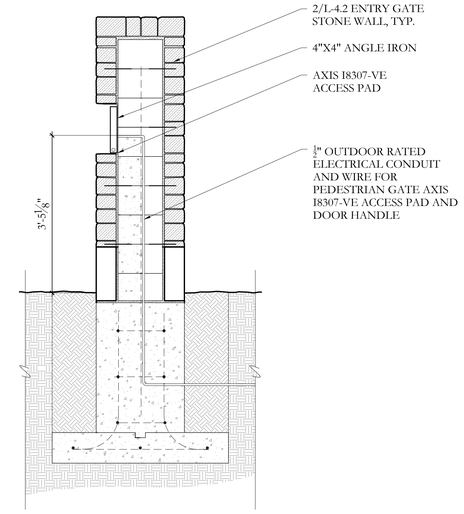
2 L-4.2 ENTRY GATES AND STONE WALL
SCALE: 1/2"=1'-0" — ELEVATION



3 L-4.2 ENTRY GATE STONE WALL, TYP.
SCALE: 3/4"=1'-0" — SECTION



4 L-4.2 ENTRY GATE STONE WALL, TYP.
SCALE: 1"=1'-0" — PLAN



5 L-4.2 ENTRY GATE STONE WALL W/ ELECTRICAL
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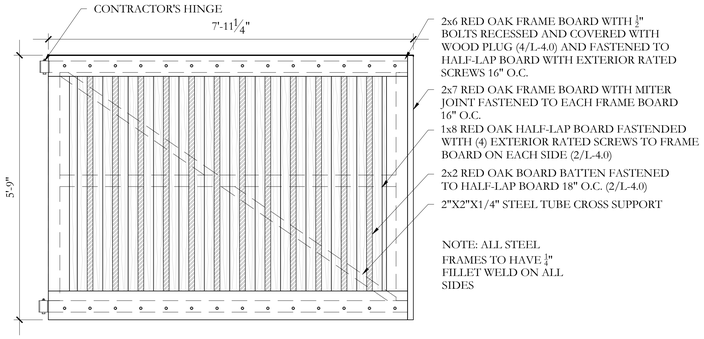
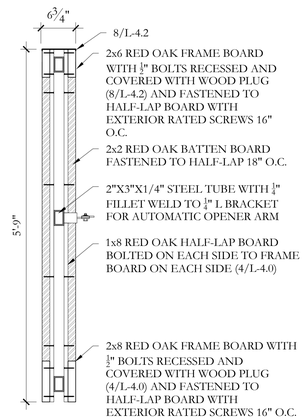
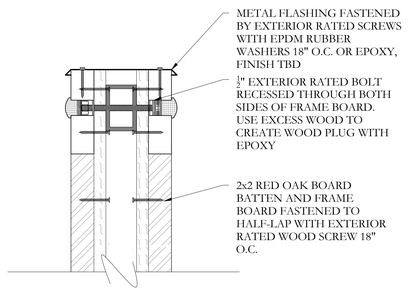


6 L-4.2 RED OAK ENTRY GATE PANEL
SCALE: 3/4"=1'-0" — SECTION



7 L-4.2 RED OAK ENTRY GATE PANEL
SCALE: 1"=1'-0" — SECTION



8 L-4.2 GATE CAP WITH STEEL TUBE
SCALE: 3"=1'-0" — SECTION

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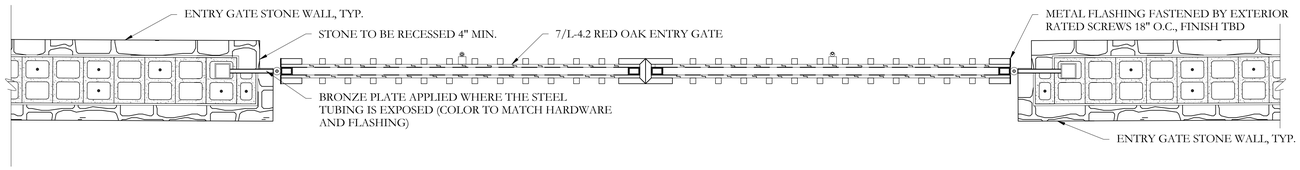
5		

DRAWING TITLE
ENTRY DETAILS

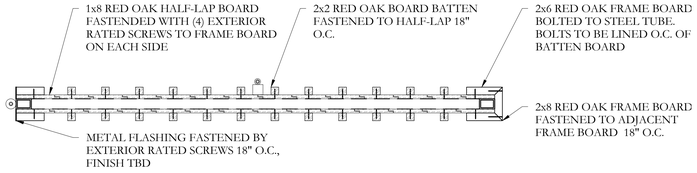
DESIGNED BY: CB & TEAM

L-4.2

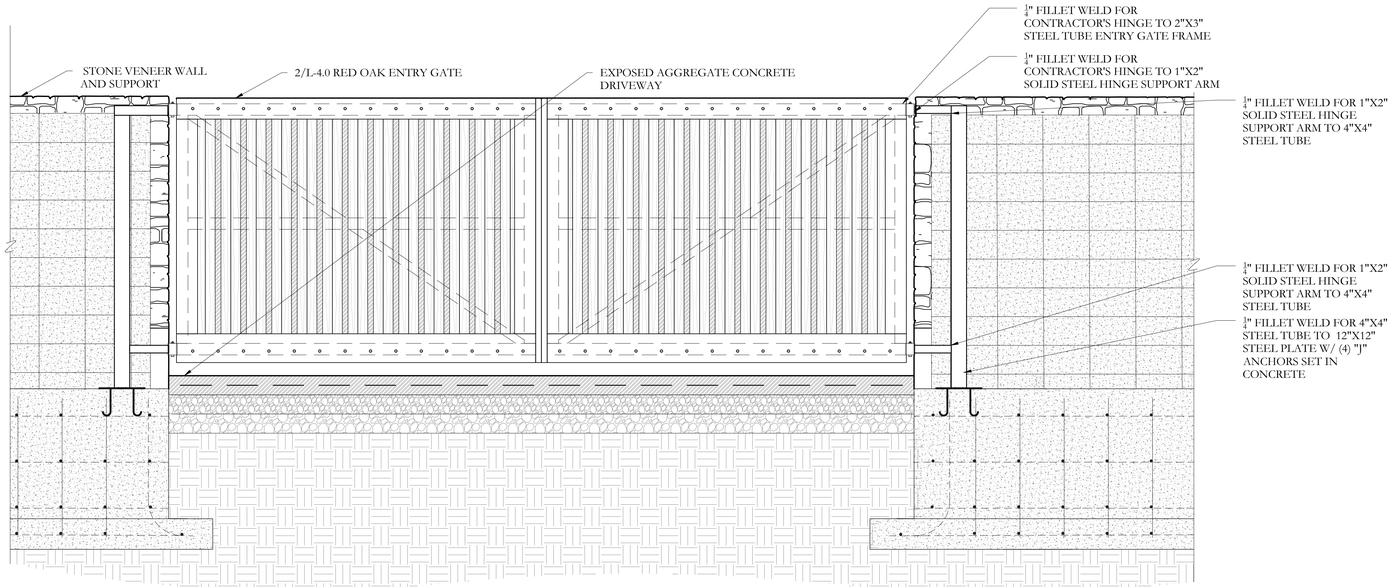
REFER TO DETAIL NOTES ON SHEET L-4.10



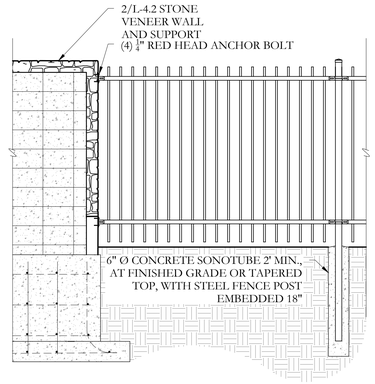
1 L-4.3 RED OAK ENTRY GATE
SCALE: 3/4"=1'-0" PLAN



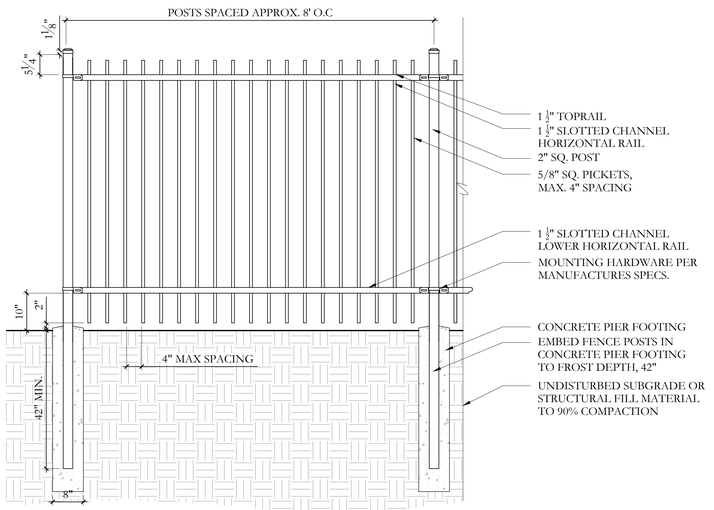
2 L-4.3 RED OAK ENTRY GATE
SCALE: 1"=1'-0" PLAN



3 L-4.3 RED OAK ENTRY GATE PANEL @ STONE WALLS
SCALE: 3/4"=1'-0" SECTION



4 L-4.3 POST AND PICKET @ STONE WALL
SCALE: 1/2"=1'-0" SECTION



5 L-4.3 METAL POST AND PICKET FENCE, TYP.
SCALE: 3/4"=1'-0" SECTION

REFER TO DETAIL NOTES ON SHEET L-4.10

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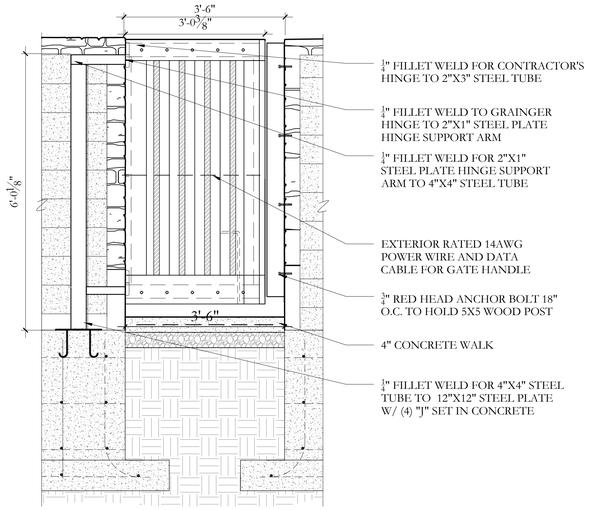
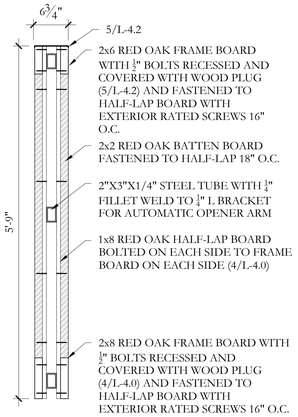
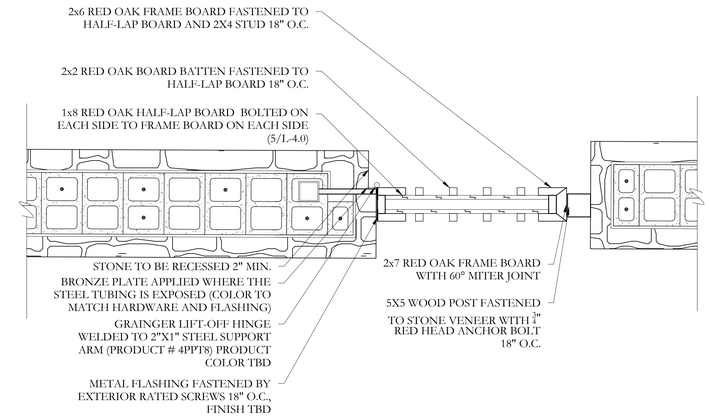
L-4.3



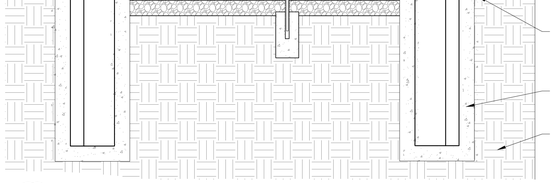
1 L-4.4 RED OAK PEDESTRIAN ENTRY GATE
SCALE: 3/4"=1'-0" SECTION



2 L-4.4 RED OAK PEDESTRIAN GATE, TYP.
SCALE: 1"=1'-0" SECTION

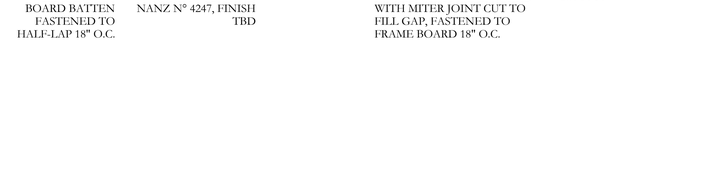


3 L-4.4 RED OAK PEDESTRIAN ENTRY GATE
SCALE: 1"=1'-0" PLAN

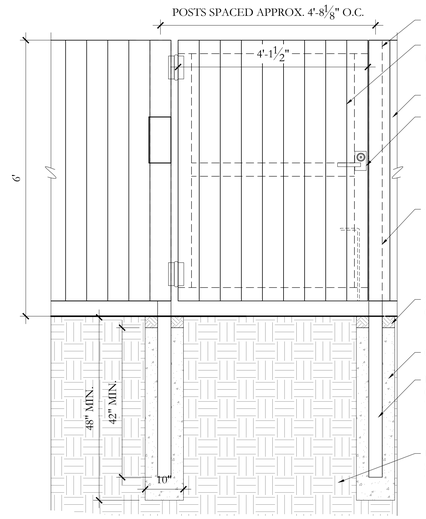


4 L-4.4 RED OAK VOLRATH ENTRY GATE
SCALE: 3/4"=1'-0" SECTION

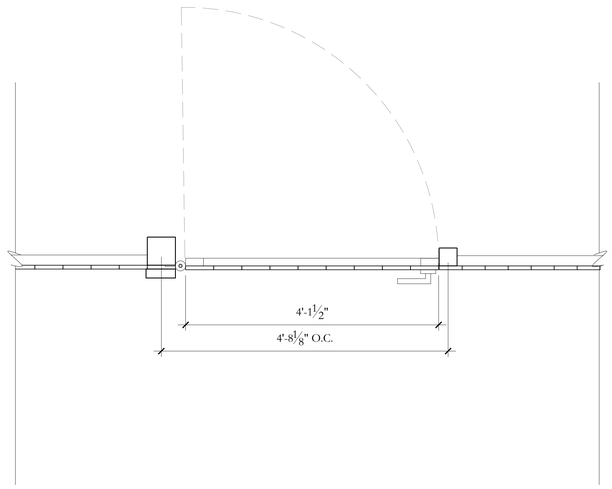
5 L-4.4 PEDESTRIAN GATE CAP WITH STUD, TYP.
SCALE: 1"=1'-0" SECTION



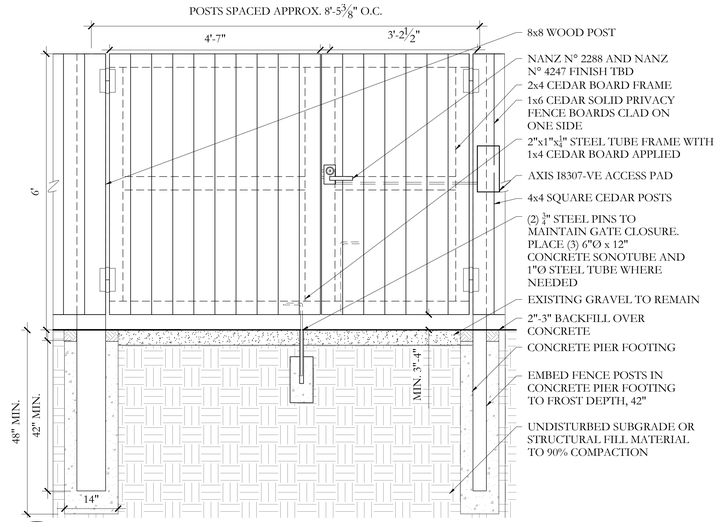
6 L-4.4 RED OAK VOLRATH ENTRY GATE
SCALE: 1"=1'-0" PLAN



7 L-4.4 VOLRATH EMERGENCY EXIT GATE
SCALE: 3/4"=1'-0" SECTION



8 L-4.4 VOLRATH EMERGENCY EXIT GATE
SCALE: 1"=1'-0" PLAN



9 L-4.4 VOLRATH ATV GATE
SCALE: 3/4"=1'-0" SECTION

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The Art of Fine Gardening

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PROJECT

SHEBOYGAN POINT
120 Vollrath Boulevard
Sheboygan, Wisconsin

CONSULTANTS

ARCHITECT
Tuckey Design Studio
58 Milson Road
London W14 0LB, United Kingdom

LOCAL ARCHITECT
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john@jomxarchitecture.com

CIVIL ENGINEER
Wagner Excavating
3437 Paine Avenue
Sheboygan, Wisconsin 53081

ARBORIST
The Davey Tree Expert Co.
6663 N. 40th Street
Milwaukee, Wisconsin 53209

SEAL

ISSUED FOR

PERMIT REVIEW

NOT FOR CONSTRUCTION

July 17, 2026

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4		
5		

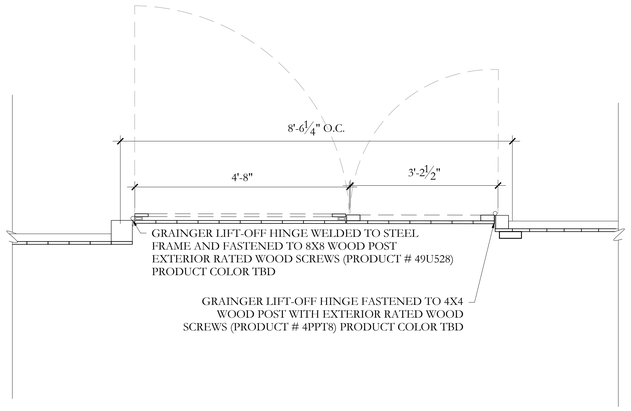
DRAWING TITLE

GATE DETAILS

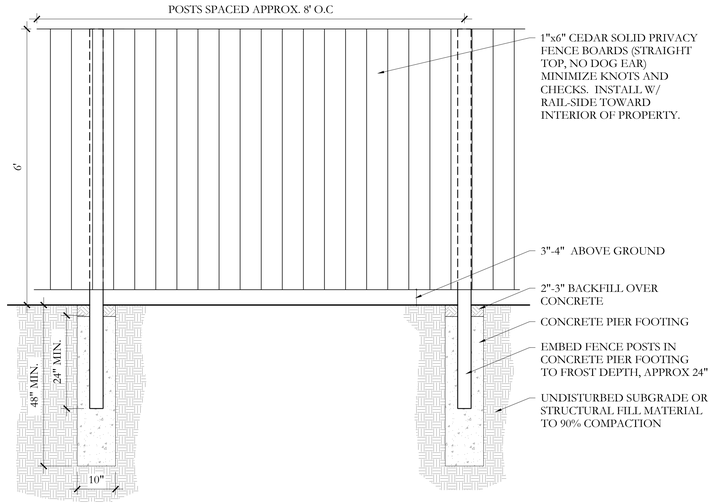
DESIGNED BY: CB & TEAM

L-4.4

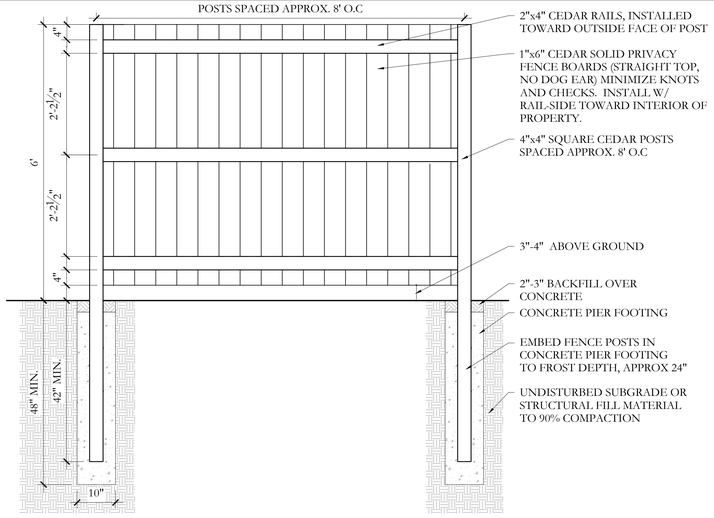
REFER TO DETAIL NOTES ON SHEET L-4.10



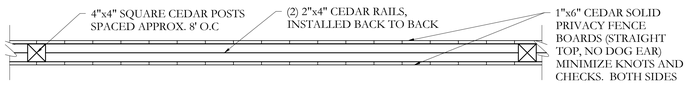
1 L-4.5 VOLRATH ATV GATE
SCALE: 3/4"=1'-0" PLAN



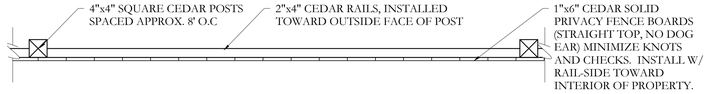
2 L-4.5 CEDAR PANEL FENCE, TYP.
SCALE: 3/4"=1'-0" ELEVATION



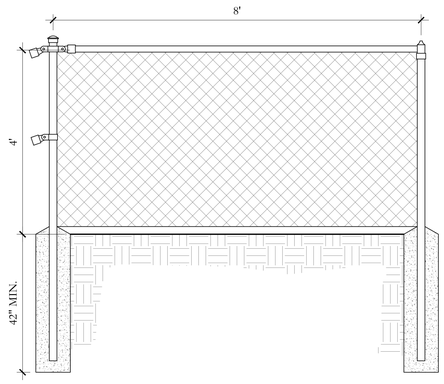
3 L-4.5 CEDAR PANEL FENCE, TYP.
SCALE: 3/4"=1'-0" SECTION



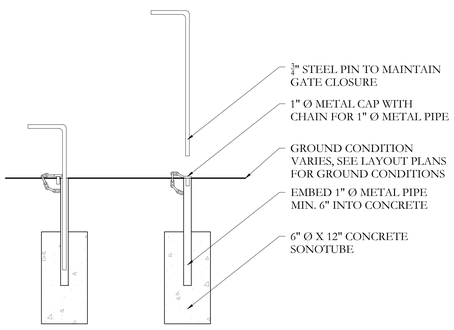
4 L-4.5 DOUBLE-SIDED CEDAR PANEL FENCE, TYP.
SCALE: 1"=1'-0" PLAN



5 L-4.5 SINGAL-SIDED CEDAR PANEL FENCE, TYP.
SCALE: 1"=1'-0" PLAN



6 L-4.5 CHAINLINK FENCE, TYP.
SCALE: 1"=1'-0" ELEVATION



7 L-4.5 GATE PIN, TYP.
SCALE: 1-1/2"=1'-0" PLAN

REFER TO DETAIL NOTES ON SHEET L-4.10

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DRAWING TITLE

FENCE DETAILS

DESIGNED BY: CB & TEAM

L-4.5

CITY OF SHEBOYGAN

REQUEST FOR CITY PLAN COMMISSION CONSIDERATION

ITEM DESCRIPTION: Specific Implementation Plan amendment by Rachel Kohler to construct three new single-family homes, a family hall building, a pool and gym building, and a garage with a family apartment above located at 120 Vollrath Boulevard. PUD Planned Unit Development Zone.

REPORT PREPARED BY: Ellise Rose, Zoning Administrator

REPORT DATE: August 18, 2026 **MEETING DATE:** August 26, 2026

FISCAL SUMMARY:

Budget Line Item:	N/A
Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	N/A
Municipal Code:	N/A

BACKGROUND / ANALYSIS:

Today the Plan Commission will be reviewing an amendment to the Rachel Kohler Specific Implementation Plan (SIP) for property located at 120 Vollrath Boulevard.

The applicant states the following about the amendment to the project:

- The property is subject to increased traffic, and onlookers, due to its adjacently to Vollrath Park and the family that resides there. This has increased due to the construction on-site. During construction we see people come by the site in great numbers and some try to get into the site. A taller fence with less opacity at Vollrath will help dissipate interest if the site is less visible.
- Vollrath park lies directly across from the property. The fence does not face a private residential property. There is no neighboring homeowner on the south side whose view, light, or privacy is directly affected by the proposed fence height. The fence height and opacity requirements designed to protect neighboring residential uses are not applicable – this is a unique condition along Vollrath. Towards the adjacent neighbor to the west the fence is an open fence.
- The public right-of-way along Vollrath Boulevard is substantially wider than a typical Sheboygan residential street right-of-way. The actual distance between the subject property's legal south property line and the nearest travel lane of Vollrath Boulevard is greater than the 1-foot setback required by ordinance. The fence will sit at a substantial distance from the roadway. The height and opacity of the fence will not detract from traffic safety, sight lines, or public access to the park or beach at the turn around at the end of Vollrath.

- The proposed fence materials – cedar and stone masonry – are high-quality mate consistent with the architecture of the principal buildings and the character of the broader streetscape. Granting the requested variance will not introduce materials or fence types that are inconsistent with the surround area. The fence design has been developed in concert with the architectural design team to ensure visual consistency with the property's buildings.
- Standards for Variance Approval
    - Unnecessary hardship/practical difficulty: Strict compliance with the 4-foot height limit and 50% opacity requirement in the street side yard would prohibit privacy fencing along Vollrath Boulevard – a street bordered entirely by a public park rather than neighboring residentail uses. This is a unique condition that creats practical difficulty not encountered by typical lots in the district.
    - Not self-created: The street side yard designation arises from the location of the public right-of-way and the corner lot cconfiguration, not from any action of the applicant.
    - Consistent with intent of ordinance: The opacity and height restrictions in street yards are designed to protect the public streetscape and adjacent property owners. Neither purpose is frustrated here – the fence faces a public park, the right of way is oversized, and there are no private residentail properties on the south side of the street facing the property.
    - No harm to public safety: The proposed fence will not obstruct trafic sight lines, impede emergency access, or create hazards. All automated gates are equiped with emergency override provisions for fire and emergency services.
    - No adverse effect on neighborhood character: The fence materials and design are high-quality and consistent with the character of the estate and the broader area. Granting the variance will not set a precedent for substandard fencing – it is specific to this unique site condition.

ACTION REQUESTED:

If the Plan Commission motions to recommend the Common Council approve the proposed amended Specific Implementation Plan, the following conditions are recommended:

1. Prior to building permit issuance, the applicant shall obtain all licenses/permits as well as meet all required codes including but not limited to building, plumbing, electrical, HVAC, fire, water, sewer, storm drainage, health, etc. (Applicant shall be in contact with building inspection, fire, police, etc.). An occupancy permit will be granted only at such time as the applicant has met all requirements.
2. Submittal and approval of a proposed storm drainage plan prior to building permit issuance.
3. Outdoor storage of materials, products or equipment shall be prohibited.
4. All ground level and rooftop mechanicals shall be screened and/or enclosed and constructed of like materials and colors of the facility (HVAC equipment, etc.).
5. All areas used for parking/maneuvering of vehicles shall be paved.
6. Any new ingress/egress driveway openings and any drives to be closed or modified shall be improved to standard City specifications.
7. Any work within City of Sheboygan Public rights-of-way shall be discussed with the City Engineering Department and constructed to standard City specifications (including, but not limited to, new and old ingress/egress driveway openings, curb, gutter, sidewalk, pavement, utilities, street trees, etc.).

8. Applicant will provide adequate public access along all streets and sidewalks and will take all appropriate actions to minimize the time period that adjacent properties and streets/sidewalks are impacted by the development (utilities, streets, etc.).
9. Applicant shall immediately clean any and all sediments, materials, tracking, etc. that may be spilled off-site on private or public lands and streets.
10. Streets and infrastructure damaged and/or disturbed during construction of all private and/or public improvements shall be promptly repaired by the applicant.
11. Absolutely no portion of the new building and/or site improvements shall cross the property lines including but not limited to buildings, balconies, decks, foundations, walls, gutters, eaves, roof, parking, fencing/retaining walls, signs, landscaping, art, etc.
12. Applicant is responsible for working with all private and public utilities in order to adequately service this development (applicant will need to provide the necessary easements and/or relocate utilities as necessary).
13. City Development staff will issue a building permit only if the applicant has adequately satisfied all concerns related to the Sheboygan Fire Department.

If there are any amendments to the approved SIP the applicant will have to submit an amended SIP for review that accurately reflects any and all proposed changes.

ATTACHMENTS:

Amended Specific Implementation Plan andrequired attachments.

VARIATION POINTS

I. The property is subject to increased traffic, and onlookers, due to its adjacently to Vollrath Par and the family that resides there. This has increased due to the construction on-site. During construction we see people come by the site in great numbers and some try to get into the site. A taller fence with less opacity at Vollrath will help dissipate interest if the site is less visible.

II. Vollrath Park lies directly across from the property. The fence does not face a private residential property. There is no neighboring homeowner on the south side whose view, light, or privacy is directly affected by the proposed fence height. The fence height and opacity requirements designed to protect neighboring residential uses are not applicable - this is a unique condition along Vollrath. Towards the adjacent neighbor to the west the fence is an open fence.

III. The public right-of-way along Vollrath Boulevard is substantially wider than a typical Sheboygan residential street right-of-way. The actual distance between the subject property's legal south property line and the nearest travel lane of Vollrath Boulevard is greater than the 1-foot setback required by ordinance. The fence will sit at a substantial distance from the roadway. The height and opacity of the fence will not detract from traffic safety, sight lines, or public access to the park or beach at the turn around at the end of Vollrath.

IV. The proposed fence materials — cedar and stone masonry — are high-quality materials consistent with the architecture of the principal buildings and character of the broader streetscape. Granting the requested variance will not introduce materials or fence types that are inconsistent with the surrounding area. The fence design has been developed in concert with the architectural design team to ensure visual consistency with the property's buildings.

V. Standards for Variance Approval

a. Unnecessary hardship / practical difficulty:
    i. Strict compliance with the 4-foot height limit and 50% opacity requirement in the street side yard would prohibit privacy fencing along Vollrath Boulevard — a street bordered entirely by a public park rather than neighboring residential uses. This is a unique condition that creates practical difficulty not encountered by typical lots in the district.

b. Not self-created:
    i. The street side yard designation arises from the location of the public right-of-way and the corner lot configuration, not from any action of the applicant.

c. Consistent with intent of ordinance:
    i. The opacity and height restrictions in street yards are designed to protect the public streetscape and adjacent property owners. Neither purpose is frustrated here — the fence faces a public park, the right of way is oversized, and there are no private residential properties on the south side of the street facing the property.

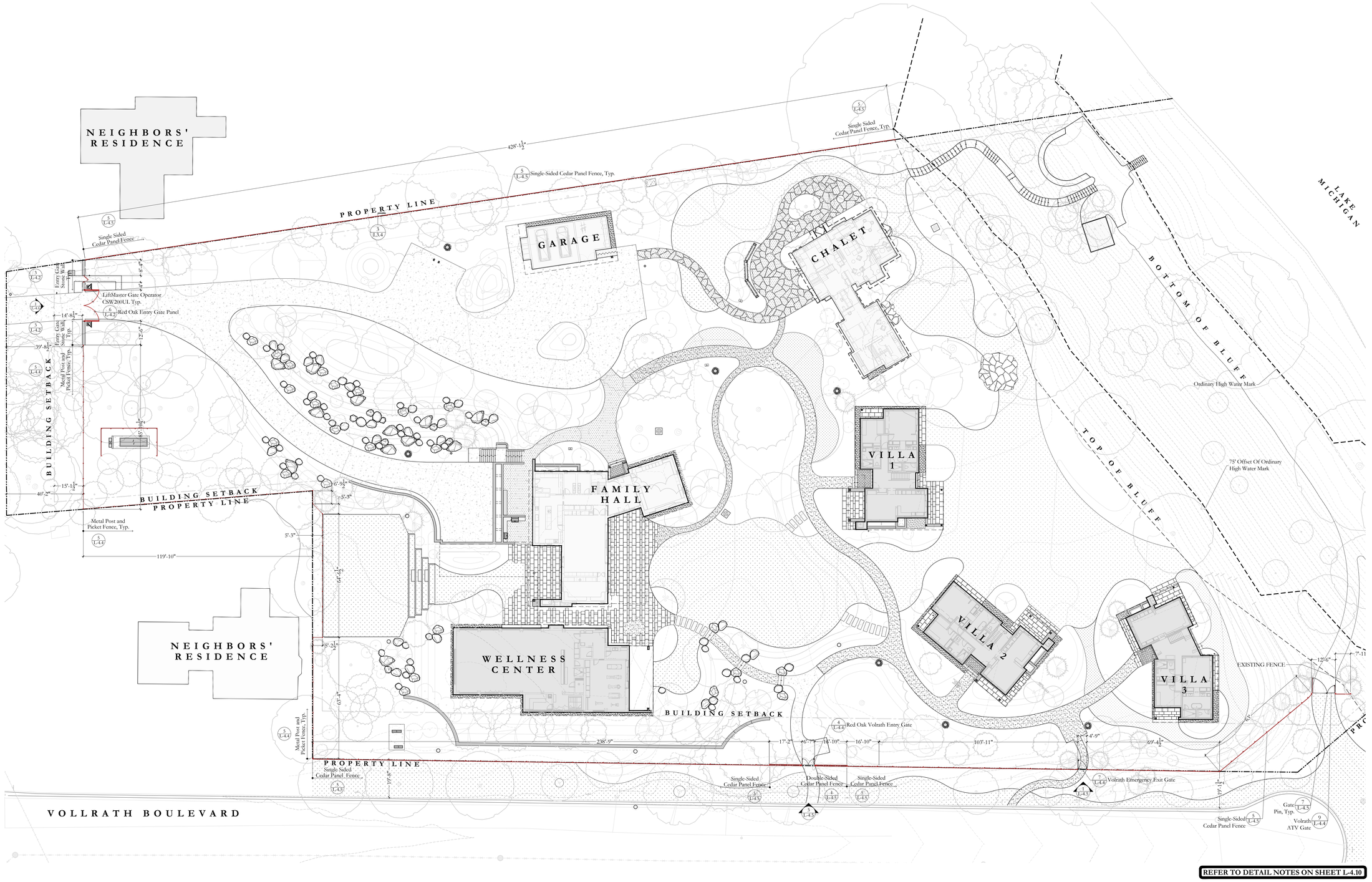
d. No harm to public safety:
    i. The proposed fence will not obstruct traffic sight lines, impede emergency access, or create hazards. All automated gates are equipped with emergency override provisions for fire and emergency services.

e. No adverse effect on neighborhood character:
    i. The fence materials and design are high-quality and consistent with the character of the estate and the broader area. Granting the variance will not set a precedent for substandard fencing — it is specific to this unique site condition.

Regards,

JOMX architecture

JOHN JOYCE
aia ncarb leed ap



REFER TO DETAIL NOTES ON SHEET L-4.10

GENERAL LEGEND

- Property Line
- Building Setback
- Lake Line
- Ordinary High Water Mark
- Chain Link Fence Line
- Steel Fence Line
- Single Sided Cedar Fence Panel Line
- Double Sided Cedar Fence Panel Line

Typ. Typical Condition

MATERIALS LEGEND

Double Sided Cedar Solid Board Driveway Gates

LiftMaster Gate Operator CSW200UL

Fond Du Lac Heritage Blend Entrance Walls

30 0 15 30
SCALE: 1"= 30'

North
Scale: 1"=30'-0"

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DRAWING TITLE

OVERALL FENCING LAYOUT & MATERIALS PLAN

DESIGNED BY: CB & TEAM

L-1.7

Please Note: This is not a construction drawing.

FENCE & WALL PERMIT NOTES:

1. These notes apply to all fencing, landscape walls, and decorative posts equal to or exceeding 30 inches in height as shown hereon.

2. FENCE HEIGHTS -- BY YARD ZONE:
   2.1. Front yard (within 25 ft. of 3rd Street property line): Maximum height: 4 ft. Maximum opacity: 50%. Minimum setback from property line: 1 ft.
   2.2. Street side yard (within 25 ft. of Vollrath Blvd. property line): Maximum height: 4 ft. Maximum opacity: 50%. Minimum setback from property line: 1 ft.
   2.3. Interior side yard (north property line, within required yard): Maximum height: 6ft.
   2.4. Rear yard and non-required yard areas: Maximum height: 8 ft.
   -- **VARIANCE REQUESTED -- NOTE 2A (FRONT YARD / ENTRY WALL): FRONT ENTRY WALL IS 6'-0" HT. SOLID MASONRY CONSTRUCTION. THE WALL BODY IS LOCATED 39'-8.5" FROM THE 3RD STREET FRONT YARD PROPERTY LINE AND 14'-8.5" FROM THE FRONT YARD BUILDING SETBACK LINE -- COMPLIANT IN THIS ZONE AT 6'-0" HT. IN THE INTERIOR SIDE YARD. HOWEVER, THE NORTH 5'-3.25" SECTION OF THE WALL EXTENDS PAST THE NORTH PROPERTY BUILDING SETBACK TO THE NORTH PROPERTY LINE. APPLICANT REQUESTS VARIANCE FROM SEC. 105-945 TO ALLOW THIS SECTION OF THE WALL WITHIN THE BUILDING SETBACK ZONE. NO STRUCTURAL ENGINEERING REVIEW HAS BEEN PERFORMED -- WALL IS FREESTANDING AND DOES NOT RETAIN SOIL. SEE ATTACHED FORMAL VARIANCE REQUEST.**
   -- **VARIANCE REQUESTED -- NOTE 2B (STREET SIDE YARD / VOLLRATH BLVD.): SOUTH FENCE IS 6'-0" HT. SOLID CEDAR PRIVACY FENCE, LOCATED 2" FROM VOLLRATH BLVD. PROPERTY LINE. APPLICANT REQUESTS VARIANCE FROM SEC. 105-945 TO ALLOW: (1) 6'-0" HEIGHT WHERE 4'-0" IS THE MAXIMUM; (2) SOLID CEDAR CONSTRUCTION WHERE 50% OPEN IS REQUIRED; (3) 2" SETBACK WHERE 1'-0" IS THE MINIMUM. JUSTIFICATION: OVERSIZED PUBLIC RIGHT-OF-WAY ON VOLLRATH BLVD.; ADJACENT VOLLRATH PARK (PUBLIC LAND) ACROSS STREET; NO NEIGHBORING PRIVATE PROPERTY DIRECTLY AFFECTED. SEE ATTACHED FORMAL VARIANCE REQUEST.**
   -- **COMPLIANT -- NOTES 2C & 2D: NORTH, SW INTERIOR, AND WEST INTERIOR YARD FENCES COMPLY WITH ALL HEIGHT LIMITS FOR THEIR RESPECTIVE YARD ZONES. METAL POST AND PICKET FENCE SECTIONS IN THESE AREAS ARE OPEN-PICKET CONSTRUCTION WITH LESS THAN 50% OPACITY -- COMPLIANT WITH OPACITY REQUIREMENTS FOR ALL YARD ZONES. NO VARIANCE IS REQUIRED FOR THESE SECTIONS.**

3. All fencing, landscape walls, and decorative posts are constructed of the following permitted materials: wood, stone, brick, and/or wrought iron. No wire mesh or chain link is installed within required front yard or street yard areas.

4. All visible structural supports and framing components are oriented toward the interior of the subject property. Finished face is directed outward toward adjacent properties and public rights-of-way on all fence sections.
   -- **COMPLIANT: ALL FENCE SECTIONS ARE INSTALLED WITH STRUCTURAL SUPPORTS AND FRAMING COMPONENTS ORIENTED TOWARD THE INTERIOR OF THE SUBJECT PROPERTY. FINISHED FACE IS DIRECTED OUTWARD ON ALL SECTIONS PER SEC. 105-945(4).**

5. No fence, landscape wall, or decorative post is located closer than 1 ft. to any front yard or street yard property line. Fences within interior side and rear yards may be located on the property line.
   -- **VARIANCE REQUESTED: SOUTH STREET SIDE YARD FENCE IS LOCATED 2" FROM THEIR RESPECTIVE PROPERTY LINES WHERE THE CODE REQUIRES A MINIMUM OF 1'-0". VARIANCE IS REQUESTED CONCURRENTLY WITH HEIGHT AND OPACITY VARIANCES (SEE NOTE 2). INTERIOR YARD FENCES AT 2" INSIDE THE PROPERTY LINE ARE COMPLIANT.**

6. Entry walls and decorative landscape walls attached to or continuous with fence sections are subject to the same height, setback, and opacity requirements as fencing per Sec. 105-945.
   -- **FRONT ENTRY WALL FUNCTIONS AS A FENCEWALL UNDER SEC. 105-945. THIS WALL IS 39'-8.5" FROM THE 3RD STREET FRONT YARD PROPERTY LINE AND 14'-8.5" FROM THE FRONT YARD BUILDING SETBACK LINE. THE WALL BODY IS LOCATED WITHIN THE INTERIOR SIDE YARD AND COMPLIES WITH THE 6'-0" HT. MAXIMUM FOR THAT ZONE. THE NORTH 5'-3.25" OF THE WALL EXTENDS PAST THE NORTH PROPERTY LINE BUILDING SETBACK TO THE NORTH PROPERTY LINE. VARIANCE IS REQUESTED FOR THIS NORTH SECTION ONLY. SEE ALSO VARIANCE REQUEST NOTES 2A AND 5.**

7. Any retaining wall 3 ft. or greater in height is safeguarded by a fence or guardrail as shown on plan. Any retaining wall 5 ft. or greater in height has been designed by a licensed structural engineer; PE-stamped structural drawings are submitted with this permit application. (Sec. 12-66)
   -- **ENTRY WALL CLASSIFICATION: THE FRONT ENTRY WALL IS A FREESTANDING LANDSCAPE WALL AND DOES NOT RETAIN SOIL. IT IS NOT SUBJECT TO SEC. 12-66 RETAINING WALL REQUIREMENTS AND DOES NOT REQUIRE PE-STAMPED STRUCTURAL DRAWINGS. THE WALL FUNCTIONS AS FENCING UNDER SEC. 105-945. IF THE CITY DETERMINES THAT SEC. 12-66 APPLIES, APPLICANT WILL PROVIDE STRUCTURAL ENGINEER REVIEW PRIOR TO PERMIT APPROVAL.**

8. The east portion of this property lies within 75 ft. of the ordinary high-water mark of Lake Michigan (Lakeshore Overlay District). No fence, wall, or site disturbance occurs within this overlay zone without prior coordination with the City of Sheboygan Planning Department. (Sec. 105-848)
   -- **COMPLIANT: NO PORTION OF ANY FENCE, WALL, OR SITE DISTURBANCE SHOWN ON THIS PLAN IS LOCATED WITHIN 75 FEET OF THE ORDINARY HIGH-WATER MARK OF LAKE MICHIGAN. THE LAKESHORE OVERLAY DISTRICT PROVISIONS OF SEC. 105-848 DO NOT APPLY TO THIS PERMIT SUBMISSION.**

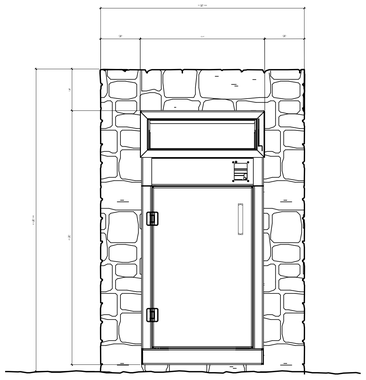
9. All automated entry gates shown on this plan are equipped with an emergency override and manual access provision for fire and emergency services.
   -- **AUTOMATED VEHICULAR GATE OPERATOR SPECIFICATIONS -- ALL AUTOMATED ENTRY GATES SHALL BE OPERATED BY LIFTMASTER MODEL CSW200UL COMMERCIAL SWING GATE OPERATOR. INSTALLATION SHALL COMPLY WITH UL 325, UL 991, ASTM F2200, NEC, AND ALL APPLICABLE LOCAL CODES. OPERATOR: LIFTMASTER CSW200UL -- GEAR-DRIVEN COMMERCIAL SWING GATE OPERATOR. STANDARDS COMPLIANCE: UL 325 COMPLIANT; UL 991 COMPLIANT; ASTM F2200 COMPLIANT GATE CONSTRUCTION REQUIRED; CSA C22.2 NO. 247 COMPLIANT. CAPACITY: 1/2 HP MODEL (CSW200501UL) -- MAX GATE WEIGHT 600 LBS, MAX GATE LENGTH 20 FT; 1 HP MODEL (CSW200101UL) -- MAX GATE WEIGHT 1,000 LBS, MAX GATE LENGTH 22 FT. ELECTRICAL: 1/2 HP -- 120 VAC, 6A (12A WITH ACCESSORIES); 1 HP -- 120 VAC, 12A (18A WITH ACCESSORIES). PERFORMANCE: 90° OPENING TIME APPROX. 20 SECONDS; MAX TRAVEL 115'; CONTINUOUS DUTY RATED; COMMERCIAL HIGH-TRAFFIC APPLICATION. ENTRAPMENT PROTECTION: A MINIMUM OF TWO INDEPENDENT MONITORED ENTRAPMENT PROTECTION DEVICES SHALL BE PROVIDED AT EACH ENTRAPMENT ZONE PER UL 325. REQUIRED SAFETY DEVICES: MONITORED PHOTOELECTRIC SENSORS; MONITORED EDGE SENSORS; INHERENT FORCE MONITORING (BUILT INTO OPERATOR). GATE OPERATOR SHALL NOT OPERATE UNLESS ALL REQUIRED MONITORED SAFETY DEVICES ARE INSTALLED AND FUNCTIONING PROPERLY. GATE CONSTRUCTION: GATE SHALL COMPLY WITH ASTM F2200 AUTOMATED VEHICULAR GATE STANDARDS. SEPARATE PEDESTRIAN ACCESS IS PROVIDED. SWING GATE SHALL NOT OPEN INTO PUBLIC ACCESS AREAS. CONTROLS: GATE CONTROLS SHALL BE LOCATED A MINIMUM OF 6 FEET FROM MOVING GATE COMPONENTS. WARNING SIGNS: MINIMUM TWO WARNING PLACARDS SHALL BE INSTALLED AND VISIBLE FROM BOTH SIDES OF EACH GATE. GROUNDING: EARTH GROUNDING ELECTRODE SHALL BE INSTALLED PER MANUFACTURER REQUIREMENTS AND NEC. EMERGENCY OVERRIDE: ALL AUTOMATED GATES ARE EQUIPPED WITH EMERGENCY MANUAL OVERRIDE FOR FIRE AND EMERGENCY SERVICES ACCESS. GATE OPERATOR SPECIFICATION SHEET (LIFTMASTER CSW200UL) IS ATTACHED TO AND MADE PART OF THIS PERMIT APPLICATION.**

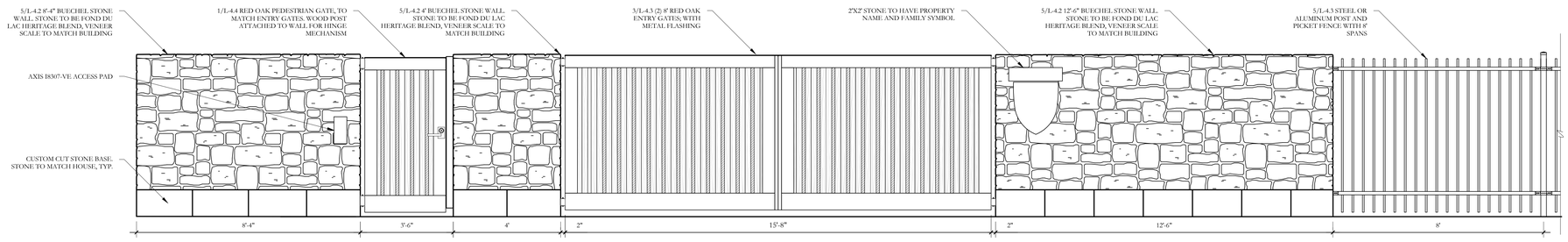
10. No signage is attached to any fence or gate structure shown on this plan per Sec. 105-945(7). Property identification elements are incorporated into freestanding masonry pier or wall structures only.'
    -- **VARIANCE REQUESTED -- NOTE 10 (PROPERTY IDENTIFICATION SIGNAGE): PROPERTY IDENTIFICATION SIGNAGE IS INCORPORATED INTO THE ENTRY GATE STONE WALL ELEMENT. UNDER SEC. 105-945(7), SIGNAGE ON FENCE OR GATE STRUCTURES IS PROHIBITED. APPLICANT REQUESTS VARIANCE FROM SEC. 105-945(7) TO ALLOW PROPERTY IDENTIFICATION LETTERING INCORPORATED INTO THE STONE WALL ELEMENT AT THE MAIN ENTRY. THE IDENTIFICATION ELEMENT IS INTEGRATED INTO THE MASONRY CONSTRUCTION OF THE ENTRY WALL AND IS NOT A SEPARATELY ATTACHED SIGN PANEL. THE ELEMENT IS CONSISTENT WITH THE ARCHITECTURAL CHARACTER OF THE PROPERTY AND POSES NO SAFETY OR VISUAL OBSTRUCTION CONCERN. SEE ATTACHED FORMAL VARIANCE REQUEST.**

11. A final inspection shall be completed by the City of Sheboygan Building Inspector upon completion of all fence and wall work shown hereon for verification of proper height and installation requirements. Call to schedule: (920) 459-3477.

12. Digger's Hotline shall be contacted a minimum of 3 business days prior to any excavation associated with fence post or wall footing installation. Call 811 or 1-800-242-8511.

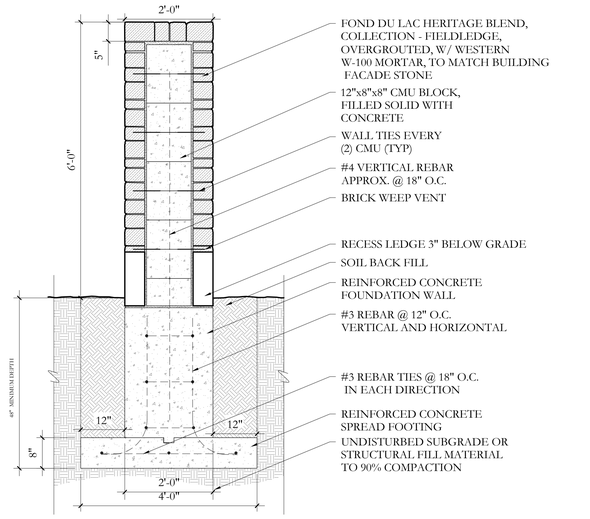
13. All fences, landscape walls, and decorative posts shall be maintained in a structurally sound and attractive manner per Sec. 105-945(5).



