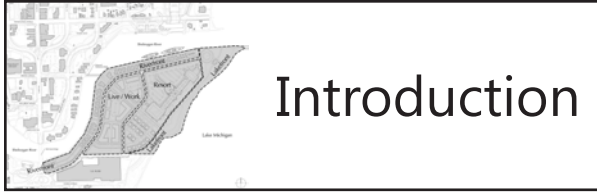




SOUTH PIER LIVE/WORK ZONE SUPPLEMENTAL GUIDELINES 2011

S H E B O Y G A N , W I S C O N S I N



The original design guidelines for South Pier, a separate document established in 2003, outlined four distinct character and development zones: the Riverfront zone (the Shanties,) the Live/Work zone (the Lofts,) the Resort zone (the Dunes,) and the Lakefront zone (the Beach.). These supplemental guidelines update the Live/Work zone (page 8-10) in the 2003 edition of the South Pier Design Guidelines.

South Pier, located at the convergence of the Sheboygan River and Lake Michigan, was formerly a 42-acre brownfield site that was used to store coal, salt, fertilizer and petroleum for over 100 years. The citizens of Sheboygan, along with City officials, staff, and the business community, realized the latent opportunities of the site and began efforts to revitalize the site in order to create not only jobs and economic growth, but also to create vibrant and memorable public places for use and enjoyment of all the people of Sheboygan and the region. An enormous amount of time, energy, local and private resources, as well as state and federal grants have been committed to South Pier's mixed-use redevelopment project.

As a result, South Pier is well on its way to realizing the promise of the original development vision for the site as a mixed use waterfront district as well as other retail and commercial businesses have been established on the site. In addition, public infrastructure including streets, sidewalks, and utilities have been constructed. Of particular significance is the establishment of the public riverwalk, Lake Michigan beachfront restoration, and other public places within the development, including public service facilities which include such amenities as restrooms and fish cleaning facilities all of which continue to build upon Sheboygan's civic values in providing public access to waterfronts.

In establishing a vision for the site, citizens, officials, and planners looked to retain and emulate

the charm and economic vibrancy of historic and timeless waterfront places such as Portsmouth, New Hampshire, Mackinac Island, Michigan, Port Washington, Wisconsin, and Fishtown in Leeland, Michigan (as illustrated in the images on the following page.) In essence the goal was to create not a "waterfront development" but a true mixed-use, publicly-accessible, pedestrian-scaled, waterfront neighborhood that integrates seamlessly with adjoining downtown and residential areas.

The purpose of these supplemental guidelines is to provide more detailed series of recommended development patterns and design character pertinent to the Live/Work character zone of the South Pier district. These recommendations take into account the lessons learned from the development that has occurred thus far at South Pier. In addition, clarification and further definition of the intended character and use of the network of public spaces within South Pier is also included.

Contact Information

Additional information regarding development of the South Pier District can be obtained from:

Department of City Planning and Development
City of Sheboygan
828 Center Avenue, Suite 104
Sheboygan, WI 53081
920-459-3377
development@ci.sheboygan.wi.us



