



DEPARTMENT OF CITY DEVELOPMENT



If the required supplemental materials, which constitute a completed application, are not submitted, the application will not be processed.

Required Submittal Format

1. An electronic submission via email/USB drive/CD/Download link; and
2. One (1) paper copy, no larger than 11" x 17" size.

Required Submittal Item	Applicant Submitted	City Received
1. Variance/Appeal Application	☒	
2. Written description of project, including: a. Hours of operation b. Anticipated delivery schedule c. Maintenance plan d. General use of the building and lot	☒	
3. Site Plan (drawn to scale), including: a. Fully dimensioned property boundary b. All buildings (existing and proposed) c. Setbacks from property lines d. Identification as to whether all elements are "Existing" or "Proposed" e. Dimensioned parking spaces and drive aisle layout	INFO INCL.	
4. Zoning Analysis Table a. Land area (in acres and square feet) b. Building area (in square feet) c. Setbacks (required yards in feet) d. Floor Area Ratio (building area divided by lot area) e. Lot Coverage (building footprint divided by lot area) f. Height of all buildings and structures g. Percentage of greenspace (landscaped areas divided by lot area) h. Parking spaces	INFO INCL.	
5. Review Fee	☒	

Acknowledgement and authorization signatures

A variance is not like a building permit; applying does not mean it will be approved.

The approval may contain conditions of approval which must be adhered to.

The signature(s) hereby certify that the statements made by myself and constituting part of this application are true and correct. I am fully aware that any misrepresentation of any information on this application may be grounds for denial of this application.

Owner Signature (acknowledgement and authorization):

Date: 9/12/22

Applicant Signature (acknowledgement):

Date: 9/12/22



(262) 636-9151



CityDevelopment@cityofracine.org



730 Washington Avenue, Room 102
Racine, Wisconsin 53403



www.buildupracine.org



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The board of appeals shall not vary the regulations of the zoning code unless it shall make findings based upon the evidence presented to it in each specific case that (use the lines to explain how your request meets these criteria):

- (1) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out;

- SEE ATTACHED.

- (2) The conditions upon which an application for a variance is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification;

- (3) The purpose of the variance is not based exclusively upon a desire to increase financial gain;

- (4) The alleged difficulty or hardship is caused by the provisions of this chapter and has not been created by any persons presently having an interest in the property;

- (5) The granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and

- (6) The proposed variance will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

A variance is intended to relieve a hardship related to the property which would prevent normal use of the lot. A variance is not intended to maximize use of a property for convenience sake.



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DEPARTMENT OF
CITY DEVELOPMENT



Application for Variance or Appeal

Applicant Name: THERMAL TRANSFER PRODUCTS (API HEAT TRANSFER)

Address: 5215 21ST STREET City: RACINE

State: WI Zip: 53406

Telephone: 262-551-2236 Cell Phone: 920-517-5195

Email: PAT.HOLDEN@APIHEATTRANSFER.COM

Agent Name: _____

Address: _____ City: _____

State: _____ Zip: _____

Telephone: _____ Cell Phone: _____

Email: _____

Property Address (Es): 5215 21ST STREET

Current Zoning: 1-2

Current/Most Recent Property Use: INDUSTRIAL

Proposed Use: SAME

Code section from which variance is sought: SEC. 114-739



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Racine, Wisconsin 53403



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Holden, Pat

From: Groh, Michael <MGroh@ruekert-mielke.com>
Sent: Monday, September 12, 2022 1:04 PM
To: Holden, Pat
Cc: Kloth, Ryan; Tavera, Terry
Subject: API HeatTrans - API Existing Condition Follow Up

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Pat-

I understand your frustration that your request for a variance to the Storm Water Ordinance was denied. I would suggest that when approaching the Board of Appeals, you may wish to focus on the statement in the email from Ara Molitor. The second to last paragraph, last sentence reads- *The availability of the storm sewer system is such that drainage of the impervious area can be accommodated through a connection to the storm sewer system.*

The existing storm sewer system is noted in the Drainage Summary Report dated August 9, 2002. Sheet EX 1 within the report clearly shows that the water from the North Parking Lot enters the curb and gutter section on the south side of Roosevelt Ave and travels approximately 20 feet to the curb inlet within the existing storm sewer system.

The insistence of the City that API install a catch basin to capture the water from the North Parking Lot so that it will ultimately discharge into the curb inlet on 21st St. overlooks a key element, namely constructability. To accomplish the City's request, API must do the following:

- Install a catch basin in the North Parking lot.
- Demolish a portion of the reinforced concrete driveway to accommodate the storm water line.
- Excavate a section of lawn for the storm water line.
- Tie into the curb inlet on 21st.

