



**CITY OF STURGEON BAY
SPECIAL
COMMON COUNCIL AGENDA
TUESDAY, JANUARY 29, 2013
6:00 P.M.
COUNCIL CHAMBERS, CITY HALL – 421 MICHIGAN STREET
THAD G. BIRMINGHAM, MAYOR**

1. Call to order.
2. Roll call.
3. Adoption of agenda.
4. Consideration of: Approval of Preliminary Plan Unit Development for the Oregon Street Loft, located at 230 Oregon Street, subject to conditions.
5. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

Posted:

Date:

1/25/13

Time:

2:15 pm

By:

Wife

RECOMMENDATION

TO THE HONORABLE MAYOR AND COMMON COUNCIL:

We, the City Plan Commission, hereby recommend to approve the Preliminary Planned Unit Development for the Oregon Street Lofts, located at 230 Oregon Street, subject to:

1. The number of dwelling units shall not exceed 42 units.
2. Minimum building setbacks shall be as follows: 0 feet from 2nd Avenue, 15 feet from Oregon Street, 5 feet from the alley, and 0 feet from the north property line.
3. A minimum number of off-street parking spaces shall be provided either on the subject property or off-site as follows: 1 space for every studio or one-bedroom unit, 1.5 spaces for every two-bedroom unit, and 2 spaces for every three-bedroom unit.
4. All other requirements for the development shall follow the C-2 district.

Respectfully submitted,
CITY PLAN COMMISSION
By: Dan Wiegand, Chairperson

RESOLVED, that the foregoing recommendation be adopted.

Date: January 16, 2013

Introduced by _____.

Moved by Alderperson _____, seconded by Alderperson _____ that said recommendation be adopted.

Passed by the Council on the _____ day of _____, 2013.

Executive Summary

Preliminary PUD – Oregon Street Lofts

Petition: Urban Apex (for Common Bond) petitions for preliminary approval of a Planned Unit Development (PUD) for a multiple-family housing development known as the Oregon Street Lofts. The project involves a 42-unit apartment building on a 22,500 square foot parcel. The subject site is located on the northeast corner of Oregon Street and S. 2nd Avenue. The proposal also involves off-site parking.

The PUD rezoning is required for several reasons. First, the current classification (I-2) doesn't permit residential uses. Secondly, the project exceeds the typical density and other standards of the zoning code. Finally, the City requires a PUD for any multiple-family housing project that has 25 or more units on a single parcel. The preliminary review phase of the PUD process involves a public hearing before the Plan Commission followed by a recommendation to Council. The formal decision by the Council would then follow. The preliminary PUD review involves examining the proposed use(s), density, general site layout and other parameters of the development. If the preliminary PUD is approved, the proposed PUD still must undergo final review and approval. The final PUD involves reviewing the building architecture, final engineering and landscaping plans. It is also noted that the building and landscaping requires approval of the Waterfront Design Review Board prior to commencing construction.

Existing Conditions: The current site is an industrial outdoor storage yard, currently leased to Palmer Johnson Yachts. Most of the site is fenced. The property is mostly level, but generally sloping from the northeast corner toward the intersection of 2nd Ave and Oregon Street. The parcel is essentially entirely impervious currently.

The site is on the edge of the downtown area within an old mixture of industrial, commercial, residential, and civic uses. Surrounding land uses include a vacant gravel lot along with a printing shop, hair salon, and single-family dwelling to the north, two single-family dwellings to the east across the alley, a single-family dwelling and Martin Park to the south across Oregon Street, and a large block building used primarily for boat storage and industrial uses to the west across 2nd Avenue.

In terms of existing zoning classification, the subject parcel is zoned Heavy Industrial (I-2). The surrounding land is a mixture of I-2, C-2, and PUD zoning classifications. The nearby PUD zoning is for the PBI Shipyard Redevelopment. That PUD is intended for a mixture of residential and commercial uses.

Comprehensive Plan: The Future Land Use Map of the Sturgeon Bay Comprehensive Plan places the subject site within the Recreational & Tourist Commercial classification. The area is intended for areas that are recreational in nature or geared toward visitors. It is also intended to include some residential uses such as condominiums. All of S. 2nd Avenue is within that designation. There appear to be no specific recommendations pertaining to the subject site regarding future development. However, there are general goals and objectives for downtown development and new residential development. The proposal is generally consistent with those objectives of the plan.