Fishtown - Leeland, Michigan



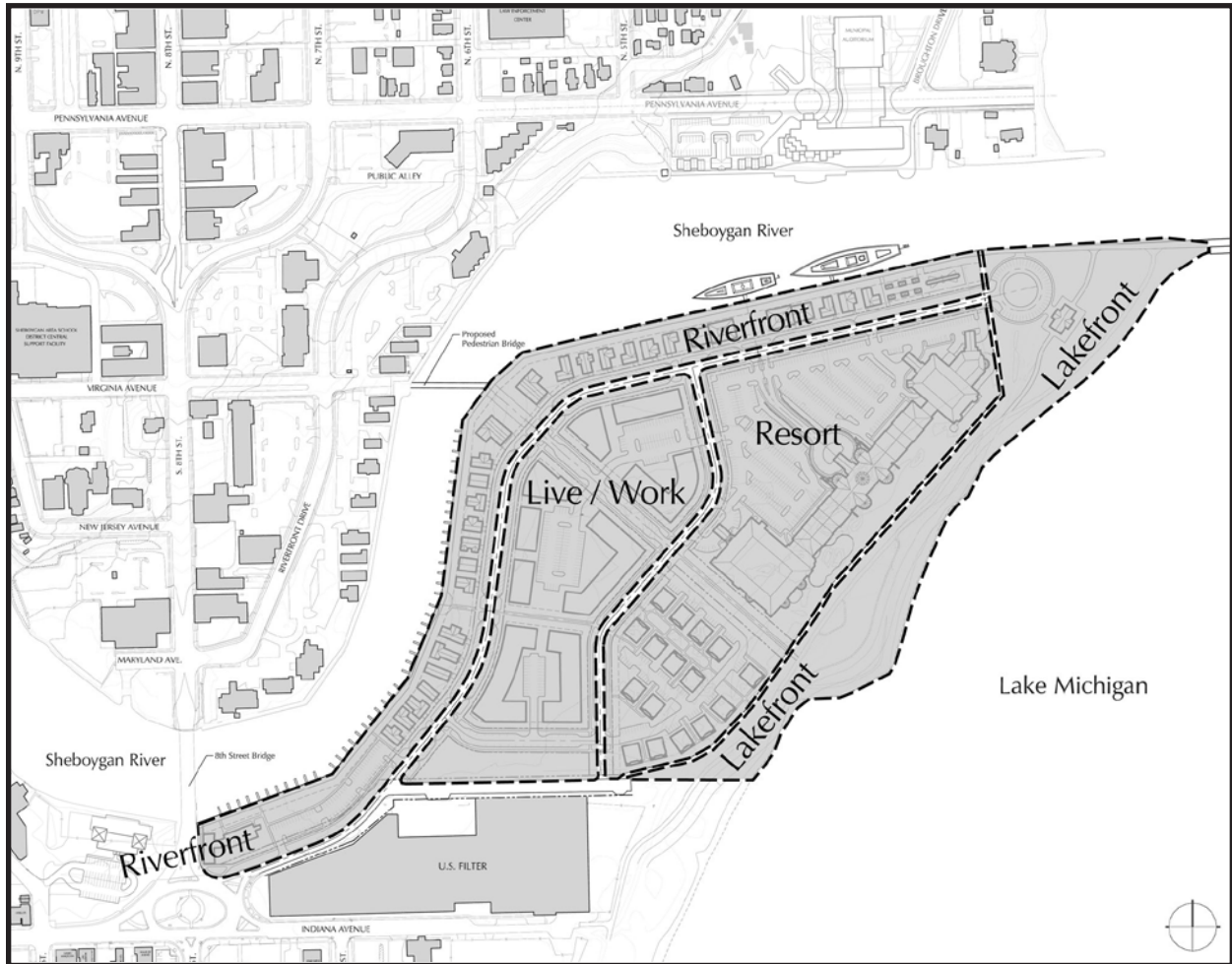
Port Washington, Wisconsin



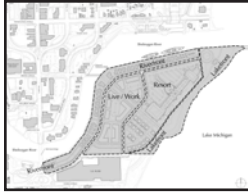
Mackinac Island, Michigan



Portsmouth, New Hampshire



Live/Work District Area



Live/Work Character Zone

The South Pier district has become a notable waterfront address and desirable area attracting private investment for the City of Sheboygan. Over the past several years major infrastructure, waterfront access, and public places have been constructed on the former industrial site giving the city a vibrant waterfront neighborhood. Four distinct character and development zones were outlined for the South Pier district: the Riverfront zone (the Shanties,) the Live/Work zone (the Lofts,) the Resort zone (the Dunes,) and the Lakefront zone (the Beach.) The original design guidelines for South Pier, established in 2003, outlined some general recommendations for each zone regarding the physical character and use envisioned for future developments.

The purpose of these supplemental guidelines is to provide more detailed series of recommended development patterns and design character pertinent to the Live/Work character zone of the South Pier district. These recommendations take into account the lessons learned from the development that has occurred thus far at South Pier. In addition, clarification and further definition of the intended character and use of the network of public spaces within South Pier is also included.

General Description:

The Live/Work zone was originally envisioned primarily as a residential neighborhood with allowance for retail on ground floors of buildings across South Pier Drive from the Shanties and the potential for live/work residential units within the district. The vision of the Live/Work District outlined in this document broadens the scope of the allowable uses, to create a more commercially-oriented edge along South Pier Drive, in which the shanties are replicated along the eastern side of South Pier Drive, and primarily office/retail uses are envisioned. The rest of the Live/Work district would contain primarily residential "rows," individual attached town house type structures or walk-up corridor multifamily buildings. A limited amount of ground floor retail could occur in these

rows primarily at the noted "significant corners" of the intersections of Lakeview Drive with South Pier Drive and Blue Harbor Drive.

Parking for the Live/Work District would be located in the internal portion of the blocks, either as surface parking lots or as parking structures. The entrances to the parking lots should occur at limited locations, along Lakeview Drive, Blue Harbor Drive, and from Fishermans Row. The current surface parking lot configuration, which has east and west entrances from Lakeview Drive and Blue Harbor Drive respectively, should be reconfigured if possible to have the entrances from Fishermans Row and Lakeview Drive. This will allow more development frontage along South Pier Drive and Blue Harbor Drive and better pedestrian access for the mid-block South Pier Mews.

The existing and abandoned indoor sports center occupies an important significant corner location. Efforts need to be made to renovate and improve the architecture of the structure more strongly reflecting the character suggested in the design guidelines and to take advantage of its location as a landmark corner. Ground floor retail use should be provided in this building, with larger, deeper openings on the building façade and more pedestrian-friendly ground floor architectural features need to be added. The existing "flat" façade should be replaced or upgraded with a building wall that has more variations in surface depth and architectural relief to it. A major façade element such as a tower, or major entrance placed at the corner of the building would increase its value and create a landmark address.

Supplemental Guidelines Diagram List

The following illustrations diagram the framework elements that define the supplemental guidelines for the Live/Work Zone.

1. Master Plan
2. Public Place Network
3. Frontage Zones
4. Permitted Building Types
5. Public and Private Connections
6. South Pier Drive Frontage Zone
7. Lakeview Drive Frontage Zone
8. Blue Harbor Drive Frontage Zone



South Pier Master Plan



South Pier Public Place Network

The master plan for the South Pier District included a number of important public places, consisting of walkways, gathering spaces, natural areas, and waterfront edges. Of particular importance is that these spaces are interconnected, forming an open space network which facilitates pedestrian exploration and enjoyment. The purposes and intended character of these existing or planned public places is outlined below.

A. Riverfront Promenade: The riverfront is a continuous pedestrian experience, combining active uses such as charter fishing boats, retail and restaurant uses, with opportunities for civic and passive activities such as strolling and sitting along the river's edge.

B. Sheboygan River Plaza: A small open space, this plaza connects the riverwalk to South Pier Drive. This space intersects with the river promenade offering amenities such as benches, planters

and other landscape features. To the east, the plaza connects to the South Pier Mews, a mid-block pedestrian passage that leads to the lakefront.

