Plan Commission
Meeting Agenda June 1, 2021
6:30 pm
Teleconference

Join Zoom Meeting
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Meeting ID: 957 2030 8944
Passcode: 169210
Dial in by using +1 (312) 626-6799

1. Call to order.
2. Approval of May 25, 2021 meeting minutes.
3. Reconsideration of Parking Special Exception for proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr., submitted by Catalyst Partners.
4. Future agenda items.
5. Adjournment.

Dated at Shorewood, Wisconsin, this 28th day of May, 2021

Village of Shorewood
Sara Bruckman, Village Clerk, CMC/WCMC

Should you have any questions or comments regarding any item on this agenda, please contact Bart Griepentrog, Planning Director, Planning & Development Department, at (414) 847-2640. Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals.

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

Plan Commission
Meeting Minutes
May 25, 2021
3930 N. Murray Ave. Village of Shorewood, WI 53211
DRAFT

1. Call to order.

The meeting was called to order at 6:31 p.m.

President Ann McKaig - Chair	Aye
Trustee Tammy Bockhorst	Aye
Eric Couto	Aye
Therese Klein	Aye
Barbara Kiely Miller	Aye
Sangeeta Patel	Aye
Daniel Wycklendt	Aye

Others present were Village Attorney Nathan Bayer, Planning Director Bart Griepentrog and Planning Administrative Clerk Crystal Kopydlowski.

2. Approval of March 23, 2021 meeting minutes.

Trustee Bockhorst moved to approve the minutes, seconded by Mr. Couto. Vote 7-0 to approve.

3. Approval of the April 19, 2021 Joint Meeting of the Plan Commission and Village Board meeting minutes.

Trustee Bockhorst moved to approve the minutes, seconded by Mr. Couto. Ms. Kiely Miller suggested two minor grammatical corrections on page one and page two of the minutes. Vote 7-0 to approve with the grammatical corrections.

4. Update on Parking Special Exception for proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr., submitted by Catalyst Partners.

Mr. Griepentrog gave a brief updated on the topic based on the memo provided to the Plan Commission. On February 23, 2021, the Plan Commission approved the request for a parking special exception. On March 24, 2021, the Village Clerk forwarded to the Planning & Development Department an appeal of the Plan Commission's decision submitted by residents of the area. The Board of Appeals reviewed the appeal on April 13, 2021 and May 4, 2021. On May 4th the Board of Appeals voted to accept the appeal and remand the matter back to the Plan Commission. Within the packet was a draft of the Board of Appeals decision that subsequently has been signed as is. That decision shows the motion passed on a 4-1 vote.

Mr. Griepentrog said the Plan Commission hearing is scheduled for Tuesday, June 1st virtually at 6:30 p.m. The meeting agenda was posted earlier this afternoon and materials will be delivered later this week, likely Friday.

Trustee Bockhorst stated the packet said the motion passed 3-1 but that Mr. Griepentrog stated 4-1. Mr. Griepentrog stated that 3-1 is correct.

Ms. Kiely Miller asked if they would be receiving any new materials and information. Mr. Griepentrog said yes and that he had received an email from the applicant with further

information that will be included in the packet. The Board of Appeals was clear that additional information could be provided.

5. a). Public Hearing: Consideration of Conditional Use Permit application for IV Nutrient Lounge, a proposed wellness clinic, at commercial property 4208 N. Oakland Avenue in the Village of Shorewood, Milwaukee County, Wisconsin. TAX ID 239-0307-000.

The public hearing was opened at 6:39 p.m.

Mr. Griepentrog introduced the item per the memo that was provided to the Plan Commission.

With no public comments the public hearing was closed at 6:45 p.m.

b). Consideration of Conditional Use Permit application for IV Nutrient Lounge, a proposed wellness clinic, at commercial property 4208 N. Oakland Avenue in the Village of Shorewood, Milwaukee County, Wisconsin. TAX ID 239-0307-000.

Trustee Bockhorst stated that one of the non-permitted uses in this area is a medical facility. She added that the area, including the Metro Market and the newer developments, along with the Vision 2025 and Central District Master Plan had all mentioned that the Village wanted a vibrant community with a lot of foot traffic and variety. She said even though she will be voting for this it is a little tricky when considering the developer agreements for the Metro Market and the Mosaic road on the fact that these types of uses would not be permitted within the first ten years of those developments.

Ms. Kiely Miller stated that this proposed use is not in the Metro Market/Mosaic development but across the street south of Powers Realty.

Ms. Kiely Miller asked if the clinic was similar to clients going to a massage clinic or one where a medical referral or clearance is required. She also asked who is responsible for administering the IV treatments when the physician/owner is not on site.

Mr. Griepentrog noted the applicant, Dr. Kristen Reynolds, was not present. He said he did have a conversation with her in February/March to confirm that she does agree this is a clinic and that her clients are not clients but indeed patients. With that confirmation it was determined it would require conditional use approval. Bart said the plan of operation states that there will be 1-2 employees per shift plus the medical director/owner, Dr. Kristen Reynolds, who will be onsite intermittently throughout the week to oversee operations.

Ms. Kiely Miller asked if the space is all one big space like a hair salon or if there is any screening between the patients. Mr. Griepentrog said he could not answer as he has not been to the site and that the building inspector does the site inspections. He said based on the floor plan it looked relatively open.

President McKaig said in the report that it stated the business spaces where not combined. Mr. Griepentrog said that was correct and that the front space is technically separate from the Golden Rey space.

Ms. Patel questioned the applicant's answer to number 6d of their plan of operations where they state that "*street parking is available for patients; we would like to obtain street parking passes for our employees, if possible".* She asked where the employees would park because Oakland is a two-hour limit. Mr. Griepentrog communicated to the applicant that the Village does not sell daytime passes for Oakland Avenue and that her

employees would be subject to daytime parking regulations and/or availability behind the building.

President McKaig asked about the code requirement of 9 off-street parking stalls and asked if this was in conflict with the findings. Mr. Griepentrog said he includes that code requirement as a reference but explained it is only triggered for new construction or substantial renovations. This space does not qualify.

Mr. Wycklendt moved to approve the Conditional Use application for IV Nutrient Lounge, a proposed wellness clinic, at commercial property 4208 N. Oakland Avenue, based on meeting the conditions stipulated in 535-25C. Seconded by Trustee Bockhorst.

Village Attorney Bayer added that there is in the code a section called 535-27 labeled Commercial Uses which identifies specific uses as allowed by condition. He said under Subsection D the code lists specifically clinics by conditional use approval. He said over the years he has been asked how this code section plays into section 535-25C and the Plan Commission's decision. He said the best way to look at this is that under 535-27 the code is saying that although these are not specified enumerated uses under the specific zoning section these uses are otherwise generally favored but that this body should still consider all the conditions under 535-25C. He said that when conditional uses are before the Plan Commission that the other part to consider is the state statute that states if an applicant meets or agrees to meet the requirements of either an existing ordinance or those imposed by the body then the municipality shall approve the conditional use permit and any condition imposed must be related to the purpose of the ordinance or be based on substantial evidence.

President McKaig asked if the motion on the floor needed to be amended or that the Commissioners understand that either their discussion needs to reflect the factors are not met or that they are. Attorney Bayer said the motion would not need to be amended and that it does reference 535-25C.

President McKaig stated that if any Commissioners felt the conditions were not met this would be the time to question those.

Mr. Griepentrog stated the applicant, Dr. Kristen Reynolds was now present.

President McKaig asked Ms. Kiely Miller if she wanted to address her questions to the applicant.

Ms. Kiely Miller said she would. She added that often the Commission will go through conditions 1-7 but that they also consider those themselves when reviewing the materials prior to meetings.

Ms. Kiely Miller asked if the patients needed a medical referral or be screened to receive treatments and who is in charge when the doctor/owner is not present. Dr. Reynolds said medical clearance is required before treatments are received. She said she is the one clearing patients currently but recently hired two nurse practitioners who will also be clearing patients once they are trained.

Ms. Kiely Miller asked if patients are open to one another when receiving treatment or of there is any screening. Dr. Reynolds said the room is open with four stations distanced by at least 6 feet. She said they do have a privacy divider if a patient desires that. She said Golden Rey Energy Center also has private rooms they can utilize.

A roll call vote was taken: President McKaig – Aye, Trustee Bockhorst – Aye, Mr. Couto – Aye, Ms. Klein – Aye, Ms. Kiely Miller – Aye, Ms. Patel – Aye and Mr. Wycklendt – Aye. Vote to approve 7-0.

6. a). Public Hearing: Consideration of Conditional Use Permit application for the installment of a canoe/kayak launch at municipal property 3565 N. Morris Blvd., in the Village of Shorewood, Milwaukee County, Wisconsin. TAX ID 275-8989-001.

The public hearing was opened at 7:05 p.m.

Mr. Griepentrog introduced the item per the memo that was provided to the Plan Commission.

With no public comments the public hearing was closed at 7:12 p.m.

b). Consideration of Conditional Use Permit application for the installment of a canoe/kayak launch at municipal property 3565 N. Morris Blvd., in the Village of Shorewood, Milwaukee County, Wisconsin. TAX ID 275-8989-001.

Ms. Klein asked about parking in the circle and whether it is temporary parking to unload/load equipment because the circle is currently no parking. Mr. Griepentrog said that was his understanding. Ms. Klein suggested signage allowing the temporary parking. President McKaig asked if it would qualify as a loading zone. Mr. Griepentrog said it could be signed as a loading zone and he feels the Village could meet the intent of the conversation.

Ms. Kiely Miller asked if when a vehicle is temporarily parked loading or unloading there is enough room for another vehicle to get around them or if there will be backups. Mr. Griepentrog said he believes there would be enough room and that a scale was provided in the materials and the driveway is it least 20 feet wide.

Ms. Kiely Miller asked if there will be any restrooms in the area. Mr. Griepentrog said no additional restroom facilities are a part of the plan and they are not required.

President McKaig added that this site has been used informally for years for this purpose and the only difference is the Village has engineered and invested in creating a formal launch to make it easier on people.

Trustee Bockhorst confirmed that parking is already allowed and therefore they wouldn't need to go into specifics and also in regards to loading zones a person needs to remain in the vehicle and this potentially would not be possible. She said this project was discussed at length at the Village Board level and is excited about it and would support the two year extension also.

Trustee Bockhorst moved to approve the Conditional Use Permit application for the installment of a canoe/kayak launch at municipal property 3565 N. Morris Blvd. (Hubbard Park), subject to the receipt of certification by a professional engineer of no adverse impacts and with an extension for the commencement of construction through the end of 2022. Seconded by Ms. Klein.

A roll call vote was taken: President McKaig – Aye, Trustee Bockhorst – Aye, Mr. Couto – Aye, Ms. Klein – Aye, Ms. Kiely Miller – Aye, Ms. Patel – Aye and Mr. Wycklendt – Aye. Vote to approve 7-0.

7. Update on the passage of the Village of Shorewood Comprehensive Plan 2040.

Mr. Griepentrog provided a brief update and stated that most were involved with the joint Plan Commission and Village Board meeting. He said the plan was approved by the Village Board on April 19, 2021 subject to clarification of height regulations in the future land use Main Street Mixed Use District as well as the inclusion of various technical changes that were identified. That information was provided in the materials.

The plan as adopted has been amended and uploaded to the village web page. On June 1st all copies will be printed for trustees, the library and village hall.

Moving forward the plan will be used as a required reference for code and policy updates.

Mr. Griepentrog thanked all the commissioners for their hard work on the plan and preparing it for the Village Board. He suggested that during the June Plan Commission meeting there be a discussion regarding identifying priorities moving forward.

8. Future agenda items.

No future agenda items were discussed

9. Adjournment.

Trustee Bockhorst moved to adjourn the meeting at 7:25 p.m., seconded by Mr. Wycklendt. Vote to adjourn 7-0.

Recorded by,

Crystal Kopydlowski

Crystal Kopydlowski
Planning Department Administrative Clerk

Report to Plan Commission
May 28, 2021

Prepared by: Bart Griepentrog, AICP, Planning & Development Director

RE: Reconsideration of Parking Special Exception for proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr., submitted by Catalyst Partners.

Overview & History
In February, Tom Baade, d/b/a Catalyst Partners, submitted a Special Exception Application for consideration by the Plan Commission for a reduction in parking requirements associated with a potential multi-family redevelopment to be located on 2418, 2420 and 2428 E. Capitol Dr. Those parcels, which are all zoned B-3 Mixed Use Commercial, are currently occupied with a parking lot, commercial structure (Sunseekers) and single-family residence. The potential redevelopment would demolish those existing structures, combine the lots and construct a four story, 42 unit multi-family redevelopment. (Multi-family units on all floors are a permitted use in the B-3 District.)

Per 535-47A(2), multifamily buildings in the B-1 through B-4 Districts require 1.75 parking spaces per dwelling unit. The zoning code also specifically states that all required parking for multifamily dwellings, except guest parking, shall be provided in an approved garage. Based on the projected 42 units, 74 parking spaces would be required. The current proposal includes 43 fully enclosed parking stalls on the ground floor of the structure representing a ratio of 1.02 parking spaces per dwelling unit. No underground parking is proposed.

The applicant requested an exception to the parking requirements based on an attempt to supply one parking space per bedroom, which they argued would only require 51 parking spaces. They further indicated that the eight additional parking spaces could be accommodated through available on-street parking, which the Village now offers for sale via monthly permits.

The applicant's justification for the requested reduction was included within his application. Of note, the proposed project would include up to 20% of its units as set-aside affordable housing, which was identified as a housing gap within the Village's recent Housing Market Study and Needs Analysis.

It was noted in early discussions that a request for Tax Incremental Financial (TIF) assistance was expected for this particular redevelopment option, so the Initial Development Proposal and the Planning & Development Director's review comments were attached for reference. The applicant had also indicated that other redevelopment options, not inclusive of affordable housing units, may also be an option for this site. (It is staff's understanding that TIF assistance is no longer expected to be requested.)

The Plan Commission approved the request at the February 23, 2021 Plan Commission meeting with the following motion and vote:

> Mr. Wycklendt moved to approve the parking special exception for proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Drive based on meeting the conditions stated in 535-51B. Seconded by Ms. Klein. A roll call vote was taken: Trustee Stokebrand – Aye, Mr. Couto – No, Ms. Klein – Aye, Ms. Kiely Miller – Aye, Ms. Patel – Aye and Mr. Wycklendt – Aye. Vote to approve 5-1.

On March 24, 2021, the Village Clerk forwarded the Planning & Development Department an Appeal to the Plan Commission's February 23, 2021 approval of the Parking Special Exception for a proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr. pursuant to 535-51E of the Village Zoning Code.

The Board of Appeals meeting was publicly noticed to convene on April 13, 2021 at 5:30 pm in the North Shore NOW on March 31, 2021, and notice of the appeal was sent to property owners within 100 ft. on March 31, 2021. The Board of Appeals met on April 13, 2021 to review the appeal and take in public comment. The Board voted to adjourn the matter until May 4, 2021. so that the members could review the evidence.

On May 4, 2021, the Board of Appeals reconvened to consider the matter and ultimately remanded the matter back to the Plan Commission with the following motion and vote:

> To accept the appeal and remand the matter back to the Plan Commission to reopen the matter, including further public hearing, to explicitly consider the applicable provisions set forth in section 535-51 B. of the Village Code, including if it so finds an explicit determination of how the granting of a special exception is not inconsistent with the applicable provisions as set forth in 535-51 D. of the Village Code. The motion passed on a 3-1 vote.

As required per 535-59, the Board of Appeals transmitted a signed copy of their decision to the appellants and the Planning and Development Department. A copy of that letter has been included within this packet. With specific regards to this matter, the following directions to the Plan Commission were provided:

- Reopen the hearing on the Catalyst Partners request for a special exception related to parking;
- Accept additional public comment from members of the public;
- Accept any additional evidence and/or argument from the applicant;
- Make a record demonstrating how the factors contained in Village Code §535-51 B. are being considered by the Plan Commission;

- Entertain a motion to either grant or deny the special exception based upon the original record, as well as upon any new evidence offered at the next Plan Commission hearing.

Reconsideration
After the Board of Appeals meeting, availability to rehear the matter was confirmed for a special meeting of the Plan Commission to be convened virtually on June 1, 2021 at 6:30 pm. Attorney Joseph R. Cincotta, who represented the appellants in the Board of Appeals hearing submitted a position statement to the Village regarding the remand of the special exception. Village Attorney Nathan Bayer provided a formal response. Both communications have been included for reference. The matter remains agendized for consideration.

Consistent with the Board of Appeals' direction, the applicant has submitted an amended application supporting documentation for the Plan Commission's reconsideration. This information includes narrative justification related to the 13 matters listed under 535-51B, a parking evaluation, and a study of the effects of multi-family housing on single family housing values. All of that information has been attached for reference.

Review and Approval
Per 535-51B, the Village Plan Commission shall consider the following as applicable, prior to the granting of a Special Exception:

(1) The effect the granting of the exception will have on adjacent parking and traffic conditions.
(2) The effect the granting of the exception will have on the appearance and character of the applicant's property, adjacent property and neighboring property.
(3) The effect the granting of the exception will have on the property values of the applicant's property, adjacent property and neighboring property.
(4) Whether the granting of the exception will serve a public or desirable or useful purpose.
(5) Whether the spirit and intent of the requirements of this article are being carried out.
(6) Recommendations of any boards or committees to which the Plan Commission refers the application for advice.
(7) Intensity of use, deviation from typical use classifications, access to transit, and physical constraints to meeting parking requirements.
(8) If senior housing is proposed, the number of employees on site, the type of senior housing, the parking needs of the residents, if any, and the ratios from the Institute of Transportation Engineers parking generation report ratios for senior housing should be reviewed.
(9) Historical conditions and whether additional parking requirements for new or expanded use may be satisfied with incremental increase commensurate with new or expanded use.
(10) Evidence that actual parking demands may be less than code requirements.
(11) Availability of shared parking, including satisfactory documentation of shared parking to

satisfy the parking demand.
(12) Alternative transportation that has been reasonably shown to reduce the need for parking.
(13) Such other matters as the Plan Commission deems relevant and material.

The Plan Commission shall either approve or disapprove the application for a special exception hereunder, in accordance with the provisions of this article, shall specify the requirement or requirements that will be expected from the application and shall find that the special exception is not inconsistent with the applicable provisions herein.

Staff Comments
The Plan Commission has recently approved Special Exceptions for business applicants at the following locations:

Fiddleheads Coffee, 4334 N Oakland Ave (2020)
Casa de Corazon, 4114 N Oakland Ave (2018)
Ascension, 4027 N Oakland Ave (2018)
PowerCycle, 4521 N Oakland Ave (2018)
Crux Chiropractic, 2211 E Capitol Dr (2018)
North Shore Bank, 4060 N Oakland Ave (2016)
The Ruckus, 4144 N Oakland Ave (2016)
BP gas station, 1604 E Capitol Dr (2014)
North Shore Boulangerie, 4401 N Oakland Ave (2012)

With respect to the most recent multifamily or mixed-use redevelopments, the following parking notes or approvals are on file.

Project	Units	Parking Requirements*	Parking Provided*	Notes
Cornerstone (4510 N. Oakland Ave.)	26	46	47	Approved as PDD – plus 33 provided for retail
Ravenna (4523 N. Oakland Ave.)	20	35	40	Plus 16 additional spaces provided for retail
LightHorse (4041 N. Oakland Ave.)	84	147	114	Approved as PDD - Plus 47 parking spaces reserved in adjacent parking garage
Mosaic (4175 N. Oakland Ave.)	95	167	121	Approved as PDD – Plus 20 parking spaces reserved in adjacent parking garage
The Oaks of Shorewood** (3900 N. Estabrook Pkwy.)	101	177	140 (108 underground / 32 surface level)	Administrative Special Exception granted

*for residential units / ** “Active Senior” development

With respect to available daytime on-street parking, streets south of E. Capitol Dr. are located within the Village’s Residential Congested Commuter Area. Daytime passes are available for purchase by residents of single family and duplex properties, but not multi-family residents. On streets north of E. Capitol Dr., staff notes that N. Stowell Ave. currently features unregulated daytime parking, whereas N. Prospect Ave. and N. Downer Ave. have 2 hour parking restrictions with daytime passes available for purchase by residents. This accommodation is available by petition to the Village Board based on commuter vehicle impacts (500-25D). Parking permits for employees of businesses on E. Capitol Dr. are available, but require parking on the 4100 blocks of N. Prospect Ave. and N. Downer Ave., and the 2400-2500 blocks of E. Jarvis St. and the 2500-2600 blocks of E. Wood Place.

Maps and data on daytime parking regulations and overnight parking permissions/permits in January and February were presented at the February meeting and are once again included for reference.

Suggested Motion:
I move to (approve / conditionally approve / deny) the Parking Special Exception for proposed multifamily redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr. submitted by Catalyst Partners, based on (meeting / being able to meet subject to _____ / not meeting) the conditions stated in 535-51B."

Materials Enclosed

- Special Exception Application (2/15/21) – Catalyst Partners – 2418, 2420 and 2428 E. Capitol Dr.
- Initial Development Proposal for 2428, 2420 and 2418 E. Capitol Dr.
- Initial Development Proposal Review Comments
- Daytime Parking Regulations and Overnight Parking Permissions/Permits, Jan/Feb 2021
- Board of Appeals Decision Letter of May 4, 2021 Hearing
- Position statement from Joseph R Cincotta, May 24, 2021
- Memo to Plan Commission from Village Attorney Bayer, May 27, 2021
- Special Exception Application (5/25/21) – Catalyst Partners – 2418, 2420 and 2428 E. Capitol Dr.
- Parking Evaluation for Apartments on E. Capitol Drive, Shorewood, WI, May 4, 2021
- Effects of Mixed-Income, Multi-Family Rental Housing Developments on Single-Family Housing Values, April 2005
- Public Comments received through 12:00 pm, May 28, 2021

Special Exception Application

Village of Shorewood
Planning & Development Department
3930 N. Murray Avenue
Shorewood, WI 53211
(414) 847-2606
www.villageofshorewood.org

Office Use Only
Board or Committee:
Meeting Date
Permit No.
Zoning District
Fee: $75.00

PLEASE PRINT CLEARLY

Name of Applicant	Catalyst Partners – Tom Baade
Applicant Address, City/St/Zip	833 East Michigan Street Suite 1000 Milwaukee, WI 53202
Phone	414-727-6840
Email	tbaade@catalystbuilds.com
Property Address	2428, 2420, and 2418 East Capitol Drive
Business name, if applicable	Catalyst Partners
Additional contacts	

What do you wish to do that will require a Special Exception? Explain in detail, attach separate pages, as needed.

If requesting an exception to the number of required parking, or location of parking, a site plan is required. Please include details as required within Shorewood's Zoning Code 535-51. Screening is required for parking within the front and side yard setbacks per Shorewood's Zoning Chapter 535.

See attached description.

Thomas J. Baade
Signature

2/15/2021
Date

Thomas J. Baade
Print name

10/2018

Village of Shorewood

Special Exception Application

For Parking at 2428, 2420, and 2418 East Capital Drive

What do you wish to do that will require a Special Exception?

The applicant is asking the Village of Shorewood Plan Commission to reduce the required number of parking spaces for a planned multi-family development at the above address.

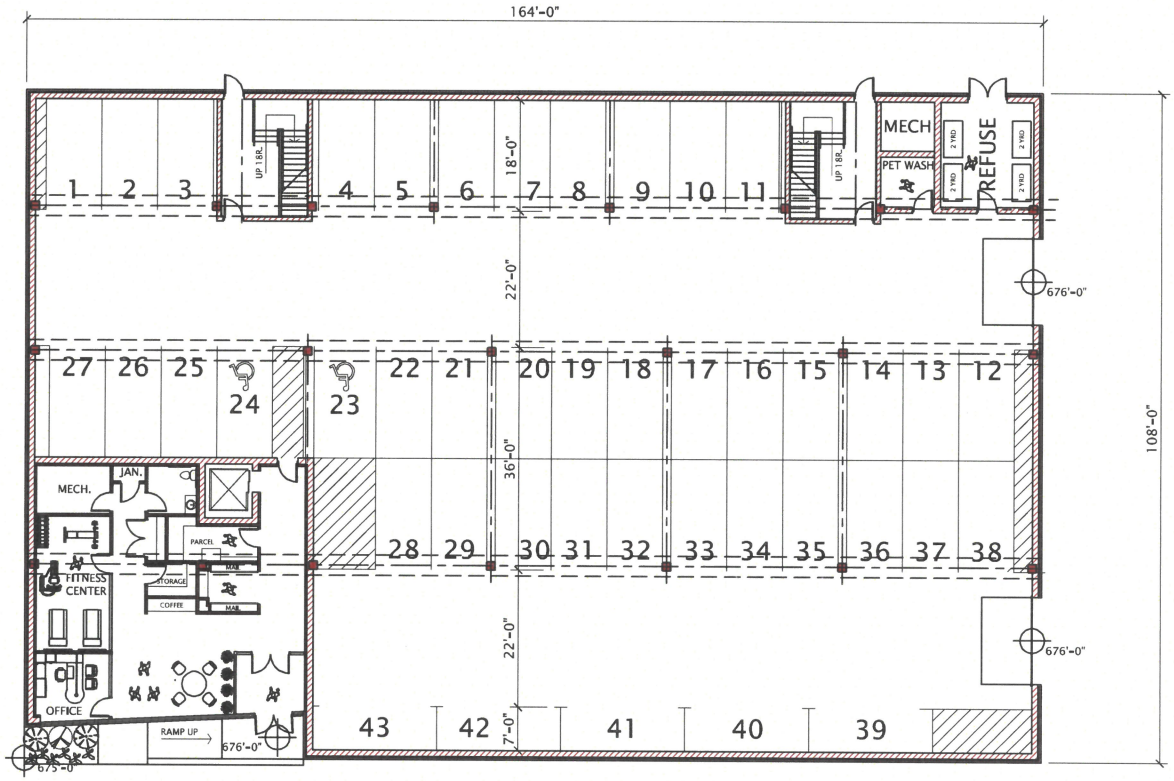
The applicant is asking the Plan Commission to allow the applicant to supply one parking space per bedroom for the planned development. There will be a total of 51 bedrooms in the proposed multi-family building. The applicant is planning to create 43 fully enclosed parking spaces on the first floor of a four-story multi-family building (per the attached first floor plan). The remaining eight parking spaces are planned to be parked on the adjacent streets per the new Village of Shorewood overnight parking policy.

Village of Shorewood

Special Exception Application
for Parking at 2428, 2420, and 2418 East Capital Drive

Special Exceptions Items of Consideration from 535-51 Special Exceptions

B.1	Effect on adjacent parking and traffic	The proposed apartment development will increase the number of parking spaces on Capitol, direct parking traffic Stowell and remove direct access to Capitol drive. Due to the residential nature of the building overall traffic congestion will decrease form the current commercial uses.
B.2	Effect on apparency of applicant property, adjacent property and neighboring property	The current properties will be removed and a new apartment building erected. Traffic patterns improved and parking will be indoors.
B.3	Effect on property values of applicant, adjacent and neighboring property	The property value of the applicant will increase substantially with the new development. There will be minimal impact to adjacent and neighboring properties.
B.4	Serve a public or desirable purpose	The increased housing opportunities align with the villages housing plans and needs.
B.5	Are the spirit and intent of this section being followed	The project is balancing the intent of this section with other priorities of the village to create additional housing opportunities.
B.6	Recommendations of any boards or committees	There has been a very preliminary review of the development with planning.
B.7	Intensity of use, deviation from typical use, access to transit, physical constraints	Applicant is requesting the property supply one parking space per bedroom of the new residential development.
B.8	Senior housing proposal	There is no dedicated senior housing.
B.9	Historical conditions	Historically there has been a residence and commercial business at this site
B.10	Actual parking demands may be less	Applicant anticipates a certain level of units to be occupied by individuals that will make use of public transportation and will not own a vehicle.
B.11	Availability of shared parking	Applicant anticipates a certain number of vehicles will be parked on adjacent streets making use of the new overnight parking policy.
B.12	Alternative transportation	There is an available bus line on Capitol.
B.13	Other items deemed relevant by the Plan Commission	The proposal is in keeping with the villages stated desire to increase housing opportunities.



JLA ARCHITECTS

SHOREWOOD MIXED – USE

FIRST FLOOR PLAN

JANUARY 6, 2021
1"=20' @ 11x17

Initial Development Proposal for

2428, 2420 and 2418 East Capital Drive

Shorewood, WI

Document for an Initial Table Top Review with Village Staff

Submitted by: Catalyst Partners and Three Leaf Development

- Tom Baade, Vice President - Project Development
- 414-940-9363

Project Description:

Catalyst Partners and Three Leaf Development propose to jointly develop a 42-unit multi-family building by combining the following three parcels: 2428, 2420 and 2418 East Capital Drive.

The development will consist of four levels. The first floor will consist of enclosed parking, common and amenity spaces. Levels 2 – 4 will each have 14 units, made up of a mix of studio, one-bedroom and two-bedroom rental residential units.

The development partners are seeking community support in order to allow a portion of the 42 units to be affordable to residents with an income below 50% CMI for Milwaukee County.

Included in this submission is the following:

- A summary of a review of the project goals against specific criteria the village has listed in Policy 40 – Tax Increment District (TID) and Tax Increment Financing District (TIF) Assistance. The following areas are included:
    - Village Plans
    - Zoning
    - Priorities
    - Public Assistance Goals

Summary of Reviews

Village Plans

The village's Comprehensive Plan 2030 recommended multifamily housing in the East Capital corridor as a way to offer housing options to seniors, professionals and families.

Shorewood produced a housing market study dated February 13, 2020 titled "A Comprehensive Housing Market Study and Needs Analysis of: Shorewood, Wisconsin." The study noted the following:

- Affordable, senior and energy efficient housing is in short supply in the village.
- It is recommended to pursue a series of new housing developments including single family ownership, multi-family ownership and multi-family rental. This may drive down costs or at least dampen cost escalation.
- The barriers of construction costs, public opposition, lack of land and existing zoning codes will work to reduce new housing opportunities.
- Affordable housing is most likely not to be met without intervention or incentives.

- Incentives to new housing development to be considered include TIF Districts, Density Bonuses, Zoning Reform, Housing Trust Fund and an Impact Fee Program.

The proposed development responds to the recommendation in the report in the following ways:

- The building and units are as dense at the current zoning allows, due to this density there is a mismatch in the parking zoning requirements and the parking spaces.
- The project is made possible due to the assemblage of several under-utilized parcels.
- The project will provide 42 new units in a highly desirable residential neighborhood.
- The project will include a series of affordable units.
- The aligns with the village master plan for site usage.

Zoning

The project meets all zoning requirements except for the required parking. The developers will be seeking relief to adjust the parking from 1.75 spaces per dwelling unit to 1.2 spaces per dwelling unit. Please see attached building plans and building data tables.

Priorities

As noted in the Village Plans section this project meets several of the most challenging village priorities including: assembling a new larger parcel, development of new housing units, increasing the density of the current site and providing some affordable housing.

Public Assistance Goals

Following is a list of TIF goals as published in the draft Policy 40

1. Enhance/Diversify Village economic and property base
    a. The proposed project will enhance the property base with the creation of a multi-family project with a value of nearly $10 million in place of the current properties valued at $1 million.
    b. The proposed project will also offer additional housing opportunities for families in need of affordable housing, single level housing and housing for professionals.
2. Development of underutilized parcels
    a. The proposed development parcels are currently underutilized when compared against the current allowance zoning.
3. Creation and retention of jobs
    a. The proposed project will create a significant number of construction jobs and several full-time equivalent management and maintenance jobs.

4. Housing opportunities compatible with housing needs
    a. The compatibility of this project with housing needs was highlighted in the Village Plans section.
5. Consistent with Comprehensive Plan
    a. The proposed project is consistent with the Comprehensive plan as discussed in the Village Plans Section.
6. Encourage Urban in-fill projects
    a. The proposed project will combine several small underutilized parcels to enable a significant improvement in housing opportunities.
7. Assist in revitalizing significant or blighted properties
    a. The properties that will be replaced with the new housing project are not blighted they are significantly underutilizing the current parcels.
8. Create a range of housing types - Affordable and Workforce
    a. The proposed project envisions creating a number of affordable housing opportunities that can be used by working families and/or seniors with a fixed income.
9. Include improvements to village infrastructure, environmental impact
    a. The project is reviewing several opportunities that will mitigate its impact on the environment.
10. Public policy goals, energy conservation, quality design
    a. The project meets many of the public policy goals stated in the various public documents shared by the Village, including: additional housing opportunities, an affordable housing component, and increase of the real property value, and the incorporation of energy-saving features in the final building.

Summary

The proposed project has been carefully planned to maintain compatibility with the current village plan and zoning requirements, a high level of compatibility with many of the village's stated TIF goals, and a level of design that will be compliment the surrounding neighborhoods.

Shorewood East Capital Drive Development

2428 E Capital Drive, 2420 East Capital Drive and 2418 East Capital Drive

Building Data

	Total Units					Parking				
Floor	**Studio**	**1 BR**	**2BR**	**Total Units**	**Total BR's**	**Covered**	**Surface**	**Adjacent or Street**	**Ratios**	
4	1	10	3	14	17					
3	1	10	3	14	17					
2	1	10	3	14	17					
1	Common and Amenity Area									
	Parking					43	0	8	1.21/Unit	1.0/BR
Totals	**3**	**30**	**9**	**42**	**51**					

Zoning Requirements

Zoning District B-3

Requirement Description	Code	Proposed
Permitted Use	Multi-family	Multi-family
Lot Width Minimum	40'	108'
Lot Area Minimum	4,500	19,532
Two Lots are planned to be combined		
Street Setback form Curb line	15'	15'
Rear Setback	10'	10'
Building Height Maximum	60'	58'
Number of Stories Maximum	4	4
Parking Minimum	1.75 Spaces/DU	1.21 Space/DU
		1.0 Space/Bedroom

MILWAUKEE COUNTY INTERACTIVE MAPPING SERVICE

94 0 47 94 Feet

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

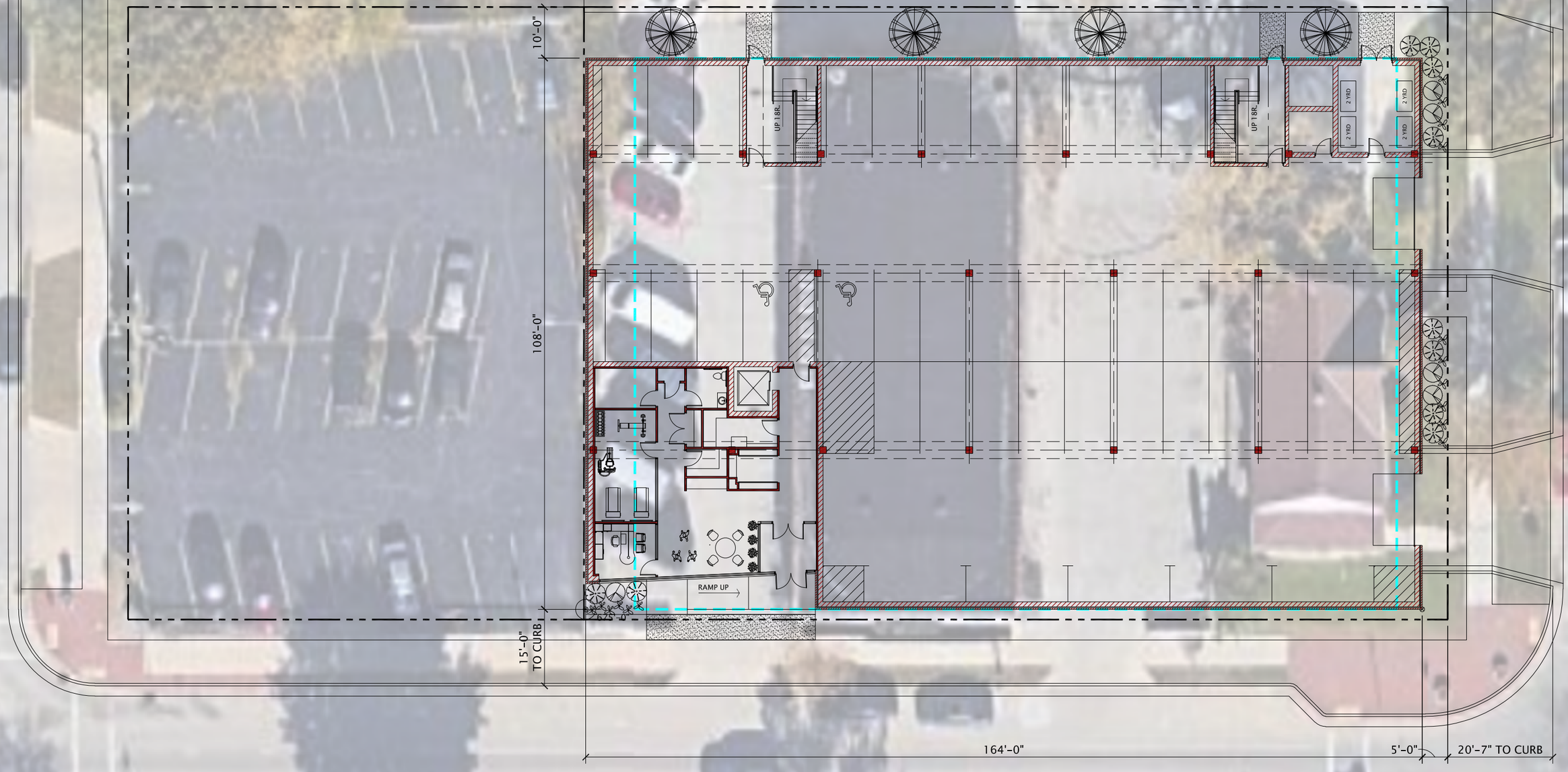
1: 564

© MCAMLIS

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website.The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

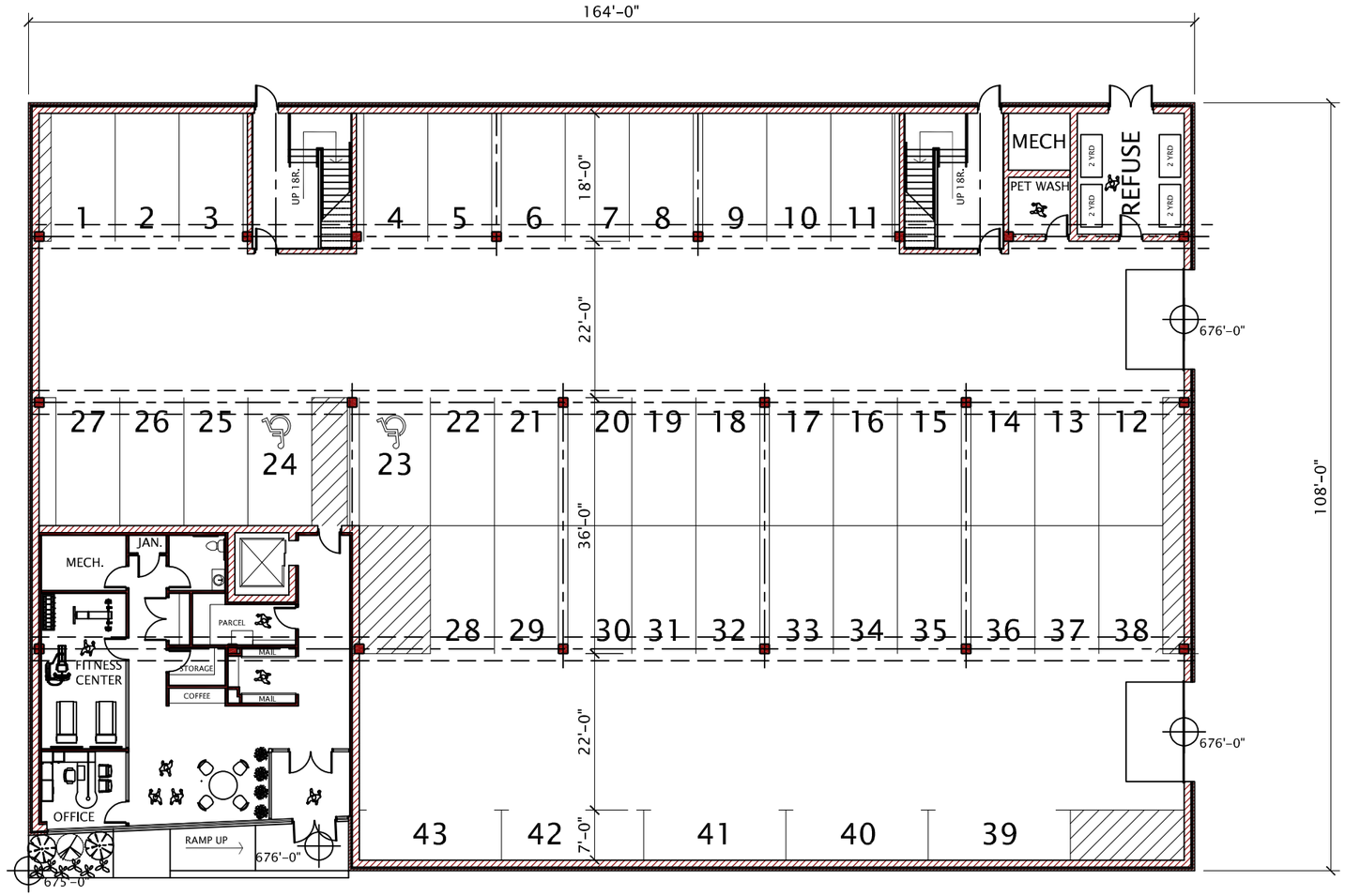


JLA ARCHITECTS

SHOREWOOD MIXED – USE

SITE PLAN

JANUARY 6, 2021
1" = 20'-0" @ 11x17

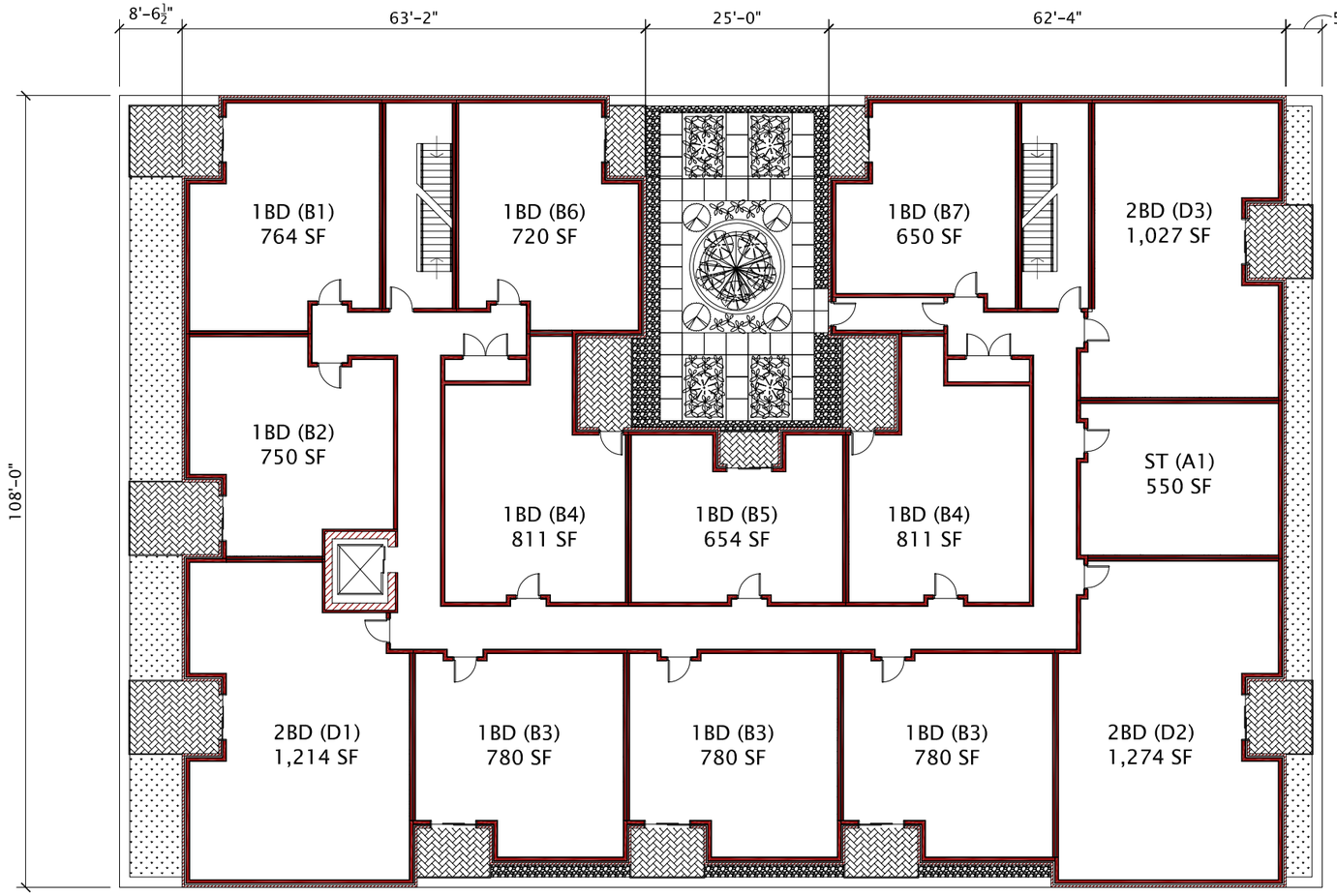


SHOREWOOD MIXED - USE

FIRST FLOOR PLAN

JLA ARCHITECTS

JANUARY 6, 2021
1"=20' @ 11x17

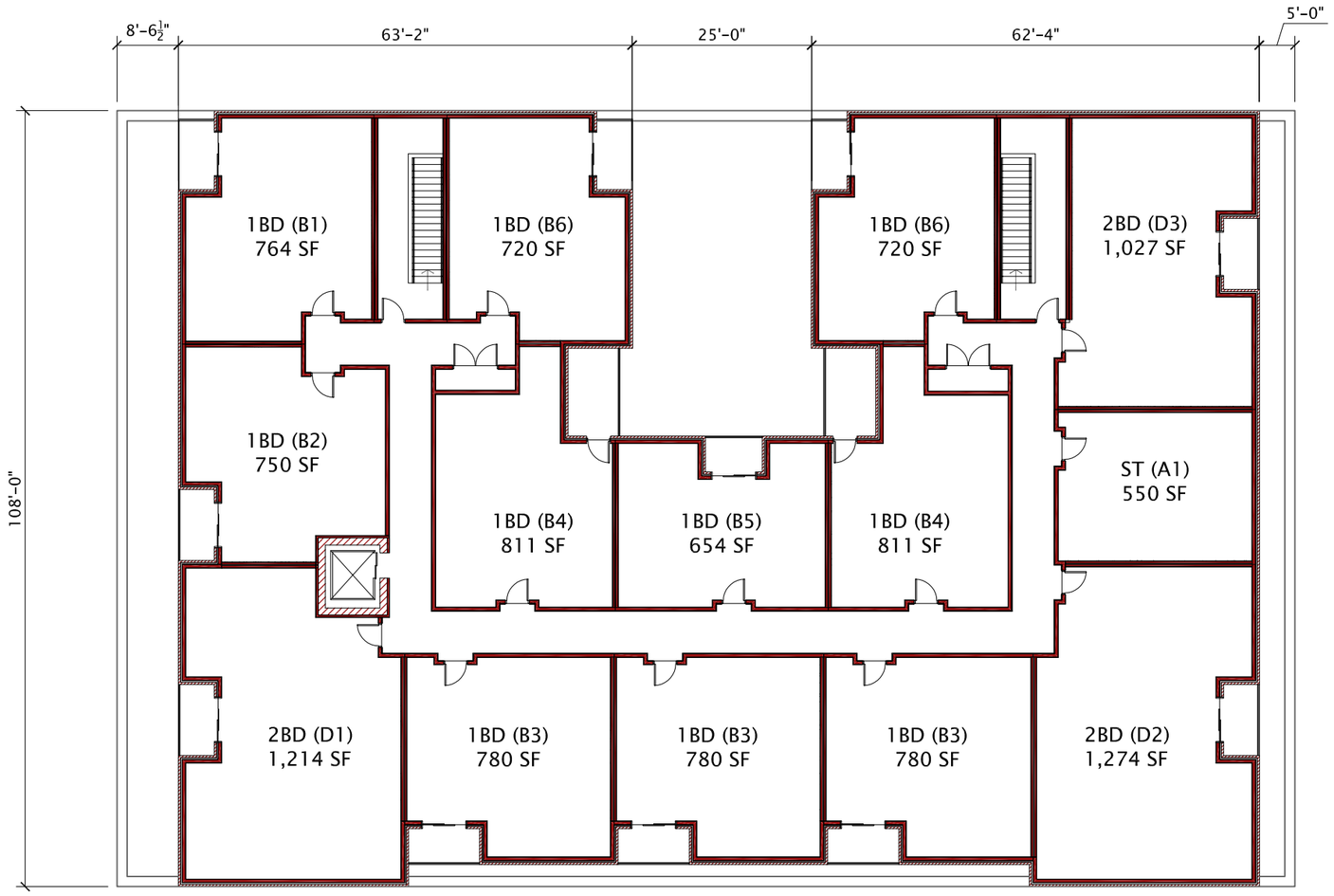


JLA ARCHITECTS

SHOREWOOD MIXED – USE

SECOND FLOOR PLAN – 14 UNITS

JANUARY 6, 2021
1"=20' @ 11x17

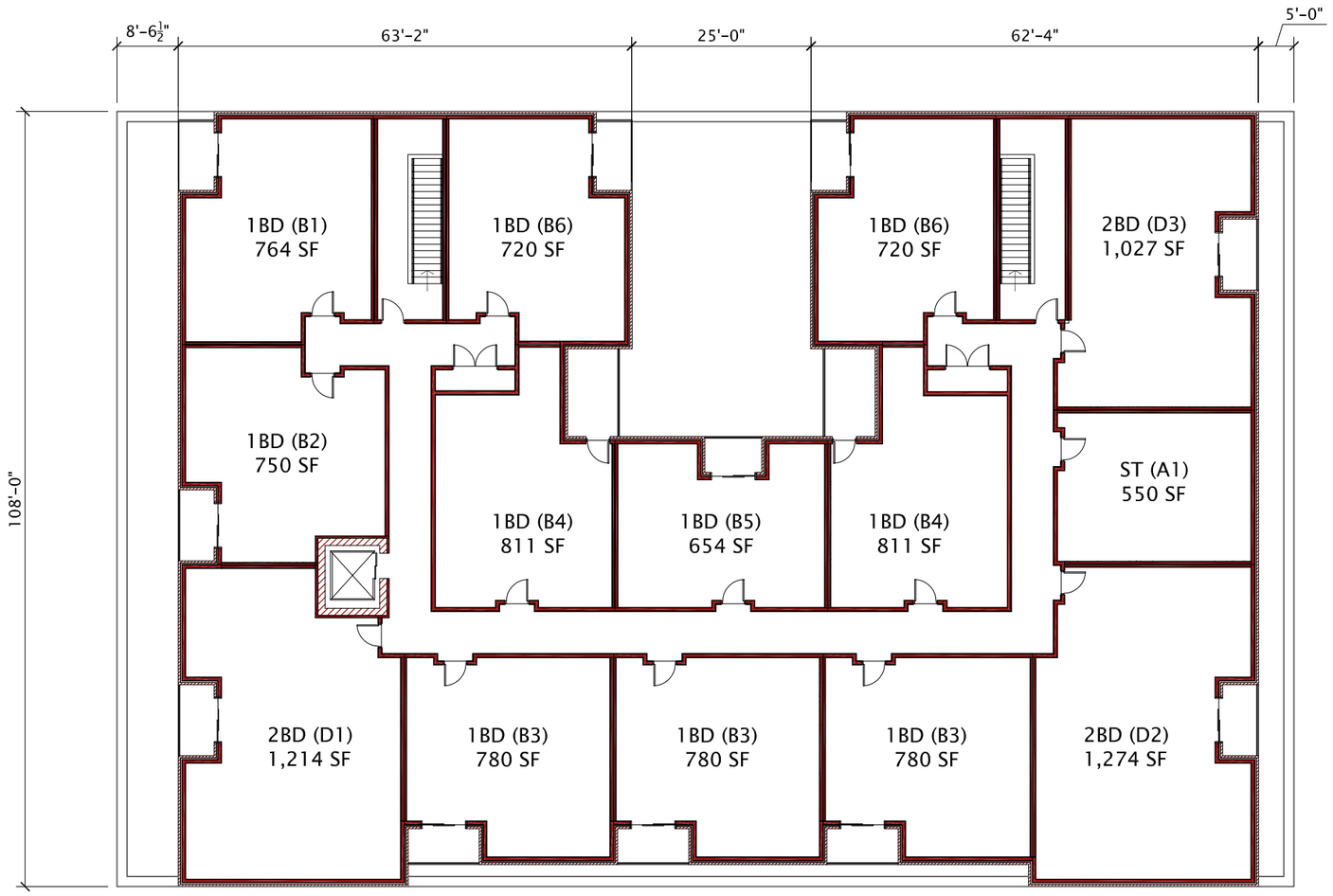


JLA ARCHITECTS

SHOREWOOD MIXED – USE

THIRD FLOOR PLAN

JANUARY 6, 2021
1"=20' @ 11x17



JLA ARCHITECTS

SHOREWOOD MIXED – USE

FOURTH FLOOR PLAN

JANUARY 6, 2021
1"=20' @ 11x17

From: Bart Griepentrog
To: "Tom Baade"
Cc: Rebecca Ewald
Subject: RE: East Capital Development Table Top Submission
Date: Wednesday, January 27, 2021 12:49:00 PM

Hi Tom,

Thanks for providing the proposal overview for a preliminary review. Please note my comments below. As you may or may not be aware, the Village Board deferred action on the TIF Policy at their meeting on Monday, so any reference to that policy or the process remains draft or projected at this time.

Parking

Based on a Village Code requirement of 1.75 parking stalls per dwelling unit, the proposed development would require 74 parking stalls, two (2) of which would need to be ADA-compliant. As proposed, there are 43 parking stalls, including two (2) ADA-compliant. As a result, a parking special exception would need to be considered and approved by the Plan Commission.

Zoning

Use

The three parcels projected for redevelopment are all zoned B-3. The B-3 district permits multi-family uses on all floors. The proposed development features a mix of studio, one- and two-bedroom units, all of which meet minimum sq. ft. requirements within our building code. The proposed development would therefore be conforming and permitted "by right." (The site and floor plans are labeled "Mixed-Use," but I'm not sure what that relates to. Perhaps the mix of market rate and affordable units? But if it's all residential, we would consider this a multi-family building. Either clarification or an update to those labels may be required.)

Lot

In order to accomplish the proposed development, the three lots will need to be consolidated via CSM, which will require a recommendation from the Plan Commission and approval from the Village Board. The newly consolidated lot would meet current zoning and land use regulations for the area. No rezoning would be required.

Setbacks/Build-Tos

The general front build-to line of the B-3 district is 15 ft. from the curb line, and the proposed redevelopment appears to be at 15 ft., so would be conforming.

The general side setback of an interior lot line is zero ft., and the proposed redevelopment has a zero ft. setback, so would be conforming, subject to applicable building code requirements.

The general side build-to line of a corner lot is 20 ft., and the proposed redevelopment is 5

ft. from the property line, so would be conforming. However, all side setbacks within the commercial district are required to be reviewed and approved by the Plan Commission to determine whether the proposed setback is "appropriate due to parking considerations and the layout of the intersection."

The general rear setback from an alley is 5 ft. and 10 ft. from a property line adjacent to a residential district. The proposed redevelopment abuts both. The proposed redevelopment's rear setback is 10 ft. and would be conforming.

Height
The B-3 district on E. Capitol Dr. from E. Frederick Ave. to N. Downer Ave. allows for buildings that do not exceed four stories with a maximum height of 60 ft. The proposed four story building at 58 ft. would be conforming and permitted "by right."

Design
The area is located within the Central District, which has established design guidelines for new construction. Those guidelines will be utilized by the Design Review Board during their required review and approval of the proposed architectural and site plans.

Comprehensive Plan
The Housing Element of the Village's current Comprehensive Plan includes recommendations to "Explore housing demand for area professionals" and to "Encourage residential development recommended in the Village of Shorewood Central District Master Plan."

Central District Master Plan
The Land Use Strategy defined within the Central District Master Plan for this area is classified as Capitol East, which seeks to "reinforce the civic/retail uses and encourage mixed-use development." The block is projected to be mixed use, although its official zoning has remained open to multi-family uses on all floors. Within the Additional Community & Land Use Enhancement Opportunities section (page IV.21), this block is detailed with the following:

> *2400 Block E. Capitol Drive*
> East of Oakland Avenue, the street section narrows and the building character transitions to a varied scale of mixed-use buildings and more residential uses. Structures include both tall multi-family buildings and single family houses. The 2400 block of E. Capitol Drive provides an opportunity for a mixed used building on the north side of the street. Currently a small commercial structure with surface parking on either side, a mixed-use building with ground floor commercial and upper floor offices or residential could improve the character and enhance services for neighborhood residents.

Comprehensive Housing Study and Needs Analysis
The proposed project notes that "a portion of the 42 units to be affordable to residents with

an income below 50% CMI for Milwaukee County." While not necessary for the purposes of the preliminary review, the actual number of affordable units will need to be identified, so that housing goals can be better understood. Information as to how they will be verified and maintained will also be required. The needs analysis (page 10) notes that there is a limited supply of new construction housing units, affordable and available for-rent units, and formally restricted affordable units within the Village. Developing new, dedicated affordable units would increase that supply and assure that demand is being provided to those that need it.

Misc.
Minor point, but it's actually E. Capitol Dr. (with an o). I know well enough that if I don't mention it here, someone eventually will down the line, so it's worth updating throughout. ☺

If you have any questions with the above, please let me know. Talk to you tomorrow.

(Ugh, that loss . . .)

Regards,
Bart

Bart Griepentrog, AICP
Planning and Development Director
Village of Shorewood

(414) 847-2647

IMPORTANT NOTICE: The preceding message may be confidential. It is not intended for transmission to, or receipt by, any unauthorized persons. If you believe that it has been sent to you in error, do not read it. Please reply to sender that you have received the message in error and then destroy it. Thank you.

From: Tom Baade <TBaade@catalystbuilds.com>
Sent: Monday, January 25, 2021 9:20 AM
To: Bart Griepentrog <bgriepentrog@villageofshorewood.org>; Rebecca Ewald <rewald@villageofshorewood.org>
Subject: East Capital Development Table Top Submission

Bart and Rebecca,

Hope you had a good weekend (despite the loss)!

Attached is a brief document for your review and our discussion on Thursday. Please let me know if you need anything else.

Thanks!

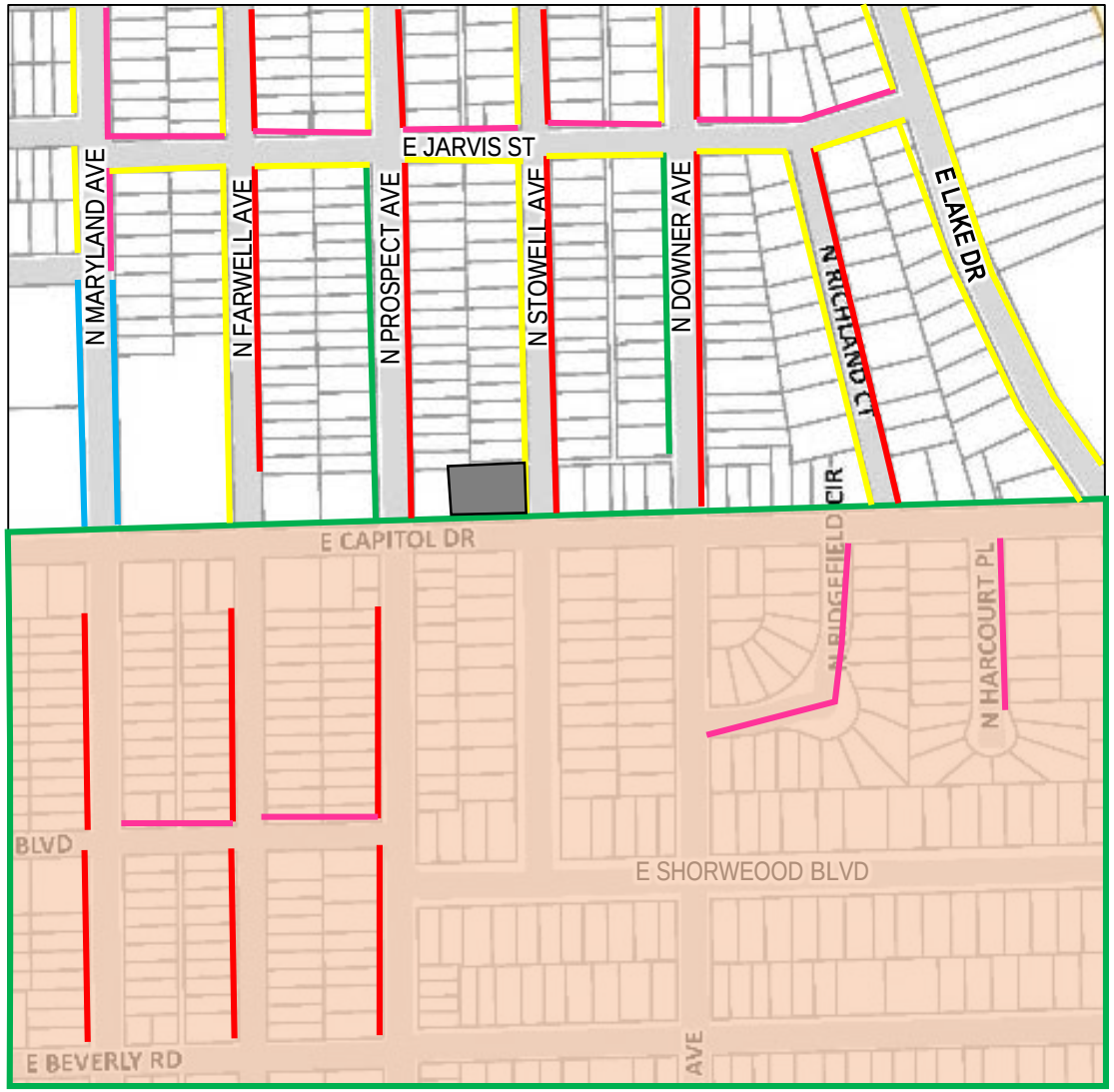
Best,

Tom

Tom Baade | Vice President – Project Development

833 E. Michigan St, Suite 1000 | Milwaukee WI 53202
e: tbaade@catalystbuilds.com | **w:** catalystbuilds.com
o: 414.727.6840 | m: 414.940.9363

Safe. Smart. Successful. Learn about Catalyst's customer commitment during COVID-19.