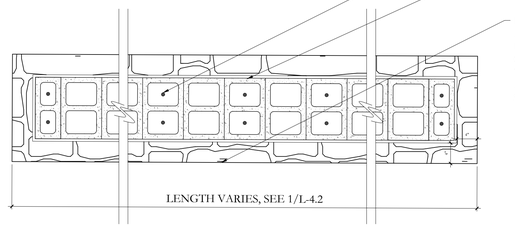


1 L-4.2 PARCEL BOX
SCALE: 1"=1'-0" — ELEVATION

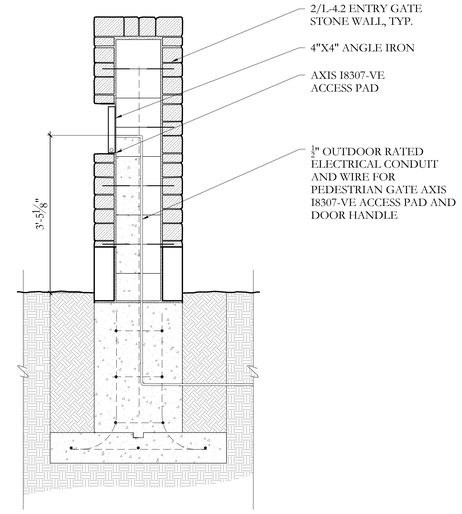
2 L-4.2 ENTRY GATES AND STONE WALL
SCALE: 1/2"=1'-0" — ELEVATION



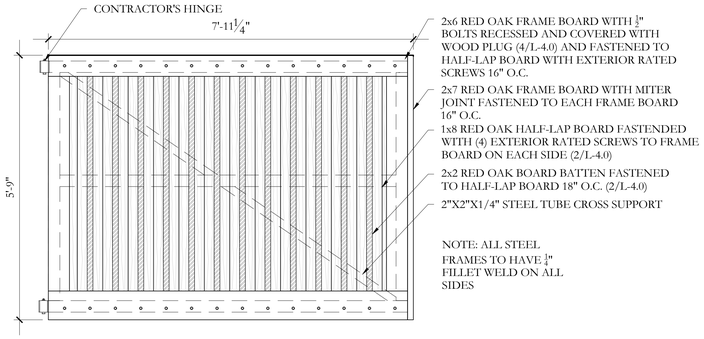
3 L-4.2 ENTRY GATE STONE WALL, TYP.
SCALE: 3/4"=1'-0" — SECTION



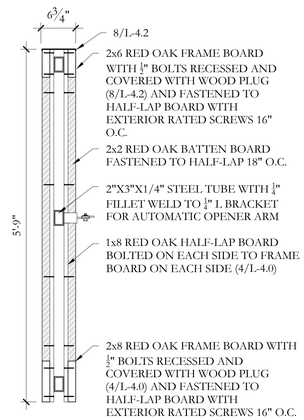
4 L-4.2 ENTRY GATE STONE WALL, TYP.
SCALE: 1"=1'-0" — PLAN



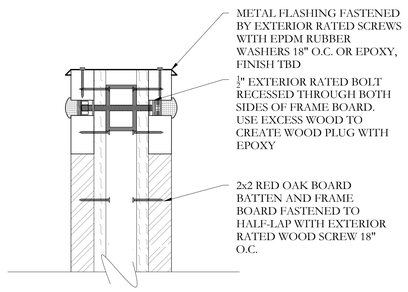
5 L-4.2 ENTRY GATE STONE WALL W/ ELECTRICAL
SCALE: 3/4"=1'-0" — SECTION



6 L-4.2 RED OAK ENTRY GATE PANEL
SCALE: 3/4"=1'-0" — SECTION



7 L-4.2 RED OAK ENTRY GATE PANEL
SCALE: 1"=1'-0" — SECTION



8 L-4.2 GATE CAP WITH STEEL TUBE
SCALE: 3"=1'-0" — SECTION

REFER TO DETAIL NOTES ON SHEET L-4.10

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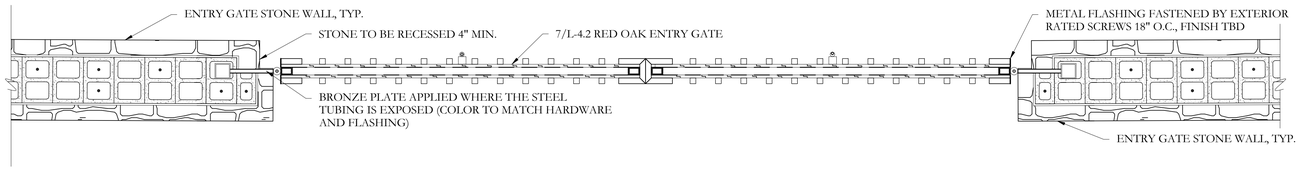
3	1/14/26	Family Hall Updates
4		
5		

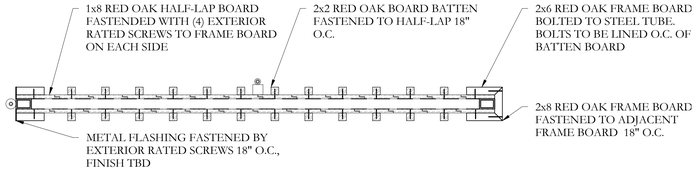
DRAWING TITLE
ENTRY DETAILS

DESIGNED BY: CB & TEAM

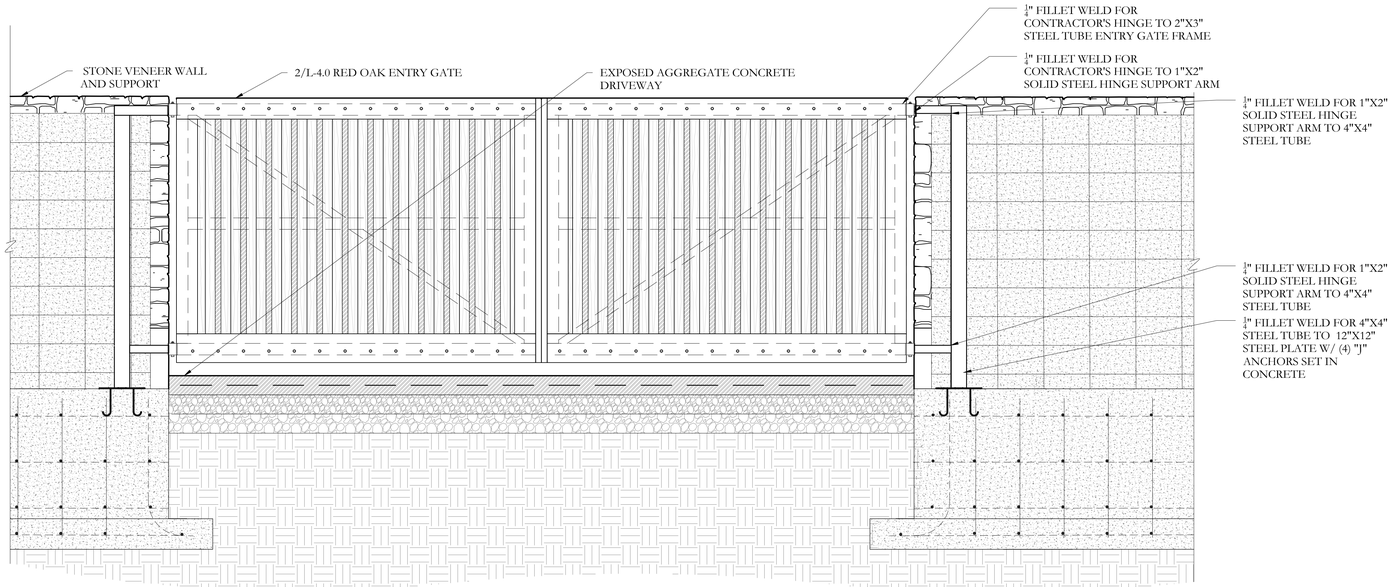
L-4.2



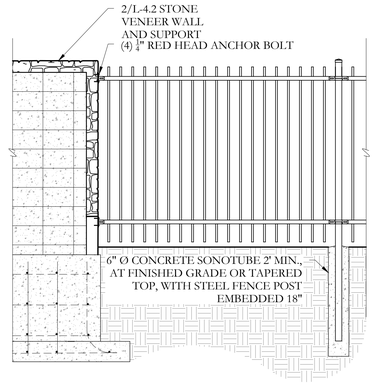
1 L-4.3 RED OAK ENTRY GATE
SCALE: 3/4"=1'-0" PLAN



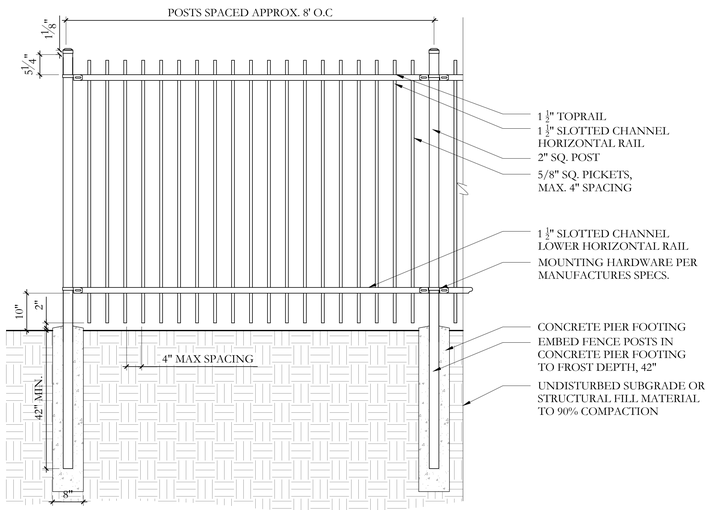
2 L-4.3 RED OAK ENTRY GATE
SCALE: 1"=1'-0" PLAN



3 L-4.3 RED OAK ENTRY GATE PANEL @ STONE WALLS
SCALE: 3/4"=1'-0" SECTION



4 L-4.3 POST AND PICKET @ STONE WALL
SCALE: 1/2"=1'-0" SECTION



5 L-4.3 METAL POST AND PICKET FENCE, TYP.
SCALE: 3/4"=1'-0" SECTION

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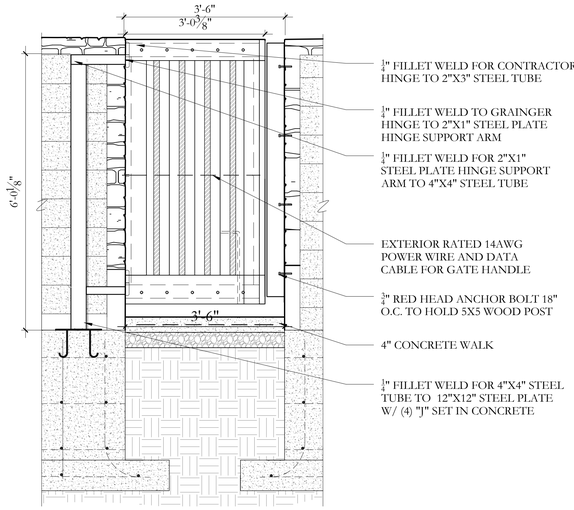
L-4.3



1 L-4.4 RED OAK PEDESTRIAN ENTRY GATE
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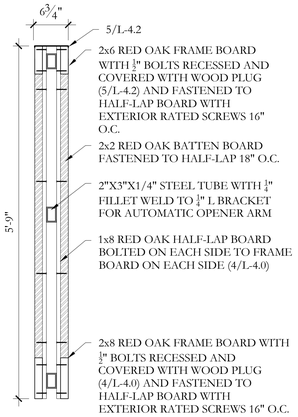
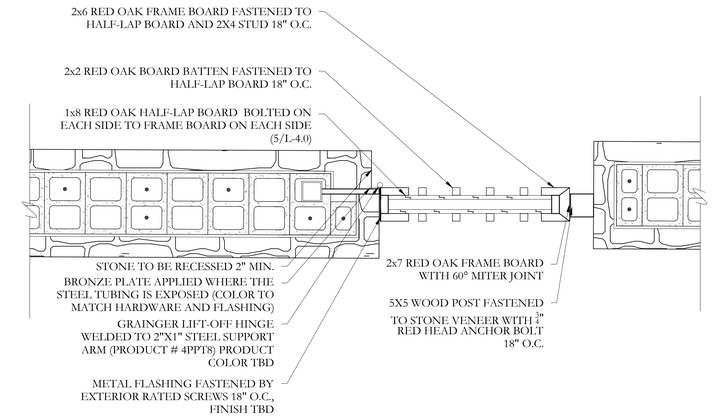


2 L-4.4 RED OAK PEDESTRIAN GATE, TYP.
SCALE: 1"=1'-0" SECTION



3 L-4.4 RED OAK PEDESTRIAN ENTRY GATE
SCALE: 1"=1'-0" PLAN

4 L-4.4 RED OAK VOLRATH ENTRY GATE
SCALE: 3/4"=1'-0" SECTION

5 L-4.4 PEDESTRIAN GATE CAP WITH STUD, TYP.
SCALE: 1"=1'-0" SECTION

6 L-4.4 RED OAK VOLRATH ENTRY GATE
SCALE: 1"=1'-0" PLAN

7 L-4.4 VOLRATH EMERGENCY EXIT GATE
SCALE: 3/4"=1'-0" SECTION

8 L-4.4 VOLRATH EMERGENCY EXIT GATE
SCALE: 1"=1'-0" PLAN

9 L-4.4 VOLRATH ATV GATE
SCALE: 3/4"=1'-0" SECTION

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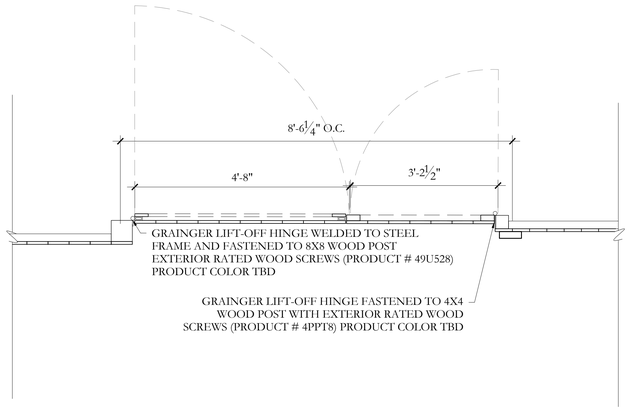
GATE DETAILS

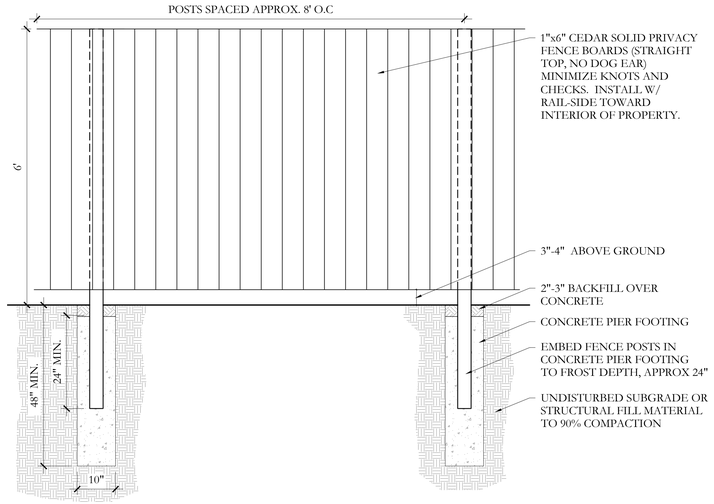
DESIGNED BY: CB & TEAM

L-4.4

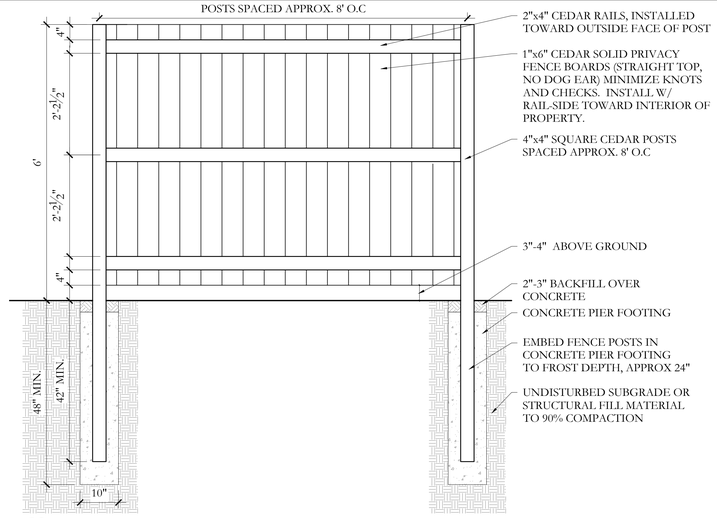
REFER TO DETAIL NOTES ON SHEET L-4.10



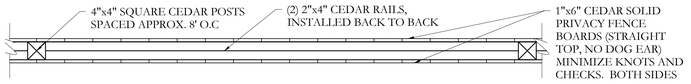
1 L-4.5 VOLRATH ATV GATE
SCALE: 3/4"=1'-0" PLAN



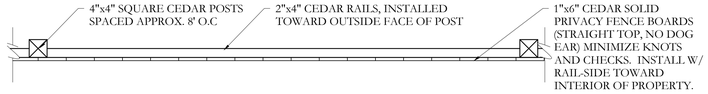
2 L-4.5 CEDAR PANEL FENCE, TYP.
SCALE: 3/4"=1'-0" ELEVATION



3 L-4.5 CEDAR PANEL FENCE, TYP.
SCALE: 3/4"=1'-0" SECTION



4 L-4.5 DOUBLE-SIDED CEDAR PANEL FENCE, TYP.
SCALE: 1"=1'-0" PLAN



5 L-4.5 SINGAL-SIDED CEDAR PANEL FENCE, TYP.
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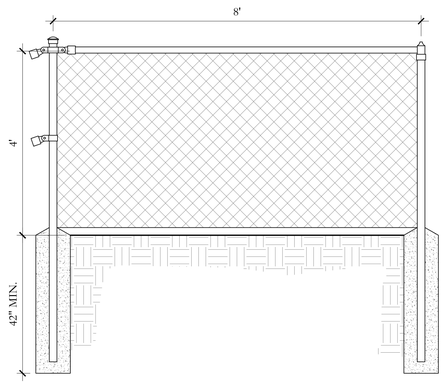
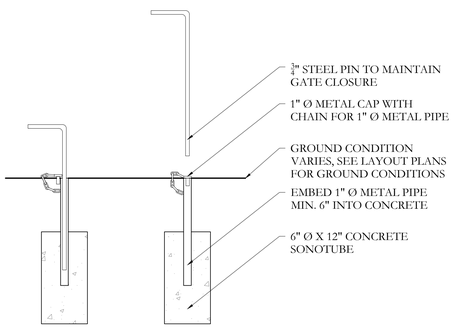


6 L-4.5 CHAINLINK FENCE, TYP.
SCALE: 1"=1'-0" ELEVATION



7 L-4.5 GATE PIN, TYP.
SCALE: 1-1/2"=1'-0" PLAN

REFER TO DETAIL NOTES ON SHEET L-4.10

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FENCE DETAILS

DESIGNED BY: CB & TEAM

L-4.5

RESOLUTION NO. _____

RESOLUTION APPROVING AN AMENDMENT TO THE PROJECT PLAN AND BOUNDARIES OF TAX INCREMENTAL DISTRICT NO. 21

WHEREAS, the City of Sheboygan (the "City") has determined that use of Tax Incremental Financing is required to promote development and redevelopment within the City; and

WHEREAS, Tax Incremental District No. 21 (the "District") was created by the City on March 25, 2024; and

WHEREAS, the City now desires to amend the boundaries of the District (the "Amendment") in accordance with the provisions of Wisconsin Statutes Section 66.1105 (the "Tax Increment Law"); and

WHEREAS, such Amendment will add territory to the District as permitted

WHEREAS, an amended Project Plan for the District (the "Amendment") has been prepared that includes:

a. A statement listing of the kind, number and location of all proposed public works or improvements within the District, or to the extent provided in Wisconsin Statutes Sections 66.1105(2)(f)1.k. and 66.1105(2)(f)1.n., outside of the District;
b. An economic feasibility study;
c. A detailed list of estimated project costs;
d. A description of the methods of financing all estimated project costs and the time when the related costs or monetary obligations are to be incurred;
e. A map showing existing uses and conditions of real property in the District;
f. A map showing proposed improvements and uses in the District;
g. Proposed changes of zoning ordinances, master plan, map, building codes and City ordinances;
h. A list of estimated non-project costs;
i. A statement of the proposed plan for relocation of any persons to be displaced;
j. A statement indicating how the District promotes the orderly development of the City;
k. An opinion of the City Attorney or of an attorney retained by the City advising that the plan is complete and complies with Wisconsin Statutes Section 66.1105(4)(f); and

WHEREAS, prior to its publication, a copy of the notice of public hearing was sent to the chief executive officers of Sheboygan County, the Sheboygan Area School District, and the Lakeshore College, and any other entities having the power to levy taxes on property located within the District, in accordance with the procedures specified in the Tax Increment Law; and

WHEREAS, prior to its publication, a copy of the notice of public hearing was also sent to the owners of all property located within the territory proposed to be added to the District; and

WHEREAS, in accordance with the procedures specified in the Tax Increment Law, the Plan Commission, on August 26, 2026 held a public hearing concerning the proposed amended boundaries of

the District and the proposed amendment to its Project Plan, providing interested parties a reasonable opportunity to express their views thereon.

NOW, THEREFORE, BE IT RESOLVED by the Plan Commission of the City of Sheboygan that:

1. It recommends to the Common Council that the boundaries of Tax Incremental District No. 21 be amended with boundaries as designated in Exhibit A of this Resolution.

2. It approves and adopts the amended Project Plan for the District, attached as Exhibit B, and recommends its approval to the Common Council.

3. Amendment of the District's boundaries promotes orderly development in the City.

Adopted this _____ day of _____, 2026.

_____
Plan Commission Chair

_____
Secretary of the Plan Commission

EXHIBIT A -

TAX INCREMENTAL DISTRICT NO. 21
BOUNDARY MAP

[INCLUDED IN PROJECT PLAN]

EXHIBIT B -

PROJECT PLAN

[DISTRIBUTED SEPARATELY]

August 12. 2026

DRAFT BOUNDARY AMENDMENT #2

City of Sheboygan, Wisconsin

Tax Incremental District No. 21

Downtown, River Front, and Southeast Side

Prepared by:

Ehlers
N19W24400 Riverwood Drive,
Suite 100
Waukesha, WI 53188

BUILDING COMMUNITIES. IT'S WHAT WE DO.

KEY DATES

Organizational Joint Review Board Meeting Held:	August 26, 2026
Public Hearing Held:	August 26, 2026
Consideration by Plan Commission:	August 26, 2026
Consideration by Common Council:	September 21, 2026
Consideration by the Joint Review Board:	TBD

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SECTION 1:

Executive Summary

DESCRIPTION OF DISTRICT

Tax Incremental District ("TID") No. 21 ("District") is a 263 acre In Need of Rehabilitation or Conservation District created on March 25, 2024. The District is located throughout the City's downtown, river front, and near southside. The District can pay the costs of new public infrastructure, cleanup and demolition costs, land acquisition, development incentives and other project costs, all of which are required to rehabilitate and conserve the area within the District with needed development and redevelopment of a variety of housing developments, ancillary retail and commercial uses and ancillary public uses.

The District was amended in May 2025 ("Amendment #1") to:

- Add territory to the District as permitted under Wis. Stat. § 66.1105(4)(h)2. This was the first of four permitted territory amendments available to the District.
- Amend the definition of Project (and expand approved Project Costs) to include property acquisition costs related to the territory being added to the District as permitted under Wis. Stat. § 66.1105(4)(h)1.

Purpose of Amendment

The purpose of this amendment, referred to hereafter as the Plan, the Amendment, Boundary Amendment #2, or the Plan Amendment, is to:

- Add territory to the District as permitted under Wis. Stat. § 66.1105(4)(h)2. This is the second of four permitted territory amendments available to the District. Portions of the territory added overlay TID #17.

Estimated Total Project Cost Expenditures

This Amendment will not change the total project cost expenditures. The total eligible projects approved in the original project plan and Amendment #1 are unchanged. Total eligible expenditures for the District are $182,418,239.

Incremental Valuation

At the time of this Amendment, the City projects incremental value of approximately $343,138,700 will occur in the District. Creation of this additional value will be made possible by the Project Costs made within the District. A table detailing assumptions to the development timing and associated values is included in the Economic Feasibility Study located within this Plan.

Expected Termination of District

Based on the Economic Feasibility Study located within Section 9 of this Plan, the City anticipates that the District will generate sufficient tax increment to pay portions of eligible Project Costs within its allowable 27 years.

Summary of Findings

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

1. That "but for" the amendment of this District, the development projected to occur as detailed in this 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 reaching this determination, the City has considered:

   (a) Representations from various developers that the extraordinary costs associated with demolition of structures and redevelopment of existing sites makes the proposed redevelopment projects not economically viable without public involvement and incentives; and

   (b) The investment needed to finance the public infrastructure necessary to allow for development and redevelopment within the District.

   Absent the use of tax increment financing, the City is unable to fully-fund the necessary infrastructure improvements.

2. The economic benefits of the District, as measured by increased employment, business and personal income, and property value, are sufficient to compensate for the cost of the improvements. In making this determination, the City has considered the following information:

   The expectation that developments will provide new employment and housing opportunities and benefits to local businesses as the developers will likely purchase goods and services from local suppliers, retailers, restaurants and service companies during the construction of the projects.

3. The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions. As required by Wis. Stat. § 66.1105(4)(i)4., a calculation of the share of projected tax increments estimated to be paid by the owners of property in the overlying taxing jurisdictions has been prepared and can be found in this Plan. However, because the Projects would not occur without the use of tax incremental financing, these tax increments would not be paid but for creation of the District. Accordingly, the City finds that the benefits expected to be realized as set forth in this Plan outweigh the value of the tax increments to be invested in the Project.

4. Not less than 50% by area of the real property within the District, as amended, is in need of rehabilitation or conservation work as defined by Wis. Stat. § 66.1337(2m)(a), or was in need of rehabilitation or conservation work as the time the District was created.

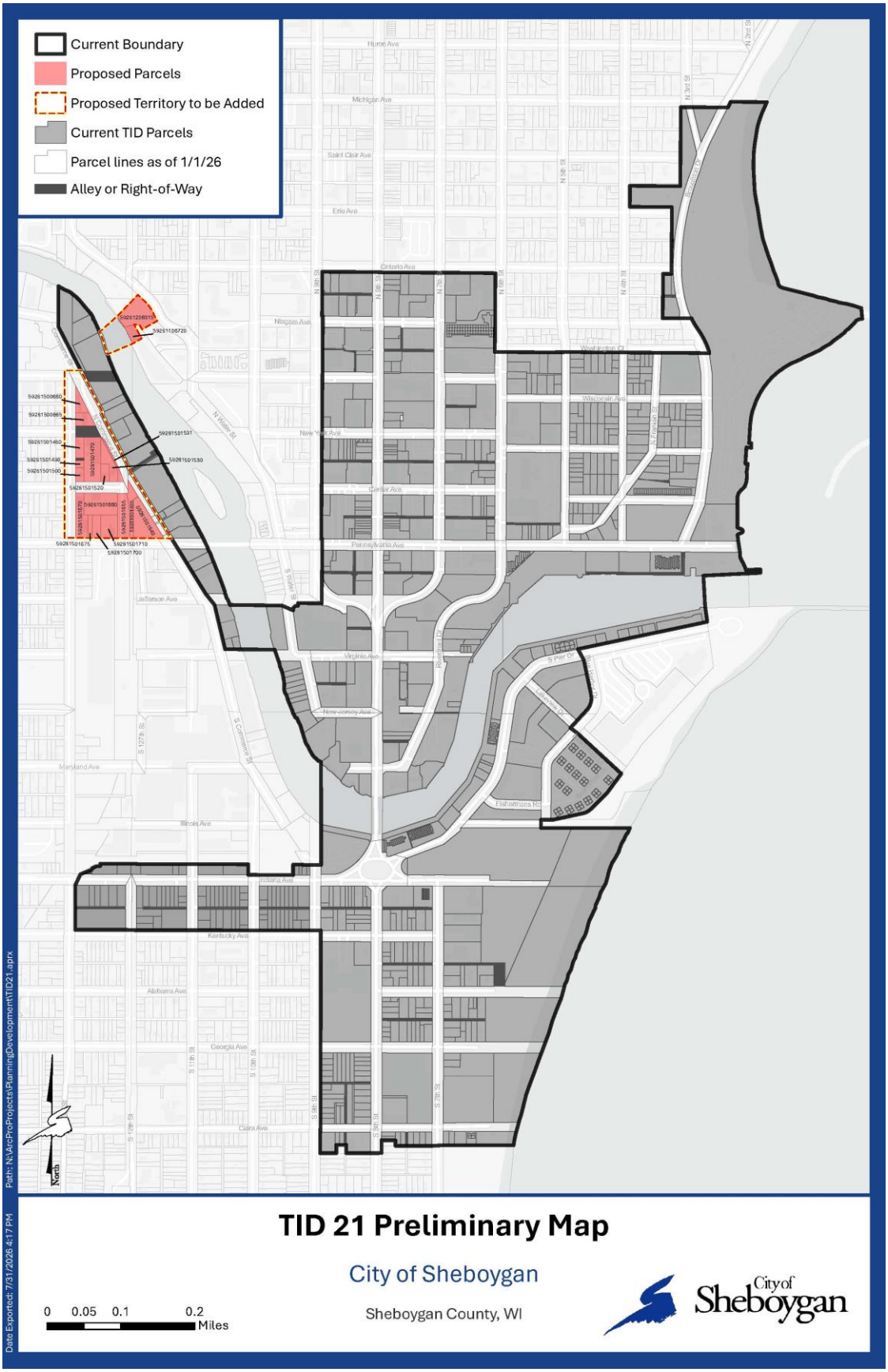
5. Based on the foregoing finding, the District remains designated as rehabilitation and conservation district.
6. The Project Costs relate directly to the rehabilitation and conservation of property and improvements in the District, consistent with the purpose for which the District is created.
7. Improvements to be made in the District are likely to significantly enhance the value of substantially all the other real property in the District.
8. The equalized value of taxable property within the territory to be added to the District, plus the incremental value of all existing tax incremental districts within the City does not exceed 12% of the total equalized value of taxable property within the City.
9. The Plan for the District is feasible and is in conformity with the Master Plan of the City.
10. The City estimates that approximately 30% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period, pursuant to Wis. Stat. § 66.1105(5)(b).
11. That there are no parcels to be included within the District that were annexed by the City within the preceding three-year period.

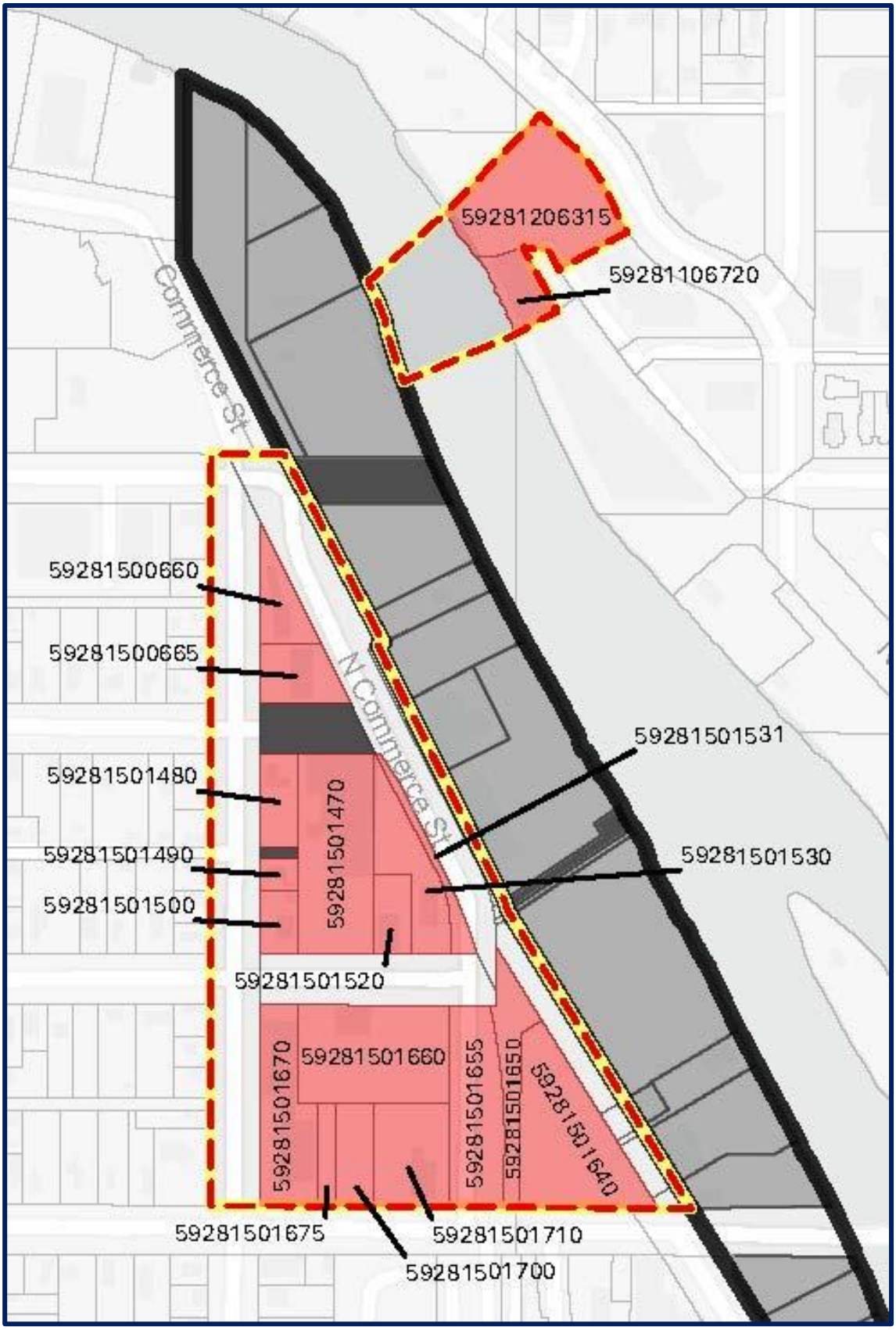
SECTION 2:
Preliminary Map of Original District Boundary and Territory to be Added

Maps found on following pages.

- Page 7: Overview of TID #21 boundary with parcels added through this Amendment in red.
- Page 8: Detail of parcels being added through this Amendment.
- Page 9: Overview of TID #21 boundary with parcels added through this Amendment and TID #17 overlay parcels.
- Page 10: Detail of TID #17 overlay parcels.

To the extent District boundaries include wetlands identified on a map prepared under Wis. Stat. § 23.32, the wetlands are excluded from the District.


Current Boundary
Proposed Parcels
Proposed Territory to be Added
Current TID Parcels
Parcel lines as of 1/1/26
Alley or Right-of-Way
Huron Ave
Michigan Ave
Saint Clair Ave
Erie Ave
Ontario Ave
Niagara Ave
Wisconsin Ave
New York Ave
Center Ave
Pennsylvania Ave
Jefferson Ave
Virginia Ave
New Jersey Ave
Maryland Ave
Illinois Ave
Kentucky Ave
Alabama Ave
Georgia Ave
Clara Ave
N 8th St
N 6th St
N 4th St
N 3rd St
N 2nd St
N Water St
S Water St
S Commerce St
S 12th St
S 11th St
S 10th St
S 9th St
S 8th St
S 7th St
Washington St
N Pier Dr
S Pier Dr
Fishermans Rd
North
Path: N:\ArcPro\Projects\Planning\Development\TID21.aprx
Date Exported: 7/31/2026 4:17 PM
TID 21 Preliminary Map
City of Sheboygan
Sheboygan County, WI
0 0.05 0.1 0.2
Miles
City of Sheboygan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Commerce St
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N Commerce St
59281501470
59281501531
59281501530
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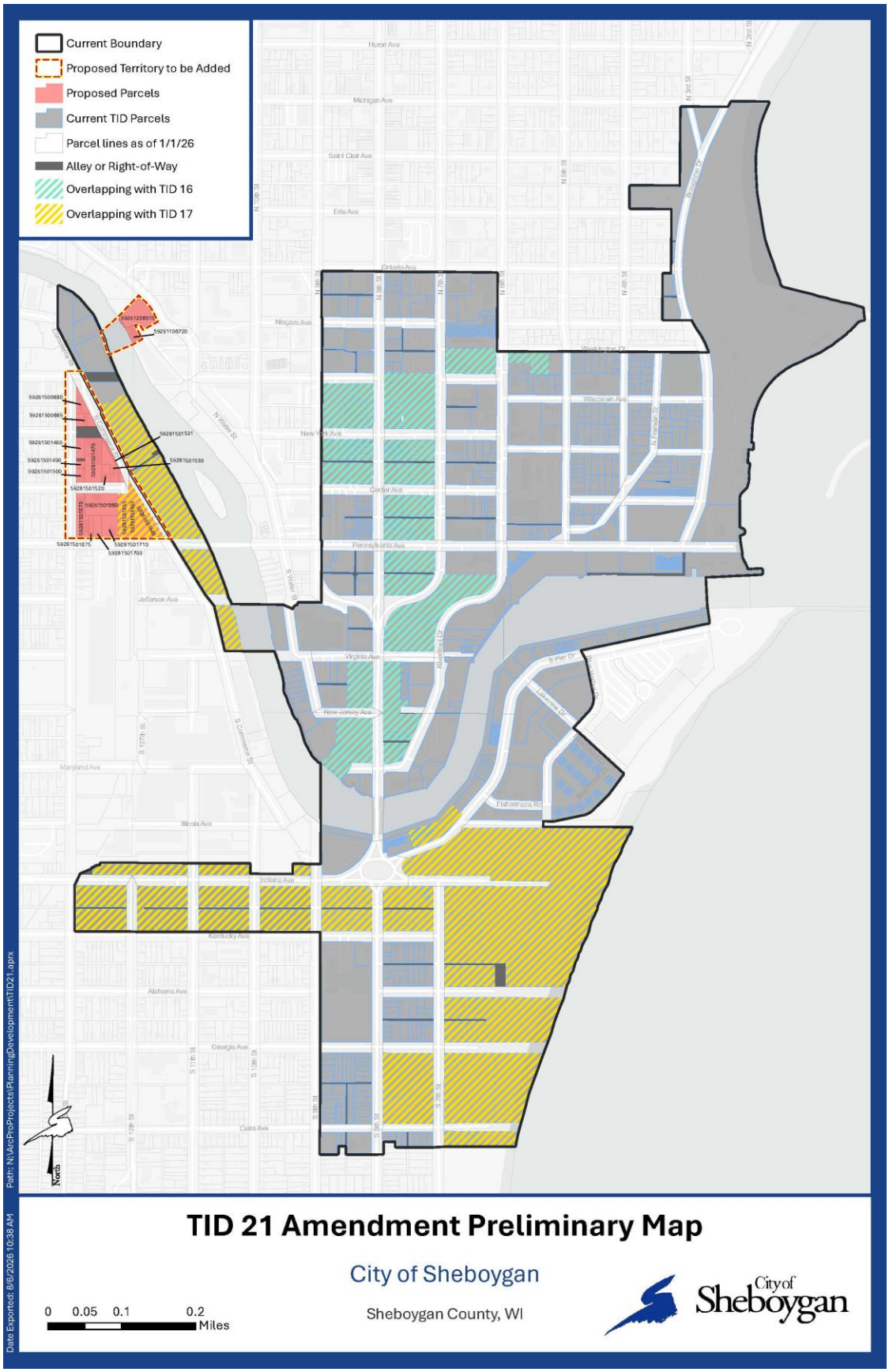
Current Boundary
Proposed Territory to be Added
Proposed Parcels
Current TID Parcels
Parcel lines as of 1/1/26
Alley or Right-of-Way
Overlapping with TID 16
Overlapping with TID 17
TID 21 Amendment Preliminary Map
City of Sheboygan
Sheboygan County, WI
0 0.05 0.1 0.2
Miles
North
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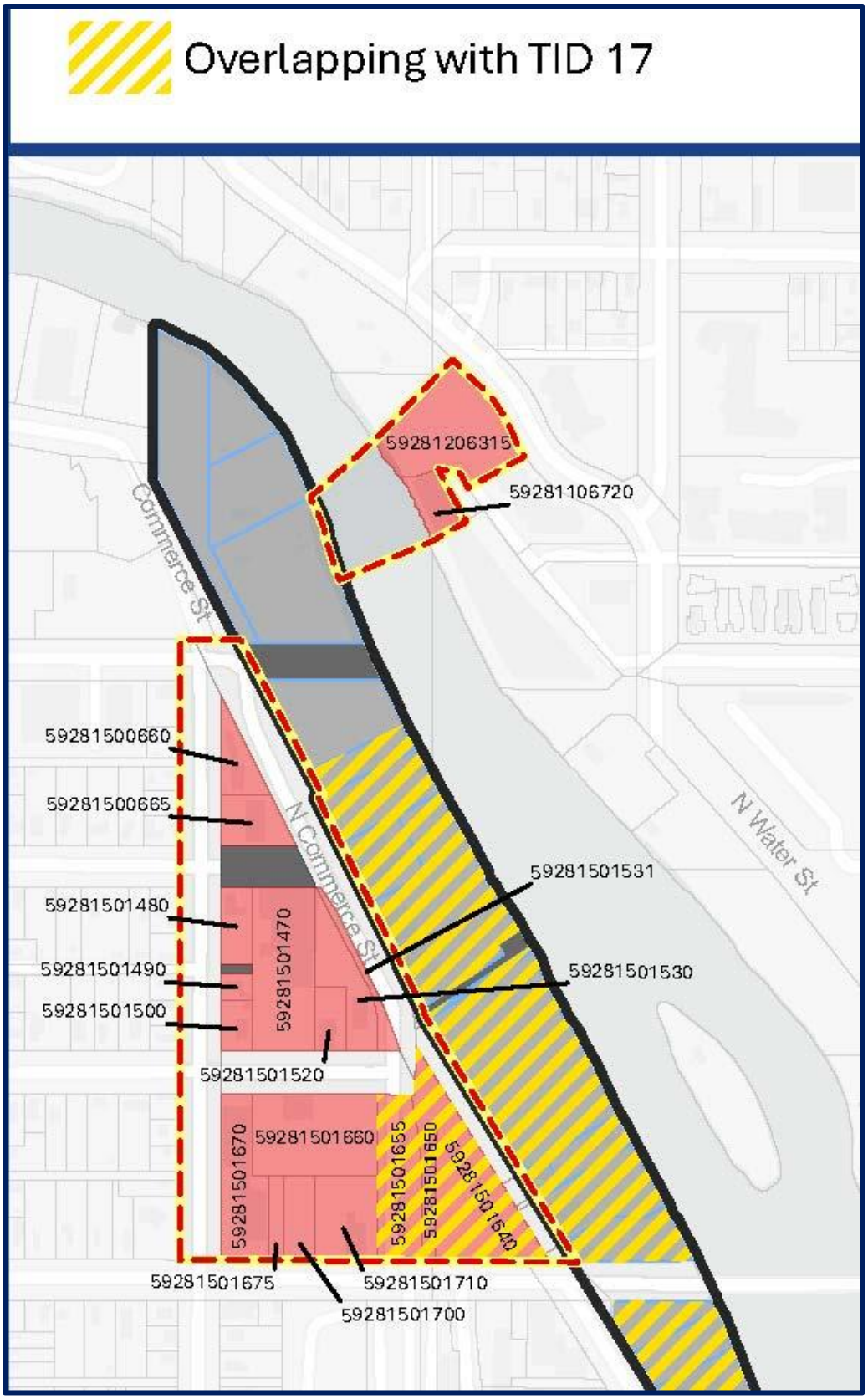
Overlapping with TID 17
59281206315
59281106720
Commerce St
59281500660
59281500665
N Commerce St
N Water St
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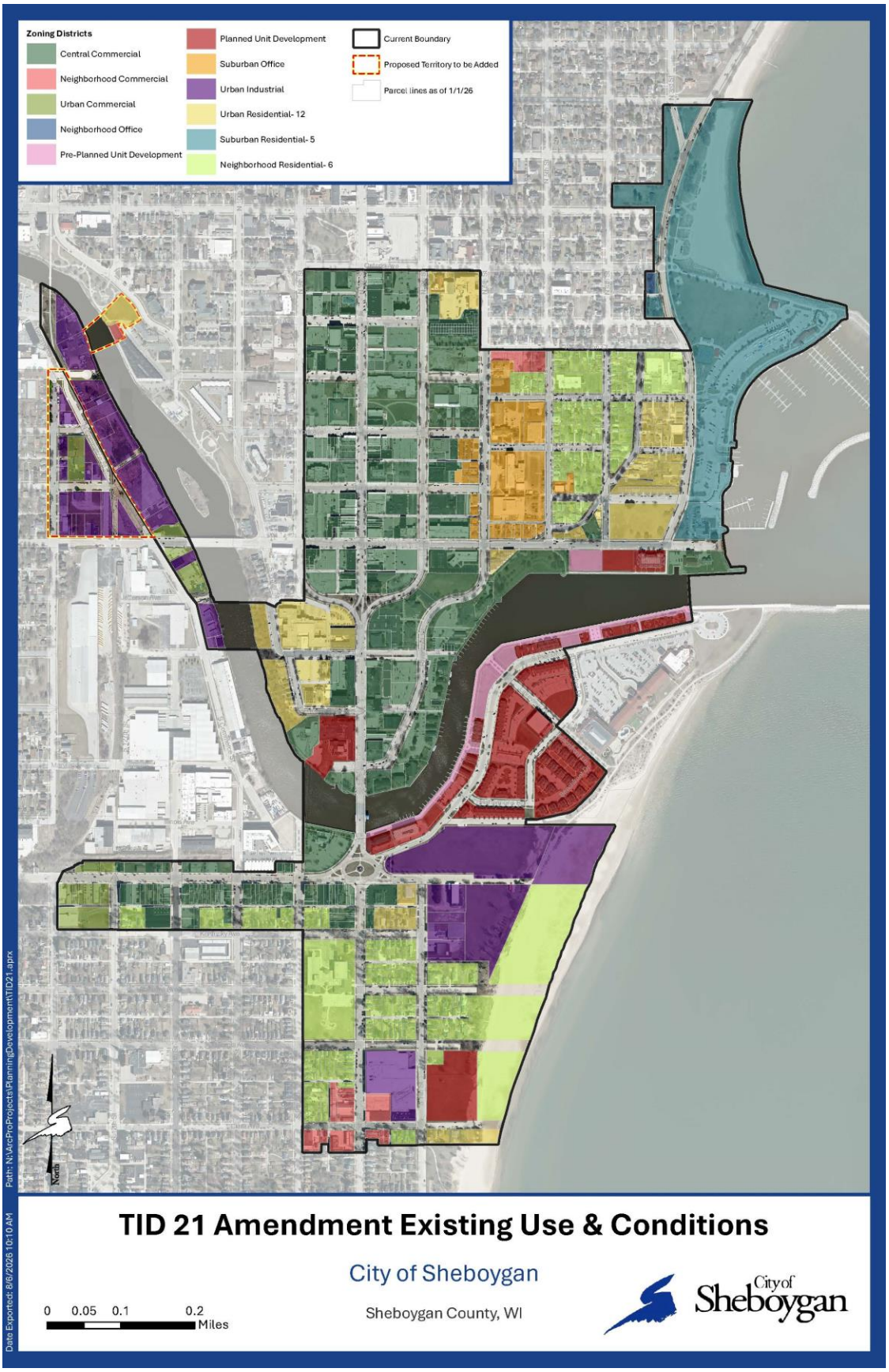
59281501480
59281501470
59281501490
59281501530
59281501500
59281501520
59281501660
59281501670
59281501655
59281501650
59281501640
59281501675
59281501710
59281501700

SECTION 3:

Map Showing Existing Uses and Conditions Within the Territory to be Added

Map found on following page.


Zoning Districts
Central Commercial
Neighborhood Commercial
Urban Commercial
Neighborhood Office
Pre-Planned Unit Development
Planned Unit Development
Suburban Office
Urban Industrial
Urban Residential- 12
Suburban Residential- 5
Neighborhood Residential- 6
Current Boundary
Proposed Territory to be Added
Parcel lines as of 1/1/26
North
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Date Exported: 8/6/2026 10:10 AM
TID 21 Amendment Existing Use & Conditions
City of Sheboygan
Sheboygan County, WI
0 0.05 0.1 0.2
Miles
City of Sheboygan

SECTION 4:
Preliminary Identification of Parcels to be Added

Calculation of Estimated Base Value[1]

	Assessed Value			Equalized Value			Overlapping TID
Parcel	Land	Improvement	Total	Land	Improvement	Total	
59281206315	0	0	**0**	0	0	**0**	
59281106720	0	0	**0**	0	0	**0**	
59281500660	14,600	81,900	**96,500**	15,000	84,400	**99,400**	
59281500665	18,600	8,000	**26,600**	19,200	8,200	**27,400**	
59281501480	16,200	115,000	**131,200**	16,700	118,500	**135,200**	
59281501490	8,800	92,200	**101,000**	9,100	95,000	**104,100**	
59281501500	13,200	41,600	**54,800**	13,600	42,900	**56,500**	
59281501520	12,500	69,700	**82,200**	12,900	71,800	**84,700**	
59281501470	61,300	84,800	**146,100**	63,200	87,400	**150,600**	
59281501531	0	0	**0**	0	0	**0**	
59281501530	31,200	110,000	**141,200**	32,200	113,400	**145,600**	
59281501670	56,800	668,000	**724,800**	58,500	688,400	**746,900**	
59281501660	61,300	111,900	**173,200**	63,200	115,300	**178,500**	
59281501675	9,800	0	**9,800**	10,100	0	**10,100**	
59281501700	35,200	0	**35,200**	36,300	0	**36,300**	
59281501710	68,400	92,100	**160,500**	70,500	94,900	**165,400**	
59281501655	0	0	**0**	0	0	**0**	TID #17
59281501650	0	0	**0**	0	0	**0**	TID #17
59281501640	0	0	**0**	0	0	**0**	TID #17
TOTALS	**407,900**	**1,475,200**	**1,883,100**	**420,500**	**1,520,200**	**1,940,700**	

1) Values as of 1/1/2025. Actual base value will be as of 1/1/2026.

2). Assessment ratio of 97.04%.

Parcel Data

List #	Parcel Number	Owner	Acres	Acres Rehab/ Conservation	Rehab/ Conservation Condition
Existing TID Area (original and amendment #1 area less wetlands)			263.18	136.92	
1	59281206315	REDEVELOPMENT AUTHORITY OF SHEBOYGAN	0.80	0.80	Condition 3
2	59281106720	CITY OF SHEBOYGAN	0.19	0.19	Condition 3
3	59281500660	LAKESHORE SERVICE GARAGE LLC	0.21	0.21	Condition 1
4	59281500665	OTTER CREEK IRREVOCABLE TRUST	0.26	0.26	
5	59281501480	DEOSI PROPERTIES LLC	0.21		
6	59281501490	RANDALL S SCHAAL	0.07		
7	59281501500	RICARDO MONTES DE OCA	0.14		
8	59281501520	ATD PROPERTIES LLC	0.17	0.17	Condition 1
9	59281501470	RANDALL SCOTT SCHAAL	0.88	0.88	Condition 1
10	59281501531	CITY OF SHEBOYGAN	0.13		
11	59281501530	DANIEL R & SUSAN M CIMAROSTI	0.41	0.41	Condition 1
12	59281501670	LW ACQUISITIONS LLC	0.55	0.55	Condition 1
13	59281501660	1217 CENTER AVENUE REAL ESTATE LLC	0.88	0.88	Condition 1
14	59281501675	MILLENNIUM PROPERTIES INC	0.11	0.11	Condition 1
15	59281501700	MILLENNIUM PROPERTIES INC	0.22	0.22	Condition 1
16	59281501710	MILLENNIUM PROPERTIES INC	0.44	0.44	Condition 1
17	59281501655	CITY OF SHEBOYGAN	0.56	0.56	Condition 3
18	59281501650	SHEBOYGAN COUNTY WISCONSIN PLANNING DEPT	0.31	0.31	Condition 3
19	59281501640	REDEVELOPMENT AUTHORITY OF THE CITY OF SHEBOYGAN	0.88	0.88	Condition 3
TOTALS			270.58	143.78	

Percentage of TID Area Designated as in Need of Rehabilitation or Conservation (at least 50%)	53.14%

Rehabilitation Conditions:

Condition 1 Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvement

Condition 2 Acquisition of real property and demolition, removal or rehabilitation of buildings and improvements on the property where necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed

Condition 3 Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out the objectives of the urban renewal project.

Condition 4 The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project. The disposition shall be in the manner prescribed in this section for the disposition of property in a redevelopment project area. "Urban renewal project" includes undertakings and activities for the elimination and for the prevention of the development or spread of slums or blighted, deteriorated or deteriorating areas and may involve any work or undertaking for this purpose constituting a redevelopment project or any rehabilitation or conservation work, or any combination of the undertaking or work

SECTION 5:
Equalized Value Test

The following calculations demonstrate that the City expects to be in compliance with Wis. Stat. § 66.1105(4)(gm)4.c., which requires that the equalized value of the taxable property proposed to be added to the District, plus the value increment of all existing tax incremental districts, does not exceed 12% of the total equalized value of taxable property within the City.

The equalized value of the increment of existing tax incremental districts within the City, plus the value of the territory proposed to be added to the District, totals $201,921,500. This value is less than the maximum of $661,293,468 in equalized value that is permitted for the City.