C. Bridge Plaza: This plaza lies at the terminus of Harbor View Drive and is the proposed location of a future pedestrian bridge that will link the South Pier District to Virginia Avenue and downtown commercial properties, waterfront spaces, and neighborhoods on the west bank of the Sheboygan River.

D. Cruise Ship Plaza (Formerly Cruise Ship Terminal Plaza): The purpose of this plaza is to provide a docking location and public access point for various lake excursion vessels. The hardscape plaza can also host small gatherings or other events.

E. Peninsula Park: This space is the primary public gathering place for the South Pier District. A public pavilion is proposed to act as a community meeting and reception amenity. The considerable amount of open space available in this location affords the opportunity for programmed public events. The unequalled view of the lake, riverfront, and downtown from this location provides Sheboygan with a precious community resource. In



South Pier Public Place Network

addition, the strategic location of this public destination at the end of South Pier Drive helps draw customers through the South Pier site, along the businesses located in the shanties, and increasing the likelihood of visits to the shops, restaurants, offices, and other commercial activities located in South Pier. This area also provides public rest rooms supporting walkers, fishermen, and families on outings.

F: Lakefront/Beach: The restored dunes and beach provide an outstanding natural edge for the South Pier District. Activities such as strolling, swimming, picnicking, and nature observation are possible, encouraging use by resort guests, South Pier visitors, and 24-hour access for the community as a whole.

G: Lakeview Esplanade: Extending the public space of Lakeview Drive to the lake, the Esplanade is a linear pedestrian mall, with seating, planters, and wide walkways to allow generous views toward the water.

H. Lakeview Drive: This street is an important public space connection between the Lakeview Esplanade and Bridge Plaza, linking the riverfront with the lakefront. Retail activities and pedestrian-oriented building and landscape features are encouraged along the ground floors of buildings lining the street.

I. South Pier Mews: Primarily a pedestrian passage, the Mews currently is a mid-block public pathway passing through the existing residential property, acting as a grand “front lawn” and connecting the street to the waterfront. In the future, the Mews will continue westward along a portion of Harbor View Drive, then passing through the Live/Work block, cross South Pier Drive, and terminate in the River Plaza. This pedestrian passage is envisioned as an intimately scaled space, with pedestrian oriented landscape features along its length. The Mews helps to create one of a series of pedestrian “loops” that offers numerous opportunities for pedestrian to circulate through South Pier.



Lakefront Beachwalk



South Pier Mews



Lakeview Esplanade



Bridge Plaza



Riverfront Promenade

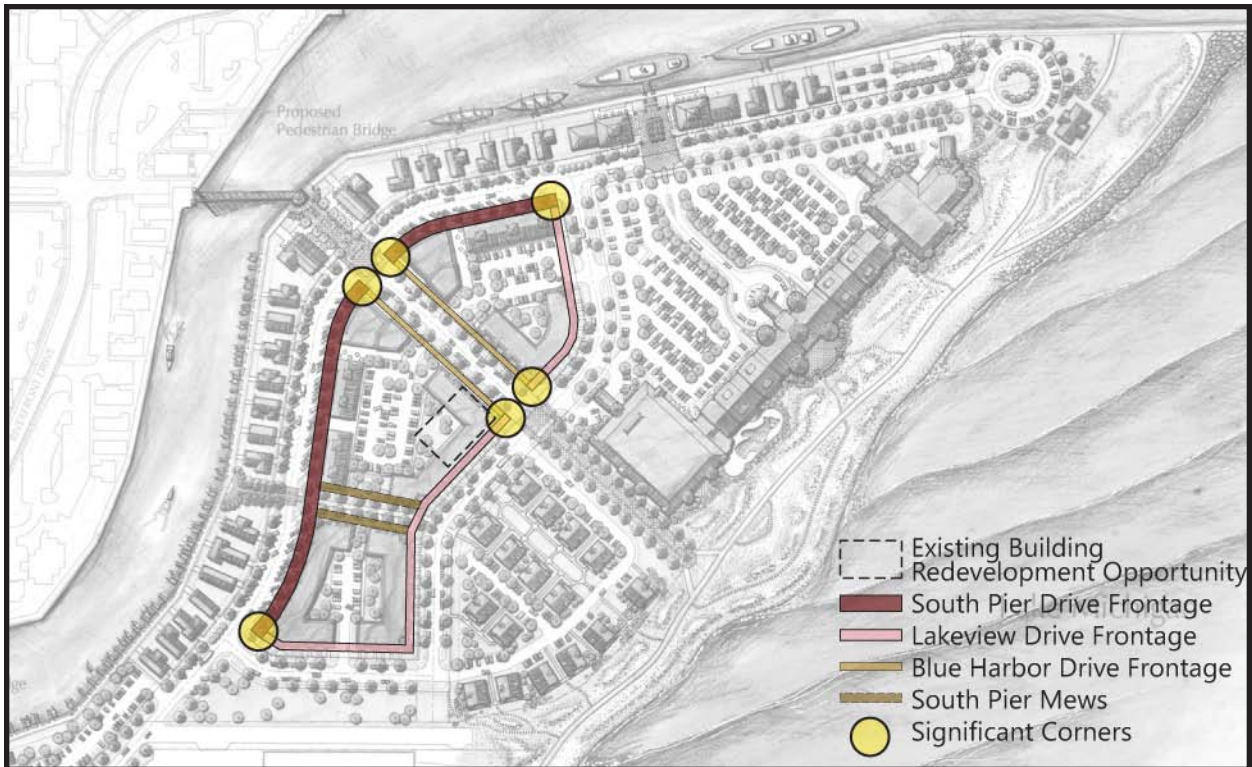


Frontage Zones

The Live/Work District consists of two blocks in the interior portion of the South Pier District, bounded by the streets of South Pier Drive, Fishermans Row, and Harbor View Drive. The purpose of the supplemental guidelines is to provide recommendations for future building placement, configuration, use (especially ground floor) and locations of parking, service, and circulation access points for the two block area. The original design guidelines for the live/work zone still apply; the supplemental guidelines provide additional requirements and will be used by City of Sheboygan staff and officials as a tool to inform potential site developers of the design character and planning objectives expected to be met, and as a tool to review submitted development proposals within the district.