DAYTIME PARKING REGULATIONS

- Unregulated
- 10 Minute Parking (School Zone)
- No Parking (December 1 – March 1)
- No Parking
- 2 Hr Parking or Daytime Permit*
- 2 Hr Parking or Daytime Permit*

*single-family and duplex residents

OVERNIGHT PARKING PERMISSIONS/PERMITS

	3900 Prospect	4000 Prospect	3900 Stowell	4000 Stowell	3900 Downer	4000 Downer	2300 Capitol	2400 Capitol	2500 Capitol
Approx Spaces	**23**	**28**	**23**	**26**	**20**	**38**	**7**	**5**	**8**
Temp (Jan)	7	8	0	2	0	20	0	0	0
Permits (Jan)	3	0	1	0	0	0	1	0	0
Total (Jan)	**10**	**8**	**1**	**2**	**0**	**20**	**1**	**0**	**0**
Temp (Feb)	11	10	0	3	1	20	0	2	1
Permits (Feb)	3	0	0	0	0	1	2	0	0
Total (Feb)	**14**	**10**	**0**	**3**	**1**	**21**	**2**	**2**	**1**

STATE OF WISCONSIN VILLAGE OF SHOREWOOD MILWAUKEE COUNTY
BOARD OF APPEALS

IN THE MATTER OF THE APPEAL OF:

The East Capitol Neighborhood Association, UA
as collective owners of property near 2418, 2420, 2428 E. Capitol Drive.

Appellant.

DECISION

The above matter came before the Shorewood Board of Appeals ("BOA") on April 13, 2021, and May 4, 2021, in meetings held virtually via the zoom platform due to the statewide pandemic, pursuant to the notice required by law. Acting chairperson Michael Paulson presided over both meetings, and additional Board of Appeals members present at both meetings were as follows: Adam Burns, Jon Toutenhoofd, and April Toy.

The application submitted to the BOA by the East Capitol Neighborhood Association, UA, ("Association") which is comprised of owners of property near 2418, 2420, and 2428 E. Capitol Drive in Shorewood, WI, appealed the Shorewood Plan Commission's February 23, 2021 decision to grant a "special exception" related to parking under Village Code section 535-51 to Catalyst Partners, 833 Michigan Street, Suite 1000, Milwaukee, WI 53202. The request for the special exception related to a prospective development by Catalyst Partners on properties located at 2418, 2420, and 2428 E. Capitol Drive in Shorewood, WI. During the February 23, 2021 meeting, the Plan Commission moved and granted the special exception on a 5-1 vote.

The BOA first took up the Association's appeal April 13th, 2021. Appellants, Capitol Neighborhood Association, UA., appeared through counsel Joseph R. Cincottta. A public hearing on the matter took place between 6:25 PM and 7:19 PM on April 13, 2021, in which public comment was taken from several individuals. After close of the public hearing, The Board of Appeals discussed issues related to the proper standard of review and an alleged conflict of interest argument raised by counsel for the appellant. Acting chairman Paulson moved, seconded by Mr. Burns, to adjourn and schedule further proceedings on the matter for the evening of May 4th commencing at 5:30 PM. The motion passed by a roll call vote of 4-0.

The Board of Appeals again took up the Association's appeal on May 4th, 2021. Appellants, Capitol Neighborhood Association, UA., appeared through counsel Joseph R. Cincotta. The Board discussed how it would apply a certiorari standard of review to the Plan Commission's decision.

After discussion of the matter by BOA members, the following motion was brought forth by acting chairman Michael Paulson, and seconded by Jon Toutenhoofd:

> To accept the appeal and remand the matter back to the Plan Commission to reopen the matter, including further public hearing, to explicitly consider the applicable provisions set forth in section 535-51 B. of the Village Code, including if it so finds an explicit determination of how the granting of a special exception is not inconsistent with the applicable provisions as set forth in 535-51 D. of the Village Code.

The motion passed on a 3-1 vote.

Based upon this motion, the Plan Commission is directed to:

- Reopen the hearing on the Catalyst Partners request for a special exception related to parking;
- Accept additional public comment from members of the public;
- Accept any additional evidence and/or argument from the applicant;

- Make a record demonstrating how the factors contained in Village Code §535-51 B. are being considered by the Plan Commission;
- Entertain a motion to either grant or deny the special exception based upon the original record, as well as upon any new evidence offered at the next Plan Commission hearing.

The record on appeal currently consists of the following items:

- Catalyst Partners original application for a special exception;
- The minutes of the February 23, 2021 Plan Commission meeting;
- Evidence offered by Catalyst Partners and the public at the February 23, 2021 Plan Commission meeting;
- The appeal application submitted by the East Capitol Neigborhood Association, UA to the BOA;
- Memos to the BOA from the Shorewood Village Attorney's office dated April 7, 2021 and April 27, 2021;
- Letters to the BOA from attorney Joseph Cincotta dated April 13, 2021 and May 4, 2021 submitted on behalf of the Association;
- The minutes of the April 13 and May 4, 2021 BOA meetings;
- Evidence offered by the Association, Catalyst Partners, and the public at the April 13, 2021 and May 4, 2021 meetings, including e-mails received by the BOA prior to the close of the hearing on May 4, 2021.

Dated at Shorewood, WI this 24th day of May 2021.

SHOREWOOD BOARD OF APPEALS

By: Michael Paulson
Michael Paulson, Chairperson

By: Sara Bruckman
Sara Bruckman, Village Clerk

May 24, 2021

Via email only

Sara Bruckman, Clerk
Village of Shorewood
Nathan Bayer, Attorney
Village of Shorewood
3930 North Murray Avenue
Shorewood, WI 53211

Re: Special Exception Challenge; 2418-2428 East Capitol Drive.

Dear Ms. Bruckman and Attorney Bayer:

Regarding the remand of the Special Exception matter:

1. Plan Commission Remand Hearing – Schedule.

Though Village representatives have needlessly created considerable confusion regarding how and when it will happen, the remand hearing has apparently been set for June 1st. That is far too soon and improper under the Village's ordinances. Moreover, setting a hearing for the day after Memorial Day is an obvious intentional act by the Village designed to minimize resident participation. It is perhaps the worst day to choose for a meeting on a contested controversial matter and contributes to the growing feeling by appellants and many others that the Village leaders and staff have a bias in favor of the project despite its inconsistency with the intent and plain language of the ordinances and Section 535-51 in particular.

There is no reason the special exception being sought should be given favored status by forcing a quick decision on the issue. Especially if it is to the detriment of Village residents being able to form reasonable judgements based on accurate verifiable data provided by the applicant. Information supporting these types of permits must be submitted 4 weeks in advance of the Plan Commission hearing pursuant to the Village's express requirements and practice. Special exceptions are considered conditional uses under statute. *See* Wis. Stats. § 62.23(7)(de) and conditional uses may only be granted after proper review. As explained by the Village Code:

> Due to their varying design and operational characteristics, and potentially deleterious neighborhood impact, conditional uses, as identified within

individual zoning districts in the Village Code, ***require a transparent, public review process on a case-by-case basis in order to determine whether or not they will be compatible with surrounding uses and development patterns.***

See Ord. § 535-23(A)

We are asking that the Village reschedule the remand hearing to a date later in June that complies with its own ordinances and state statute.

2. Plan Commission Remand Hearing – Process.

The hearing on remand must comport with required due process for all parties involved. Adequate notice and the ability to evaluate and challenge factual assertions is required pursuant to Chap. 7 of the Village ordinances, Chap 68 of the State statutes and applicable law. This is made more important given that the BOA has determined that it does not have the power to conduct a de novo review of Plan Commission determinations.

Given the above, and because we assume that the Applicant may be intending to rely on additional factual information, that information must be submitted 4 weeks before any future Plan Commission meeting and should also be served on undersigned at that time. The neighbors and members of Appellant are entitled to review the information as part of preparing for the remand hearing. Failure to do so precludes submitting new information on the record at the remand hearing. Appellant also must be allowed to ask questions of the Village staff and the Applicant and its representatives. This is a contested matter and should be treated as such.

3. Recusals.

It appears that some presumptive/recently seated members of the Plan Commission may have already predetermined their position and how they will vote on the Special Exception. These members must recuse themselves. I trust you are evaluating this, will take the appropriate steps and clearly indicate the basis for your position.

4. Lack of Notice.

The Village was required to provide notice of this matter to all property owners within 200 feet of the proposed development. That did not happen and expressly violates Ord. § 535-25 and the spirit and intent of the zoning code. The lack of notice is perhaps the most undermining and problematic issue for many neighbors and members of Appellant. The ordinances require a transparent process and yet the Village is interpreting its own ordinances in a way so as to avoid transparency. The lack of notice in advance of the initial February hearings on this matter voids this current application. The process should be restarted if it is to go forward at all with a proper complete application that provides the information

necessary from the applicant to allow for review of the conditional use/special exception standards in state law and Ord. § 535-51.

5. BOA decision.

Please provide a copy of the written memorialized decision of the BOA. We are also requesting a copy of audio tape of the April 27, 2021 and May 4, 2021 hearings of the BOA. *See* Ord. § 535-51(E).

Very truly yours,

Electronically signed by Joseph R. Cincotta

Joseph R. Cincotta

Cc: Dan Walsh
Attorney Derek Taylor

Village Attorney's Office

Nathan J. Bayer
William P. Dineen

Shorewood

MEMORANDUM

TO: Plan Commission

CC: Planning Director

FROM: Nathan Bayer, Village Attorney

DATE: May 27, 2021

RE: Addressing issues raised in letter submitted by attorney Joe Cincotta on behalf of the East Capitol Neigborhood Association, UA

The purpose of this memorandum is to analyze for the Plan Commission issues raised by attorney Joe Cincotta in a letter he directed to the Village Clerk on May 24, 2021, on behalf of the East Capitol Neigborhood Association.

For context, on February 23, 2021, the Plan Commission heard and granted a request for a special exception related to parking from Catalyst Partners. In its April 13 and May 4, 2021 meetings, the Shorewood Board of Appeals addressed an appeal of that decision by the Neigborhood Association and ultimately remanded the matter back to the Plan Commission for further findings. The matter has been set for a special meeting of the Plan Commission on June 1, 2021. Attorney Cincotta then submitted his letter on May 24, raising objections to certain aspects of the process.

WIS. STAT. §62.23 AND VILLAGE CODE §525-23 and §535-25 ARE INAPPLICABLE, AND DO NOT REQUIRE ADJOURNMENT OF THE JUNE 1 PLAN COMMISSION MEETING OR ANY ADDITIONAL NOTICE

Attorney Cincotta asserts that Wis. Stat. §62.23(7)(de) and Village Code §525-23 and §535-25 require additional time and notice before the Plan Commission can address Catalyst's remanded application for a special exception related to parking. For the reasons discussed below, this is an incorrect statement of the law.

Wis. Stat. §62.23(7)(de) was created in 2017 by Wisconsin Act 67. The overall purpose of the Act was to prevent municipalities from denying conditional use permits to applicants that meet, or agree to meet, any reasonable requirements and conditions specified in the relevant ordinance or imposed by the Plan Commission. However, the statute only applies to requests for "conditional use permits" or requests for "special exceptions" ***that specifically relate to a "use" of a property.*** By

way of example, Village Code §535-27 specifically defines conditional commercial "***uses***" to include operation of things like animal hospitals, bookstores, drive-in or drive-through businesses, funeral homes, and gas stations.

Catalyst has not sought a permit from the Plan Commission asking to "conditionally use" property in a manner that is otherwise prohibited by existing zoning. The properties it seeks to develop at 2418, 2420, and 2428 Capitol Drive are all zoned "B-3," and multifamily units are already a permitted use therein. Rather, Catalyst seeks a special exception that would adjust the ratio of required parking spaces per dwelling unit, as applicable to an ***existing allowed use***.

Attorney Cincotta's reliance on sections 535-23 and 535-25 of the Village Code to support his arguments concerning the appropriate "review," and allegations of improper "notice," are misplaced and inapplicable. Those provisions are contained in Article V of Chapter 535, which is titled "Conditional Uses." Both of those sections plainly apply only to applications seeking a "conditional use permit." As discussed above, Catalyst is not seeking such a permit, but rather a "special exception" to the required parking ratio.

THE EAST CAPITOL NEIGBORHOOD ASSOCITION IS NOT A "PARTY" TO THE PLAN COMMISSION REMAND PROCEEDING

Attorney Cincotta's letter appears to presume that the Neigborhood Association he represents is a "party" to the June 1, 2021 Plan Commission proceeding. It is not. Consideration of Catalyst's application is not a contested matter where the Neigborhood Association has any inherent right to offer opening statements, closing arguments, or call witnesses.

While attorney Cincotta and the Association members may of course attend the meeting and participate as any other citizen, they do not have any inherent right to participate as a party. The Association is not the applicant with a special exception request before the Commission. The chair of the meeting may take public comment as she sees fit and deems appropriate during the meeting. The purpose of the Plan Commission meeting on remand is to follow the guidelines as laid out by the Board of Appeals and make a final decision on Catalyst's application.

RECUSALS

Attorney Cincotta's letter makes some general allegations that members of the Plan Commission must recuse themselves. Because no specific evidence or authority was offered in support of this contention, it is difficult to address. As such, I offer some general comments concerning conflicts of interests/recusals are discussed below.

Wis. Stat. §19.59 is the state statute containing the "Code of ethics for local government officials." Generally, it prohibits officials from acting on a matter in which a financial interest exists for themselves or a family member. Although there is no Village Code corollary, by way of example, §155-21 prohibits a Board member from voting on a matter "in which he may be personally interested other than as a citizen of the Village."

Absent any financial or personal interest in Catalyst's application, members of the Plan Commission should participate in the June 1 meeting, and vote, if they determine they can act as fair and impartial decisionmakers and properly apply the Village Code.

Special Exception Application

Original Application, Attached are Updated Documents and Information to support the original application. 5/25/2021

Village of Shorewood
Planning & Development Department
3930 N. Murray Avenue
Shorewood, WI 53211
(414) 847-2606
www.villageofshorewood.org

Office Use Only
Board or Committee:
Meeting Date
Permit No.
Zoning District
Fee: $75.00

PLEASE PRINT CLEARLY

Name of Applicant	Catalyst Partners – Tom Baade
Applicant Address, City/St/Zip	833 East Michigan Street Suite 1000 Milwaukee, WI 53202
Phone	414-727-6840
Email	tbaade@catalystbuilds.com
Property Address	2428, 2420, and 2418 East Capitol Drive
Business name, if applicable	Catalyst Partners
Additional contacts	

What do you wish to do that will require a Special Exception? Explain in detail, attach separate pages, as needed.

If requesting an exception to the number of required parking, or location of parking, a site plan is required. Please include details as required within Shorewood's Zoning Code 535-51. Screening is required for parking within the front and side yard setbacks per Shorewood's Zoning Chapter 535.

See attached description.

Thomas J. Baade
Signature

2/15/2021
Date

Thomas J. Baade
Print name

10/2018

Supplemental Submission to the Original Special Parking Exception Request from Catalyst Partners

Shorewood Special Parking Exception Request - Updated Information

5/25/2021

Requirements to Consider for a Parking Exception

Responses provided by the developer/applicant.

B. Prior to granting a special exception, the Plan Commission shall consider all of the following as applicable:

1 The effect the granting of the exception will have on adjacent parking and traffic conditions.

There will be no negative impact. The developer had commissioned a parking study that was conducted by Traffic Analysis and Design, Inc. The parking study was conducted in accordance to the recommendations provided by the Institute of Transportation Engineers (ITE). (ITE is referenced as an authority in regards to parking in the Shorewood Zoning Code). The following is stated in the Parking Study Summary/Conclusions section of the report " The proposed apartments on E. Capitol Drive in Shorewood will have a 43-space enclosed parking area on the first floor of the apartment building. It is expected that each weekday, this parking lot will be about 79% full overnight, and only about 39% full during peak period for on-street parking on the study street segments. ***Therefore, the enclosed parking area is expected to fully meet demand for the proposed apartments*** ." A full copy of the parking study is attached.

2 The effect the granting of the exception will have on the appearance and character of the applicant's property, adjacent property and neighboring property.

Appearance of the applicant's property will improve significantly with the construction of a new building - the appearance of the new building will be subject to review by the Shorewood Design Review Board at the appropriate time.
Appearance of the adjacent and neighboring properties are expected to remain unchanged as a result of the granting of the special parking exception.

3 The effect the granting of the exception will have on the property values of the applicant's property, adjacent property and neighboring property.

The granting of the special parking exception will result in the construction of a new multi-family building of similar size and scale of the current multi-family building one block to the west of the proposed site. A review of the assessed land values of the two single family residential properties on the east side of Farwell and the west side of Prospect to the north of the multi-family building show a nearly identical land value as the two properties located on the east side of Prospect and west side of Stowell. There is an attached map highlighting the referenced properties and their land areas and their land values. Additionally, attached is a study that looked at the Effects of Mixed-Income Multifamily Rental Housing Developments on Single-Family Housing conducted by the MIT Center for Real Estate. The study was conducted over a decade and included what were viewed as highly intrusive multi-family development, additionally the study included several "control" areas that were not impacted by multi-family housing. **The results of this in-depth investigation and study; "We find that large, dense, mutli-family rental developments made possible by chapter 40B do not negatively impact the sales price of nearby single-family homes."** Note: Chapter 40B was a state-wide law in Massachusetts that allowed more inclusive multi-family development.

Supplemental Submission to the Original Special Parking Exception Request from Catalyst Partners

Shorewood Special Parking Exception Request - Updated Information

5/25/2021

Requirements to Consider for a Parking Exception

Responses provided by the developer/applicant.

4 Whether the granting of the exception will serve a public or desirable or useful purpose.

The granting of the exception will allow the creation of 42 new residential units. Other than the special exception request for parking the proposed development is conforming to the existing zoning requirements. It is noted in the Village of Shorewood Comprehensive Housing Market Study and Needs Analysis that additional housing all of all types is recommend and that without additional housing options the price of housing in Shorewood will continue to rise.

5 Whether the granting of the spirit and intent of the requirements of this article are being carried out.

The developer defers to the Planning Commission. The Comprehensive Market Study does make multiple recommendations to facilitate new housing in Shorewood, one of which is zoning reform. The developer is not asking for zoning reform, indeed the new building will conform to the existing zoning code, the developer is asking for a special exception to the zoning code in regards to the number of parking spaces. This request is allowed per the zoning code and the developer has supplied evidence (the attached TDI parking study) that the new building can adequately meet its parking requirments if the parking exception is granted.

6 Recommendations of any boards or committees to which the Plan Commission refers the application for advice.

The only recommendation by another board or committee in Shorewood in regards to this application was made by the Board of Appeals to the Planning Commission to reconsider this request. After an appeal was lodged.

7 Intensity of use, deviation from typical use classifications, access to transit, and physical constraints to meeting parking requirements.

The proposed use is compliant with the current zoning code. There is available access to the Milwaukee County Transit System as noted in item #12 and there is enough space to provide adequate parking per the attached parking study completed by TDI per the ITE standards.

8 If senior housing is proposed, the number of employees on the site, the type of senior housing, the parking needs of residents, if any, and the ratios for the Institute of Transportation Engineers parking generation report ratios for senior housing should be reviewed.

Senior housing is not proposed.

Supplemental Submission to the Original Special Parking Exception Request from Catalyst Partners

Shorewood Special Parking Exception Request - Updated Information

5/25/2021

Requirements to Consider for a Parking Exception

Responses provided by the developer/applicant.

9 Historical conditions and whether additional parking requirements for new or expanded use may be satisfied with increase commensurate with new or expanded use.

The historical conditions on the current site is a single story commercial building with approximately 22 parking spaces and a single family home with two parking spaces. The on site parking for the new use is adequate per the attached parking study done by TDI according to ITE standards.

10 Evidence the actual parking demands may be less than code requirements.

The actual parking demands will be less than the current code requirements per the attached parking study completed by TDI according to ITE standards. Additionally there is more than adequate street parking available.

11 Availability of shared parking, including satisfactory documentation of shared parking to satisfy the parking demand.

Per the attached parking study completed by TDI per the ITE standards shared parking will not be required.

12 Alternative transportation that has been reasonably shown to reduce the need for parking.

There is an existing bus stop at Downer and Capitol for the MCTS Redline bus, this bus stop is less than a block form the proposed development. Additionally the project will have bicycle parking available for residents and guests.

13 Such other matters as the Plan Commission deems relevant and material.

Currently no other matters have been referred to the Developer.

TECHNICAL MEMORANDUM

Date: May 4, 2021

To: Tom Baade
Catalyst Construction

From: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

Subject: **Parking Evaluation for Apartments on E. Capitol Drive Shorewood, WI**

Catalyst Partners and Three Leaf Development propose to jointly develop a 42-unit multi-family building by combining three parcels (2428, 2420, and 2418) on E. Capitol Drive in Shorewood, Wisconsin. For the Zoning District B-3, the Village of Shorewood requires a minimum of 1.75 parking spaces per dwelling unit, or 74 spaces available for the proposed apartment building. The site developers are proposing that the requirements be adjusted to 1.21 parking spaces per dwelling unit, or 51 spaces. The required spaces would be met by the proposed 43-space enclosed parking lot on the first floor of the apartment building plus eight on-street parking spaces.

This technical memorandum was prepared to document the existing on-street parking supply near the proposed apartments, the existing weekday peak occupancy (demand) in those spaces, and the estimated future parking demand from the proposed apartment building.

Existing Parking Supply

TADI documented the approximate number of on-street parking spaces available on street segments surrounding the proposed apartment building. The street segments were selected to represent the on-street parking areas that would most likely be used by visitors of residents of the proposed apartment building. The street segment locations evaluated in this study include:

- E. Capitol Drive between N. Prospect Avenue and N. Sowell Avenue
- E. Capitol Drive between N. Sowell Avenue & N. Downer Avenue
- N. Prospect Avenue, approximately 200 feet north of E. Capitol Drive
- N. Prospect Avenue, south of E. Capitol Drive

- N. Sowell Avenue, north of E. Capitol Drive
- N. Sowell Avenue, south of E. Capitol Drive

The street segments north of E. Capitol Drive were measured to be approximately 200 feet from the southbound stop bar to E. Capitol Drive. The street segments south of E. Capitol Drive were measured to be approximately 200 feet from those same stop bars, representing an average distance of 200 feet away from the apartment building that visitors or residents might park. A total of 53 on-street parking spaces were estimated for this study area – all of the parking spaces on E. Capitol Drive are marked with delineating lines, but most of the parking areas on N. Prospect Avenue and N. Sowell Avenue are not delineated at all, resulting in a mix of efficient and inefficient use of the available space at any given time. The location of the proposed apartments and surrounding street segments evaluated in this study are shown on Exhibit 1.

Two-hour parking restriction signs (either from 8:00 a.m. to 4:00 p.m. or from 8:00 a.m. to 6:00 p.m.) are posted on each study street segment. According to the Village of Shorewood's website, the study street segments are all within parking districts which allow residents to obtain permits for parking beyond the two-hour daytime restricted periods. Residents may also obtain permits for overnight parking on the Village streets.

Existing Parking Demand

TADI documented the parking demand (occupied spaces) on each study street segment every 15 minutes from 6:00-9:00 a.m. and from 3:00-6:00 p.m. on typical weekdays (April 27, April 28, May 3, and May 4) in 2021. Based on the compiled data, the highest combined number of on-street parking on the study street segments occurred from 4:45-5:15 p.m. During this time, 24 of the 53 on-street parking spaces were occupied at the same time, resulting in an existing occupancy rate of 45%, leaving 29 available parking spaces that could be used by residents or visitors from the proposed apartment complex. The parking supply and peak parking demand for each study street segment is shown on Exhibit 2.

Future Parking Demand

Parking demand for the proposed apartments on E. Capitol Drive was based on national parking generation rates for the General Urban/Suburban (no nearby rail transit) data set for the Multi-Family (Low-Rise) land use as published in the *ITE Parking Generation Manual, 4th Edition.* Although the Dense Multi-Use Urban rates may be more applicable for the study area, the higher rates for the General Urban/Suburban data set were used to provide a more conservative estimate of parking demand for this site.

Applying the ITE Parking Generation average rates for each proposed apartment bedroom (51 bedrooms), the average parking demand is expected to be 34 spaces on a typical weekday. With this demand, the proposed 43-space parking lot is only expected to reach a 79% occupancy rate, requiring no additional off-street parking spaces. Based on the hourly distribution percentages for multi-family apartments that are also published in the *ITE Parking Generation Manual, 4th Edition*, the highest parking demand for the apartments is expected to occur overnight. During the peak on-street parking period for the study street segments, the parking demand for the proposed apartments is expected to be much less, at

only 15-19 out of the maximum 34 spaces. The parking generation and hourly demand throughout a typical weekday for the proposed apartment building is shown in Table 1.

Table 1. Proposed Apartments Parking Supply & Demand

Typical Weekday	Multi-Family (Low-Rise)		Proposed Apartments	
	51 Bedrooms		42 Units	
Rate (per Bedroom) =>	*Average*	0.66	Enclosed Parking	
Demand =>		34		
Hour Beginning	**Hourly Dist %**	**Demand**	**Supply**	**Occupancy**
12:00-4:00 a.m.	100%	34	43	79%
5:00 a.m.	97%	33	43	77%
6:00 a.m.	90%	31	43	72%
7:00 a.m.	77%	26	43	60%
8:00 a.m.	56%	19	43	44%
9:00 a.m.	45%	15	43	35%
10:00 a.m.	40%	14	43	33%
11:00 a.m.	37%	13	43	30%
12:00 p.m.	36%	12	43	28%
1:00 p.m.	36%	12	43	28%
2:00 p.m.	37%	13	43	30%
3:00 p.m.	43%	15	43	35%
4:00 p.m.	45%	15	43	35%
5:00 p.m.	55%	19	43	44%
6:00 p.m.	66%	22	43	51%
7:00 p.m.	73%	25	43	58%
8:00 p.m.	77%	26	43	60%
9:00 p.m.	86%	29	43	67%
10:00 p.m.	92%	31	43	72%
11:00 p.m.	97%	33	43	77%

Excess Parking Supply

As previously stated, the enclosed parking in the proposed apartment building is expected to completely accommodate the future parking demand for the apartment residents and visitors. To meet the proposed adjusted zoning requirements, an additional eight nearby on-street parking spaces may be needed. Table 2 shows a comparison of the on-street parking supply and demand with and without those additional eight spaces in use by the proposed apartments. Currently, the existing on-street spaces in the study street segments reach an occupancy of 45% on a typical weekday. If eight of the on-street spaces were used by the proposed apartments for each hour of the day, then peak occupancy would reach 60% with a surplus of 21 on-street parking spaces available for parking.

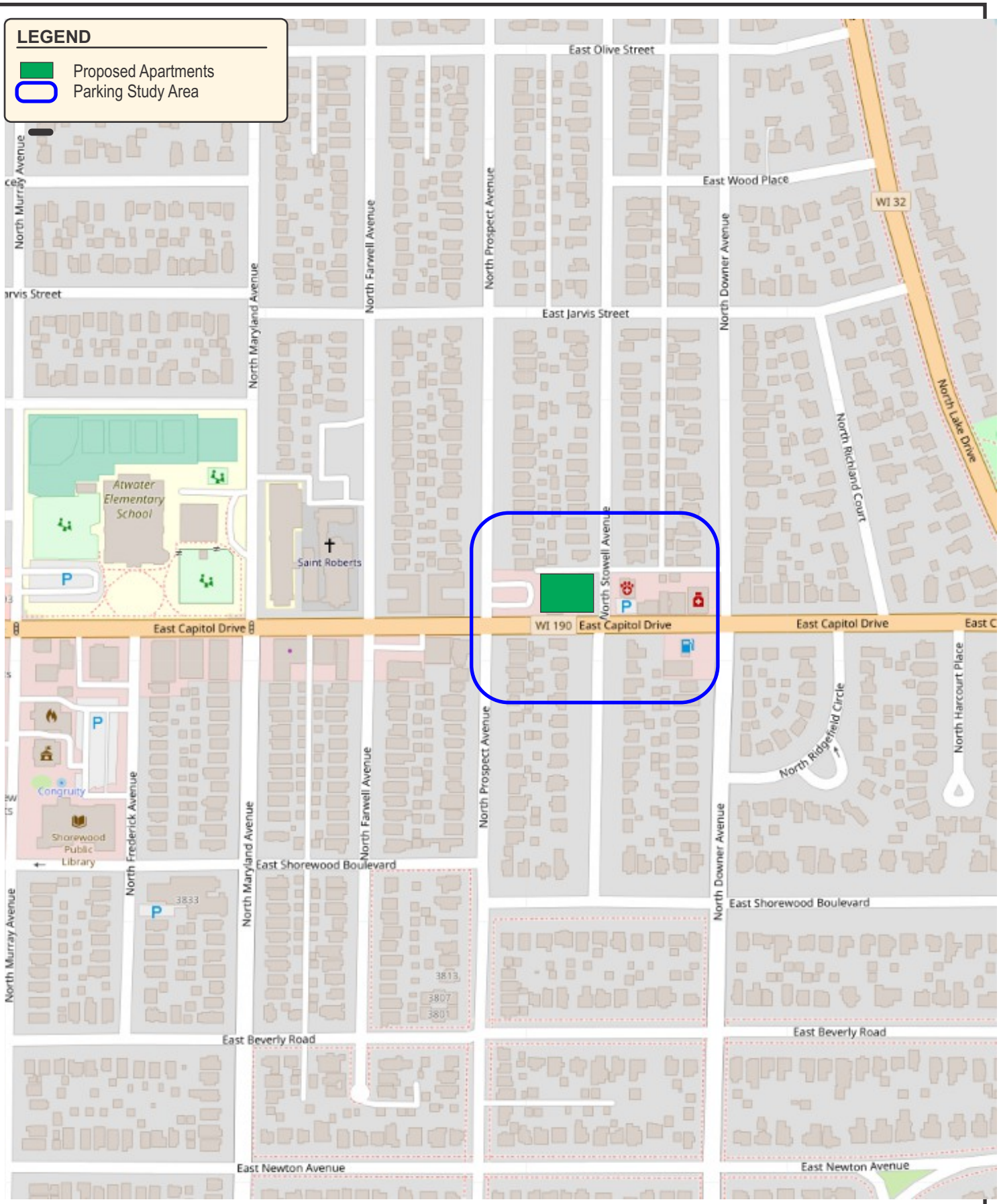
Table 2. Excess On-Street Parking Demand

Typical Weekday	Nearby On-Street Parking - Study Street Segments					
	Existing	Existing Demand *(no apartments)*		Future Demand *(8 spaces used by apartments)*		
Hour Beginning	Supply	Demand	Occupancy	Demand	Occupancy	Excess
6:00 a.m.	53	7	13%	15	28%	38
7:00 a.m.	53	16	30%	24	45%	29
8:00 a.m.	53	20	38%	28	53%	25
3:00 p.m.	53	22	42%	30	57%	23
4:00 p.m.	53	24	45%	32	60%	21
5:00 p.m.	53	24	45%	32	60%	21
6:00 p.m.	53	10	19%	18	34%	35
7:00 p.m.	53	8	15%	16	30%	37
8:00 p.m.	53	7	13%	15	28%	38

Summary/Conclusions

The proposed apartments on E. Capitol Drive in Shorewood will have a 43-space enclosed parking area on the first floor of the apartment building. It is expected that each weekday, this parking lot will typically only be about 79% full overnight, and only about 39% full during the peak period for on-street parking on the study street segments. Therefore, the enclosed parking area is expected to fully meet the parking demand for the proposed apartments.

If the eight on-street parking spaces required by an adjusted zoning ordinance were fully and continually used by residents and visitors of the proposed apartments, the available nearby on-street parking spaces would still only be 60% full during the peak parking periods of the day. Therefore, there would still be plenty of excess capacity (21 spaces) for additional on-street parking by others, if needed.



TRAFFIC ANALYSIS & DESIGN, INC.
2682: 05-04-21

N

EXHIBIT 1
PROJECT LOCATION MAP

SHOREWOOD, WISCONSIN

Peak Period On-Street Parking Supply & Demand (4:45-5:00 p.m.)

Parking Area (Existing Supply)	Supply	Demand	Occupancy	Available
Capitol Drive (W. of Stowell)	11	8	73%	3
Capitol Drive (E. of Stowell)	10	1	10%	9
Prospect Avenue (N. of Capitol)	7	5	71%	2
Prospect Avenue (S. of Capitol)	8	2	25%	6
Stowell Avenue (N. of Capitol)	7	6	86%	1
Stowell Avenue (S. of Capitol)	10	2	20%	8
Total Existing Demand	53	24	45%	29

LEGEND

XX | XX Total Spaces | Peak Occupied Spaces

Parking Areas Surveyed

Proposed Apartment Building

TADI TRAFFIC ANALYSIS & DESIGN, INC.
2682: 05-04-21

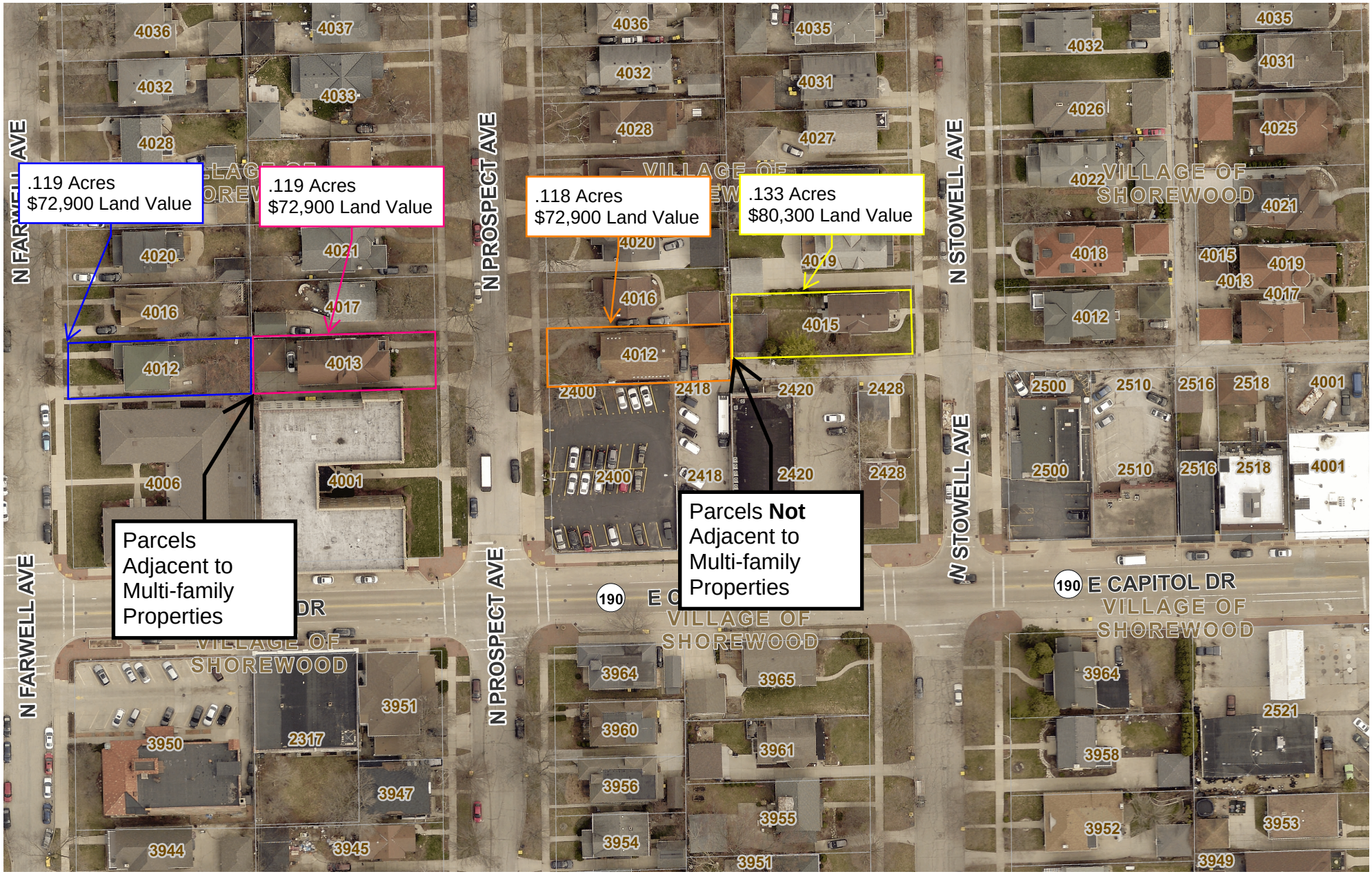
N

NOT TO SCALE

EXHIBIT 2
EXISTING ON-STREET PARKING/OCCUPANCY
TYPICAL WEEKDAY PEAK PERIOD

SHOREWOOD, WISCONSIN

MILWAUKEE COUNTY INTERACTIVE MAPPING SERVICE



188 0 94 188 Feet

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

1: 1,129

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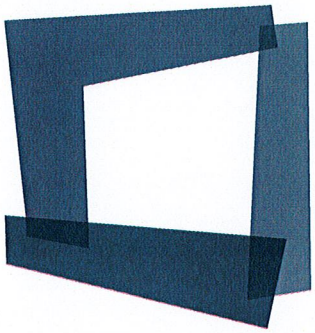
DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website.The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes



MIT
CENTER FOR
REAL ESTATE
HOUSING AFFORDABILITY INITIATIVE

EFFECTS OF MIXED-INCOME, MULTI-FAMILY RENTAL HOUSING DEVELOPMENTS ON SINGLE-FAMILY HOUSING VALUES

Henry O. Pollakowski
David Ritchay
Zoe Weinrobe

April 2005

Center for Real Estate
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Acknowledgments

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EXECUTIVE SUMMARY

Do mixed-income, high-density rental developments negatively impact nearby single-family property values? This question has been at the core of the controversies surrounding mixed-income housing in suburban Boston communities. Chapter 40B, enacted through the Comprehensive Permit Law and Anti-Snob Zoning Act, is a Massachusetts statute that enables developers to obtain state-authorized comprehensive permits in municipalities that are not in compliance with state affordability criteria: If less than ten percent of a municipality's housing stock is defined as affordable, developers with comprehensive permits can build developments that override local zoning regulations. Because zoning rules are viewed by some as regulatory mechanisms that protect property values by controlling local land use, the ability of developers to circumvent such regulations has given rise to fears that the values of homes surrounding these mixed-income, multi-family developments will decline. These fears are considered one of the strongest motives for residents' opposition to proposed 40B developments. But are such fears justified by the facts?

We designed a rigorous research methodology to examine the impact over time of introducing a large-scale, mixed-income, multi-family rental development into a neighborhood of single-family houses. We developed strict selection criteria that identified seven 40B developments located in six communities in the Boston metropolitan area—Littleton, Mansfield, Norwood, Randolph, Wilmington, and Woburn. These case studies represent some of the most dense and controversial Chapter 40B developments in Greater Boston, in other words, a suburban homeowner's worst nightmare.

After selecting the cases, we conservatively established impact areas, taking care to include only the single-family homes mostly likely to be affected by each respective 40B development. Our process for identifying impact areas essentially restricted the boundaries to abutters and immediate neighbors of each of the seven developments. The purpose of establishing such impact areas was to objectively measure single-family home price changes over time as 40B developments were

announced, approved, constructed, occupied, and integrated into the resident communities.

We then examined the relationship between the large-scale, high-density, mixed-income rental developments and single-family home values. Using hedonic modeling to create comparative house price indexes for each impact area and an appropriate control area (the remainder of the host community) determined how home values had changed over time within the impact and control areas. As will be demonstrated in the report, the results in all seven case study towns lead us to conclude that the introduction of large-scale, high-density mixed-income rental developments in single-family neighborhoods *does not* affect the value of surrounding homes. The fear of potential asset-value loss among suburban homeowners is misplaced.

CASE SELECTION

Our methodology was designed to ensure that our study would identify any relationship between the introduction of a large rental development and single-family house prices. First, we chose to limit our selection to projects within the Greater Boston region. Second, the projects were required to have received their comprehensive permit and have been fully developed between the mid-1980s and 2000. Third, we limited the selection to multi-family, mixed-income rental developments. Last, we generally selected larger developments that were very dissimilar in size, bulk, form, and density from the surrounding community. Our hypothesis was that these types of developments would be the most likely to impact the values of neighboring single-family houses. Two of the most controversial 40B projects in the study, Olde Derby Village and Kimball Court, are shown below (Figure 1).

Given that we wished to test whether these projects would adversely impact neighboring property values, it was necessary to construct detailed maps of the projects and their surroundings. For this step, we built digital maps that identified streets, rivers, open space, zoning, and land use designations. We analyzed these maps using Geographic Information Systems (GIS) technology to assure that the developments were not located at the edge of the town and were sited in residential neighborhoods. Additionally, we evaluated the siting of potential projects using aerial photographs in order to obtain a better sense of the degree to which projects were integrated into residential neighborhoods. The results of this analysis were striking: We found the overwhelming majority of potential case studies were either sited at the edges of towns or cut off from the nearest

community by large amounts of open space, interstate highways, rail corridors, or industrial and manufacturing uses. This step considerably reduced the number of potential case studies appropriate for more rigorous analysis.

Finally, we made site visits to each of the remaining potential projects. This exercise was instrumental in determining whether a project was actually integrated with the community. We also met with planners, building inspectors, assessors, and GIS specialists in order to obtain a better sense of the neighborhood context for each of the developments.

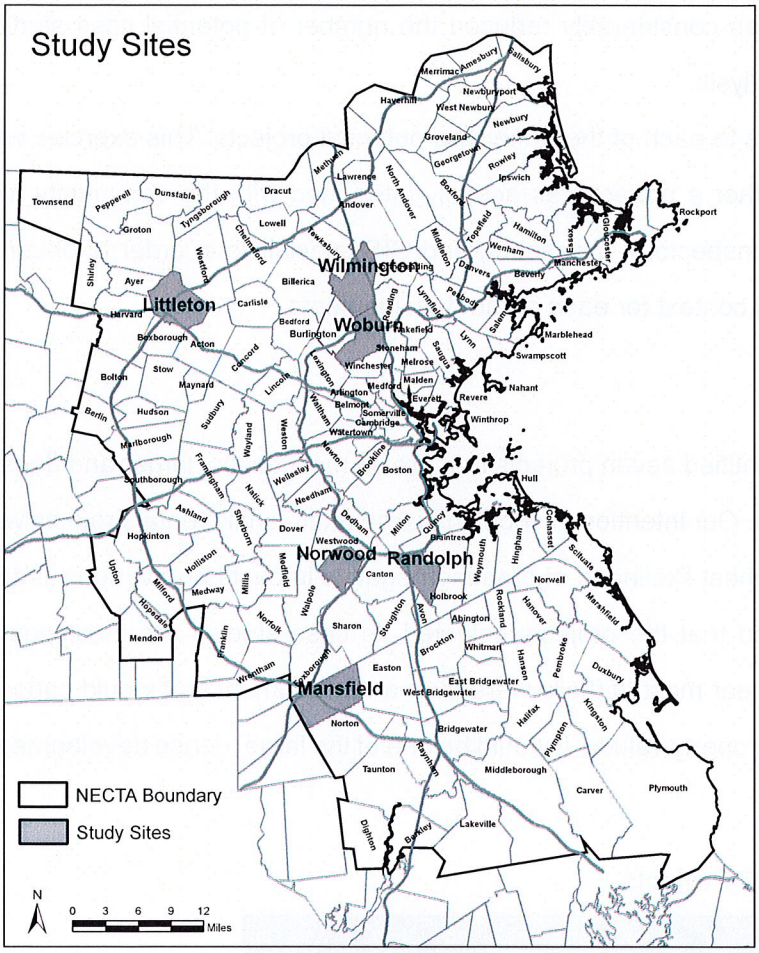
SELECTED SITES

The selection process identified seven projects that are, in most cases, larger and denser than the typical 40B development. Our intention in choosing large multi-family rental projects was to find developments with the highest likelihood of creating negative impacts on the surrounding neighborhood. It could be argued that the projects selected as case studies are the types of developments that suburbanites fear most. If there were ever a development that would cause a negative impact on surrounding property values, it would be one of the large, dense developments examined in this study.

Figure 1. Two Controversial 40B Projects

Olde Derby Village, Norwood (top) and Kimball Court, Woburn (bottom)

Figure 2. Towns with Study Sites



As can be seen by Figure 2, the seven developments in the study are dispersed throughout the greater Boston metropolitan area. Woburn is bisected by Route 125/Interstate 95 northwest of Boston. Wilmington borders Woburn to the north along I-93. Littleton is further northwest of the city at the junction of Route 2 and I-495. Norwood and Randolph are south of Boston along the southern section of I-128. Finally, Mansfield is on the southwest edge of the region at the junction of I-95 and I-495.

Table 1 details the characteristics of each project including its location, developer, size, the number and percentage of affordable units, density, year permitted and completed, and comprehensive permit approval body.

IMPACT AREA DESIGNATION

The impact area for each case study is intended to represent the neighborhood within which the development is located. The single-family houses within this designation are the homes that can most likely be expected to be impacted by a large, dense development. For properties to be included in the impact area they must be either (1) direct abutters, (2) part of a contiguous network of streets radiating from the site, (3) in the direct line-of-sight of the development, or (4) adjacent to open space connections, via playing fields and dedicated walking or bike paths.

Table 1. Study Sites—Detailed Statistics

Development	Location	Developer	Total Units	Affordable Units	% Afford-able	Density (units/ acre)	Year Permit-ted	Year Com-pleted	Approval Body
Littleton Green	Littleton	Dementian Guschov	24	24	100%	10.0	1986	1987	Board of Appeals
Pond Side at Littleton	Littleton	First Littleton LP/State Street Development	90	32	35.6%	9.0	1987	1989	Mediation: ZBA, HAC, Developer
Mansfield Depot I/II	Mansfield	Keith Development	245	71	29.0%	16.6	1986 1987	1988 1989	Mediation: ZBA, HAC, Developer
Olde Derby Village	Norwood	Wilson Street Trust	193	35	25.2%	15.4	1985	1986	Superior Court
Liberty Place	Randolph	Liberty Place Associates	107	27	25.2%	9.2	1987	1989	Board of Appeals
Avalon Oaks	Wilmington	AvalonBay[1]	204	41	20.1%	9.1	1997	1999	MA Appeals Court
Kimball Court Apartments (I, II, III)	Woburn	Joseph Mullins	525	127	24.2%	19.3	1985 1989 1999	1988 1990 2002	MA Appeals Court

1. Initial permit request initiated by Wilmington Arboretum.

These criteria define an area where houses are more likely to be negatively impacted from the development than the municipality at large.

Ultimately, impact areas were determined on a case-by-case basis. It would have been inappropriate to apply a generic test such as drawing an arbitrary distance radius around the development capturing all the homes in the area. Our decisions were informed by analyses of zoning and land use maps, aerial photographs, road atlases, and site visits. Most importantly, we held discussions with town planners, building inspectors, tax assessors, GIS specialists, and town managers in order to gain their perspective of neighborhood impact of each development. In almost every case, these discussions reduced the size of our preliminary impact area. This study's careful and conservative treatment of each impact area limited its boundary to just slightly beyond the direct abutters of each development. Figure 3 shows photographs of the impact areas for three of the case studies. The top left, top right, and bottom right photographs were taken from the developments looking out to abutting properties. The bottom left photo was taken from an adjacent street looking into the development from the surrounding neighborhood. As can be seen below, all of these homes have direct sight lines into the developments and the projects are truly embedded in their neighborhoods. The houses deemed to be at the greatest risk of being affected by the mixed-income, multi-family development were included in the defined impact area for each

Figure 3. Impact Area Photographs

Kimball Court Apartments (Top Left), and Avalon Oaks (Top Right and Bottom)

development. The balance of the single-family houses in each town formed the control group.

The few related studies examining the relationship between affordable housing and residential property value that have been conducted in other parts of the US often define their impact areas as contiguous neighborhood areas extending between one-quarter mile and one-half mile from the site in question. This convention is not readily adaptable to our study or Boston's suburban metropolitan area. The former studies examined much more densely developed neighborhood areas comprised of a continuous urban fabric. In suburban Boston, however, an impact area dissolves quickly due to the large lot sizes and irregular street grids.

In addition, previous studies have typically not been longitudinal. That is, they attempt to discern property value effects at a single point in time. Following neighborhood property values over time is a much more powerful tool.

HEDONIC METHODOLOGY

Our methodology draws from the considerable body of spatial and longitudinal research in urban and housing economics. We used hedonic modeling techniques to create quality-controlled sales price indexes for both the impact area and control area (the remainder of single-family homes in that town). Hedonic modeling is based on the assumption that home buyers assign quantifiable values to the individual characteristics that make up a house (e.g., size, bathrooms, lot size). Our models estimate both the contributions to value of the characteristics of a house and the variations in value that occur over time. This allows us to "price" a typical house over time. We have isolated time in the equation to see how house prices within the impact areas move as affordable housing developments are announced, built, and occupied. That is, we build and compare house price indexes for the impact and control areas to determine if house prices within the impact areas were affected by the introduction of large, dense rental housing developments. By considering both spatial and longitudinal house price variation, we provide a comprehensive look at the micro-level valuation impacts associated with such development.

DATA AND MODEL SPECIFICATION

This study used sales transaction data for single-family houses. We obtained records for about 36,000 transactions between 1982 and 2003. In order to use transaction data in hedonic

modeling, the records must contain structural attributes of the house in addition to the sales price and the sale date. All the requisite information is not compiled by one agency in a uniform format. Transaction data including address, sales price, date, buyer, seller, and mortgage amount are collected by the Registries of Deeds in Massachusetts. Records containing information pertaining to property attributes are maintained by local municipal assessors. We purchased data from a third party vender, The Warren Group, to bridge the gap between registries' and assessors' records.

Drawing on the relevant economic literature, and guided by the availability of transaction data for individual houses, appropriate hedonic models were constructed for each case. In particular, thorough analyses of descriptive statistics were undertaken to construct appropriate explanatory variables.

The variables we included are all considered to be strong determinants of price. All of our models contain a combination of the following explanatory variables: house size, lot size, number of bedrooms, number of bathrooms, and the year the house was built. Our hedonic models also include explanatory variables to represent time. These allow us to measure the "effect" of the passage of time, while holding constant the characteristics of the house.[2]

For each of our seven cases, separate hedonic equations were constructed and estimated for both the control area and impact area. Using these results, we were able to "price" a typical house in each group over time. Comparisons of these price paths allowed us to see whether prices in an impact area deviated from those in a control area.

ANALYSIS PERIOD

Housing markets are very complex and information is absorbed differentially over time. As such, it is difficult to isolate the impact any one event has on sales price. The best way to capture the influence of an event is to observe impact area price paths or trends before, during, and after the event and look for substantial variations from a control path. We created house sales price indexes that begin before comprehensive permit approval and that extend beyond the initial occupancy of the projects. The twenty-year length of this study (1983-2003) provided a continuous time path that included cyclical changes in the larger market.

The analysis period for each development is designed to include the years in which the influence of the development was strongest. There are many competing factors affecting

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sales price of single-family homes, and as time passes after the introduction of a large, dense development, other factors may dilute its influence. The length of each analysis period varies slightly as a function of the development process. Generally, the analysis period is three years long, beginning with comprehensive permit approval and ending the year the project was placed in service.

EMPIRICAL RESULTS—KIMBALL COURT APARTMENTS, WOBURN

For the purposes of this Executive Summary, we will give a thorough description of only one of the case studies, Kimball Court Apartments in Woburn. It is the largest development in our study and it is remarkably different from, and out of scale with, the surrounding neighborhood. As such, we might expect this development to be the most likely to affect single-family house prices.

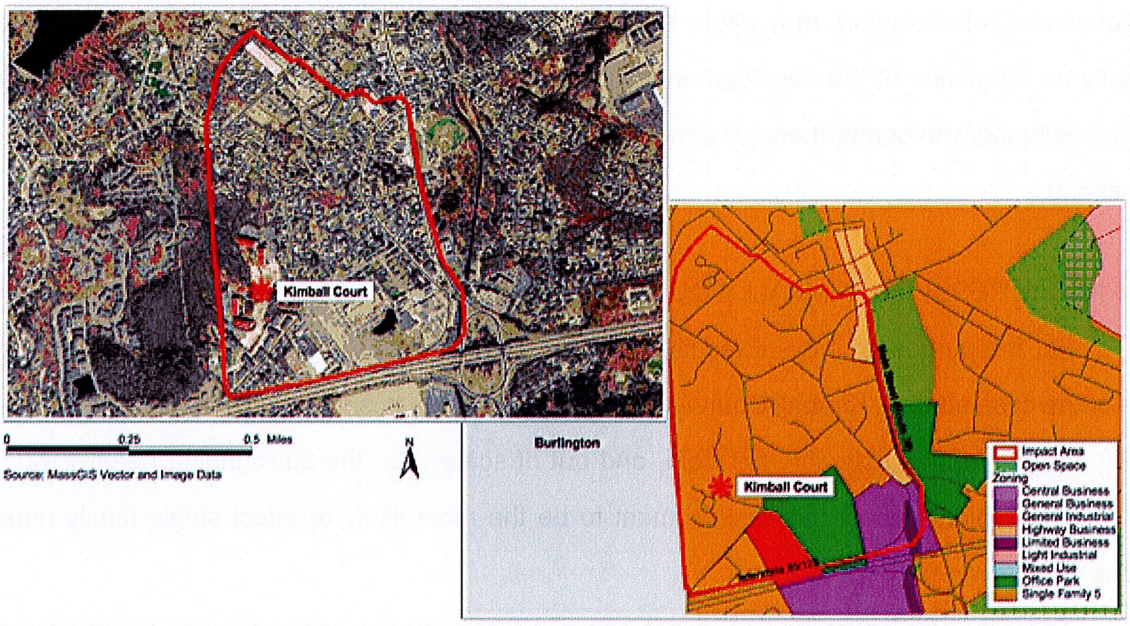
The City of Woburn has seen not one but *three* phases of the Kimball Court housing development. All phases were permitted using Chapter 40B, and each phase has a separate analysis period. The three analysis periods are not all the same length (differences are related to the construction and development timeline of each phase) but the impact area and the control area are the same for all phases.

IMPACT AREA

Kimball Court is located on the western edge of Woburn adjacent to the Burlington border. We have only considered the single-family homes in Woburn as part of the impact area. The boundary is rectangular shaped with three definitive edges formed by Burlington to the west, Route 128 to the south, and Main Street on the east. The northern edge is marked where Merrimac Street intersects Main Street and winds west through residential streets to where Pearl Street crosses into Burlington. The Kimball Court impact area is one of the largest in the study, in part because the development is so dominating that its presence radiates deeply into the residential neighborhood. The topography of the impact area slopes from the north and east toward Kimball Court. The grade affords houses close to Main Street and farther north clear site lines of the seven-story buildings.

Figure 4 shows an aerial photograph and zoning map of the impact area and surrounding

Figure 4. Aerial Photograph and Zoning Map: Kimball Court, Woburn



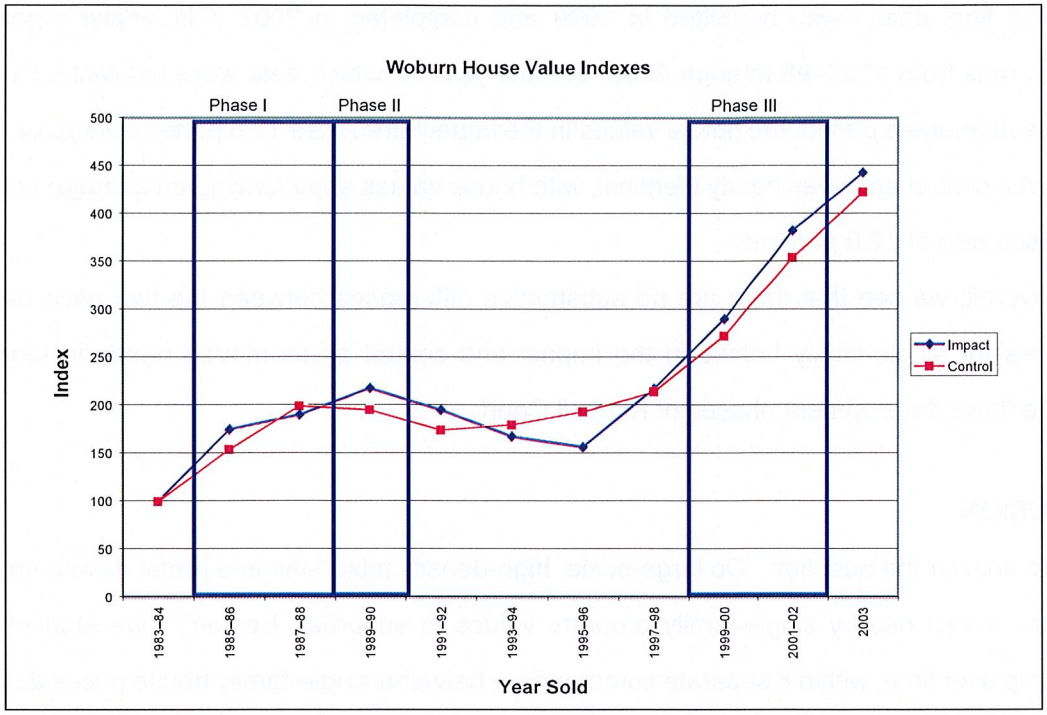
neighborhood. The photograph clearly depicts the mismatch between the form and scale of Kimball Court and neighboring single-family homes. Most of the open space adjacent to the development provides a buffer only to Burlington; Woburn residents face a sharp edge with little or no transition. The zoning map reinforces the point that Kimball Court is an island amid a single-family district. There are other non-residential uses to the south facing I-95/Route 128, but Kimball Court penetrates into the neighborhood as opposed to remaining on the periphery.

SALES PRICE INDEXES

Chart 1 shows the house price indexes for the control and impact areas. Both indexes track house price movements over time that are consistent with the Boston area's market experience. House prices rose strongly through the mid-1980's peaking in late 1988 and 1989. Prices generally declined during the early 1990s, but by 1996 the market had turned a corner and house prices rebounded sharply. Both the control area and the impact area followed the experience of the larger Boston market, with both indexes following very similar price paths.

In the years after the introduction of each Kimball Court phase, the impact area and control area experienced similar appreciation in sale price for single family homes. Over the

Chart 1. Woburn House Value Indexes



course of the entire study the compound annual growth rate for sale prices was 7.9% for the control area and 8.1% for the impact area.

PHASE I

The first phase was permitted in 1985 and completed in 1988. The appropriate analysis period using our price indexes begins at the two-year period preceding permitting (1983–84) and ends with the two-year period following completion. During this Phase I analysis period, the impact area experienced a 13.9 percent annual growth rate, slightly greater than the control area's 11.9 percent rate. (See Chart 2.) This was a turbulent period, with home prices doubling.

PHASE II

The second phase was permitted in 1989 and completed in 1990. The analysis period thus begins with 1987–88 and runs through 1991–92, the two-year period after completion. For the Phase II analysis period the impact area house values were essentially unchanged (growth rate of 0.6 percent). Over the same time period, house prices in the control area declined slightly, with an annual growth rate of -3.3 percent. House values around Kimball Court were not adversely impacted by the mixed-income, multi-family rental development.