Site Plan and Design Considerations: The proposal is for 42 units within a four story building with underground parking. The proposed mixture of units is 3 studios, 15 one-

bedroom units, 19 two-bedroom units, and 5 three-bedroom units. The layout also includes some common space on the ground floor.

The project has an urban (downtown) site design. The building is tall at four stories and is requested to have a maximum height of 58 feet to the peak of the roof (45 feet is normal maximum height) with 44 feet to the base of the roof. The first floor is raised approximately 4 feet above grade to account for the underground parking. The developer is also considering a flat roof. If this option is constructed, the building might not require any relief from the standard 45-ft height limit.

The first floor extends out to the street right-of-way line along 2nd Ave and a portion of Oregon Street, but the upper floors are set back about 16 feet from the right-of-way line of 2nd Ave and 12 feet from Oregon Street. The proposed building is about 4 feet from the north property line and 7 feet from the alley. These proposed setbacks are consistent with many of the other downtown buildings, including the other two buildings along this block of 2nd Ave (Warehouse 70 and DC printing/Bridgeview Hair Salon). Staff believes the zero setback along 2nd Avenue for the lower level is appropriate, but prefers the setback along Oregon Street be backed up to be in line with the main part of the building. This will provide a vision corner for 2nd Ave traffic at the busy Oregon Street and provide separation from the 3-phase power line running along Oregon Street (discussed below).

Parking: Providing enough parking is often a challenge for high-density residential developments. The normal zoning requirement for off-street parking for apartments is 1.5 spaces per studio/one-bedroom unit, 1.75 spaces for two-bedroom units, and 2 spaces per three-bedroom units. This equates to 70 spaces required. Given that the project site is in the downtown area with plenty of on-street parking to support guest parking and short-term parking, staff believes the required parking should be somewhat less than the typical ratios. The City's consultant for the west side redevelopment (Vandewalle & Associates) has worked on a number of urban apartment developments and their parking ratio recommendation is 1 space per studio/one-BR unit, 1.5 spaces per two-bedroom unit, and 2 spaces per three-bedroom unit. This equates to 56 spaces necessary.

For the Oregon Street Lofts, off-street parking is mostly within the lower level parking garage. Thirty spaces are shown within the garage, which takes access from the alley. There also is room on the site for some surface parking spaces. The revised site plan shows 6 spaces here and it could possibly support a few more yet. In addition, the developer stated at the Plan Commission meeting that he would also explore extending the parking garage under this surface area, which would also increase the on-site spaces. To increase the amount of parking further, the developer is negotiating with the adjoining property owner to purchase or lease land in order to construct parking spaces. Another option to provide parking for the future tenants is to lease a portion of the municipal parking lot located at 2nd/Nebraska (kitty-corner from the apartment site). This option has been discussed with the developer's agent (Chris Laurent). This parking lot is underutilized and the City staff believes 12 spaces could be made available for lease for apartment dwellers. Thus, there are options for providing the number of required spaces, but the developer needs to be responsible for ensuring the spaces.

Streets: A transportation impact analysis has not been required for this project. Typically a TIA is desirable for residential projects exceeding 100 units, while this project has a

maximum of 42. It is not anticipated that any street upgrades will be needed due to the project.

Utilities: The development will be served by municipal utilities. Sanitary sewer mains and water mains are located within the abutting right-of-way. There is no need for extensions of these services. The only issue identified by Sturgeon Bay Utilities is that there is an existing 3-phase power line running along Oregon Street. There is a minimum horizontal separation distance of 20 feet between the building and the line that must be maintained.

Stormwater Management: As a redevelopment site there doesn't appear to be any major concerns regarding stormwater. There is existing storm sewer that ends at the corner of 2nd and Oregon. The water from the building roofs may need to be routed directly into the storm sewer. Getting water to drain from the northeast corner area (potential surface parking) would still have to be determined. An engineered stormwater management plan is required during final PUD. It is noted that the floor drains in the parking garage have to connect to the sanitary sewer.

Fire Protection: The Fire Chief does not have any concerns with fire protection for this tall building. The building will have to be sprinklered and be constructed with fire-rated materials due to the narrow setbacks. The water main is sufficiently sized for the sprinkler system, but a pressure test will be done to ensure there is adequate water pressure for the fire suppression system. These provisions are already contained in the building and fire codes and don't need to be added to the PUD standards.