In the supplemental guidelines, a series of “frontage zones” have been identified. These frontage zones are established according to street: This acknowledges the importance of the buildings

in collectively establishing the character of the streets as public places. Each of the proposed streets in South Pier will have a unique purpose and character, although all are important public places and must have carefully designed building edges, landscape areas, and streetscape elements along them in order to maximize pedestrian usage. Three frontage zones have been identified: South Pier Drive zone, Lakeview Drive zone and the Blue Harbor View Drive zone. In addition, six significant corners are outlined; these are important block corners where a special architectural feature, use, or public space should be provided to help mark the landmark aspect of these locations. Each frontage zone has a unique set of components but some elements are shared by all zones. When a building site is developed, the supplemental guidelines of the frontage zone(s) corresponding to the front and/or side of the property should be followed.



Frontage Zones



Permitted Building Types

In order to encourage compatible development within the South Pier District, certain building types are recommended for specific locations in the Live/Work zone. The diagram below indicates the locations for the specific types. Please see page 12 for design character examples.

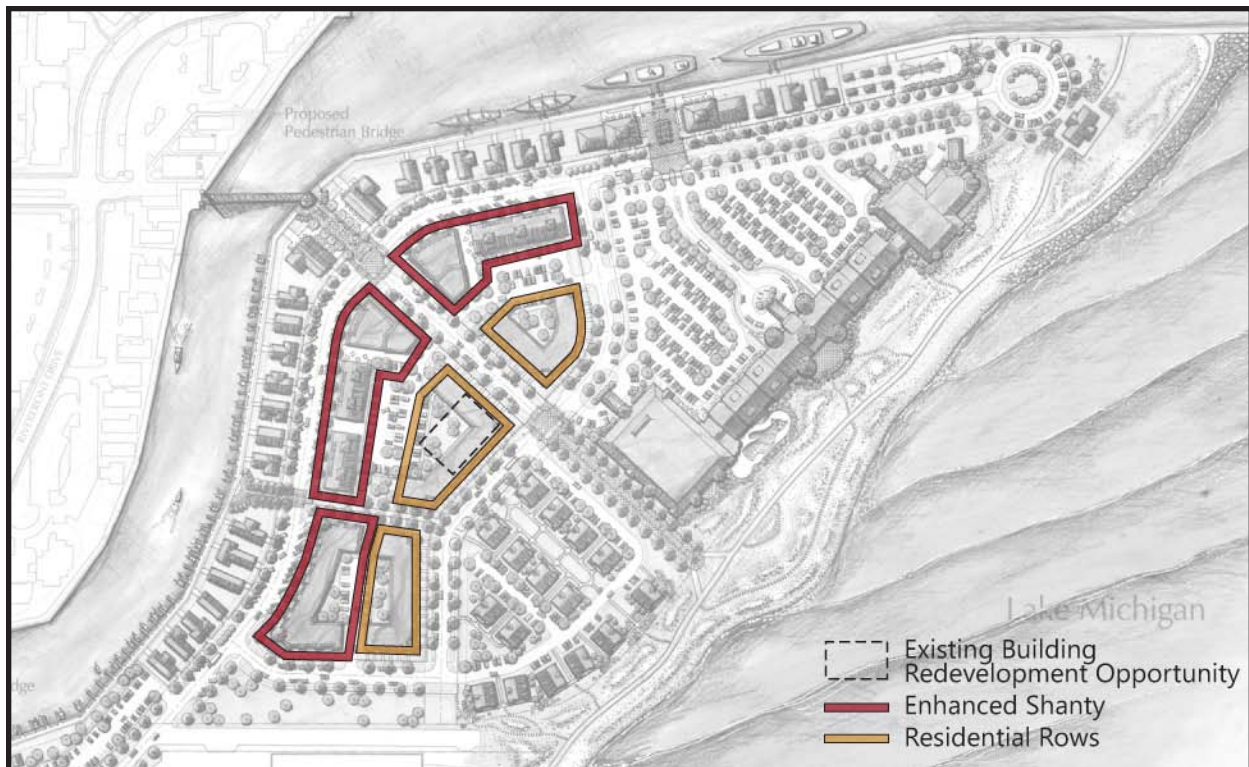
Enhanced Shanties

The basic pattern of the shanty building type, several of which have been constructed along the riverfront, will be repeated across the street, along the east side of South Pier Drive. These “enhanced shanties” will follow the basic design guidelines for the shanty building type as outlined elsewhere in the guidelines. The basic rectangular shape of the shanty must present the shorter “gable” end of the building to the street. Shanties can be linked to form larger structures, or a larger building form can have gable ends that mimic the shanty form. Examples of this building type have already been constructed in two instances on the west side of South Pier Drive. In the future, buildings of this

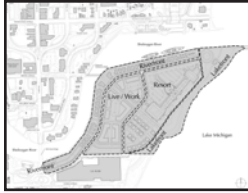
type will be allowed only on the east side of South Pier Drive. The enhanced shanties will house a mix of commercial activities, including office and retail uses. Retail uses are encouraged on the ground floors of the units but office uses are allowed if the design of the building edge along sidewalks provides pedestrian-oriented features, and active uses are located along these edges (i.e. primary address, access doors, lobbies, office spaces, conference areas, etc.) Additional information on design recommendations for the enhanced shanties is included in the supplemental guidelines.