PHASE III

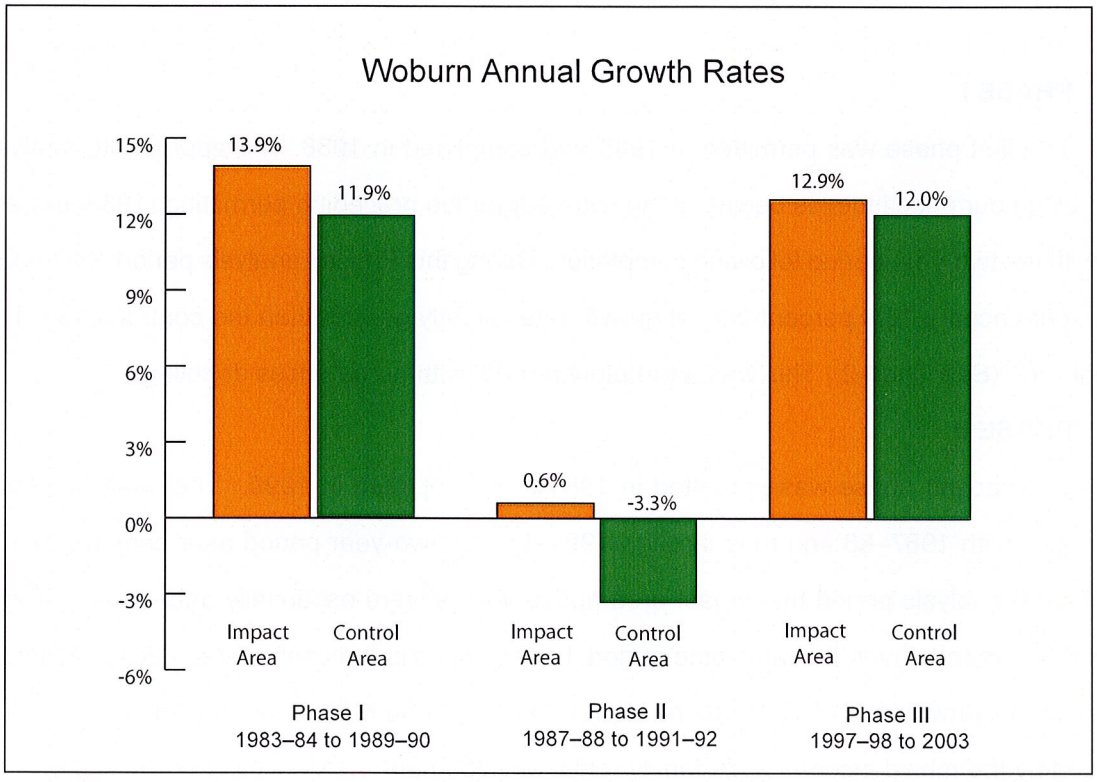
The final phase was permitted in 1999 and completed in 2002. Our analysis period, therefore, runs from 1997–98 through 2003, the last year for which data were available. During the Phase III analysis period, the house values in the impact area rose 12.6 percent annually. The trend for the control area was nearly identical, with house values experiencing an average annual appreciation rate of 12.0 percent.

Overall, we see that there are no substantive differences between the two price paths. Sale prices for single-family homes in the impact and control areas moved nearly in tandem during the three development phases of Kimball Court.

CONCLUSION

To answer the question, "Do large-scale, high-density mixed-income rental developments negatively impact nearby single-family property values in suburban Boston?", we studied the relationship over time, within 8 separate communities, between single-family house prices directly impacted by such developments and those that were not. Our case selection criteria identified

Chart 2. Woburn Annual Growth Rates



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some of the worst-case scenarios of multi-family intrusion into a single-family neighborhood. As such, the developments we evaluated should have the greatest likelihood for negatively impacting adjacent residences. Moreover, given the often contentious nature of the comprehensive permit process, wherein fears of property devaulation and radical changes in neighborhood charcter were expressed, it seems readily apparent that many local residents would accept this premise.

The empirical analysis for each of the seven cases indicated that the sales price indexes for the impact areas move essentially identically with the price indexes of the control areas before, during, and after the introduction of a 40B development. We find that large, dense, multi-family rental developments made possible by chapter 40B do not negatively impact the sales price of nearby single-family homes. Our findings are transferable to similar developments in towns such as the ones studied.

Massachusetts-style mixed-income, multi-family developments need not be feared in terms of property value losses. The 40B developments considered in this study are high quality housing and, when built, represented the top of the local market. Nearly three-quarters of the housing units in our case studies are market rate. These 40B projects are not just affordable housing developments; they are market-rate multi-family rental communities incorporating an affordable component.

Our finding of the absence of negative property value effects associated with 40B developments should allay municipalities' and homeowners' fears with respect to approving high-quality projects. Given the severe shortage of affordable housing in the Boston metropolitan area, we hope the results of our research will contribute to increasing the rate at which municipalities are able to come into compliance with Massachusetts's affordable housing laws.

CHAPTER 1: INTRODUCTION

This report addresses an important question in the heated debate concerning higher-density, mixed-income development in neighborhoods comprised of single-family detached houses: Do multi-family mixed-income rental developments impact nearby single-family property values in suburban Boston communities? The fear of property value loss is often seen as a serious motive for resident opposition to higher-density mixed-income developments; in fact, there has been no research addressing this question for the Boston metropolitan area.

Our case studies are drawn from the set of developments made possible by Chapter 40B of the Massachusetts General Law, also known as the Comprehensive Permit Law and Anti-Snob Zoning Act. Chapter 40B is a Massachusetts statute that enables developers to obtain state-authorized comprehensive permits in municipalities that have not yet come in compliance with state affordability criteria. Developments seeking comprehensive permits can override local zoning regulations if (1) less than ten percent of a municipality's housing stock is defined as affordable; and (2) at least 20 or 25 percent of the housing units in the proposed development are affordable. The 20 percent figure applies when the affordable units are open to households earning less than 50 percent of the area median income (AMI), and 25 percent are set aside when the criterion is household income less than 80 percent of the AMI.

This study examines the relationship between seven predominantly large-scale, high-density, multi-family rental 40B developments and single-family house value in six communities in suburban Boston. Comparative house price indexes have been created for each development using hedonic modeling to determine whether home values decreased, stayed the same, or increased over time as the result of the 40B development. No effective differences were found between the home price indexes for the impact and control areas in all seven case studies. Property values of single-family homes adjacent to higher-density developments track values of homes that are not proximate to the high-density developments. The fear of relative decline

of nearby property values is not consistent with the empirical evidence.

The developments considered here were either "contentious" or "highly contentious." These categories relate (1) to the level of opposition the developments faced during the permitting process and (2) which entity granted the final permit decision: the town, Housing Appeals Committee, Superior Court, Appellate Court, or Supreme Judicial Court. These categories are used to show how the 40B process has been framed and re-framed over time.

The 40B process can be conceptualized in terms of three stages:

1. Introduction—The developer introduces a project to the town.
2. Debate—The permitting process negotiations and bargaining between the developer and municipality.
3. Resolution—Final permit decision.

The three-stage process emerged from our analysis of the highly contentious developments. We found that highly contentious projects often occur when towns are unprepared for new development. They either lack background for judging the costs and benefits to the town of the proposed development, or they simply do not want higher density development. Developers sometimes propose a project that may be larger than appropriate and are met with hostility. The permitting process puts the two parties at odds, setting the stage for a high-stakes, seemingly zero-sum game. In these highly contentious projects, the debate stage, which could be an opportunity for mutual revision of the development program, takes place with little negotiation or bargaining between developers and municipalities. Inevitably, it ends in a permit denial from the town. This denial leads to an extensive third stage with a long, expensive legal process. Fear of a protracted battle gives developers incentive to maximize project density in their initial proposals to compensate for anticipated extra costs, and the failure to resolve the question of density in earlier stages leaves towns with little leverage once the courts render the permit decision.

The approach to contentious developments approved as a result of 40B requirements has been reframed over time. Initially, the process was framed in such a way that resulted in a strictly dichotomous solution of receipt or non-receipt of a comprehensive permit. As a result of contentious projects, developers and towns began to re-frame how to proceed with Stage 2 of the 40B process by concluding that they could each have a better end result if they negotiated

and bargained during the permitting process. In these cases, the municipality ends up making the final permit decision in Stage 3 instead of forcing the developer to appeal the permit through the higher-stakes court system.

Non-contentious developments are possible but have been uncommon. In this report, only Littleton Green, a 24-unit age-restricted development, falls into this category. Because of the target population and small size, there was little community opposition to the development. Moreover, from the town's perspective, granting the comprehensive permit without intervention by state-level authorities who often restrict the scope of town behavior provided an opportunity for the town to negotiate for the incorporation of its own needs into the development program.

RESEARCH METHODOLOGY

This is the first study for Massachusetts of property values effects of multi-family affordable developments. We applied rigorous, state-of-the-art quantitative research methods to explore this issue as fully as possible.

We designed the research approach to focus on contentious and highly contentious development; our focus on numerous "worst-case" scenarios meant choosing developments that many would consider "most likely" to have negative impacts. The selected 40B mixed-income developments had to be: (1) located within the Boston metropolitan area, (2) permitted between the mid-1980s and 2000, (3) rental apartments, and (4) embedded in single-family residential neighborhood. This process identified a group of developments that are generally both larger and denser than the typical 40B development. It could be argued that most of the case studies are the types of developments that suburbanites fear most: the worst neighbor that one would hope to have. If there were ever projects expected to cause negative impacts on surrounding property values, it would be the large, dense developments examined in this study.

A crucial step in building the methodology was to identiy "impact areas" to use in the empirical analysis. How an impact area is defined is critical to achieving objective results. We carefully and conservatively drew impact area boundaries according to strict criteria, which resulted in impact areas that are almost exclusively abutters of the development. Impact area designation was done on a case by case basis; we did not simply apply a generic formula such as drawing a quarter- or half-mile radius around the development capturing all the homes in the

area. Our procedure included review of aerial photos, zoning maps, road maps, discussions with municipal officials, and site visits.

This study uses hedonic modeling techniques to create comparative sales price indexes for each impact area and its respective control area, defined as the remainder of single-family homes in a town. Implicit in hedonic modeling is the assumption that home buyers assign value to the individual characteristics that make up a house (e.g., size, number of bathrooms). Hedonic modeling is a statistical tool used to estimate the value of these structural attributes. Since home values change over time, our models also estimate effect of time on house value. This is allows us to use the hedonic results to price a typical house over time. We thus built and compared house price indexes for impact and control areas to determine if house prices were affected by the introduction of 40B developments.

CHAPTER 40B: A HISTORY, DESCRIPTION AND RESULTS

Massachusetts' Chapter 40B statute was written in 1969 partly in response to the form and consequence of twentieth-century suburbanization. Chapter 40B was "based on a remarkably early recognition by its proponents that exclusionary zoning practices, such as large minimum lot size requirements and bans on multi-family housing, play a significant role in driving up housing costs and causing the dominant spatial pattern of economic and racial segregation found in most metropolitan areas of the United States."[1] The law was intended to stem the tide of widespread income and recial segregation in Massachusetts by giving the state the authority to supercede local (suburban) exclusionary zoning regulations.

The 40B statute has two main objectives: housing production and household mobility. The production objective is to increase the supply of both affordable and multi-family housing in Massachusetts. The mobility objective is to provide opportunities for low- and moderate-income (particularly minority low-income) families to move out of the concentrated poverty of the inner city into suburban areas with increased educational and economic opportunities.

Specifically, General Law Chapter 40B "was enacted to provide expeditious relief from exclusionary local zoning by-laws and practices which might inhibit the construction of low and moderate income housing in the Commonwealth's cities and towns."[2] Pursuant to the statute, "a qualified builder wishing to build low or moderate income housing may file with a local board of

appeals an application for a comprehensive permit instead of filing separate applications with each local agency having jurisdiction over the project."[3] If a local zoning board denies an application for a comprehensive permit, the developer may appeal to the Housing Appeals Committee (HAC), and the HAC will review the decision "to determine whether the board's decision is reasonable and consistent with local needs."[4] The local zoning board has the burden of proving that the development will cause health, safety, environmental effects that outweigh the need for low and moderate income housing. If the HAC finds that the decision of the zoning board is not reasonable and consistent with local needs, it can direct the issuance of a comprehensive permit by the board. Chapter 40B is responsible for creating approximately 30,000 housing units to date, nearly 18,000 of which are privately owned rental housing units that are affordable to households earning at or below 80 percent of the AMI.[5]

HOUSING TRENDS

While the Boston area's population has been increasing, the number of housing units permitted annually in Massachusetts has declined significantly over the past few decades, from an average of 31,000 units per year during the 1970s to only 17,000 per year throughout the 1990s. Population and income growth and declining housing production are partly responsible for the recent major runup in housing prices and rents. Another contributory factor has been the constraints on land use throughout Boston's metropolitan area imposed by large lot single-family zoning in suburban communities.

The decline in permitting of multi-family housing is even more striking, dropping from an average of 14,000 per year in the 1970s to 1,300 per year for most of the 1990s.[6] Massachusetts ranked forty-seventh in the country in multi-family housing starts in 2002, in the same league as large rural states such as Wyoming and North Dakota with less than 10 percent of the population of Massachusetts.[7]

AFFORDABLE HOUSING TRENDS

A thorough assessment of housing affordability is the focus of a related project.[8] It is useful here, however, to note that the vast majority of Boston-area towns and cities have not met the ten percent requirement in the Chapter 40B legislation. (See Table 1.1.) Jurisdictions with low-

income neighborhoods dominate the "above 10%" group (Boston, Lawrence, Lowell, Springfield, and Worcester).

EXCLUSION AND OPPOSITION

Exclusionary zoning and local opposition in suburban communities have significantly hindered both market-rate and affordable multi-family housing production. Massachusetts has a strong tradition of home rule, and municipalities use exclusionary zoning practices such as large lot single-family zoning to effectively close the door to the suburbs for lower- and moderate income families.

Chapter 40B has been so contentious because it supercedes the control over the most significant power suburbs have—zoning. Residents resist 40B developments in their neighborhoods and expend considerable effort to block comprehensive permit applications.

The arguments presented in opposition to 40B developments are numerous and often pertain to traffic and congestion, architectural design and contextual sensitivity, property value, municipal budgeting, and environmental impacts. Many believe, however, that most citizen opposition can be distilled to a fear of neighborhood devaluation. Thus, residents are acting in what they believe to be the interest of wealth preservation by protecting the value of their homes—the asset that is most often the largest component of their investment portfolios.[10] This study examines whether this self-interest is well founded.

Table 1.1 Boston Area Municipalities Subsidized Housing Inventory

Boston Metropolitan Area Municipalities' Affordable Housing Share	Number of Municipalities	Percent
0-2.5%	24	15%
2.5-5.0%	69	45%
5.0-7.5%	33	21%
7.5-10.0%	16	10%
Above 10%	13	8%
Total	155	100%

Source: MA Dept of Housing and Community Development, Subsidized Housing Inventory, April 2002.

REPORT ORGANIZATION

In the following chapters we present our research methodology and empirically examine the impact of 40B developments on surrounding property values.

Chapter 2 describes the case selection process and identification of each impact area. Our treatment of these issues sets this study apart from most previous work.

Chapter 3 outlines the theoretical framework for using hedonic modeling and presents the specific econometric methodology used in this study.

Chapter 4 presents our empirical findings. We review the results of each case study by discussing the price indexes.

Notes

[1] Krefetz, Sharon Perlman. *The Impact and Evolution of the Massachusetts Comprehensive Permit and Zoning Appeals Act: Thirty Years of Experience with a State Legislative Effort to Overcome Exclusionary Zoning*, 22 Western New England Law Review, 2001.

[2] Stonefield, Sam. *Symposium: Affordable Housing in Suburbia: The Importance but Limited Power and Effectiveness of the State Override Tool*, 22 Western New England Law Review, 2001.

[3] *Zoning Board of Appeals of Greenfield v. Housing Appeals Committee*, 1983.

[4] *Zoning Board of Appeals of Wellesley v. Housing Appeals Committee*, 1982.

[5] *Ibid.*

[6] Heudorfer, Bonnie. *The Record on 40B: The Effectiveness of the Massachusetts Affordable Housing Zoning Law.* Citizens' Housing and Planning Association, June 2003.

[7] *Ibid.*

[8] Hindman, Matthew. "A worthy strategy for affordable housing," *The Boston Globe*, March 27, 2004.

[9] Boston Affordability Index forthcoming, May 2005.

[10] Fischel, William. *The Homevoter Hypothesis.* Cambridge, MA: Harvard University Press, 2001.

CHAPTER 2: CASE STUDIES: METHODOLOGY AND DESCRIPTION

The research methodology employed was designed to maximize the likelihood of finding a negative impact on single-family housing prices from large-scale rental developments. If negative impacts are not found for the cases studied here, it is highly unlikely that they would be found in other cases.

CASE SELECTION PROCESS

The case selection process began with an examination of developments having used Chapter 40B to obtain zoning relief. The Citizens' Housing and Planning Association (CHAPA), in their June 2003 report on the effectiveness of Chapter 40B, assembled a list of all 40B developments, totaling 491 projects. Table 2.1 is a compilation of summary statistics for the complete 40B project list. The mean project size is 58 units with a standard deviation of 60 units; the overwhelming majority of projects are 120 units or less in size. The median of the inventory list is a 37-unit project, and the most common sized project is only eight units.

This inventory of projects was broken down by a number of selection criteria to find an appropriate group of cases studies. First, only projects within the Boston metropolitan area[1] were eligible for the study. Second, the projects were required to have received their comprehensive

Table 2.1 Summary Statistics: Chapter 40B Developments

	Total Development Size
Mean	58
Median	37
Mode	8
Standard Deviation	60
Range	311
Minimum	1
Maximum	312
Count	491

permit and have been fully developed between the mid-1980s and 2000. This time frame was necessary to satisfy the data requirements for the analysis.[2] Third, we only examined multi-family rental developments, not homeownership, and projects that were mixed income. Fourth, we tried to select larger projects that were very dissimilar in size, bulk, form, and density from the surrounding community. Our intention here was to find developments with a high likelihood of engendering community opposition. We felt that these larger projects that were generally out of scale with surrounding housing would be the most likely to create a perception of negative externalities and subsequent property devaluation.

After applying these selection criteria to CHAPA's 40B inventory list, the number of possible projects to examine was significantly reduced. With this shortened list of developments, we then proceeded to identify the projects on GIS maps with data layers of streets, rivers, open space, zoning, and land use designations to assure that the developments were not located at the edge of the town and were sited in residential neighborhoods. Additionally, we used aerial photographs in order to obtain a better sense of whether projects were incorporated in residential neighborhoods or isolated. The results of this analysis were striking (but not surprising to anyone who has closely followed 40B): we found the overwhelming majority of the developments either placed at the edges of towns, or cut off from the community by large amounts of open space, interstate highways, high-tension power lines, rail corridors, and industrial and manufacturing uses.

Finally, we made site visits to all the potential projects that remained after the previous analysis was complete. This exercise was instrumental to determining whether or not a project was actually integrated with the community. We also met with planners, building inspectors, assessors, and GIS specialists in order to obtain a better sense of the neighborhood context for

Table 2.2 Summary Statistics: Subject Sites

	Total Development Size
Mean	198
Median	193
Mode	N/A
Standard Deviation	163
Range	501
Minimum	24
Maximum	525
Count	7

each of the developments. This phase of the case selection process was extremely important in determining the final list of projects for the study.

CASE STUDY SITES

We successfully identified seven mixed-income, multi-family developments that matched our criteria. Table 2.2 shows a compilation of the summary statistics for these developments. These seven projects have a median size of 193 units, and fall in a range from 24 units to 525 units. The mean size of the projects in the study is 198 units, and there is a large standard deviation of 163 units: our case projects vary substantially in size. The mean, median, standard deviation and range of our sample are all higher than the values for the entire group of 40B developments described above. This stems in part from treating each multi-phase project as a single large development.

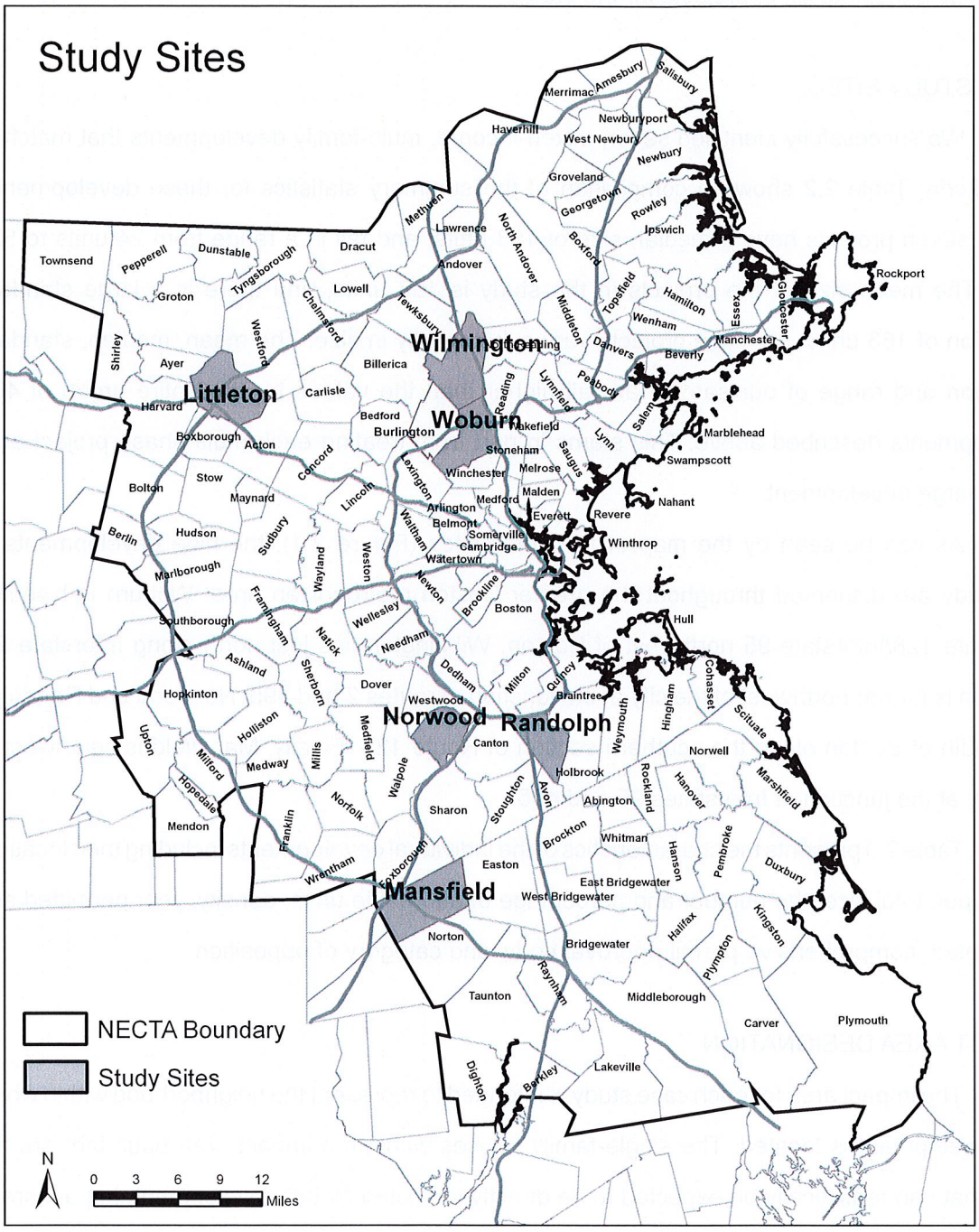
As can be seen by the map of the study sites (Figure 2.1), the nine developments in the study are dispersed throughout the greater Boston metropolitan area. Woburn is bisected by Route 128/Interstate 95 northwest of Boston. Wilmington lies just north along Interstate 93. Littleton is further northwest of the city at the junction of routes 2 and 495. Norwood and Randolph are south of Boston along the southern section of Route 128. Finally, Mansfield is southwest of the city at the junction of Interstates 95 and 495.

Table 2.3 presents the characteristics of the individual developments including their location, developer, total size, the number and percentage of affordable units, density, year permitted and completed, comprehensive permit approval body, and category of opposition.

IMPACT AREA DESIGNATION

The impact area for each case study is intended to represent the neighborhood within which the development is located. The single-family houses within the impact area boundary are the ones that can realistically be expected to be directly impacted by the development. Impact areas are designed to incorporate a continuous network of roads and social interaction while taking into account barriers such as geographic features and major infrastructure, zoning, and local political divisions such as school districts. A specific set of criteria were used to identify impact areas. For properties to be included in the impact area they must satisfy one of the following: (1) be direct

Figure 2.1 Map of Study Sites



abutters; (2) be part of a contiguous road network of primary and secondary streets radiating from the development site; (3) have a visual connection and direct line-of-sight to the development;

Table 2.3 Study Sites – Detailed Statistics

Development	Location	Developer	Total Units	Affordable Units	% Afford-able	Density (units/ acre)	Year Permit-ted	Year Com-pleted	Approval Body
Littleton Green	Littleton	Dementian Guschov	24	24	100%	10.0	1986	1987	Board of Appeals
Pond Side at Littleton	Littleton	First Littleton LP/State Street Development	90	32	35.6%	9.0	1987	1989	Mediation: ZBA, HAC, Developer
Mansfield Depot I/II	Mansfield	Keith Development	245	71	29.0%	16.6	1986 1987	1988 1989	Mediation: ZBA, HAC, Developer
Olde Derby Village	Norwood	Wilson Street Trust	193	35	25.2%	15.4	1985	1986	Superior Court
Liberty Place	Randolph	Liberty Place Associates	107	27	25.2%	9.2	1987	1989	Board of Appeals
Avalon Oaks	Wilmington	AvalonBay[1]	204	41	20.1%	9.1	1997	1999	MA Appeals Court
Kimball Court Apartments (I, II, III)	Woburn	Joseph Mullins	525	127	24.2%	19.3	1985 1989 1999	1988 1990 2002	MA Appeals Court

1. Initial permit request initiated by Wilmington Arboretum.

or (4) be adjacent to open space connections, via playing fields and dedicated walking or bike paths. These criteria define an area where all neighbors potentially experience a perception of an imposing new higher-density development.

Ultimately, impact areas were determined on a case-by-case basis. It would have been highly inappropriate to apply a generic test such as drawing an arbitrary distance radius around the development capturing all the homes in the area. Our decisions were informed by analyses of GIS maps, zoning, aerial photographs, road atlases, and site visits. Most importantly, we held discussions with local municipal officials such as planners, building inspectors, tax assessors, GIS specialists, and town managers in order to gain their perspective of neighborhood impact by each 40B development. In almost every case these discussions reduced the size of our preliminary impact area. This study's careful and conservative treatment of the impact area limited its boundary to slightly beyond the direct abutters of each development. Figure 2.2 shows photographs of the impact areas for three of the case studies. As can be seen in the photographs, all of these homes have direct site lines to the developments and the projects are wholly embedded in single-family home neighborhoods.

Studies examining the relationship between affordable housing and residential property

Figure 2.2 Impact Area Photographs

Top L- View from Kimball Court Apartments, Top R View from Avalon Oaks, Bottom R- Avalon Oaks, looking out on neighborhood

value that have been conducted elsewhere in the U.S. define the impact areas as contiguous neighborhood fabrics ranging from 500 feet to one-half mile from the site in question.[3] These definitions are not readily adaptable to our study. These previous studies examined much more densely developed neighborhood areas. Urban neighborhood boundaries are rarely clearly delineated, as locations several blocks from a subject site may still maintain strong visual sight lines and social connections to the site. Well-connected urban neighborhoods allow the relative feeling of proximity to extend farther away from an impact site than in suburban Boston, where impact areas dissolve quickly due to large-lot zoning and irregular street patterns.

CONTROL AREAS

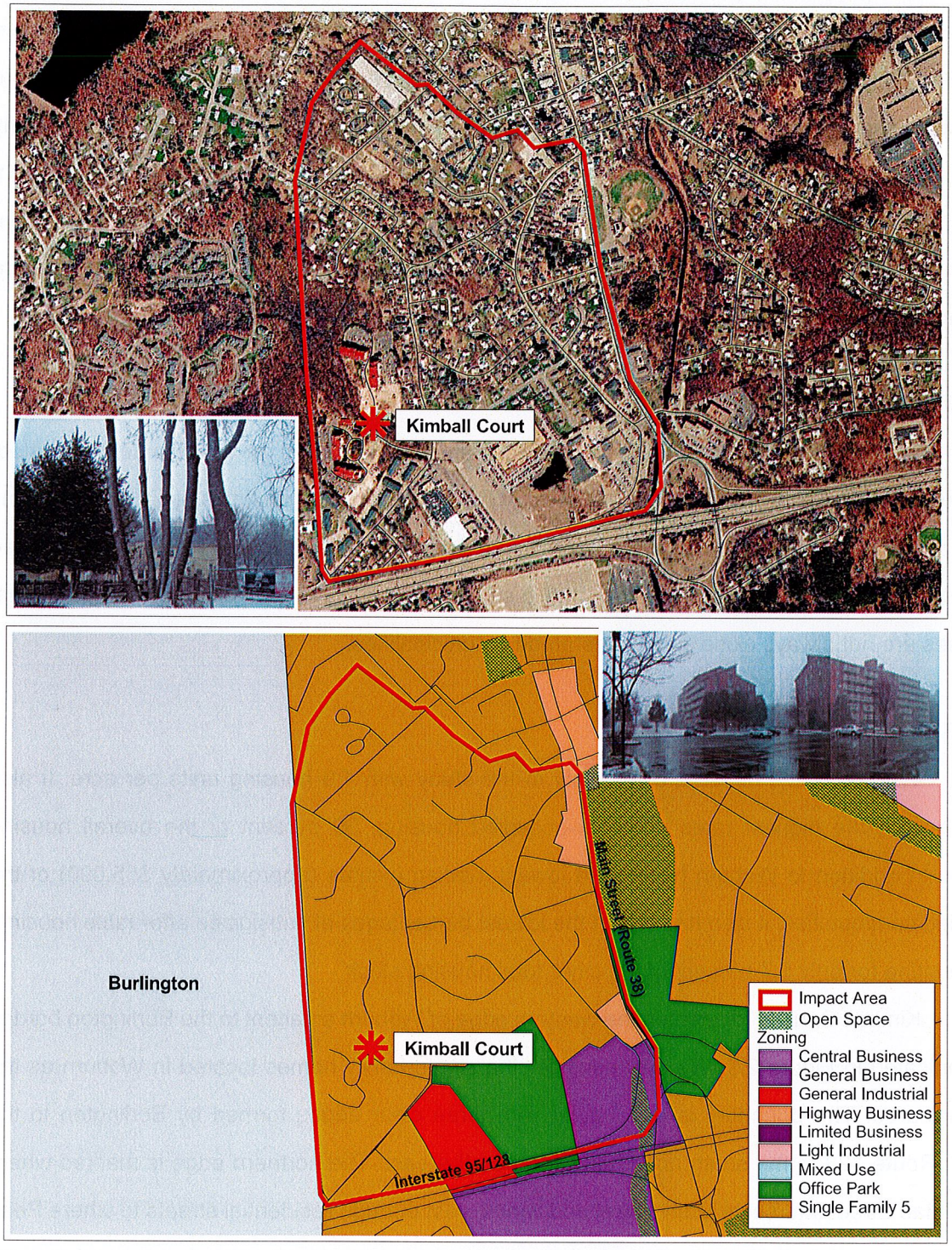
This study defines the control area as the municipality in which the development is located. All but one development examined in this study are located in municipalities organized as towns with a public-meeting form of government. The strong allegiance to home rule and the marked differences in the range and quality of public services provided by each municipality imply that houses are not always close substitutes among municipalities.

WOBURN

Woburn is the densest community in the study with 1.9 housing units per acre. It also has one of the highest rates of renter-occupied housing, 39 percent of the overall housing stock. In addition to Woburn having the lowest median income (approximately $55,000) of the studied communities, it also has one of the lowest percentages of subsidized affordable housing, accounting for only 5.7 percent of the city's total housing stock.

Kimball Court is located on the western edge of Woburn adjacent to the Burlington border, as indicated in Figure 2.3. We only consider the single-family homes located in Woburn as the impact area. The boundary is rectangular with three clear edges formed by Burlington to the west, Route 128 to the south and Main Street on the east. The northern edge is marked where Merrimac Street intersects Main Street and winds west through residential streets to where Pearl Street crosses into Burlington. The Kimball Court impact area is one of the largest in the study, in part because the development is so dominating that its presence radiates deeply into the residential neighborhood. In fact, the *Boston Business Journal* lists Kimball Court as the sixth

Figure 2.3



Source: MassGIS Vector and Image Data

largest apartment complex in Massachusetts, with 525 units in the first three phases.

Figure 2.3 shows an aerial photograph and zoning map of the impact area and surrounding neighborhood. Most of the open space adjacent to the development provides a buffer only to Burlington; Woburn residents face a sharp boundary with little or no transition. The topography of the impact area slopes from the north and east toward Kimball Court. The grade affords houses close to Main Street and farther north clear site lines of the seven-story buildings. The photographs clearly depict the mismatch between the form and scale of Kimball Court and neighboring single-family homes. The zoning map reinforces the point that Kimball Court is an island amid a single-family district. There are other non-residential uses to the south facing I-95/Route 128, but Kimball Court penetrates into the neighborhood as opposed to remaining on the periphery.

Kimball Court's density is 19.34 units per acre, by far the densest development in the study and over ten times more dense than Woburn's average density of 1.9 units per acre. This was likely the cause of some resident opposition.

In the case of Kimball Court, there was significant resistance to the development from the beginning. Kimball Court's developer, Joseph Mullins, properly filed a complete application for a comprehensive permit on October 6, 1983. The Woburn Zoning Board of Appeals (ZBA) issued a denial of the comprehensive permit on December 14, 1983, after having failed to hold a public hearing within 30 days of receipt of the application and inadequately advertising the December meeting at which a vote was held.

The board based its decision to deny the permit based on its inconsistency with local needs and that the proposed development "would have an adverse effect on the health and safety, not the occupants of the proposed housing but the residents in general."[4] Additional concerns cited by the ZBA were drainage, flooding, inadequate water pressure, and that the access road to the site was unsafe. In short, the board believed that the development would have a "deleterious effect" on the health and safety of town residents.

In October of 1984, the Superior Court decided in favor of granting the permit to Kimball Court primarily because the Woburn Board of Appeals failed to act within the statutory time period. According to a previous court decision, the Chapter 40B was enacted "to provide *expeditious* relief from exclusionary local zoning by-laws and practices which might inhibit construction of low and moderate income housing in the Commonwealth's cities and towns."[5] [Authors' emphasis]

Additionally, the Superior Court found that proper notice was not given for the public hearing; the notices were late and were not posted in the appropriate locations.

Proper notice is designed to promote the general welfare of the community and give citizens the chance to voice questions, concerns, or support for projects. The ruling stated that the decision granting of the permit to Kimball Court was not based on a technicality of the statute, "but a legislative and jurisdictional policy that citizens in the town are entitled to notice and the opportunity to be heard and that this policy [would] be strictly enforced."

On May 24, 1985, the Massachusetts Appeals Court affirmed the decision of the Superior Court and in doing so ordered the issuance of the comprehensive permit for Kimball Court Apartments. Subsequently, the second and third phases of the Kimball Court apartments were both approved by the Woburn Board of Appeals, in 1989 and 1999 respectively, without significant opposition.

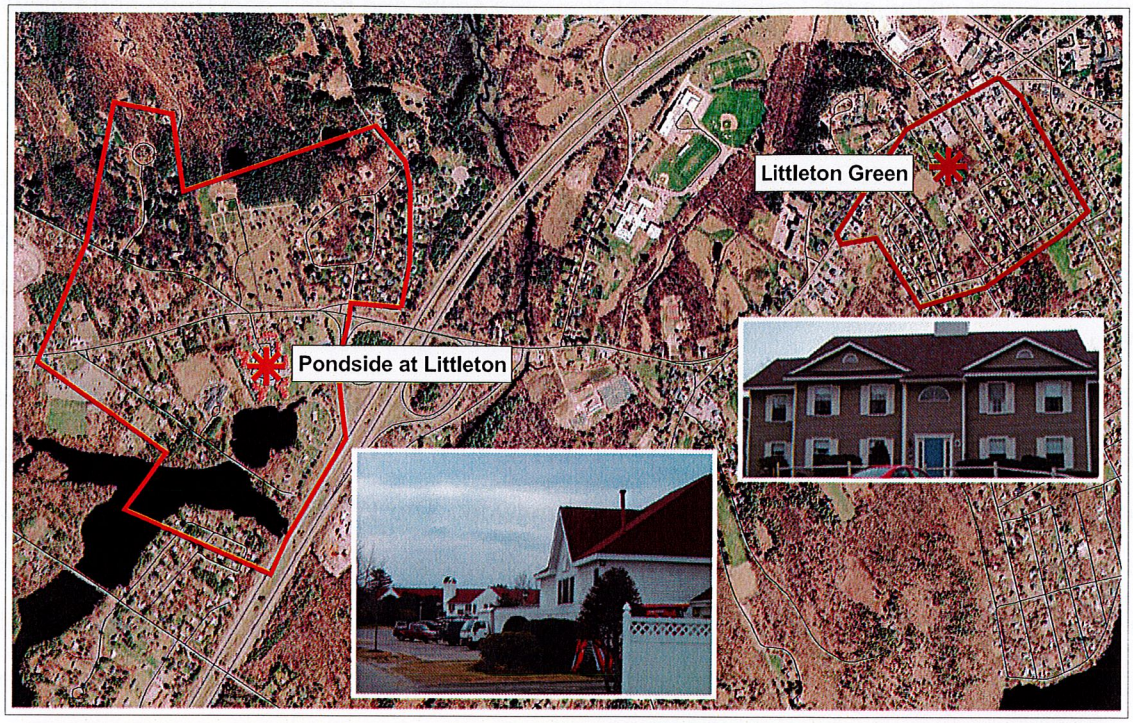
LITTLETON

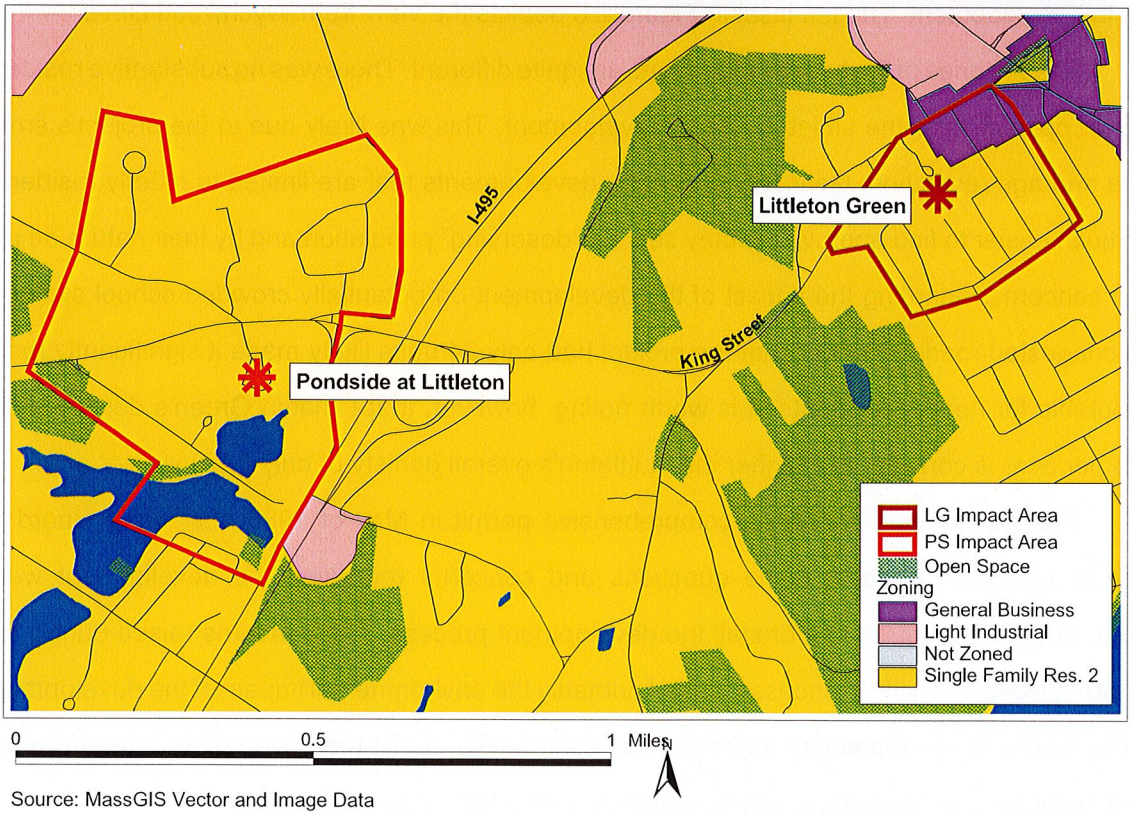
This study evaluates two 40B developments located in the town of Littleton. Each development has an independent impact area. The two developments received comprehensive permit approval in successive years. The analysis periods for the two impact areas overlap, and in an effort to better isolate the influences of the two 40B developments a single control area is used. The control area includes all single-family homes in the town of Littleton minus the homes in the two impact areas.

Figure 2.4 shows the extents of both impact areas. Pond Side and Littleton Green are located relatively close to one another, but not close enough to be considered part of the same residential neighborhood. In addition to distance, they are separated by I-495. Both developments are surrounded by single-family residences: Littleton Green is embedded in relatively dense, contiguous neighborhood, and Pond Side is in the middle of a looser, diffuse residential area. Littleton Green is a 24-unit, 100-percent affordable elderly housing development made up of three buildings with eight one-bedroom units per building. Pond Side is larger, with 90 units. Although 90 units is still relatively small, Littleton's entire housing supply is only slightly more than 3,000 units. Pond Side alone therefore represented a 3 percent increase in Littleton's housing stock.

The impact area surrounding the Littleton Green development is compact and shaped like a square. The development is situated close to the center of the impact area and the majority of

Figure 2.4





Source: MassGIS Vector and Image Data

houses in the area are abutters. The boundary is defined by King Street (Route 2A) to the north, Goldsmith Street on the east, Lochslea Street along the south and both Edsel Road and Baldwin Hill Road on the west. All the properties in the impact area are part a tight road network and have sight lines to Littleton Green.

The Pond Side 40B is also located on King Street, a few miles west of Littleton Green. Pond Side's impact area is more spread out and the surrounding land use pattern is dispersed. There are few direct abutters, but the lay of the land combined with the orientation of the site plan make the project very visible. All the houses on Mill Street and those contained by the triangle of Mill Street, King Street and Interstate 495 are considered abutters. Homes on Pleasant Street have a clear view of Pond Side across mill pond, and as such are considered to be impacted even though they are outside of the contiguous street network. The Wychwood Drive neighborhood and the homes off of New Estate Drive are on the opposite side of the busy King Street. These two streets, and their tributary roads, are included in the impact area because they connect with King Street across from the only entrance to Pond Side: so neighbors are constantly confronted with the development. The left inset in Figure 2.6 depicts the view from Wychwood Drive.

The histories of the two developments are quite different. There was no substantive resident or town opposition to the Littleton Green development. This was likely due to the project's small scale and age restriction. Generally speaking, developments that are limited to elderly residents are much easier to find approval as they serve a "deserving" population and by their nature do not raise concerns regarding the impact of the development on potentially crowded school systems and congested roads. The fact that the project had only 24 units likely made it significantly more acceptable for nearby residents. It is worth noting, however, that Littleton Green's density of 10 units per acre is considerably higher than Littleton's overall denisty of only 0.3 units per acre.

The project was granted a comprehensive permit in May of 1986 after three Board of Appeals hearings at which some questions and concerns regarding the development were raised, but not enough to halt or stall the development process. The concerns raised during the comprehensive permitting process focused primarily the environmental impact of the development on the surrounding community. Even without controversy, it still took over six months from the initial application submission to get final approval from the Board of Appeals.

The story of the approvals process for Pond Side is unique among the case studies in that

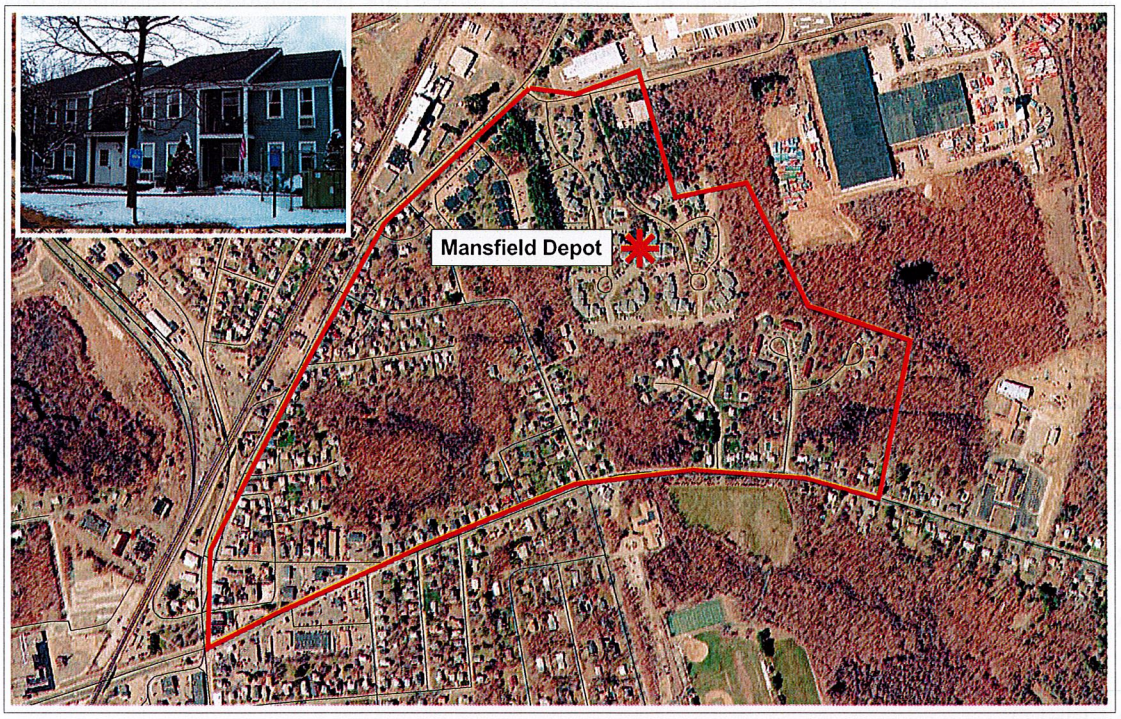
it was a case in which local residents felt that the developer was taking advantage of the town's lack of affordable units to push through an unwanted market-rate development that would have otherwise been rejected by the zoning board. Pondside was proposed shortly after the town had approved three other comprehensive permits, one of which was Littleton Green, and the town was feeling inundated with permit applications. This led the Planning Board to argue that "the Board of Appeals ha[d] granted such permits in the past and a project which only has twenty percent subsidized units is greatly lacking and is not a legitimate override of the zoning." At a subsequent hearing, a member of the ZBA commented that he didn't think the town "would swallow seventy-five percent not subsidized" housing. In short, because Littleton was quite close to meeting the state-mandated 10 percent affordable threshhold, the town wanted to encourage more affordable housing so that it would be released from its obligation to grant comprehensive permits to non-conforming development projects. Pondside's permit application was originally denied by the ZBA, but it was ultimately granted after mediation sessions overseen by the HAC in April 1987.

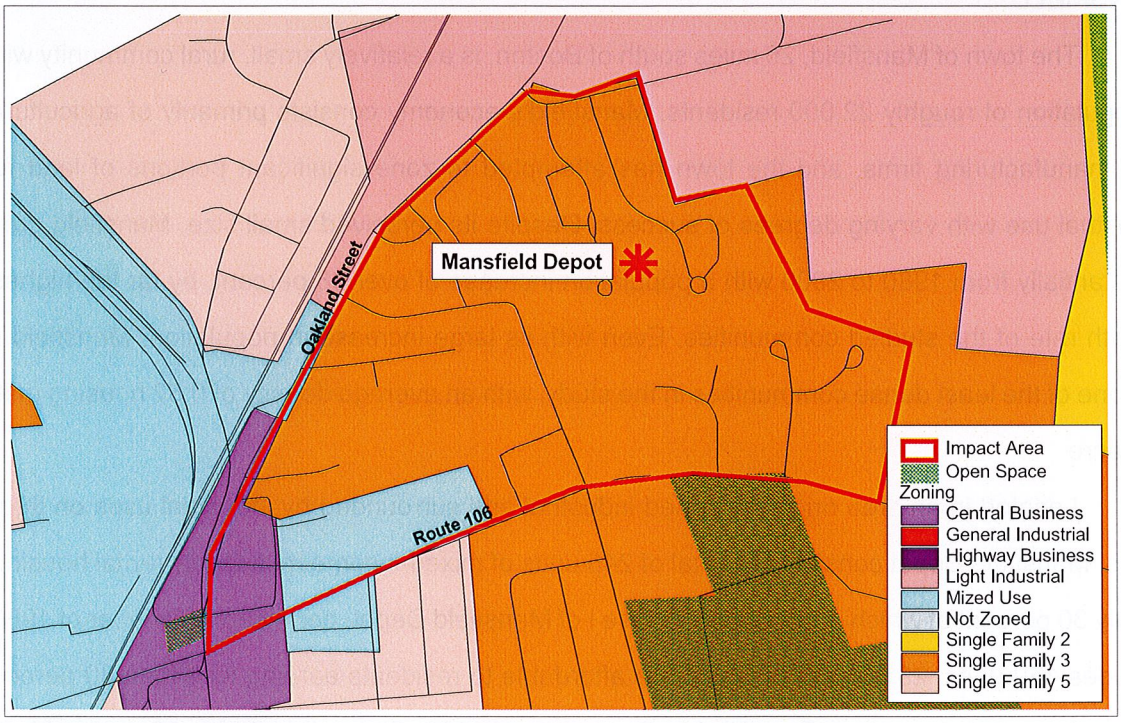
MANSFIELD

The town of Mansfield, 26 miles south of Boston, is a relatively small, rural community with a population of roughly 22,000 residents. Mansfield's economy consists primarily of agricultural and manufacturing firms, and the town has attempted to zone significant portions of land for industrial use with varying degrees of success. Despite its perceived small size, Mansfield grew substantially from 1980 to 2000 with a population increase of over 66 percent, by far the highest growth rate of the studied communities. Even with its large increase in population, Mansfield is still one of the least dense communities in the study, with an average density of 0.62 housing units per acre.

Located in an area originally zoned industrial and surrounded by industrial uses on three sides, Mansfield Depot consists of a total of 245 units of mixed-income multifamily rental housing, nearly 30 percent of which is affordable. Phase I of Mansfield Depot, permitted in October of 1986, includes 150 units, 25 percent of which are affordable to residents earning less than 80 percent of the area median income. Permitted in December of 1987, Phase II includes 95 units with 35 percent of the units affordable. The units in both phases have a comparatively large number of family-sized units, with 63 three- and four-bedroom apartments. Mansfield Depot consists of

Figure 2.5





Source: MassGIS Vector and Image Data

primarily two and three story buildings and provides a number of services for residents including on-site child care, an exercise room, club house, sauna, and playground. The entire development was completed in July 1989.

Mansfield Depot is located close to the Foxborough border just north of the thickly-settled town center. The impact area is triangular shaped with two long sides formed by Oakland Street on the west and Route 106 on the south. The eastern border captures two residential cul-de-sacs before connecting back with Mansfield Depot to the north. The development is surrounded by forest. Because of the open space, there are not many single-family abutters and no contiguous road network. The project footprint is large and many of the buildings are visible from adjacent properties. The inset in Figure 2.5 shows the size of a typical building in the development. A formal bike and walking path extends from the south west corner of Mansfield Depot through the wood behind many houses to the playing fields and elementary school south of Route 106. The bike and walking path strengthens the development's connection to its neighbors. The actual extent of the impact was established after consulting the Director of Planning and building department officials.

A ZBA hearing regarding the proposed comprehensive permit was held on May 22, 1986. The Mansfield Housing Authority offered "complete support" for the project, citing the need for low-cost rental housing "in a town that is experiencing a great deal of growth." At the time there were 300 applicants on MHA waiting list. The planning board, on the other hand, was not as supportive of the project; in their memorandum to the ZBA, they noted a number of concerns regarding the proposed development, including drainage, site lighting, means of access, sidewalks, and safety concerns regarding residential development in an industrial zone. The Industrial Development Commission commented that they did not oppose the project, "however, it is *not* the best use of our industrial land" [emphasis in original].

The ZBA's denial of the comprehensive permit was filed in July 1986 after another hearing. According to the decision, the permit was denied for a number of reasons, including that the "applicant did not present a convincing case that the Town of Mansfield hampers the construction of low or moderate income housing." Additionally, since the project site was located in an industrial zoned area, the "Board felt that this was not the best use of the industrial land and the project may be incompatible with industrial uses." Concerns regarding deflated property values in the

surrounding industrial area were also specifically raised in the ZBA decision: "This concern was also voiced by industrial abutters who are concerned it may depreciate industrial land values and limit the further development of the Ryan and Elliot Industrial Park." Additional concerns regarding whether or not the developer had properly searched for property in multi-family residential zones, traffic, drainage, flooding, access roads, accessibility, and proximity to amenities and services were also raised.

Following an appeal to the HAC, the ZBA and developer reached a settlement agreement in October of 1986 with a number of conditions, including construction of a secondary access, fencing, suitable drainage, sidewalks, and a school bus shelter.

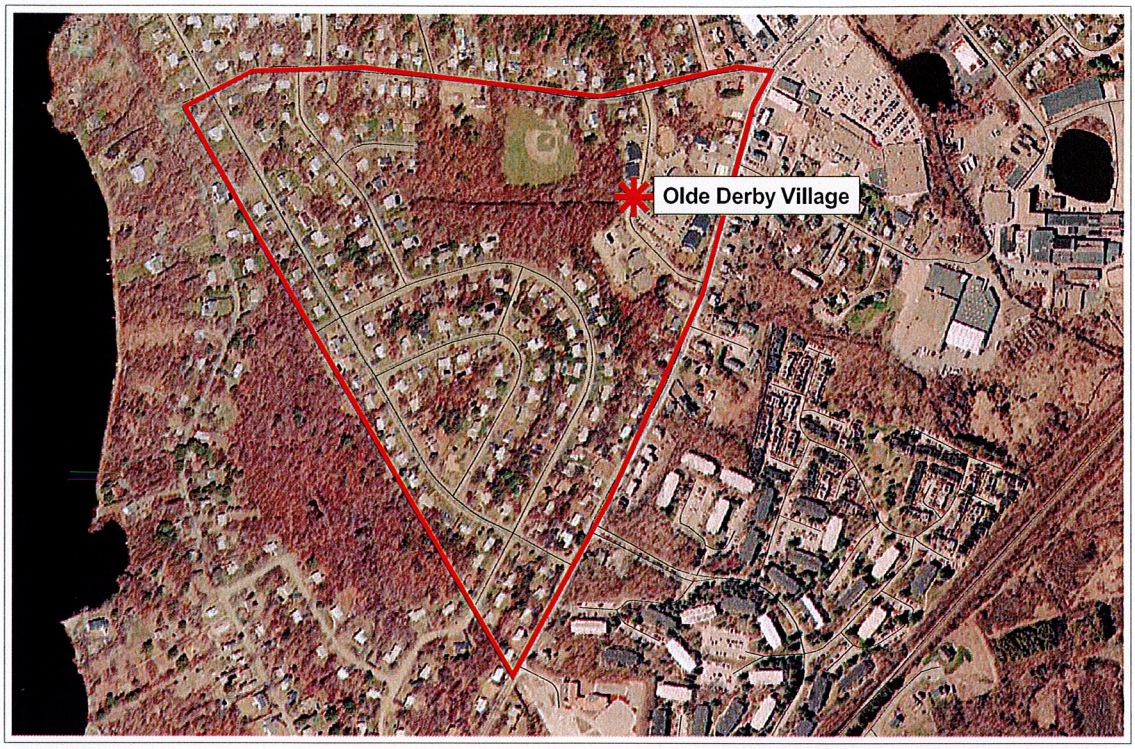
As with the first phase of Mansfield Depot, the second phase had the support of the Mansfield Housing Authority but was opposed by the planning board. At the hearing, a letter was entered into the record from an abutter who was opposed to the first phase, but was now writing in support of Phase II stating that the "developer of the complex has been a good neighbor, and we are working together to maximize the positive aspects of this development and to minimize any negative effects. If I can in some way assist some people who are less advantaged in this town and in this region through this letter, then I will be most pleased." The second phase was approved in December 1987 subject to certain conditions including maintaining 35 percent of the units affordable in perpetuity.

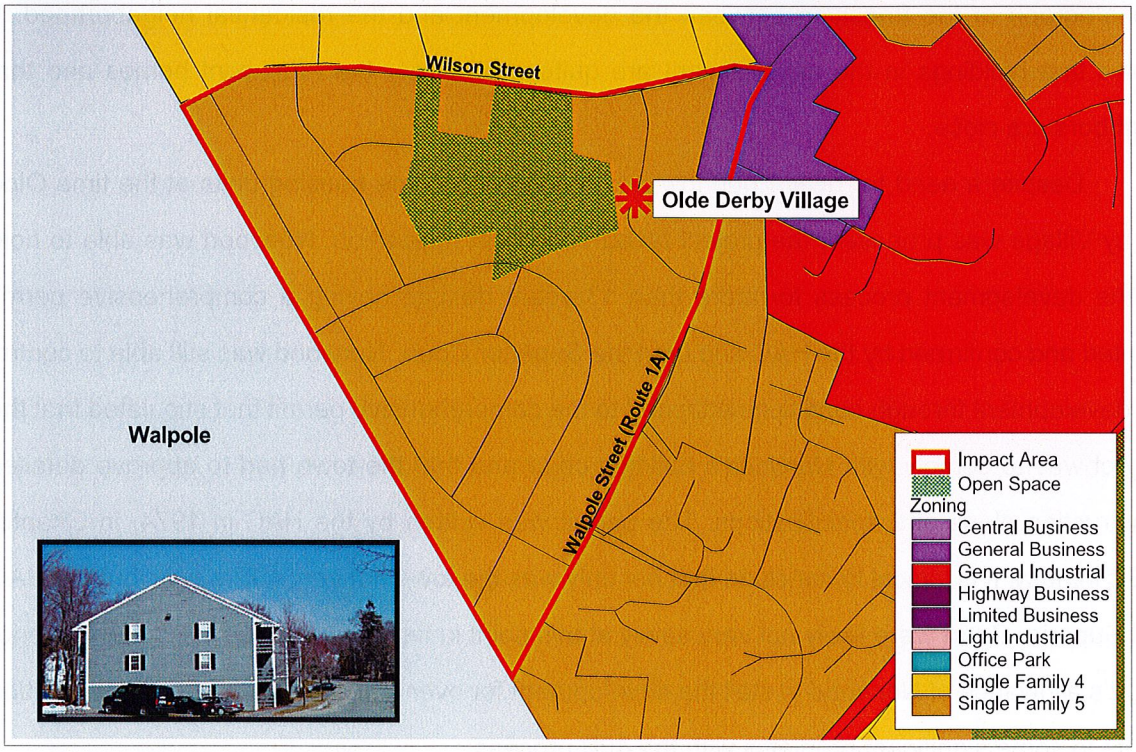
NORWOOD

The Town of Norwood, 14 miles south of Boston, is an economically diverse community consisting of manufacturing, suburban residential, and retail trade centers. With a population of nearly 30,000 residents, it has one of the highest densities in the study with 1.78 housing units per acre. From 1980 to 2000, Norwood's population decreased by 3.8 percent. It also has a comparatively low fraction of affordable housing, 5.4 percent of the total housing stock, the lowest percentage of the communities in the study. On the other hand, the town has the highest ratio of renter-occupied housing in the study, at 43 percent. Interestingly, Norwood also has the largest percentage of homeowners without a mortgage—36 percent—in the study.

Olde Derby Village, previously known as Countryside Village and Wilson Street, consists of 139 units, 35 of which (25 percent) are designated affordable. The development is made up of

Figure 2.6





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Source: MassGIS Vector and Image Data

six buildings and is centrally located within Norwood, close to public amenities such as schools, churches, playgrounds, and the public library. The project is relatively dense with 15.4 units per acre on a nine acre site.

The impact area surrounding the Olde Derby Village 40B development is shaped like an equilateral triangle. Olde Derby Village occupies the eastern point of the triangle. The impact area is contained by three streets: Wilson on the north, Garden Parkway to the southwest and Walpole Street to the southeast. Houses located on both sides of these boundary streets are considered in the impact area. The area is not defined by an interconnected street network, but all the single-family houses are nearby and many are abutters.

Figure 2.6 depicts the relationship of Olde Derby Village to the surrounding area. Walpole Street is a major thoroughfare that separates the impact area. The development mediates between the adjacent commercial and industrial uses to the east and the isolated single-family district. Olde Derby Village is situated on a small hill, with building terraced up the hill. The site elevation increases the development's visibility to residential neighbors. Figure 2.6 also includes a photograph of the transition between the development and the residential neighborhood. It shows that buildings in the development are quite a bit larger than adjacent homes and that neighbors are close.

Despite a need for over 1,000 low and moderate income housing units at the time Olde Derby Village was proposed, the project faced vehement opposition. Norwood was able to hold up the development process for more than 13 years despite having a comprehensive permit granted and confirmed by the HAC and then the Superior Court. Norwood was still able to control the development through conditions attached to the comprehensive permit that stipulated that the project was to comply with Norwood's building code and that the town had to approve detailed construction plans and specifications. The permit was written by the HAC in 1974, in Chapter 40B's infancy. It is logical to conclude that not only was the town not very 40B-savvy, but the HAC and Superior Court were likely not very savvy at this point in time as well. The HAC and Superior Court's allowance of Norwood to stall the development for over a decade without any intervention points to some significant problems with the 40B process.