This reinforced concrete pavement serves as the main entrance for API and is the sole access to four loading docks.

A review of the pavement condition, utilizing the images from the drone survey, indicates the concrete driveway appears to have been well constructed and maintained over the years. There is evidence of cracking throughout the section, consisting primarily of longitudinal, transverse, and minor corner cracking. Referencing PASER Manual for Concrete ([Concrete-PASER 02 rep15](#)) developed by UW-Transportation Information Center indicates this pavement would be rated as a 6-7 which is classified as good.

Removing a section of this pavement to install a storm water line, will accelerate its deterioration and increase the maintenance cost for API. The service life of the pavement will be dramatically reduced. The construction budget estimate for installing a new catch basin is \$25,000.00 to \$30,000. I believe that this is a very conservative number considering the current construction economy and may cost significantly more.

As noted in the report, the runoff generated from the north lot is minimal. Stormwater events for planning purposes typically reference a 10-year storm event for a storm sewer design. The peak runoff rate for a 10-year event at your facility is calculated at 2.44 cubic feet per second. A 10-year storm event would be approximately 4" of rainfall and would result in 63,582 gallons of water entering the storm water system. The cost to API equates to \$.39 per gallon so that the storm water discharges to the same curb inlet that currently effectively manages the discharge.

You may wish to share with the Board, the impact of a typical rain event. A 1" rainfall would result in 15,896 gallons water entering the storm water system. The cost to API equates to \$1.57 per gallon so that the storm water discharges to the same curb inlet that currently effectively manages the discharge.

In the scenarios listed, the North Parking Lot generates approximately 35% of the total runoff.

To meet the requirements of the City, what is not taken into consideration is the significant investment of API that impacts your daily operations and severely reduce the service life of the pavement.

The net result of your investment that compromises the quality of your concrete pavement is no appreciable improvement in storm water management.

If you would like to discuss further, please call me.

Michael L. Groh

Pavement Consultant Lead



 262-953-4100
 414-807-0750
 MGroh@ruekert-mielke.com
 ruekertmielke.com



EXISTING DRAINAGE SUMMARY



Existing Drainage Summary

8-5-22

PREPARED FOR:

API Heat Transfer

5215 21st Street

Racine, WI 53406

PREPARED BY:

Ruekert & Mielke, Inc.

W233 N2080 Ridgeview Parkway

Suite 300

Waukesha, WI 53188

EXECUTIVE SUMMARY

API Heat Transfer, located in Racine, Wisconsin, is proposing to rehabilitate the existing asphalt at their north parking lot. As a part of this work, the City of Racine would like for API Transfer to provide storm sewer to drain runoff to an existing storm sewer system located within Roosevelt Avenue. The proposed storm sewer would connect to an existing catch basin which is located just south of their drive entrance to their loading docks off of Roosevelt Avenue. Please review the exhibit which is attached which shows the location of the existing catch basin relative to the site.

A determination was made as to how much area from the existing API Heat Transfer north parking lot drains to the existing catch basin in Roosevelt Avenue. The existing north parking lot area contains paved and landscaped areas. The attached exhibit shows the north parking lot area and associated drainage area to the existing catch basin. The drainage area to the catch basin from the north parking lot site is approximately 0.51 acres. It is unclear whether roof drainage contributes to the drainage to the catch basin; review of aerial images does not indicate the presence of downspouts draining to grade or directly connected to a storm sewer network.

The following table summarizes the peak flow generated during the 2, 10, and 100-Year Storm Events.

Table 1-Existing Condition Peak Runoff Rates

	2 – yr Existing Peak Runoff Rate (cfs)	10 – yr Existing Peak Runoff Rate (cfs)	100 – yr Existing Peak Runoff Rate (cfs)
Existing	1.54	2.44	4.37
TOTAL	1.54	2.44	4.37

As can be seen, the runoff generated from the existing north lot and associated landscaped areas is minimal. The currently is no storm sewer conveying runoff generated in these areas, the proposed pavement rehabilitation of the north lot will not generated any added impervious area, this combined with the minimal peak flows does not necessitate the need for new storm sewer; land use and drainage patterns will not change. The concrete portion of the lot is fairly new and in good condition, it will not be affected by the pulverizing of the asphalt. Constructing a storm sewer and connecting it to the existing catch basin would require that the concrete would be removed which would also affect the loading dock operations. The end of the driveway apron is less than 20 feet from the existing catch basin.