Residential Rows

These structures will be either traditional row homes, or walk-up corridor residential buildings. Retail ground floor uses are allowable on the significant corners. Additional information on design recommendation for the residential rows is included in the supplemental guidelines.



Permitted Building Types



Public & Private Connections

Since the Live/Work zone occupies an important central location within the South Pier District, pedestrian connections within and through the site are critical in realizing the potential to create a comprehensive and appealing pedestrian experience for the District as a whole. The diagram below indicates key access points, edges, and public/private realms within the Live/Work zone.

Public Edge

The outer perimeters and street network of the two live/work blocks are the primary public spaces in the zone. As indicated in the supplemental guidelines, buildings must be placed up to the build-to zone and have features on the facades, especially at the ground floor, that are attractive to pedestrians. Major building entrances should occur along these edges and are critical in vitalizing the street. Please see page 12 for design character examples.

Primary Vehicular Access

The primary vehicular entrances should occur as

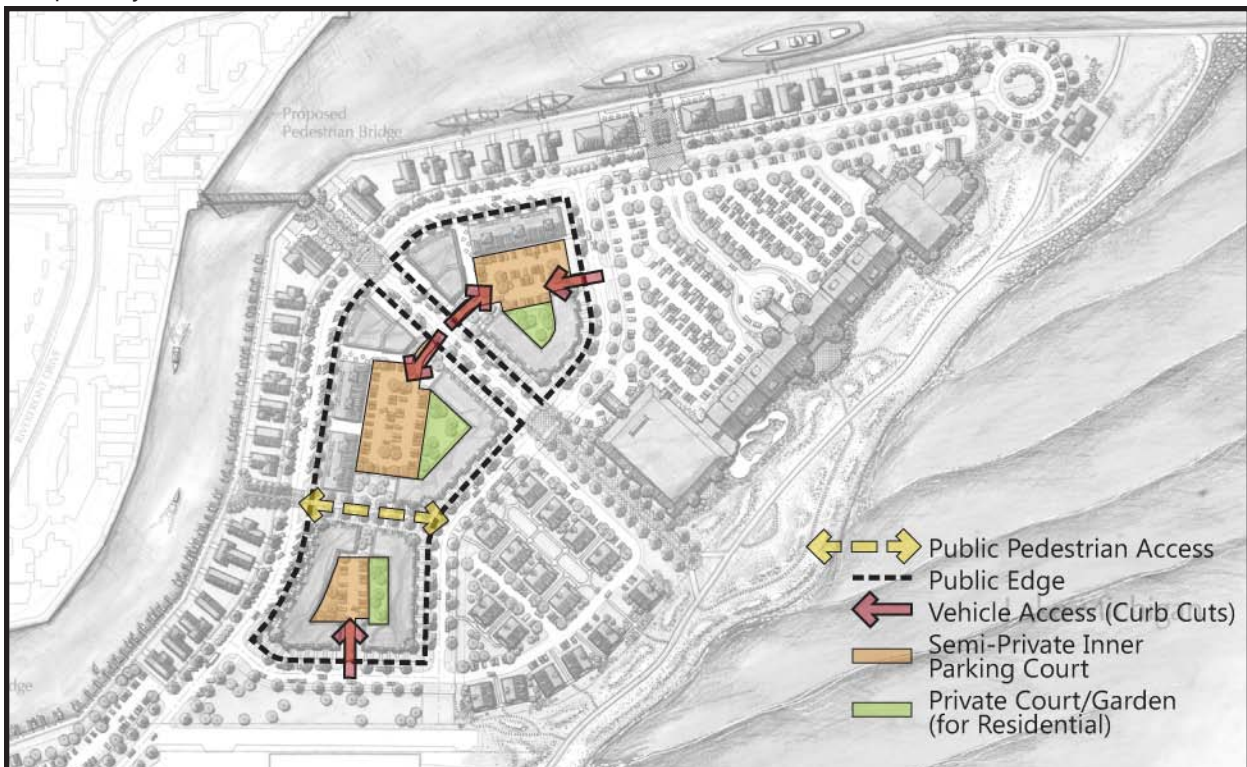
shown in the diagram, from Lakeview Drive, the northern portion of Blue Harbor Drive, and from Fishermans Row. This will allow maximal use of the frontages along South Pier Drive and Blue Harbor Drive for building edges.

Semi-Private Interior Court


Within the middle of the block, parking will be provided in the form of either surface parking lots or parking structures. The inner court will represent a semi-private zone, a space that while basically the "back" of the buildings, must still be designed to acknowledge that people will be arriving in the inner court, and passing through it on their way to the fronts of the buildings. Sidewalks should be provided between buildings to bring pedestrians from parking areas to the building fronts. Building service areas will most likely be provided in the interior court but must be screened and visually attractive.

Private Court/Garden (for residential buildings)

Where residential uses occur, a private "back yard" space or garden should be provided to create a separate outdoor space behind the buildings. This space should be physically separated from the interior parking courts by decorative fencing, walls or other landscape elements and be directly accessible from the residential units.