Among the reasons for opposing Olde Derby Village noted in the Superior Court documents were health and safety hazards, traffic, drainage, school impact, and water supply issues, as

cited by the Board of Appeals, School Committee, Planning Board, and the Board of Health. *The Patriot Ledger* at the time, however, indicated that what town residents really cared about, first and foremost, was stopping the project from happening and that they were seeking every possible option for complaint to get rid of the project.

RANDOLPH

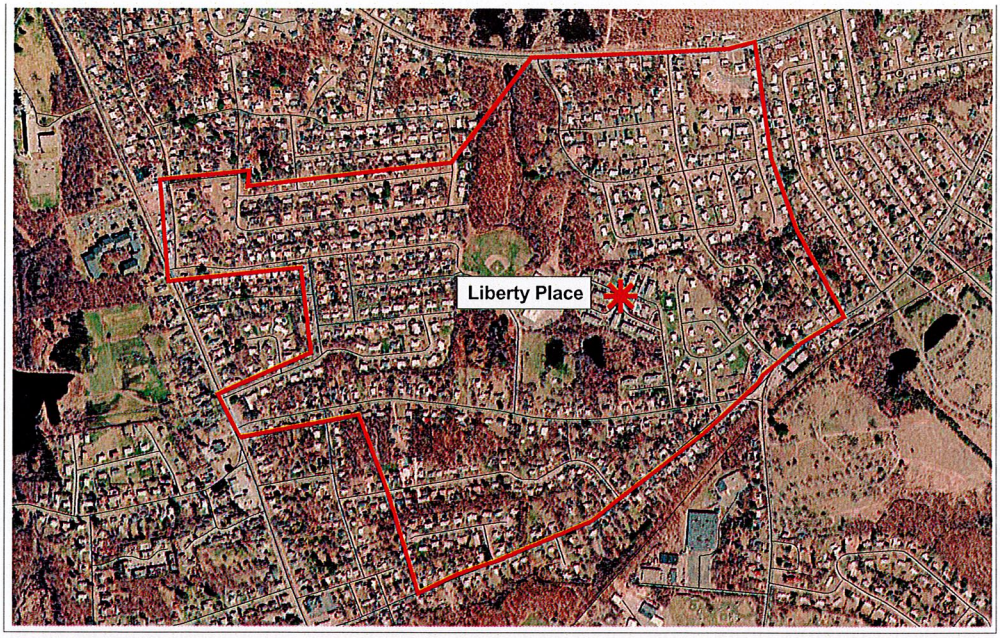
Randolph is an economically and ethnically diverse community located 15 miles south of Boston. The town has a population of 31,000, and is the most ethnically diverse community. It has a population that is approximately 62 percent white, with 23 percent and 11 percent of residents African American and Asian, respectively. In addition to being the most diverse of the studied communities, Randolph is also one of the densest communities in the study with nearly 1.8 housing units per acre. The housing stock is largely owner-occupied with only 28 percent rental-occupied housing units. The town also has a relatively small percentage of subsidized affordable housing at 5.7 percent of the total housing stock.

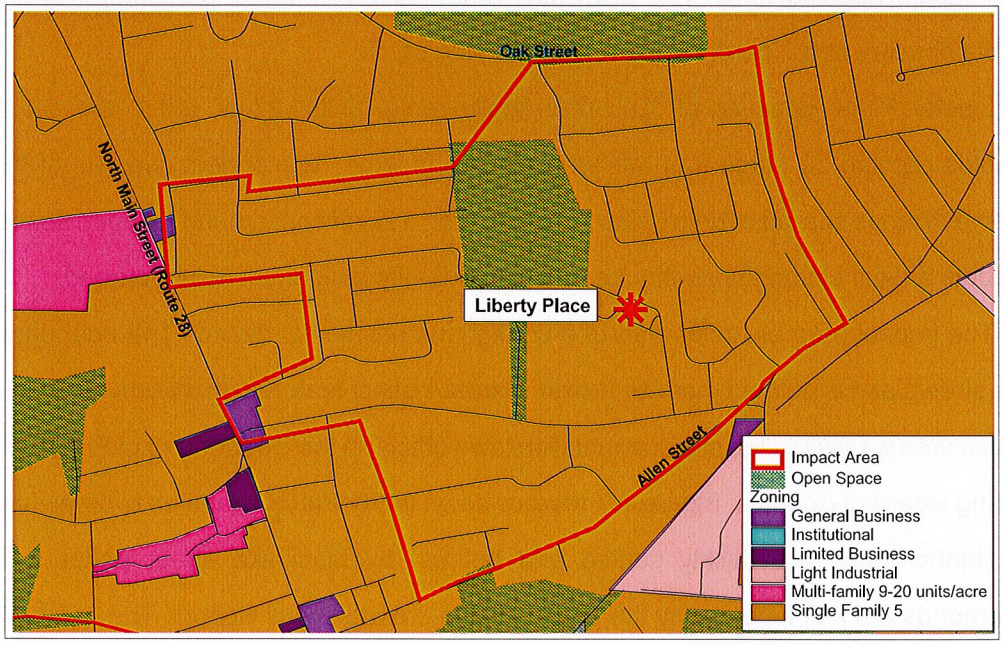
Liberty Place consists of 107 multi-family rental units, 27 of which are set aside for households earning 50 percent of the area median income. The project consists of three- and four-story buildings spread over the site surrounded by a significant amount of open space. Liberty Place abuts a local elementary school and a single-family residential neighborhood.

The impact area encircles part of a contiguous residential district. The boundary weaves through streets and is defined more by proximity than distinct features. In determining the extent of the impact area we visited the site and met with town official in the Department of Public Works and the Zoning Board of Appeals. Figure 2.7 reveals how Liberty Place straddles two neighborhoods. Both neighborhoods are thickly settled and defined by block-like street patterns. The two neighborhoods are knit together by the playing fields around Lyons School. The neighborhood to the west is connected to secondary roads and the playing fields. The fields create site lines to the project and a conduit for residents of Liberty Place to enter the neighborhood. Many of the homes in the eastern neighborhood are abutters of Liberty Place. The development is located on a rise making it more visible to these residents.

The comprehensive permit for the Liberty Place development was ultimately approved by the Randolph Zoning Board of Appeals in July of 1987, but not without an extensive and often

Figure 2.7





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Source: MassGIS Vector and Image Data

MIT CENTER FOR REAL ESTATE HOUSING AFFORDABILITY INITIATIVE

controversial four-month public hearing process. Throughout the permitting process, residents, ZBA members, and other municipal officials strongly opposed the proposed development for many reasons, with property value concerns among the long list. However, in the end, the town did approve the comprehensive permit in a relatively short time frame and was able to negotiate with the developer for a 12 percent decrease in project size, maintenance of affordable units in perpetuity, and major changes in the site plan including reducing the number of buildings, increasing setbacks, and incorporating more green space.

WILMINGTON

Wilmington is a suburban industrial town 15 miles north of Boston. The town's population grew by more than 21 percent between 1990 and 2000, and currently has approximately 21,000 residents. Despite this population growth, Wilmington's density is only 0.65 housing units per acre—relatively low in comparison to the other communities in the study. The town's housing stock is primarily owner-occupied, with more than 90 percent homeownership in the study. Wilmington is also one of the least diverse communities in the study, with only 4 percent of its residents identified as non-white in the 2000 census.

Completed in 1999, Avalon Oaks, a 204-unit, garden-style apartment development (including 41 affordable units), is the most recent project examined in this study. The project includes a community center, an outdoor swimming pool, and a small playground. Consisting of primarily two- and three-bedroom units, the development is spread across eight three-story walk-up buildings. With 20 percent of the units set aside for households earning at or below 50 percent of the AMI, Avalon Oaks has the lowest percentage of affordable units in the study.

Avalon Oaks is located in the north east quadrant of the municipality, away from downtown. It is situated adjacent to an exit for Interstate Highway 93. The impact area is primarily comprised of a contiguous and clearly defined residential neighborhood to the west. Abutters to the east and single-family houses south of the elementary school are also included. We set the impact area after discussions with town officials in the planning and building departments.

Like the Kimball Court development in Woburn, Avalon Oaks is built directly in the backyard of many abutters. Figure 2.8 is a photograph taken from the side yard of an abutter in the neighborhood to the east. The portion of Avalon Oaks that faces this neighborhood is

not as overwhelming as in Woburn. The scope of the development is out of proportion with the surrounding land use pattern (see figure 2.8), but the site planning and context sensitive design effectively mitigates the bulk and density. The development is split into two sections. A northern portion clusters larger buildings close to I-93 and away from residents. The other section stretches smaller buildings along a curvilinear road parallel to the adjacent neighborhood.

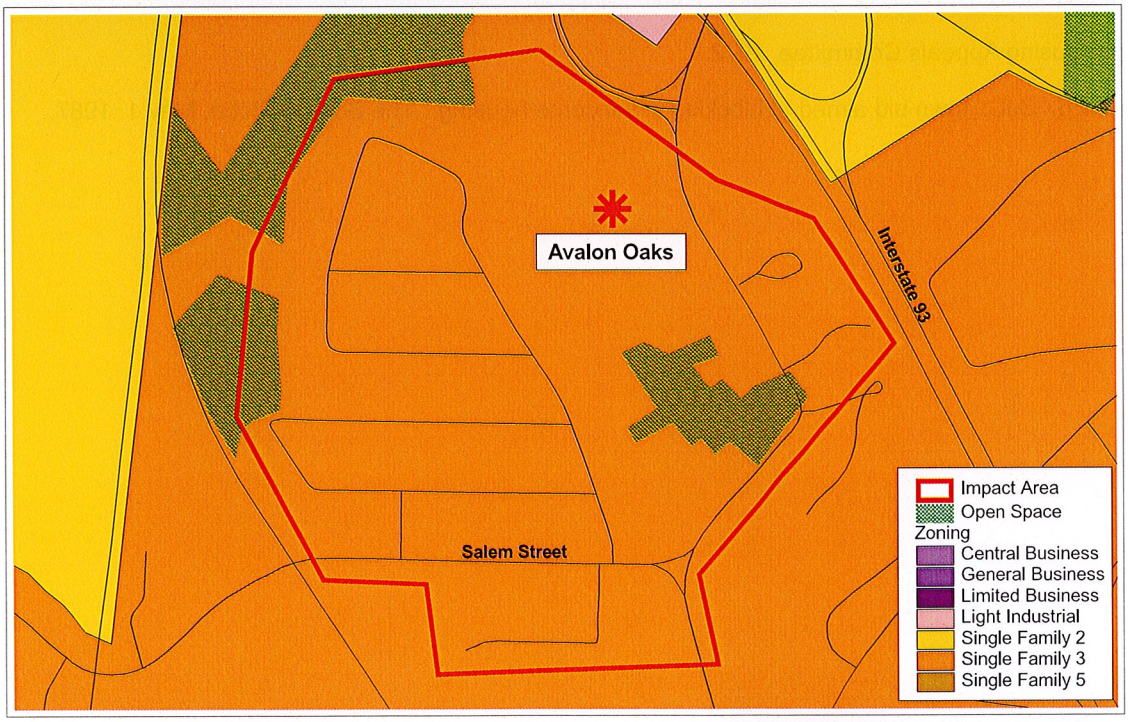
Avalon Oaks in Wilmington was also a highly contested project during its first iteration in the late 1980s. The site was initially proposed for the Wilmington Arboretum development in 1987, but the town denied the comprehensive permit, and the decision was appealed to the HAC. The HAC ordered the granting of the permit, but Wilmington appealed the decision first to the Superior Court and then to the Massachusetts Appeals Court. The comprehensive permit was decisively granted by the Appellate Court in September of 1995.

During the eight-year court battle with Wilmington, the original developer of the property, Wilmington Arboretum Associates, went bankrupt and was forced to transfer the rights to develop the site to its mortgagee in 1992. The mortgagee oversaw the appeals process through to the Appellate Court decision in 1995. In 1996, Avalon Bay Communities purchased the site and requested a transfer of the same comprehensive permit. The Wilmington Board of Appeals granted the transfer but held all of the requirements and conditions of the initial permit the same, including an identical number of housing units and affordability requirements.

It is interesting that the Avalon Oaks project was not nearly as controversial as the initial proposal for Wilmington Arboretum. According to Wilmington's director of planning and conservation, one of the reasons for this was that the new developer "sat down with the town and redesigned the project." The project became an "an entirely different animal from what people typically imagine when they think of affordable housing." Not only was Wilmington able to at least contribute to the design (if not the overall density) of the project, the project itself evolved from what residents originally perceived as a large affordable housing development to a well-designed market rate project with a percentage of affordable housing. Even with the redesign and change in perception about the anticipated residents, Avalon Oaks' density of 9.1 units per acre is 14 times more dense than Wilmington's average.

The analysis period starts when Avalon Bay took control and ends in the year the development was occupied.

Figure 2.8



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Source: MassGIS Vector and Image Data

Notes

[1] As described in the introductory chapter, the Boston Metropolitan Area for the purposes of this study is defined as the 155 Massachusetts cities and towns in the Boston-Cambridge-Quincy New England Metropolitan City and Town Area (NECTA) Census designation.

[2] For this study we obtained every single-family home sale recorded between1982 and 2003. We wanted to have data for a few years prior to the granting of the comprehensive permit and several years after the development was complete to establish long and continuous price indexes.

[3] Lyons and Loveridge, (1993) use ¼ and ½ mile; Galster, Tatian, and Smith (1999) and Galster, Tatian, and Smith (2001) use distance intervals from 500 feet to 2,000 feet; Lee, Culhane, and Wachter (1999) use ¼ and ½ mile.

[4] Muller, Carol J. Letter to the Housing Appeals Committee from the Woburn City Solicitor, dated January 12, 1984.

[5] Zoning Board of Appeals of Greenfield v. Housing Appeals Committee, 1983; Board of Appeals of Hanover v. Housing Appeals Committee, 1973.

[6] Quill, Ed. "SJC: Town bid aimed at blocking low-income housing," The Boston Globe, May 1, 1987.

CHAPTER 3: QUANTITATIVE METHODOLOGY

This chapter discusses the methodology employed to investigate the impact of large, multi-family mixed-income rental developments on the value of surrounding single-family homes. The first section of the chapter provides a theoretical framework for the use of a hedonic modeling approach. The second section describes our econometric methodology.

THEORETICAL FRAMEWORK

We seek to determine the response of housing consumers, and hence the housing market, to the presence of an amenity or disamenity in a local housing market. Some opponents of Chapter 40B claim that mixed-income multi-family rental housing developments constitute a neighborhood disamenity; we investigate this claim.

Our strategy is to measure and compare house price behavior for a control area and an impact area. To do this, we need to build quality-controlled house price indexes for the impact and control areas. We use a hedonic modeling approach in order to make use of all house transactions. We chose not to use repeat sales because of the requirement that only houses that sell twice during the study period be used; this would require eliminating too many sales observations in our impact areas.

An alternative strategy is to focus on distance to a disamenity. This method attempts to measure the effect of distance between individual houses and the disamenity, holding constant other determinants of house value. We do not take this approach because our site visits and discussions with local officials indicated that sight lines varied considerably based on topography, street layouts, and other similar factors that led us to conclude that identifying the impact area based on a fixed radius would have been inappropriate.[1]

HEDONIC MODELING FOR HOUSING MARKETS

For the purpose of the model, we assume the sales price of a house is the sum of a "bundle of goods and services,"[2] including the structural attributes of the house and the neighborhood in which the house is located. Examples of structural attributes include house size, lot size, and the number of bathrooms and bedrooms. The hedonic model uses multivariate regression analysis to estimate the value, or "implicit price," of each of these attributes.

To specify a hedonic equation, we use sales price as the dependent variable. Each of the attributes hypothesized to be determinants of sales price are explanatory or independent variables. The estimated coefficient or parameter for a given explanatory variable represents its effect on value or "implicit price." The standard practice in the hedonic literature is to represent the dependent variable house price is as a natural logarithm.[3] In addition to being a method that has been found to be useful in the economic literature, it also provides a convenient interpretation of the coefficients of the explanatory variables. These coefficients can be interpreted as the percentage change in house value resulting from an additional unit of an explanatory variable. Knowing the contribution of each attribute to house value makes it possible to examine how the price of a house changes by altering the quantity of a structural attribute or other explanatory variable.

We are interested in tracking how the sales price for a typical house changes with time. To accomplish this goal a hedonic model requires two stages. The first stage estimates a hedonic price equation to establish a relationship between house value and housing attributes, including year sold. The effect of time on sales price is estimated by including the year a house sold as an explanatory variable in the hedonic model. In the second stage, the hedonic results are used to "price" a typical house over time. Separate hedonic models and indexes are created for both the impact area and control area in each case.

In a perfectly efficient market, information about a negative event would disseminate quickly and prices would react to this new information immediately. In this case, when the appearance of a disamenity is anticipated, prices for homes near the disamenity would instantly fall; that is, the (hypothesized) capital loss would occur at one point in time, with no further effects occurring in the future.

In reality, housing markets are not perfectly efficient; buyers and sellers lack perfect information. In the context of this study, some home buyers and sellers may not be aware of a

mixed-income, multi-family development slated for construction nearby. More likely, some players in the market may know that mixed-income housing is being developed, but they may not really understand the nature of the project. Furthermore, even if someone has been fully informed throughout the process that led to the development, uncertainty could still remain about the final product and the identity of the actual residents. Imperfect information is reflected in the variation in sale prices achieved in the market.

The various issues regarding information comprehension and dissemination imply that the assimilation of knowledge about a particular event in the local housing market will occur differentially over time. Selling a house takes time. There are also high transaction costs associated with the sale of a house, which may prolong a decision to sell. The impact of an announced multi-family development will presumably be strongest in the time interval from announcement to after the units are rented. Thus our evaluation of price change over time focuses this time period.

APPLIED QUANTITATIVE METHODOLOGY

Our empirical research methodology is thus designed to best answer the question of whether mixed-income, multi-family developments influence the sales price of adjacent single-family houses. This methodology draws on the considerable related research in the field of housing economics.[4] With one exception, hedonic modeling has not been used to construct impact and control house price indexes to measure the effect of mixed-income, multi-family development.[5]

We conducted a thorough examination of the neighborhood of each development to establish a realistic impact area. We then purchased transaction data from a third-party vendor to obtain a reliable data set of all single-family home sales in our case towns.

DATA

This study uses sales transaction data for single-family houses. We obtained records for all transactions between 1987 and 2003, and most of the transactions between 1982 and 1986. In order to use transaction data in hedonic modeling, the records must contain information about the structural attributes of the house in addition to the sales price and the date it sold. All the requisite information is not complied by one agency in a uniform format. Transaction data including address, sales price, date, buyer, seller, mortgage amount, etc. are collected by the Registries of Deeds in

Massachusetts. Records containing information pertaining to property attributes are maintained by local municipal assessors. We purchased data from a third party vender, The Warren Group, to bridge the gap between registries' and assessors' records. The Warren Group collects data from both sources and assembles it into one database.[6]

The data sets for each case were cleaned to eliminate incomplete records and statistical anomalies. We also filtered for non–arm's length transactions and lot sizes with extremely high values. All identifiable non–arm's length transactions were removed.[7] Lot size is the only structural valuable with extreme outliers. These were systematically selected and removed.[8]

Woburn Example

HOUSING PROFILE

We use the Woburn case to demonstrate our methodology. Table 3.1 provides descriptive statistics for Woburn's housing stock in both the control area and impact area. The mean and standard deviations for each variable in the model are provided. The mean of a dummy variable is its percentage of the whole variable set. Looking at bathrooms, the mean for bath1 is 0.38; thirty-eight percent of the houses in the control sample have one bathroom. On average, houses in the impact area are slightly more expensive, larger, and situated on bigger lots than houses in the control area. Additional description statistics about each sample are provided in the Appendix.

ANALYSIS PERIOD

As indicated above, housing markets are very complex, and information is absorbed over time. The best way to capture the influence of an event is to observe price trends before, during, and after the event and look for substantial variations from the overall trend. We create sales price indexes that begin before comprehensive permit approval and that extend well beyond the initial occupancy of the projects. The twenty-year time frame of this study (1983–2003) provides a dynamic perspective on the cyclicality of prices.

The analysis period around each mixed-income, multi-family development is designed to include the years in which the influence of the development was strongest. The length of each analysis period varies slightly, but the definition is the same for all. It begins with comprehensive

permit approval and ends in the year when the project was placed in service, generally three years. Small projects that were constructed quickly have shorter analysis periods, while large, complex projects tend to have longer analysis periods.

THE HEDONIC MODEL

For a useful hedonic model, it is important that the coefficients for the explanatory, or "independent," variables to exhibit a realistic relationship with the house price dependent variable, and that these coefficients be measured precisely, i.e., have low standard errors. Analyses of descriptive statistics were undertaken to construct sensible explanatory variables.

The first stage of our hedonic models involves specifying the attributes that are considered to be important determinants of home price.[9] All of our models contain a combination of the

Table 3.1

Descriptive Statistics				
	Control		Impact	
Variable	Mean	Std. Dev.	Mean	Std. Dev
Price	*188,250*	*86,583*	*195,064*	*80,874*
Intersf	*1,471*	*486*	*1,561*	*433*
Lotsize	*11,774*	*5,889*	*12,138*	*6,592*
Bathrooms	*1.61*	*0.61*	*1.61*	*0.62*
1	**0.38**	**0.48**	**0.37**	**0.48**
1.5	0.23	0.42	0.25	0.43
2	0.24	0.43	0.25	0.44
>=2.5	0.16	0.36	0.13	0.33
Bedrooms	*3.18*	*0.78*	*3.36*	*0.78*
<=2	**0.15**	**0.35**	-	-
3	0.58	0.49	-	-
<=3	-	-	**0.68**	**0.47**
>=4	0.28	0.45	0.32	0.47
Year Built	*1946*	*40*	*1935*	*54*
<=1919	**0.20**	**0.40**	-	-
1920-59	0.43	0.49	-	-
1960-79	0.18	0.38	-	-
1980-89	0.09	0.29	-	-
1990-03	0.10	0.30	-	-
<=1899	-	-	**0.19**	**0.39**
1990-46	-	-	0.19	0.39
1947-54	-	-	0.21	0.41
1955-90	-	-	0.20	0.40
1991-03	-	-	0.20	0.40

Bold Independent variables are base case (omitted)

following explanatory variables: house size, lot size, number or bedrooms, number of bathrooms, and the year the house was built. To explain the empirical methodology more thoroughly, we use Woburn as an example. In Chapter 4, we will present the house price indexes constructed from the hedonic models.

Independent variables were selected after examination of the sample's descriptive statistics. House size (intersf) and lot size (lotsize) are entered as continuous variables; that is, the actual square footage of the attribute is used in the model (Table 3.2). House size is usually the strongest predictor of sales price. Lot size is also typically important.

Bathrooms and bedrooms are entered as dummy variables. The number of bathrooms is divided into four categories; one bathroom or less (bath<=1), one and one-half bathrooms (bath1.5), two bathrooms (bath2), and two and one-half or more bathrooms (bath>=2.5). Bath1 is used as the base case and thus omitted from the equation. The coefficients for the remaining

Table 3.2

Control					
Dependent variable equals the natural log of price					
Independent variables	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.195	-	0.031	364.970	0.000
intersf	0.000	N/A	0.000	6.560	0.000
lotsize	0.000	N/A	0.000	10.680	0.000
bath1.5	0.081	8.41%	0.013	6.080	0.000
bath2	0.061	6.32%	0.014	4.500	0.000
bath>=2.5	0.160	17.35%	0.019	8.270	0.000
bed3	0.089	9.27%	0.014	6.170	0.000
bed>=4	0.095	9.96%	0.018	5.280	0.000
yrblt1920-'59	0.113	11.99%	0.013	8.520	0.000
yrblt1960-'79	0.199	22.01%	0.016	12.090	0.000
yrblt1980-'89	0.212	23.57%	0.020	10.670	0.000
yrblt1990-'03	0.260	29.73%	0.021	12.580	0.000
yrsold1983-'84	-0.434	-35.21%	0.031	-14.060	0.000
yrsold1987-'88	0.258	29.38%	0.026	9.800	0.000
yrsold1989-'90	0.238	26.88%	0.027	8.660	0.000
yrsold1991-'92	0.124	13.16%	0.026	4.720	0.000
yrsold1993-'94	0.155	16.72%	0.025	6.080	0.000
yrsold1995-'96	0.228	25.55%	0.025	9.040	0.000
yrsold1997-'98	0.329	38.90%	0.025	13.160	0.000
yrsold1999-'00	0.570	76.75%	0.025	22.790	0.000
yrsold2001-'02	0.831	129.65%	0.026	32.400	0.000
yrsold2003	1.008	173.92%	0.028	36.020	0.000
N	4762	Adjusted R-Squared	0.5553	Std. Error of the Estimate	0.32387

Omitted variables: bath1, bed<=2, yrblt<=1919, yrsold1985-'86

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bathroom variables relate each of them to the one bathroom case. For Woburn, we find the coefficients for the bath1.5 and bath2 behave plausibly, increasing price by 8.4 percent and 6.3 percent, respectively, compared to a house with only one bathroom. The 17.4 percent standardized coefficient for bath>=2.5 is not uncommon in hedonic equations. This fairly large coefficient most likely indicates that bath>=2.5 is correlated with, and acting as a proxy for, other "quality" features not available in the data.

To find the change in house value for having, say, 1.5 baths instead of one bath, we proceed as follows: We use the regression results to "price" a house that is typical in every dimension, except that it has one bathroom. We then repeat this calculation for the 1.5 bathroom case. The latter case will have an estimated value 8.4 percent higher. This percentage change may be quickly found by looking at the standardized coefficient.

Bedrooms are split into three categories, with houses containing two or less bedrooms used as the base case. Bed3 (three bedrooms) and bed>=4 (four or more bedrooms) have very similar positive coefficients: 9.3 percent and 10 percent, respectively. One might expect the presence of more bedrooms to exhibit a greater positive influence on sales price. Remember, however, that our hedonic equations hold the size of the house constant. So this increase in bedrooms means a decrease in other living space. Sometimes the coefficient of the dummy variable with the most bedrooms is lower than (and sometimes negative) the coefficient of the dummy variable representing fewer bedrooms. In this case, the bedroom dummy variables have nearly identical coefficients, indicating that the two configurations are equally valued.

The influence of age is captured by the year in which a house was built. The year built variable is divided into quintiles that are roughly adjusted to reflect housing vintages. The dummy variable yrblt1919 (homes built in 1919 or earlier), representing the oldest homes, is omitted from the model. In general we expect newer houses to have higher sales prices, holding other characteristics constant. This is the case here: Each successively newer category of houses adds more value to the sales price than the previous. Deviations from this pattern can occur because year built is often a proxy for house style. Often it is the case that specific house styles are unique to different time periods. Sometimes a style of house built several decades (or even one hundred years ago) is more desirable than that of the types of house built recently.

The final set of explanatory variables consists of dummy variables representing time.

The year in which a house sold is used to trace price movements over time. Relatively small sample sizes in the impact areas drove the construction of the year sold independent variables. It was necessary to pair years to have enough observations for each (two-year) period to obtain reasonably precise coefficient estimates. It should be noted that the designation of time intervals is an arbitrary assignment. It does not matter how time is captured (months, quarters, year etc.) as long as it is appropriate to the context of the model. Pairing years is perfectly acceptable as long as we are willing to accept the "cost" of looking at two-year effects. Given the impact area sample sizes, this is the best path to follow. All houses that sold in adjacent years were thus combined into one time interval. An attempt was made to avoid pairing years when behavior of the larger market changed abruptly. The year sold interval 1985–86 was omitted from the regression and serves as the model's base time period. For Woburn, the coefficient of yrsold1987–88 is 29.4 percent, implying that houses in this two-year interval sold for almost 30 percent more than houses in the omitted base year interval.

Separate hedonic equations are constructed and estimated for both the control area and impact area models. To obtain a price index, we use the results to "price" a typical house over time. See the Appendix for the regression coefficients for the other case studies.

HEDONIC MODEL: WOBURN CONTROL AREA

The control area sample consists of all single-family homes in the City of Woburn other than those located within the impact area. The hedonic model is estimated using 4,762 house sales observations during the period 1983–2003. The model performs well, providing precise estimates of the regression coefficients. As indicated above, for bedrooms, bathrooms, and age, the regression coefficients show the difference from a base case. The base case for year sold is having sold in 1985–86. The standardized coefficients indicated in Table 3.2 show the effect on home price for each characteristic.

HEDONIC MODEL: WOBURN IMPACT AREA

The results for the impact area model are given below in Table 3.3. The impact area contains 157 observations. The equation is not estimated as precisely, since sample size is smaller than the area control case. Nonetheless, the results are the best that could be obtained, given our

Table 3.3

Impact					
Dependent variable equals the natural log of price					
Independent variables	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.344	-	0.117	97.270	0.000
intersf	0.000	N/A	0.000	2.200	0.029
lotsize	0.000	N/A	0.000	2.530	0.012
bath1.5	0.135	14.43%	0.052	2.570	0.011
bath2	0.003	0.25%	0.053	0.050	0.962
bath>=2.5	0.057	5.89%	0.080	0.720	0.474
bed>=4	0.084	8.75%	0.046	1.810	0.072
yrblt1900-'46	0.016	1.62%	0.061	0.260	0.793
yrblt1947-'54	0.165	17.95%	0.062	2.640	0.009
yrblt1955-'90	0.146	15.69%	0.059	2.470	0.015
yrblt1991-'03	0.382	46.49%	0.069	5.550	0.000
yrsold1983-'84	-0.558	-42.74%	0.133	-4.190	0.000
yrsold1987-'88	0.084	8.76%	0.101	0.830	0.408
yrsold1989-'90	0.221	24.76%	0.097	2.270	0.025
yrsold1991-'92	0.109	11.55%	0.113	0.970	0.335
yrsold1993-'94	-0.044	-4.29%	0.103	-0.430	0.671
yrsold1995-'96	-0.111	-10.54%	0.097	-1.150	0.252
yrsold1997-'98	0.218	24.34%	0.087	2.510	0.013
yrsold1999-'00	0.507	66.05%	0.092	5.530	0.000
yrsold2001-'02	0.784	119.08%	0.096	8.130	0.000
yrsold2003	0.930	153.44%	0.106	8.770	0.000
N	157	Adjusted R-Squared	0.742	Std. Error of the Estimate	0.21462

Omitted variables: bath1, bed<=3, yrblt<=1899, yrsold1985-'86

conservative definition of impact area. (In the "town group" regressions reported later, we are able to use larger sample sizes.) There are fewer variables for structural attributes because houses in the impact area are more homogeneous than houses in the control area. The homogeneity of the impact area meant that the base case for number of bedrooms became three bedrooms, while the base case for year built became "built in 1899 or before."

GROUPED TOWNS

In some cases, it was necessary to "group" cases and use the grouped results to provide price indexes. Grouping increases sample size, which reduces standard errors and noise (random variation) in the year sold variables, thus generating more precise indexes. In Littleton, we

grouped the two developments. We also constructed a group consisting of Mansfield, Norwood and Randolph. In grouping towns or developments, we considered geographic proximity similarity in control area price movements, and roughly simultaneous introductions of mixed-income, multi-family rental developments.

Notes

[1] See Case, Pollakowski, and Wachter on comparisons of price index methods.

[2] Rosen 1974.

[3] Lusht 1997 and Malpezzi 2002.

[4] As in Case, Pollakowski, and Wachter.

[5] Weinstein 2002.

[6] The Warren Group maintains an active database of complete transactions records from 1987 through the present. They also have an inactive database of just sales records from 1982 to 1986. This inactive database does not include any structural attributes of the property. We wanted to use records from the inactive database to extend the length of our sales indexes. However, to make the records in the inactive database useful we had to merge them with the active database. The merging process identified houses that sold in both databases and attached the structural attributes of the house from the active database to the corresponding, incomplete sales record in the inactive database. The merge was accomplished using the Select Query function in Microsoft Access setting property address as the common field.

Merging the structural attributes of a house from the active database to the same house in the inactive database assumes the characteristics of the house have remained constant over time (i.e. no additions were made or the house was not replaced); or put another way the bundle of goods that produced a sale price in 1982 is the same bundle that produced the sale price for the same house in 2003. This merging process certainly caused some inconsistencies matching transaction records with structural characteristics over time, but the likely degree of error is low. The resulting merge was successful; however, the conversion rate for matching records was around 50% percent; meaning half of the houses sold in the inactive database resold in the active database. The quantity of transactions per year for the inactive database is about half the number of transactions in the active database. The two databases were combined once each sales record contained the same types of information.

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[7] Sale price data were skewed to the right, meaning there was an abnormally high frequency of low sale prices. This skewness is due in part to the presence of "non-arms length" transactions. The removal of low price transactions representing "non-arms length" required subjective review; statistical testing, graphic representation and common sense were used to screen records. All transactions with a sale price equal to or less than $50,000 were selected for review. Scatter plots of price and year sold were created to identify whether previously flagged transactions were outliers for the year in which they sold. The identified outliers were also compared against two standard deviations from the sample mean. The identified outliers and suspected non–arm's length transactions were compared to other structural attributes of the property and assessor information the see if the price seemed appropriate. We considered the buyer and seller, mortgage amount, year built, interior square feet and lot size. The sale of many low-priced homes were transactions between family members or had mortgages considerably larger than the sale price. Examples of these two scenarios would be a house that sold for $30,000 but had a mortgage of $225,000; or a larger-than-average-sized house on a three-quarter acre lot that sells for $25,000 between family members. In one instance, the same house sold for $15,000 five times on the same day to different individuals all with the same last name. Seeming abnormally low sales transactions and outliers that failed the non–arm's length subjective test were removed.

[8] The average lot size in many of the towns is around one-half acre (20,000 square feet), yet all towns had some transactions with lot sizes of several acres (200,000+ square feet, and in one instance 2.5 million square feet or 57 acres). All transactions with lot sizes over three standard deviations were removed from the impact areas.

[9] The independent variables are included in the models in one of two forms; as a continuous number or as a dummy variable. A dummy variable represents a dichotomous relationship. Either a house contains two bedrooms or not. For each dichotomous possibility (one bedroom/not one bedroom; two bedrooms/not two bedrooms; etc.), there is a separate dummy variable. When dummy variables are used, one of the possible variables is omitted from the model to establish a base case. As mentioned earlier in the chapter, a dummy variable coefficient is interpreted as the percent change in price compared to the excluded variable. Let's look at an example from Woburn to interpret the coefficient of the independent dummy "bath1.5." This dummy variable represents all houses in the sample that contain one and one-half bathrooms. The standardized coefficient of "bath1.5" in the control area hedonic model is 8.4%. This means that having one and half bathrooms in a house adds eight point four percent more value

than only one bathroom, the excluded variable, holding all other variables constant.

Dummy variables are constructed by separating the values for each variable into bins. Each bin then becomes its own dummy variable. We tried for each bin to contain similar numbers of observations. To clarify this procedure let us look again at Woburn for an example. Houses in Woburn contain as few as one bathroom or as many as five. Houses with one bathroom became dummy variable "bath1," houses with one and a half bathrooms became dummy variable "bath1.5," etc. Dummy variable "bath>=2.5" contains all houses with two and a half or more bathrooms.

CHAPTER 4: FINDINGS

This study's findings are presented in terms of house price indexes for impact and control areas in each study town. Looking at these index pairs for each of the towns, it can be seen that the impact area indexes track the control area indexes. There is neither a tendency for the impact areas to do better or worse.

We begin with a thorough examination of price behavior for the Kimball Court Apartments development in Woburn. The assessment of subsequent case studies will be more brief, with more detailed results presented in the Appendix. The hedonic regression results used to construct the price indexes are presented in Chapter 3 and in the Appendix.

WOBURN

Chart 4.1 shows the house price indexes for the control and impact areas. As described in Chapter 3, these indexes are constructed from the hedonic equation results. Both indexes track house price movements over time that are consistent with the Boston area's market experience. House prices rose strongly through the mid-1980's peaking in late 1988 and 1989. Prices generally declined during the early 1990s, but by 1997–98, the market had turned a corner and house prices rebounded sharply. Both the control area and the impact area followed the experience of the larger Boston market, with both indexes following very similar price paths.

The City of Woburn has seen three phases of the Kimball Court mixed-income, multi-family housing development. All phases were permitted using chapter 40B, and each phase has a separate analysis period. The analysis period for each phase begins with the issuance of the comprehensive permit and concludes in the year each phase was placed in service. The three analysis periods are not all the same length; these differences are related to the construction and development timeline of each project phase. The impact area and the control area remain the same for all phases.

Chart 4.1

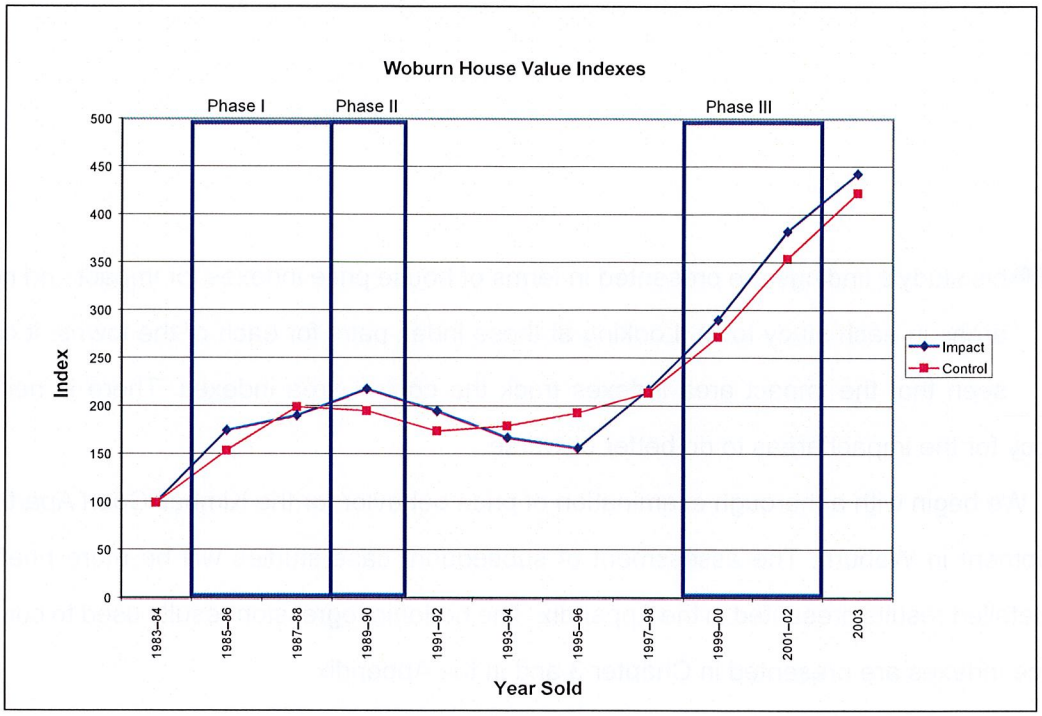
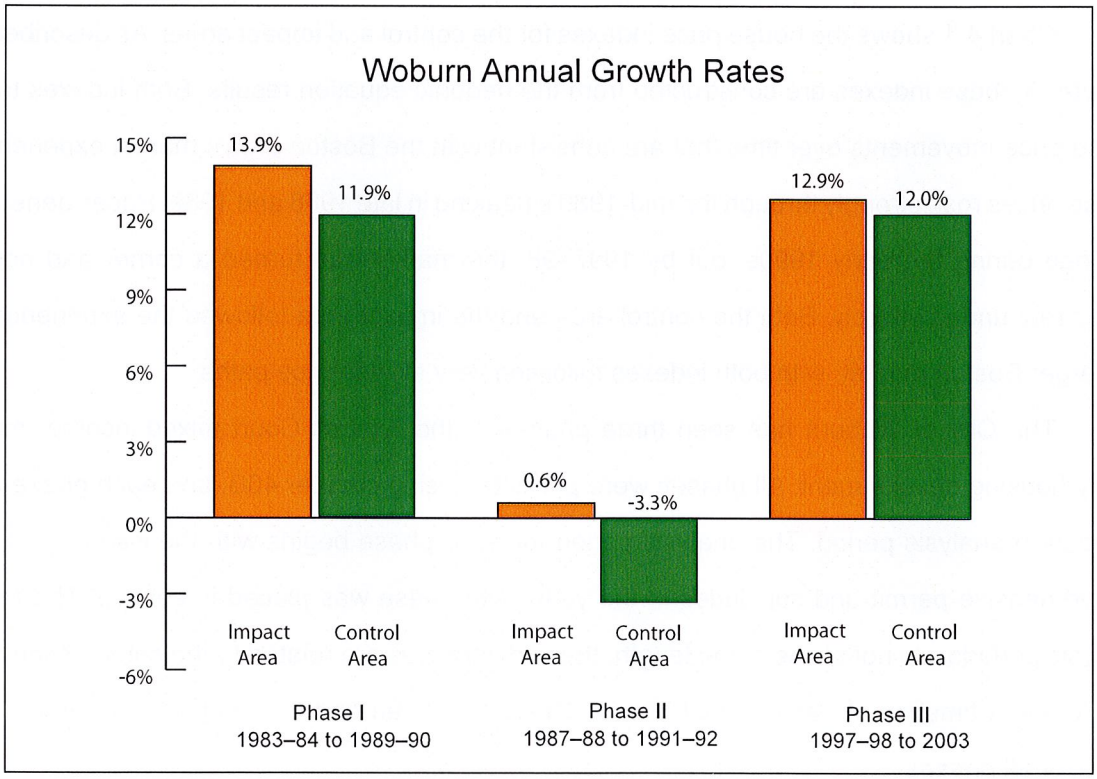


Chart 4.2



In the years after the introduction of each Kimball Court phase, the impact area and control area experienced similar appreciation in sale price for single family homes. Over the course of the entire study the compound annual growth rate for sale prices was 7.9 percent for the control area and 8.1 percent for the impact area.[1]

PHASE I

The first phase was permitted in 1985 and completed in 1988. The appropriate analysis period using our price indexes begins at the two-year period preceding permitting (1983–84) and ends with the two-year period following completion. During this Phase I analysis period, the impact area experienced a 13.9 percent annual growth rate, slightly greater than the control area's 11.9 percent rate. (See Chart 4.2.) This was a turbulent period, with home prices doubling.

PHASE II

The second phase was permitted in 1989 and completed in 1990. The analysis period thus begins with 1987–88 and runs through 1991–92, the two-year period after completion. For the Phase II analysis period the impact area house values were essentially unchanged (growth rate of 0.6 percent). Over the same time period, house prices in the control area declined slightly, with an annual growth rate of -3.3 percent. House values around Kimball Court were not adversely impacted by the mixed-income, multi-family rental development.

PHASE III

The final phase was permitted in 1999 and completed in 2002. Our analysis period, therefore, runs from 1997–98 through 2003, the last year for which data were available. During the Phase III analysis period, the house values in the impact area rose 12.6 percent annually. The trend for the control area was nearly identical, with house values experiencing an average annual appreciation rate of 12.0 percent.

Overall, we see that there are no substantive differences between the two price paths. Sale prices for single-family homes in the impact and control areas moved nearly in tandem during the three development phases of Kimball Court.

LITTLETON

There were two separate developments in Littleton that were analyzed. The first case is Littleton Green, a smaller elderly rental 40B development. The Pond Side mixed-income, multi-family development is a much larger and more noticeable rental community, and its impact on the surrounding neighborhood might be expected to be more significant. For reasons of sample size, these two developments are considered together. The analysis period for Littleton begins in 1984–85 and continues through 1990–91 (Chart 4.3). Over that time, house values in the impact area experienced a 16.0 percent annual appreciation rate. For the same period, the control group saw a smaller 7.5 pecent annual growth. Due to random fluctuations in the impact area index (reflecting modest sample size), we consider it unlikely that the impact area did so "well." We thus examined a slightly longer period, 1982–83 through 1992–93. Over that time period, the impact area experienced an annual appreciation of 6.9 percent, while the control area appreciated at an annual rate of 7.7 percent.

Chart 4.3

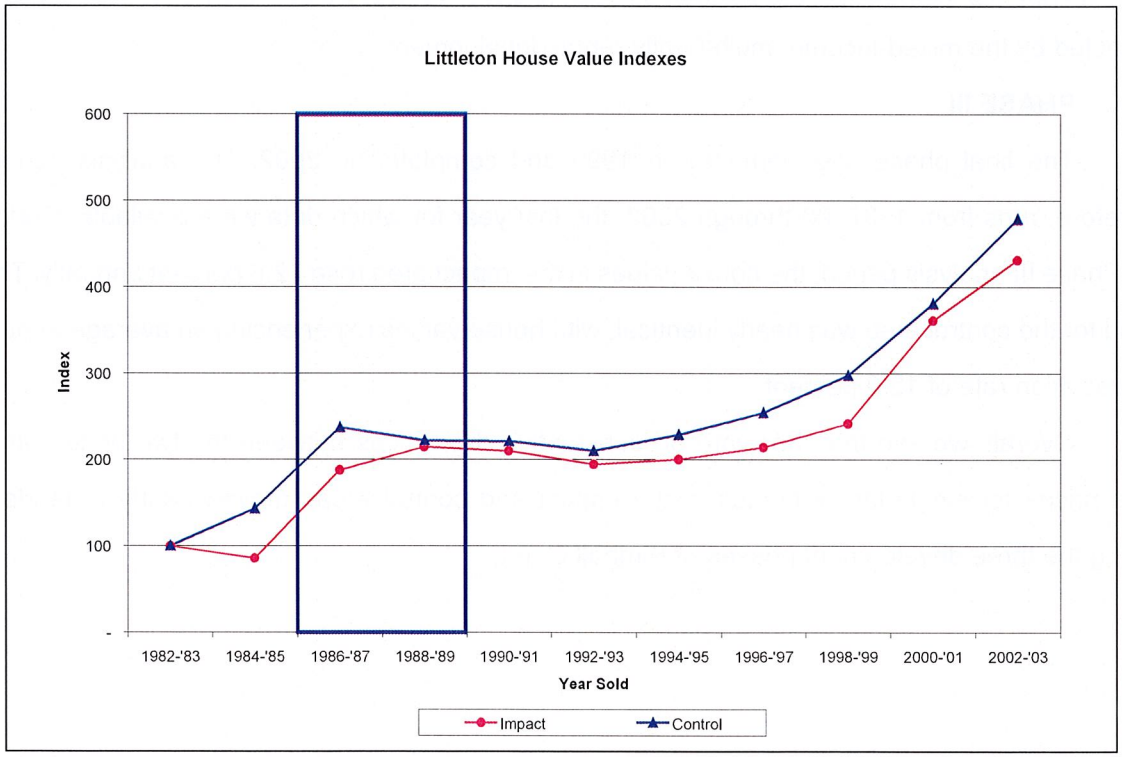
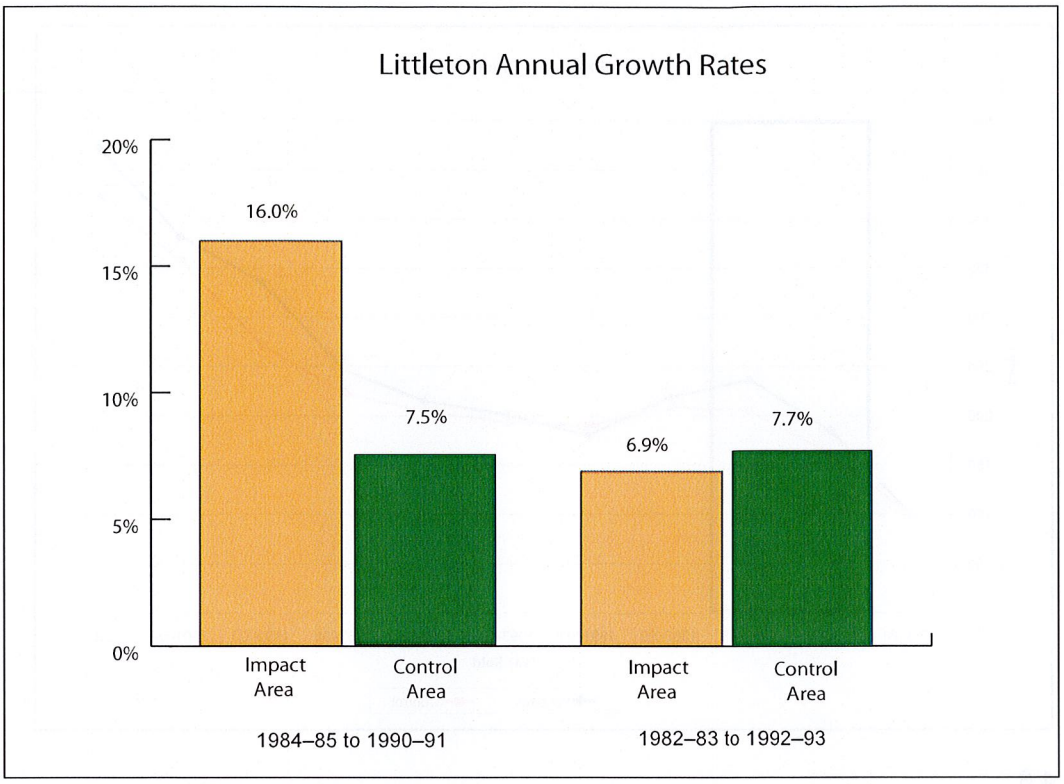


Chart 4.4



NORWOOD

Chart 4.5 displays the sales price indexes for the impact and control areas. The comparative indexes follow very similar price paths. The compound annual growth rates for the two areas are comparable for the development period and the entire study period. Taking 1983–84 as the base period for both indexes, the change in index values from the base period through the period just after construction was completed (1989–90) reflects an average annual growth rate of 13.9 percent for the impact area versus 13.2 percent for the control area (Chart 4.6). Again, the are no effective differences between the impact area and control area indexes. We conclude that the introduction of Olde Derby Village did not negatively impact the sales price of nearby single-family homes.

Chart 4.5

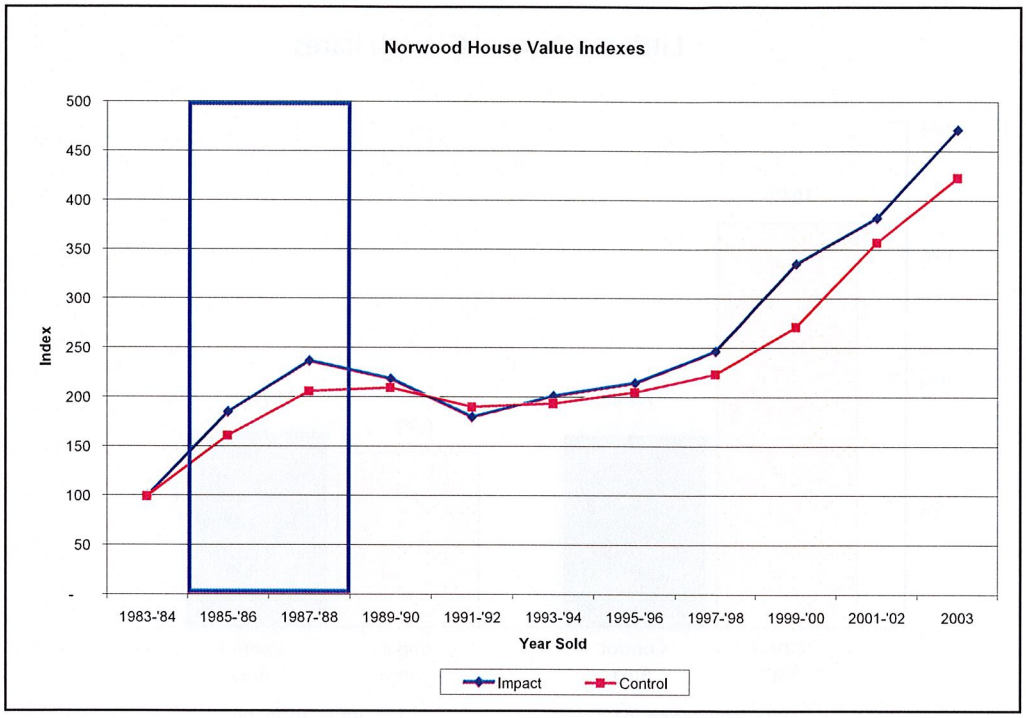
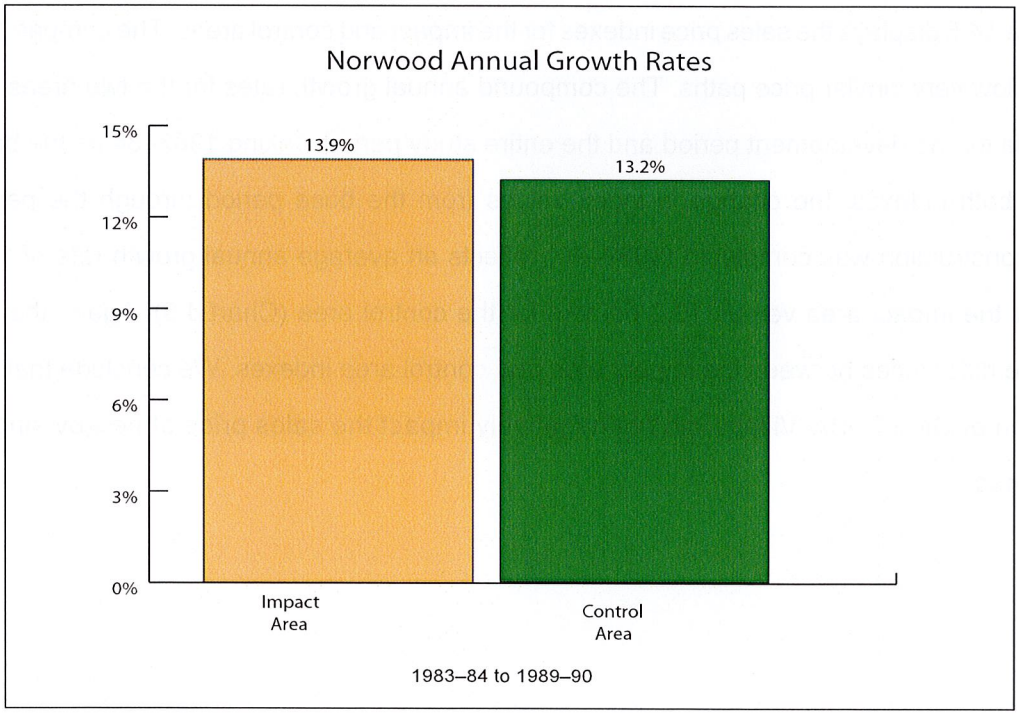


Chart 4.6



MANSFIELD AND RANDOLPH

The Mansfield Depot 40B development was constructed in two phases. The two phases were permitted in consecutive years; they were also completed in consecutive years. The first phase was permitted in 1986. The second phase was competed in 1989. The permitting for Liberty Place in Randolph occured during 1987–88, and the construction was completed during 1989–90. Our analysis period, therefore runs from 1985–86 through 1991–92.

The sample size in several two-year periods for the impact areas in Mansfield and Randolph were too small to provide sufficiently robust estimate of house values in the impact areas. The analysis period for the two developments coincides with that for Olde Derby Village in Norwood. Because the three developments line up closely, we are able to calculate a single price index for the three towns as a group.

GROUP: MANSFIELD, NORWOOD AND RANDOLPH

The analysis period for Mansfield, Norwood, and Randolph as a group is defined by the complete development period for all three towns. In begins in 1983–84, the two-year period prior

Chart 4.7

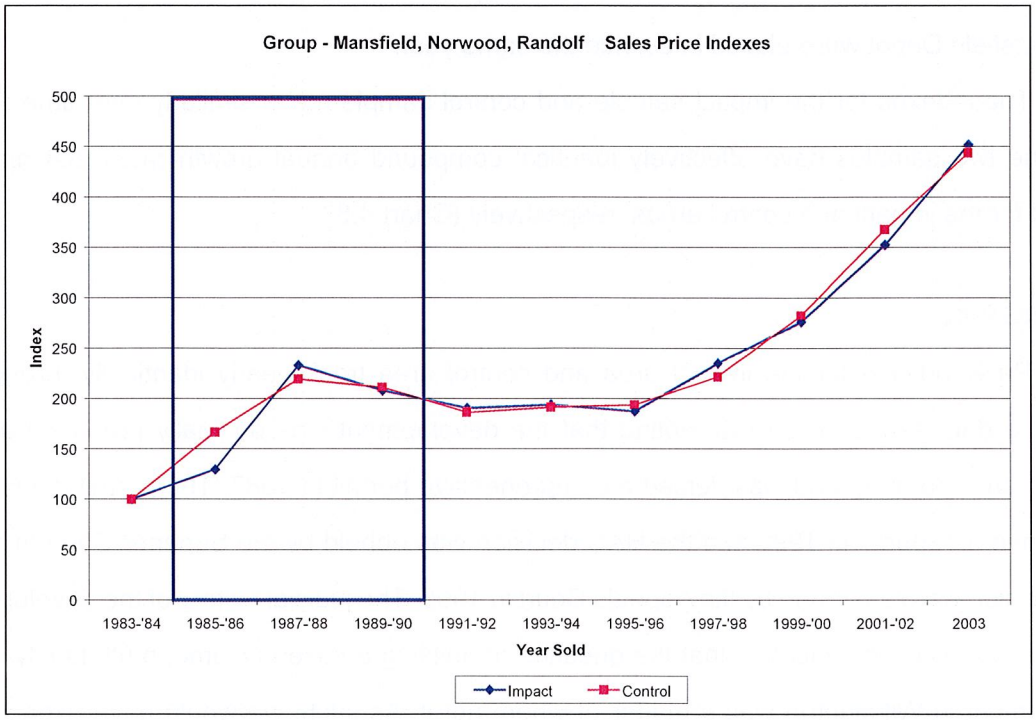
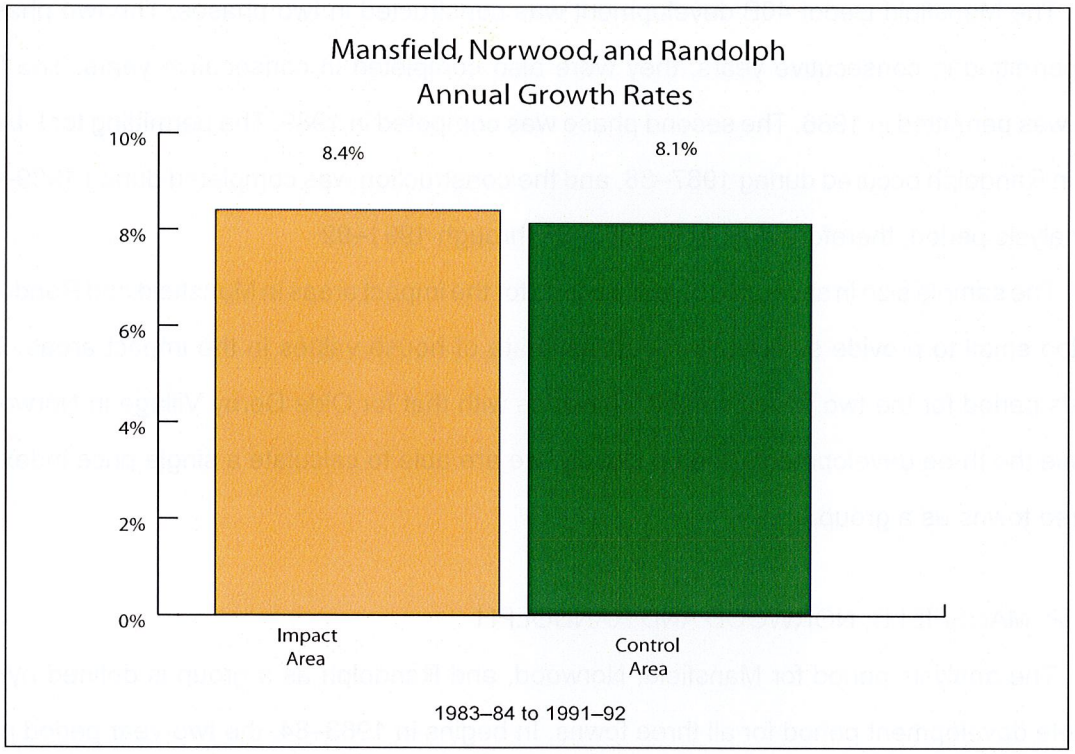


Chart 4.8



to when the earliest development, Norwood's Olde Derby Village, received its comprehensive permit, and it ends in 1991–92 after the last developments were completed. Both Liberty Place and Mansfield Depot were placed in service the same year.

The indexes for the impact sample and control sample move similarly over time (Chart 4.7). The two samples have effectively identical compound annual growth rates, 8.4 and 8.1 percent for the impact and control areas, respectively (Chart 4.8).

WILMINGTON

Price indexes for the impact area and control area track nearly identically throughout the entire data series. It is worth noting that the development was originally proposed as the Wilmington Arboretum and was denied a comprehensive permit in 1987. The permit denial was overturned on appeal in 1990 and the HAC decision was upheld by the Superior Court in 1993. The decision was reaffirmed by the Appeals Court in 1995. The judicial history of the development should have been an indication that the question of building a mixed-income, multi-family rental development in Wilmington was a matter of when, not if. As such, we would have expected to

find a siginificant deviation in the impact area from the control area sometime around 1990, when the HAC overturned the local zoning board, if there were to be a negative impact on neighboring single-family house values.