Valuation Test Compliance Calculation

Calculation of City Equalized Value Limit		
City TID IN Equalized Value (Jan. 1, 2026)	$	5,510,778,900
TID Valuation Limit @ 12% of Above Value	**$**	**661,293,468**
Calculation of Value Subject to Limit		
Estimated Base Value of Territory to be Included in District	$	1,940,700
Incremental Value of Existing Districts (Jan. 1, 2026)	$	199,980,800
Less: Value of Underlying TID Parcels	$	-
Total Value Subject to 12% Valuation Limit	**$**	**201,921,500**
Total Percentage of TID IN Equalized Value		3.66%
Residual Value Capacity of TID IN Equalized Value	$	459,371,968

SECTION 6:
Statement Listing the Kind, Number and Location of All Proposed Public Works or Improvements Within the District

No changes to Project Costs are planned. The "Statement Listing the Kind, Number and Location of All Proposed Public Works or Improvements Within the District" included in the District's original and Amendment #1 Project Plans remains unchanged and is incorporated by reference as part of this Plan Amendment.

Property, Right-of-Way and Easement Acquisition

Property Acquisition for Development

To promote and facilitate development the City may acquire property within the District. The cost of property acquired, and any costs associated with the transaction, are eligible Project Costs. Following acquisition, other Project Costs within the categories detailed in this Section may be incurred to make the property suitable for development. Any revenue received by the City from the sale of property acquired pursuant to the execution of this Plan Amendment will be used to reduce the total project costs of the District. If total Project Costs incurred by the City to acquire property and make it suitable for development exceed the revenues or other consideration received from the sale or lease of that property, the net amount shall be considered "real property assembly costs" as defined in Wis. Stat. § 66.1105(2)(f)1.c., and subject to recovery as an eligible Project Cost.

Property Acquisition for Conservancy

To promote the objectives of this Plan Amendment, the City may acquire property within the District that it will designate for conservancy. These conservancy objectives include: preserving historic resources or sensitive natural features; protection of scenic and historic views; maintaining habitat for wildlife; maintaining adequate open space; reduction of erosion and sedimentation by preserving existing vegetation; and providing adequate areas for management of stormwater. The cost of property acquired for conservancy, and any costs associated with the transaction, are eligible Project Costs.

Acquisition of Rights-of-Way

The City may need to acquire property to allow for installation of streets, driveways, sidewalks, utilities, stormwater management practices and other public infrastructure. Costs incurred by the City to identify, negotiate and acquire rights-of-way are eligible Project Costs.

Acquisition of Easements

The City may need to acquire temporary or permanent easements to allow for installation and maintenance of streets, driveways, sidewalks, utilities, stormwater management

practices and other public infrastructure. Costs incurred by the City to identify, negotiate and acquire easement rights are eligible Project Costs.

Relocation Costs

If relocation expenses are incurred in conjunction with the acquisition of property, those expenses are eligible Project Costs. These costs may include but are not limited to: preparation of a relocation plan; allocations of staff time; legal fees; publication of notices; obtaining appraisals; and payment of relocation benefits as required by Wis. Stat. Chapter 32 and Wis. Admin. Code ADM 92.

Site Preparation Activities

Environmental Audits and Remediation

If it becomes necessary to evaluate any land or improvement within the District, any cost incurred by the City related to environmental audits, testing, and remediation are eligible Project Costs.

Demolition

To make sites suitable for development, the City may incur costs related to demolition and removal of structures or other land improvements, to include abandonment of wells or other existing utility services.

Site Grading

Land within the District may require grading to make it suitable for development, to provide access, and to control stormwater runoff. The City may need to remove and dispose of excess material, or bring in fill material to provide for proper site elevations. Expenses incurred by the City for site grading are eligible Project Costs.

Utilities

Sanitary Sewer System Improvements

To allow development to occur, the City may need to construct, alter, rebuild or expand sanitary sewer infrastructure within the District. Eligible Project Costs include, but are not limited to, construction, alteration, rebuilding or expansion of: collection mains; manholes and cleanouts; service laterals; force mains; interceptor sewers; pumping stations; lift stations; wastewater treatment facilities; and all related appurtenances. To the extent sanitary sewer projects undertaken within the District provide direct benefit to land outside of the District, the City will make an allocation of costs based on such benefit. Those costs corresponding to the benefit allocated to land within the District, and necessitated by the implementation of the Plan Amendment, are eligible Project Costs. Implementation of the Plan Amendment may also require that the City construct, alter, rebuild or expand sanitary sewer infrastructure located outside of the District. That portion of the costs of sanitary sewer system projects undertaken outside the District which are necessitated by the implementation of the Plan Amendment are eligible Project Costs.

Water System Improvements

To allow development to occur, the City may need to construct, alter, rebuild or expand water system infrastructure within the District. Eligible Project Costs include, but are not limited to, construction, alteration, rebuilding or expansion of: distribution mains; manholes and valves; hydrants; service laterals; pumping stations; wells; water treatment facilities; storage tanks and reservoirs; and all related appurtenances. To the extent water system projects undertaken within the District provide direct benefit to land outside of the District, the City will make an allocation of costs based on such benefit. Those costs corresponding to the benefit allocated to land within the District, and necessitated by the implementation of the Plan Amendment, are eligible Project Costs. Implementation of the Plan Amendment may also require that the City construct, alter, rebuild or expand water system infrastructure located outside of the District. That portion of the costs of water system projects undertaken outside the District which are necessitated by the implementation of the Plan Amendment are eligible Project Costs.

Stormwater Management System Improvements

Development within the District will cause stormwater runoff. To manage this stormwater runoff, the City may need to construct, alter, rebuild or expand stormwater management infrastructure within the District. Eligible Project Costs include, but are not limited to, construction, alteration, rebuilding or expansion of: stormwater collection mains; inlets, manholes and valves; service laterals; ditches; culvert pipes; box culverts; bridges; stabilization of stream and river banks; and infiltration, filtration and detention Best Management Practices (BMP's). To the extent stormwater management system projects undertaken within the District provide direct benefit to land outside of the District, the City will make an allocation of costs based on such benefit. Those costs corresponding to the benefit allocated to land within the District, and necessitated by the implementation of the Plan Amendment, are eligible Project Costs. Implementation of the Plan Amendment may also require that the City construct, alter, rebuild or expand stormwater management infrastructure located outside of the District. That portion of the costs of stormwater management system projects undertaken outside the District which are necessitated by the implementation of the Plan Amendment are eligible Project Costs.

Electric Service

To create sites suitable for development, the City may incur costs to provide, relocate or upgrade electric services. Relocation may require abandonment and removal of existing poles or towers, installation of new poles or towers, or burying of overhead electric lines. Costs incurred by the City to undertake this work are eligible Project Costs.

Gas Service

To create sites suitable for development, the City may incur costs to provide, relocate or upgrade gas mains and services. Costs incurred by the City to undertake this work are eligible Project Costs.

Communications Infrastructure

To create sites suitable for development, the City may incur costs to provide, relocate or upgrade infrastructure required for voice and data communications, including, but not limited to: telephone lines, cable lines and fiber optic cable. Costs incurred by the City to undertake this work are eligible Project Costs.

Streets and Streetscape

Street Improvements

To allow development to occur, the City may need to construct or reconstruct streets, highways, alleys, access drives and parking areas. Eligible Project Costs include, but are not limited to: excavation; removal or placement of fill; construction of road base; asphalt or concrete paving or repaving; installation of curb and gutter; installation of sidewalks and bicycle lanes; installation of culverts, box culverts and bridges; rail crossings and signals; utility relocation, to include burying overhead utility lines; street lighting; installation of traffic control signage and traffic signals; pavement marking; right-of-way restoration; installation of retaining walls; and installation of fences, berms, and landscaping.

Streetscaping and Landscaping

To attract development consistent with the objectives of this Plan Amendment, the City may install amenities to enhance development sites, rights-of-way and other public spaces. These amenities include but are not limited to: landscaping; lighting of streets, sidewalks, parking areas and public areas; installation of planters, benches, clocks, tree rings, trash receptacles and similar items; and installation of brick or other decorative walks, terraces and street crossings. These and any other similar amenities installed by the City are eligible Project Costs.

Community Development

Cash Grants (Development Incentives)

The City may enter into agreements with property owners, lessees, or developers of land located within the District for sharing costs to encourage the desired kind of improvements and assure tax base is generated sufficient to recover Project Costs. No cash grants will be provided until the City executes a developer agreement with the recipient of the cash grant. Any payments of cash grants made by the City are eligible Project Costs.

Contribution to Redevelopment Authority (RDA)

As provided for in Wis. Stat. § 66.1105(2)(f)1.h and Wis. Stat. § 66.1333(13), the City may provide funds to its RDA to be used for administration, planning operations, and capital costs, including but not limited to real property acquisition, related to the purposes for

which it was established in furtherance of any redevelopment or urban renewal project. Funds provided to the RDA for this purpose are eligible Project Costs.

Revolving Loan/Grant Program (Development Incentives)

To encourage private development consistent with the objectives of this Plan Amendment, the City, through its RDA, may provide loans or grants to eligible property owners in the District. Eligible improvements will be those that are likely to improve the value of the property, enhance the visual appearance of the property and surrounding area, correct safety deficiencies, or as otherwise specified by the RDA in the program manual. Any funds returned to the RDA from the repayment of loans made are not considered revenues to the District and will not be used to offset District Project Costs. Instead, these funds may be placed into a revolving fund and will continue to be used for the program purposes stated above. Any funds provided to the RDA for purposes of implementing this program are considered eligible Project Costs.

Municipal Revenue Obligations (MRO's) (Development Incentives)

The City may enter into agreements with property owners, lessees or developers of land located within the District for sharing costs to encourage the desired kind of improvements and a guaranteed increment value through a Municipal Revenue Obligation ("MRO"). Terms of an MRO may be negotiated specifically with each property owner, lessee or developer, as applicable, and approved by the City Council. No MRO payments will be provided until the City executes a development agreement with the applicable party(ies) and the agreed upon increment is generated. Any payments related to an MRO executed by the City are eligible Project Costs.

Miscellaneous

Rail Spur

To allow for development, the City may incur costs for installation of a rail spur or other railway improvements to serve development sites located within the District.

Projects Outside the Tax Increment District

Pursuant to Wis. Stat. § 66.1105(2)(f)1.n, the City may undertake projects within territory located within one-half mile of the boundary of the District, provided that: 1) the project area is located within the City's corporate boundaries; and 2) the projects are approved by the Joint Review Board. The cost of projects completed outside the District pursuant to this section are eligible Project Costs and may include any Project Cost that would otherwise be eligible if undertaken within the District. The City intends to make the following Project Cost expenditures outside the District previously approved:

1) Pennsylvania Avenue Bridge - $120,000

Professional Service and Organizational Costs

The costs of professional services rendered, and other costs incurred, in relation to the creation, amendment, administration or termination of the District, and the undertaking of the projects contained within this Plan Amendment, are eligible Project Costs. Professional services include, but are not limited to: architectural; environmental; planning; engineering; legal; audit; financial; and the costs of informing the public with respect to the creation or amendment of the District and the implementation of the Plan and this Plan Amendment.

Administrative Costs

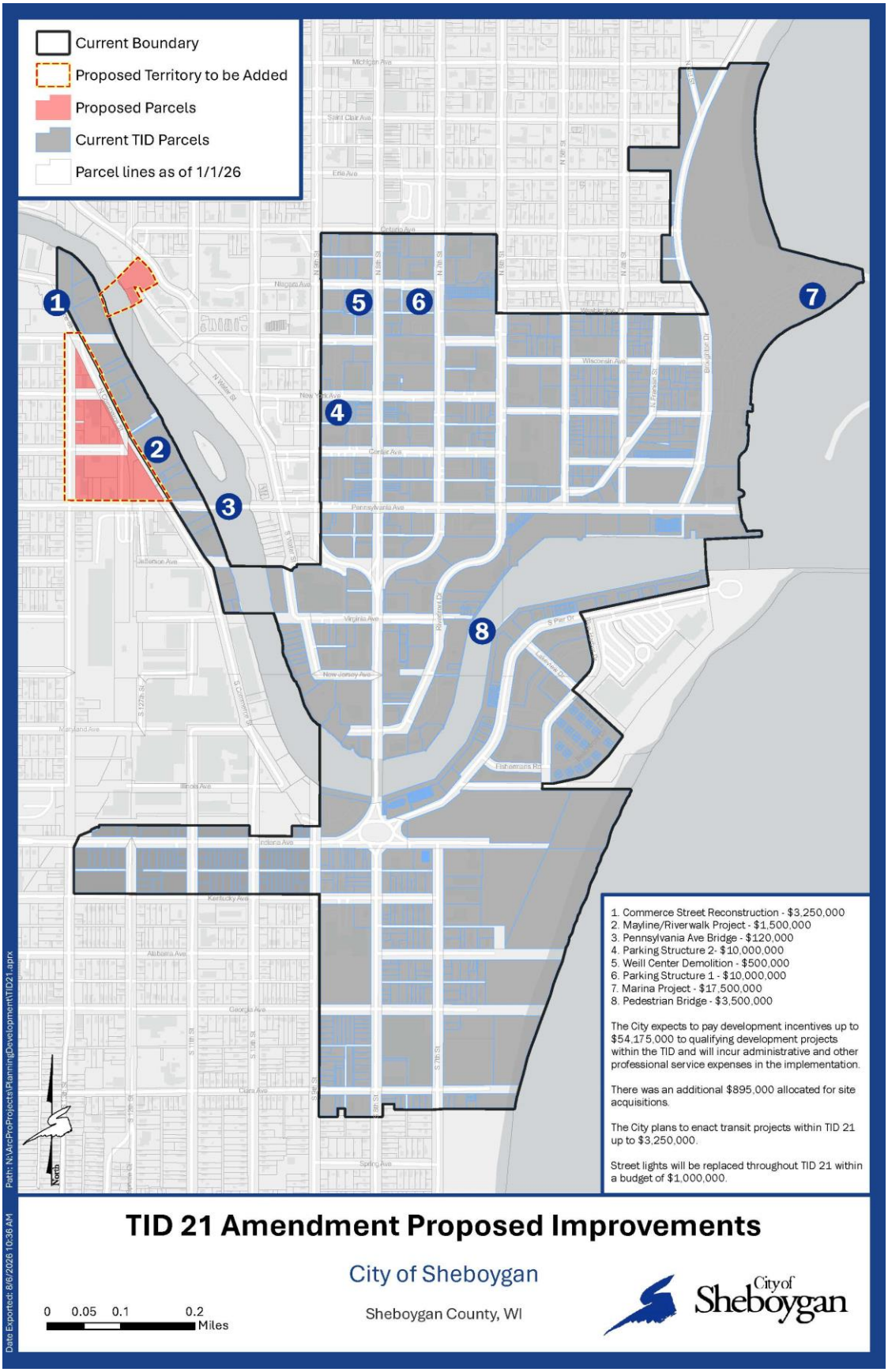
The City may charge to the District as eligible Project Costs reasonable allocations of administrative costs, including, but not limited to, employee salaries. Costs allocated will bear a direct connection to the time spent by City employees relating to the implementation of the Plan and this Plan Amendment.

Financing Costs

Interest expense, debt issuance expenses, redemption premiums, and any other fees and costs incurred in conjunction with obtaining financing for projects undertaken under this Plan Amendment are eligible Project Costs.

SECTION 7:
Map Showing Proposed Improvements and Uses Within the Territory to be Added

There are no changes to the proposed improvements. The current improvements map is incorporated for reference on page 24. The future land use map is on page 25.


Current Boundary
Proposed Territory to be Added
Proposed Parcels
Current TID Parcels
Parcel lines as of 1/1/26
1. Commerce Street Reconstruction - $3,250,000
2. Mayline/Riverwalk Project - $1,500,000
3. Pennsylvania Ave Bridge - $120,000
4. Parking Structure 2- $10,000,000
5. Weill Center Demolition - $500,000
6. Parking Structure 1 - $10,000,000
7. Marina Project - $17,500,000
8. Pedestrian Bridge - $3,500,000
The City expects to pay development incentives up to $54,175,000 to qualifying development projects within the TID and will incur administrative and other professional service expenses in the implementation.
There was an additional $895,000 allocated for site acquisitions.
The City plans to enact transit projects within TID 21 up to $3,250,000.
Street lights will be replaced throughout TID 21 within a budget of $1,000,000.
TID 21 Amendment Proposed Improvements
City of Sheboygan
Sheboygan County, WI
0 0.05 0.1 0.2 Miles
North
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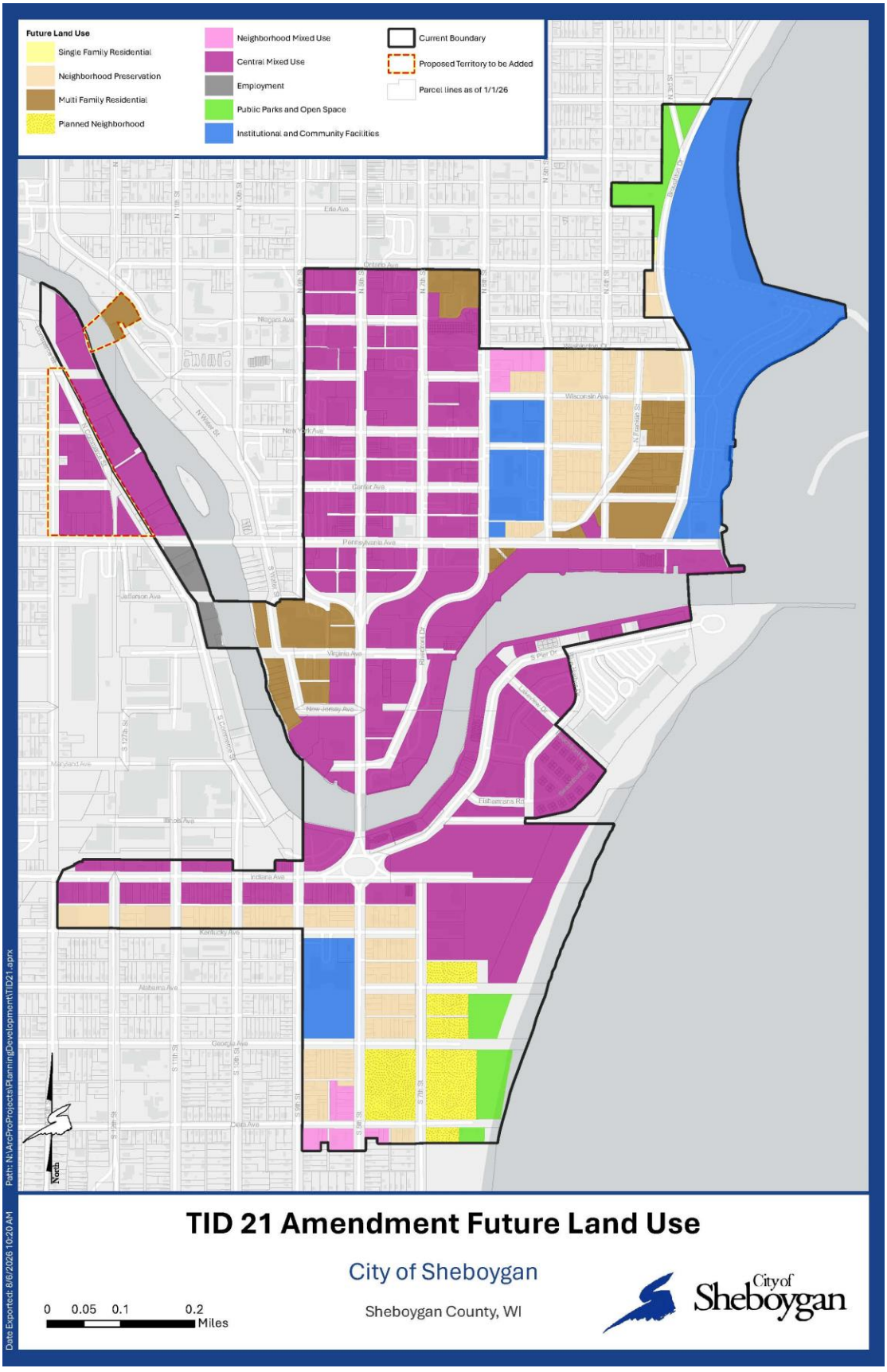
Future Land Use
Single Family Residential
Neighborhood Preservation
Multi Family Residential
Planned Neighborhood
Neighborhood Mixed Use
Central Mixed Use
Employment
Public Parks and Open Space
Institutional and Community Facilities
Current Boundary
Proposed Territory to be Added
Parcel lines as of 1/1/26
North
0 0.05 0.1 0.2 Miles
TID 21 Amendment Future Land Use
City of Sheboygan
Sheboygan County, WI
City of Sheboygan
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SECTION 8:
Detailed List of Estimated Project Costs

No changes to Project Costs are planned. The “Detailed List of Estimated Project Costs” included in the District’s original and Amendment #1 Project Plans remains unchanged and is incorporated by reference as part of this Plan Amendment.

Certain Project Costs listed may become unnecessary, and other Project Costs not currently identified may need to be made. Section 6 details the general categories of eligible Project Costs. Changes in Project Cost totals or the types of Project Costs to be incurred will not require that this Plan be amended. This Plan is not meant to be a budget nor an appropriation of funds for specific Project Costs, but a framework within which to manage Project Costs.

While the City can reallocate costs between projects as necessary, all expenditures will require separate approval by the City’s Common Council. The City expects to review planned TID expenditures and projected increment within the District prior to approving capital expenditures or developer incentives to determine if it is feasible for the District to support the proposed costs.

Detailed List of Estimated Project Costs - Prior Project Plans (No Changes)

Project Name/Type	Original Plan	First Amend.	Non Project Costs	Totals
Vacant Commercial Building	4,000,000			**4,000,000**
Vacant Manufacturing Building	4,000,000			**4,000,000**
Parking Structure No. 1	10,000,000			**10,000,000**
Commercial Space (Hotel)	4,000,000			**4,000,000**
Parking Structure No. 2	10,000,000			**10,000,000**
Mayline Site Clean Up	3,000,000			**3,000,000**
Pedestrian Bridge	3,500,000			**3,500,000**
Development Incentives	54,175,000			**54,175,000**
South Point Land Purchases	10,000,000			**10,000,000**
Mayline River Walk/Shoreline Restoration	1,500,000			**1,500,000**
Weil Center Site Demo	500,000			**500,000**
Marina Project	17,500,000			**17,500,000**
Penn Ave. Bridge[1]	120,000		(60,000)	**60,000**
City Costs (Reimbursments)	1,400,000			**1,400,000**
Street Lights (Place Making)	1,000,000			**1,000,000**
Commerce Street Reconstruction	3,250,000			**3,250,000**
Property Acquisition/Demotlition		895,000		**895,000**
Interest on Long Term Debt	52,611,675			**52,611,675**
Financing Costs	481,500			**481,500**
Ongoing Planning & Administrative Costs	545,064			**545,064**
	181,583,239	**895,000**	**(60,000)**	**182,418,239**

Notes:

1. Was approved as a one half mile radius project.

SECTION 9:
Economic Feasibility Study, Description of the Methods of Financing Estimated Project Costs and the Time When Related Costs or Monetary Obligations are to be Incurred

This Section includes an updated forecast of the valuation increases expected within the District, the associated tax increment collections, a summary of how remaining Project Costs could be financed, and a projected cash flow demonstrating that the District remains economically feasible.

Key Assumptions

The development within the District is anticipated to generate approximately $343 million in incremental value **(Table 1).** Assuming the 2025 levy/2026 budget equalized TID Interim tax rate of $15.41 per thousand of equalized value, and no economic appreciation or depreciation, the development would generate $116.5 million in incremental tax revenue over the 27-year term of the District as shown in **Table 2**.

The cash flow exhibit **(Table 3)** illustrates potential project costs that can be supported by development within the District. Additional Project Costs can be funded if tax increment is sufficient to support the costs. The District is projected to accumulate sufficient funds by the year 2052 to pay off Project Cost liabilities and obligations. The projected closure is based on the various assumptions noted in this Plan and will vary dependent on actual Project Costs incurred and the actual amount of tax increments collected. The cash flow exhibit is an illustration of how Project Costs could be funded and does not represent a commitment by the City to proceed with a specific project or fund it in a particular manner.

Table 1 – Development Assumptions

Development Assumptions

Construction Year		Actual	South Lake Front	River Front	Downtown	Blue Harbor Area	North Downtown	Annual Total	Construction Year	
			Total Value	Total Value	Total Value	Total Value	Total Value			
1	2024	6,186,100						**6,186,100**	2024	1
2	2025	(4,037,400)						**(4,037,400)**	2025	2
3	2026		40,000,000					**40,000,000**	2026	3
4	2027				14,800,000			**14,800,000**	2027	4
5	2028			69,000,000				**69,000,000**	2028	5
6	2029				47,190,000	5,000,000		**52,190,000**	2029	6
7	2030						110,000,000	**110,000,000**	2030	7
8	2031		55,000,000					**55,000,000**	2031	8
9	2032							**0**	2032	9
10	2033							**0**	2033	10
11	2034							**0**	2034	11
12	2035							**0**	2035	12
13	2036							**0**	2036	13
14	2037							**0**	2037	14
15	2038							**0**	2038	15
16	2039							**0**	2039	16
17	2040							**0**	2040	17
18	2041							**0**	2041	18
19	2042							**0**	2042	19
20	2043							**0**	2043	20
21	2044							**0**	2044	21
22	2045							**0**	2045	22
23	2046							**0**	2046	23
24	2047							**0**	2047	24
25	2048							**0**	2048	25
26	2049							**0**	2049	26
27	2050							**0**	2050	27
	Totals	**2,148,700**	**95,000,000**	**69,000,000**	**61,990,000**	**5,000,000**	**110,000,000**	**343,138,700**		

Notes:

Table 2 – Tax Increment Projection Worksheet

Tax Increment Projection Worksheet

Type of District	Rehabilitation	
District Creation Date	March 25, 2024	
Valuation Date	Jan 1,	2024
Max Life (Years)	27	
End of Expenditure Period	22	3/25/2046
Revenue Periods/Final Year	27	2052
Extension Eligibility/Years	Yes	3
Eligible Recipient District	Yes	

Base Value	270,966,400
Economic Change Factor	
Apply to Base Value	
Base Tax Rate	
Rate Adjustment Factor	0.00%

	Construction Year	Value Added	Valuation Year	Economic Change	Total Increment	Revenue Year	Tax Rate	Tax Increment
1	**2024**	**6,186,100**	**2025**	**0**	**6,186,100**	**2026**	**$15.41**	**95,322**
2	**2025**	**-4,037,400**	**2026**	**0**	**2,148,700**	**2027**	$15.41	**33,111**
3	2026	40,000,000	2027	0	42,148,700	2028	$15.41	**649,511**
4	2027	14,800,000	2028	0	56,948,700	2029	$15.41	**877,579**
5	2028	69,000,000	2029	0	125,948,700	2030	$15.41	**1,940,869**
6	2029	52,190,000	2030	0	178,138,700	2031	$15.41	**2,745,117**
7	2030	110,000,000	2031	0	288,138,700	2032	$15.41	**4,440,217**
8	2031	55,000,000	2032	0	343,138,700	2033	$15.41	**5,287,767**
9	2032	0	2033	0	343,138,700	2034	$15.41	**5,287,767**
10	2033	0	2034	0	343,138,700	2035	$15.41	**5,287,767**
11	2034	0	2035	0	343,138,700	2036	$15.41	**5,287,767**
12	2035	0	2036	0	343,138,700	2037	$15.41	**5,287,767**
13	2036	0	2037	0	343,138,700	2038	$15.41	**5,287,767**
14	2037	0	2038	0	343,138,700	2039	$15.41	**5,287,767**
15	2038	0	2039	0	343,138,700	2040	$15.41	**5,287,767**
16	2039	0	2040	0	343,138,700	2041	$15.41	**5,287,767**
17	2040	0	2041	0	343,138,700	2042	$15.41	**5,287,767**
18	2041	0	2042	0	343,138,700	2043	$15.41	**5,287,767**
19	2042	0	2043	0	343,138,700	2044	$15.41	**5,287,767**
20	2043	0	2044	0	343,138,700	2045	$15.41	**5,287,767**
21	2044	0	2045	0	343,138,700	2046	$15.41	**5,287,767**
22	2045	0	2046	0	343,138,700	2047	$15.41	**5,287,767**
23	2046	0	2047	0	343,138,700	2048	$15.41	**5,287,767**
24	2047	0	2048	0	343,138,700	2049	$15.41	**5,287,767**
25	2048	0	2049	0	343,138,700	2050	$15.41	**5,287,767**
26	2049	0	2050	0	343,138,700	2051	$15.41	**5,287,767**
27	2050	0	2051	0	343,138,700	2052	$15.41	**5,287,767**
	Totals	**343,138,700**		**0**			**Future Value of Increment**	**116,537,076**

Table 3 – Cash Flow

Cash Flow Projection

	Projected Revenues						Projected Expenditures										Balances			
Year	Tax Increments	Interest Earnings	FHA Grant	Water Utility Payment	Debt Proceeds	**Total Revenues**	Total Debt Service	MRO #1 Malibu Apt $8,000,000	MRO #2 Riverview District LLC $9,150,000	MRO #3 Waterside $2,800,000	MRO #4 Weill Center Foundation $500,000	MRO #5 Harbor View Lofts Apts $4,460,400	MRO #5 Harbor View Lofts Town Homes $299,600	Potential Future Incentive Allowance	Capital Outlay	Debt Issuance Costs	Ongoing Professional Services & Administration	**Total Expenditures**	Annual	Cumulative	Liabilities Outstanding	Year
2024																				**1,442,430**		2024
2025		39,310	339,977	94,066	6,525,036	**6,998,389**	360,260				331,876				6,899,972	180,414	136,179	**7,908,701**	(910,312)	532,118		2025
2026	95,322					**95,322**	652,254				168,124				750,000		67,000	**1,637,378**	(1,542,056)	(1,009,938)	21,800,000	2026
2027	33,111					**33,111**	834,589	204,766									67,000	**1,106,355**	(1,073,243)	(2,083,181)	21,395,234	2027
2028	649,511					**649,511**	907,464	585,546									67,000	**1,560,010**	(910,498)	(2,993,679)	20,524,688	2028
2029	877,579					**877,579**	1,058,964	585,546									67,000	**1,711,510**	(833,930)	(3,827,610)	36,194,142	2029
2030	1,940,869					**1,940,869**	1,055,714	585,546	797,422	161,796		257,741	17,312				67,000	**2,942,530**	(1,001,660)	(4,829,270)	33,899,326	2030
2031	2,745,117					**2,745,117**	1,124,589	585,546	797,422	161,796		257,741	17,312				67,000	**3,011,405**	(266,287)	(5,095,557)	31,509,510	2031
2032	4,440,217					**4,440,217**	1,120,464	462,273	797,422	161,796		257,741	17,312				67,000	**2,884,007**	1,556,211	(3,539,347)	51,395,967	2032
2033	5,287,767					**5,287,767**	1,144,339	462,273	797,422	161,796		257,741	17,312				67,000	**2,907,882**	2,379,886	(1,159,461)	49,049,424	2033
2034	5,287,767					**5,287,767**	1,155,714	462,273	797,422	161,796		257,741	17,312	1,170,000			67,000	**4,089,257**	1,198,511	39,050	45,487,881	2034
2035	5,287,767					**5,287,767**	1,164,839	462,273	797,422	161,796		257,741	17,312	1,170,000			67,000	**4,098,382**	1,189,386	1,228,435	41,881,338	2035
2036	5,287,767					**5,287,767**	1,171,714	462,273	797,422	161,796		257,741	17,312	1,170,000			67,000	**4,105,257**	1,182,511	2,410,946	38,229,795	2036
2037	5,287,767					**5,287,767**	1,171,589	462,273	797,422	161,796		257,741	17,312	1,170,000			67,000	**4,105,132**	1,182,636	3,593,582	34,538,252	2037
2038	5,287,767					**5,287,767**	1,168,281	462,273	797,422	161,796		257,741	17,312	1,170,000			67,000	**4,101,824**	1,185,943	4,779,525	30,811,709	2038
2039	5,287,767					**5,287,767**	1,157,049	462,273	797,422	161,796		257,741	17,312	1,170,000	5,341,931		67,000	**9,432,523**	(4,144,755)	634,769	27,060,166	2039
2040	5,287,767					**5,287,767**	1,144,349	462,273	797,422	161,796		257,741	17,312	1,170,000	600,000		67,000	**4,677,892**	609,875	1,244,644	23,283,623	2040
2041	5,287,767					**5,287,767**	1,134,899	462,273	378,362	161,796		257,741	17,312	1,170,000			67,000	**3,649,382**	1,638,385	2,883,029	19,896,140	2041
2042	5,287,767					**5,287,767**	1,113,771	462,273		161,796		257,741	17,312	1,170,000			67,000	**3,249,893**	2,037,875	4,920,904	16,867,018	2042
2043	5,287,767					**5,287,767**	1,277,260	368,047		161,796		257,741	17,312	1,170,000	4,000,000		67,000	**7,319,155**	(2,031,388)	2,889,516	13,722,123	2043
2044	5,287,767					**5,287,767**	1,191,633			161,796		257,741	17,312	1,170,000			67,000	**2,865,481**	2,422,287	5,311,803	10,980,275	2044
2045	5,287,767					**5,287,767**	680,783			161,796		257,741	17,312	1,170,000			67,000	**2,354,631**	2,933,137	8,244,939	8,708,426	2045
2046	5,287,767				21,500,000	**26,787,767**	0			211,269		257,741	17,312	1,170,000	31,500,000		67,000	**33,223,322**	(6,435,554)	1,809,385	28,552,105	2046
2047	5,287,767					**5,287,767**	4,713,750					78,811	5,294	1,170,000			67,000	**6,034,855**	(747,087)	1,062,298	23,713,000	2047
2048	5,287,767					**5,287,767**	4,525,538							1,170,000			67,000	**5,762,538**	(474,770)	587,528	18,958,000	2048
2049	5,287,767					**5,287,767**	4,337,325							1,170,000			67,000	**5,574,325**	(286,558)	300,970	14,203,000	2049
2050	5,287,767					**5,287,767**	4,149,113							1,170,000			67,000	**5,386,113**	(98,345)	202,625	9,448,000	2050
2051	5,287,767					**5,287,767**	3,960,900							1,170,000			67,000	**5,197,900**	89,867	292,492	4,693,000	2051
2052	5,287,767					**5,287,767**	3,762,688							1,118,000			66,885	**4,947,573**	340,195	**632,687**	**(0)**	2052
Totals	**116,537,076**	**39,310**	**339,977**	**94,066**	**28,025,036**	**145,035,465**	**47,239,827**	**8,000,000**	**9,150,000**	**2,800,000**	**500,000**	**4,460,400**	**299,600**	**22,178,000**	**49,091,903**	**180,414**	**1,945,064**	**145,845,208**				**Totals**

Notes:

1. Riverview maximum MRO payment is $9,150,000. Final year 2051.
2. Waterside $2.8 million PAYGO final year is 2050.
3. Harborview Lofts PAYGO not to exceed $299,600. Final year is 2052.
4. Harborview Apartments PAYGO not to exceed $4,460,000 final payment year is 2052.
5. Capital outlay projections are as follows:
   - 2027: $750,000 Commerce Street/Riverwalk
   - 2039: $5,341,931 Pedestrian Bridge
   - 2040: $600,000 Street lights
   - 2043: $4,000,000 land purchases
   - 2046: $17,00,000 Marina and $14,500,000 parking garage.

PROJECTED CLOSURE YEAR WITH NO OTHER COSTS

LEGEND:

END OF EXP. PERIOD

SECTION 10:

Annexed Property

A tax incremental district cannot include annexed territory unless at least three years have elapsed since the annexation, or certain other requirements are met. None of the territory proposed to be added to the District was annexed during the past three years.

SECTION 11:
Estimate of Property to be Devoted to Retail Business

Pursuant to Wis. Stat. § 66.1105(5)(b), the City estimates approximately 30% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period.

SECTION 12:
Proposed Changes of Zoning Ordinances, Master Plan, Map, Building Codes and City Ordinances

Zoning Ordinances

The proposed Plan Amendment is in general conformance with the City's current zoning ordinances. Individual properties may require rezoning at the time of development.

Master (Comprehensive) Plan and Map

The proposed Plan is in general conformance with the City's Comprehensive Plan identifying the area as appropriate for a mixed development including, commercial, retail and housing.

Building Codes and Ordinances

Development within the District will be required to conform to State Building Codes and will be subject to the City's permitting and inspection procedures. The proposed Plan Amendment conforms to all relevant State and local ordinances, plans, and codes. No changes to the existing regulations are proposed or needed.

SECTION 13:

Statement of the Proposed Method for the Relocation of any Persons to be Displaced

Should the continued implementation of this Plan require relocation of individuals or business operations, relocations will be handled in compliance with Wis. Stat. Chapter 32 and Wis. Admin. Code ADM 92.

SECTION 14:
How Amendment of the Tax Incremental District Promotes the Orderly Development of the City

Creation of the District and the implementation of the projects in its Plan will promote the orderly development of the City by rehabilitating and conserving property, providing necessary public infrastructure improvements, and providing appropriate financial incentives for private development projects. Through use of tax increment financing, the City can attract new investment that results in increased tax base. Development will occur in an orderly fashion in accordance with approved plans so that the Projects will be compatible with adjacent land uses. Development of new uses in the District will add to the tax base and will generate positive secondary impacts in the community such as increased employment and housing opportunities.

SECTION 15:
List of Estimated Non-Project Costs

Non-project costs are public works projects which only partly benefit the District. Costs incurred that do not benefit the District may not be paid with tax increments. Examples of non-project costs are:

- A public improvement made within the District that also benefits property outside the District. That portion of the total Project Costs allocable to properties outside of the District would be a non-project cost.
- A public improvement made outside the District that only partially benefits property within the District. That portion of the total Project Costs allocable to properties outside of the District would be a non-project cost.
- Projects undertaken within the District as part of the implementation of this Project Plan, the costs of which are paid fully or in part by impact fees, grants, special assessments, or revenues other than tax increments.

The original project plan included the following non-project costs: $60,000 for Penn Avenue Bridge.

SECTION 16:
Legal Opinion Advising Whether the Plan is Complete and Complies with Wis. Stat. § 66.1105(4)(f)

See following page.

SAMPLE

Mayor
City of Sheboygan
828 Center Ave

Sheboygan, Wisconsin 53081

RE: Project Plan Amendment for Tax Incremental District No. 21

Dear Mayor:

Wisconsin Statute 66.1105(4)(f) requires that a project plan for a tax incremental financing district include an opinion provided by the City Attorney advising as to whether the plan is complete and complies with Wisconsin Statute 66.1105. As City Attorney for the City of Sheboygan, I have been asked to review the above-referenced project plan amendment for compliance with the applicable statutory requirements. Based upon my review, in my opinion, the amended Project Plan for the City of Sheboygan Tax Incremental District No. 21 is complete and complies with the provisions of Wisconsin Statute 66.1105.

Sincerely,

City Attorney

SECTION 17:
Calculation of the Share of Projected Tax Increments Estimated to be Paid by the Owners of Property in the Overlying Taxing Jurisdictions

The following projection is provided to meet the requirements of Wis. Stat. § 66.1105(4)(i)4.

Estimated portion of taxes that owners of taxable property in each taxing jurisdiction overlaying district would pay by jurisdiction.						
Revenue Year	Sheboygan County	City of Sheboygan	Sheboygan School District	Lakeshore Technical College	Total	Revenue Year
2026	19,818	38,347	33,955	3,203	95,322	2026
2027	6,884	13,320	11,795	1,113	33,111	2027
2028	135,037	261,289	231,362	21,823	649,511	2028
2029	182,454	353,038	312,602	29,486	877,579	2029
2030	403,518	780,785	691,355	65,212	1,940,869	2030
2031	570,725	1,104,323	977,835	92,234	2,745,117	2031
2032	923,146	1,786,238	1,581,644	149,189	4,440,217	2032
2033	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2033
2034	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2034
2035	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2035
2036	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2036
2037	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2037
2038	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2038
2039	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2039
2040	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2040
2041	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2041
2042	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2042
2043	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2043
2044	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2044
2045	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2045
2046	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2046
2047	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2047
2048	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2048
2049	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2049
2050	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2050
2051	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2051
2052	1,099,357	2,127,196	1,883,549	177,666	5,287,767	2052
Totals	**24,228,719**	**46,881,253**	**41,511,529**	**3,915,575**	**116,537,076**	

RESOLUTION NO. _____

RESOLUTION ESTABLISHING THE BOUNDARIES OF AND APPROVING THE PROJECT PLAN FOR TAX INCREMENTAL DISTRICT NO. 27

WHEREAS, the City of Sheboygan (the “City”) has determined that use of Tax Incremental Financing is required to promote development and redevelopment within the City; and

WHEREAS, Tax Incremental District No. 27 (the “District”) is proposed to be created by the City in accordance with the provisions of Wisconsin Statutes Section 66.1105 (the "Tax Increment Law"); and

WHEREAS, a Project Plan for the District has been prepared that includes:

a. A statement listing of the kind, number and location of all proposed public works or improvements within the District, or to the extent provided in Wisconsin Statutes Sections 66.1105(2)(f)1.k. and 66.1105(2)(f)1.n., outside of the District;
b. An economic feasibility study;
c. A detailed list of estimated project costs;
d. A description of the methods of financing all estimated project costs and the time when the related costs or monetary obligations are to be incurred;
e. A map showing existing uses and conditions of real property in the District;
f. A map showing proposed improvements and uses in the District;
g. Proposed changes of zoning ordinances, master plan, map, building codes and City ordinances;
h. A list of estimated non-project costs;
i. A statement of the proposed plan for relocation of any persons to be displaced;
j. A statement indicating how the District promotes the orderly development of the City;
k. An opinion of the City Attorney or of an attorney retained by the City advising that the plan is complete and complies with Wisconsin Statutes Section 66.1105(4)(f); and

WHEREAS, prior to its publication, a copy of the notice of public hearing was sent to the chief executive officers of Sheboygan County, the School District of Kohler, and the Lakeshore College, and any other entities having the power to levy taxes on property located within the District, in accordance with the procedures specified in the Tax Increment Law; and

WHEREAS, in accordance with the procedures specified in the Tax Increment Law, the Plan Commission, on August 26, 2026 held a public hearing concerning the proposed creation of the District, its proposed boundaries and its proposed Project Plan, providing interested parties a reasonable opportunity to express their views thereon.

NOW, THEREFORE, BE IT RESOLVED by the Plan Commission of the City of Sheboygan that:

1. It recommends to the Common Council that Tax Incremental District No. 27 be created with boundaries as designated in Exhibit A of this Resolution.

2. It approves and adopts the Project Plan for the District, attached as Exhibit B, and recommends its approval to the Common Council.

3. Creation of the District promotes orderly development in the City.

Adopted this _____ day of _____, 2026.

_____
Plan Commission Chair

_____
Secretary of the Plan Commission

EXHIBIT A -

TAX INCREMENTAL DISTRICT NO. 27
BOUNDARY MAP

[INCLUDED IN PROJECT PLAN]

EXHIBIT B -

PROJECT PLAN

[DISTRIBUTED SEPARATELY]

August 12, 2026

DRAFT PROJECT PLAN

City of Sheboygan, Wisconsin

Tax Incremental District No. 27

Prepared by:

Ehlers
N19W24400 Riverwood Drive,
Suite 100
Waukesha, WI 53188

BUILDING COMMUNITIES. IT'S WHAT WE DO.

KEY DATES

Organizational Joint Review Board Meeting:	August 26, 2026
Public Hearing Held:	August 26, 2026
Consideration by Plan Commission:	August 26, 2026
Action by Common Council:	Scheduled for TBD
Action by the Joint Review Board:	Scheduled for TBD

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SECTION 1:
Executive Summary

DESCRIPTION OF DISTRICT

Tax Incremental District ("TID") No. 27 ("District") is a proposed Industrial District comprising approximately 34 acres located along County HWY A and Weeden Creek annexed into the City. When created, the District will pay the costs of water and sewer infrastructure improvements, development incentives including, without limitation, for a 72,000 square foot manufacturing facility for Northland Plastics ("Development"), and other project costs to support industrial development within the District.

AUTHORITY

The City is creating the District under the provisions of Wis. Stat. § 66.1105.

ESTIMATED TOTAL PROJECT COST EXPENDITURES

The City anticipates making total expenditures of approximately $3,005,000 ("Project Costs"). Project Costs within the District include an estimated $2,000,000 in development incentives, $650,000 for water and sewer improvements, $51,000 administrative and planning costs, estimated $302,700 of interest expense, and $1,575 for taxes paid to the Town of Wilson.

INCREMENTAL VALUATION

The City projects new land and improvements value of approximately $10,000,000 will result from development within the District. Creation of this additional value will be made possible by the Project Costs made within the District. A table detailing assumptions as to the development timing and associated values is included in the Economic Feasibility Study located within this Plan.

EXPECTED TERMINATION OF DISTRICT

Based on the Economic Feasibility Study located within Section 9 of this Plan, the City anticipates that the District will generate sufficient tax increment to pay all Project Costs within its allowable 20 years.

SUMMARY OF FINDINGS

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

1. That "but for" the creation of this District, the development projected to occur as detailed in this 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 reaching this determination, the City has considered:
    - The investment needed to provide the public infrastructure necessary to allow for development within the District. These services are essential for Northland Plastics operations.

2. The economic benefits of the District, as measured by increased employment, business and personal income, and property value, are sufficient to compensate for the cost of the improvements. In making this determination, the City has considered the following information:
    - The relocation of the manufacturing facility will retain jobs for a 3rd generation company located within the City for 73 years, which enhances quality job opportunities in the community.

3. The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions. As required by Wis. Stat. § 66.1105(4)(i)4., a calculation of the share of projected tax increments estimated to be paid by the owners of property in the overlying taxing jurisdictions has been prepared and can be found in this Plan. However, because the Project would not occur without the use of tax incremental financing, these tax increments would not be paid but for creation of the District. Accordingly, the City finds that the benefits expected to be realized as set forth in this Plan outweigh the value of the tax increments to be invested in the Project.

4. Not less than 50% by area of the real property within the District is suitable for industrial sites as defined by Wis. Stat. § 66.1101, and has been zoned for industrial use. Any real property within the District that is found suitable for industrial sites and is zoned for industrial use at the time of creation of the District will remain zoned for industrial use for the life of the District.

5. Based on the foregoing finding, the District is designated as an industrial district.

6. The Project Costs relate directly to promoting industrial development in the District, consistent with the purpose for which the District is created.

7. Improvements to be made in the District are likely to significantly enhance the value of property in the District.

8. The equalized value of taxable property in the District, plus the incremental value of all existing tax incremental districts within the City does not exceed 12% of the total equalized value of taxable property within the City.

9. The City estimates that none of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period, pursuant to Wis. Stat. § 66.1105(5)(b).

10. The parcel to be included within the District was annexed by the City within the three-year period preceding adoption of this Resolution, the City pledges to pay the Town of Wilson an amount equal to the property taxes the town last levied on the territory for each of the next five years.

11. The Plan for the District is feasible and is in conformity with the Master Plan of the City.

SECTION 2:
Preliminary Map of Proposed District Boundary

Map Found on Following Page.

TID 27
Preliminary
Map
City of Sheboygan
Sheboygan County, WI
City of Sheboygan
TID Boundary
TID Parcels
Parcel Lines as of 1-1-26
0 112.5 225 450
Feet
North
59030453123
County Road A
Weeden Creek Rd
Union Pacific Railroad
S Taylor Dr
43

SECTION 3:
Map Showing Existing Uses and Conditions

Map Found on Following Page

TID 27
Existing Use
& Conditions
City of Sheboygan
Sheboygan County, WI
City of Sheboygan
TID Boundary
Parcel Lines as of 1-1-26
Existing Use
Undeveloped
North
0 0.02 0.04 0.08
Miles
Date Exported: 8/5/2026 3:39 PM
Path: N:\ArcProProjects\PlanningDevelopment\TID27.aprx
Weeden Creek Rd
S Taylor Dr
43

SECTION 4:
Preliminary Parcel List and Analysis

Parcel Data

Map Reference Number	Parcel Number	Owner	Acres	Suitable Acres
				Industrial (zoned and suitable for)
1	59030453123	CHARLES V WIGG	34.13	34.13
TOTALS			**34.13**	**34.13**

Percentage of TID Area Zoned and Suitable for Industrial Development (at least 50%)	100%

Calculation of Estimated Base Value[1]

	Assessed Value			Equalized Value[2]		
Parcel	Land	Improvement	Total	Land	Improvement	Total
59030453123	41,300	183,500	**224,800**	41,300	183,500	**224,800**
TOTALS	**41,300**	**183,500**	224,800	**41,300**	**183,500**	224,800

1) Calculation based on aggregate assessment ratio of 100%

SECTION 5:
Equalized Value Test

The following calculations demonstrate that the City expects to be in compliance with Wis. Stat. § 66.1105(4)(gm)4.c., which requires that the equalized value of the taxable property in the proposed District, plus the value increment of all existing tax incremental districts, does not exceed 12% of the total equalized value of taxable property within the City.

The equalized value of the increment of existing tax incremental districts within the City, plus the base value of the proposed District, totals $200,205,600. This value is less than the maximum of $661,293,468 in equalized value that is permitted for the City.

Valuation Test Compliance Calculation

Calculation of City Equalized Value Limit		
City TID IN Equalized Value (Jan. 1, 2026)	$	5,510,778,900
TID Valuation Limit @ 12% of Above Value	**$**	**661,293,468**
Calculation of Value Subject to Limit		
Estimated Base Value of Territory to be Included in District	$	224,800
Incremental Value of Existing Districts (Jan. 1, 2026)	$	199,980,800
Total Value Subject to 12% Valuation Limit	**$**	**200,205,600**
Total Percentage of TID IN Equalized Value		3.63%
Residual Value Capacity of TID IN Equalized Value	$	461,087,868

SECTION 6:
Statement Listing the Kind, Number and Location of All Proposed Public Works or Improvements Within the District

Project Costs are any expenditure made, estimated to be made, or monetary obligations incurred or estimated to be incurred as outlined in this Plan. Project Costs will be diminished by any income, special assessments or other revenues, including user fees or charges, other than tax increments, received or reasonably expected to be received in connection with the implementation of the Plan. If Project Costs incurred benefit territory outside the District, a proportionate share of the cost is not a Project Cost. Costs identified in this Plan are preliminary estimates made prior to design considerations and are subject to change after planning, design and construction is completed.

With all Project Costs, the costs of engineering, design, survey, inspection, materials, construction, restoring property to its original condition, apparatus necessary for public works, legal and other consultant fees, testing, environmental studies, permits, updating City ordinances and plans, judgments or claims for damages and other expenses are included as Project Costs.

The following is a list of public works and other tax incremental financing eligible Project Costs that the City expects to make, or may need to make, in conjunction with the implementation of the District's Plan. The map found in Section 7 of this Plan along with the Detailed List of Project Costs found in Section 8 provide additional information as to the kind, number and location of potential Project Costs.

Property, Right-of-Way and Easement Acquisition

Property Acquisition for Development

To promote and facilitate development the City may acquire property within the District. The cost of property acquired, and any costs associated with the transaction, are eligible Project Costs. Following acquisition, other Project Costs within the categories detailed in this Section may be incurred to make the property suitable for development. Any revenue received by the City from the sale of property acquired pursuant to the execution of this Plan will be used to reduce the total project costs of the District. If total Project Costs incurred by the City to acquire property and make it suitable for development exceed the revenues or other consideration received from the sale or lease of that property, the net amount shall be considered "real property assembly costs" as defined in Wis. Stat. § 66.1105(2)(f)1.c., and subject to recovery as an eligible Project Cost.

Property Acquisition for Conservancy

To promote the objectives of this Plan, the City may acquire property within the District that it will designate for conservancy. These conservancy objectives include: preserving historic resources or sensitive natural features; protection of scenic and historic views; maintaining habitat for wildlife; maintaining adequate open space; reduction of erosion

and sedimentation by preserving existing vegetation; and providing adequate areas for management of stormwater. The cost of property acquired for conservancy, and any costs associated with the transaction, are eligible Project Costs.

Acquisition of Rights-of-Way

The City may need to acquire property to allow for installation of streets, driveways, sidewalks, utilities, stormwater management practices and other public infrastructure. Costs incurred by the City to identify, negotiate and acquire rights-of-way are eligible Project Costs.

Acquisition of Easements

The City may need to acquire temporary or permanent easements to allow for installation and maintenance of streets, driveways, sidewalks, utilities, stormwater management practices and other public infrastructure. Costs incurred by the City to identify, negotiate and acquire easement rights are eligible Project Costs.

Relocation Costs

If relocation expenses are incurred in conjunction with the acquisition of property, those expenses are eligible Project Costs. These costs may include, but are not limited to: preparation of a relocation plan; allocations of staff time; legal fees; publication of notices; obtaining appraisals; and payment of relocation benefits as required by Wis. Stat. Chapter 32 and Wis. Admin. Code ADM 92.