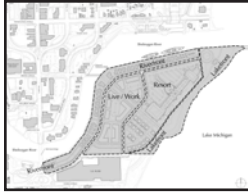


Public & Private Connections



Design Character Examples





South Pier Drive Frontage

1. Building Use

Permitted uses: retail, office, residential (residential limited to upper floors)

2. Street Activation

South Pier Drive is the principal street access of South Pier. The building type desired for this frontage zone is the "enhanced shanty," mixed-use office and retail buildings that relate to the shanty building type located on the west side of South Pier Drive. This frontage is not expected to contain the same amount and intensity of pedestrian uses that will occur along the waterfront, but should still contribute to the pedestrian-oriented nature of South Pier Drive.

2.1 Uses that activate the street

While the character and quality of the building façade is important, the activity taking place behind the façade is critical in creating a place where pedestrians will want to go. People will be attracted

to buildings or places where they can look in and see something enticing to visit or at least is visually interesting.

- Ground floor retail uses are preferable, especially at the significant corners flanking the intersection of Lakeview Drive and South Pier Drive. Otherwise office uses are allowable, if they contain active work spaces or main lobbies (not shelving, storage, or non-active use) located along the sidewalk edges of the ground floor of the building along South Pier Drive.

- For this frontage, it is suggested that for each building, at least 50% of the façade between two to eight feet above grade be clear, non-tinted windows.

2.2 Pedestrian Entries

- Each enhanced shanty shall have the primary entrance and address along the South Pier Drive façade. This entrance should be a prominent visual feature of the building.

- Visitors and building uses who park behind the buildings in the internal lot should be directed through pedestrian walks between buildings to the fronts along South Pier Drive.

2.3 Gathering Spaces

- Outdoor gathering spaces are encouraged along



South Pier Drive Frontage

the South Pier Frontage, especially at retail locations. In particular, provision of outdoor cafés, plazas, or other gathering places is encouraged at the significant corners.

3. Building Placement and Scale

Buildings that create a continuous linear street edge help promote pedestrian-friendly corridors.

- Buildings should be placed along a "Build-to" zone, 0-8 feet back from the property line.
- If a building fronts two streets, the building should be placed directly at the corner of the property.
- In places along the frontage zone where building edges do not exist, landscape elements such as low walls, planters, pergolas, or other streetscape features should be placed along the frontage to physically align and create an implied building edge. An outdoor café or seating area would also provide a pedestrian-friendly condition along the frontage zone.

4. Parking and Vehicular Circulation

Parking for buildings along the South Pier Frontage zone will take place behind the buildings, in shared parking facilities, either surface lots or structures. Vehicular access to these parking areas would occur from Lakeview Drive, Blue Harbor Drive, or Fisherman's Row.

- No curb cuts or parking access drives will be allowed along South Pier Drive.
- The existing parking lot entrance from South Pier Drive, located midblock, should be eliminated when development occurs. This internal parking lot should instead have access from Fisherman's Row in order to maximize buildable frontage along South Pier Drive, across from the existing shanty developments. Street parking is available along this frontage.
- No drive-through facilities are allowed.

5. Service Areas

- Building service areas and utility functions should be placed at the back or sides of the buildings.
- Service areas should be treated and designed to a high level of quality. Materials, access and architectural integration are a high priority.
- Decorative fencing, garden walls, or other landscape treatments should be utilized. Shared service facilities are encouraged where possible.

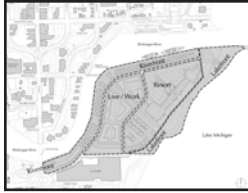
6. Building heights

Refer to page 19.

7. Encroachments

Architectural elements that project from the building façade including balconies, bay windows, eaves, and decorative façade features can help enliven the building and make it more interesting as seen from the pedestrian perspective.

- These elements may project up to a maximum of 3 feet into required setbacks.
- Lightweight, street level awnings may project up to 6 feet.
- Allowable encroachments such as awnings, blade signs and other decorative projections may be considered on a case-by-case basis and may project into the public right-of-way provided that the encroachments are 10 feet above the sidewalk height.



Lakeview Drive Frontage

1. Building Use

Permitted Uses-Buildings NW of parking lot access drives: retail, office

Permitted Uses-buildings SE of parking lot access drives, retail, residential, mixed use

2. Street Activation

Lakeview Drive, in addition to providing vehicular access through the middle of the site, is the principal pedestrian connection between the river and the lake. Building types for this frontage zone include enhanced shanty, mixed-use office and retail buildings to the NW of the parking lot access drives, and residential rows to the SE of the parking lot access drives. This is an important pedestrian corridor and therefore uses and the design character of the buildings along this frontage will be critical in enhancing the pedestrian experience.