Our analysis period begins with the two-year interval before the permit was issued (1995–96) and ends in 2001–02 following completion of construction (Chart 4.11). For the period between 1995–96 and 2001–02, annual growth rates were 8.0 percent and 10.0 percent for the impact area and control area, respectively (Chart 4.12). The two percentage point difference in annual growth rates for the impact area and control area over the analysis period disappears when measuring from the period before permitting through 2003. When house values are compared through 2003, the impact area experienced an annual growth rate of 11.2 percent, compared to 11.0 percent for the control area (Chart 4.12). We conclude that the introduction of the large, dense, multi-family Avalon Oaks development did not negatively affect the sales price of single-family homes in the impact area.

Chart 4.11

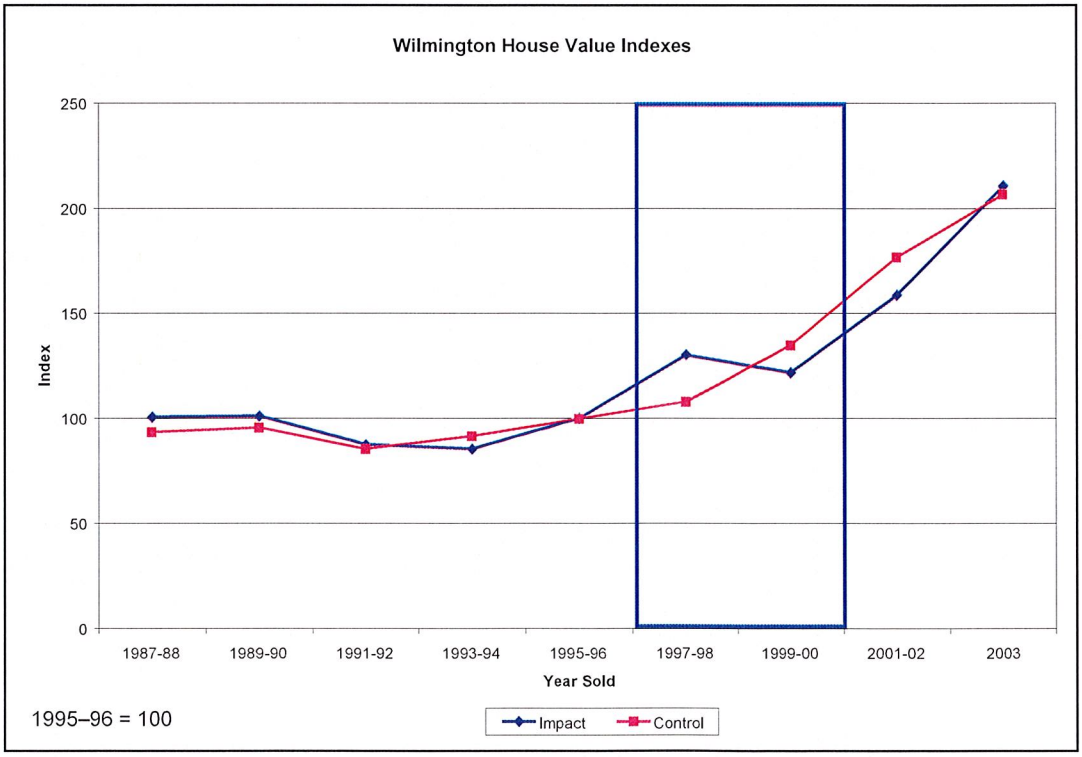
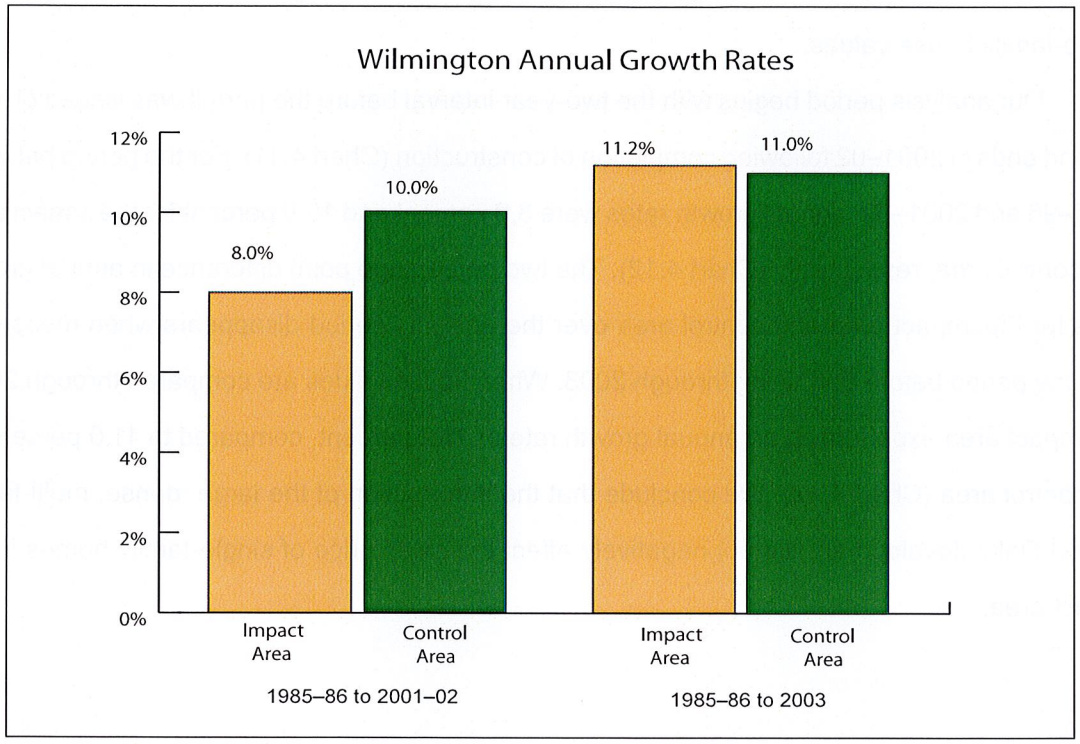


Chart 4.12


Wilmington Annual Growth Rates
12%
10%
8%
6%
4%
2%
0%
8.0%
10.0%
11.2%
11.0%
Impact Area
Control Area
Impact Area
Control Area
1985–86 to 2001–02
1985–86 to 2003

APPENDIX

WOBURN

Descriptive Statistics				
	Control		Impact	
Variable	Mean	Std. Dev.	Mean	Std. Dev
Price	*188,250*	*86,583*	*195,064*	*80,874*
Intersf	*1,471*	*486*	*1,561*	*433*
Lotsize	*11,774*	*5,889*	*12,138*	*6,592*
Bathrooms	*1.61*	*0.61*	*1.61*	*0.62*
1	**0.38**	**0.48**	**0.37**	**0.48**
1.5	0.23	0.42	0.25	0.43
2	0.24	0.43	0.25	0.44
>=2.5	0.16	0.36	0.13	0.33
Bedrooms	*3.18*	*0.78*	*3.36*	*0.78*
<=2	**0.15**	**0.35**	-	-
3	0.58	0.49	-	-
<=3	-	-	**0.68**	**0.47**
>=4	0.28	0.45	0.32	0.47
Year Built	*1946*	*40*	*1935*	*54*
<=1919	**0.20**	**0.40**	-	-
1920-59	0.43	0.49	-	-
1960-79	0.18	0.38	-	-
1980-89	0.09	0.29	-	-
1990-03	0.10	0.30	-	-
<=1899	-	-	**0.19**	**0.39**
1990-46	-	-	0.19	0.39
1947-54	-	-	0.21	0.41
1955-90	-	-	0.20	0.40
1991-03	-	-	0.20	0.40

Bold Independent variables are base case (omitted)

Control					
Dependent variable equals the natural log of price					
Independent variables	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.195	-	0.031	364.970	0.000
intersf	0.000	N/A	0.000	6.560	0.000
lotsize	0.000	N/A	0.000	10.680	0.000
bath1.5	0.081	8.41%	0.013	6.080	0.000
bath2	0.061	6.32%	0.014	4.500	0.000
bath>=2.5	0.160	17.35%	0.019	8.270	0.000
bed3	0.089	9.27%	0.014	6.170	0.000
bed>=4	0.095	9.96%	0.018	5.280	0.000
yrblt1920-'59	0.113	11.99%	0.013	8.520	0.000
yrblt1960-'79	0.199	22.01%	0.016	12.090	0.000
yrblt1980-'89	0.212	23.57%	0.020	10.670	0.000
yrblt1990-'03	0.260	29.73%	0.021	12.580	0.000
yrsold1983-'84	-0.434	-35.21%	0.031	-14.060	0.000
yrsold1987-'88	0.258	29.38%	0.026	9.800	0.000
yrsold1989-'90	0.238	26.88%	0.027	8.660	0.000
yrsold1991-'92	0.124	13.16%	0.026	4.720	0.000
yrsold1993-'94	0.155	16.72%	0.025	6.080	0.000
yrsold1995-'96	0.228	25.55%	0.025	9.040	0.000
yrsold1997-'98	0.329	38.90%	0.025	13.160	0.000
yrsold1999-'00	0.570	76.75%	0.025	22.790	0.000
yrsold2001-'02	0.831	129.65%	0.026	32.400	0.000
yrsold2003	1.008	173.92%	0.028	36.020	0.000
N	4762	Adjusted R-Squared	0.5553	Std. Error of the Estimate	0.32387

Omitted variables: bath1, bed<=2, yrblt<=1919, yrsold1985-'86

Impact					
Dependent variable equals the natural log of price					
Independent variables	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.344	-	0.117	97.270	0.000
intersf	0.000	N/A	0.000	2.200	0.029
lotsize	0.000	N/A	0.000	2.530	0.012
bath1.5	0.135	14.43%	0.052	2.570	0.011
bath2	0.003	0.25%	0.053	0.050	0.962
bath>=2.5	0.057	5.89%	0.080	0.720	0.474
bed>=4	0.084	8.75%	0.046	1.810	0.072
yrblt1900-'46	0.016	1.62%	0.061	0.260	0.793
yrblt1947-'54	0.165	17.95%	0.062	2.640	0.009
yrblt1955-'90	0.146	15.69%	0.059	2.470	0.015
yrblt1991-'03	0.382	46.49%	0.069	5.550	0.000
yrsold1983-'84	-0.558	-42.74%	0.133	-4.190	0.000
yrsold1987-'88	0.084	8.76%	0.101	0.830	0.408
yrsold1989-'90	0.221	24.76%	0.097	2.270	0.025
yrsold1991-'92	0.109	11.55%	0.113	0.970	0.335
yrsold1993-'94	-0.044	-4.29%	0.103	-0.430	0.671
yrsold1995-'96	-0.111	-10.54%	0.097	-1.150	0.252
yrsold1997-'98	0.218	24.34%	0.087	2.510	0.013
yrsold1999-'00	0.507	66.05%	0.092	5.530	0.000
yrsold2001-'02	0.784	119.08%	0.096	8.130	0.000
yrsold2003	0.930	153.44%	0.106	8.770	0.000
N	157	Adjusted R-Squared	0.742	Std. Error of the Estimate	0.21462

Omitted variables: bath1, bed<=3, yrblt<=1899, yrsold1985-'86

LITTLETON

Descriptive Statistics				
	Control		Impact	
Variable	Mean	Std. Dev.	Mean	Std. Dev
Price	*213,779*	*118,143*	*177,111*	*94,639*
Intersf	*1,866*	*708*	*1,832*	*752*
Lotsize	*46,663*	*92,369*	*33,365*	*36,533*
Bathrooms	*1.79*	*0.68*	*1.66*	*0.68*
1	-	-	***0.39***	***0.47***
<=1	**0.32**	**0.47**	-	-
<=1.5	-	-	-	-
1.5	0.16	0.37	0.18	0.41
2	0.19	0.39	0.19	0.38
>=2	-	-	-	-
>=2.5	0.32	0.47	0.23	0.46
Bedrooms	*3.11*	*0.83*	*3.02*	*0.45*
<=2	**0.20**	**0.40**	-	-
2	-	-	0.10	-
3	0.50	0.50	-	-
<=3	-	-	**0.77**	**0.38**
>=4	0.30	0.46	0.13	0.38
Year Built	*1950*	*33*	*1956*	*34*
<=1942	**0.28**	**0.45**	-	-
1943-'55	0.29	0.45	-	-
1956-'74	0.22	0.42	-	-
1975-'91	0.15	0.36	-	-
1992-'03	0.06	0.24	-	-
<=1949	-	-	**0.16**	**0.39**
1950-'65	-	-	0.59	0.37
1956-'63	-	-	0.25	0.44

Bold Independent variables are base case (omitted)

Control					
Dependent variable equals the natural log of price					
Inprice	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.375	-	0.042	273.740	0.000
intersf	0.000	N/A	0.000	11.020	0.000
lotsize	0.000	N/A	0.000	3.480	0.001
bath1.5	0.041	4.14%	0.027	1.500	0.134
bath2	0.039	4.02%	0.026	1.530	0.126
bath>=2.5	0.192	21.20%	0.032	6.000	0.000
bed3	0.126	13.39%	0.022	5.590	0.000
bed>=4	0.171	18.59%	0.029	5.830	0.000
yrblt1943-'55	0.054	5.52%	0.024	2.220	0.026
yrblt1956-'74	0.115	12.24%	0.026	4.510	0.000
yrblt1975-'91	0.157	17.01%	0.028	5.700	0.000
yrblt1992-'03	0.114	12.04%	0.030	3.780	0.000
yrsold1982-'83	-0.864	-57.85%	0.056	-15.530	0.000
yrsold1984-'85	-0.505	-39.65%	0.047	-10.820	0.000
yrsold1988-'89	-0.065	-6.33%	0.043	-1.530	0.126
yrsold1990-'91	-0.070	-6.74%	0.043	-1.620	0.106
yrsold1992-'93	-0.121	-11.41%	0.039	-3.100	0.002
yrsold1994-'95	-0.036	-3.53%	0.041	-0.890	0.376
yrsold1996-'97	0.070	7.20%	0.039	1.800	0.071
yrsold1998-'99	0.227	25.49%	0.038	5.920	0.000
yrsold2000-'01	0.473	60.47%	0.039	12.210	0.000
yrsold2002-'03	0.702	101.77%	0.039	18.050	0.000
N	2031	Adjusted R-Squared	0.6312	Std. Error of the Estimate	0.3485

Omitted variables: bath<=1, bed<=2, yrblt<=1942, yrsold1986-'87

Impact					
Dependent variable equals the natural log of price					
Inprice	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
_cons	10.956	0.00%	0.150	72.900	0.000
intersf	0.000	N/A	0.000	1.280	0.201
lotsize	0.000	N/A	0.000	1.550	0.123
bed2	0.076	7.86%	0.097	0.780	0.438
bed4	-0.108	-10.26%	0.091	-1.190	0.237
yrblt_50	-0.092	-8.82%	0.091	-1.010	0.312
yrblt_8090	-0.082	-7.92%	0.094	-0.880	0.381
bath15	0.226	25.40%	0.096	2.370	0.019
bath2	0.061	6.26%	0.085	0.710	0.476
bath25	0.187	20.60%	0.122	1.530	0.128
yrsold1982-'83	-0.149	-13.82%	0.150	-0.990	0.324
yrsold1984-'85	0.633	88.29%	0.153	4.140	0.000
yrsold1988-'89	0.767	115.41%	0.155	4.960	0.000
yrsold1990-'91	0.744	110.51%	0.158	4.720	0.000
yrsold1992-'93	0.668	95.08%	0.154	4.350	0.000
yrsold1994-'95	0.697	100.83%	0.148	4.700	0.000
yrsold1996-'97	0.765	114.79%	0.144	5.300	0.000
yrsold1998-'99	0.885	142.21%	0.139	6.350	0.000
yrsold2000-'01	1.286	261.69%	0.152	8.480	0.000
yrsold2002-'03	1.463	332.08%	0.150	9.730	0.000
N	176	Adjusted R-Squared	0.5892	Std. Error of the Estimate	0.34998

Omitted variables: bath1, bed=3, yrblt<=1950-1965, yrsold1982-83

NORWOOD

Descriptive Statisticis				
	Control		Impact	
Variable	Mean	Std. Dev.	Mean	Std. Dev
Price	*203,612*	*85,087*	*212,842*	*86,544*
Intersf	*1,522*	*536*	*1,399*	*348*
Lotsize	*12,095*	*8,115*	*14,002*	*5,569*
Bathrooms	*1.66*	*0.59*	*1.69*	*0.46*
1	**0.28**	**0.45**	**0.12**	**0.33**
1.5	0.35	0.48	0.52	0.50
2	0.19	0.39	0.23	0.42
>=2.5	0.18	0.38	0.13	0.34
Bedrooms	*3.12*	*0.81*	*2.98*	*0.50*
<=2	**0.18**	**0.38**	**0.08**	**0.28**
3	0.57	0.49	0.84	0.37
>=4	0.25	0.43	0.08	0.27
Year Built	*1946*	*27*	*1953*	*24*
<=1923	**0.20**	**0.40**		
1924-'49	0.18	0.38	-	-
1950-'54	0.19	0.39	-	-
1955-'62	0.24	0.43	-	-
1963-'03	0.20	0.40	-	-
<=1959	-	-	**0.34**	**0.48**
1960-'65	-	-	0.55	0.50
1966-'03	-	-	0.11	0.32

Bold Independent Variables are base case (omitted)

MIT CENTER FOR REAL ESTATE HOUSING AFFORDABILITY INITIATIVE

Control					
Dependent variable equals the natural log of price					
Inprice	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.232	-	0.028	395.600	0.000
intersf	0.000	N/A	0.000	15.140	0.000
lotsize	0.000	N/A	0.000	5.730	0.000
bath1.5	0.047	4.81%	0.012	3.880	0.000
bath2	0.048	4.90%	0.014	3.320	0.001
bath>=2.5	0.074	7.66%	0.018	4.210	0.000
bed3	0.060	6.18%	0.013	4.580	0.000
bed>=4	0.094	9.86%	0.017	5.690	0.000
yrblt1924_'49	0.120	12.79%	0.015	7.840	0.000
yrblt1950_'54	0.120	12.75%	0.015	7.780	0.000
yrblt1955_'62	0.192	21.11%	0.015	12.890	0.000
yrblt1963_'03	0.300	34.97%	0.016	18.460	0.000
yrsold1983-'84	-0.480	-38.14%	0.032	-15.030	0.000
yrsold1987-'88	0.245	27.77%	0.026	9.570	0.000
yrsold1989-'90	0.263	30.09%	0.026	10.040	0.000
yrsold1991-'92	0.164	17.88%	0.026	6.420	0.000
yrsold1993-'94	0.184	20.18%	0.025	7.410	0.000
yrsold1995-'96	0.240	27.15%	0.025	9.500	0.000
yrsold1997-'98	0.327	38.66%	0.024	13.720	0.000
yrsold1999-'00	0.520	68.29%	0.024	21.470	0.000
yrsold2001-'02	0.795	121.45%	0.024	32.660	0.000
yrsold2003	0.963	161.86%	0.029	33.560	0.000
N	3593	Adjusted R-Squared	0.6082	Std. Error of the Estimate	0.27808

Omitted variables: bath1, bed<=2, yrblt<=1923, yrsold1985-'86

Impact					
Dependent variable equals the natural log of price					
Inprice	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.107	-	0.129	86.220	0.000
intersf	0.000	N/A	0.000	2.610	0.011
lotsize	0.000	N/A	0.000	1.910	0.059
bath1.5	0.288	33.33%	0.067	4.280	0.000
bath2	0.211	23.44%	0.080	2.630	0.010
bath>=2.5	0.359	43.13%	0.089	4.020	0.000
bed3	0.124	13.24%	0.072	1.720	0.089
bed>=4	0.152	16.39%	0.110	1.380	0.171
yrblt1960_'65	0.174	19.00%	0.043	4.000	0.000
yrblt1966_'03	0.097	10.14%	0.071	1.350	0.180
yrsold1983-'84	-0.691	-49.90%	0.125	-5.520	0.000
yrsold1987-'88	0.246	27.92%	0.097	2.540	0.013
yrsold1989-'90	0.167	18.13%	0.105	1.580	0.118
yrsold1991-'92	-0.030	-2.92%	0.101	-0.300	0.768
yrsold1993-'94	0.083	8.70%	0.096	0.870	0.388
yrsold1995-'96	0.147	15.89%	0.099	1.490	0.140
yrsold1997-'98	0.287	33.30%	0.103	2.800	0.006
yrsold1999-'00	0.595	81.30%	0.101	5.910	0.000
yrsold2001-'02	0.726	106.65%	0.100	7.290	0.000
yrsold2003	0.936	154.89%	0.107	8.780	0.000
N	106	Adjusted R-Squared	0.8295	Std. Error of the Estimate	0.1762

Omitted variables: bath1, bed<=2, yrblt<=1959, yrsold1985-'86

GROUP: MANSFIELD, NORWOOD, RANDOLPH

Descriptive Statistics				
	Control		Impact	
Variable	Mean	Std. Dev.	Mean	Std. Dev
Price	*186,889*	*89,253*	*169,628*	*76,871*
Intersf	*1,565*	*572*	*1,390*	*353*
lotsize	*18,495*	*13,890*	*13,026*	*6,009*
Bathrooms	*1.696*	*0.625*	*1.555*	*0.523*
1	**0.318**	**0.466**	0.329	0.471
1.5	0.263	0.440	0.371	0.484
2	0.167	0.373	-	-
>=2			0.300	0.459
>=2.5	0.253	0.435	-	-
Bedrooms	*3.135*	*0.730*	*3.098*	*0.561*
<=2	**0.143**	**0.351**	-	-
3	0.599	0.490	-	-
<=3	-	-	**0.828**	**0.378**
>=4	0.257	0.437	0.172	0.378
Year Built	*1956*	*35*	*1947*	*36*
<=1945	**0.247**	**0.432**	-	-
1946-'59	0.241	0.428	-	-
1960-'83	0.254	0.435	-	-
1984-'92	0.149	0.356	-	-
1993-'03	0.108	0.311	-	-
<=1919	-	-	**0.175**	**0.381**
1920-'51	-	-	0.223	0.417
1952-'60	-	-	0.193	0.395
1961-'77	-	-	0.211	0.408
1978-'03	-	-	0.199	0.400

Bold Independent variables are base case (omitted)

Control					
Dependent variable equals the natural log of price					
Inprice	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.232	-	0.028	395.600	0.000
intersf	0.000	N/A	0.000	15.140	0.000
lotsize	0.000	N/A	0.000	5.730	0.000
bath1.5	0.047	4.81%	0.012	3.880	0.000
bath2	0.048	4.90%	0.014	3.320	0.001
bath>=2.5	0.074	7.66%	0.018	4.210	0.000
bed3	0.060	6.18%	0.013	4.580	0.000
bed>=4	0.094	9.86%	0.017	5.690	0.000
yrblt1924_'49	0.120	12.79%	0.015	7.840	0.000
yrblt1950_'54	0.120	12.75%	0.015	7.780	0.000
yrblt1955_'62	0.192	21.11%	0.015	12.890	0.000
yrblt1963_'03	0.300	34.97%	0.016	18.460	0.000
yrsold1983-'84	-0.480	-38.14%	0.032	-15.030	0.000
yrsold1987-'88	0.245	27.77%	0.026	9.570	0.000
yrsold1989-'90	0.263	30.09%	0.026	10.040	0.000
yrsold1991-'92	0.164	17.88%	0.026	6.420	0.000
yrsold1993-'94	0.184	20.18%	0.025	7.410	0.000
yrsold1995-'96	0.240	27.15%	0.025	9.500	0.000
yrsold1997-'98	0.327	38.66%	0.024	13.720	0.000
yrsold1999-'00	0.520	68.29%	0.024	21.470	0.000
yrsold2001-'02	0.795	121.45%	0.024	32.660	0.000
yrsold2003	0.963	161.86%	0.029	33.560	0.000
N	3593	Adjusted R-Squared	0.6082	Std. Error of the Estimate	0.27808

Omitted variables: bath1, bed<=2, yrblt<=1923, yrsold1985-'86

MIT CENTER FOR REAL ESTATE HOUSING AFFORDABILITY INITIATIVE

Impact					
Dependent variable equals the natural log of price					
lnprice	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	10.602	-	0.126	84.280	0.000
intersf	0.000	N/A	0.000	1.950	0.052
lotsize	0.000	N/A	0.000	1.540	0.125
bath1.5	0.203	22.52%	0.045	4.550	0.000
bath>=2	0.213	23.73%	0.052	4.070	0.000
bed>=4	-0.031	-3.07%	0.052	-0.600	0.551
yrblt1920-'51	0.088	9.20%	0.056	1.580	0.116
yrblt1952-60	0.285	33.02%	0.057	4.980	0.000
yrblt1961-'77	0.341	40.60%	0.059	5.800	0.000
yrblt1978-'03	0.135	14.50%	0.063	2.140	0.033
yrsold1985-'86	0.258	29.44%	0.115	2.240	0.026
yrsold1987-'88	0.846	132.92%	0.099	8.570	0.000
yrsold1989-'90	0.732	107.95%	0.097	7.570	0.000
yrsold1991-'92	0.645	90.57%	0.096	6.700	0.000
yrsold1993-'94	0.661	93.71%	0.095	6.950	0.000
yrsold1995-'96	0.626	87.07%	0.095	6.580	0.000
yrsold1997-'98	0.854	134.98%	0.095	8.960	0.000
yrsold1999-'00	1.014	175.74%	0.097	10.420	0.000
yrsold2001-'02	1.260	252.50%	0.094	13.360	0.000
yrsold2003	1.509	352.00%	0.108	14.000	0.000
N	337	Adjusted R-Squared	0.5935	Std. Error of the Estimate	0.30611

Omitted variables: bath1, bed<=3, yrblt<=1919, yrsold1983-'84

WILMINGTON

Descriptive Statistics				
	Control		Impact	
Variable	Mean	Std. Dev.	Mean	Std. Dev
Price	*201,526*	*89,119*	*225,817*	*80,090*
Intersf	*1,570*	*555*	*1,693*	*701*
Lotsize	*20,702*	*14,499*	*25,593*	*8,972*
Bathrooms	*1.66*	*0.60*	*1.63*	*0.59*
1	**0.32**	**0.47**	**0.29**	**0.46**
1.5	0.28	0.45	0.39	0.49
2	0.21	0.40	0.33	0.47
>=2.5	0.20	0.40	-	-
Bedrooms	*3.13*	*0.70*	*3.26*	*0.50*
<=2	**0.13**	**0.33**	-	-
3	0.64	0.48	**0.23**	**0.42**
>=4	0.23	0.42	0.23	0.42
Year Built	*1968*	*29*	*1958*	*34*
<=1949	**0.20**	**0.40**	-	-
1950-'64	0.23	0.42	-	-
1965-'84	0.16	0.37	-	-
1985-'92	0.19	0.39	-	-
1993-'03	0.22	0.42	-	-
<=1955	-	-	**0.27**	0.45
1956-'64	-	-	0.21	0.41
1965-'72	-	-	0.21	0.41
1973-'03	-	-	0.30	0.46

Bold Independent variables are base case (omitted)

Control					
Dependent variable equals the natural log of price					
Independent variables	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.409	-	0.026	438.130	0.000
intersf	0.000	N/A	0.000	7.970	0.000
lotsize	0.000	N/A	0.000	11.050	0.000
bath1.5	0.009	0.91%	0.015	0.620	0.538
bath2	0.039	3.94%	0.016	2.430	0.015
bath>=2.5	0.185	20.29%	0.021	8.760	0.000
bed3	0.081	8.40%	0.017	4.880	0.000
bed>=4	0.121	12.82%	0.022	5.580	0.000
yrblt1950-'64	0.145	15.60%	0.015	9.450	0.000
yrblt1965-'84	0.230	25.81%	0.018	13.030	0.000
yrblt1985-'92	0.234	26.30%	0.018	13.260	0.000
yrblt1993-'03	0.138	14.82%	0.018	7.550	0.000
yrsold1989-'90	0.022	2.19%	0.024	0.890	0.372
yrsold1991-'92	-0.091	-8.67%	0.023	-4.020	0.000
yrsold1993-'94	-0.022	-2.17%	0.022	-1.020	0.310
yrsold1995-'96	0.065	6.76%	0.022	3.040	0.002
yrsold1997-'98	0.144	15.44%	0.021	6.770	0.000
yrsold1999-'00	0.366	44.17%	0.022	16.940	0.000
yrsold2001-'02	0.636	88.93%	0.023	28.270	0.000
yrsold2003	0.793	121.01%	0.025	31.140	0.000
N	4431	Adjusted R-Squared	0.5015	Std. Error of the Estimate	0.32431

Omitted variables: bath1, bed<=2, yrblt<=1949, yrsold1987-'88

Impact					
Dependent variable equals the natural log of price					
Independent variables	Coefficients		Std. Error	t	Significance
	Unstandardized	Standardized			
constant	11.843	-	0.145	81.880	0.000
intersf	0.000	N/A	0.000	0.440	0.662
lotsize	0.000	N/A	0.000	1.400	0.168
bath1.5	-0.023	-2.29%	0.071	-0.320	0.747
bath>=2	0.086	9.01%	0.083	1.030	0.306
bed>=4	0.030	3.01%	0.076	0.390	0.697
yrblt1956_'64	0.052	5.35%	0.078	0.670	0.509
yrblt1965_'72	0.183	20.08%	0.082	2.220	0.030
yrblt1973_'03	0.211	23.48%	0.075	2.830	0.007
yrsold1989-'90	0.005	0.49%	0.111	0.040	0.965
yrsold1991-'92	-0.140	-13.10%	0.115	-1.220	0.229
yrsold1993-'94	-0.165	-15.20%	0.131	-1.260	0.213
yrsold1995-'96	-0.006	-0.56%	0.109	-0.050	0.959
yrsold1997-'98	0.259	29.55%	0.127	2.040	0.046
yrsold1999-'00	0.192	21.15%	0.105	1.820	0.074
yrsold2001-'02	0.455	57.69%	0.124	3.680	0.001
yrsold2003	0.740	109.53%	0.127	5.800	0.000
N	70	Adjusted R-Squared	0.6153	Std. Error of the Estimate	0.20459

Omitted variables: bath1, bed3, yrblt<=1955, yrsold1987-'88

Comments Addressed to the Plan Commission

From: Jean Gurney
To: Bart Griepentrog
Subject: Multi-family building
Date: Friday, May 28, 2021 11:05:05 AM

Dear Bart, please share these comments with the Planning Committee, as we will be out of town June 1st.

- Require the developers to provide the number of off-street parking places that the Village Code requires. Even low-income families drive cars, many of them – more than one.
- I thought Shorewood was serious about providing lower cost housing options. Require the developer to offer 50% lower cost, multi-family units. Multi-families means at least two-three bedrooms. The current "goal" of up to 20% units for lower income families is ridiculous if we're serious about equity and diversity.

Thank you, Jean Gurney 2214 Edgewood Ave.

Sent from Mail for Windows 10

From: dsr1554@aol.com
To: Bart Griepentrog
Subject: Re: Plan Commission and Board of Appeals Materials
Date: Friday, May 28, 2021 10:53:09 AM

May 28, 2021

To the Plan Commission --

I herby urge you to reconsider the granting of a special parking exception with respect to the Capitol Drive development proposed by Catalyst Partners. While the proposed development would add available housing to the neighborhood, including several units categorized as for affordable housing, the overall scope of the multistory building appears to be more than the immediate neighborhood can readily absorb.

In particular, the granting of a parking waiver allowing he development to proceed with only forty-three parking spaces when the proposed structure should have seventy-four spaces based on village code, has the potential to place extreme stress on the already crowded streets in the area. While the developer maintains that it is likely that they will only need 53 spaces, even that would add a minimum of eight additional vehicles plus building staff vehicles. Further, I believe that the ingress and egress to the building will be on north Stowell which will entail losing 2 to 4 existing paring spaces as well as facing directly opposite the driveway of the Shorewood Animal Hospital. It raises my concern about safe passage for the neighborhood residents as well as for my clients and my employees. We have ben operating our business in Shorewood since 1988, and we are grateful to be such an integral part of the community.

We have contributed to the fabric of the neighborhood and have been an important component of the Village of Shorewood business community, and we hope to continue in this location for many years to come. We have worked to alleviate some of the parking stress by renting 5 sparking spaces at 2510 East Capitol Drive and opening up 4 additional spaces for our clients. Nevertheless, there is still a fair amount of parking congestion.

It seems logical to therefore either reduce the scope of the proposed development to allow for the required number of spaces or to help the developer find an alternative site for the proposed development. If the variance is allowed to stand, I believe that it will ultimately have the potential to diminish the quality of the neighborhood due to traffic safety concerns. A smaller scale project would not only blend in better with the neighborhood, but would also fulfill the admirable goal of the developer and the village to provide necessary affordable housing units.

Thank you for your time and consideration in this important matter.

Sincerely,

David S. Rosene
Owner
Shorewood Animal Hospital, SC
2500 East Capitol Drive
Shorewood, WI 53211
414-962-6662

-----Original Message-----
From: Bart Griepentrog <bgriepentrog@villageofshorewood.org>
To: dsr1554@aol.com <dsr1554@aol.com>
Sent: Thu, May 27, 2021 10:26 am
Subject: Plan Commission and Board of Appeals Materials

Good morning, Dr. Rosene.

Here is a link to next Tuesday's Plan Commission agenda. Meeting materials will be compiled and posted tomorrow afternoon. If you would like to submit comments for inclusion, please provide them to me (addressed to the Plan Commission) by noon tomorrow.

Here is a link to the minutes from their February 23, 2021 meeting.

As I noted, minutes from the May 4, 2021 Board of Appeals meeting are not yet available, but attached is the decision letter that was created summarizing the actions.

If you have any additional questions, please let me know.

Regards,
Bart

Bart Griepentrog, AICP
Planning & Development Director

Village of Shorewood
Planning & Development Department
3930 N. Murray Ave.
Shorewood, WI 53211
(414) 847-2647
bgriepentrog@villageofshorewood.org

For local new and events, sign-up for the weekly Manager's Memo

IMPORTANT NOTICE: The preceding message may be confidential. It is not intended for transmission to, or receipt by, any unauthorized persons. If you believe that it has been sent to you

in error, do not read it. Please reply to sender that you have received the message in error and then destroy it. Thank you.

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Building proposal/ village mtg
Date:	Friday, May 28, 2021 8:05:01 AM

Can you send to both? I don't have the PC emails

From: Emily Gallagher [mailto:emilymgall333@gmail.com]
Sent: Thursday, May 27, 2021 5:31 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Building proposal/ village mtg

Hi Sarah,
Please forward this email to the village trustees and the plan commission.

Village trustees and Plan Commission,

As newer Shorewood residents who values community, access, equity, housing and accurate planning, we are highly against this project proposal. It seems like a project meant for a larger city, not a small, urban community that is trying to retain it's charm. Please restructure this plan and proposal to reflect the values of our community.

We are available for additional discussion if needed.

Thank you,
Emily & Jeremy

From:	Sara Bruckman
To:	_Trustees
Cc:	Rebecca Ewald; Bart Griepentrog
Subject:	FW: Please forward to board
Date:	Friday, May 28, 2021 8:05:16 AM

From: Mark Warhus [mailto:mwarhus@att.net]
Sent: Thursday, May 27, 2021 5:28 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Please forward to board

DO NOT APPROVE PARKING EXEMPTION FOR E. CAPITOL AND N. STOWELL

I am writing to urge the planning commission not to approve Catalyst Partners ("CP") application for a "special exception" under Village Code §535-51. CP has planned a multi-family development over existing properties located at 2428, 2420, and 2418 East Capitol Drive.
I believe the request does not me the requirements of code 535-51 for the following reasons:

(1) Granting of the exception will have A NEGATIVE EFFECT ON adjacent parking and traffic conditions.

The corner of E Capitol and N Stowell is already a busy and crowded intersection. Resident and commercial traffic enters and exits from both streets, from the heavily used veterinary office on the NE corner of the intersection, and from alleys entering from both the east and west sides of Stowell Ave. From both observation and experience I have seen traffic standing still, turning abruptly and closely, and being forced to one side so other vehicles can pass. This is already a dangerous situation, especially with young children playing on the block and in or near the street (there are over 20 children from infants to adolescents living on the 4,000 block of N Stowell). Adding the traffic from the proposed building and those requiring street parking will make the situation worse and endanger the neighborhood.

Street Parking on N Stowell is currently between 18 and 21 cars per day. The estimate of 26 spaces being available is mistaken given the way in which people actually park, and that the 5 spaces at the south end of the 4000 block of N Stowell will be taken away by the proposed construction. The 4000 block of N Stowell will have less parking with increased demand which will negatively effect the "feel," environment, and safety of the street.

I also disagree with the developer's and some of the Trustee's assumption that only 8 on street spaces will be needed despite the current codes requirement for an additional 41. The evidence given for the lower car ownership of the planned tenants

is anecdotal or hearsay. Again, from my observation of those living on the 4000 block of North Stowell, everyone from Single so-called millennials, young families, middle aged, and retired couples has at least one car per adult if not more.

(2)

granting of the exception will have a negative effect on the appearance and character of the applicant's property, adjacent property and neighboring property. The parking exemption will make the 4000 block of N Stowell Ave crowded, dangerous, and less inviting. This will negatively effect the environment and value of the homes on the block, and change a neighbor friendly street to one with additional anxiety, tension, and disappointment. Those choosing to live on the block did so for its tranquil, family friendly, safe, and uncrowded neighborhood. The requested exemption will negatively effect all those things.

Please note, I encourage the village to pursue affordable housing. I am sure there are other ways to do so without providing this request exemption from the village parking codes.
Keep are streets family friendly and safe.

Mark Warhus
4071 N. Stowell Ave,
414-963-0821
mwarhus@att.net

From:	Mark Warhus
To:	Bart Griepentrog
Cc:	Vicki Herman; D Walsh
Subject:	Do not approve parking exemption for catalyst partners project on E Capitol and N Stowell
Date:	Thursday, May 27, 2021 4:57:38 PM

I apologize if this is a second copy.

I am writing to urge the planning commission not to approve Catalyst Partners ("CP") application for a "special exception" under Village Code §535-51. CP has planned a multi-family development over existing properties located at 2428, 2420, and 2418 East Capitol Drive.
I believe the request does not me the requirements of code 535-51 for the following reasons:

(1) Granting of the exception will have A NEGATIVE EFFECT ON adjacent parking and traffic conditions.

The corner of E Capitol and N Stowell is already a busy and crowded intersection. Resident and commercial traffic enters and exits from both streets, from the heavily used veterinary office on the NE corner of the intersection, and from alleys entering from both the east and west sides of Stowell Ave. From both observation and experience I have seen traffic standing still, turning abruptly and closely, and being forced to one side so other vehicles can pass. This is already a dangerous situation, especially with young children playing on the block and in or near the street (there are over 20 children from infants to adolescents living on the 4,000 block of N Stowell). Adding the traffic from the proposed building and those requiring street parking will make the situation worse and endanger the neighborhood.

Street Parking on N Stowell is currently between 18 and 21 cars per day. The estimate of 26 spaces being available is mistaken given the way in which people actually park, and that the 5 spaces at the south end of the 4000 block of N Stowell will be taken away by the proposed construction. The 4000 block of N Stowell will have less parking with increased demand which will negatively effect the "feel," environment, and safety of the street.

I also disagree with the developer's and some of the Trustee's assumption that only 8 on street spaces will be needed despite the current codes requirement for an additional 41. The evidence given for the lower car ownership of the planned tenants is anecdotal or hearsay. Again, from my observation of those living on the 4000 block of North Stowell, everyone from Single so-called millennials, young families, middle aged, and retired couples has at least one car per adult if not more.

(2) granting of the exception will have a negative effect on the appearance and character of the applicant's property, adjacent property and neighboring property.

The parking exemption will make the 4000 block of N Stowell Ave crowded, dangerous, and less inviting. This will negatively effect the environment and

value of the homes on the block, and change a neighbor friendly street to one with additional anxiety, tension, and disappointment. Those choosing to live on the block did so for its tranquil, family friendly, safe, and uncrowded neighborhood. The requested exemption will negatively effect all those things.

Please note, I encourage the village to pursue affordable housing. I am sure there are other ways to do so without providing this request exemption from the village parking codes.
Keep are streets family friendly and safe.

Mark Warhus
4071 N. Stowell Ave,
414-963-0821
mwarhus@att.net

Mark Warhus

From:	Rebecca Ewald
To:	"Laurie Kohler"
Cc:	Sara Bruckman; Bart Griepentrog
Subject:	RE: Opposition to Building on Stowell Avenue
Date:	Wednesday, May 26, 2021 9:54:34 AM

Good morning Lori - thank you for providing your thoughts on this matter. Director Griepentrog will provide your comments to the Plan Commission.

Sincerely,

Rebecca Ewald

Village Manager
Village of Shorewood
3930 N Murray Avenue
Shorewood, WI 53211
414.847.2701
Village website

*** Shorewood Elected Officials and Members of Village Committees, Boards, Commission and Task Forces: In order to comply with the Open Meetings Act requirements, please limit any reply to only the sender of this electronic communication.**

Sign up for information through the Manager's Weekly Memo

From: Laurie Kohler [mailto:lauriekohler@yahoo.com]
Sent: Tuesday, May 25, 2021 4:54 PM
To: Rebecca Ewald <rewald@villageofshorewood.org>; Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Fwd: Opposition to Building on Stowell Avenue

Sent from my iPhone

Begin forwarded message:

> **From:** Laurie Kohler <lauriekohler@yahoo.com>
> **Date:** May 25, 2021 at 4:52:25 PM CDT
> **To:** sbruckman@villageofshorewood.com
> **Subject: Fwd: Opposition to Building on Stowell Avenue**

From: Laurie Kohler

Sent: Tuesday, May 25, 2021 4:50 PM
To: 'sbruckman@villageofshorewood.com' <sbruckman@villageofshorewood.com>
Subject: Opposition to Building on Stowell Avenue
Importance: High

Sara – I would like to ensure that my objection to the building development on Stowell and Capitol Drive is recorded. Please forward my email to the planning board. I am a resident of the 3900 block of Stowell. I have two children and worry about the issues of traffic and safety that his multiple unit building will bring. I have significant concern that the development has not addressed the concerns raised by the neighbors regarding street congestion with the addition of multiple cars and how to ensure the safety of the neighborhood. Shorewood is supposed to be a walkable community, kids are walking past Stowell/Capitol to get to St. Robert and Atwater School. This development leaves another obstacle for public safety. Between the Shorewood Animal Hospital, empty businesses on Downer Ave, and gas station on the corner there is already a considerable amount of traffic congestion. I would question the validity of any traffic and congestion studies done in a year (and a half) in which total car congestion and studies would not represent actual regular business – post pandemic life. I as a neighbor and a resident of Shorewood, I would like to continue to let the planning commission know that I remain opposed to the proposed development.
Thank you,
Laurie Kohler
3921 N. Stowell Ave.
Shorewood, WI 53211

We value your feedback. Please visit the Customer Satisfaction Survey to tell us how we did.

Confidentiality: This e-mail is intended for the specific delivery to and use by the person(s) to whom it is addressed. If you have received this e-mail in error, you are notified that any disclosure, copying, distribution and use of this e-mail or any attachment is prohibited. Please reply to the sender immediately if you have received the e-mail in error, and delete the original and any copy from your computer. Thank you.

Notice: Waukesha County is subject to Wisconsin's Public records law.

From:	Megan O"Brien
To:	Rebecca Ewald; Bart Griepentrog; Sara Bruckman
Cc:	Mike O"Brien
Subject:	42 unit build on Capitol dr.
Date:	Tuesday, May 25, 2021 3:52:34 PM

Hello Village Clerk, Village Manager, and Planning & Development Director,

We live at 2500 E. Shorewood Blvd and have been residents of Shorewood since 1998. We have been involved on the Village Board and other village boards, commissions, and committees over these past 24 years. In short, we love our community, participate, and appreciate how hard everyone works in the village. We also recognize there are many voices, many concerns, and a variety of needs that must be considered when making decisions.

We are opposed to granting an exception to the parking ordinance for the proposed 42-unit building on Capitol Drive. The ordinances are clear and were put in place after deliberate consideration and village-wide input. To routinely grant exceptions means that the exceptions swallow the rule. If there should be a change in rationale related to the ordinance, it should be handled by amending the ordinance to reflect the village's current values, not by simply granting exceptions.

With this particular project it seems the developer has suggested that without the variance, it is not worth its bottom line to build. Denying the ordinance doesn't mean the developer *cannot* build. It simply means that the developer's bottom line isn't as lucrative as it would like. We urge you to put the village's studied values, needs, and vision over corporate (developer) greed.

The ordinance requires a showing of substantial evidence to grant an exception. This standard was not initially met (and makes it alarming the exception was initially granted) and seemingly, with what information we have at the moment, cannot be met. It is well-established that parking is of paramount concern for the village. How did the developer show the exception is consistent with the zoning code and the parking ordinances in particular? By all measures it is diametrically opposed. The burden of proof is on the developer to bring this substantial evidence to the Board. We are hard-pressed to identify what the developer could possibly show as "substantial evidence" to overcome the requirements of the zoning code. The developer cannot simply make a showing of *some* evidence or even a showing of *clear* evidence. It must produce *substantial* evidence for the Board to grant an exception. We urge you to consider the high standard of showing that is necessary for an exception and that the developer has the onus to produce and demonstrate that evidence. The Code is the voice of the residents and exists to guide in just these circumstances. It is the law and requires the developer to produce substantial evidence - not opinion, not conjecture, not speculation based on the possibility of non-driving occupants of the units or the availability of public transportation.

For these reasons, we ask the Board to respect and enforce the Code and deny this request for an exception.

Please forward to the Village Board members, and other involved boards/units/committees. Thank you!

Mike & Megan O'Brien

From:	Karen & Bill Desing
To:	Sara Bruckman
Cc:	Bart Griepentrog; Rebecca Ewald
Subject:	Opposition to Proposed Development at 2418, 2420, 2428 E Capitol Drive
Date:	Tuesday, May 25, 2021 6:00:45 PM
Attachments:	Intersection Photos_Capitol-Stowell-Jarvis.pdf

Ms Bruckman,

Please forward to Planning Commission Members -

Planning Commission Members,

I am writing to oppose the current proposed development at 2418, 2420, and 2428 E Capitol Drive.

Understanding the significant long-term effects of such a development on the Village of Shorewood, I request that you re-examine the proposal to ensure that it meets the Village's Zoning Code and **S535-3 Intent.**, see attachment. There are so many points to glean from this section but I would like you to specifically note the following statement; "It is the general intent of this chapter to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures **so as to lessen congestion in and promote the safety and efficiency of the streets and highways; ...".**

Now that this proposal has been remanded back to the Planning Commission by the BOA, you have an opportunity to show your community members that you do understand that the intent of the Zoning Code is to protect the community by thoughtfully reflecting on the 13 Factors of the **S535-51 Special Exceptions,** see attachment.

I will not walk through each Factor, however; just focusing on Factor (1), I ask that you analyze with facts if this proposal will have either a positive or negative effect on the surrounding areas/ intersections. In addition to the code sections, I am also attaching photos of the intersection of both Stowell and Capitol as well as Stowell and Jarvis so that you might just think about the potential impact on the families, businesses, and visitors to this community. An actual traffic study of this area would tell you that this is, indeed, a proposal that should be rejected due to the already congested areas and will become a safety issue for all those in the community.

Thank you for reviewing my comments,

Karen Desing
3952 N Stowell Avenue

§ 535-50 Applicability.

§ 535-51 Special exceptions.

[Amended 10-23-2006 by Ord. No. 1917]

A. The Plan Commission, upon application as required herein, may grant a special exception to the provisions and requirements of this article.

B. Prior to granting a special exception, the Plan Commission shall consider all of the following as applicable:

(1) The effect the granting of the exception will have on adjacent parking and traffic conditions.

(2) The effect the granting of the exception will have on the appearance and character of the applicant's property, adjacent property and neighboring property.

(3) The effect the granting of the exception will have on the property values of the applicant's property, adjacent property and neighboring property.

(4) Whether the granting of the exception will serve a public or desirable or useful purpose.

(5) Whether the spirit and intent of the requirements of this article are being carried out.

(6) Recommendations of any boards or committees to which the Plan Commission refers the application for advice.

(7) Intensity of use, deviation from typical use classifications, access to transit, and physical constraints to meeting parking requirements.

(8) If senior housing is proposed, the number of employees on site, the type of senior housing, the parking needs of the residents, if any, and the ratios from the Institute of Transportation Engineers parking generation report ratios for senior housing should be reviewed.

(9) Historical conditions and whether additional parking requirements for new or expanded use may be satisfied with incremental increase commensurate with new or expanded use.

(10) Evidence that actual parking demands may be less than code requirements.

(11) Availability of shared parking, including satisfactory documentation of shared parking to satisfy the parking demand.

(12) Alternative transportation that has been reasonably shown to reduce the need for parking.

(13) Such other matters as the Plan Commission deems relevant and material.

Article I Introduction

- § 535-1 **Authority.**
- § 535-2 **Purpose.**
- § 535-3 **Intent.**
- § 535-4 **Abrogation and greater restrictions.**
- § 535-5 **Interpretation.**

§ 535-1 Authority.

These regulations are adopted under the authority granted by §§ 61.35 and 62.23(7), Wis. Stats.

§ 535-2 Purpose.

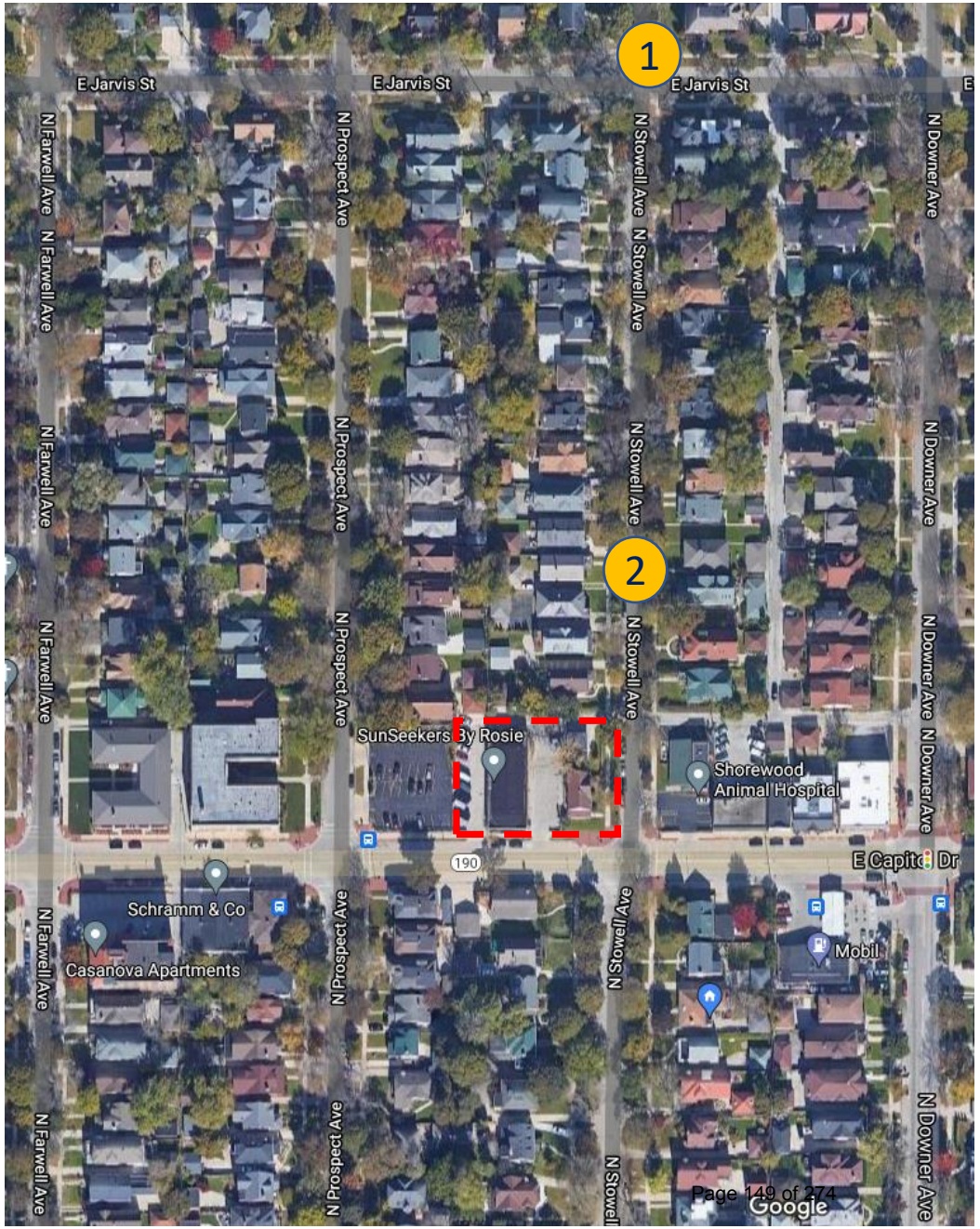
The purpose of this chapter is to promote the health, safety, morals, prosperity, aesthetics and general welfare of this community.

§ 535-3 Intent.

It is the general intent of this chapter to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures so as to lessen congestion in and promote the safety and efficiency of the streets and highways; secure safety from fire, flooding, panic and other dangers; provide adequate light and air, including access to sunlight for solar collectors and to wind for wind energy systems; provide adequate sanitation and drainage; prevent overcrowding of land; avoid undue population concentration; facilitate the adequate provision of public facilities and utilities; stabilize and protect property values; further the appropriate use of land and conservation of natural resources; preserve and promote the beauty of the community; and implement the community's Comprehensive Plan or plan components. It is further intended to provide for the administration and enforcement of this chapter and to provide penalties for its violation.

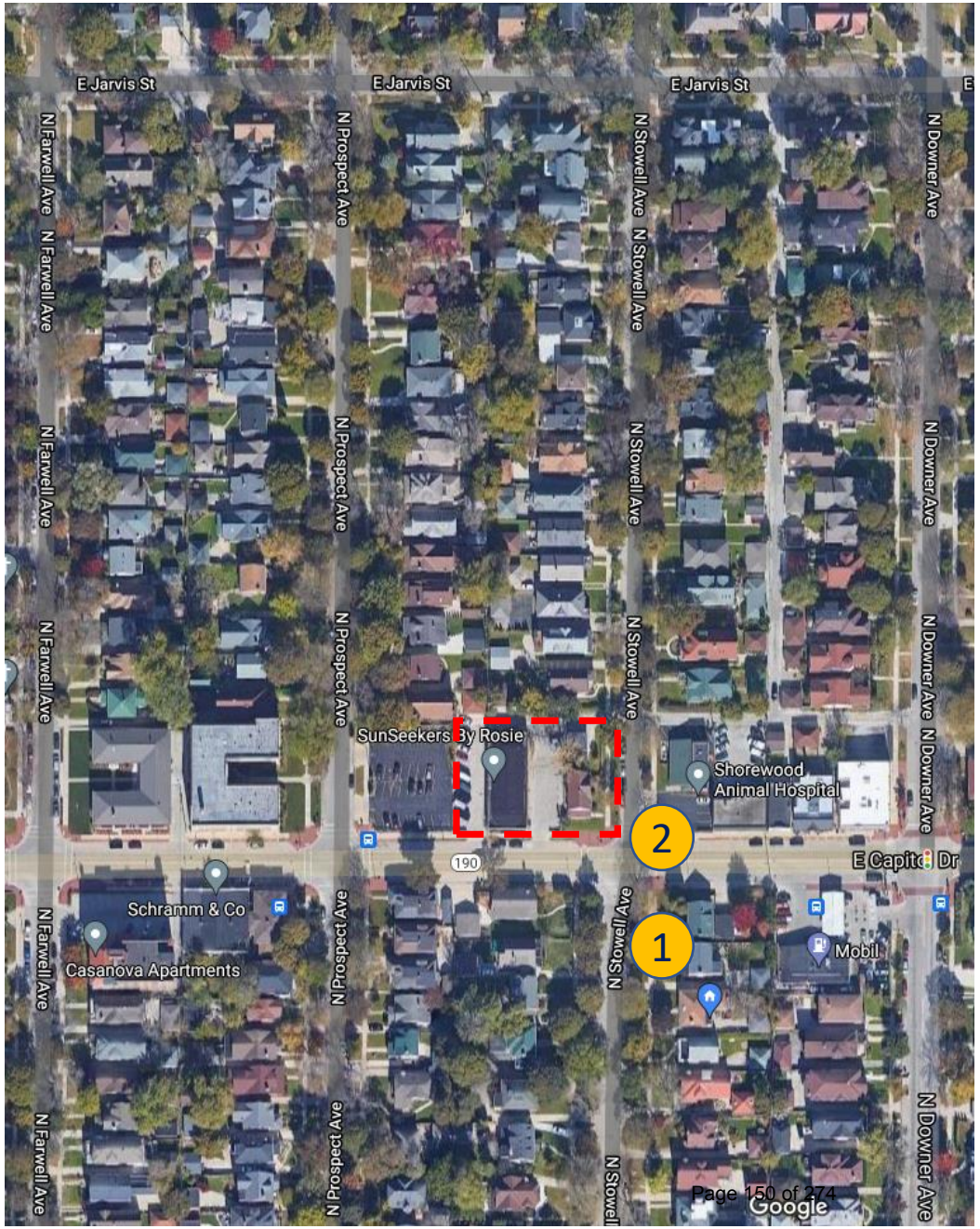
2 Stowell Avenue Looking South

1 Intersection of Stowell & Jarvis Looking South



2 Intersection of Stowell & Capitol Looking North

1 Intersection of Stowell & Capitol Looking North



From:	Mike Lueder
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Cc:	Joe Cincotta (jrc4@chorus.net); Elizabeth Beeghly; Karen & Bill Desing
Subject:	Proposed Apartment at the Corner of Stowell and Capitol
Date:	Tuesday, May 25, 2021 5:06:23 PM

Hi, I have another commitment beginning at 6:00 but agree with Liz Beeghly's comments below regarding the de facto zoning change the parking accommodation represents.

Michael C. Lueder
ATTORNEY AT LAW

HANSEN REYNOLDS LLC
301 N. Broadway, Suite 400, MILWAUKEE WI 53202
DIR: 414.273.8474
TEL: 414.455.7676
EMAIL: mlueder@hansenreynolds.com

www.hansenreynolds.com

From: Mike Lueder
Sent: Tuesday, May 4, 2021 5:48 PM
To: sbruckman@villageofshorewood.org; bgriepentrog@villageofshorewood.org; rewald@villageofshorewood.org; PresidentMckaig@villageofshorewood.org; TrusteeArndorfer@villageofshorewood.org; TrusteeBaldauf@villageofshorewood.org; TrusteeBockhorst@villageofshorewood.org; TrusteeIrcink@villageofshorewood.org; TrusteeStokebrand@villageofshorewood.org; TrusteeWarren@villageofshorewood.org; eastcapitolneighborsassn@gmail.com
Cc: Joe Cincotta (jrc4@chorus.net) <jrc4@chorus.net>; Elizabeth Beeghly <liz.beeghly@me.com>
Subject: Proposed Apartment at the Corner of Stowell and Capitol

From Liz:

Fast-tracking the Stowell Capitol project isn't in our community's best interest. From my experience as a City Planner, all constituents (community partners, local businesses, residents, and other stakeholders and agencies) input must be obtained before Zoning change decisions are rendered. This is the only way to understand the existing situation, take into account the concerns of adjacent property owners or renters, and evaluate the impacts of the proposed developments. Furthermore, when a new Comprehensive Plan is in the works, we encourage developers to meet the requirements of the incoming Comprehensive Plan because it reflects best development practices and the best use of the land. In density changes or zone changes Community input and requiring development to meet a Comprehensive Plan

were standard protocols in the City of Portland, OR where I worked for 7 years and approved 100s of development proposals (including variances, land divisions and conditional uses).

Reading the Village of Shorewood Zoning Code (535), you come to understand that parts of the zoning code regulations are finite and others are flexible. One must keep in mind that the stated over-arching intent “is to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures so as to lessen congestion in and promote the safety and efficiency of the streets… provide adequate light and air, including access to sunlight… prevent overcrowding of land; avoid undue population concentration;…..stabilize and protect property values;…. preserve and promote the beauty of the community; and implement the community's Comprehensive Plan or plan components”.

All non-defined land use decisions (535) require oversight by one of the many Village of Shorewood committees, commissions or trustees. These committees are staffed by volunteers with guidance from our Village City Planner. Keeping in mind that the vast majority of people on these committees do not have a city planning background, it takes a Village to understand the constraints, existing challenges, opportunities and concerns when reviewing a proposal. Public comment is necessary, especially when Zone or density increases are proposed which will result in changes to traffic patterns, bulk, sunlight access, property value, beauty, congestion, and overcrowding.

The problem with the Stowell and Capitol proposal stems from the fact that the density (number of apartment units) isn't allowed by right. The density in this location is limited by the number of parking spaces allowed. The use of a special exception to allow less parking is in effect changing the Zoning from Medium Density to High Density. This is a backdoor zoning change that negates public input. It’s sloppy, breaks public trust and might result in long term problems at the corner of Stowell and Capitol. This isn’t good planning. (Emphasis added.)