Site Preparation Activities

Environmental Audits and Remediation

If it becomes necessary to evaluate any land or improvement within the District, any cost incurred by the City related to environmental audits, testing, and remediation are eligible Project Costs.

Demolition

To make sites suitable for development, the City may incur costs related to demolition and removal of structures or other land improvements, to include abandonment of wells or other existing utility services.

Site Grading

Land within the District may require grading to make it suitable for development, to provide access, and to control stormwater runoff. The City may need to remove and dispose of excess material or bring in fill material to provide for proper site elevations. Expenses incurred by the City for site grading are eligible Project Costs.

Utilities

Sanitary Sewer System Improvements

To allow development to occur, the City may need to construct, alter, rebuild or expand sanitary sewer infrastructure within the District. Eligible Project Costs include, but are not limited to, construction, alteration, rebuilding or expansion of: collection mains; manholes and cleanouts; service laterals; force mains; interceptor sewers; pumping stations; lift stations; wastewater treatment facilities; and all related appurtenances. To the extent sanitary sewer projects undertaken within the District provide direct benefit to land outside of the District, the City will make an allocation of costs based on such benefit. Those costs corresponding to the benefit allocated to land within the District, and necessitated by the implementation of the Project Plan, are eligible Project Costs. Implementation of the Project Plan may also require that the City construct, alter, rebuild or expand sanitary sewer infrastructure located outside of the District. That portion of the costs of sanitary sewer system projects undertaken outside the District which are necessitated by the implementation of the Project Plan are eligible Project Costs.

Water System Improvements

To allow development to occur, the City may need to construct, alter, rebuild or expand water system infrastructure within the District. Eligible Project Costs include, but are not limited to, construction, alteration, rebuilding or expansion of: distribution mains; manholes and valves; hydrants; service laterals; pumping stations; wells; water treatment facilities; storage tanks and reservoirs; and all related appurtenances. To the extent water system projects undertaken within the District provide direct benefit to land outside of the District, the City will make an allocation of costs based on such benefit. Those costs corresponding to the benefit allocated to land within the District, and necessitated by the implementation of the Project Plan, are eligible Project Costs. Implementation of the Project Plan may also require that the City construct, alter, rebuild or expand water system infrastructure located outside of the District. That portion of the costs of water system projects undertaken outside the District which are necessitated by the implementation of the Project Plan are eligible Project Costs.

Stormwater Management System Improvements

Development within the District will cause stormwater runoff. To manage this stormwater runoff, the City may need to construct, alter, rebuild or expand stormwater management infrastructure within the District. Eligible Project Costs include, but are not limited to, construction, alteration, rebuilding or expansion of: stormwater collection mains; inlets, manholes and valves; service laterals; ditches; culvert pipes; box culverts; bridges; stabilization of stream and river banks; and infiltration, filtration and detention Best Management Practices (BMP's). To the extent stormwater management system projects undertaken within the District provide direct benefit to land outside of the District, the City will make an allocation of costs based on such benefit. Those costs corresponding to the benefit allocated to land within the District, and necessitated by the implementation of the Project Plan, are eligible Project Costs. Implementation of the Project Plan may also require that the City construct, alter, rebuild or expand stormwater management

infrastructure located outside of the District. That portion of the costs of stormwater management system projects undertaken outside the District which are necessitated by the implementation of the Project Plan are eligible Project Costs.

Electric Service

To create sites suitable for development, the City may incur costs to provide, relocate or upgrade electric services. Relocation may require abandonment and removal of existing poles or towers, installation of new poles or towers, or burying of overhead electric lines. Costs incurred by the City to undertake this work are eligible Project Costs.

Gas Service

To create sites suitable for development, the City may incur costs to provide, relocate or upgrade gas mains and services. Costs incurred by the City to undertake this work are eligible Project Costs.

Communications Infrastructure

To create sites suitable for development, the City may incur costs to provide, relocate or upgrade infrastructure required for voice and data communications, including, but not limited to: telephone lines, cable lines and fiber optic cable. Costs incurred by the City to undertake this work are eligible Project Costs.

Streets and Streetscape

Street Improvements

To allow development to occur, the City may need to construct or reconstruct streets, highways, alleys, access drives and parking areas. Eligible Project Costs include, but are not limited to: excavation; removal or placement of fill; construction of road base; asphalt or concrete paving or repaving; installation of curb and gutter; installation of sidewalks and bicycle lanes; installation of culverts, box culverts and bridges; rail crossings and signals; utility relocation, to include burying overhead utility lines; street lighting; installation of traffic control signage and traffic signals; pavement marking; right-of-way restoration; installation of retaining walls; and installation of fences, berms, and landscaping.

Streetscaping and Landscaping

To attract development consistent with the objectives of this Plan, the City may install amenities to enhance development sites, rights-of-way and other public spaces. These amenities include, but are not limited to: landscaping; lighting of streets, sidewalks, parking areas and public areas; installation of planters, benches, clocks, tree rings, trash receptacles and similar items; and installation of brick or other decorative walks, terraces

and street crossings. These and any other similar amenities installed by the City are eligible Project Costs.

Community Development

Cash Grants (Development Incentives)

The City may enter into agreements with property owners, lessees, or developers of land located within the District for sharing costs to encourage the desired kind of improvements and assure tax base is generated sufficient to recover Project Costs. No cash grants will be provided until the City executes a developer agreement with the recipient of the cash grant. Any payments of cash grants made by the City are eligible Project Costs.

Contribution to Redevelopment Authority (RDA)

As provided for in Wis. Stat. § 66.1105(2)(f)1.h and Wis. Stat. § 66.1333(13), the City may provide funds to its RDA to be used for administration, planning operations, and capital costs, including but not limited to real property acquisition, related to the purposes for which it was established in furtherance of any redevelopment or urban renewal project. Funds provided to the RDA for this purpose are eligible Project Costs.

Revolving Loan/Grant Program (Development Incentives)

To encourage private development consistent with the objectives of this Plan, the City, through its RDA may provide loans or grants to eligible property owners in the District. Eligible improvements will be those that are likely to improve the value of the property, enhance the visual appearance of the property and surrounding area, correct safety deficiencies, or as otherwise specified by the RDA in the program manual. Any funds returned to the RDA from the repayment of loans made are not considered revenues to the District and will not be used to offset District Project Costs. Instead, these funds may be placed into a revolving fund and will continue to be used for the program purposes stated above. Any funds provided to the RDA for purposes of implementing this program are considered eligible Project Costs.

Municipal Revenue Obligations (MRO's) (Development Incentives)

The City may enter into agreements with property owners, lessees, or developers of land located within the District for sharing costs to encourage the desired kind of improvements and a guaranteed increment value through a Municipal Revenue Obligation (MRO). Terms of an MRO may be negotiated specifically with each developer and approved by the City's Common Council. No MRO payments will be provided until the City executes a developer agreement with the recipient and the agreed upon increment is generated. Any payments related to an MRO executed by the City are eligible Project Costs.

Miscellaneous

Property Tax Payments to Town

Property tax payments due to the Town of Wilson under Wis. Stat. § 66.1105(4)(gm)1. because of the inclusion of lands annexed after January 1, 2004 within the boundaries of the District are an eligible Project Cost.

Professional Service and Organizational Costs

The costs of professional services rendered, and other costs incurred, in relation to the creation, administration and termination of the District, and the undertaking of the projects contained within this Plan, are eligible Project Costs. Professional services include but are not limited to: architectural; environmental; planning; engineering; legal; audit; financial; and the costs of informing the public with respect to the creation of the District and the implementation of the Plan.

Administrative Costs

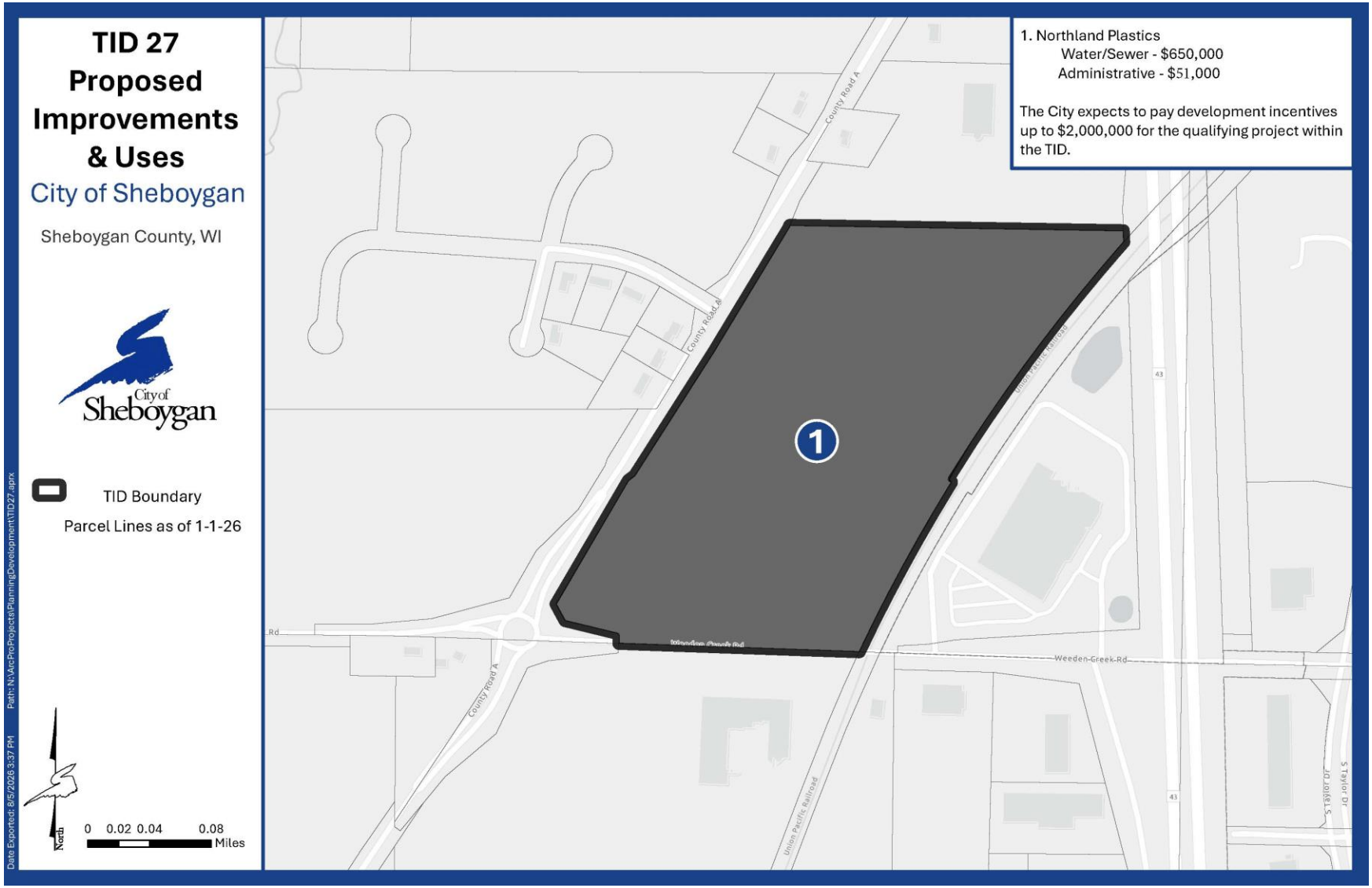
The City may charge to the District as eligible Project Costs reasonable allocations of administrative costs, including, but not limited to, employee salaries. Costs allocated will bear a direct connection to the time spent by City employees relating to the implementation of the Plan.

Financing Costs

Interest expense, debt issuance expenses, redemption premiums, and any other fees and costs incurred in conjunction with obtaining financing for projects undertaken under this Plan are eligible Project Costs.

SECTION 7:
Map Showing Proposed Improvements & Future Uses

Map Found on Following Page.


TID 27
Proposed
Improvements
& Uses
City of Sheboygan
Sheboygan County, WI
City of Sheboygan
TID Boundary
Parcel Lines as of 1-1-26
North
0 0.02 0.04 0.08
Miles
1. Northland Plastics
Water/Sewer - $650,000
Administrative - $51,000
The City expects to pay development incentives up to $2,000,000 for the qualifying project within the TID.
1
County Road A
Weeden Creek Rd
Union Pacific Railroad
S Taylor Dr
43

TID 27
Future
Land Use
City of Sheboygan
Sheboygan County, WI
City of Sheboygan
TID Boundary
Parcel Lines as of 1-1-26
Future Land Use
Industrial
North
0 0.02 0.04 0.08
Miles
Date Exported: 8/5/2026 3:41 PM
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County Road A
Union Pacific Railroad
Weeden Creek Rd
43

SECTION 8:
Detailed List of Estimated Project Costs

The following list identifies the Project Costs that the City currently expects to incur in implementing the District's Plan. All projects identified and related costs reflect the best estimates available as of the date of preparation of this Plan. All costs are preliminary estimates and may increase or decrease. Certain Project Costs listed may become unnecessary, and other Project Costs not currently identified may need to be made. (Section 6 details the general categories of eligible Project Costs). Changes in Project Cost totals or the types of Project Costs to be incurred will not require that this Plan be amended. This Plan is not meant to be a budget nor an appropriation of funds for specific Project Costs, but a framework within which to manage Project Costs.

While the City can reallocate costs between projects as necessary, all expenditures will require separate approval by the City's Common Council. The City expects to review planned TID expenditures and projected increment within the District prior to approving capital expenditures or developer incentives to determine if it is feasible for the District to support the proposed costs.

Detailed List of Estimated Project Costs

Project Name/Type	Estimated Cost	Less: Non-Project Costs	Totals
Water and Sanitary Sewer Improvements	650,000		**650,000**
Developer Incentive	2,000,000		**2,000,000**
Payment of Town Taxes	1,575		**1,575**
Interest Expense	302,676		**302,676**
Planning & Administrative Costs	51,000		**51,000**
Total Projects	**3,005,251**	**0**	**3,005,251**

SECTION 9:
Economic Feasibility Study, Description of the Methods of Financing Estimated Project Costs and the Time When Related Costs or Monetary Obligations are to be Incurred

This Section includes a forecast of the valuation increases expected within the District, the associated tax increment collections, a summary of how Project Costs would be financed, and a projected cash flow demonstrating that the District is economically feasible.

Key Assumptions

The development within the District is anticipated to generate $10,000,000 of incremental value **(Table 1).** Assuming the 2025 levy/2026 budget equalized TID Interim tax rate of $15.93 per thousand of equalized value, and no economic appreciation or depreciation, the development would generate $3,154,585 in incremental tax revenue over the 20-year term of the District as shown in **Table 2**.

The cash flow exhibit **(Table 3)** illustrates potential project costs that can be supported by development within the District. Additional Project Costs can be funded if tax increment is sufficient to support the costs. The District is projected to accumulate sufficient funds by the year 2047 to pay off Project Cost liabilities and obligations. The projected closure is based on the various assumptions noted in this Plan and will vary dependent on actual Project Costs incurred and the actual amount of tax increments collected. The cash flow exhibit is an illustration of how Project Costs could be funded and does not represent a commitment by the City to proceed with a specific project or fund it in a particular manner.

Table 1 – Development Assumptions

Construction Year		Projected Incremental Value	**Annual Total**	Construction Year	
		Total Value			
1	2026	8,000,000	**8,000,000**	2026	1
2	2027	2,000,000	**2,000,000**	2027	2
3	2028		**0**	2028	3
4	2029		**0**	2029	4
5	2030		**0**	2030	5
6	2031		**0**	2031	6
7	2032		**0**	2032	7
8	2033		**0**	2033	8
9	2034		**0**	2034	9
10	2035		**0**	2035	10
11	2036		**0**	2036	11
12	2037		**0**	2037	12
13	2038		**0**	2038	13
14	2039		**0**	2039	14
15	2040		**0**	2040	15
16	2041		**0**	2041	16
17	2042		**0**	2042	17
18	2043		**0**	2043	18
19	2044		**0**	2044	19
20	2045		**0**	2045	20
	Totals	**10,000,000**	**10,000,000**		

Table 2 – Tax Increment Projection Worksheet

Tax Increment Projection Worksheet

Type of District	Industrial	
District Creation Date	September 21, 2026	
Valuation Date	Jan 1,	2026
Max Life (Years)	20	
End of Expenditure Period	15	9/21/2041
Revenue Periods/Final Year	20	2047
Extension Eligibility/Years	Yes	3
Eligible Recipient District	No	

Base Value	224,800
Economic Change Factor	
Apply to Base Value	
Base Tax Rate	$15.93
Rate Adjustment Factor	0.00%

	Construction Year	Value Added	Valuation Year	Economic Change	Total Increment	Revenue Year	Tax Rate	Tax Increment
1	2026	8,000,000	2027	0	8,000,000	2028	$15.93	**127,458**
2	2027	2,000,000	2028	0	10,000,000	2029	$15.93	**159,322**
3	2028	0	2029	0	10,000,000	2030	$15.93	**159,322**
4	2029	0	2030	0	10,000,000	2031	$15.93	**159,322**
5	2030	0	2031	0	10,000,000	2032	$15.93	**159,322**
6	2031	0	2032	0	10,000,000	2033	$15.93	**159,322**
7	2032	0	2033	0	10,000,000	2034	$15.93	**159,322**
8	2033	0	2034	0	10,000,000	2035	$15.93	**159,322**
9	2034	0	2035	0	10,000,000	2036	$15.93	**159,322**
10	2035	0	2036	0	10,000,000	2037	$15.93	**159,322**
11	2036	0	2037	0	10,000,000	2038	$15.93	**159,322**
12	2037	0	2038	0	10,000,000	2039	$15.93	**159,322**
13	2038	0	2039	0	10,000,000	2040	$15.93	**159,322**
14	2039	0	2040	0	10,000,000	2041	$15.93	**159,322**
15	2040	0	2041	0	10,000,000	2042	$15.93	**159,322**
16	2041	0	2042	0	10,000,000	2043	$15.93	**159,322**
17	2042	0	2043	0	10,000,000	2044	$15.93	**159,322**
18	2043	0	2044	0	10,000,000	2045	$15.93	**159,322**
19	2044	0	2045	0	10,000,000	2046	$15.93	**159,322**
20	2045	0	2046	0	10,000,000	2047	$15.93	**159,322**
	Totals	**10,000,000**		**0**			**Future Value of Increment**	**3,154,585**

Notes:
1) Tax rate shown is actual 2025/2026 rate per DOR Form PC-202 (Tax Increment Collection Worksheet).

Table 3 – Cash Flow

Cash Flow Projection

	Projected Revenues			Projected Expenditures									Balances			
				Repayment of Advance $650,000												
Year	Tax Increments	Advance From Utilities	**Total Revenues**	Dated Date: 10/01/26 Principal	Est. Rate	Interest	Total Advance Payment	Projected Incentive 2,000,000	Water and Sewer	Payment of Town Taxes	Planning & Administration	**Total Expenditures**	Annual	Cumulative	Liabilities Outstanding	Year
2026		650,000	**650,000**				0		650,000	315	30,000	**680,315**	(30,315)	(30,315)	2,650,000	2026
2027			**0**			23,855	23,855			315	1,000	**25,170**	(25,170)	(55,485)	2,650,000	2027
2028	127,458		**127,458**	22,586	3.67%	23,855	46,441	89,221		315	1,000	**136,977**	(9,519)	(65,004)	2,538,193	2028
2029	159,322		**159,322**	23,415	3.67%	23,026	46,441	111,526		315	1,000	**159,282**	41	(64,963)	2,403,253	2029
2030	159,322		**159,322**	24,274	3.67%	22,167	46,441	111,526		315	1,000	**159,282**	41	(64,922)	2,267,453	2030
2031	159,322		**159,322**	25,165	3.67%	21,276	46,441	111,526			1,000	**158,967**	356	(64,566)	2,130,762	2031
2032	159,322		**159,322**	26,089	3.67%	20,352	46,441	111,526			1,000	**158,967**	356	(64,211)	1,993,147	2032
2033	159,322		**159,322**	27,046	3.67%	19,395	46,441	111,526			1,000	**158,967**	356	(63,855)	1,854,576	2033
2034	159,322		**159,322**	28,039	3.67%	18,402	46,441	111,526			1,000	**158,967**	356	(63,499)	1,715,011	2034
2035	159,322		**159,322**	29,068	3.67%	17,373	46,441	111,526			1,000	**158,967**	356	(63,144)	1,574,418	2035
2036	159,322		**159,322**	30,135	3.67%	16,306	46,441	111,526			1,000	**158,967**	356	(62,788)	1,432,757	2036
2037	159,322		**159,322**	31,240	3.67%	15,201	46,441	111,526			1,000	**158,967**	356	(62,432)	1,289,991	2037
2038	159,322		**159,322**	32,387	3.67%	14,054	46,441	111,526			1,000	**158,967**	356	(62,076)	1,146,078	2038
2039	159,322		**159,322**	33,576	3.67%	12,865	46,441	111,526			1,000	**158,967**	356	(61,721)	1,000,977	2039
2040	159,322		**159,322**	34,808	3.67%	11,633	46,441	111,526			1,000	**158,967**	356	(61,365)	854,643	2040
2041	159,322		**159,322**	36,085	3.67%	10,356	46,441	111,526			1,000	**158,967**	356	(61,009)	707,032	2041
2042	159,322		**159,322**	37,410	3.67%	9,031	46,441	111,526			1,000	**158,967**	356	(60,654)	558,097	2042
2043	159,322		**159,322**	38,783	3.67%	7,658	46,441	111,526			1,000	**158,967**	356	(60,298)	407,789	2043
2044	159,322		**159,322**	40,206	3.67%	6,235	46,441	111,526			1,000	**158,967**	356	(59,942)	256,057	2044
2045	159,322		**159,322**	41,681	3.67%	4,760	46,441	111,526			1,000	**158,967**	356	(59,586)	102,850	2045
2046	159,322		**159,322**	43,211	3.67%	3,230	46,441	14,842			1,000	**62,283**	97,039	37,453	44,797	2046
2047	159,322		**159,322**	44,797	3.67%	1,644	46,441				1,000	**47,441**	111,881	**149,334**	**0**	2047
Totals	**3,154,585**	**650,000**	**3,804,585**	**650,000**		**302,676**	**952,676**	**2,000,000**	**650,000**	**1,575**	**51,000**	**3,655,251**				**Totals**

Notes:

PROJECTED CLOSURE YEAR

LEGEND:

END OF EXP. PERIOD

SECTION 10:
Annexed Property

A tax incremental district cannot include annexed territory unless at least three years have elapsed since the annexation, or certain other requirements are met. Since property within the proposed District boundary has been annexed within the past three years, the City pledges to pay the Town of Wilson for each of the next five years an amount equal to the property taxes levied on the territory by the town at the time of the annexation. Such payments allow for inclusion of the annexed lands as a permitted exception under Wis. Stat. § 66.1105(4)(gm)1.

SECTION 11:
Estimate of Property to Be Devoted to Retail Business

Pursuant to Wis. Stat. § 66.1105(5)(b), the City estimates that none of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period.

SECTION 12:
Proposed Changes of Zoning Ordinances, Master Plan, Map, Building Codes and City Ordinances

Zoning Ordinances

The proposed Plan is in general conformance with the City's current zoning ordinances. Individual properties may require rezoning at the time of development. Land within the District zoned industrial at the time of District creation will remain in a zoning classification suitable for industrial sites for the life of the District.

Master (Comprehensive) Plan and Map

The proposed Plan is in general conformance with the City's Comprehensive Plan identifying the area as appropriate for industrial development.

Building Codes and Ordinances

Development within the District will be required to conform to State Building Codes and will be subject to the City's permitting and inspection procedures. The proposed Plan conforms to all relevant State and local ordinances, plans, and codes. No changes to the existing regulations are proposed or needed.

SECTION 13:
Statement of the Proposed Method for the Relocation of any Persons to be Displaced

Should implementation of this Plan require relocation of individuals or business operations, relocations will be handled in compliance with Wis. Stat. Chapter 32 and Wis. Admin. Code ADM 92.

SECTION 14:
How Creation of the Tax Incremental District Promotes the Orderly Development of the City

Creation of the District and the implementation of the projects in its Plan will promote the orderly industrial development of the City through public infrastructure improvements and providing appropriate financial incentives for private development projects. Through use of tax increment financing, the City can attract new investment that results in increased tax base. Development will occur in an orderly fashion in accordance with approved plans so that the Projects will be compatible with adjacent land uses.

SECTION 15:
List of Estimated Non-Project Costs

Non-project costs are public works projects which only partly benefit the District. Costs incurred that do not benefit the District may not be paid with tax increments. Examples of non-project costs are:

- A public improvement made within the District that also benefits property outside the District. That portion of the total Project Costs allocable to properties outside of the District would be a non-project cost.
- A public improvement made outside the District that only partially benefits property within the District. That portion of the total Project Costs allocable to properties outside of the District would be a non-project cost.
- Projects undertaken within the District as part of the implementation of this Project

Plan, the costs of which are paid fully or in part by impact fees, grants, special assessments, or revenues other than tax increments.

No improvements to be made within the District will benefit property outside the District. Furthermore, there will be no improvements made outside the District that will only partially benefit the District.

SECTION 16:
Legal Opinion Advising Whether the Plan is Complete and Complies with Wis. Stat. § 66.1105(4)(f)

Legal Opinion Found on Following Page.

SAMPLE

Mayor
City of Sheboygan
828 Center Ave
Sheboygan, Wisconsin 53081

RE: Project Plan for Tax Incremental District No. 27

Dear Mayor:

Wisconsin Statute 66.1105(4)(f) requires that a project plan for a tax incremental financing district include an opinion provided by the City Attorney advising as to whether the plan is complete and complies with Wisconsin Statute 66.1105.

As City Attorney for the City of Sheboygan, I have been asked to review the above-referenced project plan for compliance with the applicable statutory requirements. Based upon my review, in my opinion, the Project Plan for the City of Sheboygan Tax Incremental District No. 27 is complete and complies with the provisions of Wisconsin Statute 66.1105.

Sincerely,

City Attorney

SECTION 17:
Calculation of the Share of Projected Tax Increments Estimated to be Paid by the Owners of Property in the Overlying Taxing Jurisdictions

The following projection is provided to meet the requirements of Wis. Stat. § 66.1105(4)(i)4.

Estimated portion of taxes that owners of taxable property in each taxing jurisdiction overlaying district would pay by jurisdiction.

Revenue Year	Sheboygan County	City of Sheboygan	School District of Kohler	Lakeshore Technical College	Total	Revenue Year
2028	37,448	79,456	4,501	6,052	127,458	2028
2029	46,810	99,321	5,627	7,565	159,322	2029
2030	46,810	99,321	5,627	7,565	159,322	2030
2031	46,810	99,321	5,627	7,565	159,322	2031
2032	46,810	99,321	5,627	7,565	159,322	2032
2033	46,810	99,321	5,627	7,565	159,322	2033
2034	46,810	99,321	5,627	7,565	159,322	2034
2035	46,810	99,321	5,627	7,565	159,322	2035
2036	46,810	99,321	5,627	7,565	159,322	2036
2037	46,810	99,321	5,627	7,565	159,322	2037
2038	46,810	99,321	5,627	7,565	159,322	2038
2039	46,810	99,321	5,627	7,565	159,322	2039
2040	46,810	99,321	5,627	7,565	159,322	2040
2041	46,810	99,321	5,627	7,565	159,322	2041
2042	46,810	99,321	5,627	7,565	159,322	2042
2043	46,810	99,321	5,627	7,565	159,322	2043
2044	46,810	99,321	5,627	7,565	159,322	2044
2045	46,810	99,321	5,627	7,565	159,322	2045
2046	46,810	99,321	5,627	7,565	159,322	2046
2047	46,810	99,321	5,627	7,565	159,322	2047
Totals	**926,841**	**1,966,547**	**111,411**	**149,786**	**3,154,585**	

City of Sheboygan

Comprehensive Plan

City of Sheboygan

Comprehensive Plan

Adopted: _____

DRAFT

Prepared by:
Bay-Lake Regional Planning Commission
1861 Nimitz Drive
De Pere, WI 54115

Acknowledgments

Mayor

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Regional Planning Commission | Since 1972

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Executive Summary

Located along the shores of Lake Michigan, the City of Sheboygan, Wisconsin is a vibrant community known for its historic downtown, industrial heritage, cultural amenities, and diverse recreational opportunities. Together, these qualities make Sheboygan not only an attractive tourism destination, but also a desirable place to live, work, and play.

Purpose of the Comprehensive Plan

The City of Sheboygan Comprehensive Plan aims to guide the city toward its 20-year vision as *a diverse and prosperous coastal community*. The plan will assist local officials with decision-making on future growth, development, and preservation through 2046. Prepared in coordination with City staff, elected officials, community stakeholders, and residents, the plan establishes the community's overall goal of maintaining and enhancing the quality of life in Sheboygan while also fulfilling Wisconsin's statutory planning requirements.

The plan is organized around a series of topic areas including population and housing, natural, agricultural, and cultural resources, utilities and community facilities, economic development, transportation, land use, intergovernmental cooperation, and implementation. Together, these elements establish a comprehensive guide for managing growth, supporting community priorities, and planning for the city's long-term future.

Key Priorities

Key priorities identified throughout the Comprehensive Plan are intended to guide future decision-making, investment, and community development through 2046.

Key priorities, organized by the elements discussed in this plan, include:

Housing and Neighborhoods

- Expand affordable housing, support neighborhood renewal, further develop the Sheboygan Pedestrian Pathway, commit to the "10-Minute City" model, and promote mixed-use and walkable communities.

Natural and Environmental Resources

- Support policies, development, and activities that promote climate resilience, green infrastructure, sustainable agriculture, and urban forestry.

Cultural Resources

- Expand cultural events, support local arts and the creative economy, strengthen entertainment options, support educational institutions through well-planned surrounding development that ensure safe streets, and support a pet-friendly community.

Economic Development

- Promote the arts and support artists, enhance waterfront amenities, revitalize the city center, develop the southwest corridor, partner with local industry for workforce development, and capitalize on emerging economic opportunities.

Transportation and Mobility

- Support the development, design, and maintenance of complete streets, create safe, accessible, and connected urban environments that encourage active transportation, prioritize the expansion and continuity of transit program options, and strengthen services to airports.

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Utilities and Community Facilities/Services

- Enhance Fire Department operational capabilities and advance emergency medical services, continue to prioritize neighborhood-based policing, prioritize marina revitalization, support high-quality water and prioritize lead service line replacement, and continue to strengthen, develop, design, and maintain public infrastructure.

Emerging Focus Area

- Invest in parks, trails, and wellness-oriented development, position Sheboygan as an economic hub, strengthen local non-profit partnerships to support the unhoused population, and expand seasonal entertainment options.

Intergovernmental Cooperation

- Participate in and support neighborhood associations' outreach and initiatives, strengthen regional partnerships for shared services, foster operational collaborations, and seek multi-governmental support for funding and policy.

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Future Land Use

The Future Land Use Plan and accompanying 20-Year Future Land Use Map provide a framework for guiding growth and development through 2046. The land use designations are based on existing development patterns, anticipated growth trends, infrastructure capacity, and environmental considerations, such as floodplains, wetlands, and the Lake Michigan coastline. Together, these tools help guide land use and implementation decisions that will aim to achieve the city's long-term vision.

A land needs analysis for the 20-year planning period concludes that an additional 1,056 gross acres of residential land and 246 gross acres of commercial/industrial land may be needed by 2046.

Priority Growth Areas

Priority growth areas can be defined as specific, locally identified locations targeted for new housing, jobs, and community amenities. The priority growth areas identified in this plan include:

- Indiana Avenue Corridor
- 8th Street/ Michigan Avenue (Downtown Area)
- South Enterprise Business Park
- South Pier
- Gateway Neighborhood
- River Bend Neighborhood
- Sheboygan's Downtown Districts

Each area varies in current and future use objectives, but all share the goal of serving as hubs for future development.

Implementation

The Comprehensive Plan, which will be implemented by City staff and the City's Plan Commission, elected officials, and committees, is intended to function as a living document that guides future policies, capital improvements, development processes, and planning initiatives. Regular evaluation will help ensure the plan remains responsive to changing community needs and future opportunities.

Together, the goals, recommendations, and strategies outlined in this plan provide a coordinated framework for preserving Sheboygan's character while supporting sustainable growth, economic vitality, and quality of life through 2046.

Introduction

Purpose of the Comprehensive Plan

This comprehensive plan for the City of Sheboygan is an important long-range planning and policy tool to assist with decision-making from 2026 through 2046. The purpose of this plan is to guide development by reflecting the community's shared vision and priorities for future growth.

The City of Sheboygan is obligated by statute to have a locally approved comprehensive plan. Wisconsin's Comprehensive Planning Law (Wis. Stats. 66.1001) requires every governmental jurisdiction that regulates the use of land through a land division ordinance, shoreland zoning ordinance, general purpose zoning ordinance, or official map to have an adopted comprehensive plan. As part of these requirements, a comprehensive plan must be updated every 10 years at a minimum.

Prior to the establishment of this document, the City of Sheboygan last adopted its comprehensive plan in 2011. Given existing statutory requirements, the City was ready for a plan update. However, the objective of this plan is intended to address more than state requirements. It is meant to ensure its policies guiding development and funding decisions align with the community's current actions and vision for growth.

Accordingly, this plan establishes updated priorities and actions to guide decision-making in Sheboygan over the next 20 years. It serves as a foundational guide to support the documented policies, any future changes to ordinances, and other planning initiatives or efforts undertaken through 2046.

Planning Process

This plan was prepared by the City of Sheboygan with the assistance of the Bay-Lake Regional Planning Commission. The process involved the following:

- Review of past and relevant planning efforts led by the City of Sheboygan or other entities. Efforts reviewed and considered included:
  - Sheboygan's previous Comprehensive Plan (2011)
  - Sheboygan's Downtown Districts Master Plan (2019)
  - City of Sheboygan Housing Study 2023-2032 (2023)
  - 2024-2028 Comprehensive Outdoor Recreation Plan (2023)
  - Year 2050 Sheboygan Area Transportation Plan
  - Sheboygan Waterfront Park & Marina Master Plan (2023)
  - Gartman Farms Neighborhood Development Plan (2024)
  - Sheboygan Area Sewer Service Area Plan (2026)
  - Sheboygan County Farmland Preservation Plan (2023)
- Discussions with City staff and City of Sheboygan Plan Commission.
- Stakeholder engagement and public outreach.
- Technical analysis, using data from multiple sources including the State of Wisconsin, the U.S. Census Bureau, and other publicly available data from public and private sources.

The City of Sheboygan should continue to review this plan annually and is required to update it at least once every ten years, or when officials identify a pressing need.

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Outreach and Engagement

A comprehensive plan, while rooted in technical analysis, is also based on the community's local values. As a result, the City of Sheboygan utilized recently conducted surveys as well as solicited input from the public, stakeholders, Sheboygan's Plan Steering Committee and City staff, and elected officials in a variety of ways.

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The following summarizes the surveys used, along with other engagement and outreach activities that occurred during the plan development process.

City Survey Results Utilized

- City of Sheboygan Community-Wide Needs Survey - 2024: covered key topics included housing, services for unhoused persons, community services, assistance to local businesses, and community facilities
- Sheboygan Waterfront + Marina Masterplan

Mobile Event

In September 2024, Mayor Ryan Sorenson hosted a community bicycle tour to engage residents in the City's Comprehensive Plan development. The 7-mile ride included discussions on transportation infrastructure and future development at various stops.

Plan Meetings

The planning process included working meetings with the staff of the City of Sheboygan Planning and Development Department as well as a Steering Committee consisting of other City department staff. The purpose of these meetings were to receive feedback and provide direction on the content of the plan as it was developed.

SWOT Exercise

The strengths, weaknesses, opportunities, and threats (SWOT) exercise allowed respondents to identify the City of Sheboygan's economic development strengths, weaknesses, opportunities, and threats. The online SWOT exercise was open from July 2025 through November 2025. Please reach out to the City for the results of the SWOT exercise.

Farmers Market

On August 27, 2025, the Bay-Lake RPC staffed a booth at the Sheboygan County Interfaith Organization (SCIO) Farmers Market to educate citizens about the plan, the planning process, and gather ideas on the City's short and long-term growth.

Public Open House

The City hosted two open houses, facilitated by Bay-Lake RPC, to communicate project status and to highlight key findings of the project to the public. The open houses were intended to be informative and educational, and allowed for the collection of feedback from the public. The open houses were held at differing times on March 19, 2026. Total attendance with both open house sessions was 111.

Other Public Engagement for the Comprehensive Plan

- April 10, 2026 - The City conducted a community engagement session at Uptown Social. The event drew 40 people.

- April 11, 2026 - City staff facilitated a public event at Uptown Social. Twenty individuals attended the session.
- April 20, 2026 - City staff met with small to medium businesses via the Chamber of Commerce. There were 17 businesses in attendance at the event.
- April 28, 2026 - The City of Sheboygan Plan Commission facilitated a public comment period during its meeting, Several citizens and stakeholders in attendance, along with members of the Plan Commission, provided feedback on the comprehensive plan.
- July 9, 2026 - City staff facilitated a community engagement event at Paradigm Coffee Shop. Approximately 50 individuals attended the event.
- Mayor Ryan Sorenson presented on the development of the comprehensive plan at several events including the Chamber of Commerce economic outlook event, Rotary Club, Kiwanis Club, etc.
- Several poster displays were accessible daily in the lobby of the Sheboygan City Hall. The material was available for public review and comment.

City History

The City of Sheboygan is located in east central Sheboygan County, along the western shores of Lake Michigan. The City covers roughly 16 square miles, or 10,240 acres. Interstate Highway 43 runs north/south along the western edge of the city, with STH 28 running north/south and STH 23 running east/west through the city.

Officially charted in 1853, it is believed that Sheboygan received its name from the Chippewa Indian word meaning “passage or waterway between the lakes”. Sheboygan grew rapidly after its founding with the addition of a mail route from Milwaukee. Furthermore, an increase in ships and schooners entering Sheboygan’s harbor also increased its population.

The Sheboygan area has a strong German heritage which helped shape the city’s food scene, with bratwurst becoming an iconic staple for the community. So much, that following a contest in 1970, the city was awarded the title of “Bratwurst Capital of the World.” Sheboygan’s fame for its quality sausage production continues today with a mix of area producers ranging from global brands to traditional makers and local institutions.

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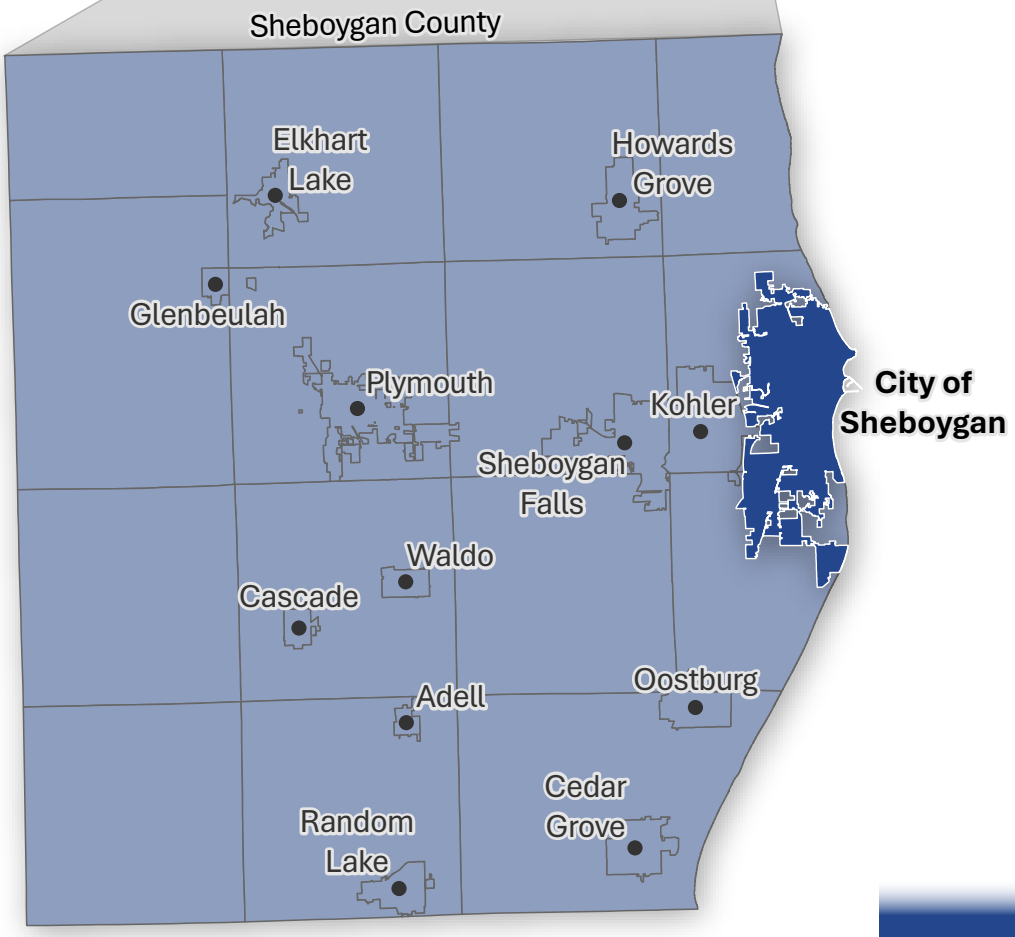
Being a vibrant lakefront community, the City of Sheboygan features several miles of beaches and is known for its variety of water sport activities on Lake Michigan ranging from relaxing paddling to high-adrenaline motorized activities. Even being deemed the “Malibu of the Midwest” by the surfing community. Sheboygan is ideally situated geographically along a key transportation corridor for economic growth, especially for tourism. It is easily accessible to travelers heading north to Door County and the Fox Valley or south to Milwaukee and Chicago.

Sheboygan’s historic downtown offers exceptional shopping, dining, and entertainment experiences, and also includes the Harbor Centre district. This dynamic area features lakefront and riverfront destinations, unique lodging, retail and service businesses, and high-quality restaurants.

City Profile



Population (2020)
49,929

Source: 2020, Decennial Census

Median Age
36.8 years

Source: American Community Survey 2023, 5-year estimates

Total Occupied Housing Units (Permanent Housing)
21,371 households

Source: American Community Survey 2023, 5-year estimates

Average Household Size
2.29 people per unit

Source: American Community Survey 2023, 5-year estimates

Median Household Income
$62,953

Source: American Community Survey 2023, 5-year estimates

Median Earnings
$45,670

Source: American Community Survey 2023, 5-year estimates

Civilian Labor Force
26,327

Source: American Community Survey 2023, 5-year estimates

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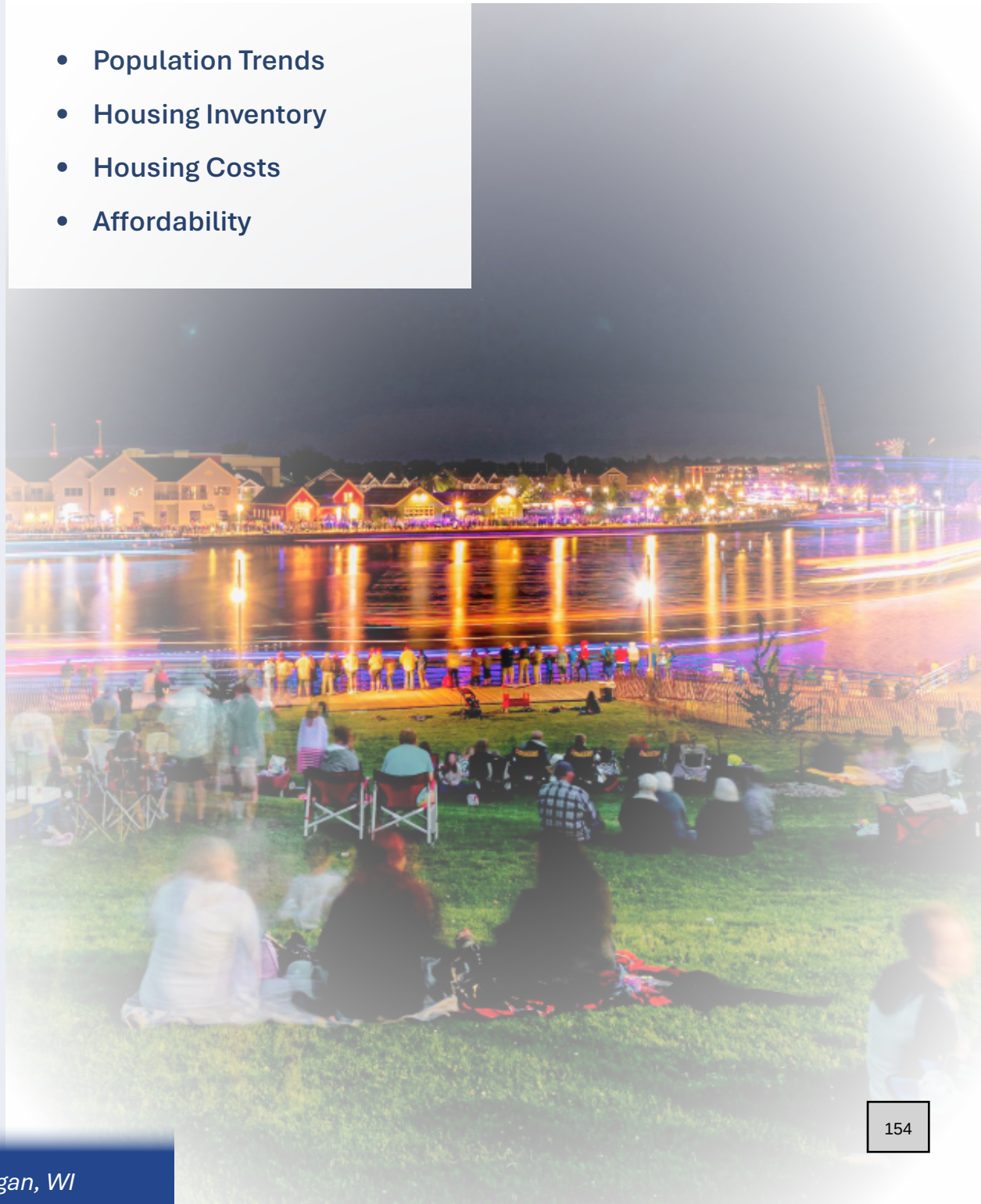
Population and Housing

Understanding Sheboygan's population and housing trends is essential for anticipating the city's future needs and guiding policy decisions. The size, makeup, and trajectory of the city's population directly affect housing demand, infrastructure needs, public services, and economic development. As Sheboygan experiences population shifts and changing household dynamics, ensuring the availability of diverse, affordable, and well-maintained housing options becomes a critical component of long-term community sustainability and quality of life. This section explores population trends, demographic changes, housing characteristics, and housing affordability conditions to inform future planning efforts.

- Population Trends
- Housing Inventory
- Housing Costs
- Affordability



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Population Trends

In 2020, the population of the City of Sheboygan was 49,929. Since 2000, the City has maintained a stable population, only losing approximately 1.7 percent of its population between 2000 and 2020.

Exhibit 1: Population Trends, 2000 - 2020

	City of Sheboygan	Sheboygan County	Wisconsin
2000	50,801	112,646	5,363,675
2010	49,288	115,507	5,686,986
2020	49,929	118,034	5,893,718
Change 2000 to 2020			
Number	-872	5,388	530,043
Percent	-1.7%	4.8%	9.9%

Source: US Census Bureau, Decennial Census (2000, 2010, 2020)

Population Distribution by Age

While Sheboygan's population is aging overall, it is aging at a much slower rate compared to Sheboygan County and Wisconsin. The city's median age increased from 35.5 in 2000 to an estimated 36.8 in 2023, which is five years younger than the county median and over three years younger than the state's.

Aside from a modest increase in residents aged 20 to 29, most other age groups have declined slightly. Compositionally, the largest age group in Sheboygan is 20 to 29 (14.7 percent), while the smallest is those 70 and older (9.6 percent). These patterns suggest the city may retain younger adults more effectively than surrounding areas, even as its older population grows.

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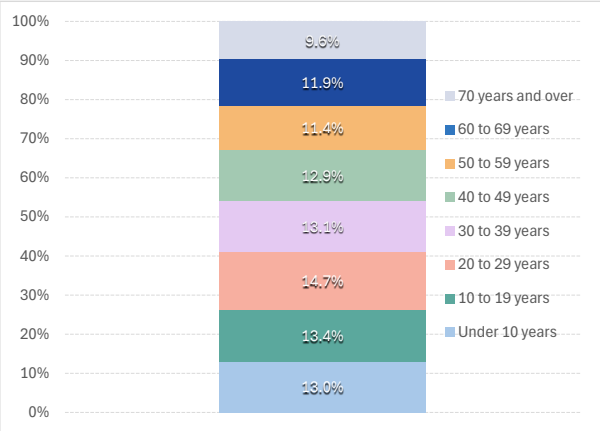
Exhibit 2: Population Distribution by Age Cohort



Source: US Census Bureau, ACS 5-year (2019-2023)

Exhibit 3: Average Age Trends

	City of Sheboygan	Sheboygan County	Wisconsin
2000	35.5	37	36.1
2010	36.2	40.3	38.5
2023	36.8	41.8	40.1
Change 2000 to 2023			
Number	1.3	4.8	4.0
Percent	3.7%	13%	11%

Source: US Census Bureau, Decennial Census (2000, 2010). US Census Bureau, ACS 5-year (2019-2023)

Population Distribution by Race

The City of Sheboygan has continued to diversify, reflecting broader demographic shifts seen across the state.

In 2010, over 82 percent of the city's population identified as white but by 2023, that percentage dropped to 72 percent, along with a net population loss of 4,593. This group remains the largest racial demographic, but it is the only group to experience a population decrease over the last decade.

Meanwhile, all other racial groups grew in both raw numbers and proportional representation. The Asian population increased by over 1,000 residents, while residents identifying as two or more races nearly tripled and rose from 2.6 percent to five percent of the population. Black or African American residents grew from 885 people to 1,632 people, and those identifying as some other race also increased slightly.

This growing diversity presents both opportunities and challenges for future planning efforts. A more racially and ethnically diverse population may shape evolving needs in areas like housing, education, community services, and civic engagement. It also raises important equity considerations, particularly around housing access and affordability, given existing disparities in homeownership and rental burdens across racial lines in Sheboygan.

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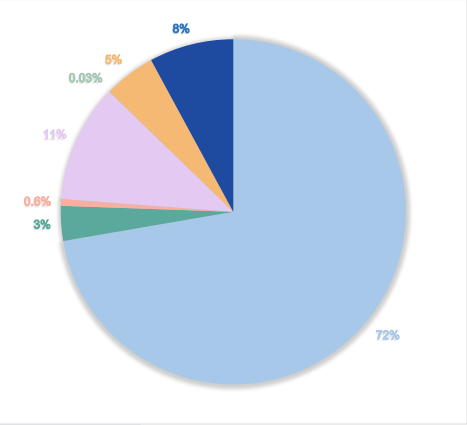
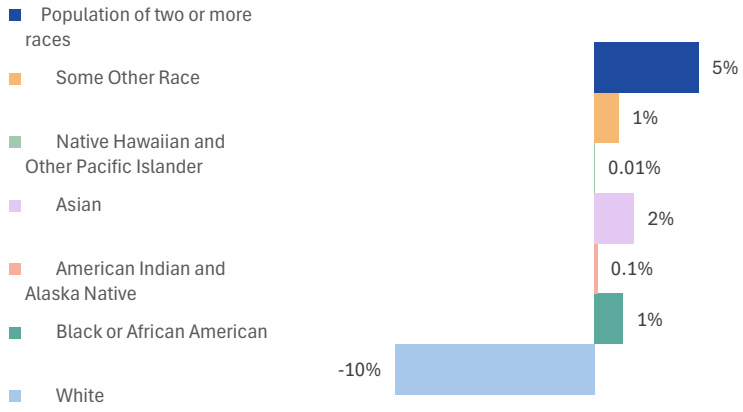
Exhibit 4: Race Composition



Source: US Census Bureau, ACS 5-year (2019-2023)

Exhibit 5: Race Composition Percentage Change



Source: US Census Bureau, Decennial Census (2010). US Census Bureau, ACS 5-year (2019-2023)

Ethnic Composition

- White (Non-Hispanic) = 33,942 (68% of the total population)
- Total Minority = 15,703 (32% of the total population)
  - Hispanic or Latino Population = 6,264 (13% of the total population)

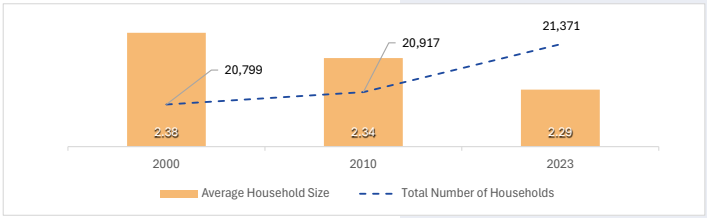
Housing Inventory

Sheboygan's housing stock reflects its long development history, with a large share of homes built before 1950 and a continued dominance of single-family homes. At the same time, average household sizes are shrinking and the total number of households is rising, placing new demands on the existing housing supply. This section provides a snapshot of the city's current housing inventory, including unit types, age, occupancy, and ownership trends, to assess how well the available housing meets present and future needs.