September 12, 2022

Department of City Development
City of Racine
730 Washington Ave (Room 102)
Racine, WI 53403

To Whom it may concern,

Thank you for consideration of our appeal to the previously denied request for variance.

I have included here additional information to support our request for appeal from our engineering firm Ruekert-Mielke. The current parking surface that is in question has been in place since the building was originally constructed in the late 1960's. The parking lot has been constructed in its current configuration prior to the current ordinance and prior to the street improvements that are currently in place.

Based on the likely location of a catch basin as requested by the City of Racine engineering department it is estimated that the amount of storm water to be directed to the storm water system is between 30-35% of the total impervious area under debate.

In addition to the construction costs for a catch basin and associated concrete repairs which are estimated to be in excess of \$20,000, what is not captured is the impact to the business conditions of Thermal Transfer Products and our ability to ship products to our customers. Due to the routing of the proposed drainage piping and connection point which require excavation of our concrete driveway used for our shipping department. The excavation and repair to this area would require us to shut down our shipping department for approximately (10) business days. That estimate doesn't include any provisions for inclement weather. Each day that our shipping department is shutdown would have a negative financial impact to our business at an average rate of \$250,000 per day.

Combined with the net gain of storm water to be directed to the storm water system and the negative financial and logistical impact to our business is the basis of our appeal request. Our intent at TTP has always been to make our facility attractive and at the same time provide a high quality and safe place to work for our employees. It with those considerations that we request a variance to the ordinance in question and allow to continue our paving replacement project without further delay.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat Holden".

Pat Holden
Facilities & Maintenance Manager
Thermal Transfer Products

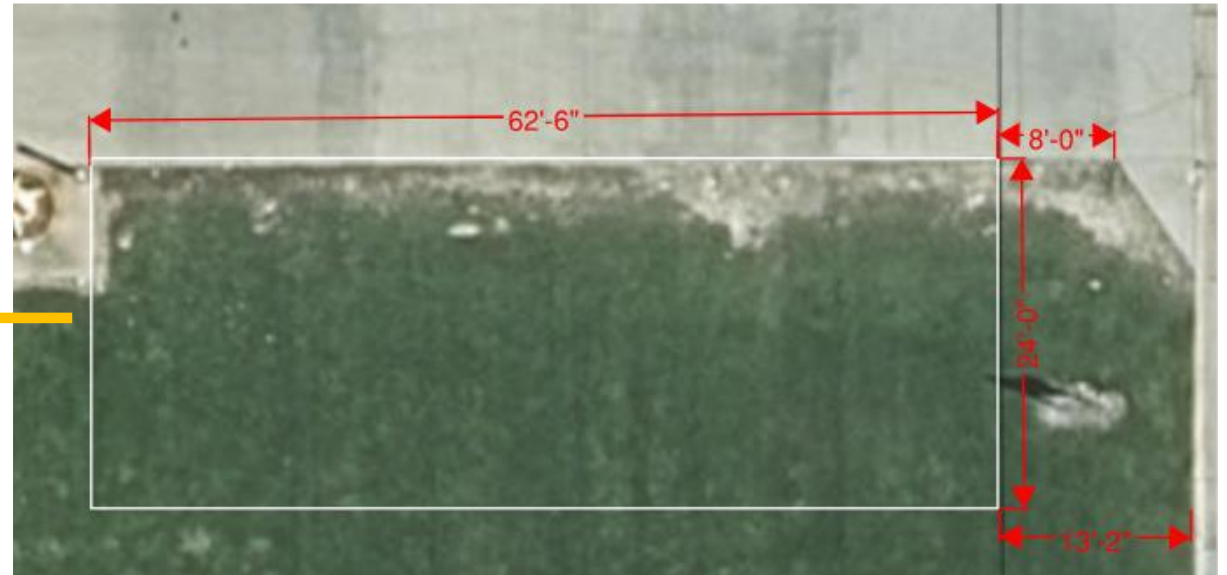
Description of TTP Paving Project

The scope of the paving replacement project is to remove the damaged pavement and resurface the parking area located at the northeast corner of our site. This lot serves our office employees and visitors alike. Our plans are also to add an additional parking surface (shown on next page) to plan for employee growth. The paving plan was to replace in kind the surface using existing match points and elevations.

About Thermal Transfer Products

- (2) shift operation, (6) days per week
- Original project completion plan July 2022
- Facility & site use is general industry

Thermal Transfer Products – North Lot Location



Shown above is the size of the new paved area to be added on the south end of the concrete lot. This pad will be sloped to the south into the grass.