2.1 Uses that activate the street

While the character and quality of the building fa-

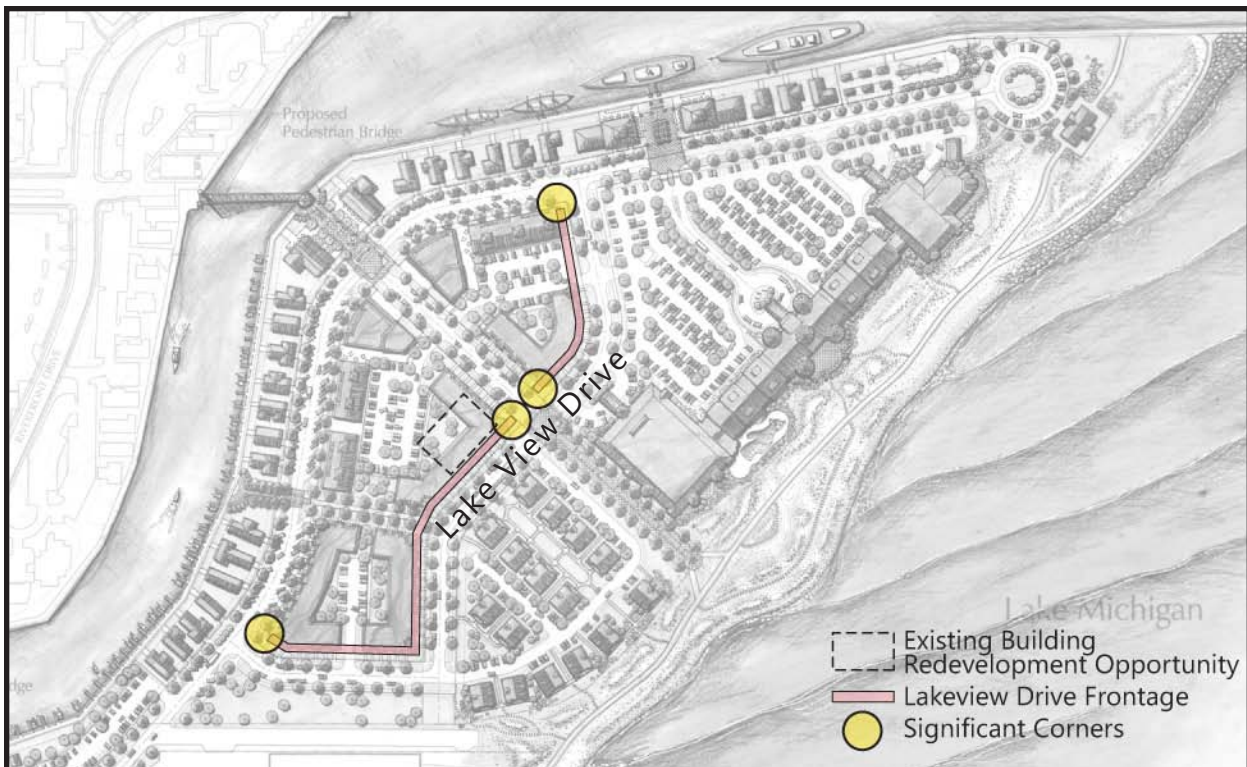
çade is important, the activity taking place behind the façade is critical in creating a place where pedestrians will want to go. People will be attracted to buildings or places where they can look in and see something enticing to visit or at least is visually interesting.

Enhanced shanty buildings

- Ground floor retail uses are preferable, especially at the significant corners flanking the intersection of Lakeview Drive and South Pier Drive.
- Ground floor office uses are allowable, if they contain active work spaces or main lobbies (not shelving, storage, or non-active use) located along the sidewalk edges of the ground floor of the building along South Pier Drive.
- For this frontage, it is suggested that for each enhanced shanty building, at least 50% of the façade between two to eight feet above grade be clear, not-tinted windows.

Residential row buildings

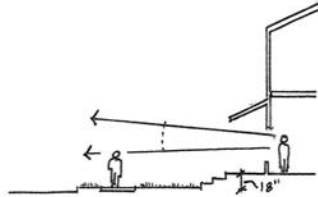
- Ground floor uses of retail or residential are allowable. Ground floor retail uses are preferable, especially at the significant corners flanking the intersection of Lakeview Drive and Blue Harbor Drive.
- If residential uses are proposed for ground floor



Lakeview Drive Frontage

locations, the ground floors should be raised up at least 18 inches from grade if possible (while resolving accessibility issues where applicable). See image below.

- Ground floor on residential buildings should feature clear, non-tinted glazing.



2.2 Pedestrian Entries

Enhanced shanty

- Entries to the enhanced shanties should be at the corners, at the intersection of South Pier Drive and Lakeview Drive. The entrances should be prominent visual features of the building.
- Visitors and building uses who park behind the buildings in the internal lots should be directed through pedestrian walks between buildings to the building fronts.

Residential rows

- For retail uses, the primary pedestrian entrance should be from Lakeview Drive, or at the corners of South Pier Drive and Lakeview Drive.
- First floor residential uses should have separate residential entries and addressing with access from the public street.
- Shared ground floor entrance lobbies are permitted for upper story uses.

2.3 Gathering Spaces

- Outdoor gathering spaces are encouraged at retail uses along the Lakeview Drive frontage. In particular provision of outdoor cafés, plazas, or other gathering places is encouraged at the significant corners.

3. Building Placement and Scale

- Buildings that create a continuous linear street edge help promote pedestrian-friendly corridors. Buildings should be placed along a "Build-to" zone, 0-12 feet back from the property line.
- If a building fronts two streets, the building should be placed directly at the corner of the property.
- In places along the frontage zone where building edges do not exist, landscape elements such as low walls, planters, pergolas, or other streetscape features should be placed along the frontage to physically align or create an implied building

edge. An outdoor café or seating area would also provide a pedestrian-friendly condition along the frontage zone.

4. Parking and Vehicular Circulation

Parking for buildings along the Lakeview Drive Frontage zone will take place behind the buildings, in shared parking facilities, either surface lots or structures. Vehicular access to these parking areas would occur from either Lakeview Drive or Blue Harbor Drive.

- Therefore, one curb cut for a parking access drive will be allowed along each side of Lakeview Drive at approximately the mid-block location.
- Street parking will be available along this frontage.
- No drive-through facilities are allowed.