Since 2000, the total number of households in Sheboygan has increased from 20,799 to an estimated 21,371 in 2023. At the same time, the average household size has declined from 2.38 to 2.29 persons.

This trend reflects broader national patterns driven by more single-person households, aging in place, delayed marriage, and increased divorce rates. It also signals demand for smaller housing units. These trends are important to consider because more households mean greater demand for housing, utilities, and services, regardless of population growth.

Exhibit 6: Average Household Size and Total Number of Household Trends



Source: US Census Bureau, Decennial Census (2000, 2010). US Census Bureau, ACS 5-year (2019-2023)

Nearly 85 percent of Sheboygan's housing units were built before 1990, and nearly half of all units were built before 1950. The aging housing stock raises potential concerns related to maintenance costs, energy efficiency, and accessibility, particularly for seniors and individuals with disabilities. Since 1990, the construction of new housing has slowed dramatically, with fewer than 108 new units added annually on average.

As housing demand evolves, especially with smaller households and an aging population, the predominance of older, potentially larger homes may not align with future needs.

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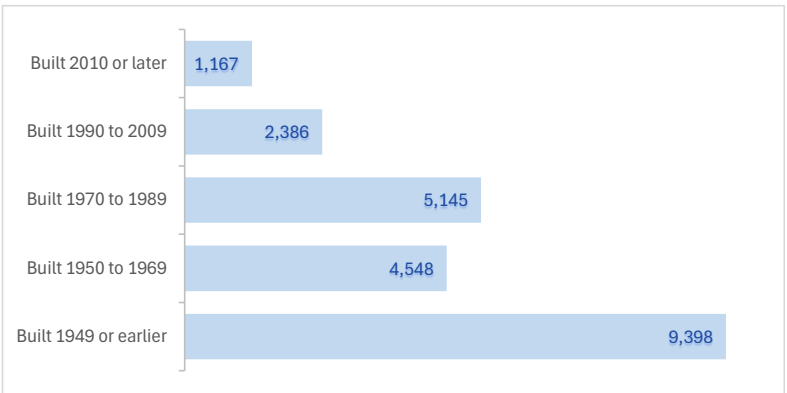
Exhibit 7: Year Housing Units Were Built

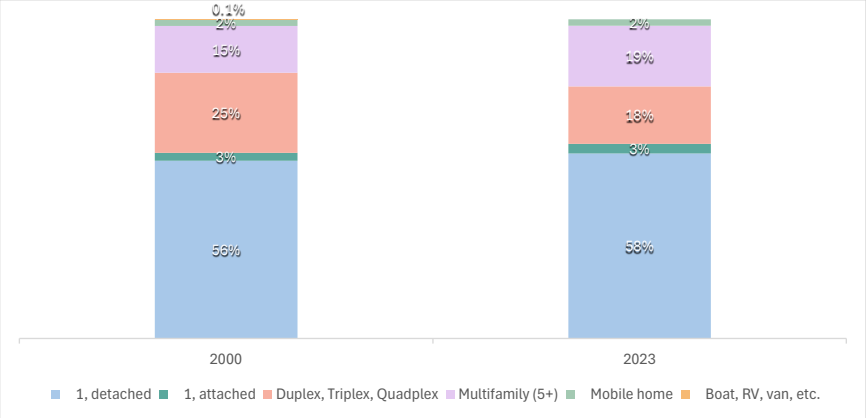


Source: US Census Bureau, ACS 5-year (2019-2023)

Single-family detached homes continue to dominate the local housing landscape, making up an estimated 58 percent of all housing units in 2023-- a slight increase from 56 percent in 2000. Multi-family units have increased by four percent, while duplexes, triplexes, and quadplexes declined by seven percent (Exhibit 8).

These shifts suggest a trend toward higher density housing, but the drop in smaller multi-unit buildings could indicate pressures that limit “missing middle” housing options. Encouraging a greater variety of housing types including townhomes and duplexes could help fill affordability and diversity gaps in the housing market.

Exhibit 8: Change in Housing Mix



Source: US Census Bureau, Decennial Census (2000). US Census Bureau, ACS 5-year (2019-2023)

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Tenure

Sheboygan

Owner Occupied: 60%

Renter Occupied: 40%

Sheboygan County

Owner Occupied: 71%

Renter Occupied: 29%

Wisconsin

Owner Occupied: 68%

Renter Occupied: 32%

The homeownership rate in Sheboygan has stayed relatively stable over the last twenty years, decreasing by one percent from 2000 in 2023. However, this rate is lower than both Sheboygan County and Wisconsin averages.

Populations much more likely to be renters than homeowners include Black or African Americans (82 percent), Hispanic or Latino origin (68 percent), Some Other Race (66 percent), Two or more races (63 percent). Compared to white counterparts, together these groups are twice as likely to be renters.

Gender also plays a role in housing tenure. In Sheboygan, men are more likely to be homeowners than women. As of 2023, it was estimated that about 55 percent of men owned their homes compared to just 37 percent of women. Marital status further shapes tenure patterns, with married individuals exhibiting a much higher homeownership rate of 82 percent. These trends emphasize how personal and structural factors influence housing outcomes and point to the importance of inclusive housing policies that support broader access to homeownership, particularly for historically underrepresented groups.

Vacancy

In 2023, it was estimated that Sheboygan had an overall housing vacancy rate of 5.6 percent, with a homeowner vacancy rate of 1.6 percent and a rental vacancy rate of 2.3 percent. While the total vacancy rate may appear healthy on its face, a closer look reveals a tighter-than-ideal rental market and limited owner-occupied turnover-- both of which contribute to affordability and access challenges.

Vacancy Rate:
5.6%

Homeowner Vacancy Rate:
1.6%

Rental Vacancy Rate:
2.3%

Based on planning best practices included in the *Sheboygan Housing Study*, the recommended combined vacancy rate for a balanced market is typically 5-10 percent. A healthy homeowner vacancy rate is between 1-3 percent, and the ideal rental vacancy rate is between 4-7 percent, allowing enough housing turnover and consumer choice without overbuilding.

Sheboygan's rental vacancy rate of just 2.3 percent falls well below the recommended threshold, signaling a constrained rental market with limited availability. This tightness contributes to increased competition for available units, upward pressure on rents, and fewer options for residents with lower and moderate incomes. Similarly, the 1.6 percent homeowner vacancy rate is within the recommended range but still suggests limited for-sale inventory, posing challenges for new buyers or households seeking to relocate within the city.

Housing Costs

The median household income in Sheboygan was estimated to be $62,953, reflecting a 57 percent increase since 2000. However, this figure still trails behind Sheboygan County and the state of Wisconsin by nearly $9,000 and $13,000, respectively.

While local incomes have risen, the growing gap between city and regional incomes may contribute to affordability challenges, especially as housing costs rise at a faster rate.

Rising housing prices in the Sheboygan area and nationwide are mostly due to a disparity in the real estate market, resulting from high buyer demand and low housing supply.

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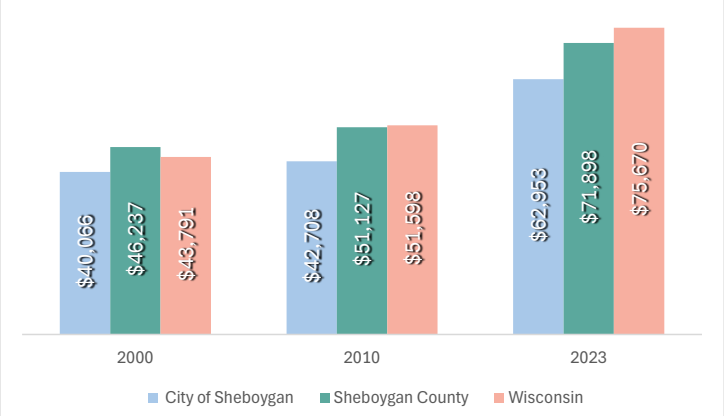
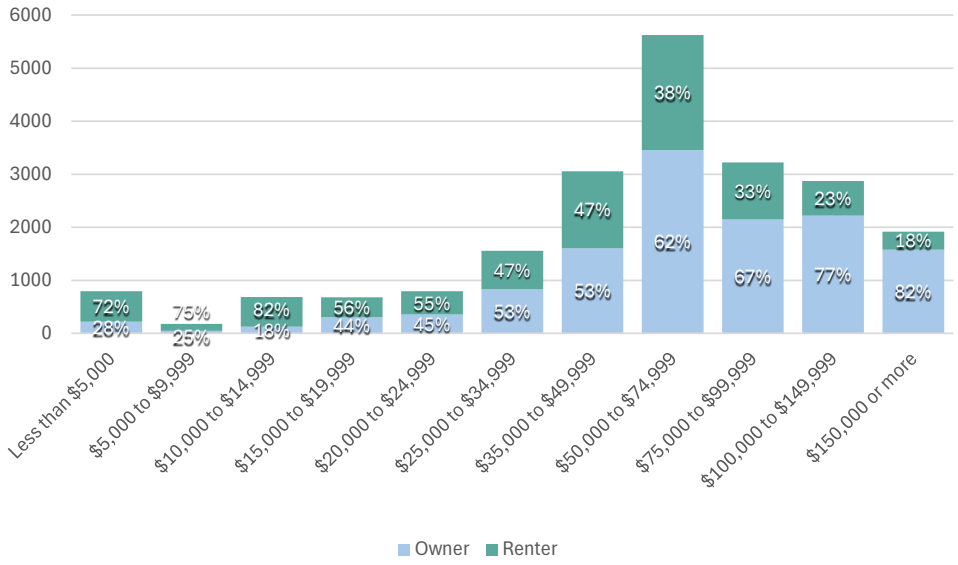
Exhibit 9: Change in Median Household Income



Source: US Census Bureau, Decennial Census (2000, 2010). US Census Bureau, ACS 5-year (2019-2023)

When comparing household income by tenure, a noticeable disparity emerges between owner- and renter-occupied households in Sheboygan. Renters are disproportionately represented in the lower income brackets, particularly those earning less than $35,000 annually. In contrast, homeowners are more prevalent in the higher income categories, particularly above $75,000. This income gap reinforces housing affordability challenges, as renters typically have fewer financial resources to absorb rising housing costs. The divide also underscores broader economic disparities that may shape housing stability and access to homeownership.

Exhibit 10: Median Household Income by Percentage of Homeowners and Renters



Source: US Census Bureau, ACS 5-year (2019-2023)

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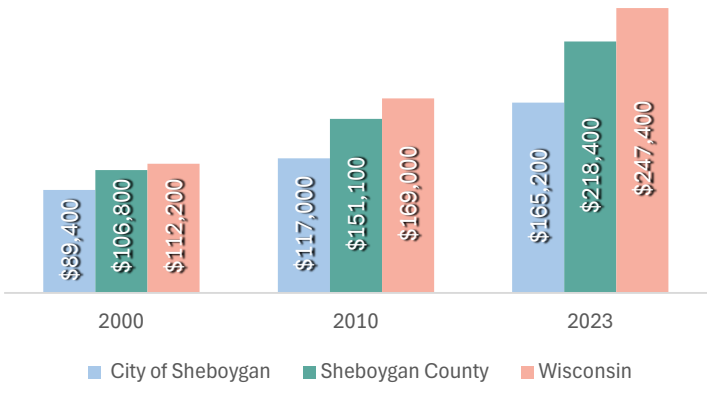
In 2023 it was estimated that the median home value in Sheboygan was $165,200, up nearly $76,000 (or 85 percent) from 2000. While this growth is consistent with statewide trends, Sheboygan's home values remain lower and have increased slower than county and state averages.

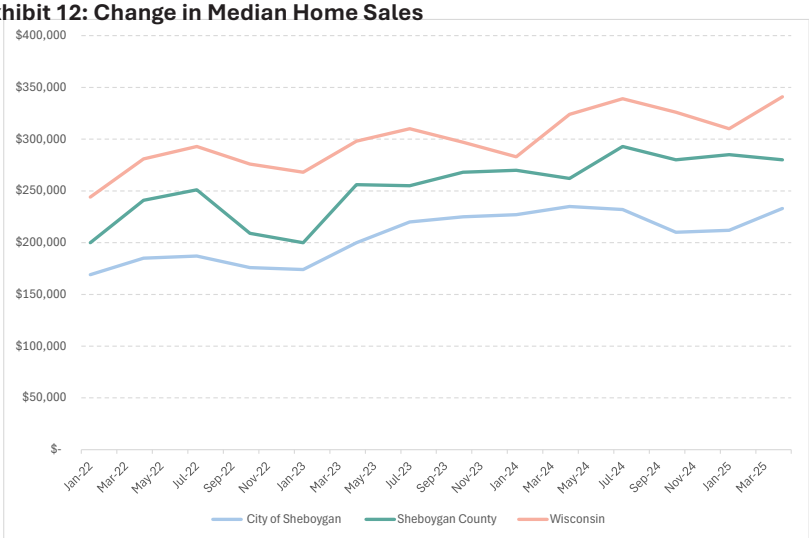
Exhibit 11: Change in Median Home Value



Source: US Census Bureau, Decennial Census (2000, 2010). US Census Bureau, ACS 5-year (2019-2023)

Median home sales have fluctuated but gradually increased since 2022 at local, county, and state levels. Since January 2022, the median sale price has increased by $64,000 or 38 percent. However, the median sale price in Sheboygan has increased at a slower rate and remains lower than county and state averages.

Exhibit 12: Change in Median Home Sales



Source: Redfin

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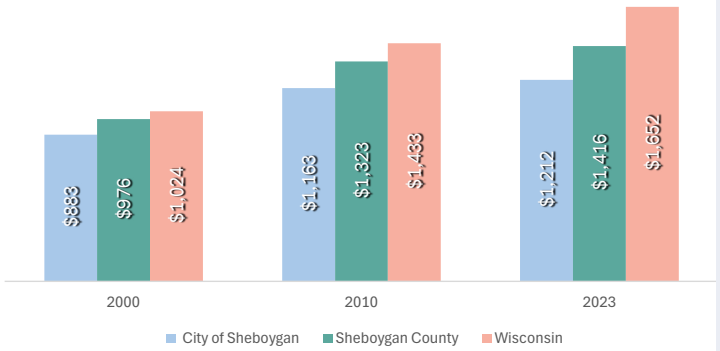
With rising home prices have come rising mortgage costs, reflecting both increased home values and higher interest rates. The median monthly owner cost with a mortgage in Sheboygan has risen by 37 percent since 2000. Rising mortgage rates and limited housing supply may further push monthly costs upward, particularly for first-time buyers who are already facing affordability barriers. These increases can significantly impact housing access, especially for households with incomes below the city's median.

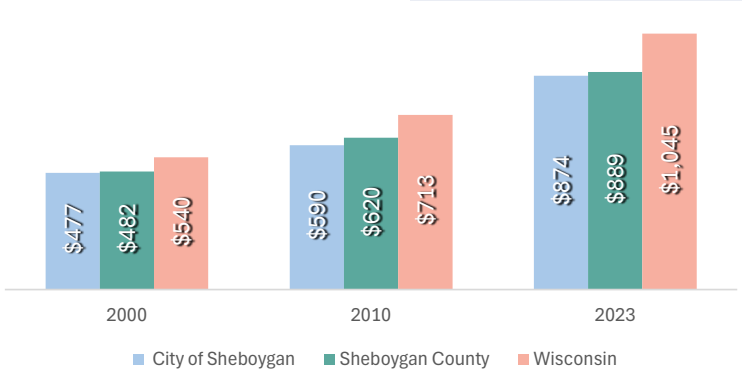
Rental costs have also increased in Sheboygan, with sharp growth in recent years reflecting shifts in demand and constrained rental supply. Since 2000, median gross rent has risen 83 percent, growing from $477 to $874. These rising costs may pose challenges for lower-income renters, especially as income gains have not kept pace. As rental prices climb, more households may face cost burdens or be priced out of market-rate options, further straining the need for affordable rental housing.

Exhibit 13: Change in Median Monthly Housing Cost with Mortgage



Source: US Census Bureau, Decennial Census (2000, 2010). US Census Bureau, ACS 5-year (2019-2023)

Exhibit 14: Change in Median Rent

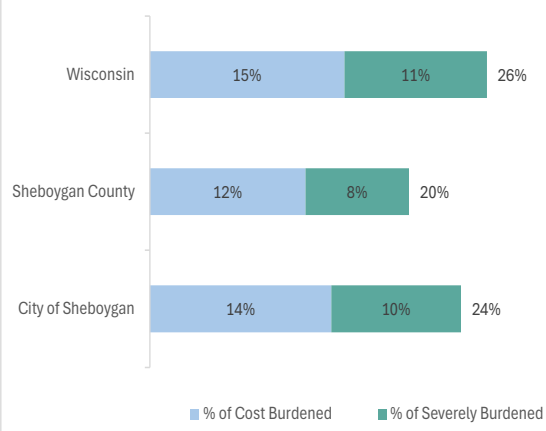


Source: US Census Bureau, Decennial Census (2000, 2010). US Census Bureau, ACS 5-year (2019-2023)

Affordability

In 2023, about 24 percent of Sheboygan households were cost burdened or severely cost burdened, meaning they spent more than 30 percent of their income on housing. This rate is higher than that of Sheboygan County (20 percent) but remains slightly below the statewide average (26 percent).

Exhibit 15: Rates of Housing Cost Burden



Source: US Census Bureau, ACS 5-year (2019-2023)

When comparing renters to owners, renters are disproportionately impacted by unaffordable housing. Renters tend to earn less than homeowners, yet they have faced a steeper rise in housing costs. Since 2000, median rent has increased by 83 percent, while median mortgage costs have only increased by 37 percent. Over the same time, household income increased by 57 percent, indicating a growing mismatch between what households earn and what they must pay to secure housing.

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Exhibit 16 highlights this affordability imbalance by illustrating how many households fall into specific income categories and what housing cost values are considered affordable for each. Notably, over one-third of all households in Sheboygan fall into the Extremely Low or Very Low income categories (below $47,400 annually). These households can only afford monthly housing costs below $1,185. The largest share of households (29 percent) are classified as Low Income, with affordable housing costs capped at $1,896/ month. Lastly, over 16 percent of households are in the High Income category, which can afford housing costs over $3,060/month-- often the price point where new construction is targeted. This distribution reveals a clear affordability gap, particularly for households on the lower end of the income spectrum. Without intervention or targeted policies, many residents will continue to struggle to find housing that aligns with their income level.

Exhibit 16: Affordable Housing Characteristics, Sheboygan, 2023 Estimate

	Extremely Low	Very Low	Low	Middle	High
Income Range (Annual):	≤ $32,150	$32,151 - $47,400	$47,401 - $75,850	$75,851 - $122,399	≥ $122,400
Existing Households (#):	4,240	2,969	6,261	4,398	3,503
Existing Households (%):	20%	14%	29%	21%	16%
Affordable Housing Costs (Monthly):	≤ $804	$805 – $1,185	$1,186 – $1,896	$1,897 – $3,060	≥ $3,061

Source: US Census Bureau, ACS 5-year (2019-2023). U.S. Department of Housing and Urban Development, Median Family Income (MFI) for Sheboygan County, 2023.

Future Demand

According to the *Sheboygan Housing Study* completed in 2023, the City expects the number of households to grow to between 21,320 and 22,740 by 2032. Additionally, the study reports that based on census data, the preliminary five-year projection for all needed units is between 1,300 to 1,850. Maintaining this pace, the City of Sheboygan may need an additional 7,400 housing units by 2046.

More details on housing needs, demand forecasts, and recommendations can be found in the *Sheboygan Housing Study* and the Land Use element of this comprehensive plan document.

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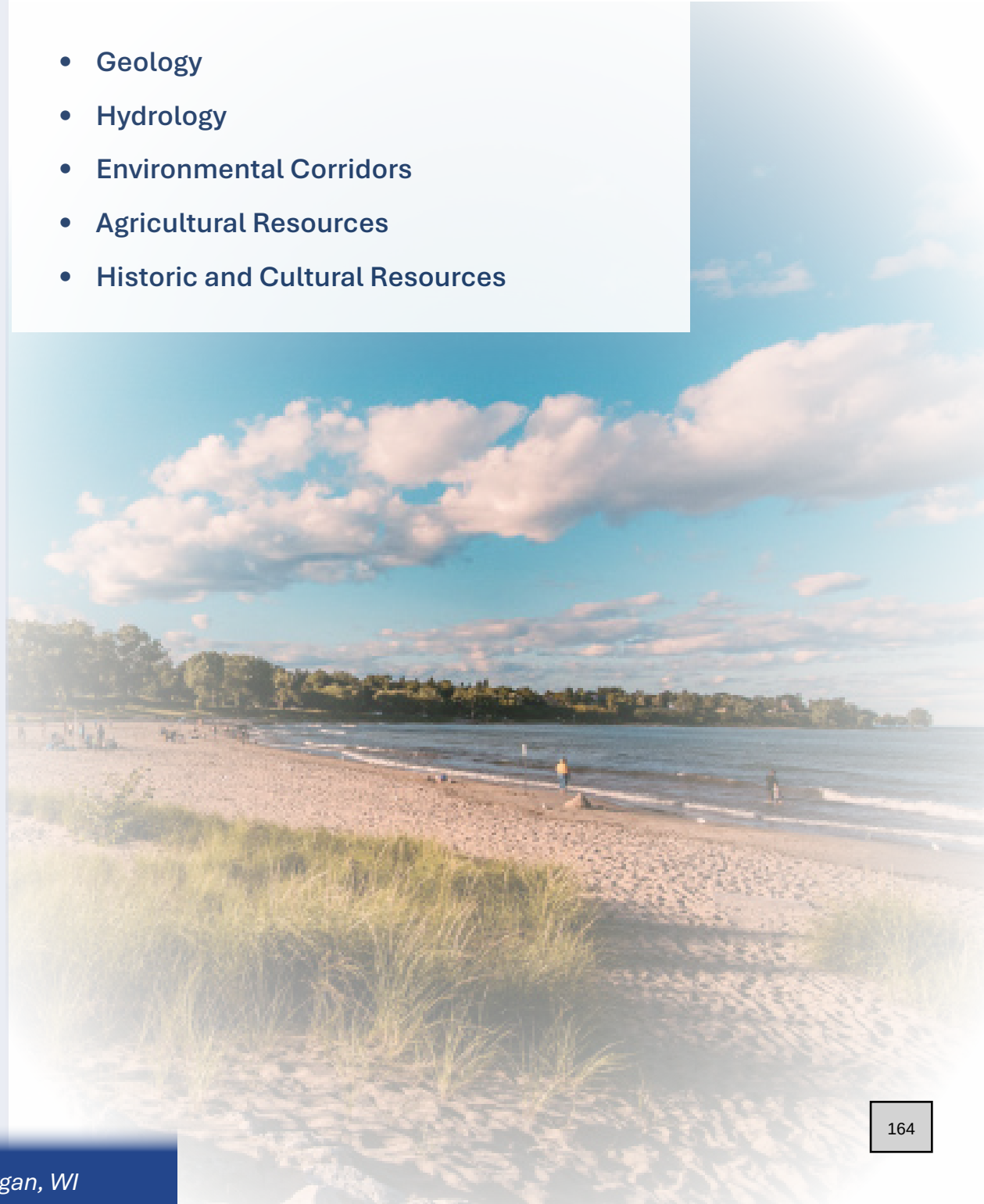
Natural, Agricultural, and Cultural Resources

The following section provides an inventory of natural, agricultural, and cultural resources within the City of Sheboygan. Understanding these characteristics is critical, as natural systems, agricultural lands, and cultural assets serve as both opportunities and constraints for future growth. Protecting and thoughtfully managing these resources helps reduce environmental risk, preserve community character, and support long-term resilience.

- Geology
- Hydrology
- Environmental Corridors
- Agricultural Resources
- Historic and Cultural Resources



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Geology

Topography

The City of Sheboygan sits along eight miles of the Lake Michigan shoreline. The area gradually rises from east to west, starting at about 580 feet above sea level along the coastline and reaching just over 700 feet in the city's western areas. The topography is predominantly level to gently sloping, with slopes under 6%, and only a few isolated spots featuring steeper grades. Sheboygan's geological foundation consists of glacial deposits resting atop Niagara dolomite limestone. The most pronounced changes in elevation occur near waterways and the bluffs along the Lake Michigan shoreline.

Soil Characteristics

Two primary soil associations are present within the City of Sheboygan:

- The Mosel-Oakville-Hebron association is predominant along the Lake Michigan shoreline, extending roughly one-half to two miles inland. These soils range from somewhat poorly drained to well drained and feature subsoils composed mainly of clay loam to sand, underlaid by medium and fine sand or layers of silt loam and silty clay loam. Within this association, Oakville loamy fine sand is the most common soil type in the city. It is well drained to moderately well drained, with very rapid permeability and naturally low fertility.
- The Kewaunee-Waymor-Manawa soils vary from well drained to somewhat poorly drained soils and have subsoils primarily consisting of clay loam to clay, underlain by loam or silty clay loam glacial till. Kewaunee silt loam is the most prevalent soil type within this association in the city, characterized by slow runoff and moderately slow permeability.

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Hydrology

Watersheds

The majority of the City of Sheboygan lies within the Sheboygan River Watershed. A portion of the city's south side-- specifically the area south of the Town of Wilson and east of the Interstate-- is drained by the Black River. The northern and northwestern parts of the city are drained by Sevenmile Creek, Silver Creek, and the Pigeon River. Areas of the city located near Lake Michigan drain directly into the lake through small drainage ways. Both the Pigeon River and Sheboygan River Watersheds were previously designated as priority watersheds, a designation based on factors such as the presence of unique species, their likelihood of responding well to non-point source pollution controls, and their sensitivity to phosphorus inputs.

Surface Waters

Rivers and Creeks

The Sheboygan River, Pigeon River, Black River, Willow Creek, and Fisherman's Creek are the primary streams within the City of Sheboygan.

Lake Michigan

Lake Michigan serves as the City of Sheboygan's most significant surface water resource, forming the city's eastern boundary and influencing local drainage, water quality, and shoreline ecosystems. Several areas of the City drain directly into the lake through tributaries and drainage ways, making its protection integral to stormwater management and non-point pollution control efforts.

As a major freshwater system, Lake Michigan supports habitat, is a significant asset in the City's recreation and tourism, and is a major component of the City's identity.

Shoreline

Despite its value, the shoreline faces several environmental and structural challenges. Erosion, driven by fluctuating lake levels and increasingly intense storm events, continues to reduce beach areas and damage coastal infrastructure. Mitigation strategies such as breakwaters, seawalls, and beach nourishment are used, though they vary in cost and effectiveness. Water quality concerns linked to urban runoff and agricultural sources further impact shoreline conditions, while invasive species like zebra mussels disrupt native ecosystems and contribute to long-term ecological stress.

Wetlands

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Wetlands within the City of Sheboygan occur along streams, drainage ways, and in isolated low-lying areas. These wetlands have been identified and mapped by the Army Corps of Engineers and the Wisconsin Department of Natural Resources. Wetlands play a vital role in aquifer recharge, improving groundwater and surface water quality, and providing habitat for a range of wildlife species. State statute-authorized local zoning generally restricts development in these sensitive areas. Most of the city's wetlands are concentrated along the Sheboygan River, Pigeon River, Sevenmile Creek, and Black River corridors.

Ground Water

Groundwater resources are abundant, occurring within both shallow and deep aquifers. The shallow aquifer systems are likely interconnected with nearby surface water features, such as Silver Lake. Areas with granular soils are more vulnerable to contamination from surface and subsurface sources. In contrast, the city's deep aquifers generally provide higher-quality water and are considered significantly less susceptible to contamination.

Floodplains

Floodplains within the City of Sheboygan are located along the Sheboygan, Pigeon, and Black Rivers, as well as Fisherman's Creek and Black River Tributary No. 2. These areas have been identified and mapped by the Federal Insurance Administration for risk management purposes. The 100-year flood area, where there is a greater than 1% of flooding in any given year, is generally protected from development through state statute-authorized local zoning. The city has experienced major flood events, primarily in upstream drainage basins with high levels of impervious surface and relatively small drainage outlets, which increase runoff and flood risk.

Woodlands

While predominantly urban, the City of Sheboygan has a few wooded areas, primarily located near the city boundaries. The woodland areas account for approximately seven percent of the existing land use.

Significant Natural Areas

Kohler-Andrae State Park

Located just south of Sheboygan on County Highway V, Kohler-Andrae State Park is one of the last natural preserves along the Lake Michigan shore. The 1,000 acre park offers two miles of beach, campgrounds, picnic areas, a bath house, nature center, and natural trails.

GREEN TIER
Legacy Communities

The City of Sheboygan is designated as a **Green Tier Legacy Community** focused on advancing sustainable practices. The efforts of the Green Tier Communities network will help the City integrate objectives into the future planning efforts and assist with building resiliency.

Environmental Corridors

Environmental corridors are continuous systems of open space that encompass environmentally sensitive lands, floodplains, wetlands, other natural resources requiring protection, and lands designated for recreation or open space use. In the City of Sheboygan, these corridors are primarily located along the Sheboygan and Pigeon Rivers, generally extending in an east-west direction across the City.

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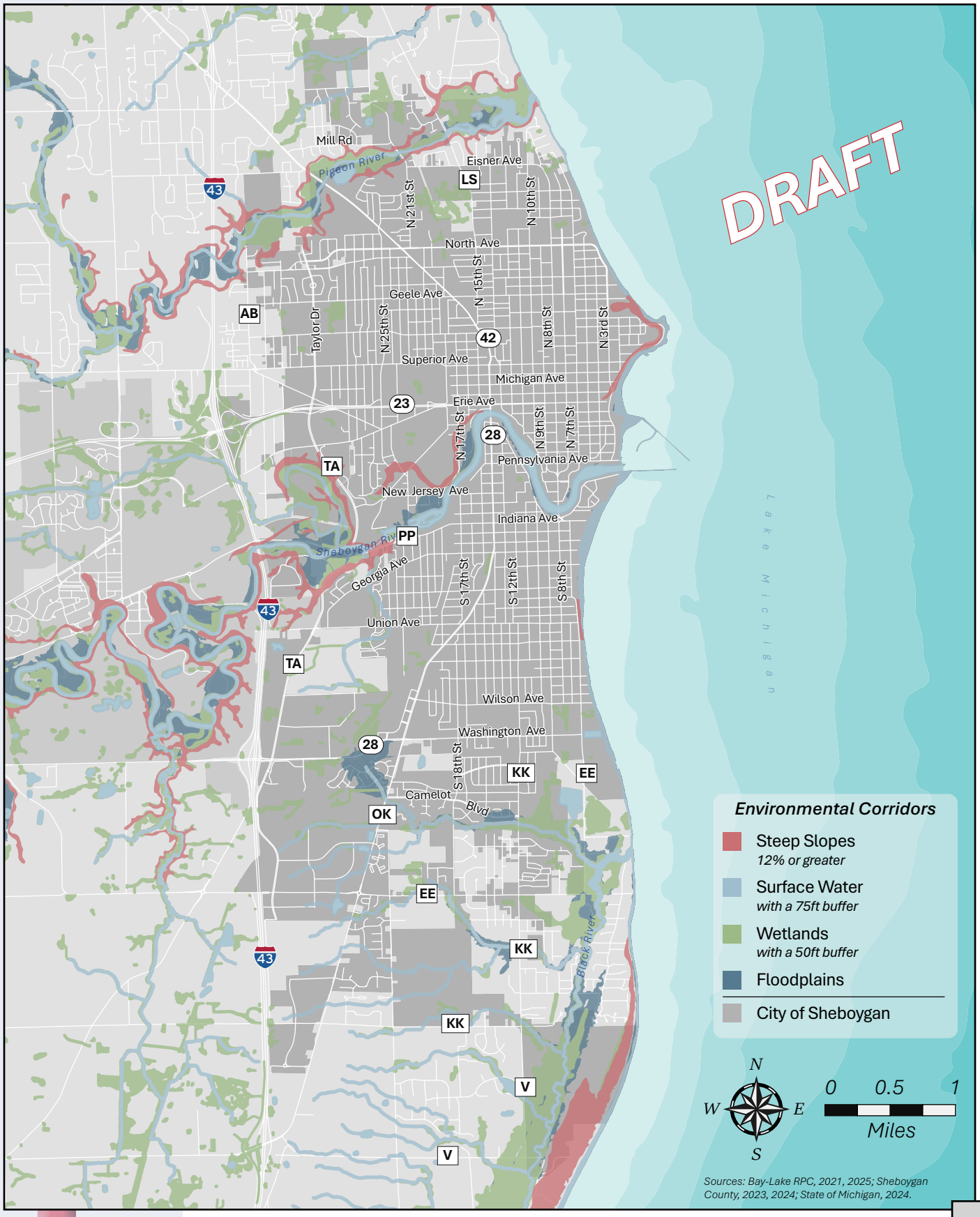
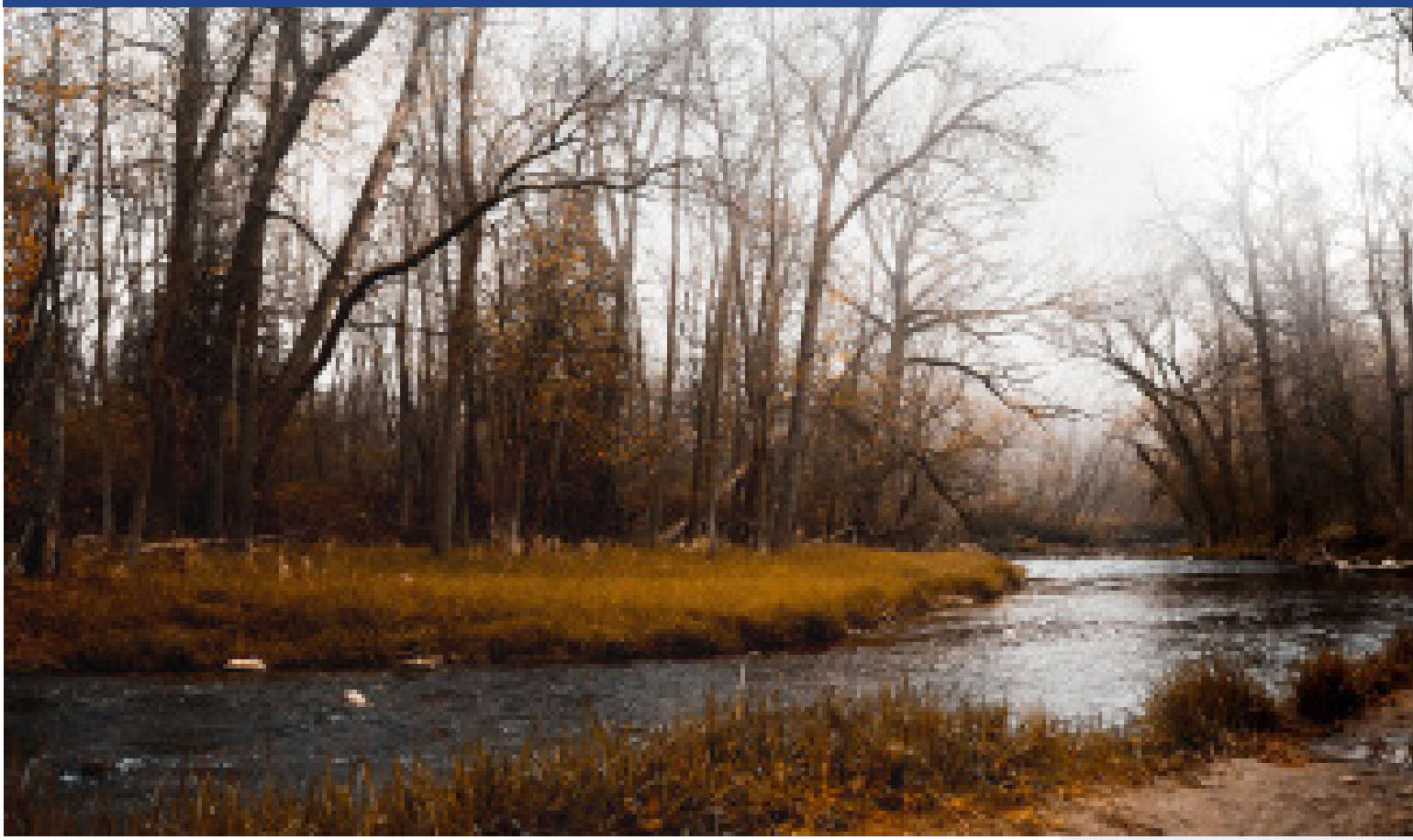
Air Quality

According to the U.S. Environmental Protection Agency (EPA), areas along the shoreline of Sheboygan County remain out-of-compliance with national standards for ground-level ozone. These locations are identified as "non-attainment" areas, or areas that do not meet the EPA's 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS) (70 parts per billion). Lakeshore areas, including the City of Sheboygan, experience air quality challenges mostly due to industrial emissions from other states and weather conditions/ patterns that concentrate the ozone along the Lake Michigan shoreline.

In addition to ozone presenting a health risk to its residents, the City may also be subject to certain requirements to reduce ozone-forming pollution and requires the WDNR to submit plans for reducing the levels of ozone. Several methods to meet the ozone standard may include reduction strategies on emissions by businesses, transportation emissions, etc.

Map 1: Environmental Corridors





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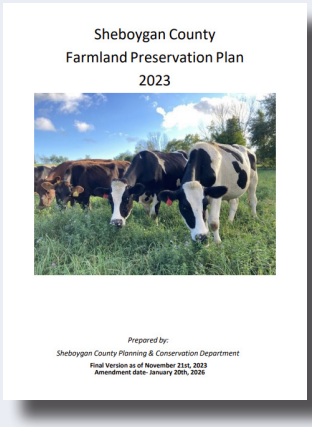
Agricultural Resources

Although there is limited traditional farmland within the city limits, agriculture continues to influence Sheboygan's character and economy. The city is situated within a rich regional food system, with clusters of farms producing a wide variety of grains, fruits, and vegetables. Dairy and meat production and processing also represent significant regional industries and employers.

Agriculture plays an important role in the broader regional economy, and urban agriculture is increasingly recognized within the city itself. Connections between agriculture and tourism are evident, as visitors experience local flavors through restaurants, artisan shops, farmers markets, "pick-your-own" farms, and roadside stands.

Sheboygan County Farmland Preservation Plan



The *Sheboygan County Farmland Preservation Plan 2023*, guides both land use patterns and land use decisions to effectively address agricultural protection and development. Specific goals include: encourage and protect farming while providing for the orderly development of land that is currently or was historically in productive farm use for non-farm development, sustain the county's agricultural heritage and economy, and have local units of government in Sheboygan County promote a healthy climate for agriculture.

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Historic and Cultural Resources

Historical Resources

The City of Sheboygan is a Certified Local Government (CLG) in historic preservation. As a CLG, Sheboygan established a Historic Preservation Commission; adopted a Historic Preservation Ordinance; and enforces the protection of state and locally designated historic properties.

Wisconsin Historical Society's Architecture and History Inventory (AHI) contains data on a wide range of historic properties throughout the state. The AHI documents a wide range of historic properties that create Wisconsin's distinct cultural landscape. As of September 2025, there are 1,770 historic sites and structures in the City of Sheboygan and twenty-eight have been listed on the State and/or National historic registers.

Buildings on the National Register of Historic Places

- "Hetty Taylor" Shipwreck
- John Balzer Wagon Works Complex
- Thomas M. and Bridget Blackstock House
- Downtown Churches Historic District
- Henry Foeste Store
- John Pfeiler House / Friendship House
- Garton Toy Company
- Henry and Charles Imig Block
- Jung Carriage Factory
- Jung Shoe Manufacturing Company Factory
- John Michael Kohler House
- Henry and Henriette Roth House
- Sheboygan County Courthouse
- Sheboygan Post Office
- Judge David Taylor House
- Third Ward School House
- IC Thomas Drug Store
- Wolff-Jung Company Shoe Factory
- Sheboygan Theater
- Windway
- Washington Elementary School
- The Sheboygan Press
- Sheboygan Municipal Auditorium and Armory (Demolished)
- Selah Chamberlain Shipwreck (Bulk Carrier)
- Eliza Prange House
- Badger State Tanning Company
- Kletzien Mound Group (47-SB-61) at Sheboygan Indian Mound Park
- Sheboygan Montgomery Ward

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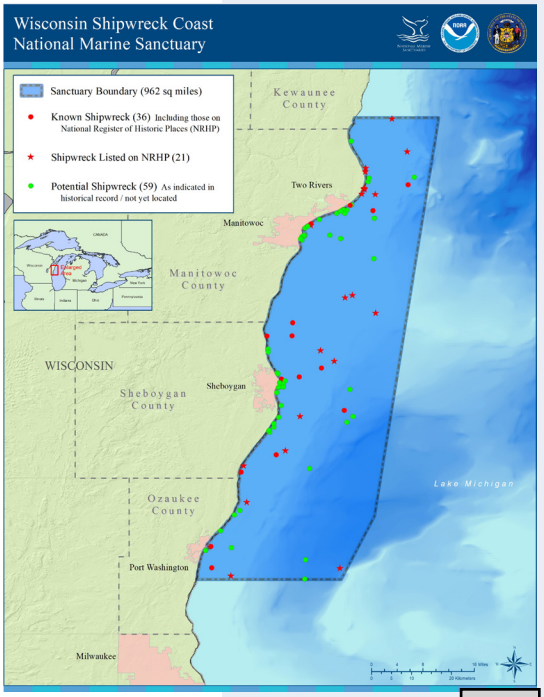
National Marine Sanctuary

Sheboygan is part of the Wisconsin Shipwreck Coast National Marine Sanctuary and this designation provides a partnership with NOAA and significant tourism opportunities with the community and visitors.

The Marine Sanctuary is a 962-square-mile area of Lake Michigan that contains 36 known shipwreck sites. The designated NOAA site protects important habitats, safeguards historic shipwrecks, and offers various outdoor recreation experiences.



Cultural Resources

John Michael Kohler Arts Center

Founded in 1967, The John Michael Kohler Arts Center (JMKAC) is a nationally recognized free contemporary art museum in Sheboygan whose mission is to generate a creative exchange between artists and the public.

Above & Beyond Children's Museum

Above & Beyond Children's Museum is located downtown Sheboygan and provides an environment that fosters exploration, imagination, and joy through immersive play.

Sheboygan County Historical Museum

Guided by their mission, "To Collect, Preserve, and Educate about our Local History," the Sheboygan County Museum offers a variety of temporary and long-term exhibitions, educational programs, public programming, and opportunities that bring history to life.

The Stefanie H. Weill Center for the Performing Arts

Located on North 8th Street, the historic Stefanie H. Weill Center hosts a variety of live performances, including music, comedy, variety acts, and movies.

Sheboygan Visual Artists

Founded in 2007, the Sheboygan Visual Arts (SVA) is a cooperative arts organization. SVA's mission is to empower visual artists through professional development and collaboration, create opportunities for the community to experience and enjoy visual arts, and promote member artists and their work. Along with exhibits, SVA hosts a variety of workshops and classes.

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City Green

Located in the space between Mead Library and JMKAC, City Green is a unique arts and entertainment green space that was designed with the intention to encourage more community engagement and interaction. City Green is home to many regularly scheduled events such as the Levit Amp Concert Series, Family Nights, and Picnic on the Green.

Kohler Art Preserve

The Kohler Art Preserve is a one-of-a-kind museum dedicated to the preservation and exhibition of artist-built environments and works by self-taught artists. Opened in 2021, the Art Preserve houses an expansive collection of immersive installations, sculptures, and mixed-media works created by artists from across the United States. Designed to celebrate creativity outside traditional art institutions, the Art Preserve offers visitors a dynamic and exploratory experience while further establishing Sheboygan as a destination for arts and culture.

Community Events and Activities

Notable, cultural events and activities that regularly occur in Sheboygan include:

- Farmers Market
- Food Truck Mondays
- Greek Fest
- Fiesta Hispana
- Hmong New Year
- Midsummer Festival of Arts
- Brat Days
- Power Boat Races
- Freedom Fest
- Pride Picnic
- Hmong Summer Festival
- Juneteenth
- Summer Solstice Street Music Festival
- River Fest
- Making Spirits Bright
- Parades (Independence Day, Memorial Day, Holiday)

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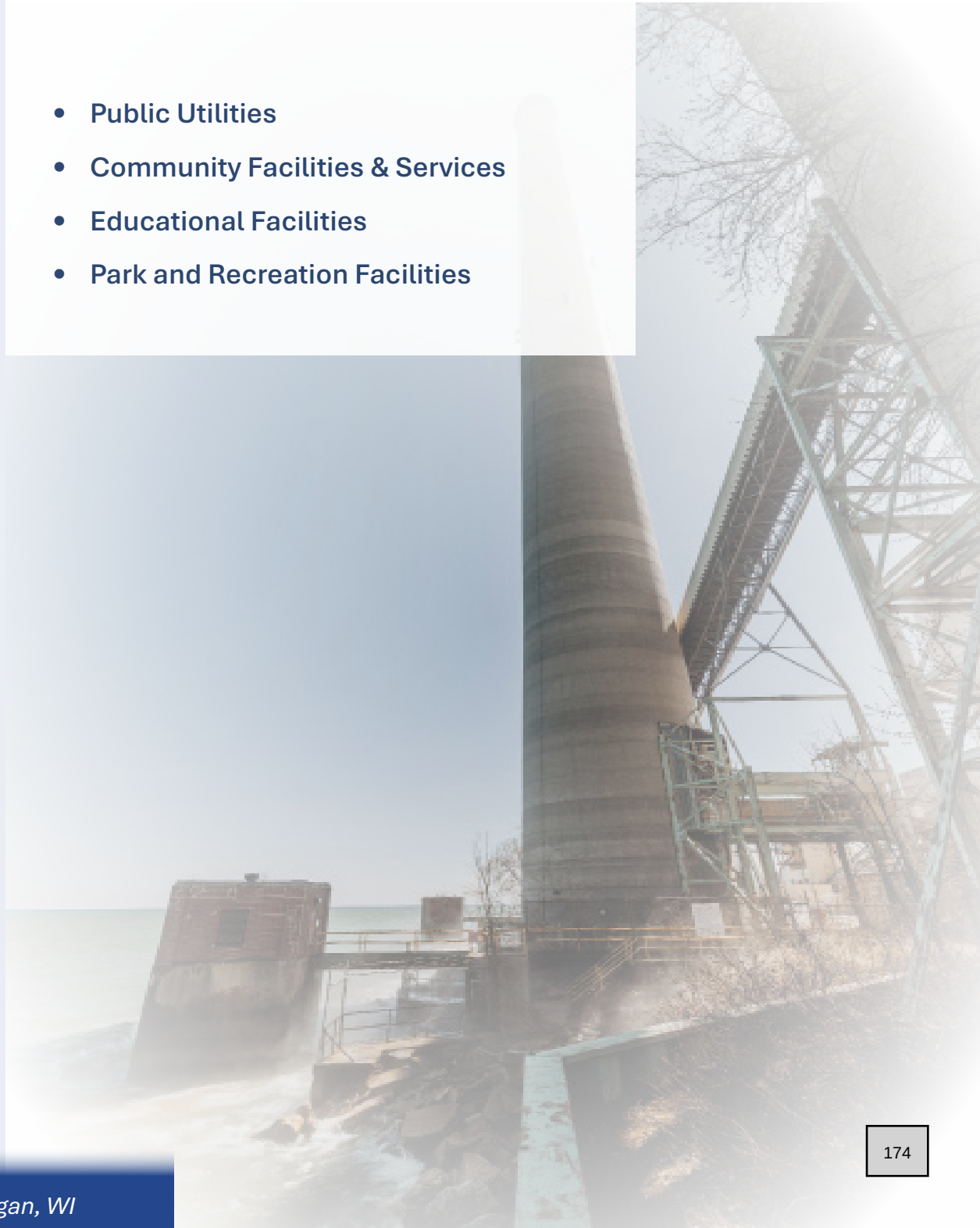
Utilities and Community Facilities

The following section provides an inventory of the public facilities in the City of Sheboygan. Reliable utilities and well-maintained community facilities are essential to public health and safety, economic development, and overall quality of life. Understanding current service conditions and capacities helps ensure that future development is supported efficiently and that infrastructure investments align with community needs.

- Public Utilities
- Community Facilities & Services
- Educational Facilities
- Park and Recreation Facilities



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Public Utilities

Sanitary Sewer and Wastewater Treatment

The sanitary sewer in the City of Sheboygan is covered by the Sheboygan Urbanized Area Sewer Service Area (SSA). In addition to the City of Sheboygan, the SSA also serves the City of Sheboygan Falls, Village of Kohler, Town of Lima, Town of Sheboygan, Town of Sheboygan Falls, and the Town of Wilson. In total, the SSA serves over 68,000 residents. In rural areas not covered by the SSA, residents rely on On-site Wastewater Treatment, or septic systems.

The Sheboygan Regional Wastewater Treatment Facility (WWTF) is operated and maintained by the City of Sheboygan. In addition to the City of Sheboygan, the WWTF treats wastewater from the City of Sheboygan Falls, Village of Kohler, Town of Sheboygan, and Town of Wilson. The SSA is broader and not specific to the WWTF. The facility treats an average of 18 million gallons of wastewater a day, with a capacity of 58.6 million gallons.

After the WWTF processes the wastewater, the clean water is released into Lake Michigan and solids are dried, pelletized, and held in storage tank, managed by a third party who uses the biosolids as a fertilizer or soil conditioner.

Stormwater Management

City of Sheboygan's Wisconsin Pollutant Discharge Elimination System (WPDES) Stormwater Permit

The City of Sheboygan owns and operates a municipal separate storm sewer system that discharges into waters of the State. Runoff from rain events or snowmelt, as well as fluids from spills or illicit connections, enter the system and can carry pollutants such as organic materials, suspended solids, metals, nutrients, bacteria, pesticides, fertilizer, and traces of toxic material.

The City's storm sewer discharges are regulated under a WPDES permit in accordance with s.283.33, Wis. State Statutes, and ch. NR 216, Wis. Administrative Code. These permit requirements are designed to protect and restore the chemical, physical, and biological integrity of the state's waters through pollution prevention and effective stormwater management of urban runoff.

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Mini-Storm Sewers

Established in 1994, the mini-storm sewer program was created to remove sump pump discharge from the sanitary sewer system and relieve backyard flooding.

Water Supply

The Sheboygan Water Utility provides water for the City of Sheboygan, Sheboygan Falls, and Kohler. Operating on a 4.6-acre site located on 72 Park Avenue, off the shore of Lake Michigan, the facility produces an average of 15 million gallons of water per day.

Sheboygan Water Utility also maintains an extensive network of 205 miles of water mains, 3000 valves, 2000 fire hydrants, three booster stations, and six reservoir tanks.

Power Generation

Alliant Energy provides the City of Sheboygan with electric power at two stations in the city. The flagship station, 'Edgewater Generating Station', is located at 3739 Lakeshore Drive and is a coal fired electrical power station capable of producing 812 megawatts of power. In addition to the City of Sheboygan, the flagship station also provides power for Alliant Energy's Northeastern Wisconsin service area. Initially planned for retirement in 2022, Alliant Energy currently plans to convert the power plant into a natural gas plant in 2028.

Renewable Energy

In December 2024, the City of Sheboygan was awarded a Silver designation from the national SolSmart program in recognition of its commitment to fostering the growth of affordable solar energy at the local level. As a SolSmart Silver designee, the City of Sheboygan has enhanced local knowledge and resources around solar energy including, training permitting and inspection staff on best practices for solar energy and solar-plus storage systems, clarifying zoning regulations to allow solar energy installations by-right in all major zones, streamlining the permitting process to reduce installation timelines and costs, and partnering with local stakeholders to promote solar awareness and education within the community.

In addition, Alliant Energy utilizes land at the Sheboygan Business Center for a 1-MW solar field. This project was developed by SunPeak and put into operation in 2022. The field includes over 3,000 panels that provide electricity to 177 homes.