We need to slow down because the Village of Shorewood’s current Comprehensive Plan has taken a closer look at this site and has specific recommendations.

The Village of Shorewood produces a Comprehensive Plan every 10 years to clarify the intention of our zoning code and identify opportunities and constraints. Working together the Zoning Code and Comprehensive Plan "protect property values; further the appropriate use of land and conservation of natural resources; preserve and promote the beauty of the community.” (535-3)

Over the last few months, the Village of Shorewood residents have attended Comprehensive Plan meetings where we describe and decide upon our new 10 year goals. In the 2040 Comprehensive Plan, there is a chapter on development opportunities, where Stowell and Capitol is identified (pg. 177, 180) as one of 9

"distinct redevelopment opportunities". The 2040 Comprehensive Plan names Stowell and Capitol as part of East Capitol - Main Street Mixed Use: medium density commercial (CP pg. 176). It lays out new standards: evaluating development through Form Base Standards and Pedestrian-Orientated Development, explains a need for flexibility because of our changing economy, and requires public involvement. Why would we be expediting this proposal when it clearly doesn't meet our future planning goals for the area? It goes against the Village of Shorewood's best interest. (More descriptions of East Capitol can be found throughout the 2040 Comprehensive Plan (pg. 132-134, 176-183).)

Please reject the Special Exception reduction of parking spaces because the result would be an increase in density that isn't allowed on this site. We need to wait for the Comprehensive Plan 2040 to be implemented or require a developer to incorporate the new standards that have been written specifically for this site into their proposal.

Michael C. Lueder
ATTORNEY AT LAW

HANSEN REYNOLDS LLC
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EMAIL: mlueder@hansenreynolds.com

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From:	Susan Mikos
To:	Bart Griepentrog; Rebecca Ewald
Subject:	proposed development on Capitol Dr. -- PLEASE FORWARD TO TJE PLANNING COMMISSION and TRUSTEES
Date:	Tuesday, May 25, 2021 4:46:05 PM

To the Shorewood Planning Commission and Village Trustees:

I am strongly opposed to the Village's proposal to grant a parking exception for the developer of a 42-unit apartment building on Capitol Drive. This would negatively impact the residential character of the neighborhood and would create an added burden on current residents.

Zoning restrictions presumably exist for good reason, and should be enforced, not overturned for the benefit of outside real estate developers.

In addition, the size of the development would undoubtedly lead to increased traffic in this area. I drove past the area this afternoon, and there were numerous school children walking, running, and riding bicycles. There was also quite a bit of automobile traffic; adding to it would pose an increased safety hazard.

While it might be a question for a different agenda, I am also opposed to the demolition of the house at the corner of Capitol and Stowell.

Susan G. Mikos
2513 E. Shorewood Blvd.
Shorewood, WI

From:	Elizabeth Beeghly
To:	President McKaig; Trustee Arndorfer; Trustee Warren; Bart Griepentrog; Trustee Stokebrand; Trustee Bockhorst; Trustee Ircink; Trustee Baldauff; Sara Bruckman
Subject:	Stowell and Capitol 42 unit development
Date:	Tuesday, May 25, 2021 4:32:20 PM

Members of the Plan Commission,

Thank you for your service to the Village of Shorewood. As volunteers on the Plan Commission, you have been tasked with aiding Bart Griepentrog, the Planning and Development Director, to plan the growth in the Village of Shorewood. It's fascinating to think that the projects you approve will outlive most residents in the Village of Shorewood. Your decisions have long term consequences and definite impacts on the livability in the Village of Shorewood for the next century or more.

The 42 unit development at the corner of Stowell Capitol proposal isn't in the Village of Shorewood's best interest. From my experience as a Current City Planner trained to look at impacts of development on the surrounding community (such as transportation systems, light (shadows), building coverage, building orientation and layout, and density) there are many elements of this project that aren't positive. I strongly urge you to relook at this proposal and say, 'No we need to wait for the better use on these lots with more family orientated subsidized housing.'

The Plan Commission consists of volunteers from Shorewood with guidance from our Village City Planner. You are working for the neighbors as well as the entire community as you evaluate the proposals appropriateness on this site. The neighbors of this site have an intimate knowledge of the constraints, existing challenges, opportunities and concerns and should be listen to and their opinions duly considered when reviewing a proposal.

As a Plan Commission member, you must be aware that the Stowell and Capitol proposal (the number of apartment units) isn't allowed by right. The density in this location is limited by the number of parking spaces allowed. Furthermore, the recently proposed 2040 Comprehensive plan further reduces the density of this site. The special exception to allow less parking is in effect changing the Zoning from Low/Medium Density to High Density. This is a backdoor zoning change. As I look over the elements of the proposal, the development is poorly planned, increases density that breaks public trust and will most likely result in long term problems at the corner of Stowell and Capitol. This isn't good planning.

First, the orientation of the building on to a parking lot is confusing and unappealing to viewers. Visitor to the building will be confused and believe that the parking lot is associated with the new building and not dedicated to the building across the street. The surrounding neighbors will be negatively impacted because the building does not have a typical entryway that makes it feel approachable and unsafe.

Second, the proposed underground parking is tight and poorly laid out. We all know how terrible Metro Market parking lot is…this project's proposed parking is significantly more car unfriendly and unusable. The parallel parking spots are tight and do not account for non-compact cars. The width of the spots are narrow and will be difficult for cars to maneuver in to and around. Therefore, the poor layout of the allowed parking will encourage people to forgo the onsite parking and park on the street.

Third, the parking lot on the main floor will be not pedestrian friendly. Shorewood is a walking community. This sidewalk is a major thoroughfare for people going to the beach or kids walking to the neighborhood schools. A bank of windows looking at cars or a blank wall without windows on the main floor is not appealing and creates

undesirable conditions for pedestrians.

Fourth, car entrance and exit on Stowell will require more curb cuts and reduce the already limited and highly used existing parking. In addition to the parking exception requested by the developer the proposal removes 5-6 on street parking places. The result is an impact of around 12 cars on surrounding streets and this doesn't account for visitors to the apartment units.

Fifth, Stowell at this location is about 25 feet wide. In Urban Planning, 26 foot wide roadways are defined as minor streets. Minor streets service 10-30 house in total. The street currently serves over 30 houses and a very active veterinary clinic. The proposed development would add an additional 42 units this narrow street. Living in WI, another major consideration is the snow - snow removal with more cars parked overnight on the streets will make Stowell more difficult to drive. This impacts everyone in our entire Village, but most adversely impacts the immediate neighbors to the development site.

Reading the Village of Shorewood Zoning Code (535), you come to understand that parts of the zoning code regulations are finite and others are flexible. One must keep in mind that the stated over-arching intent "*is to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures so as to lessen congestion in and promote the safety and efficiency of the streets… provide adequate light and air, including access to sunlight… prevent overcrowding of land; avoid undue population concentration;…..stabilize and protect property values;…. preserve and promote the beauty of the community; and implement the community's Comprehensive Plan or plan component*s".

The Village of Shorewood produces a Comprehensive Plan every 10 years to clarify the intention of our zoning code and identify opportunities and constraints. Working together the Zoning Code and Comprehensive Plan "protect property values; further the appropriate use of land and conservation of natural resources; preserve and promote the beauty of the community." (535-3)

Over the last few months, the Village of Shorewood residents have attended Comprehensive Plan meetings where we describe and decide upon our new 10 year goals. In the 2040 Comprehensive Plan, there is a chapter on development opportunities, where Stowell and Capitol is identified (pg. 177, 180) as one of 9 "distinct redevelopment opportunities". The 2040 Comprehensive Plan names Stowell and Capitol as part of East Capitol - **Main Street Mixed Use: medium density commercial** (CP pg. 176). It lays out new standards: evaluating development through Form Base Standards and Pedestrian-Orientated Development, explains a need for flexibility because of our changing economy, and requires public involvement. Why would we be approving this proposal when it clearly doesn't meet our future planning goals for the area? The proposal as it stands goes against the Village of Shorewood's best interest. (More descriptions of East Capitol can be found throughout the 2040 Comprehensive Plan (pg. 132-134, 176-183).)

When you visit the site, it is apparent that the project isn't in keeping with the development in the surrounding area. The neighborhood surrounding the proposed 42 unit development will be negatively impacted by the high intensity of the use. The single bedroom apartments will attract individuals and couples. The few two bedroom apartments might not be subsidized and therefore will not open up Shorewood to families looking to give their children the benefit of the Shorewood school district. Families with children are the people I hope will move into any proposed subsidized housing.

After reading the proposal, some questions I thought about: Will you be asking the subsidized apartment renters to use on-street or will they have access to the underground parking? If parking isn't included with the subsidized

units the additional cost of the street parking must be factored into the costs associated with the subsidized units. Where will the subsidized units be located? Back of the building without a view? Smallest apartments?

Please reject the Special Exception reduction of parking spaces because the result would be an increase in density that isn't allowed on this site. We need to wait for development that meets the Comprehensive Plan 2040 to be implemented or require a developer to incorporate the new standards that have been written specifically for this site into their proposal. Any development with subsidized housing, should be developed for families to enter Shorewood and have their children attend Shorewood schools.

Thank you for your attention,

Elizabeth Beeghly, Master's of Urban and Regional Planning

From:	Peggy Sue
To:	Bart Griepentrog; Sara Bruckman
Subject:	Proposed 42 unit apartment building on Capitol
Date:	Tuesday, May 25, 2021 4:08:04 PM

Dear Village appointed members,

I am a resident of Shorewood living at 3938 N. Stowell Ave. I am very concerned about the proposed apartment building on the corner of Stowell and Captiol. I have no issue with the building offering low income housing, but I think it is a bit myopic to think that because an individual has a lower income they do not have a vehicle to park. Why would the builders be able to allow less parking than the number of housing units they have? It is offensive and stereotypical to think this way. Already we are lacking on street parking for the area. The proposed structure would take away 5-6 parking spots on Stowell because of the entrance and exit for the building. Not only are they not providing enough parking but they are eliminating desperately needed parking currently in constant use. I have attached a picture of the street from today at 3:00pm. That corner of Capitol is already congested with the animal hospital directly across from where it would be. That is a narrow street and often is clogged by too many vehicles. Add snow to the mix and you are creating a dangerous and even more clogged street. I am a mother of two and my children walk to school everyday. I am worried for their safety with the extra cars that will be present. Where do the builders propose these extra cars will park? There is no room on northern Stowell, and I certainly don't want them on our end of Stowell. Our children play in the street and we have a community that we've developed amongst our neighbors . Most of us purchased our homes because of the wide street and the fact that it ends at Shorewood Blvd so that our kids would feel safe to play near the street. You can often see kids throwing a ball, rollerblading, skating, biking etc. around our block. This building proposes to congest our street, and endanger our small children. It also proposes to affect our property values.

The proposed building also would eliminate a current household on Stowell and Captiol. I know several people looking to buy a house in Shorewood, and in our current market, are having a very hard time finding one, and now you want to get rid of one as well? We have plenty of vacant buildings in Shorewood that are already a business, why can't the proposed structure go in one of those buildings? Why tear something down to build something that will negatively effect our community? This project is ill planned, does not take into account Shorewood's future, and seems to be rushed though by the village which makes me question what are they gaining from this? Who benefits? I don't believe it is our community. Something smells fishy about the whole project. We also have several apartment buildings currently in Shorewood that have several vacancies, why not give an incentive to these properties to offer affordable housing?

I am vehemently opposed to this building as it currently is proposed.

Please forward this email to the planning commission.

Thank you for taking the time to read my email. I apologize for any offense made, I am merely concerned that this plan has not been thoroughly thought out.

Best regards,

Maggie Marks

Capitol

From:	Julie Bussen
To:	Bart Griepentrog; President Rozek; Trustee Stokebrand; Trustee Amenta; TrusteeBrockhorst@villageofshorewood.org; Trustee Carpenter; Trustee Ircink; Trustee Warren
Subject:	Stowell and Capitol
Date:	Thursday, April 15, 2021 3:27:04 PM

To All Responsible for Decision Making in Regard to the Development at Stowell and Capitol:

I sent an email on the 13th, but I wanted to follow up with additional comments. Regarding parking there are a number of reasons why the exception should not be granted:

- The Village already struggles with parking issues. Why would you add to that burden, especially on a narrow residential street where a business already exists (Shorewood Animal Hospital) whose employees already struggle to find parking. SAH currently rents 5 spots from Sweet and Associates and the other 12 staff members try to park on the 4000 block of Stowell. The office manager there tells me that if she leaves in the middle of the day, she often has to park three blocks away somewhere on Downer because there is not enough parking any closer. What about existing homeowners on that block? If they have a need to park in front of their home or if they have a visitor, there will likely be no spaces available with offering exception to this development. Development within Shorewood should not come at a quality of life expense for existing residents of Shorewood – that should be number one in Village code/zoning requirements and the number one consideration of every Trustee and Village official when considering new development.
- You need to consider that a 42-unit development will also result in visitors for those 42 units. Have you considered the parking impact of those visitors?
- I encourage you to find out how many households currently exist on the 4000 block of Stowell, considering the many multi-family (two family flat) structures on the block. My guess is that a 42-unit development will essentially double the traffic on the street.
- Aside from parking within the development, nothing prevents those residents from purchasing additional parking permits. It seems likely that will happen even if the 8-spot exception is granted since 1.75 x 42 = 74 parking spaces required. The developer "thinks 51 spaces is enough" therefore only sees the need to accommodate 43 spots within the structure and 8 on the street. How does that "thinking" meet code? If the developers "thinking" is not accurate, another 23 parking permits are likely to be issued. That makes 31 cars fighting over limited spots on a narrow residential street and/or likely creating domino parking issues on several surrounding residential streets. By this fact alone, not only should a parking exception not be granted, but the entire project should never have passed to begin with. Even if a project may fall within the zoning/code requirements, that does NOT mean it is the right fit. Whose job is it to consider the right fit?
- With the entrance and exits for this development on Stowell, existing parking will be lost. Now you want to add insult to injury by granting a parking exception?

I think it is difficult to address parking without also addressing traffic/congestion. One creates or adds to the other, and therefore both need to be considered in tandem. A narrow residential street

jammed with parked cars creates traffic flow issues. The number of cars that accompany a 42-household complex on this narrow residential street is going to turn that corner into an accident waiting to happen. How could the logistics of traffic from 42 additional households all coming and going from that already overcrowded small space work? Cars are going to be lined up down the 4000 block of Stowell or out onto Capitol drive with the volume of cars entering and exiting Shorewood Animal Hospital, the new development, and the existing residents all at the same time – especially during peak hours. Sadly, those peak hours are going to overlap with elementary school children walking to both elementary schools within 4 blocks of this development. Even with the addition of crossing guards and flashing lights (which will add to the logjam), 42 households added to that tiny corner unnecessarily creates imminent danger. Again, who is responsible for considering if this development is the right fit?

A parking exception is not the right decision and this particular project on this corner is not the right fit – literally, the space is too small to accommodate that much traffic regardless of where cars park. Why are Trustees and Village officials making choices that decline the living environment for existing residents, create a dangerous traffic/congestion situation for residents - especially elementary children, and strip our neighborhood of charm? If the answer is because it meets the code/zoning requirements, then I want to know who is passing the buck when it comes to the simple, logical questions about only allowing new developments that help rather than hinder our village and its residents.

Additionally, I reached out to a few of you with specific questions about process, where this development is within the process, and how residents can be heard on a number of concerns aside from parking. I think many of us in the neighborhood surrounding this development would like some clarification.

Thank you,
Julie Bussen
3930 N. Stowell Ave.

From:	Vicki Herman
To:	Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; Bart Griepentrog
Cc:	Vicki Herman; Dan Walsh
Subject:	April 13, 2021 Appeal Committee regarding Safety and Parking Concerns with development at Stowell and Capital
Date:	Sunday, April 11, 2021 3:22:58 PM

Dear Village of Shorewood Trustees and Plan Commission Members,

As a 4071 N. Stowell Avenue homeowner of 30 years, I am gravely concerned about safety issues surrounding the parking and traffic that will arise from the proposed apartment building located at Stowell and Capital Drive.

The concern I have is the additional parking that is planned for our street, 4000 block of Stowell Avenue. At the February 23, 2021 Planning Commission meeting it was approved that 8 additional parking spaces will be provided on Stowell Avenue.

I have listed below a number of reasons for concern regarding the parking situation and apartment garage entrance and exits.

1. Already this section of Stowell Avenue has about 10 cars that park north from Capital. These cars belong to the people employed at the Shorewood Small Animal Hospital that is located at the northeast corner of Stowell and Capital. The additional 8 (or more cars) from the apartment residents will place a burden on an all ready "parked" up Stowell Avenue.

2. There are 20 or more children, ages infant to young teenagers, who live on the 4000 block of Stowell. The additional traffic from the apartment building will create a dangerous traffic situation for these children.

3. The intersection of Capital and Stowell is already precarious due to cars entering and leaving the Shorewood Small Animal Hospital. Adding cars entering and exiting from the apartment building's garage directly across the street from the animal hospital will create an even more precarious situation at that corner. With 42 apartments in the building, there is no way to predict when cars will be leaving and returning to the building.

4. The assumption that millennials who might live in the buildings will not have a car is an inaccurate assumption (see minutes from the February 23, 2021 meeting). I live to the north of 3 wonderful millennials and all three have cars. Fortunately, the duplex has parking available for all three of the tenant's cars (fourth space is available for a fourth car).
My two children and their spouses are millennials. All four have cars. My children's friends all have cars.

5. The proposed exemption from the parking code for apartment buildings is in direct contradiction of the Vision 2025 Implementation Plan for the Village of Shorewood. The vision includes the following goals.

"A vibrant, urban community with ***safe, friendly*** neighborhoods offering a range of well-maintained housing options that reflect Shorewood's architectural heritage."

The goals to maintain a safe and friendly neighborhood will not be maintained with the parking exceptions currently granted to the proposed Stowell and Capital apartment building. Nor will a safe and friendly neighborhood be maintained with cars entering and exiting on Stowell.

Lastly, I am angered that the citizens of this well-established neighborhood were not notified that a four story, 42 unit apartment building was being proposed to the Planning Committee. Had the neighborhood been notified we could have expressed our concerns about the parking and traffic situations before

the meeting. It is wrong to assume that only the homes that are within a certain distance of the apartment building will be affected by the parking needs of a 42 unit building.

Thank you for taking the time to read my concerns. I look forward to your response.

Vicki Herman
4071 N. Stowell Avenue
1-414-559-0821

From:	lauren gordon-fahn
To:	Bart Griepentrog
Subject:	Concern about proposed E.Capitol/N.Stowell 4 story Apt Building
Date:	Thursday, April 01, 2021 10:14:48 PM

Dear Shorewood Planning and Development Director,

I, Lauren Gordon-Fahn, own with my mother Carin Gordon, 4075-77 N Stowell Ave. It is a home I hope to tend and love for many years. I chose this home and have loved living at this home because of its quiet safe streets that I regularly walk with my mom. I was distubed to find that a large building project is being planned with so little announcement.

I have many concerns. The loss of store front potential which creates a neighborhood. Shorewood has only two main streets that are shopping areas. Store fronts create a sense of community and increase the desirability of a neighborhood. The weak pandemic economy will not last forever, the loss of store frontage will detract from Shorewood permanently.

I have lived in many small and large cities and in each the largest issue has always been parking and poor traffic flow due to poor parking planning. I know that as a person who has rented over 10 apartments in my life that often paying for parking even when it is offered is something that renters opt not to do. I know that parking in snowy climates on the streets become noxious to the surrounding neighborhood and also dangerous for the mint of the vehicles on the streets. Cities that do not have or chose not to uphold their stringent parking regulations always regret the lack of parking in the end. We vote for these regulations and we vote for you to uphold them because they respect the neighbors, the neighborhood, and community that they allow to safely thrive under them.

Stowell is a narrow street that comes to an intersection with Capital very near a light and a number of other busy driveways such as the gas station, two schools, and another apartment parking lot. This suggests to me that there will not only be issues of having visitors, renters, and delivery vans congestion added to the parking in the surrounding area but also significant disruption to traffic on Capitol, which is a bus route. Think of trying to exit the Metro Market parking lot in miniature. I would like to ask for a traffic impact report and hope that this project can be safely down sized to respect current parking regulations.

Also as a duplex owner I have noticed a great number of vacancies in the already saturated rental market in Shorewood. I am gravely concerned about this proposal and hope that you can protect our regulations on my behalf and the behalf of our neighborhood.

The scale of this building will not improve the desirability of this neighborhood, it gives very little back.

Thank you for your work on our behalf.

Sincerely,
Lauren Gordon-Fahn

--

Lauren Gordon-Fahn, L.Ac. (***mobile: 518. 527. 4879)***

From:	Carol Walsh
To:	Bart Griepentrog; Crystal R. Kopydlowski
Cc:	Rebecca Ewald; Tyler Burkart
Subject:	4000 block Stowell Ave & Capitol- Catalyst Apartment Project
Date:	Friday, March 12, 2021 12:17:56 PM

Dear Mr. Griepentrog and Members of the Shorewood Plan Commission.

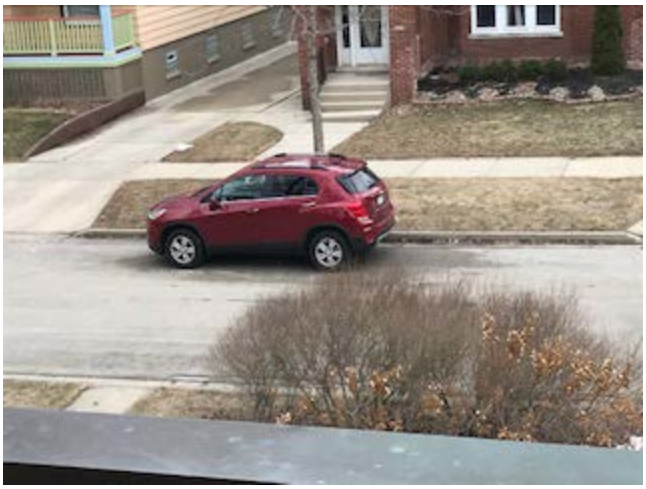
This email is in regards to the Catalyst Partners apartment complex development on the corner Capitol and Stowell Avenue in Shorewood, WI.

Please find attached a video of a typical daytime condition found on Stowell Avenue north of Capitol Drive. Also attached is a picture of how people park in a spot you may consider a two car space. As you can see ALL of the parking is taken. Eight of the cars are employees of the Animal Hospital. We also have UWM students that park on the street. Keep in mind four street parking spots on Stowell Avenue will be eliminated with this project. But parking is only one of our many concerns.

As it is your job to protect the interest of Village homeowners, business owners and residents, we are greatly disappointed that you would so hastily grant a special exception to our Village zoning code with ZERO evidence offered by the developer or Village staff that this massive project won't have a substantial adverse effect on our neighborhood. No consideration at all was given to the actual current parking conditions, traffic congestion from alleys and driveways that currently exit into this tiny stretch of Stowell Ave., traffic pressure from the Shorewood Animal Hospital (not mentioned once during the meeting), snow removal, dangerous obstructed views, very frequent truck traffic for trash and deliveries and the additional pressure that will soon come from new businesses in the former Hayak and Chattel Changers spaces. If you had asked any one of the neighbors about the current conditions you would have learned a great deal, but it appears that in putting on the agenda the Friday before a Tuesday meeting, you intentionally did not. We have the right to expect much better from our Village and our entire neighborhood expect you to do the right thing and rescind the grant of special exception. It can be reconsidered, but this time we want the developer and the Village to have some respect for us and do the requisite research and analysis before passing it.

Please advise
Thank you

Carol Walsh
4024 N Stowell Avenue



Other Comments

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: construction on Stowell and Capitol
Date: Thursday, May 27, 2021 11:40:32 AM

From: Lynne Milner [mailto:lynne.milner@gmail.com]
Sent: Wednesday, May 26, 2021 8:23 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: construction on Stowell and Capitol

I have lived in Shorewood for 39 years. I don't think there should be any construction without adding additional parking. Residents before outside
business interests - always!
Lynne Milner
4176 N. Newhall Street
414-202-9034

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Proposed apartment building on Capitol Drive
Date: Thursday, May 27, 2021 11:39:06 AM

-----Original Message-----
From: Vincent Adesso [mailto:blastl3@yahoo.com]
Sent: Thursday, May 27, 2021 11:36 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Cc: blastL3@yahoo.com
Subject: Proposed apartment building on Capitol Drive

Dear Ms. Bruckman:
I am writing to express my opposition to the proposed apartment building. Parking is already a challenge in this area and, although there parking spaces are proposed in the building, there will undoubtedly be an overflow. In addition, The structure does not appear to be consistent with the single family/duplex nature of the area. The homes behind the building would be negatively impacted.
Thanks for taking my concerns into consideration, Vince Adesso
4112 N. Downer Ave.

From:	Calli Spheeris
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	REVERSE & REMAND RE: Special Exception application by Catalyst Partners
Date:	Wednesday, May 19, 2021 4:08:08 AM

Catalyst Partners failed to provide the "substantial evidence" of claims that granting the special exception is consistent with the zoning code. This would certainly be deleterious to the neighbors or Village as required by law.
The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.

These particular "Special Exceptions" is a path that Shorewood should not travel if we are to respect its residents and the quality of life in this community.

Calli Spheeris and Joseph Conti

From:	Mike Lueder
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Cc:	Joe Cincotta (jrc4@chorus.net); Elizabeth Beeghly
Subject:	Proposed Apartment at the Corner of Stowell and Capitol
Date:	Tuesday, May 04, 2021 5:48:06 PM

I agree with and support Elizabeth Beeghly's analysis below. I think it is critical that proper notice be given, that community members be given an opportunity to be heard, and that additional evidence be taken upon remand.

Members of the Appeals Board,

Thank you for your service to the Village of Shorewood. As volunteers on the Board of Appeals, you have been tasked with being one the checks and balances put in place to ensure that proper protocols are followed when development is proposed in the Village of Shorewood.

Fast-tracking the Stowell Capitol project isn't in our community's best interest. From my experience as a City Planner, all constituents (community partners, local businesses, residents, and other stakeholders and agencies) input must be obtained before Zoning change decisions are rendered. This is the only way to understand the existing situation, take into account the concerns of adjacent property owners or renters, and evaluate the impacts of the proposed developments. Furthermore, when a new Comprehensive Plan is in the works, we encourage developers to meet the requirements of the incoming Comprehensive Plan because it reflects best development practices and the best use of the land. In density changes or zone changes Community input and requiring development to meet a Comprehensive Plan were standard protocols in the City of Portland, OR where I worked for 7 years and approved 100s of development proposals (including variances, land divisions and conditional uses).

Reading the Village of Shorewood Zoning Code (535), you come to understand that parts of the zoning code regulations are finite and others are flexible. One must keep in mind that the stated over-arching intent "is to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures so as to lessen congestion in and promote the safety and efficiency of the streets… provide adequate light and air, including access to sunlight… prevent overcrowding of land; avoid undue population concentration;…..stabilize and protect property values;…. preserve and promote the beauty of the community; and implement the community's Comprehensive Plan or plan components".

All non-defined land use decisions (535) require oversight by one of the many Village of Shorewood committees, commissions or trustees. These committees are staffed by volunteers with guidance from our Village City Planner. Keeping in mind that the vast majority of people on these committees do not have a city planning background, it

takes a Village to understand the constraints, existing challenges, opportunities and concerns when reviewing a proposal. Public comment is necessary, especially when Zone or density increases are proposed which will result in changes to traffic patterns, bulk, sunlight access, property value, beauty, congestion, and overcrowding.

The problem with the Stowell and Capitol proposal stems from the fact that the density (number of apartment units) isn't allowed by right. The density in this location is limited by the number of parking spaces allowed. The use of a special exception to allow less parking is in effect changing the Zoning from Medium Density to High Density. This is a backdoor zoning change that negates public input. It's sloppy, breaks public trust and might result in long term problems at the corner of Stowell and Capitol. This isn't good planning. (Emphasis added.)

We need to slow down because the Village of Shorewood's current Comprehensive Plan has taken a closer look at this site and has specific recommendations.

The Village of Shorewood produces a Comprehensive Plan every 10 years to clarify the intention of our zoning code and identify opportunities and constraints. Working together the Zoning Code and Comprehensive Plan "protect property values; further the appropriate use of land and conservation of natural resources; preserve and promote the beauty of the community." (535-3)

Over the last few months, the Village of Shorewood residents have attended Comprehensive Plan meetings where we describe and decide upon our new 10 year goals. In the 2040 Comprehensive Plan, there is a chapter on development opportunities, where Stowell and Capitol is identified (pg. 177, 180) as one of 9 "distinct redevelopment opportunities". The 2040 Comprehensive Plan names Stowell and Capitol as part of East Capitol - Main Street Mixed Use: medium density commercial (CP pg. 176). It lays out new standards: evaluating development through Form Base Standards and Pedestrian-Orientated Development, explains a need for flexibility because of our changing economy, and requires public involvement. Why would we be expediting this proposal when it clearly doesn't meet our future planning goals for the area? It goes against the Village of Shorewood's best interest. (More descriptions of East Capitol can be found throughout the 2040 Comprehensive Plan (pg. 132-134, 176-183).)

Please reject the Special Exception reduction of parking spaces because the result would be an increase in density that isn't allowed on this site. We need to wait for the Comprehensive Plan 2040 to be implemented or require a developer to incorporate the new standards that have been written specifically for this site into their proposal.

Michael C. Lueder
ATTORNEY AT LAW

HANSEN REYNOLDS LLC
301 N. Broadway, Suite 400, MILWAUKEE WI 53202
DIR: 414.273.8474
TEL: 414.455.7676
EMAIL: mlueder@hansenreynolds.com

www.hansenreynolds.com

From:	Angela Ortenblad-Richter
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	REVERSE & REMAND
Date:	Tuesday, May 04, 2021 5:14:35 PM

Hello Shorewood BOA and Trustees,

I stand with my fellow neighbors: Walsh, Ruen, Desing, and the East Capitol Neighbors Association, in their open appeal. I have been a resident of Shorewood for 10 years and have resided in the same duplex all 10 years.

The developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law. The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.

Please contact me with any questions,

Angela Richter (nee Ortenblad)
4142 N Bartlett Ave
Shorewood, WI 5211
angela_ortenblad05@hotmail.com

From:	John Pinkstone
To:	Trustee Warren; eastcapitolneighborsassn@gmail.com; TrusteeBaldauf@villageofshorewood.org; Trustee Stokebrand; Trustee Bockhorst; Trustee Ircink; Trustee Arndorfer; President McKaig; Rebecca Ewald; Sara Bruckman; Bart Griepentrog
Subject:	Reverse and Remand (neighbors" appeal, East Capitol Neighbors Association)
Date:	Tuesday, May 04, 2021 3:33:21 PM

Dear BOA and Village Board

I support my neighbors' appeal, East Capitol Neighbors Association, and believe the Plan Commission decision should be reversed and the matter remanded back to the Plan Commission for reconsideration.

The developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.

The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.
You would not be satisfied if the same process were employed in the future to vet a project that directly and adversely affected you for which you had no notice.

Yours faithfully

John Pinkstone

From:	Andrew Cutraro
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	REVERSE AND REMAND / Capitol and Stowell
Date:	Tuesday, May 04, 2021 2:54:22 PM

Please take note that I hereby request that you REVERSE and REMAND the consideration for the apartment building development planned for Capitol and Stowell.

Thank you for your time and dedication to our village,

Andrew Cutraro
3915 N. Stowell AVE.
Tel 202-460-8901

---------- Forwarded message ---------
From: **Mike Lueder** <mlueder@hansenreynolds.com>
Date: Tue, May 4, 2021 at 12:59 PM
Subject: Re: BOA Meeting today @ 5:30 pm Stowell and Capitol:Important Message from East Capital Neighbors Association
To: Karen & Bill Desing <bkdesing@att.net>
Cc: O'Brien, Megan <megan.obrien@marquette.edu>, Ben Martin <martbj@gmail.com>, Julie Bussen <juliescott@wi.rr.com>, Amber Hunt <amberhunt10@gmail.com>, Amie Martin <amie.fugiel@gmail.com>, Andrea Roschke <aroschke@vonbriesen.com>, Andrew Locke <andrewlocke24@gmail.com>, Andy Cultraro <Andy@cutraro.com>, Beth Giacobassi <bethgiacobassi@gmail.com>, Bob Titley <rtitley@outlook.com>, Brody Buss <brody@layeronemedia.com>, Carol Lynn Wandler <carollynnwandler@gmail.com>, Catherine Andersen <candersen5873@gmail.com>, Chris Stello <clstello@wi.rr.com>, Dan Huber <daniel.huber23@gmail.com>, Darrell Hunt <huntdarrellt@gmail.com>, Debra Locke <Debralocke1956@yahoo.com>, Elizabeth Beeghly <liz.beeghly@me.com>, Enrique Figueroa <figueroa@uwm.edu>, Erik Lindberg <erik@thoughtfulcraftsmen.com>, Erin Cutraro <Erin@cutraro.com>, Francis Vogel <fxvogel@sbcglobal.net>, Poggioli-kaftan, Giordana <giordana.kaftan@marquette.edu>, Greg Kaftan <kaftangreg@gmail.com>, Guy Johnson <gwj2423@gmail.com>, Hamid Ouali <ouali@uwm.edu>, Ingrid Pierson <ipierson@wi.rr.com>, Ingrid Pierson <ingridpierson@gmail.com>, Jackie Roberts <jackielroberts@gmail.com>, Jan van den Kieboom <jvdk@workshoparchitects.com>, Jason Clark <coromystro@gmail.com>, Jena Clark <Omjena09@gmail.com>, Jessica Buss <jessica.micol@gmail.com>, Jim & Kruti <jimandkruti@yahoo.com>, Jim Arndorfer <jimarndorfer@gmail.com>, Jock Reising <jreising20@hotmail.com>, Jon Schenk <schenk.jon@gmail.com>, Jonathan Kirn <jonathankirn@gmail.com>, Justin Miranda <jcm62@columbia.edu>, Kay Yezek <k2rless1@gmail.com>, Kim Apfelbach <Kapfelbach@wi.rr.com>, Kimberly McLean <kimmclean375@gmail.com>, Laurie Kohler <lauriekohler@yahoo.com>, Leah Drexler-Dreis <ldrexlerdreis@yahoo.com>, Vandenkieboom, Leigh <leigh.vandenkieboom@marquette.edu>, Liana Odrac <lodrac@gmail.com>, Linda Serrano <Lindaserrano1983@gmail.com>, Liz Kohler <liz.kohler13@gmail.com>, Maggie Marks <bastyona@yahoo.com>, Mary Johnson <marykj2423@icloud.com>, Megan Potter <Megan.ann.potter@gmail.com>, Megan Schultz <megan.leigh.schultz@gmail.com>, Meghan Hilliard <iceonfiremeg@gmail.com>, Michael

Andersen <coachmikeandersen@gmail.com>, Michael McCauley <msm9247@att.net>, Mike & Lisa Gandrud <mlgandrud@aol.com>, Mike Giacobassi <mgiacobassi@gmail.com>, Mike O'Brien <myobrien@att.net>, Mike Stello <mstello@wi.rr.com>, Patty McCauley <phm3833@sbcglobal.net>, Paula Wheeler <paula@pkwcomm.com>, Rachel Saari <rachelsaari@yahoo.com>, Rebecca Kirchman <Kirchmanr@yahoo.com>, Robert Dean <robertdean2@mac.com>, Rosina Bloomingdale <rosina@pillardesign.com>, Sean Marks <seanmmarks@yahoo.com>, Shana & John Broderick <brodericksh ana@gmail.com>, Susan Mikos <sgmikos@yahoo.com>, Tonya Lueder <tonyalueder@gmail.com>, Tricia & Pat Rieck <pbrieck65@gmail.com>, erik.lindberg2004@gmail.com <erik.lindberg2004@gmail.com>, Karen Wolfert <kwolfert5@yahoo.com>, Kimberly Christine <kimberlychristine@gmail.com>, Monica Morrissey <monicamorrissey@hotmail.com>, Becca Simenz <simenz@sbcglobal.net>

Challenging the evidentiary record won't be as effective as creating a new evidentiary record. What support do we have for the statement that notice was required to grant the special exception? I don't see that in the appeal brief (which I am reading from my phone so I may have missed it.)

Please excuse typos. Sent from my iPhone

> On May 4, 2021, at 11:38 AM, Karen & Bill Desing <bkdesing@att.net> wrote:
>
> A quick reminder that he Board of Appeals meeting on the development is today at 5:30 pm.
> Link is below.
> https://us02web.zoom.us/j/89952455394?pwd=MVB5MjNjNEM2Rm1VNFJsb0E2TFpaQT09
>
> Meeting ID: 899 5245 5394
>
> Passcode: 242640
>
> On Friday, April 30, 2021, 12:12:42 PM CDT, Karen & Bill Desing <bkdesing@att.net> wrote:
>
> ***The following is from Dan Walsh of the East Capital Neighbors Association regarding the Tuesday May 4 BOA Meeting regarding the Stowell and Capital Development that encourages residents to voice their opinions regarding the development along with ways to do that.***
>
> Dear Shorewood Neighbor:
>
> We are an association of your neighbors living near the corner of Capitol

Drive and Stowell Avenue. You may have heard about a redevelopment project proposed for the northwest corner of that intersection and our appeal of the Shorewood Plan Commission's decision to grant the developer a Special Exception. That decision, made without notice to affected neighbors, grants the developer the right to build a building with 80% more units than allowed by the Shorewood zoning code. Our appeal is being heard in one (1) week by the Shorewood Board of Appeals (BOA) on Tuesday May 4th. If you can, please join the meeting from your computer, tablet or smartphone using the link below:

https://us02web.zoom.us/j/89952455394?pwd=MVB5MjNjNEM2Rm1VNFJsb0E2TFpaQT09

Meeting ID: 899 5245 5394

Passcode: 242640

Dial in using +1 (312) 626-6799 US

We think there is a lot more riding on the hearing than this one apartment project and ask that your review the 3 important items on which the BOA decision will be made. The circumstances are a perfect example of how too often the Shorewood residents most affected and knowledgeable about the area dynamics are intentionally excluded from the review and approval process until it's too late.

Below are links to 1) the developers application for the Special Exception, 2) the video of the February 23, 2021 Plan Commission meeting and 3) our appeal of the Plan Commission's decision. Your time is precious, but if the process is as substantially flawed as we believe, this matter affects all of us and is too important to be ignored. You are welcome to review the record and disagree with us, but it's important that the BOA and our Village President, Trustees and Staff hear from residents who have taken the time to review the materials and formulate a reasoned response.

1) https://drive.google.com/file/d/14qbm2DfbYsxz8F-cauFMQKBmjCooh69H/view?usp=sharing

2) https://www.youtube.com/watch?v=wl_r1ce4C90&feature=youtu.be

3) https://drive.google.com/file/d/1-vCeidojzWBUM1G8NLs4CuHOPxf7nUxf/view?usp=sharing

Considering only these 3 items:

If you think:

1. The developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.
2. The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.
3. You would not be satisfied if the same process were employed in the future to vet a project that directly and adversely affected you for which you had no notice.

Please forward this email to let your BOA and Village Board know that you support your neighbors' appeal, believe the Plan Commission decision should be reversed and the matter remanded back to the Plan Commission for reconsideration by writing "REVERSE & REMAND" in the subject line.

If you think:

1. The developer provided enough data and research to meet the statutory obligation of "substantial evidence" that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.
2. The Plan Commission made adequate inquiry into the details of the developers application and considered each of the 13 categories as required by code.
3. You would be satisfied if the same process were followed approving a project that directly and adversely affected you and for which you had no notice.

Please forward this email telling the BOA and Village Board that you support the developer and believe the Plan Commission decision should be affirmed by writing "AFFIRM" in the subject line.

Email Addresses (please copy and paste into your forwarded email):

sbruckman@villageofshorewood.org
bgriepentrog@villageofshorewood.org
rewald@villageofshorewood.org
PresidentMckaig@villageofshorewood.org
TrusteeArndorfer@villageofshorewood.org
TrusteeBaldauf@villageofshorewood.org
TrusteeBockhorst@villageofshorewood.org
TrusteeIrcink@villageofshorewood.org
TrusteeStokebrand@villageofshorewood.org
TrusteeWarren@villageofshorewood.org
eastcapitolneighborsassn@gmail.com

PLEASE MAKE SURE YOUR NAME AND ADDRESS ARE INCLUDED IN YOUR EMAIL OTHERWISE YOUR OPINION WILL NOT MATTER.

Thank you for giving generously of your time to make the Village of Shorewood a better place to live.

Gratefully,

East Capitol Neighbors Association

On Wednesday, April 28, 2021, 11:06:38 AM CDT, Ben Martin <martbj@gmail.com> wrote:

They are, I grabbed a picture of them this morning.

Ben

On Wed, Apr 28, 2021 at 11:00 AM O'Brien, Megan <megan.obrien@marquette.edu> wrote:

> I updated this email thread to delete the three emails that bounced back:
>
> MSaari (undeliverable at wi.rr.com)
> Omeara (undeliverable at earthlink)
> Jeffrey Morris (retired from work email)
>
> If Mark, Anne or Jeff have alternate email addresses, please respond so that the updated and correct email addresses can be added.
>
> Megan
>
> ---
>
> **From:** O'Brien, Megan <megan.obrien@marquette.edu>
> **Sent:** Wednesday, April 28, 2021 10:52 AM
> **To:** Julie Bussen <juliescott@wi.rr.com>; Amber Hunt <amberhunt10@gmail.com>; Amie Martin <amie.fugiel@gmail.com>; Andrea Roschke <aroschke@vonbriesen.com>; Andrew Locke <andrewlocke24@gmail.com>; Andy Cultraro <andy@cutraro.com>; Ben Martin <martbj@gmail.com>; Beth Giacobassi <bethgiacobassi@gmail.com>; Bob Titley <rtitley@outlook.com>; Brody Buss <brody@layeronemedia.com>; Carol Lynn Wandler <carollynnwandler@gmail.com>; Catherine Andersen <candersen5873@gmail.com>; Chris Stello <clstello@wi.rr.com>; Dan Huber <daniel.huber23@gmail.com>; Darrell Hunt <huntdarrellt@gmail.com>; Debra Locke <debralocke1956@yahoo.com>; Elizabeth Beeghly <liz.beeghly@me.com>; Enrique Figueroa <figueroa@uwm.edu>; Erik Lindberg <erik@thoughtfulcraftsmen.com>; Erin Cutraro <erin@cutraro.com>; Francis Vogel <fxvogel@sbcglobal.net>; Poggioli-kaftan, Giordana <giordana.kaftan@marquette.edu>; Greg Kaftan <kaftangreg@gmail.com>; Guy

Johnson <gwj2423@gmail.com>; Hamid Ouali <ouali@uwm.edu>; Ingrid Pierson <ipierson@wi.rr.com>; Ingrid Pierson <ingridpierson@gmail.com>; Jackie Roberts <jackielroberts@gmail.com>; Jan van den Kieboom <jvdk@workshoparchitects.com>; Jane O'Meara <janeomeara@earthlink.net>; Jason Clark <coromystro@gmail.com>; Jeffrey Morris <jeffrey.morris@quarles.com>; Jena Clark <omjena09@gmail.com>; Jessica Buss <jessica.micol@gmail.com>; Jim & Kruti <jimandkruti@yahoo.com>; Jim Arndorfer <jimarndorfer@gmail.com>; Jock Reising <jreising20@hotmail.com>; Jon Schenk <schenk.jon@gmail.com>; Jonathan Kirn <jonathankirn@gmail.com>; Justin Miranda <jcm62@columbia.edu>; Kay Yezek <k2rless1@gmail.com>; Kim Apfelbach <kapfelbach@wi.rr.com>; Kimberly McLean <kimmclean375@gmail.com>; Laurie Kohler <lauriekohler@yahoo.com>; Leah Drexler-Dreis <ldrexlerdreis@yahoo.com>; Vandenkieboom, Leigh <leigh.vandenkieboom@marquette.edu>; Liana Odrac <lodrac@gmail.com>; Linda Serrano <lindaserrano1983@gmail.com>; Liz Kohler <liz.kohler13@gmail.com>; Maggie Marks <bastyona@yahoo.com>; Mark Saari <msaari@wi.rr.com>; Mary Johnson <marykj2423@icloud.com>; Megan Potter <megan.ann.potter@gmail.com>; Megan Schultz <megan.leigh.schultz@gmail.com>; Meghan Hilliard <iceonfiremeg@gmail.com>; Michael Andersen <coachmikeandersen@gmail.com>; Michael McCauley <msm9247@att.net>; Mike & Lisa Gandrud <mlgandrud@aol.com>; Mike Giacobassi <mgiacobassi@gmail.com>; Mike Lueder <mlueder@hansenreynolds.com>; Mike O'Brien <myobrien@att.net>; Mike Stello <mstello@wi.rr.com>; Patty McCauley <phm3833@sbcglobal.net>; Paula Wheeler <paula@pkwcomm.com>; Rachel Saari <rachelsaari@yahoo.com>; Rebecca Kirchman <kirchmanr@yahoo.com>; Robert Dean <robertdean2@mac.com>; Rosina Bloomingdale <rosina@pillardesign.com>; Sean Marks <seanmmarks@yahoo.com>; Shana & John Broderick <broderickshana@gmail.com>; Susan Mikos <sgmikos@yahoo.com>; Tonya Lueder <tonyalueder@gmail.com>; Tricia & Pat Rieck <pbrieck65@gmail.com>; erik.lindberg2004@gmail.com <erik.lindberg2004@gmail.com>; Karen Wolfert <kwolfert5@yahoo.com>; Kimberly Christine <kimberlychristine@gmail.com>; Karen & Bill Desing <bkdesing@att.net>; Monica Morrissey <monicamorrissey@hotmail.com>; Becca Simenz <simenz@sbcglobal.net>
Subject: Re: Stowell and Capitol

Hello all,

Apparently, the traffic study cameras were placed on Stowell and Capitol. I haven't been down the street yet to see them for myself. And, I don't have any further information related to how long they will be there.

I wonder whether they will adjust for covid-times. I know I am not out as much as I usually am when I'm driving to the office.

Megan

From: Julie Bussen <juliescott@wi.rr.com>
Sent: Friday, April 16, 2021 12:07 PM

To: Amber Hunt <amberhunt10@gmail.com>; Amie Martin <amie.fugiel@gmail.com>; Andrea Roschke <aroschke@vonbriesen.com>; Andrew Locke <andrewlocke24@gmail.com>; Andy Cultraro <andy@cutraro.com>; Ben Martin <martbj@gmail.com>; Beth Giacobassi <bethgiacobassi@gmail.com>; Bob Titley <rtitley@outlook.com>; Brody Buss <brody@layeronemedia.com>; Carol Lynn Wandler <carollynnwandler@gmail.com>; Catherine Andersen <candersen5873@gmail.com>; Chris Stello <clstello@wi.rr.com>; Dan Huber <daniel.huber23@gmail.com>; Darrell Hunt <huntdarrellt@gmail.com>; Debra Locke <debralocke1956@yahoo.com>; Edward Apfelbach <eapfelbach@wi.rr.com>; Elizabeth Beeghly <liz.beeghly@me.com>; Enrique Figueroa <figueroa@uwm.edu>; Erik Lindberg <erik@thoughtfulcraftsmen.com>; Erin Cutraro <erin@cutraro.com>; Francis Vogel <fxvogel@sbcglobal.net>; Poggioli-kaftan, Giordana <giordana.kaftan@marquette.edu>; Greg Kaftan <kaftangreg@gmail.com>; Guy Johnson <gwj2423@gmail.com>; Hamid Ouali <ouali@uwm.edu>; Ingrid Pierson <ipierson@wi.rr.com>; Ingrid Pierson <ingridpierson@gmail.com>; Jackie Roberts <jackielroberts@gmail.com>; Jan van den Kieboom <jvdk@workshoparchitects.com>; Jane O'Meara <janeomeara@earthlink.net>; Jason Clark <coromystro@gmail.com>; Jeffrey Morris <jeffrey.morris@quarles.com>; Jena Clark <omjena09@gmail.com>; Jessica Buss <jessica.micol@gmail.com>; Jim & Kruti <jimandkruti@yahoo.com>; Jim Arndorfer <jimarndorfer@gmail.com>; Jock Reising <jreising20@hotmail.com>; Jon Schenk <schenk.jon@gmail.com>; Jonathan Kirn <jonathankirn@gmail.com>; Julie Bussen <juliescott@wi.rr.com>; Justin Miranda <jcm62@columbia.edu>; Kay Yezek <k2rless1@gmail.com>; Kimberly McLean <kimmclean375@gmail.com>; Laurie Kohler <lauriekohler@yahoo.com>; Leah Drexler-Dreis <ldrexlerdreis@yahoo.com>; Vandenkieboom, Leigh <leigh.vandenkieboom@marquette.edu>; Liana Odrac <lodrac@gmail.com>; Linda Serrano <lindaserrano1983@gmail.com>; Liz Kohler <liz.kohler13@gmail.com>; Maggie Marks <bastyona@yahoo.com>; Mark Saari <msaari@wi.rr.com>; Mary Johnson <marykj2423@icloud.com>; O'Brien, Megan <megan.obrien@marquette.edu>; Megan Potter <megan.ann.potter@gmail.com>; Megan Schultz <megan.leigh.schultz@gmail.com>; Meghan Hilliard <iceonfiremeg@gmail.com>; Michael Andersen <coachmikeandersen@gmail.com>; Michael McCauley <msm9247@att.net>; Mike & Lisa Gandrud <mlgandrud@aol.com>; Mike Giacobassi <mgiacobassi@gmail.com>; Mike Lueder <mlueder@hansenreynolds.com>; Mike O'Brien <myobrien@att.net>; Mike Stello <mstello@wi.rr.com>; Patty McCauley <phm3833@sbcglobal.net>; Paula Wheeler <paula@pkwcomm.com>; Rachel Saari <rachelsaari@yahoo.com>; Rebecca Kirchman <kirchmanr@yahoo.com>; Robert Dean <robertdean2@mac.com>; Rosina Bloomingdale <rosina@pillardesign.com>; Sean Marks <seanmmarks@yahoo.com>; Shana & John Broderick <broderickshana@gmail.com>; Susan Mikos <sgmikos@yahoo.com>; Tonya Lueder <tonyalueder@gmail.com>; Tricia & Pat Rieck <pbrieck65@gmail.com>; erik.lindberg2004@gmail.com <erik.lindberg2004@gmail.com>; Karen Wolfert <kwolfert5@yahoo.com>; Kimberly Christine <kimberlychristine@gmail.com>; Karen & Bill Desing <bkdesing@att.net>; Monica Morrissey <monicamorrissey@hotmail.com>; Becca Simenz <simenz@sbcglobal.net>

Subject: FW: Stowell and Capitol

CAUTION: This email originated outside of Marquette University. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello neighbors –
Yesterday I sent another email to the Village Planning Director and the Trustees regarding the development for Capitol and Stowell. I spoke with the Planning Director this morning and he also responded via email. Below I have included what he shared via email regarding the process. Typically, a developer would submit a full plan (including zoning, building, and architectural plans) as a first step. In this case, the developer talked with the Planning Director to verify that they would need a parking exception to include only 43 spaces within their property. Once verified, the developer's first step was asking for that exception before proceeding with the expense of developing a full plan to submit. There was no notice sent from the Village regarding that meeting. That was at the discretion of the Planning Director/Planning Commission since it was not required. The village is not a part of real estate transactions, but it is likely that the developer has an agreement to purchase the properties contingent upon meeting the zoning requirements.

The planning commission is made up of the Village President, one Trustee, and 5 residents. The Board of Appeals is made up of different members. If you want to share comments/concerns with either or both, send them to Planning Director (Bart Griepentrog) and he will forward them. His email is bgriepentrog@villageofshorewood.org

Your neighbor,
Julie Bussen

Bart Griepentrog wrote:
The majority of the concerns you have noted should also likely be shared with the Plan Commission, who by code (535-51) is authorized to review and approve requests for parking Special Exceptions. I am happy to forward your email to them on your behalf.

With respect to where this project is in the "process," the only application on file with the Village is this Special Exception Application related to the Village's parking requirements. No zoning, building or architectural plans, nor any requests for financial assistance have been submitted. Therefore, I cannot definitively tell you what the next steps would be and how residents can share their concerns. As I believe you're aware, the Board of Appeals adjourned their meeting for further review of the evidence and will reconvene on May 4th.

> Not all developments follow the same path. It is my understanding that this developer likely sought consideration of the parking Special Exception in order to continue to refine their options as part of their due diligence.
>
> Should any additional zoning or requests for financial assistance be required, public review/comment would be part of the process. However, if no additional zoning exceptions are requested or financial assistance is not sought, the property owner could redevelop these parcels as allowed by code. For your reference, these sites are zoned B-3, and the regulations pertaining to that district may be found in 535-21C.

--
Andrew Cutraro
Cutraro.com
@Cutraro
+1-347-422-7201 Office
+1-202-460-8901 iPhone
info@cutraro.com

From:	Angela Funk
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	Reverse and Remand
Date:	Tuesday, May 04, 2021 1:21:12 PM

Dear Shorewood Village Board of Appeals,

My name is Angela Funk and my address is 4016 N Prospect Avenue. I live at this address with my husband Paul and my young children. I am writing in regards to the multi family redevelopment project proposed for the corner of Capital drive and Stowell Avenue. Also regarding the appeal of the Shorewood Plan Commission's decision to grant the developer a Special parking exception. My husband and I oppose the development and especially any special parking exception. We rely upon street parking for family who cares for our young boys while we work. We feel this development will negatively affect our lives here in Shorewood and our daily life. We feel the developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.
The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.

We have spoken to many of our neighbors who also strongly oppose this parking exception and this development. We hope you will value our opinions as property owners and shorewood residents.

Thank you,

Angela Funk

From:	O"Brien, Megan
To:	Jim Arndorfer
Cc:	Mike O"Brien; Bart Griepentrog; "Liz Beeghly"
Subject:	proposed exception for parking space exception to development plan at 2428 e capitol dr
Date:	Tuesday, May 04, 2021 11:08:19 AM

Hello Jim,

Mike and I are not able to attend the meeting this evening where there will be consideration of the proposed parking exception for the 2428 e. capitol drive development. We write to express our opposition to granting an exception.

Rather than offer cumulative comments, I direct your attention to the email from Elizabeth Beeghley that I've appended below. Her email is an articulate and intelligent explanation of our shared concerns and comes from one with more expertise in planning than we have.

Megan & Mike O'Brien
2500 E. Shorewood Blvd

Members of the Appeals Board,

Thank you for your service to the Village of Shorewood. As volunteers on the Board of Appeals, you have been tasked with being one the checks and balances put in place to ensure that proper protocols are followed when development is proposed in the Village of Shorewood.

Fast-tracking the Stowell Capitol project isn't in our community's best interest. From my experience as a City Planner, all constituents (community partners, local businesses, residents, and other stakeholders and agencies) input must be obtained before Zoning change decisions are rendered. This is the only way to understand the existing situation, take into account the concerns of adjacent property owners or renters, and evaluate the impacts of the proposed developments. Furthermore, when a new Comprehensive Plan is in the works, we encourage developers to meet the requirements of the incoming Comprehensive Plan because it reflects best development practices and the best use of the land. In density changes or zone changes Community input and requiring development to meet a Comprehensive Plan were standard protocols in the City of Portland, OR where I worked for 7 years and approved 100s of development proposals (including variances, land divisions and conditional uses).

Reading the Village of Shorewood Zoning Code (535), you come to understand that parts of the zoning code regulations are finite and others are flexible. One must keep in mind that the stated over-arching intent "*is to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures so as to lessen congestion in and promote the safety and efficiency of the streets… provide adequate light and air, including access to sunlight… prevent overcrowding of land; avoid undue population concentration;…..stabilize and protect property values;…. preserve and promote the beauty of the community; and implement the community's Comprehensive Plan or plan components*".

All non-defined land use decisions (535) require oversight by one of the many Village of Shorewood committees, commissions or trustees. These committees are staffed by volunteers with guidance from our Village City Planner. Keeping in mind that the vast majority of people on these committees do not have a city planning background, it takes a **Village** to understand the constraints, existing challenges, opportunities and concerns when reviewing a proposal. Public comment is necessary, especially when Zone or density increases are proposed which will result in changes to traffic patterns, bulk, sunlight access, property value, beauty, congestion, and overcrowding.

The problem with the Stowell and Capitol proposal stems from the fact that the density (number of apartment units) isn't allowed by right. The density in this location is limited by the number of parking spaces allowed. The use of a special exception to allow less parking is in effect changing the Zoning from Medium Density to High Density. This is a backdoor zoning change that negates public input. It's sloppy, breaks public trust and might result in long term problems at the corner of Stowell and Capitol. This isn't good planning.

We need to slow down because the Village of Shorewood's current Comprehensive Plan has taken a closer look at this site and has specific recommendations.

The Village of Shorewood produces a Comprehensive Plan every 10 years to clarify the intention of our zoning code and identify opportunities and constraints. Working together the Zoning Code and Comprehensive Plan "protect property values; further the appropriate use of land and conservation of natural resources; preserve and promote the beauty of the community." (535-3)

Over the last few months, the Village of Shorewood residents have attended Comprehensive Plan meetings where we describe and decide upon our new 10 year goals. In the 2040 Comprehensive Plan, there is a chapter on development opportunities, where Stowell and Capitol is identified (pg. 177, 180) as one of 9 "distinct redevelopment opportunities". The 2040 Comprehensive Plan names Stowell and Capitol as part of East Capitol - **Main Street Mixed Use: medium density commercial** (CP pg. 176). It lays out new standards: evaluating development through Form Base Standards and Pedestrian-Orientated Development, explains a need for flexibility because of our changing economy, and requires public involvement. Why would we be expediting this proposal when it clearly doesn't meet our future planning goals for the area? It goes against the Village of Shorewood's best interest. (More descriptions of East Capitol can be found throughout the 2040 Comprehensive Plan (pg. 132-134, 176-183).)

Please reject the Special Exception reduction of parking spaces because the result would be an increase in density that isn't allowed on this site. We need to wait for the Comprehensive Plan 2040 to be implemented or require a developer to incorporate the new standards that have been written specifically for this site into their proposal.

Thank you for your attention,

Elizabeth Beeghly, MURP

From:	Vicki Herman
To:	Bart Griepentrog
Cc:	Vherman@att.net
Subject:	Reverse and Remand
Date:	Tuesday, May 04, 2021 11:03:23 AM

I am writing in support of the East Capitol Neighbors Association's appeal of the parking exemption for the proposed apartment building on the NW corner of Capitol and Stowell.

I believe that:

1. The developer failed to provide the "substantial evidence" of his claims that granting the special exception of parking is consistent with the zoning code and that the exception will be very harmful to the neighbors and the neighborhood.
2. The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.
3. And, that I would not be satisfied if the same process were employed in the future to vet a project that directly and adversely affected my neighbors and me without having been given an advanced notice or a voice in the development.

The proposed parking exemption WILL create a dangerous intersection on our street. And, a very dangerous traffic situation on our block where many young children play (about 20 children - baby/toddlers to young adolescents).
The proposed parking exemption will create overcrowding of cars on an already congested street.

The parking exemption and apartment building's parking area entrance and exits are not in keeping with Shorewood's stated plan to promote safe and family friendly neighborhoods.

Vicki Herman
4071 N Stowell Ave,
Shorewood, Wi

From:	Laura Bennett@MyArtDrawer
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	Reverse & Remand
Date:	Tuesday, May 04, 2021 8:22:15 AM

Dear Village Board and Board of Appeals,

I am writing to you this morning in support of our neighbor's appeal of the appartment complex scheduled for development on the corner of Stowell and Captiol. I believe the Plan Commission decision should be reversed and the matter be remanded back to the Plan Commission for reconsideration.

Cordially,
Laura Bennett
4072 N. Stowell Ave
Shorewood, WI 53211

From:	Rosina Bloomingdale
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	Capital and Stowell Ave. Proposed Development and Special Exemption Appeal
Date:	Monday, May 03, 2021 2:20:15 PM

Good Afternoon Representatives of the Shorewood Community,

I have previously stated my the reasons for appealing the redevelopment project proposed for the northwest corner of that intersection and the Shorewood Plan Commission's decision to grant the developer a Special Exception. My reasons remain unchanged from the previous meeting and my comments as well as agreement with the others: i.e.: the building is inconsistent with zoning; posing safety hazards to family, pedestrians and other drivers; street overcrowding; inconsistent with parking requirements for the development; one bedroom does not constitute assumption of one person nor one car (I am one person with 2 vehicles); entrance and exit from parking is hazardous; street use and patterns; quality of life issues/concerns etc.; encumbrance with garbage/recycling; they have the option to scale building and add parking; building potential negative aesthetic value—especially since we have no real concept of the architecture; minimal windows; reduction of community perception by those looking to purchase a home; change in property values, etc.

I am aware and have been copied on email that you have subsequently received citing the rationals for the appeals, of which I also agree. In addition, is that I pay hefty property taxes to live in a community that is warm, welcoming, maintains a high level of quality of life—what investment does this development have on my quality of life and reduction of my and neighbors/communities taxes, as well as increase in property value. How safe will we be in navigating the streets and will the children be moving between and playing among a string of parked cars. Also the street has no parking between Dec. 1 to March 1, to ensure adequate snow removal on already narrow streets that are already over parked—this will further inhibit access, snow removal and navigation.