5. Service Areas

- Building service areas and utility functions should be placed at the back or sides of the buildings.
- Service areas should be treated as important visual features and designed to a high level of quality.
- Decorative materials, fencing, garden walls, or other landscape treatments should be utilized. Shared service facilities are encouraged where possible.

6. Building heights

Refer to page 16.

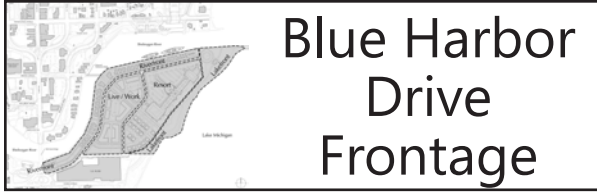
7. Encroachments

Architectural elements that project from the building façade including balconies, bay windows, eaves, and decorative façade features can help enliven the building and make it more interesting as seen from the pedestrian perspective.

- These elements may project up to a maximum of 3 feet into required setbacks. Lightweight, street level awnings may project up to 6 feet.
- Allowable encroachments such as awnings, blade signs and other decorative projections may be considered on a case-by-case basis and may project into the public right-of-way provided that the encroachments are 10 feet above the sidewalk height.
- For residential structures, ramps, stairs, stoops or porches are allowable encroachments which will be reviewed on a case-by-case basis.

8. 802 Blue Harbor Drive

Encourage redevelopment of existing property at landmark corner.



Blue Harbor Drive Frontage

1. Building Use

Permitted Uses: residential (ground floor retail encouraged in building corners at the intersection of Blue Harbor Drive and Lakeview Drive.)

2. Street Activation

Blue Harbor Drive provides access to existing and future residential properties. It also provides access to the water park drop off and a portion of the hotel parking lot. The building type for this frontage zone is residential rows.

2.1 Uses that activate the street

This portion of the South Pier site is primarily residential in use. While pedestrian usage will not be as extensive as in retail/commercial areas, the quality of the building and landscape edge along the street is important in both creating an attractive pedestrian experience and in providing a transition from the public zone of the sidewalk to the private zone of the front yard and entrances to

the residential units.

- Ground floor use and other floor levels to be residential.
- Retail uses are encouraged at the significant corners flanking the intersection of Lakeview Drive and Blue Harbor Drive.
- For residential buildings, ground floors should be raised up several feet from grade (while resolving accessibility issues where applicable)
- Clear, non tinted glazing should be utilized.

2.2 Pedestrian Entries

- If retail uses are proposed, the primary pedestrian entrance should be from Lakeview Drive, or at the corners of South Pier Drive and Lakeview Drive.
- First floor residential uses should have separate residential entries with primary access and addressing from the public street.
- Shared ground floor entrance lobbies are permitted for upper story uses.

2.3 Gathering Spaces

Outdoor gathering places are not encouraged in residential areas, however outdoor cafés, plazas, or other gathering places are encouraged at the significant corners if ground floor retail is provided at these locations.



Blue Harbor Drive Frontage

3. Building Placement and Scale

Buildings that create a continuous linear street edge help promote pedestrian-friendly corridors.

- Buildings should be placed along a "Build-to" line, 0-12 feet back from the property line.
- If a building fronts two streets, the building should be placed directly at the corner of the property.
- In places along the frontage zone where building edges do not exist, landscape elements such as low walls, planters, pergolas, or other streetscape features should be placed along the frontage to physically create and align an implied building edge.

4. Parking and Vehicular Circulation

Parking for buildings along the Blue Harbor Drive Frontage zone will take place behind the buildings, in shared parking facilities, either surface lots or structures. Vehicular access to these parking areas would occur from either Lakeview Drive, the northern segment of Blue Harbor Drive or Fishermans Row.

- No curb cuts will be permitted along Blue Harbor drive except at the current parking entrance along the northern segment of Blue Harbor Drive.
- Street parking will be available along this frontage.
- No drive-through facilities are allowed.
- The existing parking lot entrance located along the southern portion of Blue Harbor Drive should be eliminated when development occurs. This parking lot should have access from Fishermans Row in order to maximize buildable frontage along Blue Harbor Drive, across from the existing condos.

5. Service Areas

- Building service areas and utility functions should be placed at the back or sides of the buildings.
- Service areas should be treated as important visual features and designed to a high level of quality.
- Decorative fencing, garden walls, or other landscape treatments should be utilized. Shared service facilities are encouraged where possible.

6. Building heights

Refer to page 19.

7. Encroachments

Architectural elements that project from the building façade including balconies, bay windows, eaves, and decorative façade features can help

enliven the building and make it more interesting as seen from the pedestrian perspective.

- These elements may project up to a maximum of 3 feet into required setbacks.
- Lightweight, street level awnings may project up to 6 feet.
- For residential structures, ramps, stairs, stoops or porches are allowable encroachments which will be reviewed on a case-by-case basis.

8. 802 Blue Harbor Drive

Encourage redevelopment of existing property at landmark corner.



Live/Work District Height & Build-to Line Summary

	Height Limit	Build to Zone
South Pier Drive Frontage	Maximum 3 Story	0-8ft back from front property line
Lakeview Drive Frontage	Maximum 3 Story	0-12ft back from front property line
Blue Harbor Drive Frontage	Maximum 3 Story	0-12ft back from front property line




City of
Sheboygan
 spirit on the lake.

www.developsheboygan.com
development@ci.sheboygan.wi.us

Department of Planning and Development 828 Center Avenue, Suite 104, Sheboygan, WI 53081 · 920-459-3377