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Solid Waste and Recycling

The City of Sheboygan's Department of Public Works provides weekly curbside pickup services for garbage and recycling. Receptacles compatible with the garbage truck's automatic system are provided by the city. The Recycling Center is also available for residents who have any additional or oversized items. The center accepts a variety of items including yard waste, motor oil, and scrap metal.

Telecommunications and Internet

There are a variety of landline phone service options available to residents and businesses in Sheboygan, including AT&T and Spectrum. For cellular options, major carriers like AT&T, Verizon, and T-Mobile provide reliable 4 and 5G coverage throughout the city.

Additionally, several Internet Service Providers offer connectivity throughout the City. Top service providers include Spectrum, T-Mobile, and Earthlink.

Community Facilities and Services

Sheboygan County Facilities

As the county seat, numerous county facilities are located in the City of Sheboygan, including:

Sheboygan County Administration Building

The Sheboygan County Administration building is located at 508 New York Avenue and houses the county administrator's office, the register of deeds, and the county clerk.

Sheboygan County Health and Human Services

Located at 101 North 8th Street, the Sheboygan County Health and Human Services Department provides information and assistance to persons facing economic crisis, health risks, challenges to child, family and community wellness, life changes associated with aging, and other needs.

Sheboygan County Courthouse

The Sheboygan County Clerk-Court is located at 615 North 6th Street and houses courtrooms and offices.

Law Enforcement Center

The Law Enforcement Center is located at 525 North 6th Street and houses the Sheboygan County Sheriff's Department, the Sheboygan County Jail, and the Sheboygan County Juvenile Detention.

City Hall

Sheboygan City Hall is located at 828 Center Avenue. The 1917 building was remodeled in 2018 to improve the functionality for the benefit of the public and city staff.

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Municipal Service Building

Located at 2026 New Jersey Avenue the Municipal Service Building is home to the Sheboygan Department of Public Works and the Residential Recycling Center.

Housing Authority

The Sheboygan Housing Authority was created by the Sheboygan Common Council in 1967 under provisions of Wisconsin law. Since its creation, the Sheboygan Housing Authority has primarily acted as a developer, owner, and manager of apartments for people of low and moderate income. The housing authority currently manages four properties with a total of over 300 units ranging from 1 to 3 bedrooms.

Sheboygan City Hall

Sheboygan Area Municipal Court

The Sheboygan Area Municipal Court serves the City of Sheboygan as well as the Village of Kohler, overseeing non-criminal traffic and ordinance violations. In addition, the building also houses the Public Safety Communications Center and the headquarters for the Sheboygan Police Department.

Protective Services

Sheboygan Police Department

Headquartered at 1315 North 23rd Street, inside the Sheboygan Area Municipal Court building, the Sheboygan Police Department provides numerous law enforcement services for the City of Sheboygan.

Sheboygan Fire Department

The Sheboygan Fire Department is comprised of five stations and headquartered at its North/Central Station (Fire Station 3), located at 1326 North 25th Street. The additional fire stations include Downtown (Fire Station 1), South/Central (Fire Station 2), Northern (Fire Station 4), and Southern (Fire Station 5).

Emergency Medical Services (EMS)

The Sheboygan Fire Department operates four full time paramedic level ambulances out of three of its stations. The vehicles are strategically located to assure the fastest response times possible. A fifth vehicle is equipped and put in service as needed.

Cemeteries

There are ten cemeteries located within the City of Sheboygan. Wildwood Cemetery is available to all residents of the city and is maintained by the Department of Public Works.

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Care Facilities

Healthcare Facilities

HSHS St. Nicholas Hospital is a full service hospital located at 3100 Superior Avenue. The hospital provides a number of specialty services including emergency care, cancer services, women's health, orthopedics, imaging and laboratory, and surgery.

Prevea operates multiple locations within the City of Sheboygan, including its partnership location at HSHS St. Nicholas. Services offered among the facilities include urgent care, physical therapy, behavioral health, plastic surgery, and family medicine.

Aurora Healthcare has three health centers within the city that offer services such as family medicine, physical therapy, and behavioral health. Its hospital, Aurora Medical Center Sheboygan County, is located in Kohler.

Froedtert & the Medical College of Wisconsin has two primary clinic locations in Sheboygan, one located on North Taylor Drive and the other on South Taylor Drive. The clinic on North Taylor Drive has a variety of specialized medical treatments, while the clinic on South Taylor Drive includes primary care and diagnostic services.

Lakeshore Community Healthcare, which announced it will merge with Noble Community Clinics in 2026, operates one location within the city and offers services such as medical and dental care.

Beyond the major healthcare systems, the City is also served by a range of smaller healthcare and supportive service providers, including medical and dental clinics, assisted living facilities, adult day care services, and home health agencies.

Library

Located at 710 North 8th Street, the Mead Public Library is the sole library within the City of Sheboygan. The library was established in 1897 and has been in its 8th street location since 1974. The 88,000 square foot facility sees over 200,000 visits each year, and offers a catalog of physical and digital media such as (e-)books, audiobooks, CDs/DVDs, and video games; amenities including computers, notary, and printing; and various programs for all ages. Additionally, the library offers several rentable spaces well suited for meetings, classes, and other events.

Education Facilities

Sheboygan Area School District

The Sheboygan Area School District (SASD) serves the City of Sheboygan, as well as surrounding communities including the Village of Cleveland, and the Towns of Centerville, Mosel, Sheboygan, and Wilson. The district is made up of five high schools, five middle schools, twelve elementary schools, two 4K - 8 schools, and one 4K school. The SASD also maintains "4K Community Partnerships" with four additional 4K providers.

Private Education

There are ten private schools located in the City of Sheboygan that serve children in early childhood learning through high school.

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Higher Education

Both the University of Wisconsin-Green Bay and Lakeshore College operate campuses within the City of Sheboygan.

UW-Green Bay, Sheboygan Campus is one of 13 colleges that make up the University of Wisconsin system. The Sheboygan Campus offers bachelor degrees in Business, Health Information Management Technology, Mechanical Engineering, Psychology, and Writing and Applied Arts (BFA). They also offer career enhancement opportunities including certificate programs, workshops, and credentialing programming.

Lakeshore College - Sheboygan Campus is located at 1 University Drive and offers college courses, workforce training seminars, and other educational services. Additionally, the FORWARD program, a partnership with UW-Green Bay, is located at the Sheboygan campus.

Lakeland University, whose main campus is located at W3718 South Drive in the Town of Herman, serves the greater Sheboygan County area. Lakeland University is a liberal arts institution offering Bachelor's and Master's degrees, and provides flexible learning options including onsite, online, and "BlendEd Live" classes.

Deland Park

North Point Park

Kiwanis Park

Park and Recreation Facilities

In the City of Sheboygan there are 715 acres of outdoor recreation area, which can be broken down into 325 acres of active recreation and 390 acres of low-impact recreation.

The City of Sheboygan maintains 36 municipal parks, nine of which are located along Lake Michigan. Sheboygan's parks serve different uses which are dependent on their size, location, and amenities offered.

The city categorizes its parks under the following classifications:

1. Mini-Parks

Also known as "Pocket Parks," these parks are meant to serve a smaller population and are typically very small in size.

2. Neighborhood Parks

Neighborhood Parks are intended to serve residents living within a quarter mile and are often accessed by walking and biking. They include amenities such as playgrounds, picnic tables and small shelters, portable restroom facilities, full or half-court basketball, tennis courts, green space, and softball/baseball diamonds.

3. Community Parks

Slightly larger than Neighborhood Parks, Community Parks serve to meet broader, community-level recreational needs. Community Parks include rentable park shelters, gazebos, picnic areas, tennis, volleyball, and basketball courts, baseball and soccer fields, dis-golf courses, restrooms, splash pads, playgrounds, and beaches.

4. Conservancy & Special Use Parks

Several local parks are also designated as "Conservancy" or "Special Use." Conservancy Parks focus on conserving unique and historical features, while Special Use Parks offer particular amenities including dog parks, fish cleaning stations, and boat landings.

5. Metropolitan Parks

Metropolitan Parks serve residents from across the city and may also attract visitors from farther away. Many of these parks include beach access or are popular due to events that happen on site.

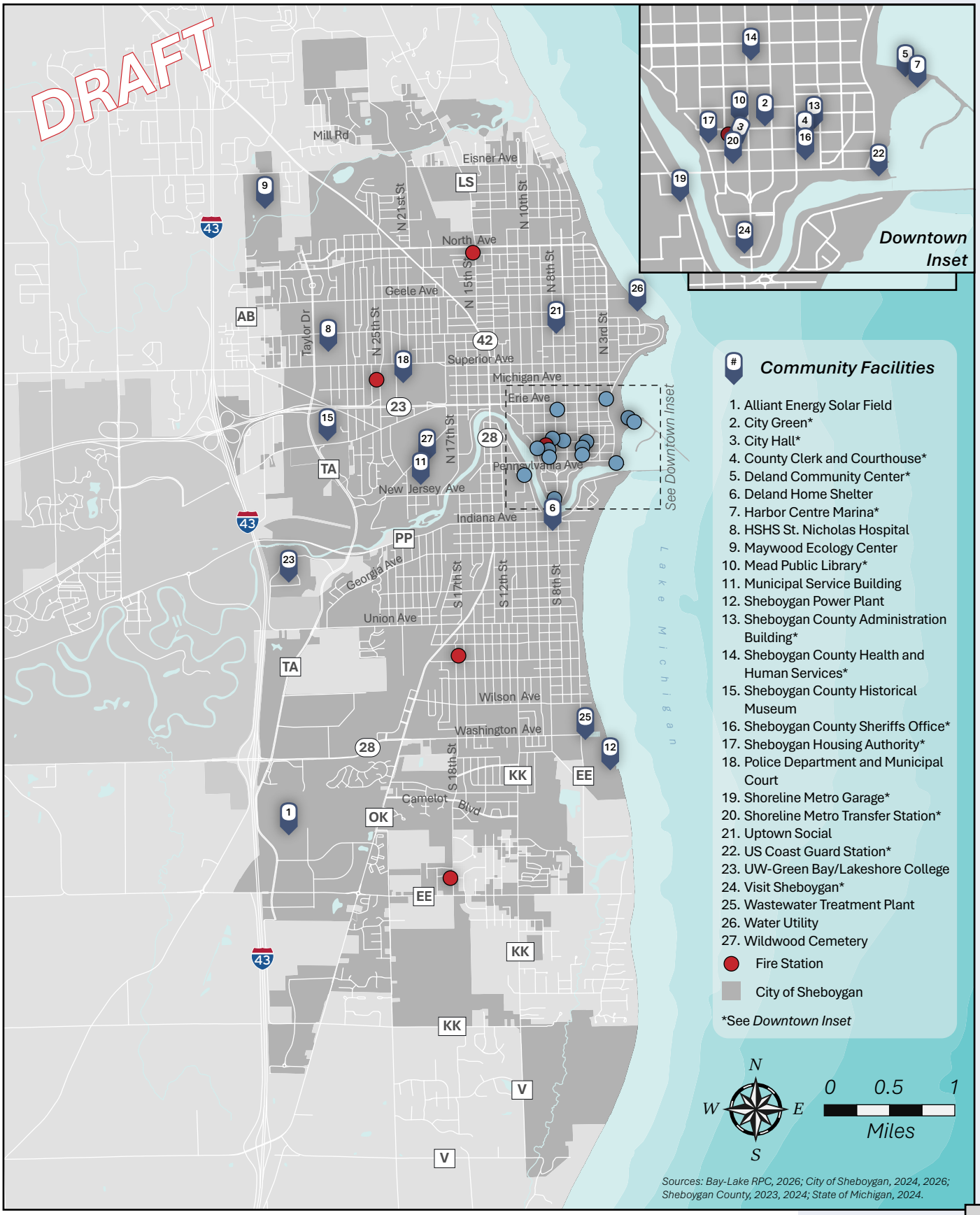
6. Regional Park Preserves

These areas are classified as such due to their environmental significance and/or natural features. Regional Park Preserves also serve residents as well as attract out of town visitors. Their uses focus on more passive-based recreation such as nature walks and bird-watching.

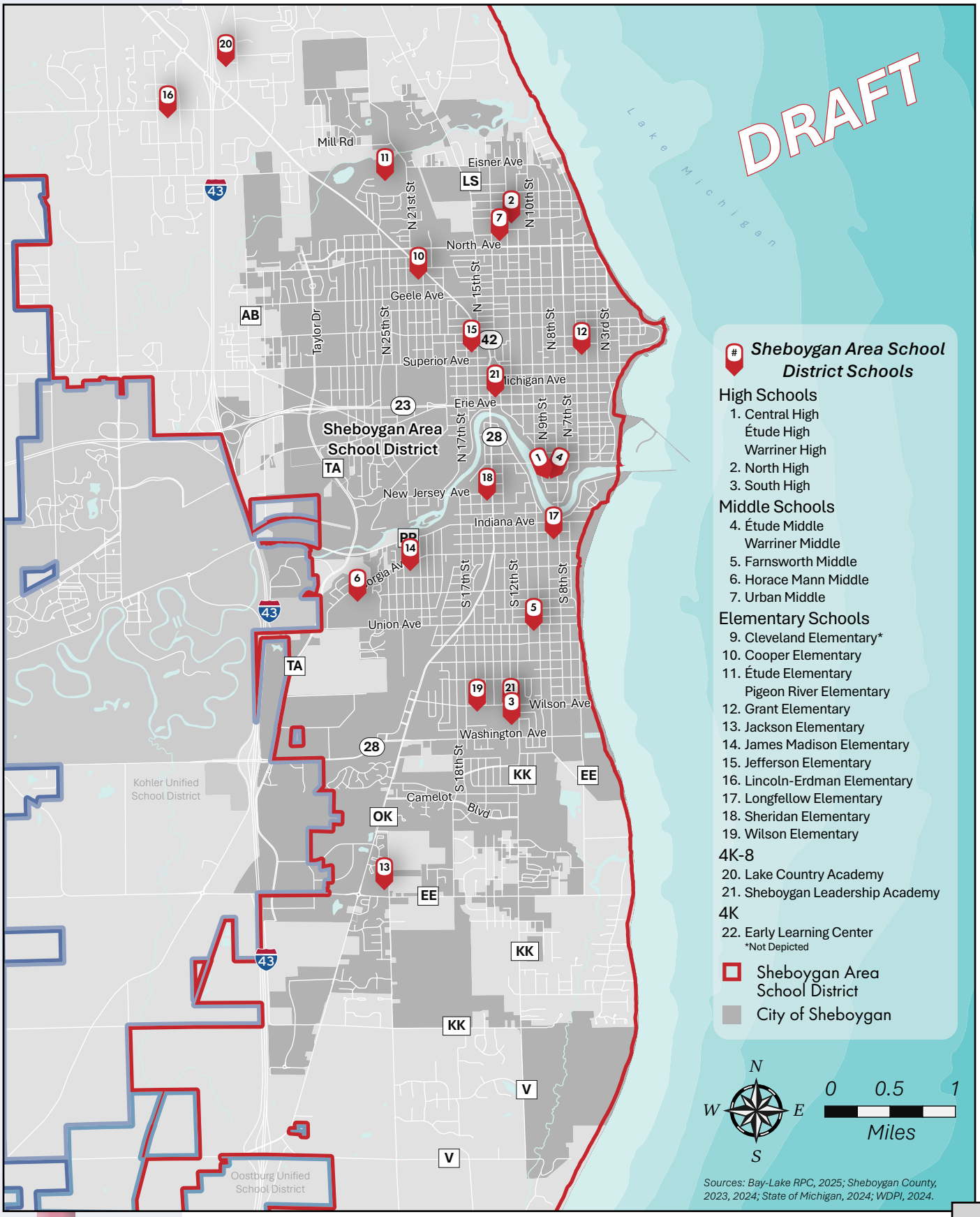
Beyond municipal parks, there are 28 County, State, and School park facilities within the city. Additionally, there are several privately-owned recreational facilities including, but not limited to, the Sheboygan YMCA and the Riverdale Country Club.

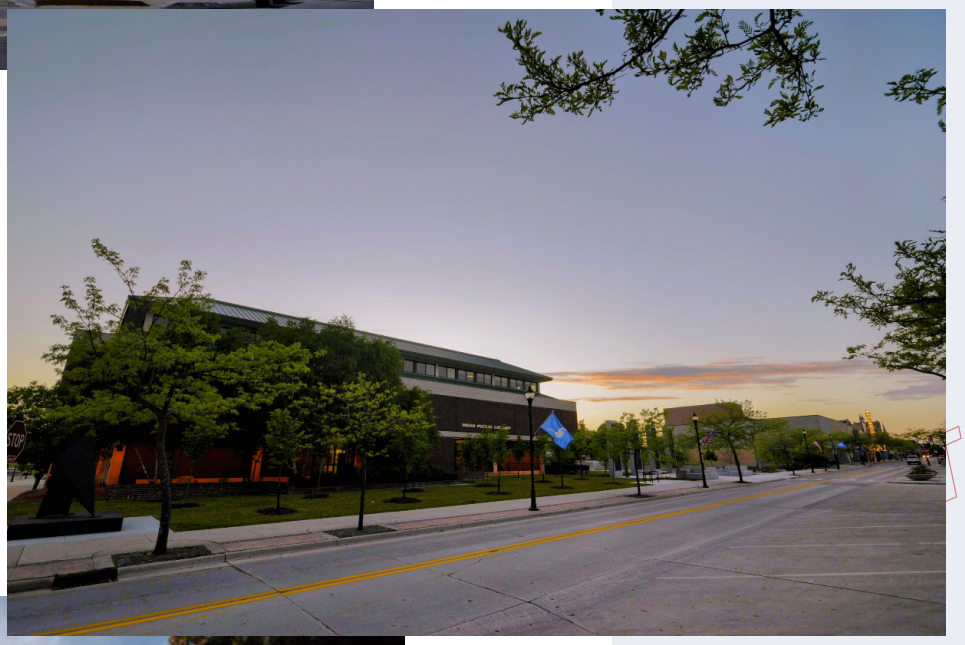
For more details, see the *City of Sheboygan's 2024 - 2028 Comprehensive Outdoor Recreation Plan*.

Map 2: Community Facilities



Map 3: Schools





Economic Development

The following section analyzes labor force participation, educational attainment, commuting patterns, earnings, occupational trends, and industry composition. Together, these indicators provide insight into the city's role within the regional economy and help identify opportunities to strengthen employment stability, support workforce development, and align future growth with community goals.

- Socio-Economic Characteristics
- Economic Base
- Employment Forecast
- Programs and Resources
- Development Site Analysis

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Socio-Economic Characteristics

Labor Force

As of 2023, an estimated 68 percent of residents (or 26,327 people) in the City of Sheboygan were part of the civilian labor force (i.e., persons 16 years of age or older who are employed or seeking employment). Of those part of the civilian labor force, 17,883 workers aged 16 to 64 worked full-time, year round.

The civilian labor force participation rate for the City of Sheboygan is higher than the average for the county and the state which are both 65 percent. Although the participation rates for the county and state have declined since 2000, the city's has remained stable.

According to the US Bureau of Labor Statistics, union workforce participation is significant in the Sheboygan area's large manufacturing sector as well as other operations.

Unemployment

The City of Sheboygan's unemployment rate was estimated to be 1.7 percent in 2023, comparable to both the county and state whose unemployment rates were 1.6 and 1.8 percent respectively. Since 2000, the city's unemployment rate has dropped by nearly one percent.

Education

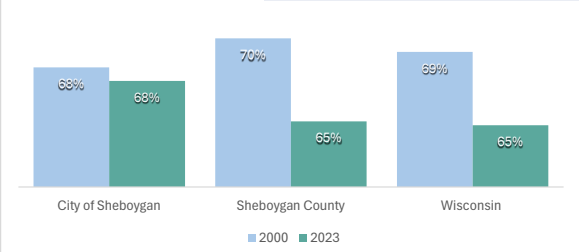
Twenty-three percent of the City of Sheboygan's population that is 25 years of age or older have a bachelor's degree or higher. This is four percent lower than the county and 11 percent lower than the state. However, over one third of residents have some college or an associate's degree, similar to both county and state averages.

Commuting Patterns

In 2023, it was estimated that 25,177 people were employed in the City of Sheboygan. Of those employed, 16,107 resided outside of the city in nearby municipalities such as Sheboygan Falls, Manitowoc, and Milwaukee. Meanwhile, 14,846 residents of Sheboygan were employed outside of the city most commonly worked in Kohler, Sheboygan Falls, and Plymouth.

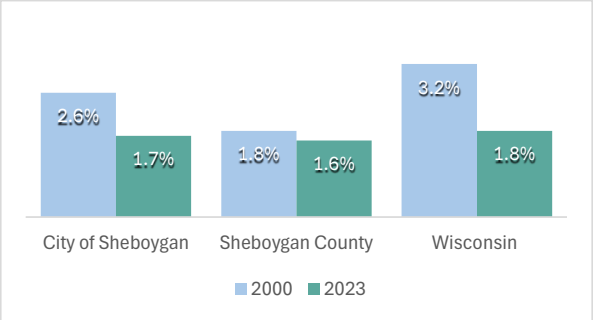
The average commute time for Sheboygan residents is 16.8 minutes. These workers most commonly drive alone (77 percent), followed by carpooling (10 percent). Another 8 percent work from home.

Exhibit 17: Change in Labor Force Participation Rates



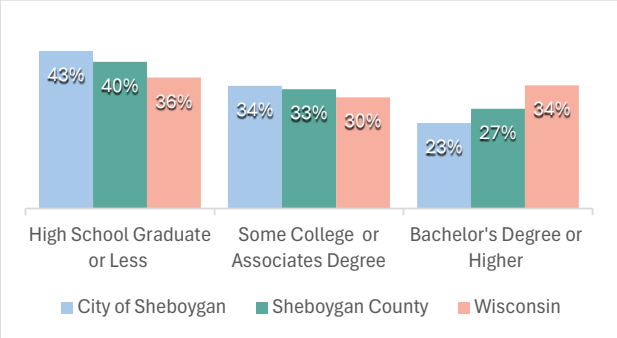
Source: US Census Bureau, Decennial Census (2000). US Census Bureau, ACS 5-year (2019-2023).

Exhibit 18: Change in Unemployment Rates



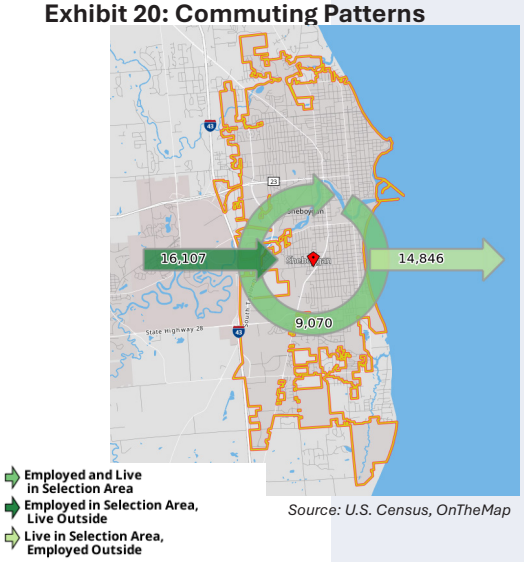
Source: US Census Bureau, Decennial Census (2000). US Census Bureau, ACS 5-year (2019-2023).

Exhibit 19: Educational Attainment



Source: US Census Bureau, ACS 5-year (2019-2023).

Exhibit 20: Commuting Patterns



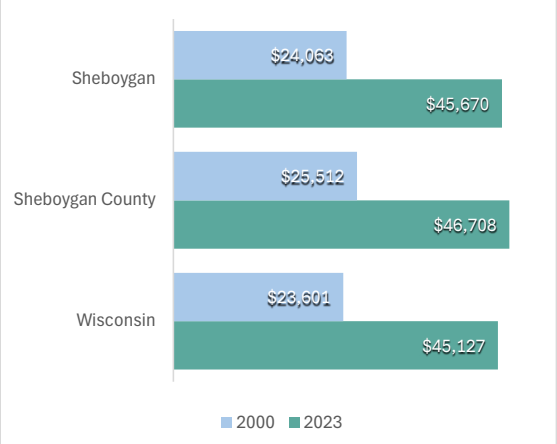
Source: U.S. Census, OnTheMap

Economic Base

Earnings

- In 2023, the estimated average earnings for the Sheboygan labor force was $45,670.
- Average earnings for full-time, year-round workers in Sheboygan was estimated to be $51,927.

Exhibit 21: Change in Average Earnings



Source: US Census Bureau, Decennial Census (2000). US Census Bureau, ACS 5-year (2019-2023).

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Occupation

The largest portion of Sheboygan's working residents are employed in management, business, science, and arts occupations. These fields have grown by nine percent, or 1,921 people, since 2000, when 21 percent of the labor force held jobs in these occupations.

Exhibit 22: Civilian Labor Force by Occupation

Occupation	2000		2023	
	Number	Percent	Number	Percent
Management, business, science, and arts occupations	5,850	21%	7,771	30%
Service occupations	3,965	19%	4,520	18%
Sales and office occupations	5,594	22%	4,190	16%
Production, transportation, and material moving occupations	8,779	31%	7,377	29%
Natural resources, construction, and maintenance occupations	1,652	7%	1,799	7%

Source: US Census Bureau, Decennial Census (2000). US Census Bureau, ACS 5-year (2019-2023).

Industry

In 2023, the industries with the greatest number of employees were manufacturing and educational services, and health care and social assistance, making up over 50 percent of the workforce.

Although manufacturing has the largest number of employees, since 2000, it has seen a decrease in employees by about 4.5 percent-- the most significant loss across all industries. On the contrary, the fastest growing industry has been arts, entertainment, recreation, accommodation and food service which saw an increase of 563 employees or 2.2 percent.

Exhibit 23: Civilian Labor Force by Industry

	City of Sheboygan	
Civilian employed population 16 years and over	25,657	
Industry	**Number**	**Percent**
Agriculture, forestry, fishing and hunting, and mining	100	0.4%
Information	201	0.8%
Wholesale trade	393	1.5%
Public administration	496	1.9%
Transportation and warehousing, and utilities	913	3.6%
Construction	925	3.6%
Other services, except public administration	1,149	4.5%
Finance and insurance, and real estate and rental and leasing	1,315	5.1%
Professional, scientific, and management, and administrative and waste management services	1,541	6.0%
Arts, entertainment, and recreation, and accommodation and food services	2,498	9.7%
Retail trade	2,517	9.8%
Educational services, and health care and social assistance	4,534	17.7%
Manufacturing	9,075	35.4%

Source: US Census Bureau, ACS 5-year (2019-2023).

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Exhibit 24: Employment by Industry, City of Sheboygan

Industry	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	100	0.4%
Construction	934	3.7%
Manufacturing	5,428	21.6%
Wholesale Trade	537	2.1%
Retail Trade	2,525	10.0%
Transportation and Warehousing	318	1.3%
Information	162	0.6%
Finance and Insurance	2,564	10.2%
Real Estate and Rental and Leasing	133	0.5%
Professional, Scientific, and Technical Services	586	2.3%
Management of Companies and Enterprises	615	2.4%
Administration & Support, Waste Management and Remediation	829	3.3%
Educational Services	1,235	4.9%
Health Care and Social Assistance	5,300	21.1%
Arts, Entertainment, and Recreation	349	1.4%
Accommodation and Food Services	2,094	8.3%
Other Services (excluding Public Administration)	787	3.1%
Public Administration	681	2.7%

Source: US Census, OnTheMap (2023).

Courtesy of the Longitudinal Employer-Household Dynamics (LEHD) program at the U.S. Census Bureau, Exhibit 24 depicts what industry those who are employed in the City of Sheboygan work in.

Of the 25,177 people employed in the City of Sheboygan, over 21 percent work in the Manufacturing industry. A significant portion of workers also work in the Health Care and Social Assistance industry, encapsulating over another 21 percent of workers.

Major employers located within the City of Sheboygan include:

- Kohler Co
- Aurora Health Ctr
- Vollrath Co LLC
- Physician's Health Network
- Old Wisconsin Sausage
- Aurora Medical Center
- Piggly Wiggly Midwest LLC
- Nemak
- Acuity

Tourism

The City of Sheboygan and the Sheboygan County area overall thrive as a tourist destination. Particularly with locations throughout the county that include Kohler, Elkhart Lake, Kohler-Andrae State Park, and several World-Class/Championship golf courses. The City of Sheboygan offers many attractions including the Stefanie H. Weill Center for the Performing Arts, the John Michael Kohler Arts Center, the Blue Harbor Resort and Conference Center, the Harbor Centre Marina, and the downtown "Harbor Centre" with its many districts that include lakefront and riverfront destinations, unique accommodations, and excellent restaurants. Considered by many to be the City's most significant attribute is being situated along Lake Michigan. Particularly with the City being well known for its water recreation, including surfing, sailing, fishing, swimming, etc.

Sheboygan County tourism by the numbers:

- Total Business Sales 2024: $477 M; 2.5% increase from 2023
- Direct Visitor Spending 2024: $287.6 M; 2.3% increase from 2023
- Employment in Tourism Industry 2024: 3,410; 1.0% increase from 2023
- Total Labor Income 2024: $113.4 M; 2.7% increase from 2023
- State and Local Taxes 2024: $33.1 M; 1.6% increase from 2023

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Exhibit 25: Occupation Projections by Percent Change

Occupation	Percent Change	Education & Training	Average Wage
Nurse Practitioners	62.2%	NA	$60.77
Data Scientists	46.5%	NA	$48.43
Physician Assistants	40.6%	Doctoral or professional degree	$62.71
Information Security Analysts	40.5%	NA	$46.13
Actuaries	40.5%	Bachelor's Degree	$50.59
Agricultural Engineers	36.4%	Bachelor's Degree	$44.18
Psychiatric Technicians	34%	Postsecondary non-degree award	$17.48
Cleaning, Washing, and Metal Pickling Equipment Operators and Tenders	33.7%	Moderate-term on-the-job training (less than high school)	NA
Animal Caretakers	32.1%	Less than high school, short-term on-the-job training	$14.05
Medical and Health Services Managers	30%	Bachelor's Degree	$59.13

Source: Wisconsin Department of Workforce Development, Employment Projections, Bay Area WDA, (2022 - 2032).

Employment Forecast

Exhibits 25 and 26 illustrate the occupations projected to grow the fastest, by numerical and percentage change, in the Bay Area from 2022 to 2032. These projections were produced by the Wisconsin Department of Workforce Development.

The Bay Area Workforce Development Area encompasses northeastern Wisconsin and includes Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Menominee, Oconto, Outagamie, Shawano, and Sheboygan counties.

From 2022 to 2032 it is projected that employment will increase by around 7.3 percent in the Bay Area. Occupations predicted to see the most growth by percent include Nurse Practitioners, Data Scientists, and Physician Assistants. Meanwhile, Home Health and Personal Care Aides, Stockers and Order Fillers, and Laborers and Freight, Stock, and Material Movers are expected to see the highest growth numerically.

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Exhibit 26: Occupation Projections by Numerical Change

Occupation	Numerical Change	Education & Training	Average Wage
Home Health and Personal Care Aides	1,154	Less than high school, short-term on-the-job training	$16.70
Stockers and Order Fillers	1,064	Less than high school, short-term on-the-job training	$15.40
Laborers and Freight, Stock, and Material Movers	854	Less than high school, short-term on-the-job training	$19.62
Registered Nurses	758	NA	$38.85
Industrial Machinery Mechanics	749	High school diploma or equivalent, long-term on-the-job training	$30.58
Cooks, Restaurant	740	Less than high school, moderate-term on-the-job training	$17.56
Fast Food and Counter Workers	720	NA	$13.67
Construction Laborers	668	Less than high school, short-term on-the-job training	$24.92
Heavy and Tractor-Trailer Truck Drivers	607	High school diploma or equivalent, short-term on the job training	$27.77
Software Developers	513	Bachelor's degree	$48.19

Source: Wisconsin Department of Workforce Development, Employment Projections, Bay Area WDA, (2022 - 2032).

Programs and Resources

Economic Development Loan Program

The Economic Development Loan Program, also known as the Revolving Loan Fund (RLF) is to promote employment and business opportunities in the City of Sheboygan. Such purposes are declared to be a public purpose for which public funds may be expended. Through the Economic Development Loan Program, the City will provide below market interest rate loans to qualified borrowers for specified eligible projects.

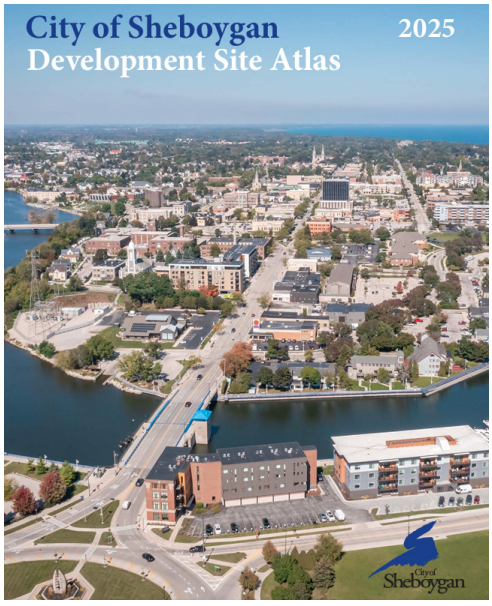
Tax Incremental Districts (TID)

A TID is the land area associated with development and redevelopment projects. Tax Incremental Financing (TIF) is a tool available to cities and villages in Wisconsin under section 66.1105 of the Wisconsin Statutes for redeveloping blighted areas, promoting redevelopment through environmental remediation, and encouraging new industrial development. TIF can be used to cover costs of public works or improvements including costs for demolition, land assembly, public improvements, and new buildings.

In the City of Sheboygan, three (3) of the existing TID districts have assisted mixed use development, five (5) with rehabilitation, one (1) with industrial development, and one (1) with the redevelopment of blighted properties.

Development Site Analysis

Annually, the City of Sheboygan produces a document featuring a list and detailed description of development opportunities and available sites within the City of Sheboygan. The book is a useful tool for prospective businesses and industries that may want to make Sheboygan home.



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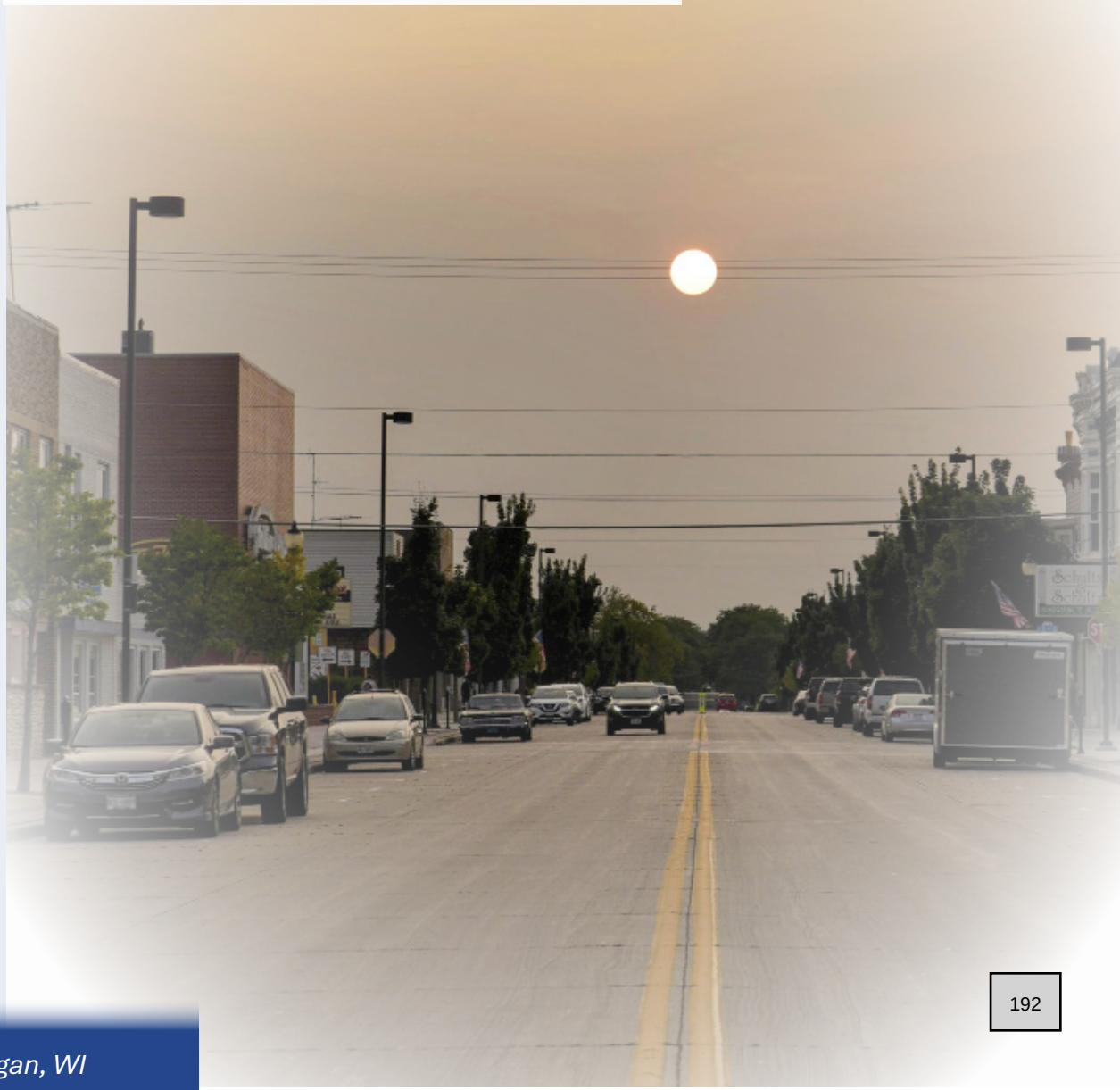
Transportation

The following section describes the City of Sheboygan's roadway network, functional classifications, safety conditions, and available transportation services. Understanding these components provides a foundation for identifying future transportation needs.

- Existing Transportation System
- Other Transportation Modes
- Relevant Transportation Plans



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Transportation Facilities

Vehicular transportation is the dominant mode of transportation used by residents of the City of Sheboygan. For example, over 87 percent of residents (aged 16 and older who work) commute to their place of employment by car, truck, or van. In addition, just under 97 percent of workers aged 16 years and over have at least one vehicle available in their household.

Functional Classification

Map 4 displays the City of Sheboygan's roadway network and highlights its functional classification, while Exhibit 27 illustrates the total mileage (centerline miles) per classification. The City of Sheboygan's functional classifications, as defined by the Wisconsin Department of Transportation (WisDOT), are listed below.

Minor Arterials
Minor arterials carry moderate traffic volumes and serve inter-community trips.

Collectors
Collectors circulate traffic and provide access to businesses or homes, distributing trips between local roads and arterials.

Local Roads
The remaining roads in the City are local. They provide access to residential, commercial and industrial uses over a short distance within the city.

Exhibit 27: Functional Classification

Functional Classification	Centerline Miles	Percent of Total Mileage
Principal Arterial	7.3	3.5%
Minor Arterial	32.2	15.3%
Collector	25.6	12.2%
Local Road	144.8	69%
Total	210	100%

Source: Wisconsin DOT, 2025

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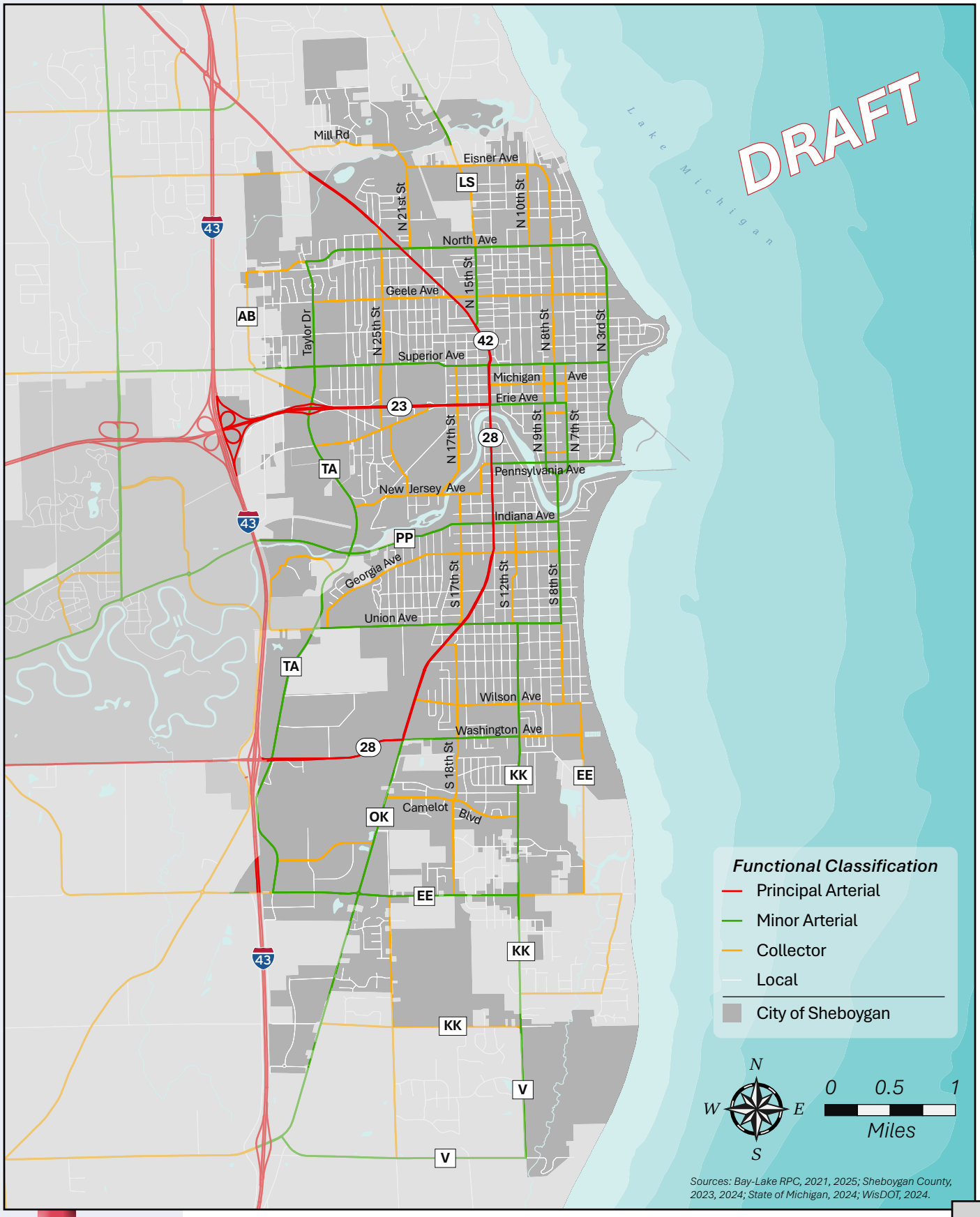
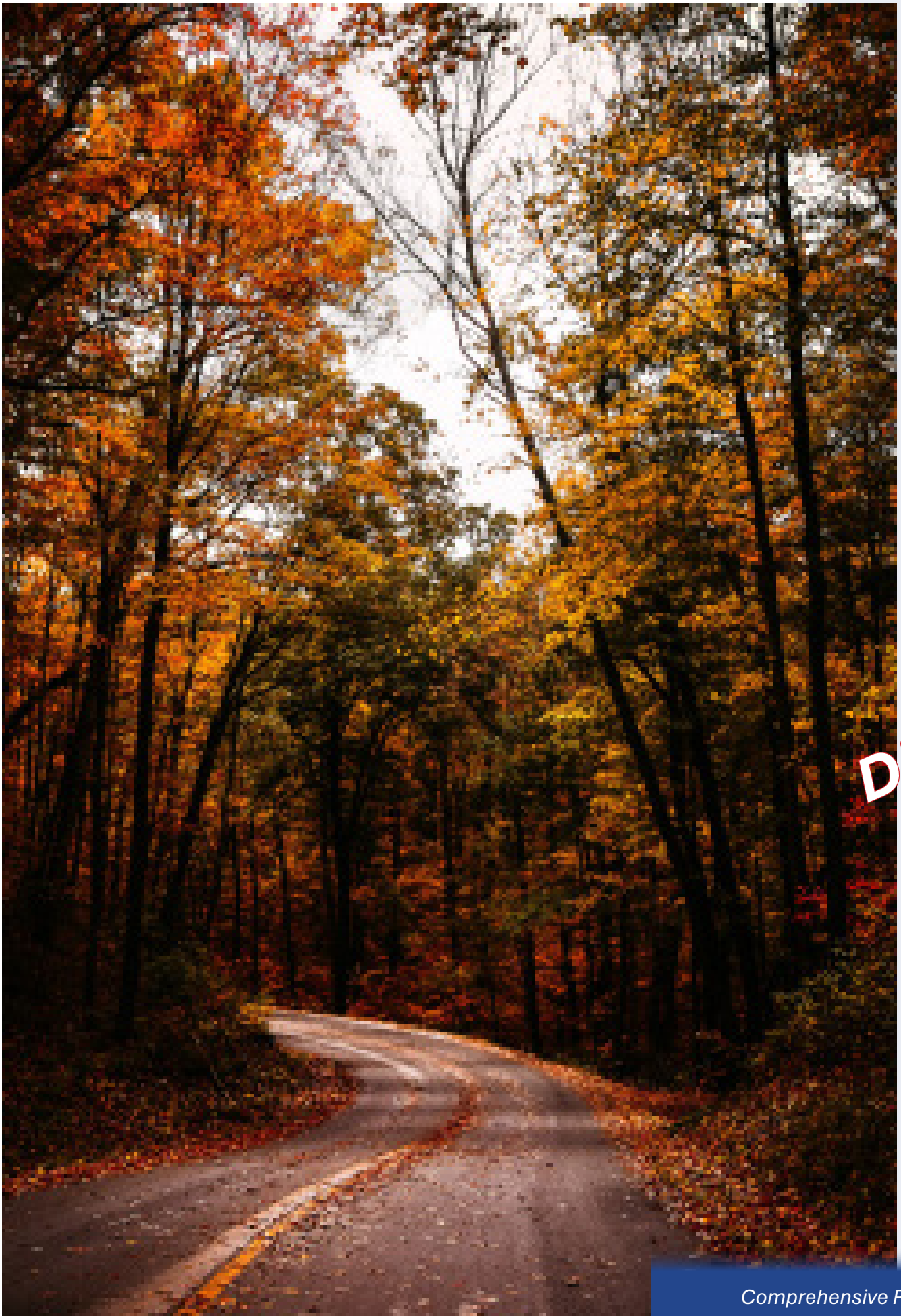
Map 4: Functional Classification





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Traffic Volumes

Traffic patterns in the City of Sheboygan reflect the community's role as both a local employment center and a pass-through point for regional travel. Traffic counts are regularly collected by WisDOT, which provides Average Annual Daily Traffic (AADT) data, and can be found on their website.

Roadway Safety

Crash data is monitored by the Traffic Operations and Safety (TOPS) Laboratory through the Community Maps platform, which provides detailed information about crash locations, severity, and contributing factors. More information can be found at https://transportal.cee.wisc.edu/partners/community-maps/. Crash data may be used to guide roadway improvements, intersection design, and traffic enforcement strategies.

Additional Transportation Modes

Active Transportation

The City of Sheboygan provides a variety of bicycle and pedestrian networks including bicycle lanes, posted shared-use bike routes, wider paved shoulders, sidewalks, and, multipurpose trails.

Electric Scooters (E-scooters)

E-scooters have been available in the City of Sheboygan since 2021 as a convenient, flexible, and environmentally friendly micro-mobility option for residents and visitors. E-scooters provide an additional travel choice that can support short trips, complement pedestrian and bicycle travel, and offer first/last-mile connections to other transportation modes. Bird, along with any other scooter company operating in the area, is a privately-owned company and not affiliated with or operated by the City of Sheboygan.

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Rail Transportation

The City of Sheboygan is served by the Union Pacific rail lines. The rail line runs north towards Green Bay, south towards Milwaukee, and west to Kohler. This rail service is solely freight rail.

Air Transportation

The City of Sheboygan is served by the Sheboygan County Memorial Airport (SBM). SBM is classified as a Transport/Corporate airport, offering corporate charter and limited commuter services. There are over 130 aircraft based at the airport and about 66,000 aircraft operations at the airport each year.

The primary commercial-passenger and air freight service airports the serve the City include General Mitchell International Airport (MKE), located near Milwaukee, and Austin Straubel International Airport (GRB), located near Green Bay.

Water Transportation

The City of Sheboygan's location along the Sheboygan River and Lake Michigan provides opportunities for water-based transportation. The city's harbor supports commercial fishing, recreational boating, and tourism-related activity. While not a primary mode of daily transportation, water access remains an important component of the local and regional transportation system.

Public Transportation and Specialized Transportation Services

Shoreline Metro

Shoreline Metro is the fixed-route transit service that serves the City of Sheboygan and operates nine regular fixed routes. The service also offers seasonal routes including Route 40 - The Harbor Centre Trolley in the summer, and the Jingle Bus in December. Additionally, Shoreline Metro operates a shuttle service provided on weekday afternoons, weekday evenings, and Saturdays to accommodate passengers during peak and hourly service. Tripper routes are also offered during the school year to provide service to elementary schools and daycares.

More information on Shoreline Metro and the provided services can be found on https://shorelinemetro.com.

Shoreline Metro ADA Paratransit Service

ADA Paratransit service is available for individuals unable to use the Shoreline Metro public system. Services include origin to destination service with assistance from the first door to the vehicle and from the vehicle to the first door. The trip origin and destination must be within three-quarters of a mile from a fixed route.

Sheboygan County Health and Human Services Department

The Sheboygan County Health and Human Services Department provides transportation services to those in Sheboygan County who are eligible to participate in various county programs. The department's Aging and Disability Resource Center (ADRC), in partnership with Metro Connection, provides transportation services to adults with disabilities and those over 60 throughout Sheboygan County.

ADRC also sponsors a volunteer driver program that focuses on elderly individuals who need transportation to medical appointments and needs do not meet the paratransit program requirements.

The Sheboygan Transit Center

The Sheboygan Transit Center serves as the main hub for Shoreline Metro bus routes and connects to regional carriers such as Indian Trails and Greyhound, providing service to Milwaukee and other destinations.

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The Sheboygan Metropolitan Planning Organization

The Sheboygan Metropolitan Planning Organization (MPO) is the policy board created and designed to carry out the area's metropolitan transportation planning process in the Sheboygan Metropolitan Area (MPA). In its role as Sheboygan MPO, the Bay-Lake Regional Planning Commission is responsible for developing transportation plans and programs for the Sheboygan MPA.

Transportation Plans and Programs for the MPA

Sheboygan Metropolitan Planning Area Transportation Improvement Plan: The Transportation Improvement Plan (TIP) is a four-year listing of transit operating and capital, elderly and disabled transportation operating and capital, transportation enhancement, and street and highway improvements in the Sheboygan metropolitan planning area. The TIP is reviewed by the MPO Technical and Policy Advisory Committees and by private transportation providers, and the public is invited to offer comments on the projects. The TIP is forwarded to the Bay-Lake Regional Planning Commission for final approval.

Year 2050 Sheboygan Area Transportation Plan (SATP) (2023): The Year 2050 SATP is a federally required Long Range Transportation Plan for the Sheboygan MPA and is required to be updated every four years. The SATP is reviewed by MPO Technical and Policy Advisory Committees and then adopted by the Bay-Lake Regional Planning Commission. The plan identifies the long-range transportation needs by analyzing the existing system and preparing plans and studies in a comprehensive, cooperative, and continuing manner. It also considers possible infrastructure improvements and establishes priorities to implement projects based on anticipated funding.

Shoreline Metro Transit Development Plan (TDP) 2026 - 2030 (in progress): Sheboygan MPO staff are assisting Shoreline Metro with its TDP Update. Shoreline Metro received funding from WisDOT Section 4305 grant to complete this TDP and local match was provided by the City of Sheboygan. The TDP is scheduled to be completed by Spring of 2026.

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Sheboygan Metropolitan Planning Area Bicycle and Pedestrian Master Plan (in progress): The Commission is currently in the process of developing a master bicycle and pedestrian plan for the Sheboygan MPA. The purpose of this planning effort is to connect people within the MPA by a safe, convenient, and enjoyable bicycle and pedestrian network that is accessible and comfortable for individuals of all ages and abilities. Furthermore, when completed, the plan will provide strategies to enhance the existing infrastructure and provide recommendations to close the existing gaps in each municipality within the Sheboygan MPA.