Hence this Special Exception is terrible encumbrance to the entire community and the lovely neighborhoods we all enjoy and work hard to facilitate and foster a welcoming interactive neighborhood and community. Lines of parked cars on the street are major barriers between neighbors. There is zoning that prohibits fences in front yards to maintain the sense of an open friendly neighborhood, yet a wall of cars is formidable and very unattractive fence like barrier in a obstructing the rationals elf no front yard fences in beautiful neighborhood and community. Dramatically diminishing the "curb appeal"…..

Thank you for your time. I will look forward to the Tuesday night meeting with due diligence on the part of all.

Rosina Bloomingdale
Stowell Ave.

Rosina Bloomingdale DNP, MSN, APRN, Gerontological-CNS, AG-CNS-BC, APNP
UWM Assistant Professor-Nursing
Academic-Practicum Coordinator-Clinincal Nurse Specialist & Nurse Executive

GeroPsychiatry, APNP

Healthcare Design Consultant, Certified Aging in Place Specialist (CAPS)
Pillar Design Group, Inc.
Designing for the Generations

From:	Sam Essak
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	parking exemption for catalyst PC
Date:	Monday, May 03, 2021 11:13:57 AM

I want to express my continued support for the Catalyst PC project and their parking exemption. I live close by at 2401 East Jarvis, and I know some of my neighbors are not supporting this project.

I believe the village's zoning rules require excessive parking requirements for new housing projects in some cases. Given the size of the apartments in this building and the number of units, I believe and trust the parking experts that an exemption is appropriate. Not all residents of a building like this will have a car now or in the future. For example,

1. Car Share - These programs are becoming more prevalent and work well for residents in this type of building. Car share was available in the parking lot just to the west of this site. Hopefully the village will continue to encourage these programs to exist in Shorewood.
2. Senior Living - This building also is ideal for seniors who may not have a car. Some seniors want to remain in independent living but are no longer able to drive. Catalyst seems like an ideal living place for them.
3. Public Transportation - This is easily available from this location as is biking since we are a bike friendly village.

Neighborhood Parking - People who work or attend UWM regularly park in front of my house on Jarvis. I see them parking and walking to work. There is still plenty of parking and we don't even require permits on my block. We live in a dense urban neighborhood and the proposed Catalyst project fits in well with the lower parking requirements. I am happy to share the street parking with my neighbors, UWM, and Catalyst. If people who live in the Catalyst have visitors, they can park in front of my house. I won't mind. In fact, more people around is good for the neighborhood and cuts down on crime.

Current Site - The building and home at the location of the proposed Catalyst does not advance the urban environment that we should strive toward on Capitol Drive. Higher density housing at this location will improve the retail on Capitol between Oakland and the Lake. It would be great if this corridor could become a vibrant retail area like Oakland Ave.

Good luck.

Sam Essak
Cell 414-828-0107
Essak.Sam@Gmail.com

From: Mark Warhus
To: Bart Griepentrog
Subject: Reverse & Remand
Date: Monday, May 03, 2021 10:55:53 AM

I am writing in support of the East Capitol Neighbors Association appeal of the parking exemption for the proposed apartment building on the NW corner of Capitol and Stowell.

I believe that:

1. The developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.
2. The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.
3. And, that I would not be satisfied if the same process were employed in the future to vet a project that directly and adversely affected me and my neighbors without having been given a notice or a voice.

The proposed parking exemption will create a dangerous intersection on a street where many young children play, and it will overcrowd an already congested street. It is not in keeping with Shorewood's stated plan to promote safe, family friendly, neighborhoods.

Mark Warhus
4071 N Stowell Ave,
Shorewood.

Mark Warhus

From:	Robert Lloyd
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	REVERSE AND REMAND
Date:	Friday, April 30, 2021 2:59:16 PM

To those of you copied on this email, I am a resident of Shorewood and reside at the address of 4020 N Prospect Ave. I am writing this email to notify you that I support the appeal regarding the approval of the redevelopment of the East Capitol lot. This potential redevelopment undoubtedly has the potential to negatively affect the value of our home/property among other things. If any of you would like to reach out to me personally regarding this issue, you can contact me on my cell at 414-507-8595, or stop by our house.

- Robert Lloyd

From:	Monica Liberatore
To:	Sara Bruckman; Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	REVERSE AND REMAND
Date:	Thursday, April 29, 2021 9:48:05 PM

Hello,
I am writing in support of our neighbors' appeal and believe the Plan Commission decision should be reversed as it pertains to the special exception granted to the developer for the property at Capitol Dr and Stowell Ave. The developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.
Monica Liberatore
4222 N Larkin

From: Julie Bussen
To: Bart Griepentrog
Subject: additional comments re: parking exception
Date: Wednesday, April 21, 2021 3:51:12 PM

The existing 2019 parking/transportation study for Shorewood has been brought to my attention as a rationale for granting the exception. I would like to share my thoughts on why that study indicates why the Village must not grant the exception.

Regarding the 4000 block of Stowell, the study indicates:

2 pm – 70-84.9% capacity
7 pm and 11 pm – 0-49.9% capacity

*The 4000 block of Stowell has 40 households (11 of which are two-family flats) so the addition of this 42 household development more than doubles the traffic /congestion burden on that block.

*There are 24 spaces to park currently on the block but the four spots on the South corner will likely be eliminated with the development entrance and exits. That leaves 20 spaces on the block.

*Shorewood code indicates that 74 parking spots are necessary for the 42 household development. Upholding the exception for the development to only provide 43 leaves 31 cars looking to park in the 20 existing spots (155% of capacity). This results in a deficit of parking for development residents alone, even without adding in the existing residents and businesses that park on the block.
*The developer projects that upholding the exception for the development to provide only 43 spots would leave 8 cars looking to park in the 20 existing spots (40% of capacity). That would push the mid-day to over-capacity and the evening to close to capacity.

*Neither of these scenarios reflect that this study was conducted pre Covid in June/July 2019. It is Important to consider that Covid has likely changed the number of people who are currently and will continue to work remotely from home consistently in the future. More people working from home means more cars in the residential neighborhoods consistently, adding to the parking issues. Additionally, more than doubling the number of households on the block with the 42 household development also means visitors for those households looking for parking.

*Taking this narrow residential street to capacity with parking will make two-way traffic difficult. Currently when there is two-way traffic, one car pulls into an open parking spot or driveway to allow the other to pass. Full capacity makes that difficult.

Thank you,
Julie Bussen

From: Poggioli-kaftan, Giordana
To: Bart Griepentrog
Subject: No Special Exception, please!
Date: Friday, April 16, 2021 2:10:31 PM

Members of the Appeals Board,

Thank you for your service to the Village of Shorewood. As volunteers on the Board of Appeals, you have been tasked with being one the checks and balances put in place to ensure that proper protocols are followed when development is proposed in the Village of Shorewood.

What I am asking you is to please reject the Special Exception reduction of parking spaces because the result would be an increase in density that isn't allowed on this site. We need to wait for the Comprehensive Plan 2040 to be implemented or require a developer to incorporate the new standards that have been written specifically for this site into their proposal.

Best,

Giordana Poggioli-Kaftan, Ph.D.

Marquette University
Languages, Literatures and Cultures
526 North 14 Street # 257
Milwaukee, WI 53233
414-288-6831

From:	Rebecca Simenz
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Cc:	Bradley Simenz
Subject:	Proposed Capitol Dr. project
Date:	Thursday, April 15, 2021 5:39:45 PM

Shorewood BOA, Village Board and Planning Department:

We live at 4061 N. Lake Dr., and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that you add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Brad and Rebecca Simenz

From:	Elizabeth Beeghly
To:	Sara Bruckman; Bart Griepentrog
Cc:	Trustee Warren; Trustee Stokebrand; Trustee Ircink; Trustee Bockhorst; Jim Arndorfer; Ann M
Subject:	Stowell and Capitol Development Proposal - parking exception
Date:	Thursday, April 15, 2021 3:24:15 PM

Members of the Appeals Board,

Thank you for your service to the Village of Shorewood. As volunteers on the Board of Appeals, you have been tasked with being one the checks and balances put in place to ensure that proper protocols are followed when development is proposed in the Village of Shorewood.

Fast-tracking the Stowell Capitol project isn't in our community's best interest. From my experience as a City Planner, all constituents (community partners, local businesses, residents, and other stakeholders and agencies) input must be obtained before Zoning change decisions are rendered. This is the only way to understand the existing situation, take into account the concerns of adjacent property owners or renters, and evaluate the impacts of the proposed developments. Furthermore, when a new Comprehensive Plan is in the works, we encourage developers to meet the requirements of the incoming Comprehensive Plan because it reflects best development practices and the best use of the land. In density changes or zone changes Community input and requiring development to meet a Comprehensive Plan were standard protocols in the City of Portland, OR where I worked for 7 years and approved 100s of development proposals (including variances, land divisions and conditional uses).

Reading the Village of Shorewood Zoning Code (535), you come to understand that parts of the zoning code regulations are finite and others are flexible. One must keep in mind that the stated over-arching intent "*is to regulate and restrict the use of all structures, lands and waters and regulate and restrict lot coverage, population distribution and density, and the size and location of all structures so as to lessen congestion in and promote the safety and efficiency of the streets… provide adequate light and air, including access to sunlight… prevent overcrowding of land; avoid undue population concentration;…..stabilize and protect property values;…. preserve and promote the beauty of the community; and implement the community's Comprehensive Plan or plan components*".

All non-defined land use decisions (535) require oversight by one of the many Village of Shorewood committees, commissions or trustees. These committees are staffed by volunteers with guidance from our Village City Planner. Keeping in mind that the vast majority of people on these committees do not have a city planning background, it takes a **Village** to understand the constraints, existing challenges, opportunities and concerns when reviewing a proposal. Public comment is necessary, especially when Zone or density increases are proposed which will result in changes to traffic patterns, bulk, sunlight access, property value, beauty, congestion, and overcrowding.

The problem with the Stowell and Capitol proposal stems from the fact that the density (number of apartment units) isn't allowed by right. The density in this location is limited by the number of parking spaces allowed. The use of a special exception to allow less parking is in effect changing the Zoning from Medium Density to High Density. This is a backdoor zoning change that negates public input. It's sloppy, breaks public trust and might result in long term problems at the corner of Stowell and Capitol. This isn't good planning.

We need to slow down because the Village of Shorewood's current Comprehensive Plan has taken a closer look at this site and has specific recommendations.

The Village of Shorewood produces a Comprehensive Plan every 10 years to clarify the intention of our zoning code and identify opportunities and constraints. Working together the Zoning Code and Comprehensive Plan "protect property values; further the appropriate use of land and conservation of natural resources; preserve and promote the beauty of the community." (535-3)

Over the last few months, the Village of Shorewood residents have attended Comprehensive Plan meetings where

we describe and decide upon our new 10 year goals. In the 2040 Comprehensive Plan, there is a chapter on development opportunities, where Stowell and Capitol is identified (pg. 177, 180) as one of 9 "distinct redevelopment opportunities". The 2040 Comprehensive Plan names Stowell and Capitol as part of East Capitol - **Main Street Mixed Use: medium density commercial** (CP pg. 176). It lays out new standards: evaluating development through Form Base Standards and Pedestrian-Orientated Development, explains a need for flexibility because of our changing economy, and requires public involvement. Why would we be expediting this proposal when it clearly doesn't meet our future planning goals for the area? It goes against the Village of Shorewood's best interest. (More descriptions of East Capitol can be found throughout the 2040 Comprehensive Plan (pg. 132-134, 176-183).)

Please reject the Special Exception reduction of parking spaces because the result would be an increase in density that isn't allowed on this site. We need to wait for the Comprehensive Plan 2040 to be implemented or require a developer to incorporate the new standards that have been written specifically for this site into their proposal.

Thank you for your attention,

Elizabeth Beeghly, MURP

From:	patricia mccauley
To:	Bart Griepentrog
Subject:	Parking variance for proposed apartments at Capitol and Stowell
Date:	Wednesday, April 14, 2021 11:55:09 AM

Bart Griepentrog
Members of Board of Appeals

It is important to take into consideration the changes in the village parking restrictions as well as the housing make up of the surrounding neighborhood when considering the variance for parking at the proposed development at Capitol and Stowell.

The newer apartment developments that provide parking charge a fee. Parking is not included in the rent. For example, the Mosaic charges $75-$125/month. The village is permitting overnight street parking for $40/month. Depending on the parking fee charged by the new development, street parking could be more desirable and the parking provided by the apartment would be of little value to the neighborhood.

The surrounding neighborhood is a mixture of single and multi family dwellings. Multi-family dwellings often have 4 to 5 vehicles. Adding a significant amount of vehicles to the streets affects the quality of life for people living in this area.

Shorewood proposes to be a "green" community. The parking proposal for this new development needs to be rethought. We should be working to reduce the number of vehicles in our very densely populated community.

Sincerely,
Patricia McCauley

From:	Christopher Avallone
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Catalyst Partners project
Date:	Wednesday, April 14, 2021 7:49:00 AM

Shorewood BOA, Village Board and Planning Department:

I live at 4014 N Stowell Ave, Shorewood, WI 53211, and I am writing to express my support for this project. This neighborhood needs more concentrated and affordable housing options. Furthermore, I find the complaints that the proposed project will impact parking to be misguided--yes, parking on Stowell is an issue, but that is only during business hours because staff at local businesses utilize street parking; generally, there are only a few cars parked on the street in the evenings.

Best,

Chris Avallone

From:	Vicki Herman
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Board of Appeals Hearing re Capitol and Stowell Apartment project
Date:	Tuesday, April 13, 2021 5:30:04 PM

Shorewood BOA, Village Board and Planning Department:
I live at 4071 N. Stowell Avenue, and are emailing to express my opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. I ask that my name be added to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,
Vicki Herman

From: jgcollopy@aol.com
To: Bart Griepentrog
Subject: Shorewood BOA, Village Board and Planning Department
Date: Tuesday, April 13, 2021 5:23:18 PM

Shorewood BOA, Village Board and Planning Department:

We live at 2406 E Menlo Blvd and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

John and Grace Collopy

From: Amanda Buhrman
To: Bart Griepentrog; Crystal R. Kopydlowski; President Rozek; Sara Bruckman; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Date: Tuesday, April 13, 2021 5:18:18 PM

Shorewood BOA, Village Board and Planning Department:

We/I live at 2635 E Capitol Dr, Shorewood WI 53211
, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Amanda and Chris Buhrman

From:	La Don Love
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Appeal of the Plan Commission"s February 23, 2021 decision
Date:	Tuesday, April 13, 2021 5:09:19 PM

Shorewood BOA, Village Board and Planning Department:

I live at 4036 North Stowell Ave and emailing to express my opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. I ask that add my names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

I am very concerned about the parking exemption and the potential danger it may cause due to the fact that our block has an increasing number of young children. These children's running and playing gives me joy. I am already concerned about the number of drivers I see on their phones. Also, our street parking situation is not good. There is often not a place to park.

Thank you for your consideration.,

La Don Love

From: Jackie Wieck
To: Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject: Capitol & Stowell apartment development
Date: Tuesday, April 13, 2021 5:08:38 PM

Shorewood BOA, Village Board and Planning Department:

We/I live at 4055 North Stowell Avenue , and are emailing to express our strong opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,
Jackie and Matt Wieck

From:	J Dulmes
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Board of Appeals Hearing
Date:	Tuesday, April 13, 2021 5:06:47 PM

Shorewood BOA, Village Board and Planning Department:

We live at 3909 N. Ridgefield Circle, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that you add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,
John & Bryna Dulmes

From:	Cepukenas, Craigh
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Cc:	Diane Cepukenas
Subject:	Capitol and Stowell Apartment Project
Date:	Tuesday, April 13, 2021 5:03:04 PM

Shorewood BOA, Village Board and Planning Department:

We live at 3816 N Lake Drive, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

This looks like an awful project for our community and we look forward to hearing why the village staff or our Plan Commission didn't feel it was necessary to make an adequate inquiry about the project or its effect on our neighborhood. Is this the best we can do with long range planning in the village??? Why do we have to accept something so bad and why would you grant a special exception for such an awful project? We also find ourselves wondering why you wouldn't involve the community earlier in this process?

Thank you,

Craigh & Diane Cepukenas

Sent from my iPad

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[v.3]

From:	Katherine Just
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	appeal
Date:	Tuesday, April 13, 2021 4:58:29 PM

I live at 4021 N. Downer Avenue, and I am emailing to express my opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. I ask that you add my name to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Katherine

Katherine Just
Mahler Private Staffing

250 E. Wisconsin Ave, Suite 1610 | Milwaukee, WI 53202
Phone: Main (414) 347-1350 | Direct (414) 847-3152 | Fax (800) 671-6988
A division of Mahler Enterprises, Inc.

From:	Eric J Brandt
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Board of Appeals Hearing Re Capitol and Stowell Apartment Project
Date:	Tuesday, April 13, 2021 4:56:12 PM

Dear Shorewood BOA, Village Board and Planning Department:

We live at 4054 N Stowell Ave and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Eric and Andrea Brandt

From:	Kathy Bond
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Board of Appeals Hearing re Capitol and Stowell Apartment project
Date:	Tuesday, April 13, 2021 4:26:17 PM

To the Shorewood BOA, Village Board and Planning Department:

We live at 2502 E. Jarvis Street, Shorewood, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that our names be added to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Kathy & Tacitus Bond

From:	Amy Hietpas
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Cc:	Matthew Hietpas; Amy Hietpas
Subject:	Catalyst Partners Development on Capitol/Stowell
Date:	Tuesday, April 13, 2021 4:01:24 PM

Dear Shorewood BOA, Village Board and Planning Department,

We have owned our home on 4062 N. Stowell since 1996. This email is to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave.

Please add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Matthew & Amy Hietpas

From: Heidi Adriansen
To: Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter
Subject: Opposition to the development proposed by Catalyst Partners
Date: Tuesday, April 13, 2021 3:48:17 PM

Shorewood BOA, Village Board and Planning Department:

I live at 4115 N. Stowell Avenue in Shorewood and I'm emailing to express my opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. I ask that add my name to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Heidi Adriansen
heidiadriansen@hotmail.com
414-841-3334

From:	Jeff Waldhart
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren; Lisa Press
Subject:	Multifamily Development - Stowell/Capitol
Date:	Tuesday, April 13, 2021 3:41:56 PM

Shorewood BOA, Village Board and Planning Department:

We own the duplex at 4023-4025 N Stowell, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village. In the 6 year of ownership it is my experience that there's already a parking problem. I often have to park on another street just to get to my property. Even in a single room apartment, most couples have two vehicles.

Thank you,

Jeff Waldhart & Lisa Press

From:	Joe Morrissey
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Stowell / Capitol Development
Date:	Tuesday, April 13, 2021 2:44:16 PM

Shorewood BOA, Village Board and Planning Department:

We/I live at 4121 N Stowell Ave, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

I assume all of you have lived in Shorewood for a significant time period and originally moved here when the Village board had a sense for what architecture “fit” with the surroundings. Not to say there aren’t some eyesore buildings but let’s not continue this practice! This design does NOT fit in either scale or appearance.

If you wouldn’t use concrete block for the coffee table in your living room, don’t stick this eyesore in our neighborhood. Have some class and take some cues from our neighboring suburbs. This is not a quickest way from point A-B issue. It’s about building value in the village as a whole. Send Catalyst back to the drawing board and don’t be pushovers.

Thank you,

Joe Morrissey
4121 N Stowell Ave, 20+ Year Shorewood Resident

From:	Monica Morrissey
To:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Board of Appeals Hearing re Capitol and Stowell Apartment project
Date:	Tuesday, April 13, 2021 2:28:42 PM

Shorewood BOA, Village Board and Planning Department:

We live at 4121 N. Stowell Avenue, and are emailing to express our **opposition** to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that you add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project.

Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,
Monica Morrissey
414.916.1945

From:	Barb Xistris
Cc:	Sara Bruckman; Crystal R. Kopydlowski; Bart Griepentrog; President Rozek; Trustee Amenta; Trustee Bockhorst; Trustee Carpenter; Trustee Ircink; Trustee Stokebrand; Trustee Warren
Subject:	Catalyst Partners Development
Date:	Tuesday, April 13, 2021 2:23:15 PM

Shorewood BOA, Village Board and Planning Department:

We at 4018 N. Stowell Ave, and are emailing to express our opposition to the development proposed by Catalyst Partners at the intersection of Capitol Dr. and Stowell Ave. We ask that add our names to the list of supporters of the appeal of the Plan Commission's February 23, 2021 decision to grant a special exception for the project. Please support our neighbors and the stated goals of our Shorewood Comprehensive Plan by overturning the Plan Commission decision and encouraging more sensitive and accountable development on this site and elsewhere in the Village.

Thank you,

Barb & Ted Xistris

From: Julie Bussen
To: Bart Griepentrog
Subject: appeal meeting tonight
Date: Tuesday, April 13, 2021 2:12:14 PM

Shorewood Village Board:

I watched the video from the previous meeting regarding granting exceptions for the complex being built on the corner of Capital and Stowell because I was not able to attend real time on Zoom. I did not understand there would be a vote that same night. I was happy to hear the subject would be re-visited tonight.

I live on the 3900 block of Stowell Ave. Let me start by saying that I believe every decision made by the board should begin and end with asking the question: Does this change affect existing households within the village in a positive way? If not, don't let it happen. Will this development affect the households on Stowell Ave (both in the 3900 and 4000 blocks) in a positive way? NO. The three main reasons are because of increased traffic/congestion, adding to existing parking issues, and the aesthetics of our neighborhood.

Before explanation of those reasons, I just can't understand why we want and need more apartments. From the vacancy signs, it seems like there is ample inventory already. A neighbor of mine referenced a need for affordable housing and special needs housing in Shorewood. Are there some statistics clarifying the extent of this need in Shorewood? Isn't there a way to utilize vacancies in existing properties towards this cause? Would this particular development significantly make a dent in this need?

Increased traffic/congestion – The 4000 block of Stowell is often already difficult to pass through. It is narrow, there are many cars parked on the street, and there always seems to be some sort of delivery, construction, or other vehicle dropping someone off in that area. Additionally, the Shorewood Animal Hospital is quite a busy place and that creates its own traffic. Also, there are many dual family properties on the 4000 block of Stowell which adds to the parking/traffic/congestion issues. Adding 50+ more apartments to the mix in such a small area will be an issue and will NOT affect the existing households in a positive way. Adding 50+ more households will also add Fed X, Amazon, and all kinds of other deliveries in and out of that tiny area. Finally, Sunseekers entrance/exits were located on Capitol and the traffic in and out of their business was minimal. The new development would enter/exit onto a much narrower street (Stowell) and the number of cars into and out of housing would be much greater than traffic from Sunseekers.

Adding to existing parking issues – The Village as a whole struggles with parking issues. Why would you make a choice to add to that burden? Would you make the choice to add to the parking burden if you lived next to this development? Just because the development sits on a

bus line does not mean each renter will not have a car. Shorewood/Milwaukee does not have extensive enough mass transit for the majority of people to get by without a car. Additionally, I believe two bedroom units require 1.5 spaces per the Shorewood code and that just doesn't make sense. If two adults occupy a two bedroom unit, the likelihood is that both will have a car – making the parking issue even greater than predicted by the developer and the board. Additionally, Shorewood Animal Hospital currently purchases/rents 5 parking spots for 5 doctors in the Sweet and Associates lot and the remaining 13 staff park on the street (mainly Stowell) to allow for customer parking on their property. If the developer can't incorporate the appropriate parking within the structure, why not have them purchase parking from the lot on the corner of Prospect and Capitol (next door).

Aesthetics of the neighborhood – We live in and were attracted to a VILLAGE, not a metropolis. Jamming a large, tall, 4-story building into a small space WILL definitely change the look and feel of our neighborhood. Again, would you want this if you lived a few doors down? Will this structure affect the current households in a positive way aesthetically? We live in a charming village. Don't make decisions that strip it of its charm. You might not have to look at this new development every day, but we will.

Thanks for your consideration.

Julie and Scott Bussen
3930 N. Stowell Ave.

From:	Catherine Andersen
To:	Bart Griepentrog
Subject:	Stowell Ave resident - Official "On the record" and cannot attend the meeting on 4/13
Date:	Tuesday, April 13, 2021 1:25:53 PM

Hi,

Thanks so much for the info and for the meeting tonight to hear discussion about the proposed building on the NW corner of Capital and Stowell Ave.

We are not "up" on the rights of the residents in Shorewood as far as this issue is concerned BUT from Milwaukee standards, residents within 1000 feet have a "say" in proposed buildings of this nature.

Both my husband and I are **vehemently against** any such proposed building that would in any way, shape or form, DEVALUE the neighborhood OR DEVALUE home prices. We do not see how offering a lower income option in this neighborhood could have anything but a negative effect.

We are, however, supportive of any new economic stimulus to the economy in Shorewood and for additional residential dwellings that would bring additional and appropriate revenue into the area paying attention to the high standard that this village values.

Thank you and we are happy to expand upon our position if need be.

Best,
Catherine & Michael Andersen
3961 N Stowell Ave

--
Catherine Andersen
NSCA-CPT, IFBB Figure Pro
Achieve Personal Fitness
www.achievepersonalfitness.com
414-416-5873

Catherine Andersen is not a physician or registered dietitian. The contents of this email should not be taken as medical advice. It is not intended to diagnose, treat, cure, or prevent any health problem - nor is it intended to replace the advice of a physician. Always consult your physician or qualified health professional on any matters regarding your health.

From:	Karen Wolfert
To:	Bart Griepentrog; Sara Bruckman
Cc:	Bill & Karen Desing
Subject:	Capital Drive/Stowell Ave development
Date:	Tuesday, April 13, 2021 12:45:41 PM

Hello, Please forward this request to the Village of Shorewood trustees --

I support the appeal of the development on the NW corner of Stowell & Capital.

In addition, I offer the following comments -

The scale of the building is too large for the neighborhood. Low-rise town houses would be a better fit for the neighborhood.Other villages and cities have made this choice for a friendly walkable community.

Parking is a huge issue and has been an issue for many years. Its such an issue that parking time limits were put in place. Narrow streets make this worse.

There are so many apartments for rent in Shorewood - this indicates demand is low, no need for more. Due diligence should consider a financial/renovation method to make some current apartments accessible and affordable

Sincerely,
Karen Wolfert
3945 N. Stowell Ave

From:	Elizabeth Beeghly
To:	Bart Griepentrog
Cc:	Trustee Bockhorst; Trustee Carpenter; Trustee Stokebrand; Trustee Ircink; Trustee Warren
Subject:	Development at the corner of Capitol and Stowell.
Date:	Tuesday, April 13, 2021 10:14:31 AM

This weekend I was informed about development proposed at the corner of Capitol and Stowell. The scope of this development surprised me and I'd like to bring a few issues to your attention.

Capitol at Stowell has been identified as one of the few areas ripe for development left in the Village of Shorewood.

The 2030 Comprehensive Plan zoned this area Commercial. It goes on to specifically call out the "East Capitol 8.5.6" area as an opportunity for "District Garden" theme development. The 2030 Comp Plan calls for ground floor commercial development with 2-4 story development above.

In the 2040 Comprehensive Plan, this area was zoned Medium Density and Main Street Mixed Use. It was even specifically called out as one the few remaining developable plots of land in the Village of Shorewood in which the Village of Shorewood can accomplish the goal of creating a Main Street Mixed Use feel along this portion of East Capitol.

The Village of Shorewood's goals for this site is both the 2030 and 2040 Comprehensive Plan call for first floor commercial with housing above. The creation of a "Main Street" along this section of Capitol (which begins at the redeveloped Hayek site) must contain first floor Commercial with Form Base Code development above that complements the surrounding homes. The intention of Main Street development is to make the development pedestrian friendly and community based.

When you read the 2040 Comprehensive Plan, it states that the Village of Shorewood needs to "Be willing to wait for the development project that meets the community goals." Therefore, I oppose the development as proposed. We need to wait for a developer who shares the vision described in the 2030 and 2040 Comprehensive Plans.

Furthermore, why do we pay for Comprehensive Plans if we ignore the findings of City Planners when development is proposed that clearly does not meet the goals found to be most advantageous for our Village?

When a developer proposes a Mixed Use development, the Village Planning Department must ensure that the Form Base Code is used (as recommended in the 2040 Comprehensive Plan) when determining the appropriateness of the development. FBC is subjective and relies heavily upon bulk and height determination coming directly from the surrounding buildings (height, bulk and form of surrounding

homes and businesses). Although I could not find a formula for Village of Shorewood FBC, from my understanding of this proposal's bulk and height, it doesn't take FBC into consideration.

To that end, the current development proposed should be rejected because the building proposed for this site is devoid of the commercial element called for in both the 2030 and 2040 Comprehensive Plans and does not employ FBC in the bulk or height of the proposed building.

Sincerely,

Elizabeth Beeghly, MURP (Masters of Urban and Regional planning)
Former Land Use Planner

From:	Danielle Donkersloot
To:	Bart Griepentrog
Cc:	Dan Walsh
Subject:	Support of the appeal filed by neighbors of N. Stowell Ave.
Date:	Sunday, April 11, 2021 8:33:57 AM

Dear Mr. Griepentrog;

We moved to Shorewood with our young children in August 2019 and settled into the 4000 block of North Stowell Ave. For the first time in their lives, our children found children their own age, kids who are now friends. On any day where the temperature is above freezing, the kids are outside. They have taught each other to ride bikes, they play hide and seek, build forts in their yards and they run from one neighbor's house to another. All of the neighbors on the block, watch out for the kids. Many of our older neighbors comment on how they enjoy hearing the kids playing outside. As a parent, I feel like our kids live on the best block in Shorewood and I am often reminded of how fortunate we are to live on the block.

I am aware that the four story 42 unit apartment building is planned for the Northwest corner of N. Stowell and East Capitol. The current addresses are 2418, 2420, and 2428 E. Capitol. It will cover the area from the parking lot to the west of Sunseekers over to Stowell Ave. The building design and appeal for exemption from parking code can be seen in pages 11 through 32 of this report from the village planning committee: https://www.villageofshorewood.org/AgendaCenter/ViewFile/Agenda/_02232021-1543

The new apartment building's current plans are a problem for us and our block, but most concerning is the parking or lack of parking and the driveway entrances. The two driveway entrances to the building will face Stowell Ave. taking away the on street parking from the alleyway south. The building has 43 inside parking spaces. Therefore turning, entering, standing, and waiting traffic at the corner will be increased beyond the already busy veterinarian’s office, the alleys, and the delivery trucks. This creates an unsafe amount of traffic for the 4000 block of N. Stowell in particular, and for the entire neighborhood.

According to village code a 42 unit building requires 74 parking spaces.The Village voted this code into law for a reason and it should not be ignored or appealed for this project. The Developer is claiming that only 51 parking spaces will be needed. The building only has 43 spaces, meaning that at minimum 8 cars (or according to existing code 23 car) will need to park on the street, a street that is already full during the day. My concerns are

1. The 4000 Block of N. Stowell is one of the few unregulated parking streets in the area.
2. With the loss of the five or six spaces south of the alley on the West side for the Street demand for the 20 or so spaces on the block will literally double.
3. This will be unsafe, inconvenient, and detract from the convenience and usability of N. Stowell Ave.

The lack of parking on N. Stowell Ave and the amount of traffic that will be constant due to the increase in residents is a great threat to our children. I know this from first hand experience. As a young child, I lived in a suburban neighborhood outside of New York City, much like Shorewood is to Milwaukee. The street was often crowded and parking was difficult. One late summer afternoon our friends gathered on the front steps of my house, waiting for our other friends to join us before we went to the park. As I looked down the street at a friend approaching us on his bike, a car traveling in the same direction, didn't see him because of the parked cars. My friend was hit by the car and was severely injured. All of us, ranging from 10-15 years old witnessed it. As a fifth grader, I had to take the stand in court for my friend and it was terrifying and difficult. Our friend spent years recovering.I firmly believe this tragic accident could have been avoided if the street was not jammed packed with parked cars.

I support the appeal filed by DANIEL & CAROL WALSH, EDWARD & KATHERINE RUEN, WILLIAM & KAREN DESING, And EAST CAPITOL NEIGHBORS ASSOCIATION and I hope you do the same. The Village should not approve an action that would increase the amount of traffic and parking on our already crowded 4000 block of N. Stowell.

With concern,

Danielle Donkersloot and James Chapman

2501 E Jarvis St.

From: Carin Gordon
To: Bart Griepentrog
Subject: Concern over appt building proposal Capitol/N.Stowell
Date: Sunday, April 04, 2021 7:42:36 PM

Dear Planning & Development Director,

I, Carin Gordon, own and live at 4075-77 N Stowell Ave. I am writing to you in response to the requested exemption from the required parking spaces for the apartment building planned for the corner of E. Capitol and N. Stowell Ave. I was surprised to hear that a large apartment building project is being proposed for that location at all. I am disappointed that they intend to flow traffic for a 42 unit building onto our safe and quiet neighborhood street. I hope that this project can be safely downsized to respect the laws and regulations that you defend on my and my neighbors behalf. I am explicitly writing to ask you to uphold the current regulations pertaining to parking spaces for this building.
This neighborhood is desirable, safe, and comfortable because of the regulations that we as homeowners have voted for and you uphold. Parking on our street is already tight. Even if all tenants were offered parking, some would not want to pay for it. Stowell is a very narrow street that in snow is nearly a one way street. A four story apartment building with all of the tenants egressing onto Stowell at the corner of Capitol is not a sound idea. I would like to see a traffic impact report. Too much traffic coming into a street near a traffic light can be dangerous to the bus intersection on Capitol and Downer.
The parking in our neighborhood increases greatly during the months that Atwater park is highly used; this would only add to that congestion.
I would rather see some space for small business, as that adds to the uniqueness of a neighborhood. Covid will recede and businesses will re-populate. It would be good to have the space for them.

Sincerely your concerned voter,
Carin Gordon

From:	Mark Warhus
To:	Bart Griepentrog; Trustee Ircink; Trustee Stokebrand
Subject:	Fwd: Objection to the Requested parking exemption for proposed building at E. Capitol and N. Stowell ave, plus additional concerns.
Date:	Friday, April 02, 2021 10:28:27 PM

To: Bart Griepentrog, Planning & Development Director
Kathy Stokebrand, Village Board Trustee Laison
Jessica Carpenter, Village Board Trustee

I am writing to object to the request for a Parking Special Exception for the proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr., submitted by Catalyst Partners. I believe the proposed multi family unit will have a negative effect on the safety, livability, and value of the surrounding neighborhood, particularly on the 4000 block of North Stowell Ave.

My concerns involve traffic and safety, parking, and the built environment.

Traffic and safety concerns:

1. The proposed building has two entrances into its parking area that will have cars entering and leaving on to the southwest end of Stowell Ave. As proposed, a minimum of 43 vehicles will be turning, standing, waiting, and both entering and exiting onto Stowell Ave. This is already a small and very busy intersection. There is a busy veterinarian office directly across from the proposed driveways and alleys entering from both the east and west sides of Stowell.
2. With the traffic of the current residents, veterinarian office workers and customers, and the fairly constant stop and start of delivery trucks the intersection is already Dangerously busy and crowded. The additional traffic pattern of the proposed building will make N. stowell ave dangerous and unsafe. This is of particular concern because of the increasing number of young children living and playing on our street.

Parking concerns:
The request for the special exemption assumes that the building will not require the currently required 1.75 parking spots for its 42 units but does not offer any examples of similar buildings or proof that the proposed 43 off street and additional 9 on street will be all that is needed. According to code a total of 75 spaces will be needed with 33 planned to be on the street. The 4000 block of N. Stowell is the only unregulated street close by. Our block will be completely parked up both day and night. This will prevent the current residents from parking on the street when needed, and overcrowd the street on what is now pleasant residential block.

Environment and value concerns
The proposed four story building does not fit with the neighborhood 's built

environment. Currently from Lake Dr to N. Prospect Ave. there are no buildings over two stories high on either side of Capitol and the intersecting streets. The proposed building will change the built environment - particularly of N. Stowell Ave - diminishing the light, view,and ambiance of the neighborhood. I also believe the proposed building will have a negative impact on the livability and value of the neighborhood.

Do not grant the exemption. Do not add the additional parking demand to the local neighborhood. And do not allow a four story building at the northwest corner of E. Capitol and N. Stowell to create a dangerous and overcrowded street while damaging the environment and value of my neighbors' and my home.

I would also like to know why none of those I have spoken to about these issues were aware of the proposed building and the requested parking exemption.

I look forward to your response.

Mark Warhus
4071 N Stowell Ave.
Shorewood 53211
mwarhus@att.net
414-963-0821

Comments Addressed to the Plan Commission (received between noon 5/28/21 and 6/1/21 @ 3:00 pm)

From: Vicki Herman
To: Bart Griepentrog; Sara Bruckman
Cc: vherman@att.net
Subject: 4000 Block of Stowell Avenue and Parking Exemption
Date: Monday, May 31, 2021 7:34:11 PM

Dear Plan Commission,
While you are reviewing and eventually voting on whether to approve or not the parking exemption for the proposed apartment building on the corner of Stowell and Capital,
please imagine your children living on the 4000 block of Stowell.

With the parking exemption it will increase the number of cars on our street. This will create a dangerous situation for the children living on this block of Stowell.

In addition, the proposed apartment building is required by Village code to have 74 parking spaces but currently the developers only think 43 are needed. My question is where will the possible 23 additional cars park? And, an assumption that not all tenants will have a car doesn't make sense.

I ask you to imagine living on this block. Imagine your children living and playing on this block. Please do not approve the parking exemption. And, require the developer of the proposed apartment building to make available enough parking for the residents and manager of this building.

On behalf of the children who live on Stowell Avenue, thank you.
Vicki Herman
4071 N. Stowell Avenue
Shorewood, WI

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: 42 Unit Project on Capital
Date: Tuesday, June 01, 2021 8:42:02 AM

From: Mike Marcott [mailto:mike@marcott.net]
Sent: Monday, May 31, 2021 12:10 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: 42 Unit Project on Capital

Hi,

I am against the 42 unit project proposal to on Capital and Stowell. I live on Farwell Ave., just south of Capital. There is so much congestion and noise there already. It is difficult to cross the street. Why make it more unsafe? There is a lack of parking for residents. It doesn't follow Shorewood's new comprehensive plan. There is no buffer or distance between this proposed building and residential houses. I also am concerned with the possibility of adding crime. My vote is NO!! I pay a lot of taxes and my voice needs to be heard Please forward this message to the plan commissioners and trustees Thank you.

Mike Marcott
3914 N Farwell Ave
Shorewood WI 53211
(414) 303-3272

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: 42unit project
Date: Tuesday, June 01, 2021 8:43:14 AM

-----Original Message-----
From: liz@marcott.net [mailto:liz@marcott.net]
Sent: Monday, May 31, 2021 11:21 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: 42unit project

I am against the 42 unit project proposal to on Capital and Stowell. I live on Farwell Ave., just south of Capital. There is so much congestion and noise there already. It is difficult to cross the street. Why make it more unsafe? There is a lack of parking for residents. It doesn't follow Shorewood's new comprehensive plan. There is no buffer or distance between this proposed building and residential houses. I also am concerned with the possibility of adding crime. My vote is NO!! I pay a lot of taxes and my voice needs to be heard Please forward this message to the plan commissioners and trustees
Thank you,
Liz Marcott

Sent from my iPhone

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Catalyst Partners Project
Date:	Tuesday, June 01, 2021 8:47:32 AM

From: Calli Spheeris [mailto:callisph@gmail.com]
Sent: Saturday, May 29, 2021 1:39 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Catalyst Partners Project

Dear Plan Commissioners Committee and Village Trustees,

The Catalyst Partners Project will be detrimental to Shorewood in every way, and especially regarding "equity." Where will families live in this 42 unit structure? Studio, 1-bedroom or 2-bedroom units? This is NOT being part of our community. Another resident recommended subsidizing 4 duplexes to achieve the same end IF equity is the issue. Parking in Shorewood is a large issue and taking it from residents and a business is unwise. Otherwise, it's simply about Catalyst Partners profits.

Thank you,
Calli Spheeris and Joseph Conti

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Concern/opposition to proposal for 2400 E. Capitol development
Date:	Tuesday, June 01, 2021 8:25:19 AM

From: Jessica R. Suchy-Pilalis [mailto:suchyjr@potsdam.edu]
Sent: Tuesday, June 1, 2021 7:42 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Concern/opposition to proposal for 2400 E. Capitol development

To Whom It May Concern:

I would like to express my opposition to the proposed project to build a multi-unit apartment complex in the 2400 block of E. Capitol Dr. We have had our family home in Shorewood since the early 1950s and have watched larger structures come into the area. There is a certain "tipping point" that I believe will be crossed if this project continues this trend farther toward the Downer and Capitol intersection--more of the charm and appeal of our Village will be lost.

Thank you for your efforts to try to balance the competing needs and desires of the Village and its residents, and for considering the above objection.

Sincerely,

Jessica Suchy-Pilalis
2601 E. Newton Ave.
717-579-5791

Dr. Jessica Suchy-Pilalis
Professor of Music: Theory, Harp and Byzantine Music
The Crane School of Music
SUNY-Potsdam
Potsdam, NY 13676
USA
315-267-2447
suchyjr@potsdam.edu

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Let"s not be dense
Date: Tuesday, June 01, 2021 11:40:46 AM

From: Otto Wichmann [mailto:wichmannoa@gmail.com]
Sent: Tuesday, June 1, 2021 9:57 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Let's not be dense

My name is Otto A. Wichmann, and I am a resident of the beautiful village of Shorewood(4106 N Farwell Ave, 53211, Shorewood, WI)

My wife, and my family, are incredibly disturbed by the approval of the *parking-special-exception* granted to Catalyst Construction **on February 23** (Consideration of Parking Special Exception for proposed multi-family redevelopment at properties 2418, 2420, and 2428 E. Capitol Dr., submitted by Catalyst Partners.)

Please forward our thoughts to the Plan Commissioners and Trustees:

- This project violates the Shorewood zoning code(provides 50% of the parking required by code).
- It significantly impacts residents' well-being. Beautiful architecture elevates the spirit; ugly concrete blocks demoralize even the stoutest heart.
- It endangers the many children that live around the area (my own included) because accommodating all those vehicles will put enormous additional pressure on a very narrow and busy street.
- This building is exceedingly ugly and goes against the very reason why families like my own call Shorewood home.
- The latest Shorewood comprehensive plan explicitly recommends against this type of development.
- It sets a horrible precedent for future developers to exploit.
- The board of appeals agreed that the vote was improper; this is not the behavior we expect from those we trust to look after our community.

I will be attending the Plan Commission zoom meeting today at 6:30 PM. I hope this time we do the right thing.

Otto A. Wichmann
A concerned resident of Shorewood.

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Message for Plan Commissioners and Trustees for June 1 Meeting
Date:	Tuesday, June 01, 2021 8:23:57 AM
Attachments:	Figure_2.png Figure_1.png

From: Jake Pellmann [mailto:jake.l.pellmann@gmail.com]
Sent: Monday, May 31, 2021 9:05 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Message for Plan Commissioners and Trustees for June 1 Meeting

Hi, Sara:

Could you please forward the following message and the attachments to this email to the Plan Commissioners and the Trustees? The message is in regards to an agenda item for their meeting on June 1.

Thank you for your help,

Jacob Pellmann

Dear Plan Commissioners and Trustees:

My name is Jacob Pellmann, and I am a homeowner at 4063 N Stowell Avenue. I am a civil engineer with my Professional Engineer (PE) license in traffic engineering. I am writing because I am concerned about the proposed apartment building development at the corner of North Stowell Avenue and Capitol Drive.

My main concerns are as follows:

Parking Space Availability: The proposed development includes unit types with a greater likelihood of more than one car per unit. The Village Code requires parking for 1.75 cars per unit; the developer's plans provide for only about one car per unit (43 parking stalls for 42 units). Current on-street parking on the 4000 block of N Stowell Ave is already being used to capacity or near capacity by Shorewood Animal Hospital and residents. The addition of the development's two proposed driveways would remove 5-6 parking spaces from the current exit of the alley on N Stowell Ave to the corner of Stowell and Capitol Drive. The developers claim the development will add additional parking on Capitol, but it will likely only total 4 or 5 additional spaces at best. The brunt of the additional parking needed for this building will fall to on-street parking of surrounding streets. There may be 31 additional vehicles parking on streets due to the shortage of parking spaces in the development, calculated based on the

Village Code requirements. The Village has already dealt with existing apartment buildings on Capitol Drive not providing enough parking for residents – there is no reason to recreate that problem with a new development.

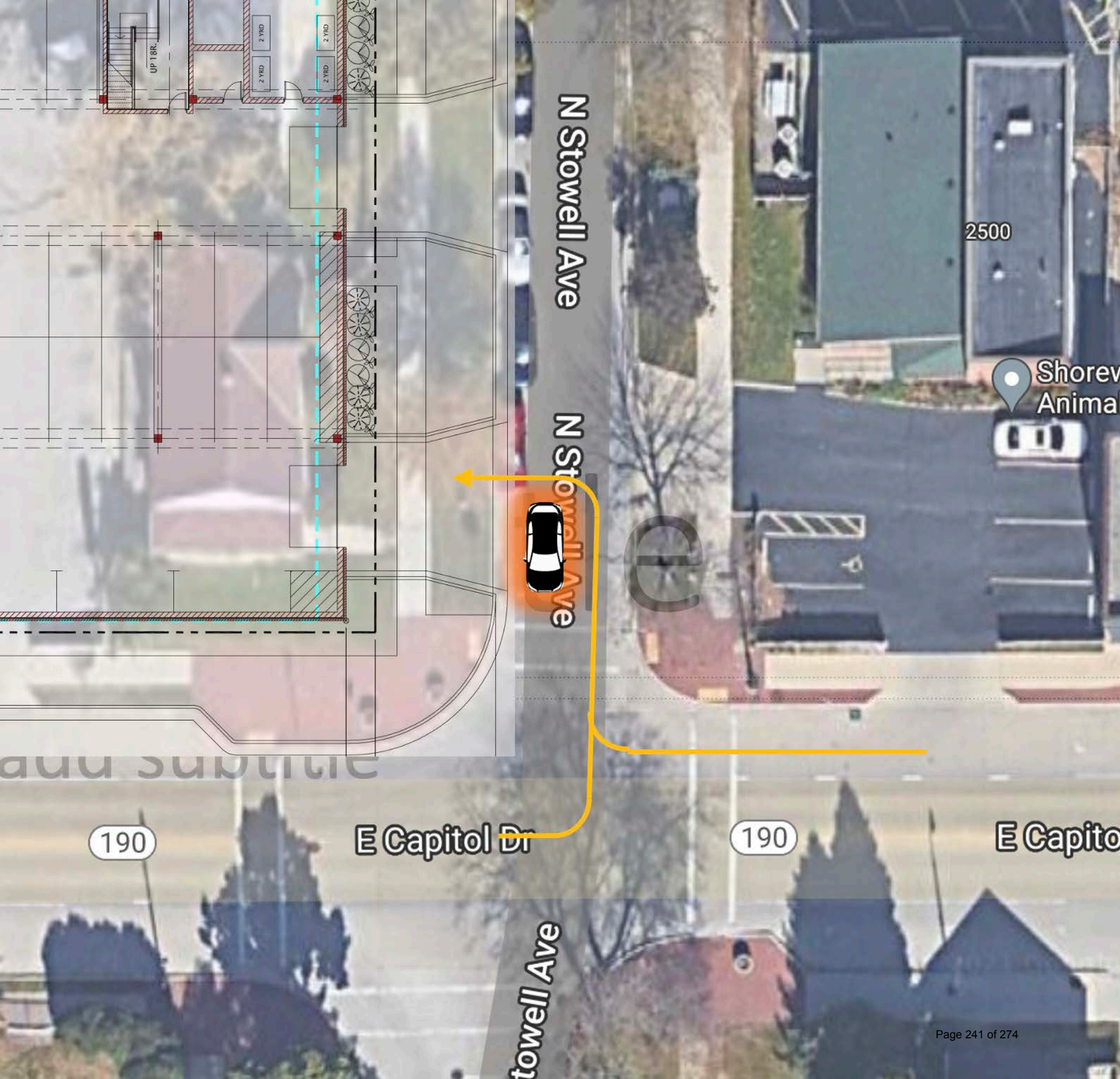
Driveway Placement: The development's two bi-directional driveways for the parking garage on N Stowell Ave will create conflict points for cars and pedestrians. These larger driveways placed so close together do not promote a sense of safety to pedestrians and thus dissuade people from walking through these areas. The southern driveway for this proposed development is placed directly at the end of N Stowell Ave, abutting the stop-bar for the stop sign, which means that any car that turns onto N Stowell Ave from Capitol Drive and wants to turn left into that driveway will be blocked by any vehicle waiting at the stop sign on Stowell. The problem is illustrated in the attached diagram in Figure 1. Sixteen cars of residents of the development will have to exclusively use this southern driveway as the developer did not design the whole garage to be accessed by either driveway, shown in Figure 2 (parking spots in red are accessible only by Driveway A, parking spots in blue are accessible only by Driveway B). This design will cause congestion at the very least and make the intersection unsafe for all roadway users. This issue is further exacerbated should there be enough vehicles waiting on N Stowell Ave to block both driveways. During afternoon rush hour a combination of Shorewood Veterinary Clinic workers leaving combined with local residents leaving to run errands or take their kids to sports practice can easily create this scenario.

Traffic Control: As a traffic engineer, I am concerned about the increase in annual average daily traffic ("AADT") for the intersection of N Stowell Ave and Capitol Drive if it remains controlled only by a stop sign on Stowell. With an additional 43 vehicles being generated from the parking garage and a number more from on-street parking on Stowell, the total number of vehicles trying to access Capitol Drive from N Stowell Ave each day will greatly increase. If the intersection remains bi-directional and governed by only a stop sign on N Stowell Ave the congestion will create back-ups on N Stowell Ave, as well as on Capitol Drive due to cars being unable to enter the parking garage from N Stowell Ave. It will also create unsafe situations for pedestrians, particularly the children who bike or walk to St. Robert's School and Atwater Elementary.

Lack of Multi-Modal Facilities: The Village has stated that it is striving for increases in bike and pedestrian infrastructure, per the Village's Pedestrian and Bicycle Master Plan. However, the developer's design does not promote multi-modal transportation. There is no space in the current plans for bike racks outdoors or in the parking garage to encourage residents to bike instead of drive. Moreover, the developer gives no additional information to suggest an incentive for residents to use public transportation, walk, or bike. This is inconsistent with the developer's rationale for an exception to the parking requirements in the Village Code and does not fit with some of the goals in the Pedestrian and Bicycle Master Plan.

I am not opposed to an apartment building at the site of the proposed development, and am in favor of promoting more affordable housing within the Village. However, I ask that you consider the Village's goals and standards, and the reasons they were adopted, when approving a project for this valuable and desirable piece of property.

Jacob Pellmann, PE
4063 N Stowell Ave
Shorewood, WI 53211
608-316-0504


UP 18R.
2 YRD
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N Stowell Ave
N Stowell Ave
2500
Shorev
Anima
E Capitol Dr
190
190
E Capito
Stowell Ave

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UP 18R.

18'-0"

1 2 3 4 5 6 7 8 9 10 11

UP 18R.

MECH

PET WASH

2 YRD

2 YRD

2 YRD

2 YRD

REFUSE

22'-0"

676'-0"

B

27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12

108'-0"

36'-0"

MECH.

JAN.

PARCEL

MAIL

FITNESS CENTER

STORAGE

COFFEE

MAIL

28 29 30 31 32 33 34 35 36 37 38

22'-0"

A

676'-0"

OFFICE

RAMP UP

676'-0"

7'-0"

43 42 41 40 39

675'-0"

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: OPPOSITION TO Proposed Project which would tear down project building/house in the 2400 block of East Capitol
Date:	Friday, May 28, 2021 12:43:06 PM

-----Original Message-----
From: Mara Suchy [mailto:mararaysuchy@gmail.com]
Sent: Friday, May 28, 2021 12:41 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Cc: Jessica <suchyjr@potsdam.edu>
Subject: OPPOSITION TO Proposed Project which would tear down project building/house in the 2400 block of East Capitol

Hello,

I am opposed to this proposed project in the 2400 block of East Capitol that would tear down a building and house for a multitude of reasons.
I'm not sure why an exception would have been granted in the first place but am so glad to hear that is being reconsidered.
Having additional units in Shorewood would drastically change the characteristics of this neighbor. It also would take down a historic house.

Please help preserve Shorewood.

Mara Suchy
2601 E Newton Ave
Shorewood, WI 53211

626-298-4265

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Planned Apartments Stowell & Capital
Date:	Tuesday, June 01, 2021 8:46:21 AM

From: mcarrigan@wi.rr.com [mailto:mcarrigan@wi.rr.com]
Sent: Monday, May 31, 2021 8:36 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Planned Apartments Stowell & Capital

Dear Sarah Bruckman,

Please forward this request to Shorewood Planning Commission and Village Trustees:

As a decades-long resident of Shorewood, I am requesting you **NOT pass the Special Exception on the proposed apartment building on Stowell and Capital Drive** for the following reasons;

Parking: Allowing an exception for reduced underground parking not only violates code but would result in congestion and unsafe traffic issues in that area. Shorewood already has an excess of traffic issues on Capital, Drive. I object to this exception.

Shorewood Comprehensive Plan Violation: With first floor parking, no visible landscaping, and no buffering between the building and residential neighbor homes, the design violates the recent Comprehensive Plan.

Design: When we proposed updating the siding of our home, we wrangled with the design commission to do so (not far from the proposed development). *I'm incredulous that the Planning and Design Commission passed the design of the apartment building completely out of character with the varied brick and stucco exteriors of other commercial properties* and yet denied the Hardy Plank we wanted - now used throughout Shorewood newly developed properties - on a smaller less imposing property as ours. Where was the Design Commission when this property design was proposed? (Oh wait. While we pay quite high taxes to ensure the beauty and value of living in Shorewood, - as the proposed owner/developer would likely pay more.)

As a minimum, *we respectfully request the Commission does NOT approve the proposed exception to the parking space requirement for this development. At best, PLEASE RECONSIDER the proposed design of the property and require a design that is more aligned with the current properties, the beauty of the area and the Shorewood Comprehensive Plan.*

Sincerely,

Martha and Jeff Carrigan
4221 N. Farwell Avenue,
Shorewood, WI 53211

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Proposed apartment building at Capitol and Stowell
Date: Tuesday, June 01, 2021 8:28:08 AM

-----Original Message-----
From: glweirauch@yahoo.com [mailto:glweirauch@yahoo.com]
Sent: Monday, May 31, 2021 3:37 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed apartment building at Capitol and Stowell

Ms. Bruckman:

I am writing to express my opposition to the proposed apartment building at Capitol Drive and Stowell.

As a resident of the next block to the east, my objections are as follows:

1. The apartment would disgorge cars onto Stowell right at the corner where there is already a lot of traffic from the animal hospital. This is unsafe. I have to go through this area to reach my garage on the alley and can easily imagine it being blocked on a regular basis.

2. The rendering I have seen is an ugly, brutalist structure that presents a nearly blank wall to the street and extends right up to the sidewalk with no landscaping. It's unattractive and unsuitable for the site. It would be great, however, for graffiti artists.

3. As Shorewood continues to develop as a attractive, walk-able urban community I would think the Plan Commission would want to save prime locations on Capitol Drive for commercial properties. There's not going to be room to put everything on Oakland Avenue forever.

Please forward my message to the Plan Commissioners and Trustees.

Sincerely,

Gregg Weirauch
2516 E. Capitol Drive
Shorewood, WI 53211

From:	Sara Bruckman
To:	_Trustees
Cc:	Rebecca Ewald; Bart Griepentrog
Subject:	FW: Proposed Apartment Building on Stowell
Date:	Tuesday, June 01, 2021 1:15:17 PM

From: Dawn Blackmore [mailto:dmtblackmore@gmail.com]
Sent: Tuesday, June 1, 2021 1:14 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Re: Proposed Apartment Building on Stowell

On Tue, Jun 1, 2021 at 1:11 PM Dawn Blackmore <dmtblackmore@gmail.com> wrote:

> Dear Ms. Bruckman,
> Please forward this email to the members of the Plan Commission and Village Trustees:
>
> I am writing to ask that the Village Trustees work together with the residents that live around the Sun Seekers property to accept development proposals that do not negatively impact the parking, traffic and safety of that residential street and the people who live there.
>
> From what I understand, there has been little to no consideration of these negative impacts and residents' needs have not been included in the decision making process.
>
> There is a better solution than the current proposal and if the developer is not able or willing to change the proposal in order to reduce the negative impacts of parking, traffic and safety in that area, the Plan Commission should not recommend it nor should the Village Board approve this development.
>
> Sincerely,
> Dawn Blackmore

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Proposed Capitol development plan
Date:	Tuesday, June 01, 2021 8:41:16 AM

From: Jay Peine [mailto:axis_771222@yahoo.com]
Sent: Monday, May 31, 2021 2:58 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed Capitol development plan

Hello,

I would like this letter sent to the Plan Commission and Trustees of the Village of Shorewood, WI.

I and my spouse have lived at 4012 N. Stowell Ave. in Shorewood for four years. We would like to express to the Plan Commission that we oppose the proposed development plans at 2418, 2420 and 2428 Capitol Dr.

The proposed plan will only make parking worse along N. Stowell Ave. which currently has no timed parking. During the day from Capitol Drive North along Stowell Ave. there is usually no parking spaces available and the proposed building plan will not fix that issue but only make it worse. The parking exemption that was issued to the project in February which would allow street parking instead of making the developers change the plans to include more on-site parking is proof that street parking will be even more difficult to find once the project is complete.

Traffic along East Capitol Drive can be very heavy at times and adding a large apartment building with more people coming and going will only make the traffic situation worse, especially during the summer.

There should also not be a "tax incremental financing district" created to pay for this project. Taxing residents of Shorewood to make it more difficult for them to park and to increase the already traffic-heavy East Capitol Drive is not in the neighborhood's best interests.

Thank you for your time,

John Peine and Christine Isbell-Peine
4012 N. Stowell Ave.
Shorewood, WI 53211

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Proposed Residential Development on Capitol between Stowell and Prospect
Date:	Tuesday, June 01, 2021 8:27:49 AM

From: Rita [mailto:thelgs@aol.com]
Sent: Monday, May 31, 2021 3:40 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed Residential Development on Capitol between Stowell and Prospect

Dear Clerk Bruckman:

Would you please pass my thoughts on to the Shorewood Plan Commissioners and the Shorewood Trustees. Thank you very much.

Rita

To: Shorewood Plan Commissioners
Shorewood Trustees

I live on Stowell Avenue, just three houses from Capitol Drive and three houses from the proposed four-story residential development. There are so many reasons why this project is not a good idea for Shorewood, not the least of which is the parking issue. It is virtually impossible for me or any of my guests to get a parking spot near my house on any given weekday. Available spots are generally taken early in the morning by UWM students and Shorewood Animal Hospital employees. I understand this development will not include underground parking and, in fact, will not have adequate parking as required by the Shorewood Zoning Code. To add more people looking for parking to an area that already lacks adequate parking will make a bad situation worse.

But parking is not the only issue. Building a large four-story building will totally destroy the character of the neighborhood. How many times is the village going to prioritize profits of the developer over the interests of its tax-paying residents? And how long are the residents going to tolerate this?

I ask that you please reconsider this project. Surely we can find something that is a better fit than a four-story monstrosity.

Thank you,

Rita Lester-George

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Re the proposed 42-unit project at corner of stowell and capitol
Date:	Tuesday, June 01, 2021 9:40:58 AM

From: Erin Loos Cutraro [mailto:erin@cutraro.com]
Sent: Tuesday, June 1, 2021 9:40 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Re the proposed 42-unit project at corner of stowell and capitol

Hi Sara -

I'm writing today regarding the proposed 42-unit project at the corner of Capitol and Stowell. I ask that you please forward this to the Plan Commissioners and Trustees.

My chief concern with the project at Stowell and Capitol is the fact that it violates Shorewood zoning code. The project provides barely 50% of the parking required by code and will create an unsafe intersection.

I ask the Plan Commission and Trustees to vote against the proposed project.

Respectfully,
Erin Cutraro
A resident of 3915 N. Stowell Ave Shorewood, and mom to two kids who cross the street at Stowell and Capitol every day on their way to school
202-250-4653

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Strong Opposition to Proposed Development at Corner of Stowell and Capitol
Date:	Tuesday, June 01, 2021 8:46:35 AM

From: Monica Morrissey [mailto:monicamorrissey@hotmail.com]
Sent: Sunday, May 30, 2021 9:21 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Strong Opposition to Proposed Development at Corner of Stowell and Capitol

Dear Ms. Bruckman,

We are writing to register our strongest opposition to the proposed apartment complex at the corner of Stowell and Capitol, and respectfully request you forward our note to the Village Plan Commissioners and Trustees for the June 1st hearing.

While the planned building will deliver new tax revenues, we are confident that in aggregate, it will result in a net drop in tax revenues as property values in the surrounding blocks will drop.