Additional Relevant Transportation Plans and Programs

Sheboygan County Pedestrian and Bicycle Comprehensive Plan (2015): This plan guides the County's efforts to respond to the opportunities presented by the Non-motorized Transportation Pilot Program. This plan was last updated in 2015 and has a horizon year of 2035. The plan establishes Areas of Concern to provide potential locations for future bicycle and pedestrian safety projects. The plan proposes short-term and long-term pedestrian and bicycle network recommendations for each community. It also identifies the issues at unsafe intersections and provides potential countermeasures.

City of Sheboygan Transportation Safety Action Plan (in progress): The Transportation Safety Action Plan will analyze existing conditions, explore community priorities through community engagement, locate critical locations in the city's roadway network with unsafe conditions, and identify key recommendations for improving the city's transportation network.

Connect. Regional Bicycle and Pedestrian Plan for Northeast Wisconsin: The bicycle and pedestrian plan for the Bay-Lake region provides details about the region's bicycle and pedestrian network and facilities, including documentation of specific shared-use / multi-use pathways by county. The plan lists a range of objectives and strategies to improve the region's bicycle and pedestrian facilities.

Connect 2050 - Statewide Long-Range Multimodal Transportation Plan (2022): The existing state-wide transportation plan that describes Wisconsin's multi-modal transportation system and documents policies and actions to maintain, improve, and strengthen the overall system.

Wisconsin State Freight Plan (2023): A long-range multi-modal plan that addresses the state's freight transportation needs and provides a vision for WisDOT's freight program.

WisDOT 6-year Highway Improvement Program: This program covers the 11,750-mile state highway system, administered and maintained by WisDOT.

Wisconsin Pedestrian Policy Plan (2020): Includes a vision and plan of action to encourage pedestrian travel.

Wisconsin Bicycle Transportation Plan (2020): Includes a vision and a plan of action to increase bicycling and to reduce crashes involving bicyclist and motor vehicles.

Wisconsin Active Transportation Plan 2050 (in progress): WisDOT is updating its Wisconsin Bicycle Transportation Plan and Wisconsin Pedestrian Policy Plan, combining them into the Wisconsin Active Transportation Plan 2050. The active transportation plan will be a statewide long-range plan focused on human-powered modes of transportation, such as bicycling and walking. This plan will evaluate the state's active transportation opportunities and needs, resulting in policies and actions that will align with and further Connect 2050.

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Transportation Trends and Considerations

Transportation systems are evolving in response to changes in technology, travel behavior, and environmental priorities. New mobility options and shifting preferences are influencing how people move within communities, particularly for short trips and daily travel needs. Understanding these trends helps the City anticipate future infrastructure needs and identify opportunities to expand transportation choice.

Active Transportation

Walking and bicycling as modes of transportation are increasingly common. Increased investments in traditional transportation infrastructure and the public realm have encouraged and guided preferences for walking and biking. However, in many cases, distance and physical or perceived barriers can limit active transportation as a viable travel mode.

Ride-hailing Services

On-demand transportation services, such as Uber and Lyft, offer flexible routing and scheduling to individuals who are willing to pay a service fee to be picked up and dropped off at their chosen location. Ride-hailing services are increasingly popular among younger generations, urban residents, people without access to a vehicle, and individuals with disabilities.

Publicly-available Bicycle and Electric Scooter Shares

According to the Bureau of Transportation Statistics, as of July 2019, more than 200 cities had some form of bike share (dock or dockless) and/or e-scooter system. These systems are increasingly common in urban and semi-urban areas and are primarily used for shorter, intra-city trips. Shared micro-mobility systems typically rely on fee-based mobile applications for access and payment. While government regulation can influence where and how these systems operate, ongoing technological advancements have continued to improve safety and accessibility.

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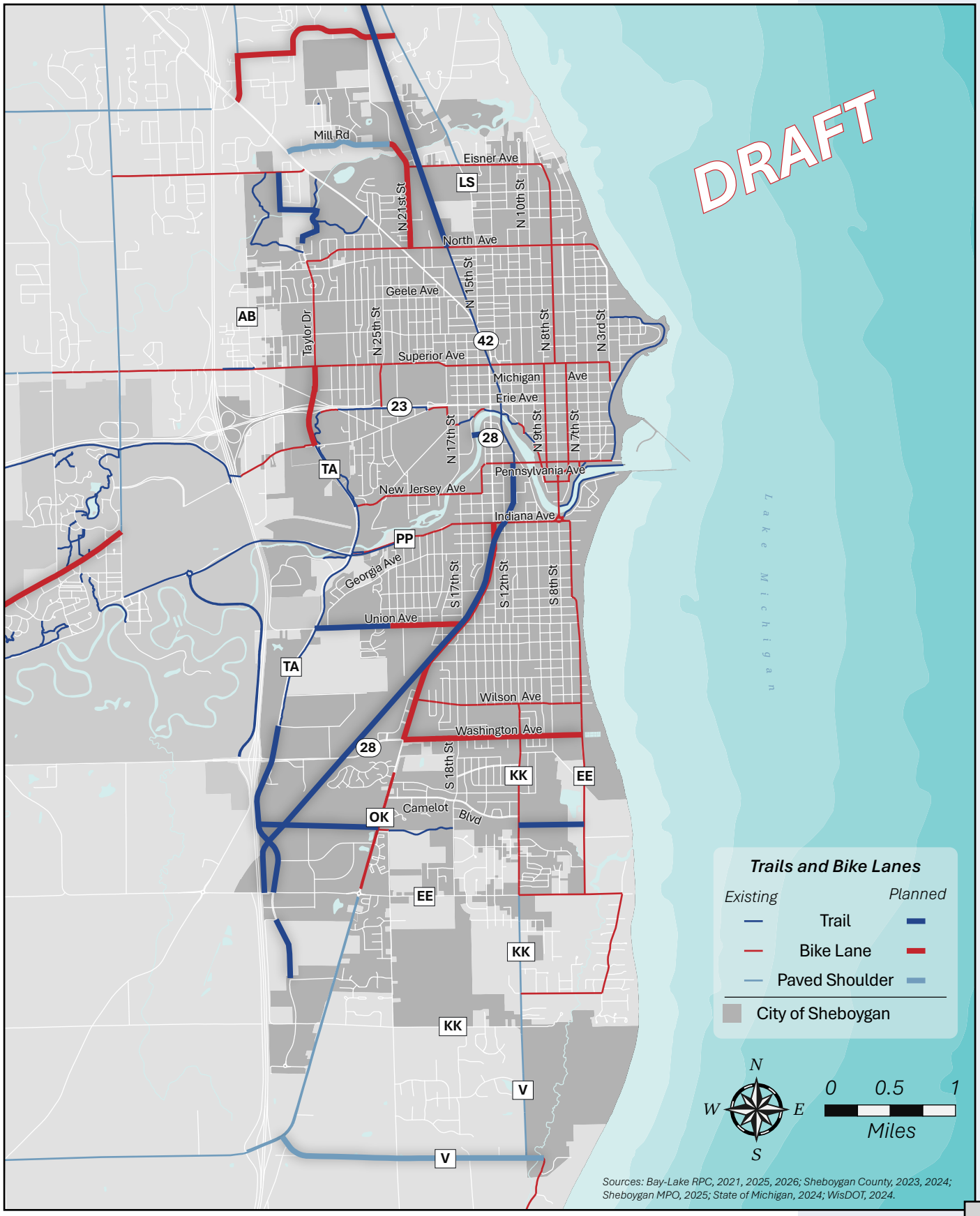
Electric Vehicles

The electric vehicle (EV) market is expanding. According to the Pew Research Center "7% of U.S. adults said they currently have an electric or hybrid vehicle, and 39% said they were very or somewhat likely to seriously consider buying an electric vehicle the next time they're in the market for new wheels." As consumption of EVs grows, so too will the need for charging stations in accessible locations. Based on 2020 data from Clean Wisconsin, there are about 550 public EV charging stations located throughout Wisconsin. These stations were funded through public, utility, and private investments. In the long-term, availability of EV charging stations will influence travel, tourism, and effects on the climate.

Charging Stations

Over the planning period, private property owners may begin exploring development proposals for electric vehicle charging stations, as well as studies to assess the capacity of the electrical grid to support expanding charging infrastructure. If these activities occur, the City of Sheboygan may need to provide information, guidance, or responses to questions related to proposed developments or supporting studies.

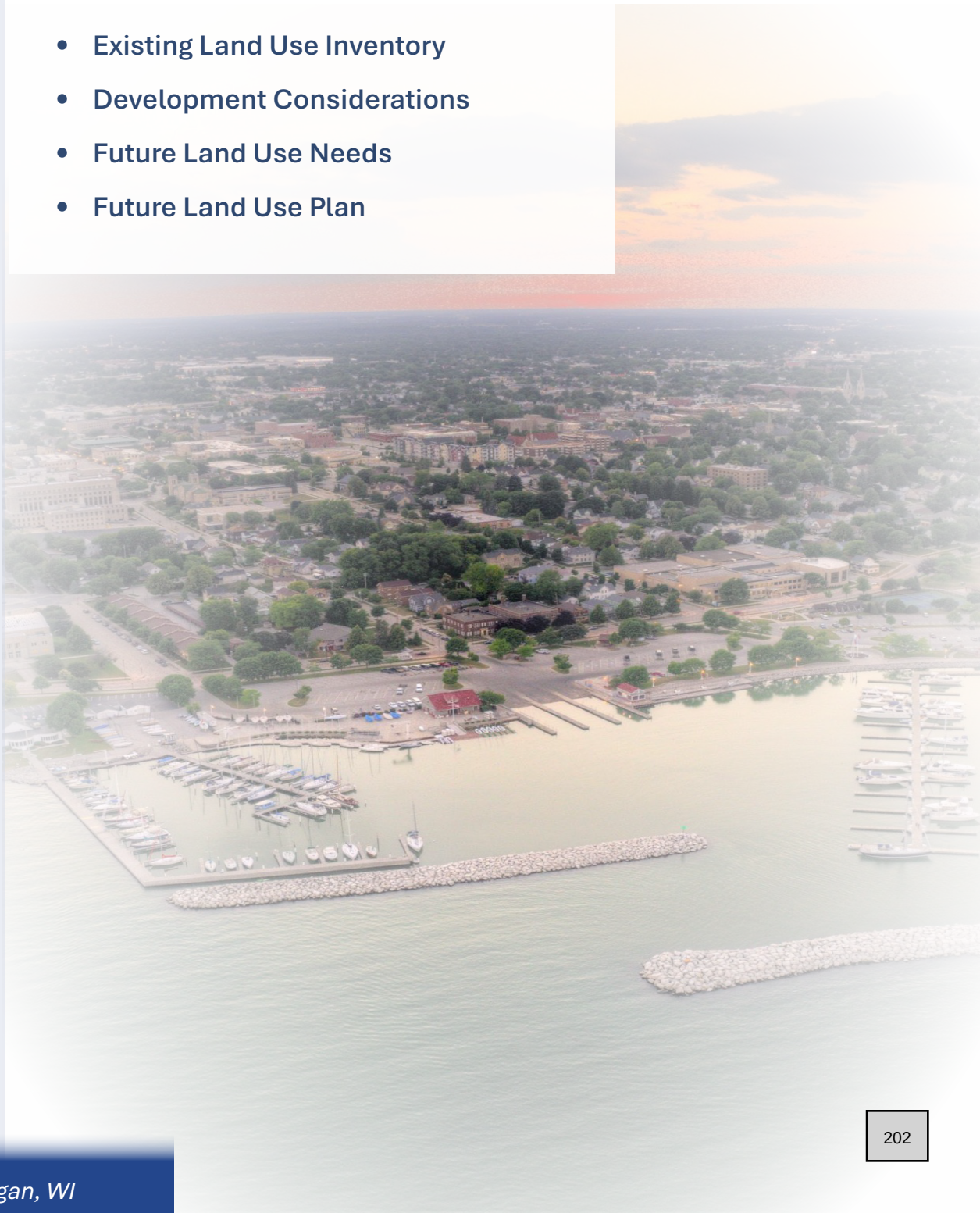
Map 5: Trails and Bike Lanes



Land Use

This element provides information on the City of Sheboygan's current land use and describes the city's vision for future growth and development. The Future Land Use Plan, presented in this element, guides Sheboygan's Plan Commission and Common Council in land use and zoning decision-making that will aim to achieve the community's 2046 vision.

- Existing Land Use Inventory
- Development Considerations
- Future Land Use Needs
- Future Land Use Plan



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Existing Land Use Inventory

The City of Sheboygan contains about 10,375 acres within its city limits. Exhibit 28 quantifies Sheboygan's existing land use characteristics and Map 6 displays these characteristics on the following page.

Existing land use patterns show that Sheboygan's contains a well-defined central business district that includes many different forms of high intensity, mixed use development centered on 8th Street north of the Sheboygan River. A series of roadway corridors with moderate intensity commercial development,lower intensity commercial and office development, and several moderate intensity industrial growth areas. The City also maintains a modern shopping development cluster and business park area. A traditional mix of single-family and two-family neighborhoods surrounds the downtown, while a dispersed pattern of multi-family residential development can be found throughout. Parks, natural areas, and open spaces are well dispersed throughout the city as well.

As demand for new developments increase, various factors will influence future land needs, including:

- The availability and price of vacant, buildable land to accommodate new development.
- The availability of serviced land (e.g., lands with access to transportation corridors and with utilities and community services).
- Redevelopment potential of key corridors, nodes, and neighborhoods. In general, areas ripe for redevelopment include parcels where improvement values are less than land values as well as blighted areas.
- Public policy and existing zoning regulations, development incentives, and development fees.

Exhibit 28: Existing Land Use Characteristics

Land Use Category	Acreage	Percentage
Agriculture	574	5.5%
Commercial	637	6.1%
Communications/Utilities	177	1.7%
Institutional/Government	529	5.1%
Industrial	597	5.8%
Multi-Family	565	5.4%
Mixed Use	12	0.1%
Natural Areas	1,019	9.8%
Open Lands	141	1.4%
Parks and Recreation	929	9.0%
Residential	2,446	23.6%
Right-of-Way	1,630	15.7%
Transportation	154	1.5%
Water	223	2.1%
Woodlands	743	7.2%
Total	10,375	100.0%

Source: Bay-Lake RPC (2026).

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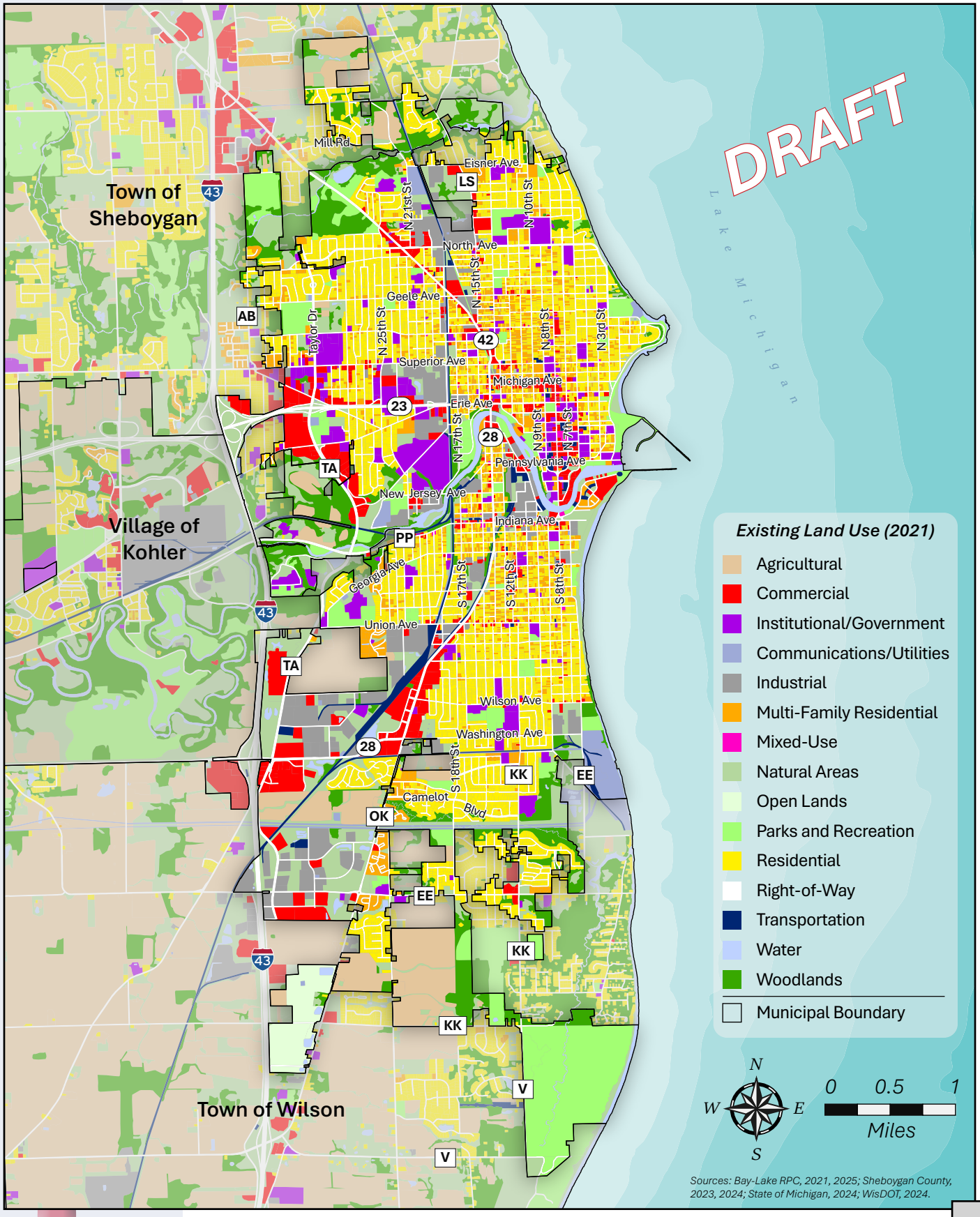
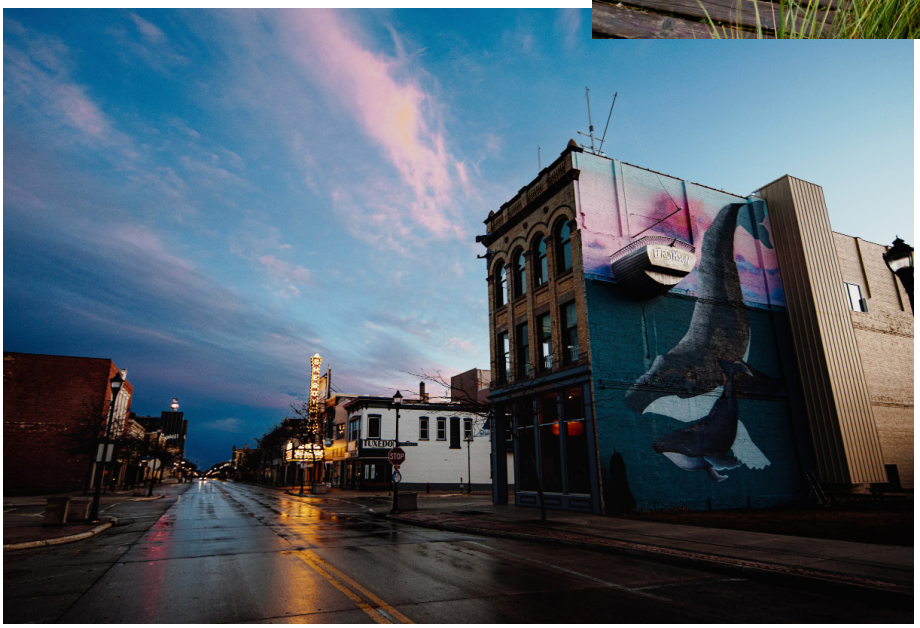
Map 6: Existing Land Use





Future Land Needs

Wisconsin statutes require comprehensive plans to include projections for future residential, commercial/industrial, and agricultural land needs for the 20-year planning period. This section summarizes the land needs analysis conducted for the City of Sheboygan.

Assess Demand for Land

An initial step in the land needs analysis, is to estimate the amount of land that may be needed to accommodate growth and development over the 2026 to 2046 planning period.

This section relies on recent local studies (e.g., housing, strategic planning) and key planning assumptions (based on empirical analysis, best practices, and proxy estimates) to inform the analysis. Key findings from this analysis are organized by land use type.

Residential: Based on Sheboygan's housing needs projections as reflected in the *Sheboygan Housing Study* completed in 2023, Sheboygan estimates planning for up to 7,400 new housing units over the 20-year period. Based on an average residential net density (nine dwelling units per acre), Sheboygan would need roughly 822 net acres (or approximately 1,054 gross acres). If the 7,400 new units were delivered linearly, about 205 net acres (263 gross acres) would be needed to accommodate about 1,850 new dwelling units every five years.

Commercial/Industrial: Based on Sheboygan's employment growth forecast as described in the Sheboygan Housing Study (2023), Sheboygan estimates that it may need to accommodate about 2,000 new employees in commercial/industrial-related uses. Based on projected commercial/industrial floor area average of 1,000 square feet per employee (2020), this analysis estimates that about 192 net acres (approximately 246 gross acres) of commercial/industrial-designated land may be needed through 2046. If demand for commercial/industrial land grew linearly, approximately 50 net acres of commercial/industrial-designated land would be needed every five years.

Agricultural: This analysis does not forecast a future land need for agricultural acreage inside City limits. Demand for agricultural land is assumed to be met outside of Sheboygan's City limits, such as in more rural parts of Sheboygan County and the greater region. This conclusion is based on recent development trends in Sheboygan which suggests that Sheboygan will continue to urbanize over the planning period.

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Assess Land Supply

Another component of a land needs analysis is to quantify the approximate amount of available land in Sheboygan that may accommodate future residential, commercial-related, and industrial-related growth. The following is a summary of vacant land within the City that is designated for possible future residential or business-related uses on the Future Land Use Plan.

- 600 vacant acres that may accommodate new residential development,
- 240 vacant acres that may accommodate new commercial development, and
- 260 vacant acres that may accommodate new industrial development.

The estimates of vacant acreage by land use type were determined by:

- Identifying parcels with a land value greater than $0 and an improvement value of $0.
- Conducting a rapid visual assessment of identified vacant parcels to remove parcels currently in use.

Accordingly, some parcels are considered "not vacant" but are still potentially buildable. For example, parcels currently used as a parking lot could be developed into a more productive use in the future. Similarly, a large parcel that is only partially developed could be further developed, or subdivided and then developed, in the future.

Assess Land Sufficiency

As the City of Sheboygan continues to develop, it is important to regularly determine the extent to which Sheboygan has a sufficient supply of viable land to accommodate proposed growth. To address potential land needs over the 20-year planning period, the City of Sheboygan is encouraged to:

- Implement zoning efficiency measures to enable a variety of development types and densities.
- Encourage redevelopment and development of more productive uses on currently underutilized and vacant properties.
- Collaborate with surrounding jurisdictions, while strategically planning for the potential development of land in Sheboygan's extraterritorial planning area (i.e., 3-miles beyond the City's boundary). As identified on the City's Future Land Use map (Maps 7, 8, and 9), the City of Sheboygan has identified areas for possible growth beyond its city limits and into the adjacent towns. Planning for these adjacent areas assists with efficient growth patterns and effective provision of services, utilities, transportation, etc., in the event land may be necessary in the future.

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Future Land Use Plan

Comprehensive plans contain a future land use plan to help guide growth management strategies over a 20-year planning period.

The City of Sheboygan's 20-Year Land Use Plan (Maps 7, 8, and 9) is meant to provide a generalized visual interpretation of what the city is aiming to achieve, from a land use perspective, over the next 20 years. The land use plan, however, is not meant to be a prediction. The map serves as a component that can be amended as needed to address the community's present-day needs and preferences.

Sheboygan's future land use plan identifies various plan designations to classify the general intent of future lands in the city. The categories and the future growth/preservation strategies are described on the following pages.

The creation for the City of Sheboygan's future land use plan for the 2026 to 2046 period was based on existing residential, commercial, and business uses, and the general development trends and patterns in and around the city. When identifying where future developments are encouraged, the impacts to existing utilities and facilities such as roads, sewers and water, and emergency services were also evaluated. Additional planning considerations included areas where lands would be difficult to develop or are unique to the community, such as floodplains, wetlands, and coastline.

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Future Land Use Strategy

Land Use Goal:

Engage in thoughtful land use decision making to achieve economic growth, cultural opportunities, and vibrant neighborhoods in Sheboygan.

Objectives:

1. Accommodate a mix of uses within a finite amount of land, including housing, quality commercial development, and employment-generating professional offices and light industrial development.
2. Maintain the existing neighborhoods and housing stock, while increasing the amount of quality housing opportunities in the City.
3. Continue developing Sheboygan's downtown and lakefront into a vital center of civic activity, commerce, and living for the community.
4. Ensure that new development positively impacts the quality of life for existing residents and contributes to making Sheboygan a special and unique place to live and to raise a family.
5. Promote catalytic new mixed use developments at key infill and redevelopment sites, such as in the downtown and lakefront areas and the Indiana Avenue, Michigan Avenue, and Taylor Drive corridors.
6. Focus business location and expansion activity in targeted economic growth areas.
7. Pursue zoning ordinance text amendments, as appropriate, to achieve the land use and design recommendations of this Plan.
8. Focus neighborhood-oriented business uses in areas that will conveniently serve residential areas, enhance Sheboygan's traditional character, and provide viable reuse opportunities for older commercial structures nestled in neighborhoods.
9. Generally promote the mixture of compatible land uses on the same site and in the same building except where single-use buildings and sites will be more responsive to the requirements of the site, building, area, or market.
10. Encourage land use patterns and development intensities that facilitate and complement alternative forms of transportation, including walking, biking, and bus service.

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Future Land Use Recommendations

The following classifications associated with the City of Sheboygan Comprehensive Plan best represent the community's vision for the future. Utilizing the following classifications, this section details the suggested type of development for the City of Sheboygan's 20-year planning period.

Residential Development

This future land use category is intended to accommodate a range of residential development types, including single-family detached homes, duplexes, townhomes, and multi-family residences, along with neighborhood-scale businesses and community facilities that are compatible with adjacent residential types. Residential development within this category may occur at varying densities depending on location, surrounding context, access to infrastructure, and neighborhood character.

Recommendations

- Thoughtfully locate community facilities such as roads, paths, sidewalks, parks, schools, and places of worship to provide convenient and safe access for residents.
- Support a mix of housing types to meet the needs of households of different sizes, ages, and incomes, while maintaining compatibility with surrounding neighborhoods.
- Encourage residential infill and redevelopment where feasible, particularly in areas served by public water and sanitary sewer systems.
- Promote interconnected street, pedestrian, and open space networks to improve mobility and neighborhood connection.
- Encourage context-sensitive street design in residential areas, including narrower streets where appropriate and sidewalks on both sides of neighborhood streets.
- Support development patterns that reinforce walkability, safety, and long-term neighborhood stability.

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Manufactured Home Park

This future land use category is intended to accommodate manufactured homes and manufactured home parks.

Recommendations

- Thoughtfully locate community facilities such as roads, paths, sidewalks, parks, schools, and places of worship to provide convenient and safe access for residents.
- Support safe and clearly defined internal circulation patterns for vehicles, pedestrians, and emergency services.
- Support the preservation and reinvestment in existing manufactured home parks to maintain long-term housing options.
- Consider adding more stock in existing manufactured home parks where space allows.

Mixed Use

This future land use category is intended to accommodate a broad mix of residential, commercial, and institutional uses in an integrated development pattern. Mixed use areas may range in scale and intensity from neighborhood to community serving centers

Mixed use areas are intended to encourage walkability but may include auto-oriented development patterns in appropriate locations.

Recommendations

- Encourage neighborhood-oriented retail and service businesses in areas that will conveniently serve City neighborhoods.
- Integrate a mix of uses and densities within the surrounding neighborhood commercial centers.
- Encourage environmentally sustainable site and building design, including stormwater best management practices, the use of passive solar energy, and the integration of alternative transportation networks and green spaces.

Commercial/Business

This future land use category is intended for a broad range of employment and commerce focused uses, which may include retail and service establishments, office and employment generating activities, research and development, and light industrial. Residential uses may be incorporated in a secondary or complementary role, such as upper-story units or high-density residential development in appropriate locations, provided the primary character of the area remains commercial.

Recommendations

- Ensure that commercial development incorporates appropriate transitions, buffering, and design considerations when adjacent to existing or planned residential areas.
- Encourage high-quality site and building design that thoughtfully addresses building placement, parking, service areas, landscaping, and lighting in relation to surrounding development.
- Encourage reinvestment and adaptive reuse of existing commercial and employment areas.
- Encourage stormwater management, landscaping, and tree canopy to reduce heat and runoff impacts in commercial areas.

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Manufacturing/Industrial

This future land use category is intended for manufacturing, processing, assembly, warehousing, distribution, and related industrial activities that support the City's employment base and regional economy. Industrial areas are typically characterized by larger building footprints, outdoor storage, and freight access. Limited non-industrial uses, including supporting office or service uses and, in appropriate locations, accessory or complementary residential uses, may be incorporated provided the primary character of the area remains industrial.

Recommendations

- Coordinate land use, transportation, and infrastructure investments to facilitate industrial growth and site readiness within the southwest corridor, adjacent to Interstate Highway 43.
- Promote appropriate transitions and buffering between industrial areas and adjacent residential or mixed-use neighborhoods.

- Ensure that industrial areas are adequately served by utility infrastructure to support operational needs.

Institutional and Community Facilities

This future land use category is designed to facilitate public buildings, schools, religious institutions, power plants and substations, water utility, wastewater treatment plants, hospitals, and special care facilities.

Recommendations

- Encourage comprehensive site planning for new or expanded institutional uses that considers building placement, access, circulation, operations, and compatibility with surrounding development.
- Ensure that new and expanded institutional uses are planned and designed to minimize impacts on adjacent properties and neighborhoods.
- Continue coordination with major educational and institutional partners, including the Sheboygan School District, private education providers, Lakeland College, Lakeshore College, and UW - Green Bay, Sheboygan Campus, to align facility planning, land use, and shared community needs.
- Encourage collaboration among City departments and public service providers to plan for long-term facility, infrastructure, and service needs.
- Encourage the adaptive reuse of vacant or underutilized buildings and properties.

Parks and Open Space

This future land use category includes park and public open space facilities devoted to playgrounds, play fields, trails, picnic areas, golf courses, and related active and passive recreational activities, and conservation areas.

Recommendations

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- Provide parks within a safe walking distance of all residential neighborhoods.
- Encourage pedestrian and bicycle connections between parks, neighborhoods, schools, and community destinations.
- Expand trail networks and greenway connections to improve citywide recreational access and mobility.

Smart Growth Area

The Smart Growth future land use designation promotes coordinated, sustainable, and efficient development consistent with the State of Wisconsin's Smart Growth principles and the City of Sheboygan's Comprehensive Plan. It prioritizes development and redevelopment in areas near existing infrastructure and utilities, encouraging compact, contiguous, and cost-effective land use patterns. This designation supports mixed uses, diverse housing options, walkable neighborhoods, multimodal transportation, preservation of natural areas, while balancing economic growth, environmental stewardship, and community character through predictable, transparent and collaborative decision-making.

Recommendations

- Focus Smart Growth Area reinvestment along key corridors, activity centers, and redevelopment areas.
- Promote infill development and redevelopment of underutilized or vacant land within the Smart Growth Area.
- Support a mix of complementary land uses, including residential, commercial, and civic uses, within walkable proximity where appropriate.
- Prioritize multimodal transportation networks, including safe and connected pedestrian, bicycle, transit, and street systems.
- Preserve and integrate natural features, open spaces, and environmental corridors into development patterns.

Transportation

This future land use category includes existing and planned transportation rights-of-way, including streets, highways, and active and inactive rail corridors that may be preserved for continued rail service or potential conversion to multi-use trails. These corridors support the movement of people and goods an d provide long-term connectivity across the community and region. Lands within this category are intended to remain in transportation use to preserve mobility, access, and network continuity.

Recommendations

- Preserve existing and planned transportation rights-of-way to maintain long-term mobility and network connectivity.
- Support transportation corridors that accommodate multiple modes, including vehicles, freight, transit, bicycles, and pedestrians, as appropriate to function.
- Support conversion of inactive rail corridors to multi-use trails.
- Integrate rail-to-trail corridors into the broader bicycle and pedestrian networks.
- Align transportation investments with planned growth and redevelopment areas.

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Environmental Corridor

This overlay category includes generally continuous open space systems based on lands that have sensitive natural resources and limitations for development. Environmental Corridors include WDNR identified wetlands, subject to existing State-mandated zoning, FEMA designated floodplains, and slopes of 12 percent or greater.

Recommendations

- Discourage new development in mapped Environmental Corridor areas.
- Preserve, protect, and enhance open spaces and conservancy areas along the Sheboygan River, Pigeon River, Black River, and Lake Michigan.
- Preserve woodlots and other environmental areas that serve to protect wildlife and vegetative resources.
- Work with funding agencies and organizations to support projects that protect environmental resources.

Priority Growth Areas/Redevelopment Sites

(Opportunities and Focus Areas)

Priority Growth Areas/Redevelopment Sites in and around the City are considered prime locations for development/redevelopment because they can easily be served, or are currently served, by existing infrastructure including sanitary sewer, water mains, storm sewers and adjacent transportation network.

The development of these sites helps revitalize the City's neighborhoods by incorporating new/compatible homes or commercial development next to existing homes, schools, parks and businesses. This helps stabilize neighborhoods and induces reinvestment in these neighborhoods.

Annually, the City of Sheboygan produces a *Development Site Analysis* document featuring a list and detailed description of development opportunities and available sites within the City of Sheboygan. The book is a useful tool for prospective developments.

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In addition to the Development Site Analysis document, the City of Sheboygan detailed several priority growth areas in this plan which are discussed in the following pages.

- Indiana Avenue Corridor
- 8th Street/ Michigan Avenue (Downtown Area)
- South Enterprise Business Park
- South Pier
- Gateway Neighborhood
- River Bend Neighborhood
- Sheboygan's Downtown Districts

These priority growth areas include a description of the area and recommended future development/redevelopment. The identified future land uses are subject to potential revisions or refinements depending on site specific development proposals.

Indiana Avenue Corridor

Indiana Avenue corridor in Sheboygan is a significant east-west transportation route through the central part of the city, just south of the Sheboygan River. It spans from Interstate Highway 43 to the Lake Michigan waterfront. Current land uses along the corridor range from a variety of housing types, commercial and industrial businesses, park and recreation, institutional land, etc. Given the close proximity of the street to the river, areas along the corridor are prone to flooding.

The vision for Indiana Avenue Corridor:

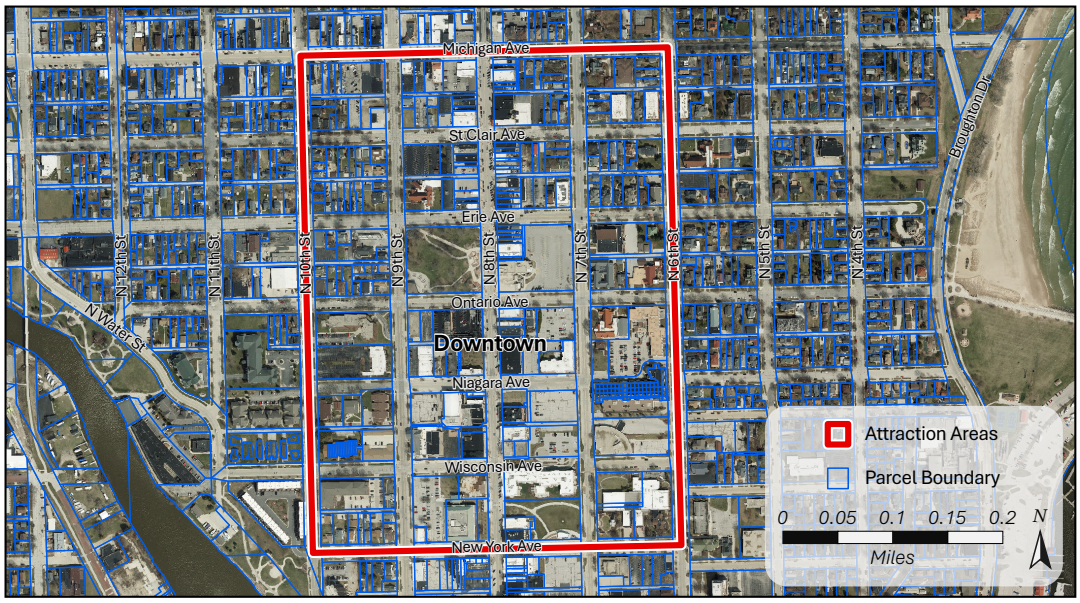
The city is looking to maintain its focus on redeveloping corridor areas with mixed uses, including a variety of housing developments and commercial growth. Any development/ redevelopment of corridor areas near the Sheboygan River should be aware of potential environmental conflicts.

8th Street / Michigan Avenue (Downtown Area)

The Downtown area is 24 square blocks, or just under 90 acres of land. The area currently contains mixed-use development including low-to-high density residential, commercial and industrial businesses, and governmental/institutional uses.

The vision for the Downtown Area:

The city intends to continue to prioritize high density growth in the downtown area, while maintaining a strong business presence. Development and redevelopment of many of the current land uses is preferred. Transportation infrastructure improvements are envisioned to focus on walkability and bicycling. This area is intended to be a driver for the goal of a 10/15 min city where residents would be able access daily necessities including groceries, jobs, parks, education, etc. by way of a 10/15-minute walk or bike ride from their residence.



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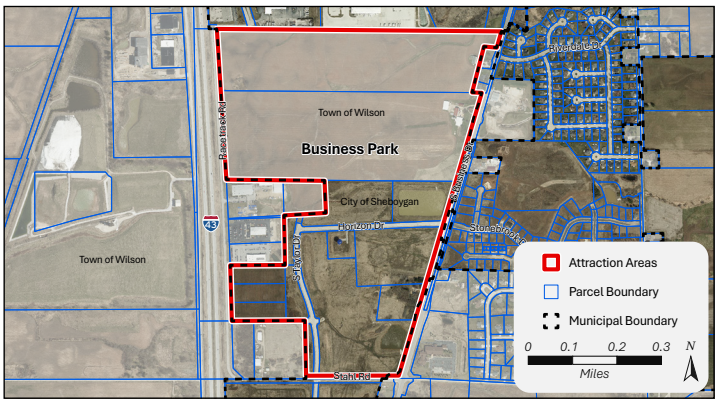
South Enterprise Business Park

The South Enterprise Business Park is a 214 acre area situated in the southwestern portion of the city, along Interstate Highway 43. The area contains very little development and several sizeable vacant tracts of land.

The vision for the South Enterprise Business Park:

The intent is to capitalize on the site's location in Sheboygan while working with, attracting, and aiming to accommodate smaller scale manufacturing companies. Several possibilities include corporate offices, light industrial developments, smaller scale manufacturing, and logistics centers.



South Pier

The South Pier District is 52-acre former brownfield area located at the convergence of the Sheboygan River and Lake Michigan. It currently contains a mix of residential development, a variety of commercial and resort businesses, along with some industrial growth. The Blue Harbor Resort is a prime location and tourist attraction on the site, but the area is also occupied by seasonal tenants during the summer months.

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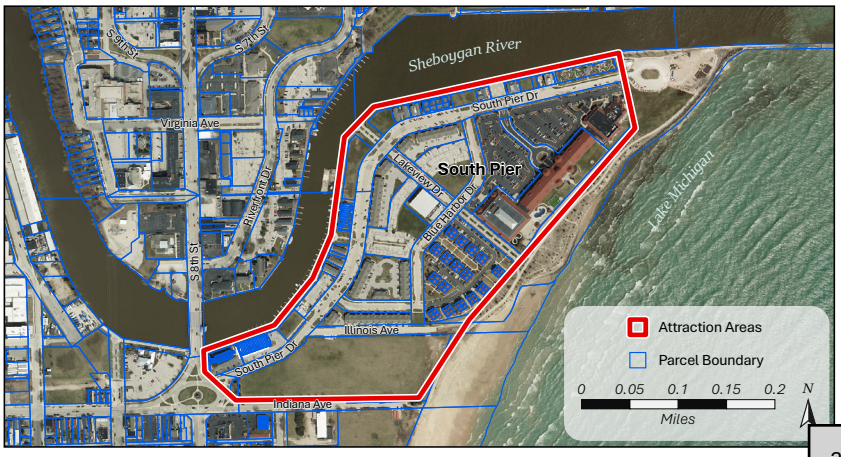
The vision for South Pier:

The city envisions additional mixed-use commercial and residential development in areas along the riverfront as well as sites with lakefront views. Efforts will also continue to bolster this area as a tourism hub, as the city saw 1.8 million tourists in 2025. Prioritizing retail, dining, and other similar amenities are ways to assist with the city's tourism theme. Investing in entertainment for this area is also an approach that may help attract residents and visitors to this area.

The site is also a connection point for a proposed Sheboygan River Pedestrian Swing Bridge that is meant to connect the Riverfront District (near Virginia Ave) to the area's South Pier Boardwalk. The pedestrian/cyclist-only bridge aims to improve access between residential and commercial areas, reduce dependence on the 8th Street bridge, and boost tourism.

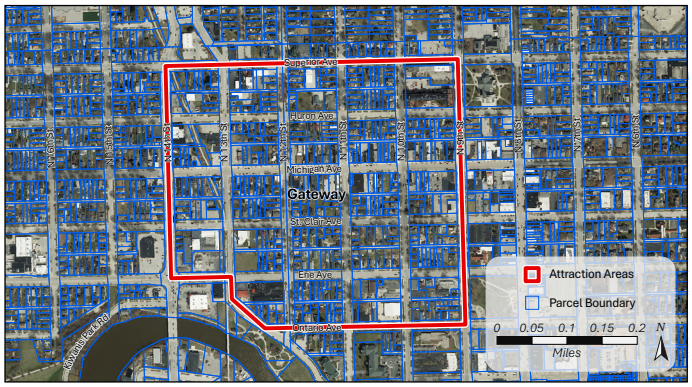


Gateway Neighborhood

The Gateway Neighborhood is located north and west of the downtown, in the central city. The area contains 418 parcels, covering 96 acres of land. The boundaries are Superior Avenue to the north, 14th Street to the west, Ontario Street to the south, and 9th Street to the east. The neighborhood is primarily housing with commercial activity clustered along Michigan Avenue and sections of Erie Avenue, 9th Street, and 14th Street.

The vision for the Gateway Neighborhood:

According to the *Gateway Neighborhood Revitalization Program* document , the program is a demonstration project to produce new affordable homes on vacant scattered sites, rehabilitate existing owner-occupied homes, consolidate remnant and alley parcels, and encourage investment within a narrow geographic area, thereby making on immediate visible impact on the neighborhood. A secondary focus is to provide resources and incentives to existing homeowners and landlords to improve their properties.

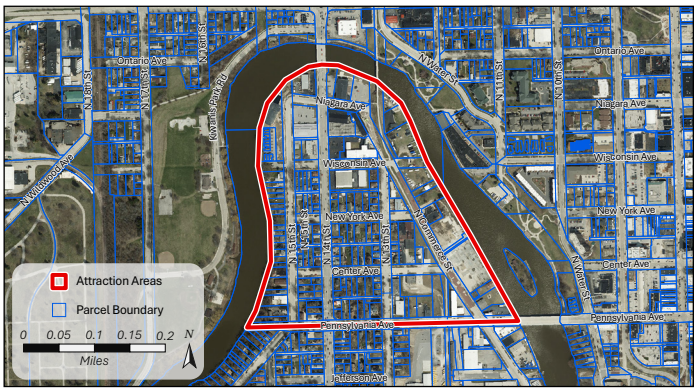


River Bend Neighborhood

The River Bend Neighborhood is approximately 60 acres that is bordered by the Sheboygan River on three sides, and runs from Niagara Avenue on the north to Pennsylvania Avenue on the south. The neighborhood is mostly residential with a mix of older homes and new housing development.

The vision for the River Bend Neighborhood:

According to the *River Bend Neighborhood Plan*, the area is envisioned to be higher-density multifamily housing along the river corridor. The plan also calls for investing in infrastructure, improving transportation, revitalizing the neighborhood, and redeveloping underutilized or blighted sites.



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Sheboygan's Downtown Districts

Sheboygan's Downtown Districts 2020, Tactical Master Plan document provides ideas and strategies to promote placemaking enhancements at key locations in the City to make it an engaging, fun, and creative place to live/visit. The plan is focused on four districts: Michigan Avenue, Uptown, Downtown, and Indiana Avenue.

Michigan Avenue

The gateway to the lakefront, Michigan Avenue boasts a variety of popular and successful neighborhood businesses as well as a thriving local nightlife scene.

Recommendations

- Rightsize the Roadway on Michigan Avenue with delineated parking lanes and bike lanes.
- Strategic Nodes of Art Lighting
- District Gateway & Entrance Marker
- Facade Improvement Projects

Uptown

A trendy and contemporary district at the intersection of downtown and Michigan Avenue, catering to young professionals and active at all times of the day and evening.

Recommendations

- Strategic Nodes of Art Lighting
- Sidewalk seating
- Facade Improvement Projects

Source: GRAEF, 2020

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Downtown

The heart of entertainment and the professional employment base of the City, Downtown Sheboygan welcomes people from outside of the city to work and play on a daily basis.

Recommendations

- Strategic Nodes of Art Lighting
- Sidewalk seating
- Facade Improvement Projects

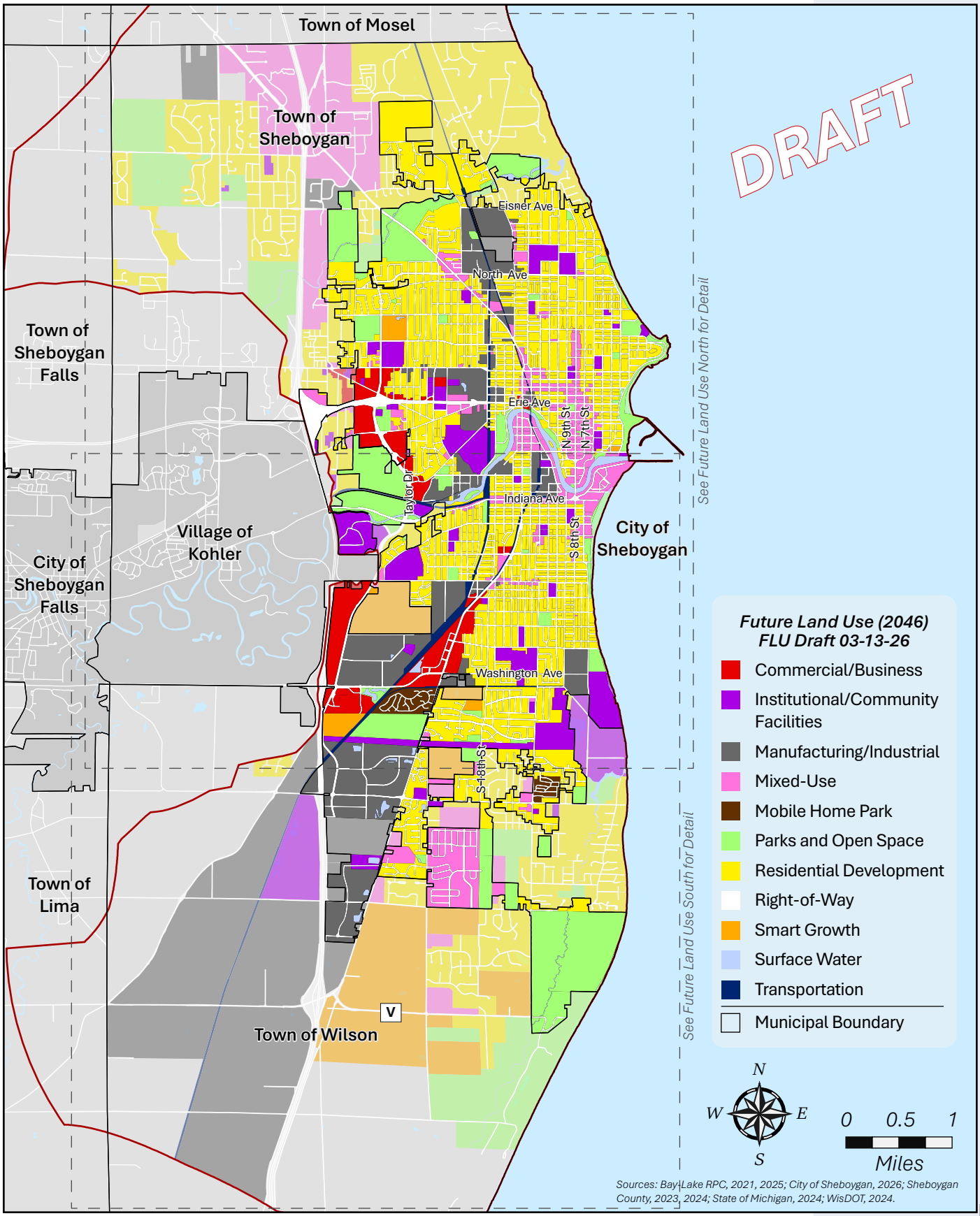
Indiana Avenue

The new "Fresh Tech" innovation district built from a strong employment base, cultural diversity in the district, County-wide innovation legacy, and a strong connection between downtown institutions and new development along the corridor.

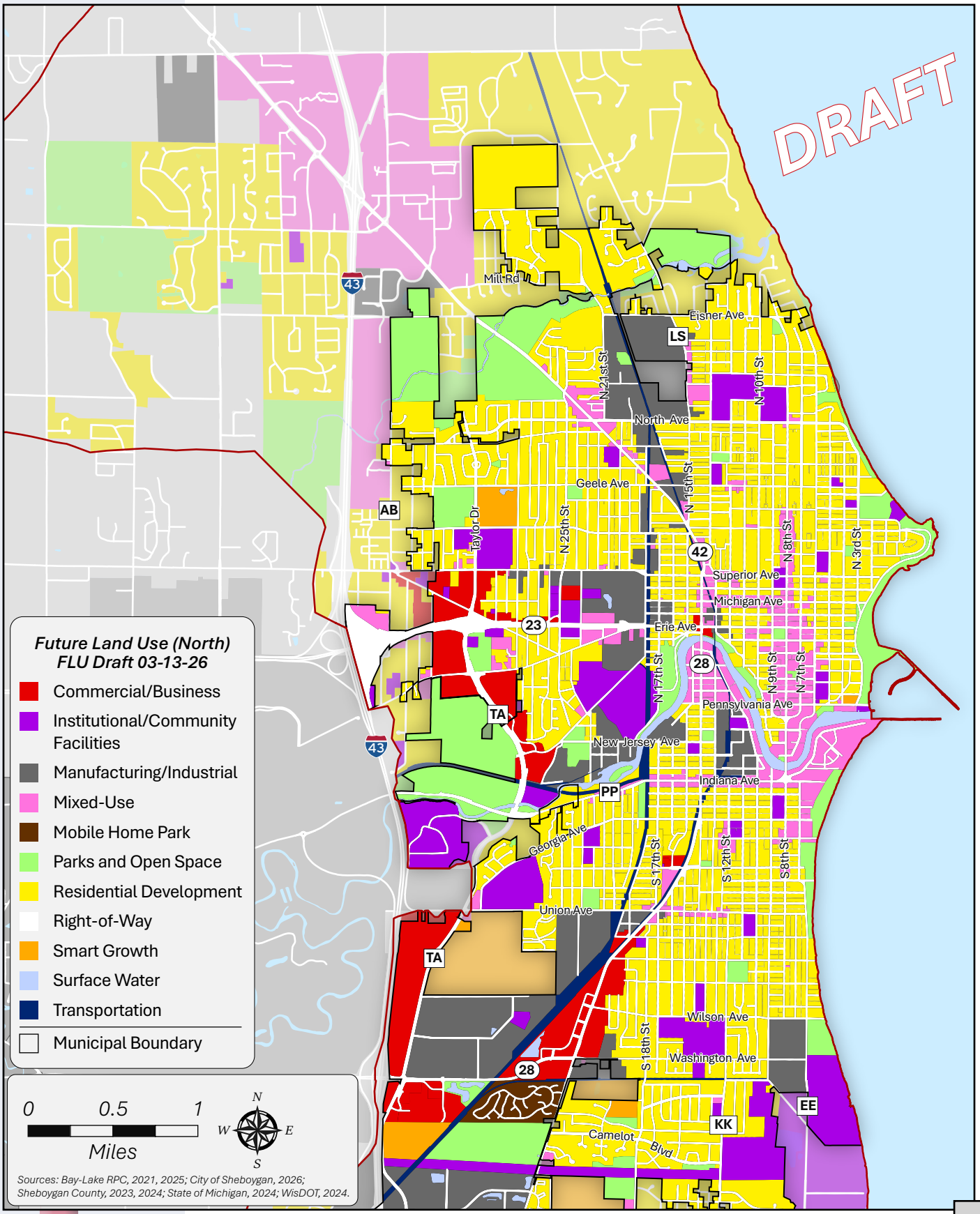
Recommendations

- District-specific Street Furniture
- Strategic Nodes of Art Lighting
- District Gateway & Entrance Marker
- Facade Improvement Projects
- Bike path signage & landscaping

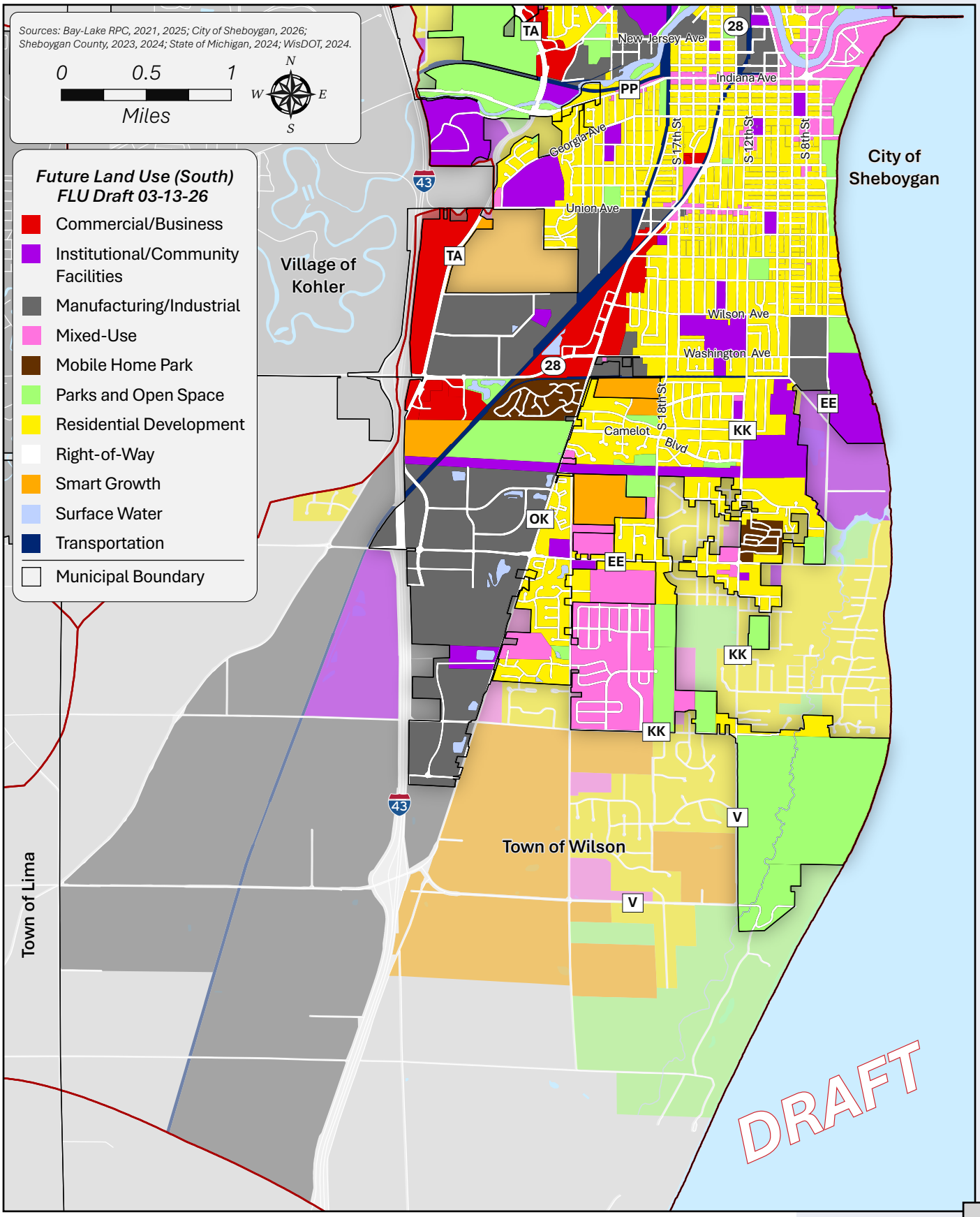
Map 7: Future Land Use



Map 8: Future Land Use North Detail



Map 9: Future Land Use South Detail



Intergovernmental Cooperation

This element provides information on the City of Sheboygan's relationship with overlapping and adjacent jurisdictions and how these connections can impact City residents in terms of taxation, planning, the provision of services, and the siting of public facilities. An examination of these relationships and the identification of shared decision-making efforts can help the City of Sheboygan address issues and opportunities effectively and efficiently.

- Inventory of Adjacent and Overlapping Jurisdictions
- Inventory of Existing Plans and Agreements
- Collective Decision-Making

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Inventory of Adjacent and Overlapping Jurisdictions

This section lists and describes each of the adjacent and overlapping jurisdictions in proximity to the City of Sheboygan. The neighboring communities and municipal planning boundaries are also illustrated on Map 10.

Adjacent Communities

Town of Sheboygan

The Town of Sheboygan is located north and northwest of the City of Sheboygan. The City of Sheboygan exercises extraterritorial platting jurisdiction covering the entire Town.

Town of Mosel

The Town of Mosel is located north of the City and Town of Sheboygan. The City of Sheboygan has extraterritorial platting and zoning powers in the southern-most portion of the Town of Mosel.

Town of Wilson

The Town of Wilson is located south and southwest of the City of Sheboygan. The city's extraterritorial boundary extends into the northern half of the town.

Town of Lima

A small portion of the eastern edge of the Town of Lima is within the City of Sheboygan's extraterritorial boundary.

Town of Sheboygan Falls

A small portion of the eastern edge of the Town of Sheboygan Falls is within the City of Sheboygan's extraterritorial boundary.

Village of Kohler

The Village of Kohler is located immediately west of the City of Sheboygan.

Village of Howards Grove

The Village of Howards Grove is located northwest of the City of Sheboygan. The City of Sheboygan does have overlapping extraterritorial jurisdiction with the village. The communities have an agreement in place to address this overlap.

Village of Oostburg

The Village of Oostburg is located southwest of the City of Sheboygan. The City of Sheboygan does have overlapping extraterritorial jurisdiction with the village.

School District

The City of Sheboygan is served by the Sheboygan Area School District. Over the planning period, the City of Sheboygan's Common Council and/or Plan Commission may wish to partake in the district's studies regarding future improvements/expansions of school facilities. Similarly, the Sheboygan Area School District may wish to provide feedback on the City of Sheboygan's plans and projects that could impact families, and the student population. The City of Sheboygan and the Sheboygan Area School District may at times request to share facilities for events or meetings

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Sheboygan County

The City of Sheboygan is located in Sheboygan County and, therefore, Sheboygan County has some authority within the city's 3-mile extra-territorial jurisdiction area. The City of Sheboygan and Sheboygan County will often participate in planning efforts that mutually benefit or effect the other jurisdiction and the broader urbanized planning area.

Region

The City of Sheboygan is located within the Bay-Lake Regional Planning Commission (BLRPC) region. The BLRPC is the regional, governmental entity of northeast Wisconsin. Sheboygan has a role to play in the region, and may participate in regional planning efforts as they arise over the planning period.

The BLRPC was designated the Metropolitan Planning Organization (MPO) for the Sheboygan Metropolitan Planning Area (MPA) in 1982. In addition to the City of Sheboygan, the MPA includes the City of Sheboygan Falls, the villages of Kohler and Howards Grove, the Town of Sheboygan and portions of the Towns of Herman, Lima, Mosel, Sheboygan Falls, and Wilson.

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State

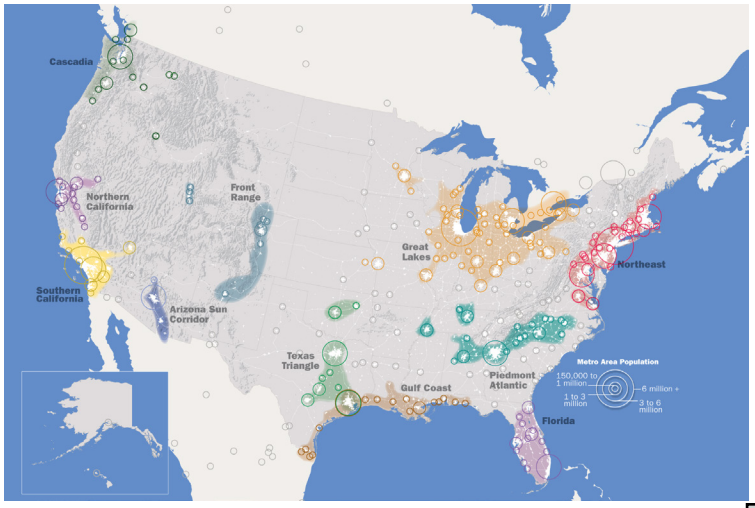
The city's relationship with the State of Wisconsin deals primarily with various state agencies. Sheboygan and the state dialog mostly on transportation-related (with the Wisconsin Department of Transportation) and natural resource-related (with the Wisconsin Department of Natural Resources). The City of Sheboygan also maintains a good working relationship with the state by adhering to state laws, policies, and requirements.

Federal

The city's relationship with the US government primarily deals with funding opportunities. The city maintains a good working relationship with the US government by adhering to federal laws and requirements.

Great Lakes Mega Region

The Great Lakes Megaregion is one of the most economically and environmentally significant regions in North America, connecting major metropolitan areas across the Midwest and parts of Canada through shared water resources, transportation systems, manufacturing industries, and cultural ties. As a community in the Great Lakes Mega Region, Sheboygan should leverage its geographic location within the region. Sheboygan recognizes the importance of regional cooperation while supporting local identity and long-term connectivity. The interconnected nature of the Great Lakes



Source: Megaregions - America 2050, 2023

Mega Region provides many opportunities for economic growth, infrastructure investment, and population trends that often extend beyond municipal or state boundaries, requiring coordinated planning efforts among regional organizations.

Inventory of Existing Plans and Agreements

This section presents plans and formal agreements that currently guide collective decision making with overlapping and adjacent jurisdictions.

Annexation

Wisconsin Statute 66.021 provides the regulatory framework for cities or villages to annex lands. Annexation is the transfer of one or more tax parcels from a town to a city or village. Consent of property owners is but one of the procedures in annexation.

Extraterritorial Platting

Section 236.10 of Wisconsin State Statute explains that a city or village may review and approve or reject subdivision plats located within its extraterritorial area if the city/village adopted a subdivision ordinance or an official map. This helps cities protect land uses near its boundaries from conflicting uses outside its city limits. For cities like Sheboygan (with a population over 10,000 people), the extraterritorial area can extend 3-miles beyond the city's boundary. This allowance does not, however, give the city the authority to require public improvements, (e.g., streets or sanitary sewers) in plats outside city limits.

Extraterritorial Zoning

Section 62.23 (7a) of Wisconsin State Statute allows cities and villages to extend extraterritorial zoning over surrounding unincorporated areas. In the City of Sheboygan's case, this would be 3 miles from Sheboygan's city limits. At present, the City of Sheboygan does not have extraterritorial zoning agreements in place with its surrounding townships.

Intergovernmental Agreements

Intergovernmental agreements enable cooperation between governmental jurisdictions, quasi-governmental jurisdictions, and districts. Intergovernmental agreements are the most common form of agreement made between communities (usually regarding police, fire, and rescue services). Intergovernmental agreements are also available for revenue sharing, determining land use within a designated area, and in setting temporary municipal boundaries.

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Sheboygan Urbanized Area Sewer Service Area (SSA) Plan.

The SSA Plan is developed by a technical advisory committee (TAC) that guides the planning process, reviews plan materials, and gives a final recommendation of the SSA plan to the WDNR. The TAC continues to uphold the 1975 Joint Sewage Treatment Agreement for the Sheboygan Region that consists of representatives from the cities of Sheboygan and Sheboygan Falls; the Village of Kohler; the towns of Mosel, Sheboygan, Sheboygan Falls, and Wilson; and Sheboygan County. The City of Sheboygan has three votes and each other community has one vote. The SSA Plan was recently updated and approved cooperatively by the communities in 2026 and should be reviewed and revised every five-to-ten years.

Sheboygan MPO Planning

The Sheboygan Metropolitan Planning Organization (MPO) is the policy board created and designed to carry out the area's metropolitan transportation planning process in the

Sheboygan Metropolitan Area (MPA). The policy board consists of representatives from the City of Sheboygan, City of Sheboygan Falls, the Villages of Howards Grove and Kohler, the Town of Sheboygan, and portions of the Towns of Herman, Lima, Mosel, Sheboygan Falls, and Wilson.

Cooperative Boundary Agreements

Development agreements related to growth and preservation are in place between the City of Sheboygan and the Town of Sheboygan.

Cooperative Decision-Making

Outlined below is an overview of efforts that currently or may require collective decision-making amongst overlapping and adjacent jurisdictions either informally or formally via intergovernmental agreement as well as ideas to improve communication, the transfer of information, and collective decision-making with overlapping and adjacent jurisdictions.

Over the planning period, the City of Sheboygan is encouraged to involve themselves in efforts that require collective decision-making with other communities or groups in the region. Efforts might relate to:

- Emergency and public utility services.
- Economic development initiatives.
- Preservation, promotion, and enhancement of natural resources and recreational facilities.
- Development in extraterritorial areas.
- Preservation of historic character and cultural resources or assets.
- Protection of water, soil, and air quality.

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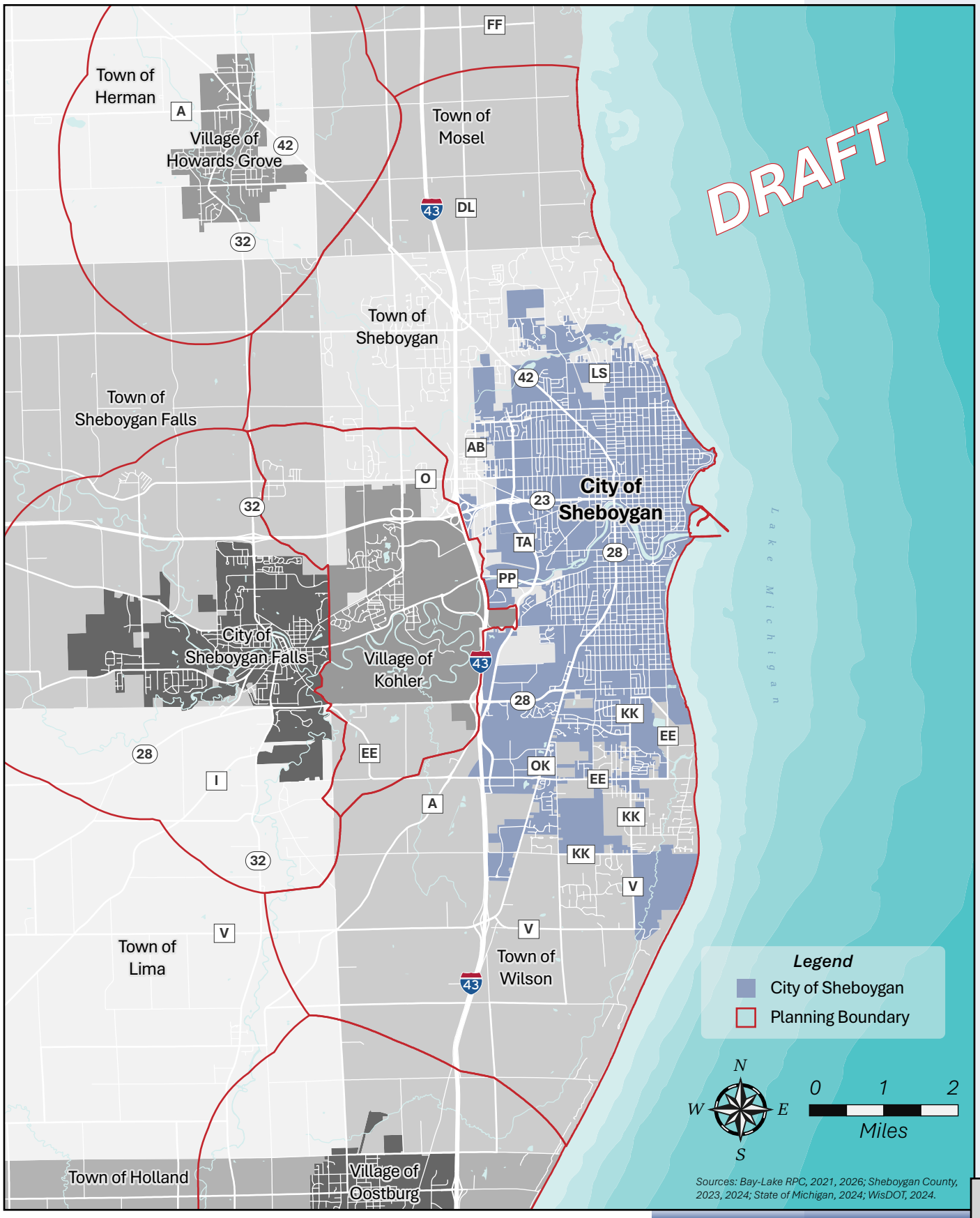
To improve collective decision-making efforts, the City of Sheboygan may want to:

- Create a central database to share data gathered by overlapping or adjacent jurisdictions.
- Attend joint meetings on specific issues of interest.
- Attend regularly occurring meetings (monthly or quarterly), with overlapping or adjacent jurisdictions to discuss regional challenges and opportunities.
- Continue to work with entities with a stake in the region (such as the Sheboygan County Chamber of Commerce, Sheboygan County Economic Development Corporation, and the UW-Extension at Sheboygan County).

Map 10: Intergovernmental Cooperation



Implementation

The Implementation element provides a framework for the City of Sheboygan to implement this Comprehensive Plan. Implementation can take many forms, including:

- Striving to achieve the priorities, actions, and future land use strategy of this comprehensive planning document.
- Using the plan's content to guide public and private decision-making on matters that relate to the development of the city and the prioritization of public revenues.
- Reviewing, evaluating, and amending the plan as demographics, the economy, political climates, or fiscal realities change.

- **Role of the City**
- **Inventory of Existing Land Use Controls and Planning Efforts**
- **City of Sheboygan - Vision 2046**
- **Priorities and Actions**
- **Evaluation and Monitoring**

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Role of City

Predominately, City staff, the City's Plan Commission, City's elected officials, and the City's committees will carry out implementation of this plan.

- **City Staff**: City staff, in various departments and services, will typically carry out the day-to-day operations of implementation. For example, staff may administer new program(s), facilitate presentations to discuss regulatory changes, or coordinate amongst partners to finance capital projects as recommended by the plan. Staff often provide technical advice to Plan Commissioners and elected officials to inform decision-making on topics related to the comprehensive plan.
- **City Plan Commission**: The Plan Commission's primary responsibility is to provide recommendations to the Common Council to implement the comprehensive plan and to ensure supporting city regulations are consistent with the plan. When reviewing any petition or when amending any controls within the city, the comprehensive plan shall be reviewed and a recommendation derived from its goals and objectives (listed in the latter portion of this Implementation element), as well as the Future Land Use Plan.

  The Plan Commission should also ensure that the comprehensive plan is updated at least once every 10 years. An annual review of the plan is recommended so the Plan Commission may stay familiarized with the plan's maps, content, goals, objectives, and strategies.
- **Common Council**: The City of Sheboygan's elected officials balance recommendations made by plans and policies, the objectives of applicants and the public, technical advice from staff, recommendations from advisory committees, and their own judgment. The comprehensive plan provides the guidance elected officials need to make a decision. While the prime responsibility of implementing and updating the comprehensive plan falls on the City of Sheboygan's Plan Commission, elected officials should become familiar with this plan and assert that resources are maintained to keep the comprehensive plan current and viable.

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Inventory of Existing Land Use Controls and Planning Efforts

The following is a list of land use controls that have an influence on the growth/ preservation of the City of Sheboygan's future. The items listed are not a complete list of the city's ordinances, rather those that have the most authority.

General Zoning Ordinance

The General Zoning ordinance is adopted by the city for the purpose of protecting the public health, safety, morals, comfort, convenience and general welfare by implementing certain actions of the comprehensive plan.

Subdivisions Ordinance

It is the purpose of the Subdivisions ordinance to promote the public health, safety and general welfare of the community by coordinating and facilitating the further re-subdivision of the city's larger tracts into smaller parcels.

Shoreland-Wetland and Floodplain Zoning Ordinances

The Shoreland-Wetland and Floodplain ordinances are adopted to limit certain land use activities detrimental to the city's shorelands; to preserve shore cover and natural beauty by controlling the location of structures in shoreland areas and restricting the removal of natural shoreland vegetation; in addition to regulating development in the city's floodplains.

Other Plans and Studies

In addition to the City's land use controls, several of the city's past and ongoing planning efforts should also be referred to as a means to help guide the City's future. These plans, in most cases, are more detailed visions created by the City of Sheboygan, the Sheboygan urbanized area, or Sheboygan County for certain types of land uses and overall growth of the area. The following plans are updated annually and/or with more frequency than the comprehensive plan might be.

- Sheboygan's Downtown Districts Master Plan (2019)
- City of Sheboygan Development Site Atlas (Annually)
- City of Sheboygan Housing Study 2023-2032 (2023)
- 2024-2028 Comprehensive Outdoor Recreation Plan (2023)
- Sheboygan Area Sewer Service Area Plan (2026)
- Sheboygan County Farmland Preservation Plan (2023)
- Sheboygan County Hazard Mitigation Plan (2020)
- NE WI Coastal Resiliency Study (2021)

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City of Sheboygan - Vision 2046

"A diverse and prosperous coastal community."

Priorities and Actions

This section identifies specific activities that aim to achieve the vision and strategies of this comprehensive plan. The priorities and actions are organized by the elements discussed in this plan (e.g., Economic Development, Transportation, etc.).

The statements identified are intended to be implemented over the 20-year planning period, while maintaining some flexibility. It is not a guarantee that all actions will be implemented, but each action does warrant some exploration at a minimum. In some instances, identified actions may not ultimately be implemented as priorities and political/economic climates change. The City of Sheboygan may also pursue other actions, not currently documented in this section, to address changing goals and objectives over the 20-year planning period.

Housing & Neighborhoods

- **Affordable Housing Expansion**: Increase affordable and workforce housing options through collaborative partnerships throughout the City.
- **Neighborhood Renewal**: Continue infill housing projects and promote complementary development and include opportunities that support small businesses in residential neighborhoods.
- **Sheboygan Pedestrian Pathway**: Enhance, activate and continue to develop the Sheboygan Pedestrian Pathway System. A trail system connecting neighborhoods, businesses, parks and recreation.
- **10-Minute City**: Commit to the urban planning concept where residents can access most daily necessities-like groceries, schools, parks, healthcare, within a 10-minute walk, bike ride, or public transport trip from home.
- **Mixed-Use & Walkable Communities**: Promote developments that integrate dense housing, retail, third spaces, and green spaces.

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Natural and Environmental Resources

- **Climate Resilience**: Implement shoreline protection and flood mitigation strategies.
- **Green Infrastructure**: Implement community solar strategies.
- **Sustainable Agriculture:** Support community gardens and local food networks.
- **Urban Forestry**: Strengthen the City's commitment to be a "Tree City."
- **Sheboygan River:** Continue to enhance and clean up the river.
- **Stormwater Management:** Explore more modern ways to help with stormwater management.

Cultural Resources

- **Cultural Events**: Expand multicultural festivals and community engagement programs.
- **Arts & Creative Economy**: Support local artists and cultural organizations by prioritizing the development of arts related work and living spaces.
- **Entertainment**: Strengthen and diversify multi-seasonal and year-round entertainment options for tourist, residents and family centered options.
- **Educational Alignment**: Support Community Educational Institutions and safe streets with well-planned surrounding developments.
- **Pet Support**: Strengthen the city's commitment to make it a pet friendly community.
- **Events:** Make it easier for residents, community groups, and businesses to have events and rent out city spaces.

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Economic Development

- **Arts Promotion**: Expand the arts and support artist working and living space that may include an arts incubator and fabrication space.
- **Tourism & Waterfront Activation**: Enhance waterfront amenities, the marina, waterfront dining, and event spaces to boost connectively to city center.
- **City Centre Revitalization**: City Centre improvements with mixed-use developments and strategically plan redevelopment.
- **Industrial and Commercial Property**: Promote and support the development of the southwest corridor.
- **Workforce Development:** Partner with local industry on workforce development needs and support training programs.
- **Identify and capitalize on emerging economic opportunities** for which the region is well-suited, and work to locate and grow related new business development within the City.

Transportation & Mobility

- **Complete Streets**: Develop, design, and maintain streets that are safe, accessible, and efficient for all multi-model users, including pedestrians, bicyclists, motorists, and transit riders.
- **Walkability and Bikeability**: Create safe, accessible, and connected urban environments that encourage active, and access to non-motorized transport. Enhance bike lanes, cross walks, pedestrian pathways, and ADA accessibility.
- **Transit Expansion**: Prioritize the expansion of transit program options and continuity.
- **Airport Transportation**: Strengthen current services to local and major airports.

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Utilities & Community Facilities/Services

- **Fire Protection**: Enhance the Fire Department's operational capabilities to meet or exceed nationally recognized standards, while optimizing performance outcomes, including the continuous improvement and maintenance of the Department's ISO Public Protection Classification.
- **Emergency Medical Services**: Further, advance the Sheboygan Fire Department's emergency medical services to achieve recognition as a top-tier provider within the State of Wisconsin, delivering exceptional acute care that improves patient outcomes and enhances the quality of life for the community we serve.
- **Public Safety**: Continue to prioritize neighborhood-based policing.
- **Marina**: Prioritize and enhance marina revitalization efforts.
- **Water Quality**: Continue to support the high-quality water for all and prioritize lead service line replacement.
- **Commitment to Infrastructure**: Continue to strengthen, develop, design and maintain public infrastructure.

Emerging Focus Areas

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- **Health & Wellness**: Invest in parks, trails, and wellness-orientated development.
- **Economy**: Position Sheboygan as a hub for advanced manufacturing, health care, technology, logistics, and the arts.
- **Unhoused**: Strengthen our partnership with local non-profits to support the unhoused population.
- **Entertainment**: Commit to multi-season and year-round entertainment options for all.

Intergovernmental Cooperation

- **Participatory Planning**: Continue to participate in neighborhood associations outreach and supporting neighborhood improvement initiatives.
- **Shared Services**: Strengthen regional partnerships for emergency services, infrastructure, development, transit, and water quality.
- **Collaborations**: Continue to foster operational collaborations when feasible.
- **Multi-Governmental Support**: Work with state and federal agencies for funding and policy support.

Evaluation and Monitoring

This comprehensive plan should be reviewed annually to ensure that it reflects the existing conditions and development characteristics present at the time. When amendments are required, needed, or proposed, the City of Sheboygan should notify the public and affected property owners to provide them with an opportunity to comment on proposed amendments. Proposed comprehensive plan amendments should consider the likely and possible future use of the affected area and associated impacts (i.e., land supply, transportation, environmental, economic, and social impacts). Changes should reflect the City's 20-year vision and the goals and actions identified in the following pages of this Implementation element. Amendments should also coincide with the City of Sheboygan's development/preservation strategies and Future Land Use Plan, as detailed in the "Land Use" element of this document.

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The City of Sheboygan should also consult with other governmental agencies, Sheboygan County, and neighboring communities to obtain their input, particularly on the goals and actions recommended in this plan.

Finally, at a minimum of once every ten years, the City of Sheboygan should formally update its comprehensive plan, as required by statute. The update should continue to provide an opportunity for public and stakeholder input throughout the planning process and adoption of the updated plan by ordinance.

Public Outreach / Engagement Results

Community feedback informed the development of this comprehensive plan. All feedback from public outreach sessions was carefully reviewed by City staff. Due to the variety of perspectives received, some comments conflicted with one another or pertained to issues beyond the scope of this comprehensive plan.

Bike Ride with the Mayor - September 14, 2024: Key Takeaways

- Separated bike paths in the city felt great to bike on but are disconnected. Desire to connect bike routes.
- People expressed feeling unsafe biking in the roads even with painted bike lanes or "share the road" markings due to car speed or proximity.
- People liked businesses in or near parks like the Biergarten and would like to see more attractions in parks.
- There is a desire for use of the parks year round.
- Everyone who filled out the survey currently lives in single family homes but most have lived in either a multi family home or apartment in the past.
- Overall the group seemed excited about progress in Sheboygan and wanted to learn more. Several comments about wanting to attend another event like this.

SWOT Exercise

Strengths

- Proximity to Milwaukee and Green Bay
- Outdoor recreational opportunities
- Lakeshore
- Close to rail access
- High water and power capacity for businesses
- High ridership of Shoreline Metro
- Public safety is a high priority for the city
- Abundant resources
- Growing industry base
- Housing demand
- Supportive political environment
- Growing wages
- Great recreation amenities
- High quality of life factors

Weaknesses

- Seasonal (activities happen during three of the seasons)
- Lack of estate type subdivisions

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- Negative minority of the population drives some to stray away from positive developments for the betterment of the community and the region
- Lack of interstate signage and frontag
- Lack of all levels of housing types
- Lack of developable land

Opportunities

- Great quality of life with solid employers
- Available business park space
- Marketing lakefront and geographic location
- Acquiring more land for development
- Leverage available resources to attract top companies to invest in the community
- Risk of natural disasters is a strong selling point
- Proximity to power source positions is well for high power need users

Threats

- Lack of affordable housing
- Misinformation regarding development projects
- Misinformation online that could deter development and business growth
- Lack of all housing
- Ensuring local business needs are known and met
- Expanding community resources to serve a diverse population
- Maintaining a high quality public school system
- Supporting businesses in achieving compliance with federal and state environmental regulations

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Farmers Market (08/27/2025)

What is your favorite part about the City of Sheboygan?

- The farmers market
- Public access to the beaches of Lake Michigan
- Maywood Environmental Park
- City Green
- Public Events
- Many nature connections (Lake, Maywood, Evergreen, etc)
- Hometown feel with small scale housing

- Community events
- Child friendly spaces
- Great place to raise a kid

What improvements/changes could be made?

- More transparency from local government. No TIF/TID without referendums
- The city elected officials and administrators should empower citizen input. Don't ask for input and then ignore it.
- Small lot redevelopment
- More housing for unsheltered people as fed cuts increase the hungry and sick and homeless

Top issue(s) you would like the city to address

- 187 homeless citizens in Sheboygan. What's the plan.
- Climate change
- Take care of parks
- No 3 story buildings blocking the view of the lake
- Level all sidewalks
- No concentrated apartment complexes. More single family or extended family homes, allows more space to be food sufficient through gardens and small-scale livestock
- Pedestrian crossing enforcement
- Zoning ordinance
- I'm from Hmong Community- we had used Kiwanis Park for our Hmong Festival. Now divided into many small pieces it is not fit for our community to use anymore. Let's plan some play (soccer) fields to meet our need.

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Sheboygan Open House - March 19, 2026 at Uptown Social:

Comments

- Don't know if we have height limits on buildings. We can't build East, Kohler owns most land West of I-43 and Town of Wilson and Town of Sheboygan are getting sick of our "land grab" the only way left is "up"! Let's allow 10-15 story building in the future.
- Review housing study input. Believe flawed and inaccurate 7,200? Perhaps 2,500 total units.
- We should make sure we do not allow data centers. The detriment to the community far outweighs the benefits: noise pollution and excessive power and water use. Keep our city nice for the next generation!
- City communication to residents must be improved.

- I would love to see the tourism focus shift away from “tourism” and more to making Sheboygan a place we want to live, work, play. If we love it the tourists will come especially the marina section. It rads like we are developing the marina and lakefront for the tourist when that is only for 3 months out of the year.
- I’d like to see plans for a municipal swimming pool, like Plymouth has.
- Comprehensive plan calls for affordable housing. Sheboygan has just approved 2500 living spaces (Gartman Farm), ignoring the need for affordable housing.
- The city has to cooperate with the non profits working with the homeless. City sold 220 parcels for $1.00 each. Perhaps they can offer similar to homeless population.
- All bus stops should have at least a bench to make them more accessible to the disabled, elderly, and youth!
- Allow conversion of single-family to duplex.
- Please provide the booklet copies to Uptown Social so people can pick up here.
- I know the state has a law or ordinance that says communities cannot put max # on short-term rentals. Isn’t there something Sheboygan can do to make ownership less attractive?
- Slow the pace, there is no hurry. We demand a quality well thought plan.
- One city employee in charge of all the zoning for the community is absurd. Power must be shared with Alders and public.
- Why are there only two hard copies of the plan available.
- Protect Lake Michigan and invest in the people already here.
- Enforce quality of life statutes—clearing snow!
- Remove reference to Neighborhood Associations in the comprehensive plan. The city no longer supports the neighborhoods.
- Increased transportation to airport and train station in Milwaukee/Chicago.
- Intersection 25th Street and Calumet should be roundabout. Terrible safety hazard. Now.
- Why is affordable housing translated to apartment? How about smaller homes 800 – 1200 square feet, that can be added onto as family resources increase.
- I would love to see a section about parking, even just a general goal especially for the downtown area where there is a lot of underutilized vacant parking. Thanks!
- Local artists making murals downtown.
- Why hire outside consultant? Why not hire Sheboygan businesses and people? We do not trust this project.
- Easier for residents/groups to do community events (block parties, parklet, etc...)
- We would like better connectivity between the marina and river so we can walk along there without going through parking lots and along the road.
- Public transit is not being attended to.
- Create a forma partnership and funding for the warming center to help close gaps

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in care for the unhoused.

- Replying to calls and texts from City Adm. and council members should be a thing.
- Improve public transportation.
- Allow duplexes, townhomes, triplex, and ADUs.
- Goal of increasing bus users. More people bus = more residents, serving more.
- Absence of parks in some areas.
- Commit to helping homeless population and extends transitional housing and support services.
- Build out off street bike paths.
- Sharrows are awful and make it more dangerous.
- We should have longer than 24-hour street parking for residents. Not everyone has a garage, and not everyone wants to drive every day!
- Eliminate mandated parking minimums.
- Density! I would prefer a discussion on priorities.
- Is there a fund for current home-owners to borrow from to upgrade rather than fill pockets of out of area developers.
- Improve infrastructure. I asked the DPW to fix the “apron” areas at the end of our two alleys. Water pools, preventing flow to sewers. Was told no, because the garbage trucks don’t pick up garbage in those alleys.
- Expanding transportation, especially bus routes further north and south in the city as well as neighboring communities, employers and higher education.
- Focus on downtown development. Greenfield absolute last resort.
- Affordable family friendly indoor/outdoor spaces. Trampoline park indoor/outdoor playground, aquatic center.
- Please provide safe crossing from housing area to waterfront areas. Lots of fast cards, not wanting to stop for crosswalks. True along Broughton Drive and North 4th Street.
- Focus on downtown.
- Allow community groups to do more. Support their efforts.
- Allow neighborhood grocery stores.
- Noise levels are a community concern, especially unnecessary vehicle noises—engine revving, noisy exhaust systems, etc. The city needs more aggressive enforcement of excessive noise levels from motorcycles and sports vehicles. There are routes these vehicles frequently take—waterfront, 8th street bridge and roundabout and South Pier Drive. These are routes used by families and tourists—who need better protection from these types of drivers.
- Cultural Events- The city neighborhood associations sponsored an event called Winterfest. The City and DPW destroyed the event by refusing to support future

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events. The city will have to "buy into" cultural events.

- Marina Development- The marina does not benefit the taxpaying citizens unless that citizen owns a boat. Marina should be prioritized and funded by the people who use it because young children and teens must come first. We need opportunities like water facilities (public pool, water park- look at Manitowoc and Plymouth). Provide ice skating parks. Build a community center.
- Mobility- Provide safe sidewalks and roads (infrastructure is crumbling). Comprehensive report states there are businesses wanting to relocate to Sheboygan. If there is a "want" why isn't it happening. Could have sold South Pointe property for more than 80 cents/square foot if there is such demand.
- Pay-It-Fund should have been funded by city. Bring it back and pack for it! Collect fee from churches without homeless facilities.
- 25th and Calumet needs to be a roundabout. Unsafe!
- So many trees falling on houses. What can be done? Zoning? Fire Ordinance?
- Food trucks should have special spot near to swim areas, to park.
- Pg 36. Care Facilities—Interesting that two paragraphs are dedicated to HSHS St. Nicholos and Prevea but the Aurora Medica Center and Medical Clinic on Union and Taylor + clinic on Kohler Memorial Drive are not more thoroughly defined.
- Please hyperlink the comprehensive plan to the other supporting plans.
- 5,000 more housing units are way too many. Sheboygan has been at 50,000 people for decades. Do you really think it will go up 10,000 people? You had merely 1 study. A flawed study causes more harm than good. As it stands, currently, a landlord can say no to bad potential residents. During the great recession, people double up in apartment causing many vacancies. After a unit is empty for more than 2 or 3 months, a landlord may have issues filling that unit and rent to undesirables. Rents were cheaper than the bad areas of Milwaukee. May bad characters, criminal, and never do wells moved here and landlords had to fill their units somehow. Crime went up, jails were filled, the misbegotten offspring filled our schools and caused a bad environment for all, The excessive housing being built will bring these ailments and more. Damaging our city is not a good plan.
- Having Uptown Social host these events is excellent. If time can be scheduled, I believe having even more frequent meetings would help spread out peoples ability to ask questions and/or give feedback, and learn about things going on in the city.
- I'm curious how the city defines "affordable" housing—as in specific rent dollars. At times I've heard $1200/month be considered "affordable". In my opinion "affordable" housing should be well under $1,000, such as $500-$600/month.
- Use "The Sun" for promoting public input. The Press circulation is poor.
- "A diverse and prosperous coastal community" – impossible without affordable housing for current residents. Less than $1000 per month. Impossible without protecting the Lake by refusing to allow resource hungry facilities like data centers. Impossible without building community among all the folks in Sheboygan, not only the rich white developers and their government cronies. Rejoice in the diversity of the population and get over white supremacy. Help he disabled. Help

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the homeless. Help the working poor. Sheboygan's city governments job is to benefit us residents and we deserve to supply input at all stages.

- Need more housing that includes different class/ethnicity in neighborhoods (need to use the power municipalities have to encourage developers to do this).
- Housing affordable to all income levels.
- Keep green spaces.
- "Missing Middle" mixed into empty lots to be developed.
- EV chargers.
- Study other composting programs of other municipalities in the country and work to develop a plan that will compost kitchen waste.
- Improve mass transportation so buses run more frequently- which will encourage more ridership.
- Subscribe to app to streamline PV solar roofs, etc) (PP+) (will save the purchaser 30% by streamlining permitting)
- Include EVs in city vehicular fleet.
- Better signage at critical bicycle crossings
- Work toward strong town options
- Continue program to bring more trees to low income areas of Sheboygan
- Keep up to date with technology/capitalistic developments example- data centers are new and a moratorium of such new technologies should be kept track of before decisions become critical.
- Need a tool for residents to make input at any time
- EV buses (start with 1 pilot to iron out problems) electric vehicles are less expensive to run and maintain = saves taxpayers $$.
- Remove lead from water services
- Concentrate on abandoned buildings and buildings left vacant by choice by owner—develop a plan that will address said structures to enhance neighborhoods.
- Seems lost for development are difficult to match a developer. We have been told areas like the Aurora Hospital site had issues with funding a developer. With so much housing needed, I wonder if residents were told the truth. The comp plans slide on development seems to infer that developers were all anxious to build on these properties
- Air quality has to be addressed.
- Is this supposed to be a 10-year comprehensive plan? There are lots of references to 20-year timelines.
- A 90-page planning document and at least 50% of it describes nothing except current infrastructure, city geology and hydrology, etc...? Does the plan really need to state we have ten cemeteries and a police department? Why do these descriptions follow pages of housing information (seems backwards)? Perhaps

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put housing needs and info after the basic city explanations with the land needs starting on page 64?

- Page 9: a “mobile event”? Really? How many knew about this and how many attended?
- Page 9: How nice of the city to offer (1!) public hearing on a ten-to-twenty year plan that affects every residents!
- Page 27, 41, 53, 63: what “reserved for graphics” will be added later? Why cannot they be added now?
- Page 43: Overuse of red/green in this chart (and others) means they are useless to color-blind people.
- Page 49: It would be helpful, in addition to telling us what a TID/TIF is and how many there are, explain by name what each is and how much the projected tax burden, in millions of dollars, exists in present-day dollars.
- Page 51: The descriptions do not match the chart classifications.
- Page 60: “guides Sheboygan’s plan commission” – if there is a ‘plan commission’ in the future…
- Page 64: we (finally) get to more land & housing needs
- Page 67: we (finally) get to land use goals
- Page 83: Multiple references to a Plan Commission/Commissioners that may not exist in the future…
- Slow down the comprehensive plan process and stop the zoning code rewrite.
- EV chargers for downtown, part of resiliency, environmental, etc.
- Air quality improvement. For nearly all of summer, the air quality is fair or worse.
- Free parking downtown.
- Public Safety Concerns
  - Improve visibility – pedestrians and bicycles
  - 10th and Indiana- can’t see when turning west
  - Improve New Jersey Ave. near drop off site so less flooding
  - Homeless having to hang out at library discourages use especially letting tweens go to the library without adult supervision and elderly.
  - Drug deals bathrooms on the beach along trail in summer.
  - Large trucks; semis 4th street- do not allow.
  - Homeless downtown, at St. Lukes and in neighborhoods. Need a shelter away from downtown area where tourists are. Lots of break in attempts in neighborhood.
- History/Culture
  - Renovation- insulate and new windows to older buildings
  - Limit number of abandoned homes sold for Airbnbs.

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- Repurpose abandoned homes with homeless as target renters.
- Grants to fix up existing historic housing stock downtown. TIDS for citizens. $1 lots for citizens to build instead of developers. It would get the house on tax rolls right away.
- Winter festival- street skiing event.
- Effigy mound tours once or twice a year.

- Desired Use/Development
  - More shops and small businesses downtown closer together to make a walkable area
  - Music venue such as the Warf Manitowoc
  - Small dog only dog parks for safety
  - Keep the community center at Deland. Do not tear it down only 30 years old. Great shape and fireplace. Often rented.
  - Allow garden waste drop-off on Sunday when people are off work.
- Transportation
  - No E-Bikes on boardwalk and along the lake path. Dangerous for walkers.
  - No mountain bikes at Evergreen Park trails. Those trails are in Kettle Moraine already.
  - Right turn lane Erie and 7th street needs to be marked better and more in advance.
  - Difficult crossing 14th from Michigan Ave going west. Large evergreen in the way. Also, on a bike hard with fast traffic.
  - Need full north to south and east to west bike trails through the city. Preferably off of the road. Many streets no bike lanes and lots of parked cars.
  - Flashing crosswalk Ontario and Broughton Drive. Many people and bikes almost get hit by cruising cars by beachfront.
  - Train Green Bay to Chicago with a stop in Sheboygan!
- Commercial Retail/Manufacturing
  - Grocery stores in walkable area for local communities such as downtown- south lakeshore- north lakeshore.
  - Consideration to noise, water quality, energy. How will data center affect these in our community.
  - Food desert downtown for affordable everyday groceries- Trader Joes, Kroeger, Lidl, Wegmans, maybe inside US Bank building.
  - Keep green space Deland Park. Keep it quiet and peaceful on the lake. No bands.
  - Designate specific data center areas since we cannot ban them.

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- Natural Resources
  - Ozone levels are high
  - Thinking of all implications from huge building construction.
  - No data centers.
  - No Kohler golf course Black River/ Lake. Leave Kohler Andres Dunes alone!
  - Need data center areas marked on map since we cannot ban them. Right now they could go on any industrial area including in town. Make sure away from housing.
  - Shoreline erosion.
  - Broughton Drive by North Point they cleared trees and plants. Now a mudslide when it rains and mud on road. Hazard.
- Undesirable Use
  - Make those available to low income/homeless and assist/base use on cleanup/maintenance.
  - Plant gardens in run down parts of town for community purpose. Homeless could help maintain them.
  - Unused valuable land. Make city charge buyer the fair market value of land! Stop giving it away.
  - Remove warehouse buildings along lake next to Blue Harbor.
- Housing
  - Missing middle- multi family. Smaller apartment buildings infill.
  - 1.3 million to developer next to Landmark. Parking before building. What happened to green space. If you have so much money how about rehab dollars for Enz Manor, Anna Reiss and U.S. Bank. Housing does not have to be downtown.
  - Stop TID building!
  - Help those who are trying to address homeless population. The library should not have to be their only option.
  - Stay out of the Town of Wilson!
  - Accessory dwelling units should be allowed to be airbnbs.
  - Communicate with the surrounding communities.
  - No more TIDs!
  - Vacant housing with such a “housing shortage”
    - o Flag vacant/nuisance- inspections department, owner gets orders to fix or maintain property
    - o Vacant- owners must register vacant properties, pay annual fees- increase over time
  - More daycare centers and 24 hour care

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- No sprawl or annexation
- Consult with Towns of Sheboygan, Wilson, county and schools before completing comp plan. Make sure no duplication or too much new housing.
- No more TIDS.
- Tiny home subdivision.

Summary of Feedback from 4/10/26 and 4/11/26 - Public Engagement at Uptown Social

- Embrace and focus on German culture
- Add more about environmental and climate change
- Protect access to the Lakefront
- Advance positive environmental initiatives, regardless of price
- Prioritize housing of all types
- More senior living/ housing options
- Do not prioritize senior housing, Baby Boomers will at some point not be our biggest demographic
- Prioritize bike lanes
- Create better lighting on bike paths
- The concept of a 10-minute city is silly and unrealistic
- More Density
- Less Density
- Help the unhoused/ homeless
- Stop supporting the unhoused. When you do so, they will leave
- Put the power lines under the ground instead of power poles

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Summary of Feedback from 4/20/26 – Meeting with Small to Medium Businesses via the Chamber of Commerce

- Continue to Support the Business Park Expansion
- Create more single family homes (under $300k)
- Create more apartments
- Look at different funding tools for public transit
- Invest in a 10 – 15 Min City

Summary from 7/9/2026 - Community Engagement Event at Paradigm Coffee Shop

Environment, Lake Michigan & Climate

- Strong protection of Lake Michigan and the lakeshore is a dominant concern: oppose privatization, overdevelopment, industrial impacts, data centers, and development of natural shoreline areas.
- Protect rivers, wetlands, groundwater, woodlands, environmental corridors, and native habitats; address invasive species and agricultural runoff.
- Add much more detail on flooding, stormwater, shoreline erosion, impaired waterways, soil conditions, and climate change to the comprehensive plan.
- Promote native trees, green space, rain gardens, green roofs/walls, and sustainable landscaping.
- Develop an air-quality/ozone reduction strategy, including cleaner transportation and equipment and consideration of pollution from industrial activity, boats, and other events.
- Explicitly recognize Sheboygan as a potential “climate refuge” community and incorporate climate resilience into planning and grant applications.
- Establish a data-center moratorium / prohibit data centers, with concerns about environmental impacts, water use, energy, and limited employment benefits.

Transportation, Biking & Pedestrian Safety

- Expand and improve bike trails, protected bike lanes, walking paths, lighting, sidewalks, curb cuts, and pedestrian safety.
- Improve connections to the lakefront, neighborhoods, schools, and surrounding communities.
- Regulate e-bikes, scooters, and dirt bikes, including speed/helmet/safety considerations.
- Consider bike-safety education for children and traffic-calming measures.
- Prioritize road and sidewalk maintenance.
- Mixed opinions on the pedestrian bridge: some strongly support it, while others oppose putting it in the comprehensive plan as a predetermined project.

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Public Transit & Parking

- Major disagreement over transit expansion: some want more routes and regional service, while others believe current buses have insufficient ridership and are fiscally unsustainable.
- Several comments favor smaller buses/vans and more frequent or expanded routes, including connections to surrounding communities and Milwaukee/ Chicago airports.
- Suggestions include trolleys and special-event transportation.
- Strong opposition to downtown parking meters and parking garages; several commenters favor free or better-managed parking instead.
- A recurring concern is that parking revenue should not be used to subsidize transit, and transportation funding should be examined separately.

Economic Development & Downtown

- Economic development is one of the strongest recurring concerns.
- Commenters want the city to attract and retain businesses, employment, entertainment, dining, tourism, and investment.
- Revitalize downtown/city center, improve storefronts, enhance waterfront amenities, and make better use of parks and public spaces.
- Support small/local businesses and developers, local contractors, workforce development, and stronger public-private partnerships.
- Many want more outdoor venues, cultural/recreational activities, restaurants, and neighborhood commercial areas.
- Concern that Sheboygan is losing economic opportunities to surrounding communities.

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Housing

- There is significant disagreement over how much and what type of housing should be built.
- Broad support for affordable housing, including rentals, starter homes, senior housing, accessible housing, and income-based options.
- Suggestions include smaller homes, ADUs, duplexes, condos, mixed-use buildings, infill development, and subdivision of oversized/vacant lots.
- Some commenters oppose additional apartment construction, particularly luxury apartments, while others advocate for greater density and mixed-use development.
- A recurring question is: How much housing does Sheboygan actually need, who will occupy it, and how does housing growth relate to population and employment trends?
- Strong interest in preserving existing neighborhoods and building within the current city footprint rather than expanding onto surrounding farmland/open space.

Land Use, Development & Green Space

- Preserve green space, parks, natural shoreline, and lake views.
- Avoid development of sensitive lakefront areas, particularly between North Pier and Northpoint.
- Concerns about development density, building height, neighborhood compatibility, and large-scale projects.
- Several commenters favor higher-density development in appropriate areas if it protects green space and lake views.
- Questions and objections regarding including golf courses in the comprehensive plan when none currently exist in the city.
- Interest in community gardens, food production, courtyards, native landscaping, and additional trees.

Government Transparency & Community Engagement

- Repeated calls for greater transparency, accountability, and meaningful public participation.
- Residents want elected officials, administrators, businesses, employers, developers, neighboring municipalities, and community organizations actively involved.
- Concern about perceived influence of developers and the need for independent/community oversight.
- Requests for clearer explanations of TIF/TID districts, development incentives, spending, and economic-development decisions.
- Frustration that issues identified in the 2011 comprehensive plan remain unresolved.
- Desire for stronger collaboration with local employers, schools, nonprofits, neighboring communities, and residents.

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Fiscal Responsibility & TIF/TID

- Significant concern about taxpayer spending and the cost-effectiveness of city projects.
- Calls for greater scrutiny of TIF/TID proposals and clearer explanations of their purpose and long-term benefits.
- Questions about spending on parking structures, transit, development incentives, and other major projects.
- Some commenters want the city to focus more heavily on maintaining existing infrastructure rather than adding costly new facilities.

Community Services, Equity & Quality of Life

- Need for more cooling and warming centers, including facilities available nights and weekends.
- Support for services for unhoused residents, seniors, people with disabilities, and other vulnerable populations.
- Improve accessibility throughout the city.
- Support diversity, inclusion, and multilingual access to housing/services.
- Engage students and young people in planning.
- Partner with public health on issues such as safe medication disposal.
- Interest in arts, artist work/live spaces, recreation, music, outdoor events, and stronger use of parks.

Specific Plan Corrections & Additions

A substantial portion of the feedback consists of technical corrections and requested additions to the draft plan, including:

- Correcting descriptions/maps of hydrology, creeks, wetlands, groundwater, shoreline protection, soils, and environmental corridors.
- Updating information about Edgewater Generating Station and the regional electricity grid.
- Correcting municipal/county facility information and employer lists.
- Updating demographic and commuting data.
- Adding Complete Streets, greenhouse-gas reduction, sustainable development, solar energy, stormwater management, and alternative transportation policies.
- Clarifying proposed trails and other mapped transportation facilities.
- Adding specific environmental language to make the plan more useful for future grants and implementation.

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Overall takeaway from the Paradigm event

The feedback can be boiled down to six major priorities:

- Protect Lake Michigan, the shoreline, waterways, wetlands, and green space.
- Make climate resilience and environmental sustainability central to the plan.
- Strengthen economic development, downtown vitality, tourism, and local business.
- Provide affordable, accessible, appropriately scaled housing without unnecessary sprawl.
- Improve walking, biking, roads, transit, and overall transportation safety while being fiscally responsible.
- Increase transparency, accountability, community participation, and measurable implementation.

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