The proposed building simply is too big for the lot and in appearance does not fit the beautiful aesthetic of our historic neighborhood. As a homeowner at 4121 N. Stowell, the additional traffic and impact of the safety of children and pedestrians will also prove unwelcome.

While we appreciate efforts to increase tax revenues, this lot is not large enough to accommodate an apartment complex with needed parking. Past exemptions of Shorewood's zoning regulations for parking in no way should give developers free reign to expect waivers on our parking rules.

We must also register disappointment in seeing such a poorly developed proposal having been provisionally approved in the first place.

Sincerely,
Joe and Monica Morrissey
4121 N. Stowell Avenue
Shorewood, WI 53211
414-916-1945

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Vote NO on Parking Exemption Stowell/Capitol
Date: Tuesday, June 01, 2021 12:45:38 PM

From: Jeffrey [mailto:jeffrey.sommers@fulbrightmail.org]
Sent: Sunday, May 30, 2021 3:31 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Cc: Laura Beldavs <laura.beldavs@fulbrightmail.org>
Subject: Vote NO on Parking Exemption Stowell/Capitol

Dear Sara Bruckman:

Writing to register my strongest opposition to the proposed apartment complex at the corner of Stowell and Capitol, and respectfully request you forward my note to the Village Plan Commissioners and Trustees for the June 1st hearing.

While the planned building will deliver new tax revenues, I am confident that in aggregate, it will result in a net *drop* in tax revenues as property values in the surrounding blocks will drop.

The proposed building simply is too big for the lot and in appearance, risks looking more like a warehouse distribution center than housing commensurate with the surrounding neighborhood aesthetic. As a homeowner at 4127 N. Stowell, the additional traffic (thus, safety for kids) and parking pressures will also prove unwelcome.

While I appreciate efforts to increase tax revenues, this lot is not large enough to accommodate an apartment complex with needed parking. Past exemptions of Shorewood's zoning regulations for parking in no way should give developers free reign to expect waivers on our parking rules.

Lastly, I must register disappointment in seeing such a poorly developed proposal having been provisionally approved in the first place.

Sincerely,

Jeffrey Sommers
4127 N Stowell Ave

414 988 9670

From:	Mike Nickolaus
To:	Bart Griepentrog
Subject:	Support for Approving Reduced Parking Requirements for the Proposed Capitol Drive Development
Date:	Saturday, May 29, 2021 1:56:55 PM

Bart, please forward this email to the Shorewood Plan Commission and copy the other Village Board Members. Thank you.

Dear Shorewood Plan Commission Members -

As you reconsider the proposed development on Capitol Drive, I strongly encourage you to approve the building as originally proposed by relaxing current parking requirements.

The Capitol Drive corridor is precisely the location for this type of development which will increase the tax base for the Village, add residents, promote housing affordability, and encourage social equity and diversity. As the densest municipality in the state, Shorewood's walkability, bike-friendliness, and access to transit, make this the kind of project you should approve and support.

I'm a parking professional and have spent 30+ years helping hundreds of cities operate their parking programs. One of the most significant policy developments of the past 15 years has been the movement to reduce or eliminate parking minimums to encourage denser development, reduce housing costs, and reduce traffic. A 2016 study found that 17% of a unit's rent was attributed to the cost of on-site parking. Prof. Donald Shoup of UCLA became a "parking rockstar" and literally wrote the book on this topic ("The High Cost of Free Parking", 2005).

Among the cities that have eliminated or reduced parking minimums in the past few years are Buffalo, Minneapolis, San Francisco, Hartford, Portland OR, Spokane, Santa Monica with hundreds more considering it. Within Wisconsin, Stevens Point, Ashland, and Fitchburg have recently reduced or removed parking minimums, and the "1000 Friends of Wisconsin" encourages other Wisconsin cities to do the same (https://www.1kfriends.org/).

There is abundant policy and practical information about the benefits of this change online:

https://www.planning.org/planning/2018/oct/peopleoverparking/
https://www.strongtowns.org/parking
https://walkerconsultants.com/blog/2019/02/13/are-parking-minimums-a-thing-of-the-past/
https://www.bloomberg.com/news/articles/2019-09-20/how-to-reform-your-city-s-bad-parking-requirements
https://www.naiop.org/Research-and-Publications/Magazine/2016/Summer-2016/Development-Ownership/Smaller-Cities-Lighten-Up-on-Minimum-Parking-Requirements

While the issue before you is much smaller scale than a Village-wide change, imposing higher parking requirements on this proposed development will only increase the cost for all tenants of this building (if it gets built at all) and discourage similar investments that will promote housing affordability and diversity. The expressed concerns of nearby residents that 8-24 additional cars will overcrowd on-street parking is not supported by observations of the amount of available on-street parking within a few blocks of the development.

Shorewood residents, like many others, believe that the curb in front of their house is an extension of their property and shouldn't be used by "others." The long history of overnight parking restrictions in Shorewood demonstrate that on-street parking is not needed for most residents near this development so issuing a few dozen overnight permits as one possible solution will not destroy current residents' quality of life.

Good luck with what, I'm sure will be a contentious debate, but the facts and best practice strongly urge you to set aside the emotions of a few neighbors and proceed with this development.

Sincerely,

Mike Nickolaus
2720 E. Shorewood Blvd.

--
Mike Nickolaus
(202) 841-0225
mnickolaus@gmail.com

Other Comments (received between noon 5/28/21 and 6/1/21 @ 3:00 pm)

From: Lynne Milner
To: Bart Griepentrog
Subject: building on Capitol and Stowell
Date: Monday, May 31, 2021 12:08:17 PM

I want Shorewood to remain a family friendly and safe community. Putting a high occupancy building on the corner of Capital and Stowell has the potential to make the street unsafe for local car traffic, pedestrians, and children on bikes and scooters. Please put more emphasis on what makes Shorewood a great community for the people who live here rather than outsiders interested in making a buck.

The Mosaic project left us with a huge, architecturally out of place structure. We were promised green space, but the footprint was maximized for the most profit. There is no grass. The design is completely out of place. No effort was made to make it fit in with the 1920/30 Tudor style seen up and down Oakland. It looks completely out of place. We are losing the feel and look of our urban/suburban community.

Please consider what's good for the people who live in Shorewood. Taxes are not our main concern if saving money takes away from our quality of life.

Lynne Milner
414-202-9034
lynne.milner@gmail.com

From: Katie Hambly
To: Bart Griepentrog
Subject: Capitol Avenue Development
Date: Sunday, May 30, 2021 10:04:38 PM

Mr. Griepentrog,

Thank you for taking the time to be the Director of Planning & Development for our village. Your time and efforts are greatly appreciated! I'm writing with regards to the Capitol Ave development and the parking exemption. Given the small town and historical feel of our village I feel it's imperative to try to retain that feel with each development that the village approves. I understand the need to move forward and meet the housing needs of our community but I hope that progress can be made without sacrificing the historical integrity if our neighborhood and without putting stress on parking. The village took the time to research and implement parking requirements and I feel that to ignore those efforts will take the village down a path that will destroy the feel and flow of our neighborhood for both this and future developments. Please consider this during Tuesday's meeting. I'm all for progress and housing but developers should be required to follow the guidelines we've set and hopefully create buildings that reflect and respect the history of our village.

Thank you so much for taking the time to consider my concerns.

Take care,
Katie Hambly

Sent from my iPhone

From: Calli Spheeris
To: Bart Griepentrog
Subject: Catalyst
Date: Monday, May 31, 2021 10:26:43 PM

Dear Mr. Griepentrog,

I hope Shorewood makes the right decision regarding the proposed development on Capitol and Stowell, and denies their request. Their parking needs will be far more than what they present and another resident brought to light that families will not fit in most of these apartments, which are studios and one bedrooms. Developers should not play the "equity card" in order to make their profits and residents are beginning to see this. In addition, it is not fair to existing residents that the village make exceptions to rules that are in place for a reason. Please consider the residents.

Thank you,
Calli Spheeris and Joseph Conti

From: Paul Hambly
To: Bart Griepentrog
Subject: Catalyst Project Parking exception
Date: Monday, May 31, 2021 10:54:41 AM

I live on N. Downer. I do NOT support any project waivers. The well thought out planning code is/was put in place for a reason and not a lottery for the lucky developer that can get around it. More pertinent, we recently moved from California. During the 60s most beach cities allowed developments with almost no regard to parking. It ruined the entire area. Don't believe me? Research how many beach cities now allow parking related exceptions on developments. Don't do it.

Regards,
Paul Hambly

Sent from my iPad

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: 42 unit
Date: Tuesday, June 01, 2021 8:43:01 AM

-----Original Message-----
From: Jeanne [mailto:jeannebryce@wi.rr.com]
Sent: Monday, May 31, 2021 11:38 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: 42 unit

Hi,
I live on Farewell in Shorewood.
With the traffic we have now with limited parking, where are these people going to go?
It's almost impossible to cross the street now!
My vote is No!!
Thank you
Jeanne Bryce

Sent from my iPhone

From:	Sara Bruckman
To:	_Trustees
Cc:	Rebecca Ewald; Bart Griepentrog
Subject:	FW: 42-unit building on Capitol
Date:	Tuesday, June 01, 2021 2:04:26 PM

From: Hanna Seegers [mailto:hanna.seegers@gmail.com]
Sent: Tuesday, June 1, 2021 2:01 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: 42-unit building on Capitol

Hi Sarah! Will you please pass this along to the Plan Commissioner and Trustees.

Hi I am a resident in the close neighborhood to the proposed building on Capitol. I just learned some more details about the 42-unit building. It saddens me to see that this was passed without more consideration of the neighbors, parking and the current aesthetics and architecture in the area.

It is also saddens me to see that it violates zoning code and goes against the brand new Shorewood comprehensive plan. Isn't that why we have those things in place so this won't happen to our precious Village.

Please feel free to reach out for more comments.

Side note:
I moved here from Sweden 10 years ago, there I worked for multiple architect firms, i served on planning committee, worked w urban planning and new development, so if ever needed I would love to help/advice in situations like this if it would be helpful.

Hanna Seegers
414-795-0193
4043 N Downer Ave
Shorewood, WI 53211

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Affordable Housing Project
Date:	Tuesday, June 01, 2021 8:42:46 AM

From: Laura Beldavs [mailto:laura.beldavs@fulbrightmail.org]
Sent: Monday, May 31, 2021 11:47 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Affordable Housing Project

Hello Sara,

As a resident living on Stowell and Wood, I'm writing in regards to the proposed rental development on the corner of Stowell and Capitol.

Most importantly, it grossly violates the zoning code and does not offer adequate parking for its own residents. This will create more congestion on the streets and unsafe conditions with local residents, leading to lower property values and driving out current residents. The parking exemption should NOT be granted, because it will NOT help Shorewood in the long run.

It looks like a prison. A large, squat, bulky structure with very few windows which, architecturally, is very much out of character with the neighborhood. Who would want to live in such an inhumane looking structure?

As pointed out above, this project ignores the guidelines of the Comprehensive Plan - what was the purpose, then, to have it if it is being disregarded? Shorewood should not be a convenient place for rent-seekers. We were once 50% single family and 50% renters, but if we continue to add rental properties to Shorewood, the values of the community will be disregarded, as rental property owners will only be interested in the rents they can extract from Shorewood, not the overall value of the community. Shorewood is broke after giving sweetheart deals to Metro Market, Ruckus, and others. We do not need another TIF or TID.

If we really want affordable housing options in Shorewood, we can offer units in existing properties in Shorewood.

It's disturbing to see a growing number of empty commercial spaces in Shorewood. Why not spend time addressing commercial property development? Why not have a forum or community survey to seek suggestions from the community on how to develop Shorewood, if the Trustees and the business development office are stumped for solutions?

Sincerely,

--
Laura Beldavs
Fulbright Artist
www.laurabeldavs.com

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Building site on capitol
Date:	Tuesday, June 01, 2021 8:41:48 AM

From: Katie Cibula [mailto:katie.cibula@hdmz.com]
Sent: Monday, May 31, 2021 12:29 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Building site on capitol

Just writing to express our concern and opposition to the proposed building site at stowell and Capitol! Too dense for that area! So many kids walk that route to school as well which is already a narrow and congested thoroughfare!

Yuck!!!!

We bought our house a few years ago on Ridgefield bc the neighborhood wasn't slammed with mid-rises like where we came from (chicago). I'm afraid we'll start losing people like us to WFB if this goes through.

KATIE CIBULA
Vice President, Client Services

katie.cibula@hdmz.com
312.506.5230 DIRECT
312.506.5200 OFFICE

HDMZ
CHICAGO + SAN FRANCISCO
55 W. Wacker Dr.

Chicago, IL 60601
hdmz.com

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Plan Commission Meeting June 1
Date:	Tuesday, June 01, 2021 8:47:23 AM

From: annieclaus@aol.com [mailto:annieclaus@aol.com]
Sent: Sunday, May 30, 2021 10:01 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Plan Commission Meeting June 1

I am writing to express my opposition to the special exception for the proposed 42-unit project on 2418, 2420 and 2428 East Capitol Drive to be discussed at the Shorewood Plan Commission meeting on Tuesday, June 1. My reasons follow:

1. IT VIOLATES THE SHOREWOOD ZONING CODE
The project provides barely 50% of the parking required by the code. Approving the special exception will allow a
project with 87% more apartment units then would otherwise be permitted.
2. THE VILLAGE IS PRIORITIZING THE DEVELOPERS PROFIT OVER RESIDENT WELL BEING
Why no underground parking? The developer says "Two problems: 1) Construction costs & 2) physically we spend so much money to build the ramp to get down...we would end up wiping out a row & a half of spaces on the first level for the ramp down & then to make the turn down below because of the tightness of the site, we don't pick up as many spaces as the dollar dictates that they would have to spend for that & need to stay in zoning guidelines"
3. EXCESSIVE DENSITY AND BAD DESIGN WILL MAKE A CONGESTED INTERSECTION UNSAFE
Too many units and not enough parking will put enormous additional pressure on a very narrow busy street where
there is already daily traffic congestion and parking shortages.
4. ITS AN INCREDIBLY INTENSE LAND USE THAT IS COMPLETELY OUT OF CHARACTER WITH THE NEIGHBORHOOD
The monstrous building covers nearly 90% of the property and casts a huge shadow. Lot coverage and floor area ratios
far exceed recent and historic Village developments setting a horrible precedent for future developers to exploit.
5. IT VIOLATES THE SPECIFIC RECOMMENDATIONS OF THE BRAND-NEW SHOREWOOD COMPREHENSIVE PLAN
First floor parking structure, virtually no landscaping, no buffering between the project and neighbors, no transparency in the process and no patience on the part of the Village to wait for a good project.

I live right behind the Mosaic 6-story mixed use building so I know personally what kinds of negative effects a large building with "special exceptions" can bring to an already established neighborhood, including noise, congestion and excess dog waste. Do not inflict this kind of negative result on another established neighborhood in our Village.

Best regards,

Anne Clausen

4188 N. Bartlett and 1705 E. Olive St.
Shorewood, WI

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Proposed 42 unit project on capital and Stowell
Date: Tuesday, June 01, 2021 8:25:28 AM

-----Original Message-----
From: CAROL PLANKENHORN [mailto:cplanken@aol.com]
Sent: Monday, May 31, 2021 7:11 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed 42 unit project on capital and Stowell

Sara,
I am writing to you to plead for the denial of this project moving forward. Such an ugly building will be around for years to come and change the character of the neighborhood. Our is an area with older homes with a lot of character. This building resembles a jail more than an apartment building- far different than the cream city brick and Landon stain building on my block. I live one block over on Prospect and also do not want to battle anymore than we already do for street parking. As the mother of a teenage driver we are constantly shuffling cars and need the ability to park on the street from time to time.
This building threatens the beauty and character of our village as much as it will impact our daily lives with congestion and parking issues.
Please, please, please say no to this project.
Sincerely,
Carol Plankenhorn

Sent from my iPhone

From:	Sara Bruckman
To:	_Trustees
Cc:	Rebecca Ewald; Bart Griepentrog
Subject:	FW: Proposed 42-unit project on Capitol and Stowell
Date:	Tuesday, June 01, 2021 2:47:29 PM

From: Valerie Weber [mailto:vjwords@gmail.com]
Sent: Tuesday, June 1, 2021 2:45 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed 42-unit project on Capitol and Stowell

Dear Sara,
Please forward my objections on to the Village Trustees and the Plan Commissioners.

Dear Trustees and Commissioners,

I object to the parking variance requested by Catalyst Partners. With a parking garage that is not sufficient for tenants' and other users' needs, the building will force these people to park on the streets surrounding the development. I live 1 1/2 blocks from the proposed development, and I foresee many more cars using my block for parking. There will be less room for us and our family and friends to park in front of our house.

The developers should be held to Shorewood Zoning Code, which was developed expressly to avoid this type of situation. If the developers cannot provide sufficient parking for the number of proposed apartments, they should come up with another design, including reducing the number of apartments.

I also object to the footprint of the design. The building will cover almost 90% of the land, creating another canyon along Village streets. We have already seen what the Metro Mart has done to Oakland; please, let's not repeat the mistakes of that monstrosity. I do not want Metro Mart to set a precedent for another large, unattractive building looming over our streets.

Sincerely,
Valerie Weber

--
Valerie Weber
Wordsmith Ink
4143 North Prospect Avenue
Milwaukee, Wisconsin 53211
USA
(414) 617-9020

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Shorewood Plan Commission “Special Exception”
Date: Tuesday, June 01, 2021 8:27:33 AM

-----Original Message-----
From: Helen Lambron [mailto:helenlambron1@gmail.com]
Sent: Monday, May 31, 2021 4:16 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Cc: Helen Lambron <helenlambron1@gmail.com>
Subject: Re: Shorewood Plan Commission “Special Exception”

I am a ten year Shorewood resident. I love the village: walkability, safety, historic look and feel, landscaping, neighborhoods, village programs, and so much more.

I question the idea of setting a precedent by violating a Shorewood zoning code, for a building that realistically should be built on a much larger lot, on a much wider street, and to include a realistic parking solution by the developer. Some type of landscaping should also be considered.

Traffic safety. with two schools just blocks away, is a concern.

I would hope there is a new consideration of the footprint this development would leave in this area.

Helen Lambron

Sent from my iPad

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Special Exception
Date: Tuesday, June 01, 2021 9:04:46 AM

-----Original Message-----
From: tom.mclellan22@gmail.com [mailto:tom.mclellan22@gmail.com]
Sent: Tuesday, June 1, 2021 9:02 AM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Special Exception

Hello Ms Bruckman.

I am writing you my thoughts for the “special exception” development that is being considered this evening at the Plan Commission zoom call.

I believe this is a bad idea and she would not be passed. The emphasis should be increasing and developing more business and not housing. I do not want to see you sure what we can to densely populated to where it is difficult and congested. Other than another coffee shop or bank, the village could use more business and that should be a priority, not this.

Please forward my thoughts to the Plan Commissioners and Trustees.

Thank you.

Tom McLellan
Sent from my iPhone

From:	Christianne Varela
To:	Sara Bruckman
Cc:	Bart Griepentrog; Rebecca Ewald; President McKaig; Trustee Arndorfer; TrusteeBaldauf@villageofshorewood.org; Trustee Bockhorst; Trustee Ircink; Trustee Stokebrand; Trustee Warren; eastcapitolneighborsassn@gmail.com
Subject:	REVERSE & REMAND
Date:	Tuesday, June 01, 2021 9:18:48 AM

To Whom It May Concern:
Please consider our adamant disagreement with the parking special exception for the Capital and Stowell building project. Our position is for Reverse and Remand.

Christianne and Stephen Varela
4015 N Downer Ave
Shorewood, WI 53211
920.264.7485

Below are links to 1) the developers application for the Special Exception, 2) the video of the February 23, 2021 Plan Commission meeting and 3) our appeal of the Plan Commission's decision. Your time is precious, but if the process is as substantially flawed as we believe, this matter affects all of us and is too important to be ignored. You are welcome to review the record and disagree with us, but it's important that the BOA and our Village President, Trustees and Staff hear from residents who have taken the time to review the materials and formulate a reasoned response.

1) https://drive.google.com/.../14qbm2DfbYsxz8F.../view...

2) https://www.youtube.com/watch?v=wl_r1ce4C90&feature=youtu.be

3) https://drive.google.com/.../1-vCeidojzWBUM1G8NLs.../view...

Considering only these 3 items:

If you think:

If you think:

The developer failed to provide the "substantial evidence" of his claims that granting the special exception is consistent with

the zoning code and will not be deleterious to the neighbors or Village as required by law.

The Plan Commission failed to consider some or all of the 13 categories required by 535-51B (found in both the application materials and our appeal) with reasonable diligence.

You would not be satisfied if the same process were employed in the future to vet a project that directly and adversely affected you for which you had no notice.

Please forward this email to let your BOA and Village Board know that you support your neighbors' appeal, believe the Plan Commission decision should be reversed and the matter remanded back to the Plan Commission for reconsideration by writing "REVERSE & REMAND" in the subject line.

If you think:
The developer provided enough data and research to meet the statutory obligation of "substantial evidence" that granting the special exception is consistent with the zoning code and will not be deleterious to the neighbors or Village as required by law.

The Plan Commission made adequate inquiry into the details of the developers application and considered each of the 13 categories as required by code.

You would be satisfied if the same process were followed approving a project that directly and adversely affected you and for which you had no notice.

Please forward this email telling the BOA and Village Board that you support the developer and believe the Plan Commission decision should be affirmed by writing "AFFIRM" in the subject line.

Email Addresses (please copy and paste into your forwarded email):

sbruckman@villageofshorewood.org

bgriepentrog@villageofshorewood.org

rewald@villageofshorewood.org

PresidentMckaig@villageofshorewood.org

TrusteeArndorfer@villageofshorewood.org

TrusteeBaldauf@villageofshorewood.org

TrusteeBockhorst@villageofshorewood.org

TrusteeIrcink@villageofshorewood.org

TrusteeStokebrand@villageofshorewood.org

TrusteeWarren@villageofshorewood.org

eastcapitolneighborsassn@gmail.com

PLEASE MAKE SURE YOUR NAME AND ADDRESS ARE INCLUDED IN YOUR EMAIL OTHERWISE YOUR OPINION WILL NOT MATTER.

Thank you for giving generously of your time to make the Village of Shorewood a better place to live.

Gratefully,

East Capitol Neighbors Association

210323 memorandum re Shorewood Board of Appeals..pdf

DRIVE.GOOGLE.COM

210323 memorandum re Shorewood Board of Appeals..pdf

GOOGLE.COM

Cloud Storage for Work and Home - Google Drive

Safely store and share your photos, videos, files and more in the cloud. Your first 15 GB of storage are free with a Google account.

Plan Commission Meeting Agenda June 1, 2021 6:30 pm

Teleconference Join Zoom Meeting
https://zoom.us/j/95720308944?pwd=STB2bmtjaFlrU0ZhV1VGaEpMc0lSUT09
Meeting ID: 957 2030 8944
Passcode: 169210 Dial in by using +1 (312) 626-6799

Reconsideration of Parking Special Exception for proposed multi-family redevelopment at properties 2418, 2420 and 2428 E. Capitol Dr., submitted by Catalyst Partners.

From:	Maggie Iverson
To:	Bart Griepentrog
Subject:	The 42 unit project
Date:	Monday, May 31, 2021 8:20:18 AM

Hello,

I live at 1120 E Congress St in Shorewood. I've learned to share my address so my opinion matters.

First question is a basic on. Is anyone at the firm planning the units married? Because if they are that 2 adults living in one bedroom and that would be two cars to get to two jobs. So why would the apartments need less parking if it is not being advertised to eventual married couples. And UNDERGROUND parking is a must. Who likes dealing with snow in the winter. Make the units better by making enough parking for all. 1.75 spots per unit is better than the current ratio. But really. How many married couples only have one car. Let's be serious.

535-51 states that

(1) The effect the granting of the exception will have on adjacent parking and traffic conditions.

Adding 42 units could add as many as 84 cars to that area. Is that neighborhood able to handle that many extra cars? Where is the study showing that it can handle that many extra cars. And when streets have winter parking rules how does that factor into your decision?

(2) The effect the granting of the exception will have on the appearance and character of the applicant's property, adjacent property and neighboring property.

(3) The effect the granting of the exception will have on the property values of the applicant's property, adjacent property and neighboring property.

With these two items how will the shadow of the building effect the neighborhood? Will houses seen the sun? Will property values go down because they are next to a large apartment building and there is never on the street parking? Visiting family and friends is hard if you can't find close parking. How would you like it if you had a BBQ and you friends/family had to walk for 3 blocks to get there since the street parking is missing. If max the building has 51 cars and every apartment has 2 cars per bedroom would that be 33 extra cars on the street or more?

So please tell the builder to add underground parking and vote no on

allowing this to pass. It does not seem fair to people in the neighborhood. Also this might have been handled better if you had let the neighbors know of a zoning change before pushing it out. That way they would have seen the studies and had all the facts. Still not sure the public can find the studies.

Thank you for your time.

Maggie Iverson

Sent from my iPhone

Comments Addressed to the Plan Commission (received on 6/1/21 between 3:00 pm and the start of the meeting @ 6:30 pm)

From:	Karla Naujokat
To:	Bart Griepentrog
Subject:	42 Unit project special meeting VOTE NO to exceptions
Date:	Tuesday, June 01, 2021 6:29:24 PM

I am against this and ask you to vote it down. We need to stop with the exceptions. Each new build must have at least the 1.75 parking spaces. Shorewood street parking is difficult at best. The less street parking let less traffic to our businesses. With more people working from home more often those parking on the streets will stay parked during business hours. It also creates a crime nuisance as is happening on the east side all the time. Plus the residents deserve safe/secure close to home parking.

I expressed this with Trustee Brockhorst and Village President last week. Trustee Brockhorst seemed her mind was made up to go for it. Village President did not respond.

This also feels a lot like the developer taking advantage, deal as I read it smells bad. Why does he need an exception. If he's a decent developer he can work within the rules and the desire of the neighborhood. Heck if he was smart he'd do covered parking with solar to help with alternate energy and cordon off some non-residential spots to make some money from rentals for folks who only have street parking available.

--Thank you
- Karla Naujokat
1630-32 E. Newton, Shorewood, WI

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: "Special Exception" apartment on East Capitol Drive
Date:	Tuesday, June 01, 2021 4:33:02 PM

From: Gorman, Joan (MNAS) [mailto:Joan.Gorman@smiths-medical.com]
Sent: Tuesday, June 1, 2021 4:29 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: "Special Exception" apartment on East Capitol Drive

Hello Sara,

Please share my objections to the Capitol Drive apartment project as proposed with the Plan Commissioners and Village Trustees.

It is time to listen to the needs and concerns of the Villagers and to stop catering to developers who have no concern for the future of the village and it's residents.

1. It violates the Zoning codes. Parking is already very tight in the village. Someone else will come along and appreciate what we have here and come up with a solution for the space that meets the codes and finds a way to make it work for everyone. Stop selling out and making exceptions for less than we deserve. Haven't we learned from our past?

2. That is a very busy corridor. There are too many units proposed and not enough parking. Why do we think that we have to cover every piece of land with a building?

3. What about the goals of the brand new Shorewood Comprehensive plan?

4. What is the harm in honoring the zoning codes and holding a developer to the codes? If they cannot comply there will be someone else who will.

5. Shorewood is a prime location for something more appropriate to the Village. Compromising now and giving the Village away at the protest of the neighbors eliminates the opportunity for something that is a win-win for all. Look at the Firehouse project. They said that it couldn't be done.

6. We are creative, smart people. Why not work to find a better option? Do not sell us out!!!

Do the right thing. Think of your legacy. We made this mistake before. What is the harm in waiting to make it a win-win?
You get one chance at this opportunity and we will have to live with it for a long time.

Thank you all for your consideration and for your service.

Best Regards,

Joan Gorman
4228 N Ardmore Ave
Lifelong resident

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From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: additional comments re: parking exception
Date:	Wednesday, June 02, 2021 8:36:13 AM

From: Julie Bussen [mailto:juliescott@wi.rr.com]
Sent: Tuesday, June 1, 2021 5:04 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: FW: additional comments re: parking exception

Sent this previously, but wanted to be sure the Planning Commission and Trustees get it

---

From: Julie Bussen <juliescott@wi.rr.com>
Date: Wednesday, April 21, 2021 at 3:51 PM
To: Bart Griepentrog <bgriepentrog@villageofshorewood.org>
Subject: additional comments re: parking exception

The existing 2019 parking/transportation study for Shorewood has been brought to my attention as a rationale for granting the exception. I would like to share my thoughts on why that study indicates why the Village must not grant the exception.

Regarding the 4000 block of Stowell, the study indicates:

2 pm – 70-84.9% capacity
7 pm and 11 pm – 0-49.9% capacity

*The 4000 block of Stowell has 40 households (11 of which are two-family flats) so the addition of this 42 household development more than doubles the traffic /congestion burden on that block.

*There are 24 spaces to park currently on the block but the four spots on the South corner will likely be eliminated with the development entrance and exits. That leaves 20 spaces on the block.

*Shorewood code indicates that 74 parking spots are necessary for the 42 household development. Upholding the exception for the development to only provide 43 leaves 31 cars looking to park in the 20 existing spots (155% of capacity). This results in a deficit of parking for development residents alone, even without adding in the existing residents and businesses that park on the block.
*The developer projects that upholding the exception for the development to provide only 43 spots would leave 8 cars looking to park in the 20 existing spots (40% of capacity). That would

push the mid-day to over-capacity and the evening to close to capacity.

*Neither of these scenarios reflect that this study was conducted pre Covid in June/July 2019. It is Important to consider that Covid has likely changed the number of people who are currently and will continue to work remotely from home consistently in the future. More people working from home means more cars in the residential neighborhoods consistently, adding to the parking issues. Additionally, more than doubling the number of households on the block with the 42 household development also means visitors for those households looking for parking.

*Taking this narrow residential street to capacity with parking will make two-way traffic difficult. Currently when there is two-way traffic, one car pulls into an open parking spot or driveway to allow the other to pass. Full capacity makes that difficult.

Thank you,
Julie Bussen

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Adverse effect of high density development on neighboring property values
Date:	Tuesday, June 01, 2021 4:32:16 PM
Attachments:	Bartlett Ave Assessment Data .pdf

From: East Capitol Neighbors [mailto:eastcapitolneighborsassn@gmail.com]
Sent: Tuesday, June 1, 2021 4:28 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Cc: jrc4@chorus.net
Subject: Adverse effect of high density development on neighboring property values

Sara:

Please include the attached table of assessments from Bartlett Avenue West of the Metro Mart/Mosaic development. Please also note that since 2014, property values on this street have remained depressed. The East Capitol Neighbors Assoc. offers this as recent local evidence that a development like the one being proposed by Catalyst Development at Stowell and Capitol would adversely affect surrounding property values.

Thank you,

ECNA

Excessive Density Impact on Neighboring Property Values - Metro Mart/Mosaic - Shorewood WI

Address/Owner w Address	Type	2014	2015	2016	2017	2018	2019	2020	% Change 2014-2019	Notes
4100 N Bartlett	Land	75200	75200	75200	75200	75200	75200			
Zafar and Laura Choudhury	Improvements	202500	175700	181000	181000	181000	181000			
4109 N Bartlett	Total	277700	250900	256200	256200	256200	256200	0	-7.74%	
4104/4106 N Bartlett	Land	75200	75200	75200	75200	75200	75200			
Scharmach Family Rev Trust	Improvements	187900	161800	167000	167000	167000	167000			
M&P Scharmach **3916 N Oakland Ave #122**	Total	263100	237000	242200	242200	242200	242200	0	-7.94%	
4108 N Bartlett	Land	75200	75200	75200	75200	75200	75200			
Todd T Schmitt	Improvements	219500	188600	194700	194700	194700	194700			
5548 Spring Brook Rd 302 Rockford Il	Total	294700	263800	269900	269900	269900	269900	0	-8.42%	
4120/4122 N Bartlett	Land	112600	112600	112600	112600	112600	112600			
Stephanie J & Samatha Dermond	Improvements	231100	199800	206000	206000	206000	206000			
10625 Wood Crest Dr Mequon 53092	Total	343700	312400	318600	318600	318600	318600	0	-7.30%	
4124/4126 N Bartlett	Land	92700	92700	92700	92700	92700	92700			
Vincent C Storm	Improvements	167800	144500	149200	149200	149200	149200			
4124 N Bartlett	Total	260500	237200	241900	241900	241900	241900	0	-7.14%	
4128/4130 N Bartlett	Land	83500	83500	83500	83500	83500	83500			SOLD 2018 Duane Stroebel
Todd T Schmitt	Improvements	172900	148000	153000	153000	153000	111500			Duane moved to W61N488 Washington Cedarburg
5548 Spring Brook Rd Rockford Il	Total	256400	231500	236500	236500	236500	195000	0	-23.95%	
4132/4134 Bartlett	Land	76600	76600	76600	76600	76600	76600			
Vyacheslav Azimov	Improvements	165000	141400	146100	146100	146100	146100			
PO BOX 170012 Milw 53217	Total	241600	218000	222700	222700	222700	222700	0	-7.82%	
4136/4138 Bartlett	Land	76600	76600	76600	76600	76600	76600			Sold 2019 BTP Realty LLC
William Kratzke	Improvements	175500	150200	155200	155200	155200	155200			N101W14590 Raintree Dr Germantown 53022
9360 N Sleepy Hollow Bayside 53217	Total	252100	226800	231800	231800	231800	231800	0	-8.05%	
4140/4142 Bartlett	Land	76600	76600	76600	76600	76600	76600			
Lawrence & Norma Henderson	Improvements	165900	142000	146800	146800	146800	146800			
15200 Merrie CT Brookfield 53005	Total	242500	218600	223400	223400	223400	223400	0	-7.88%	

4146/4148 Bartlett	Land	76600	76600	76600	76600	76600	76600			
James & Mary Kasum	Improvements	209700	180400	186300	186300	186300	186300			
185 Riveredge CT Thiensville 53092	Total	286300	257000	262900	262900	262900	262900	0	-8.17%	
1705 E Wood Place	Land	75200	75200	75200	75200	75200	75200			
Joanne D Bertrand Trust	Improvements	177700	152100	157200	157200	157200	157200			
7110 Sauk Circle Mequon 53092	Total	252900	227300	232400	232400	232400	232400	0	-8.11%	
1704 E Wood Place	Land	75200	75200	75200	75200	75200	75200			
Bartlett Property LLC	Improvements	189300	162300	172800	172800	172800	172800			
6529 N Braeburn LN Glendale 53209	Total	264500	237500	248000	248000	248000	248000	0	-6.24%	
4166 Bartlett	Land	75200	75200	75200	75200	75200	75200			Sold 2017 Jack & Katie Prucha
Attn Sunhee Selliken/Joe Selliken JR	Improvements	174800	150000	155000	155000	155000	193800			
1184 Pilgrim Rkwy Elm Grove 53122	Total	250000	225200	230200	230200	230200	269000	0	7.60%	
4170/4172 Bartlett	Land	75200	75200	75200	75200	75200	75200			
Team 3 Development	Improvements	219800	190500	196400	196400	196400	196400			
1200 E Capitol Dr 310 Shorewood	Total	295000	265700	271600	271600	271600	271600	0	-7.93%	
4174/4176 N Bartlett	Land	70900	70900	70900	70900	70900	70900			
Melvin Cohen Rev Trust	Improvements	178000	152200	157400	157400	157400	157400			
7538 Glendevon LN Delray Beach FL 33446	Total	248900	223100	228300	228300	228300	228300	0	-8.28%	
4178/4180 N Bartlett	Land	68000	68000	68000	68000	68000	68000			
Vince & Lucretia LoCoco	Improvements	210200	181300	187000	187000	187000	187000			
9033 N Seneca RD Bayside 53217	Total	278200	249300	255000	255000	255000	255000	0	-8.34%	
4182/4184 N Bartlett	Land	69500	69500	69500	69500	69500	69500			
Sandra & Edmunds Mednis	Improvements	226700	195800	202000	202000	202000	202000			
4184 N Bartlett Shorewood	Total	296200	265300	271500	271500	271500	271500	0	-8.34%	
4188 N Bartlett	Land	77300	77300	77300	77300	77300	77300			
Anne Clause	Improvements	279300	240200	248100	248100	248100	248100			
4188 N Bartlett Shorewood	Total	356600	317500	325400	325400	325400	325400	0	-8.75%	
4105/4107 Bartlett	Land	75200	75200	75200	75200	75200	75200			
Jacob & Frances Assa	Improvements	269200	238900	246500	246500	246500	275300			
4151 N Downer Shorewood	Total	344400	314100	321700	321700	321700	350500	0	1.77%	
4109/4111 N Bartlett	Land	75200	75200	75200	75200	75200	75200			

Zafar & Laura Choudhury	Improvements	296300	263400	271600	271600	271600	288600			
4109 N Bartlett	Total	371500	338600	346800	346800	346800	363800	0	-2.07%	
4113/4115 Bartlett	Land	68000	68000	68000	68000	68000	68000			
Betty F McCabe Trust	Improvements	205100	176000	181800	181800	181800	181800			
4115 N Bartlett	Total	273100	244000	249800	249800	249800	249800	0	-8.53%	
4117/4119 Bartlett	Land	68000	68000	68000	68000	68000	68000			2019 Moved to Shorewood PO BOX
Dennis Griffin	Improvements	190400	163800	169100	169100	169100	169100			
PO BOX 170037 Whitefish Bay WI	Total	258400	231800	237100	237100	237100	237100	0	-8.24%	
4121/4123 Bartlett	Land	68000	68000	68000	68000	68000	68000			
Robert & Kelly Hipenbecker	Improvements	206500	183000	188900	188900	188900	188900			
5011 N Shoreland Ave Whitefish Bay	Total	274500	251000	256900	256900	256900	256900	0	-6.41%	
4127/4129 Bartlett	Land	95200	95200	95200	95200	95200	95200			
Zafar & Laura Choudhury	Improvements	270400	240500	248000	248000	248000	264800			
4109 N Bartlett	Total	365600	335700	343200	343200	343200	360000	0	-1.53%	
4133/4135 Bartlett	Land	88800	88800	88800	88800	88800	88800			
Joan Bollero	Improvements	308600	274900	283300	283300	283300	301500			
11207 N Revere Rd Mequon 53092	Total	397400	363700	372100	372100	372100	390300	0	-1.79%	
4137/4139 Bartlett Ave	Land	75200	75200	75200	75200	75200	75200			
Melvin S Cohen Rev Trust	Improvements	263700	234300	241700	241700	241700	257200			
7538 Glendevon LN Delray Beach FL 33446	Total	338900	309500	316900	316900	316900	332400	0	-1.92%	
4141/4143 Bartlett	Land	73800	73800	73800	73800	73800	73800			
Erlinda Garcia Schmitz/Clarisa Garcia Quan	Improvements	312000	277900	286400	286400	286400	304000			
PO BOX 510800 Milwaukee 53202	Total	385800	351700	360200	360200	360200	377800	0	-2.07%	
4147/4149 N Bartlett	Land	73800	73800	73800	73800	73800	73800			
David & Kathleen Aragon III Trust	Improvements	304400	271500	279700	279700	279700	297000			
1219 Hermitage Rd Bayside 53217	Total	378200	345300	353500	353500	353500	370800	0	-1.96%	
4151/4151 N Bartlett	Land	75200	75200	75200	75200	75200	75200			Sold 2015 Noah Kaufmann
Isaac Pierre	Improvements	238200	211500	239800	239800	239800	255200			Sold 2019 N&N Properties E8950 State Hwy 56 Viroqua WI 54665
4151 Bartlett	Total	313400	286700	315000	315000	315000	330400	0	5.42%	

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Catalyst Project
Date: Tuesday, June 01, 2021 3:45:49 PM

From: MARK MUELLER [mailto:muellerx@sbcglobal.net]
Sent: Tuesday, June 1, 2021 3:39 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Catalyst Project

I am opposed to the proposed development and parking variance sought by Catalyst Construction. Not only would the project increase pressure on parking in the area, but would eliminate an existing parking lot. The proposed building is too big for that location.

Please let the Plan Commission know about my objections.

Mark Mueller
4022 N Downer Ave
Shorewood, WI 53211
414-208-1397

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Density Opposition
Date:	Tuesday, June 01, 2021 3:46:43 PM

From: Brandi Hayes-Fink [mailto:bhayesfink@gmail.com]
Sent: Tuesday, June 1, 2021 3:45 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Density Opposition

Hello Sara,

Thank you for taking the time and action of sending out the mailers to inform our community of the proposed project on Capitol & Stowell.

As a current Shorewood resident, and someone who lives just down the street, I wanted to inform you, and the village, that **our household is opposed to the proposed 42-unit project.**

We are opposed because of the following:

1. Safety - With the absence of underground parking availability for a majority of the units, we are highly concerned with the increase of traffic in that already traffic-dense area. In addition to the increase of vehicles, this proposed project will also impede visibility for neighbors walking, playing & commuting, including young children.
2. Value - This residential building would add nothing to our community besides more people. If we are looking to grow our community, let's do so in a way that honors our current residents while enhancing the neighborhood for old & new members. There are plenty of ways to bring in more housing options while also bringing in more recreation options so we can add value to our village. This proposed project would decrease the value.

Please echo this opposition at this evening's meeting as I might not be able to attend.

Thank you again for your commitment to our community!

--
Brandi Hayes-Fink

zengenyoga.com

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Opposition to the development at the corner of Stowell & Capitol
Date:	Tuesday, June 01, 2021 3:16:01 PM

From: Kyle Cherek [mailto:kylecherek@gmail.com]
Sent: Tuesday, June 1, 2021 3:10 PM
To: Nada Johnson <nadasjohnson@gmail.com>; Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Opposition to the development at the corner of Stowell & Capitol

We, Kyle Cherek and Nada Johnson are in opposition to the the development as it is planned at 2418, 2420 & 2428 E. Capitol Drive. It violates the Shorewood zoning code and is not congruent with Shorewood's comprehensive plan. The handling of this development proposal by the Plan Commission and the Village Trustees is very disappointing.

Sincerely,
Kyle Cherek
Nada Johnson
--

Kyle Cherek (He/Him)
Television Host | Culinary Historian | Food Essayist
Amuse Bouche Entertainment Productions

"If serving is below you, leadership is beyond you."- J.R. Briggs
"The fight is never about grapes or lettuce. It is always about people." -Cesar Chavez

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From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Proposed 42-unit project on 2418, 2420 & 2428 E. Capitol Dr.
Date:	Wednesday, June 02, 2021 8:35:58 AM

From: Gillian Lester-George de Montesinos [mailto:gillianlgdem@gmail.com]
Sent: Tuesday, June 1, 2021 5:46 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed 42-unit project on 2418, 2420 & 2428 E. Capitol Dr.

Attention: Shorewood Plan Commissioners and Trustees

We are writing today to express our displeasure over the proposed 4-story project slated for 2418, 2420 & 2428 E. Capitol Dr. As people who own a home on that very block, and as Shorewood residents, we would ask you to turn down this project.

We have become very concerned for the following reasons:

1. It violates the Shorewood zoning code. If it needs a special exception to allow more units than granted by the code, we should not permit it as a village. It will make things too dense and overcrowded.
2. The parking situation has not been well thought out. Every time our block has been polled or had to vote about restricting parking to residents with permits, etc., I have said "no," as I don't want our village to shut out visitors and customers. However, parking is already a nightmare on a narrow street with one-side only parking. The animal hospital already brings in a lot of traffic (and garbage) and I can only imagine what will happen an additional business opens up in the old Hayek's. Having a building with too few spaces to accommodate the number of residents will cause congestion and make it difficult for residents to park.
3. It seems the developers are being given preference over the good of the village. They don't want to pursue underground parking because it would be too costly which is a way of also saying that following zoning laws is too costly.
4. The building, itself, being 4-stories on such a small land parcel will be completely out of character with the neighborhood design. This block has no other apartment complexes and is all residential except for the current Sun Seekers. Blocking out the sun and overshadowing homes on that block will not add to the aesthetic of the block.
5. Based on the Shorewood Comprehensive Plan, it seems this complex will also be in violation of what the plan outlines on a few levels.

All of the above could potentially have been reasonably discussed and compromises reached, but there has been a lack of transparency that is very concerning. As residents of the block where the work is to occur, we were not informed of this proposed development, along with the details, until after decisions had already been made. This is not how we expect our village to do business with its residents. Transparency must be a thing.

We want the village to explore affordable housing and to continue to grow and prosper, but with the residents, not around the residents. Let's work together to make this an equitable conversation and come to a conclusion based on the will of the community, not for-profit developers.

Thank you for listening,

Gillian Lester-George de Montesinos
Manuel D. Montesinos
4031 (33) N. Stowell Ave.

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Proposed Apartments on E Capital and Stowell
Date: Wednesday, June 02, 2021 8:35:22 AM

From: Thiet, Brian [mailto:Brian.Thiet@equitable.com]
Sent: Tuesday, June 1, 2021 6:21 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed Apartments on E Capital and Stowell

Please forward this message to the Plan Commissioners and Trustees.

My wife, myself and our 2 small children live on the 4000 block of North Stowell and we vehemently disagree with the planned apartments. Our street is already incredibly busy on a normal day (due to existing duplex renters and the animal hospital) and if the planned apartments go in, it will further crowd one of the most crowded streets in the village. This extra density poses a risk to the safety of all residents as extra traffic/congestion will create further roadblocks and challenges for all. There have been numerous times I have witnessed near miss accidents due to a narrow street with already full street parking. Not to mention the block has about a dozen kids under the age of 10 that are frequently playing outside. Please reject the planned apartments.

As a tax paying homeowner this project jeopardizes everyone's safety and would set a very scary precedent for the village.

Brian Thiet | General Manager
111 E. Kilbourn Ave, Suite 800 Milwaukee, WI 53202
p. (414) 226-8003 | m. (414) 517-1641
www.equitable.com
www.BrianThiet.com
Brian.Thiet@equitable.com

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From:	Sara Bruckman
To:	_Trustees
Cc:	Rebecca Ewald; Bart Griepentrog
Subject:	FW: Proposed development for corner of Stowell and Capital
Date:	Tuesday, June 01, 2021 3:30:40 PM

From: Kristin Kreitzer [mailto:floridabadger@yahoo.com]
Sent: Tuesday, June 1, 2021 3:25 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Proposed development for corner of Stowell and Capital

Dear Sara,

My husband and I are Shorewood residents and would like to voice our concern regarding the proposed apartment unit project at the corner of Stowell and Capital.

We are against the development of these units for several reasons.

First off, after doing some research on our own as well as talking to many concerned neighbors, we feel that this project seems to violate Shorewood's zoning codes. With the parking already at a premium for the neighborhood as well as the many existing businesses surrounding the area this massive building, with not enough parking proposed on site, will make the parking all that much worse for the neighborhood and will certainly impact overall road safety in the area.

Secondly, the proposed building size seems to be out of character for the neighborhood and does not seem to adhere to the new " Shorewood comprehensive plan". Why spent time making a plan for the village and not adhere it?

We ask that you please forward our concerns to the Planning commissioners and Trustees today.

Thank you for you time.

Sincerely concerned residents,

Kris Kreitzer and John Berube
4217 N Farwell Ave

From:	Sara Bruckman
To:	Bart Griepentrog
Subject:	FW: Stowell Avenue - Special Exemption
Date:	Wednesday, June 02, 2021 8:35:31 AM
Attachments:	Stowell Avenue - Special Exemption Letter.pdf

From: Jackie Wieck [mailto:wieckj09@gmail.com]
Sent: Tuesday, June 1, 2021 6:20 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Stowell Avenue - Special Exemption

Hi Sara,

Please forward to the Plan Commissioners and Trustees at your earliest convenience. I appreciate it!

Thank you,
Jackie Wieck

Welcome to Stowell Avenue. Let me tell you about this pocket of a neighborhood of Shorewood. We have duplexes and single family homes. We have empty nesters, single folks, and families with young children. Those young children number sixteen strong and are tight-knit enough to even have a nickname - the Stowell Squad. It acquired two newborn members just this spring. There are teenagers that live here too, of course, who come and go much to the dismay of the smaller kids who are desperate to play catch or tag. I could introduce you to most of these neighbors, including their pets, and even offer some interesting stories in hopes that some common ground can be found. It is a great community, a wonderful street to call home.

It is also a busy street.

Located at the end of the block is the Shorewood Animal Hospital - employees and clients alike park up and down the street. Driveways have become a turnaround for the cars so that they can face the right direction on the one side of the street on which they can park. Day-in and day-out, without fail, one of those cars parks way too close to the Stop sign, making the turn onto Capitol a bit precarious. Every day the employees take their lunch breaks and take walks on our block; I seldom see them move a car. There are also clients of the animal hospital who park until their appointment is done, waiting for their pets to be walked out, ready to go home. Cars are parked on our street all day long until it clears out in the evening.

We have students from UWM who park on the street to hop on the bus to get to class. They come and go with their backpacks throughout the day.

We have older homes that, in rotation, are under some kind of construction. Houses being flipped, needing new roofs, new siding, new paint, new patios - work that is breathing new life into houses that make this neighborhood vibrant. We are one of the newer families on the block having moved here in the last few years to one of those flipped homes. I have yet to see the street without a dumpster on it.

I understand that parking is an issue for all of Shorewood. I am not naive enough to think that Stowell Avenue is unique to this plight. How many other streets share space with a busy animal hospital that is open six days a week? How many of them are a narrow street that cars zip down to avoid the light at Capitol and Downer during the work week? To avoid it coming home from Atwater Beach on Saturdays and Sundays? On how many of those streets do you have to pull into another's driveway to be able to "get by" another car that is passing through? Now add ten more parked cars to that unregulated street.

I would happily welcome more people and families to the neighborhood, to that special Stowell Squad. But not with an ill-conceived concept such as this too-big apartment complex. I could share anecdotes about statutes and zoning laws and density issues and village comprehensive plans, but people who are far more versed than me can share their sentiments about those things. I would ask that you think about this development in terms of your street, your pocket of a neighborhood. If this development is not something you would welcome wholeheartedly, then please reconsider - the safety and vibrancy of your neighbors depends on it.

Thank you for your consideration,
Jackie Wieck
4055 N Stowell Avenue

From: Sara Bruckman
To: Bart Griepentrog
Subject: FW: Stowell/Capitol Development
Date: Tuesday, June 01, 2021 3:15:32 PM

From: Trustee Arndorfer
Sent: Tuesday, June 1, 2021 3:14 PM
To: Sara Bruckman <sbruckman@villageofshorewood.org>
Subject: Stowell/Capitol Development

Hi Sara —
Please share with the members of the Plan Commission.
Thanks
Jim

Members of the Plan Commission:

First, I want to thank you for your service to the Village. As members of the Plan Commission, you have the privilege and responsibility of shaping and influencing the built landscape of our Village for current and future residents. In other words, you know that when it comes to major developments, you have one chance to get it right. It's in that spirit that I join the many Village residents who are asking you to reverse your decision on the parking exception for the proposed development at Capitol & Stowell.

I say this as someone who supports creating more residential development in Shorewood. I say this as someone who supports creating more affordable housing in Shorewood — a position held by most Shorewoodians, as demonstrated by the community's overwhelming support for delaying tax relief in order to generate funding for affordable housing by extending TID 1. But this development, including the parking exception, is not right for the site.

To enumerate, hopefully without belaboring, some of the points raised by other knowledgeable residents who oppose the exception and the development as currently proposed:

- The development is too large and intensive for the site.
- The development is inconsistent with the recently approved long-term plan — which wisely designates the site for mixed use and not high-density, single-use residential. (The long-term plan was developed with community input and represented a significant investment by the Village, so it's not clear why it would be disregarded.)
- The development will eliminate 2/3 of the street parking spots available to current residents and could require them to park blocks away.
- The development will create a traffic configuration — five car paths within 140 feet of a state highway — that is guaranteed to create congestion and be dangerous for residents, including the many children on the block.
- The development is opposed by the vast majority of residents in what is a very welcoming community.

A few additional points I would like to make:

- I frequently drive down Stowell. It is a very tight right turn from Capitol, and I drive a Prius, which has the turn radius of a golf cart (exaggerating slightly). If there is oncoming traffic, that turn is a very delicate dance. And I know to approach the alley slowly because kids frequently blow through it on bikes. I have lived in very dense neighborhoods in Washington DC and the North Side of Chicago and I have never seen a traffic configuration like the one this development would impose upon Stowell. It is impossible to drive down Stowell, consider the impact of this development on traffic, and think, "Yeah, that will be fine."

- To the extent that there's a sense that this decision is bound by recent parking regulation changes, including overnight parking, I would point out that Village parking policy is not a settled matter at this time. It was the clear understanding when the new parking regulations were approved that they would be adjusted based on the experience of implementation. While the 1.75 parking space/unit requirement is marked for death, it is still on the books and its replacement is not known at this time. On March 19 the Village Board approved amending parking regulations on three blocks bordering Whitefish Bay to follow actions by that municipality. In other words, our parking ordinances are still evolving. Rather than being bound by regulations that are still works in progress and not "final," it seems the wiser course would be for the experience on Stowell to inform improvements to Village parking regulations. For instance, we could use this experience to inform policies that mitigate the impacts of new development on residents of streets that are already intensively used, such as Stowell.

    - While there is talk of this development including "affordable housing," it's not clear what that means. I say that because the developer's story has changed multiple times. At one point it was going to be housing for people with disabilities. However, on Feb. 11 the developer informed the CDA that the numbers for that development didn't work so they settled on an 80/20 market rate/affordable residential development. At that same meeting the developer said they would need TIF funding to proceed with affordable units — if there was no TIF funding the numbers wouldn't work and the development would be all market-rate. It appears that has changed as well. When I reached out to Village Hall last week to see if there had been any further discussion regarding TIF funding, I was told the Village had been informed that no TIF funding was required after all. It's not clear to me how the math has changed since February. To the best of my knowledge, building material prices have not gone down. I don't know if the developer recognized the poor optics surrounding this project, found additional sources of public funding, identified some savings elsewhere, or dug up some change in the couch cushions. Blame the old reporter in me, but I tend to be skeptical of stories that have changed as often as this one has.

That said, I do see a positive in this flexibility. I believe this community wants to see new development on the Capitol & Stowell site. I believe neighbors welcome new development that includes affordable housing, so long as it is consistent with the broader Village vision and the fabric of the community. And I believe if the property owner, the developer, the Village and the community work together, this is possible. We can do substantially better for Shorewood than what is being proposed for this site, including the parking exception.

Thank you,

Jim Arndorfer

From:	Karen & Bill Desing
To:	Sara Bruckman; Bart Griepentrog
Cc:	Rebecca Ewald
Subject:	Please Forward to Planning Commission Members
Date:	Tuesday, June 01, 2021 4:02:33 PM
Attachments:	IMAGES FOR MEETING.pdf

Planning Commission Members,

Please find the attached documents for your review / consideration for the June 1 Planning Commission meeting regarding the Proposed development at 2418, 2420 and 2428 E. Capitol Drive.

Image 1: Massing Study of the current proposed project: 43 parking spaces for 42 dwelling units (1.02 parking ratio - does not meet current code).
Image 2: Massing Study alternative: 43 parking spaces for 24 dwelling units (1.75 ratio - meets current code).
Image 3: Proposed Building Parking Plan and corner of Shorewood Animal Hospital overlayed on intersection of Capitol and Stowell

- shows congestion on street/ at intersection/ at multiple driveways
- shows two separate entry locations into parking structure both with two-way traffic
- shows limitations for turn-arounds in structure, which may require backing out of structure
- does not identify any areas for bike parking
- does not identify any areas for staff or visitors

Please do not grant an exception for parking based on the current proposed plan.
Thank you in advance for reviewing this information.

Karen Desing
3952 N. Stowell Avenue
Shorewood, WI

1

PROPOSED BUILDING AT CAPITOL DRIVE & STOWELL AVENUE
BUILDING MASSING IMAGE, scale approximated
4-Story Building, 58' building height
42-Units and 43 parking spaces (1.02 ratio)

2

ALTERNATIVE IMAGE OF PROPOSED BUILDING AT CAPITOL DRIVE & STOWELL AVENUE
BUILDING MASSING IMAGE, scale approximated
3-Story Building, 45' building height
24-Units and 43 parking spaces (1.75 ratio)

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Notes

PROPOSED BUILDING AT CAPITOL DRIVE & STOWELL AVENUE

From:	Karen & Bill Desing
To:	Sara Bruckman; Bart Griepentrog
Cc:	Rebecca Ewald
Subject:	Re: Please Forward to Planning Commission Members
Date:	Tuesday, June 01, 2021 6:02:42 PM
Attachments:	dokumen.pub_parking-generation-manual-5th-edition-1-933452-95-1-978-1-1933452-95-1.pdf

My name is Bill Desing and I live at 3952 stowell, just a few hundred feet from the development.

I would like to comment on the Catalyst Parking evaluation for the Stowell and Capital Development. I feel I have somewhat qualified to do so since I'm a civil engineer with 30 plus years of experience in large scale infrastructure development and design.

Overall I found the study misleading, incomplete and lacking in detail and documentation.

A key part of the study uses data from the 2010 4th Edition of the Institute of Transportation Engineers Parking Generation Manual (ITE Manual). For one, there is a more current version of this – 5th edition published in 2019 that uses more up to date and complete datasets – that is the document that I reviewed and used to review the evaluation.

The study bases much of its' conclusion on using a ratio of 0.66 parking space demand **per bedroom** for weekday demands. The village code for parking metric is based on parking spaces **per dwelling unit**. The Catalyst study ignores other criteria that if used would show a much higher parking demand than what they present in Table 1 of their study.

For example, the ITE Manual Sunday demand for parking space demand ***per dwelling*** unit was not mentioned or used in the Catalyst study . ***If you use this Sunday per dwelling unit criteria of1.66 spaces per dwelling unit the parking demand would be 70 spaces rather the 34 spaces concluded by the Catalyst that uses the weekday criteria.***

The village code requirement again is 1.75 spaces per dwelling unit so the ITE Manual peak Sunday demand (1.66) is very close to the village requirement. The ITE manual bases its numbers on the averages of several studies done around the country and the numbers cited here are averages of multiple studies and the actual parking demand could of course be even higher.

Below is a summary the compares parking demand estimate that use different criteria. <!--[if !vml]--><!--[endif]-->

It's true that the Village of Shorewood has in the past granted parking exceptions. However the proposed Stowell & Capital development exceeds the required village parking ratio by the most of any past developments. It is important to note that the developments on Oakland Avenue achieved or came close to achieving the ratio by providing spaces in the adjacent development.

The Oaks fell short on the parking by the largest amount. However, that development is not in a densely populated area as is the Stowell and Capital development. The table below summarizes the past exemptions.

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The study bases much of its conclusions on using a ratio of 0.66 parking space demand **per bedroom** for weekday demands. The village code metric for parking spaces required is based on parking spaces **per dwelling unit**. The Catalyst study ignores other criteria that if used, would show a much higher parking demand than what they present in Table 1 of their study.

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<!--[if !vml]-->

Parking Demand Estimates - Stowell and Capital Development					
Criteria	**Average Ratio**	**Ratio Unit**	**Parking space demand/Requirement**	**Number of proposed parking spaces**	**Additional street parking spaces needed**
Ave Peak weekday(1)	1.21	Spaces/**dwelling unit**	51	43	8
Ave Peak weekday (1)(2)	0.66	Spaces/**bedroom**	34	43	-9
Ave Peak Sunday (1)	1.66	Spaces/**dwelling unit**	70	43	27
Ave. Peak Saturday (1)	1.28	Spaces/ **dwelling unit**	54	43	11
Shorewood Code	1.75	Spaces/ **dwelling unit**	74	43	31
Notes:					
1. ITE Parking Generation Manual 5th Ed. 2019. Low-Rise Multifamily General Urban/Suburban (no nearby rail transit)					
2. Table 1 of Catalyst/Tadi study used 0.66 ratio which cited 4th Edition 2010 ITE manual					

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	No. of dwellng	Parking spaces	Spaces/dwelling unit	
Stowell Capital	42	43	1.02	
Cornerstone	26	47	1.81	
Ravenna	20	35	1.75	
Lighthorse	84	161	1.92	Includes 20 spaces in adjacent garage
Mosaic	95	141	1.48	
The Oaks	101	140	1.39	Includes 20 spaces in adjacent garage

As you can see, the Catalyst parking study has serious flaws and omissions and it can not be relied on to make a reasonable estimate of the actual projected parking demands.

Bill Desing

From: Ben Crichton
To: Bart Griepentrog
Cc: Rebecca Ewald
Subject: Sunseekers site development proposal
Date: Tuesday, June 01, 2021 4:52:43 PM

Mr. Griepentrog and Members of the Village Plan Commission,

For more than 20 years, our family has owned and managed the Shorewood Manor apartment building situated at 4001 N. Prospect Avenue and that building's supporting parking lot situated at 2400 E. Capitol Drive. We are writing to voice our objections to the parking special exception that the Plan Commission will consider tonight for the proposed multifamily development at 2418, 2420 and 2428 E. Capitol Drive (the "Former Sunseekers Property"), which lies immediately to the east of our properties. We share the concerns of some of our neighbors with respect to the proposed development's impact on already scarce parking resources in the surrounding neighborhood. But we also wish to bring to your attention the fact that we hold a deed restriction that requires any building on the Sunseekers Property to be harmonious with the architecture and materials of the vintage pre-war apartment buildings that are typical in our neighborhood.

Respectfully,
John, Ben and Michael Crichton