Developer Considerations: Common Bond is based in St. Paul, MN. The company has completed numerous housing projects throughout the upper Midwest. Based upon City staff's discussion with WHEDA reps, Common Bond has a very good reputation and has already done several tax credit housing projects in Wisconsin. According to Chris Laurent, they retain ownership/management of all their projects and have never sold any to a third party.

The City Administrator, Community Development Director and DCEDC Executive Director went to Milwaukee to tour existing Common Bond housing projects. One was a former industrial building rehabbed into high-rise apartments, which contain a mixture of low-income and market-rate units. The other was a brand new four-story building that would likely be similar in architectural character to the proposed Sturgeon Bay project. This site was strictly for seniors. City staff was very impressed with the on-site management provided, the amenities available, layout of the units and general feel of the development.

PUD Review Criteria: In general, the zoning ordinance directs the Plan Commission and Council to consider whether the proposed development is consistent with the spirit and intent of the zoning code, has been prepared with competent professional guidance, and produces benefits to the City compared with conventional developments. In addition, there are nine specific review criteria listed in the PUD section of the code.

Public Comments: The public hearing was held January 16th. Ms. Sheila Turner and Mr. Jeff Janke stated they had concerns regarding the project. A letter of support from the Door County Economic Development Corporation was received. A summary of the hearing is included with the agenda materials.

Fiscal Impact: The estimated value of the building is not known at this time, but should be around \$3 Million. The City requires a one-time park impact fee of \$300 per residential unit. For the 42 units this will generate \$12,600 that will go into the Park and Playground Fund for capital improvements to the City's park system. The City would have to provide services to the residents such as police and fire protection, but no new infrastructure such as streets and sewers would be added to the City's maintenance responsibilities since these improvements already exist.

Plan Commission Action: The Plan Commission unanimously recommended approval of the preliminary PUD, with the following provisions and conditions:

1. The number of dwelling units shall not exceed 42 units.
2. Minimum buildings setbacks shall be as follows: 0 feet from 2nd Ave, 15 feet from Oregon St, 5 feet from the alley, and 0 feet from the north property line.
3. A minimum number of off-street parking spaces shall be provided either on the subject property or off-site as follows: 1 space for every studio or one-bedroom unit, 1.5 spaces for every two-bedroom unit, and 2 spaces for every three-bedroom unit.
4. All other requirements for the development shall follow the C-2 district.

Recommendation: The project provides downtown housing that has been promoted by the City's planning consultant, which will be unique for Sturgeon Bay. It replaces an eyesore storage yard on a well-traveled street with a large tax revenue generating building. The site layout is consistent with the surrounding properties, although the building will be taller than typical Sturgeon Bay buildings. The ability to provide adequate parking will be integral to the success of the development. Staff recommends approval of the Plan Commission's recommendation, including the conditions.

Prepared by: Martin Olejniczak
Martin Olejniczak
Community Development Director

Date 1-24-13

Reviewed by: Tony Deples
Tony Deples
City Engineer

Date 1-24-13

Reviewed by: Steve McNeil
Steve McNeil
City Administrator

Date 1-24-13

CITY OF STURGEON BAY PLANNED UNIT DEVELOPMENT APPLICATION

Date Received: 1-2-13
 Fee Paid \$ 425 + 50 Signage
 Received By: ON

Application For: Conceptual Preliminary Final Combined Preliminary/Final
 Note: There are different requirements for each of the above processes. A separate application is required for each.

NAME OF PROPOSED PLANNED UNIT DEVELOPMENT: Oregon Street Lofts

	APPLICANT/AGENT	LEGAL PROPERTY OWNER
Name	<u>Chris Laurent</u>	<u>E+I Property Investments</u>
Company	<u>Urban Apex (for Common Bond)</u>	
Street Address	<u>5302 Conroy Weston Place</u>	<u>4001 Peterson Rd</u>
City/State/Zip	<u>Madison, WI 53711</u>	<u>Sturgeon Bay WI 54235</u>
Daytime Telephone No.	<u>(503) 864-6544</u>	<u>(920) 559-7069</u>
Fax No.	<u>(206) 350-2844</u>	

STREET ADDRESS(es) OF SUBJECT PROPERTY: 230 Oregon Street + 136 S. 2nd Ave
 Location if not assigned a common address: _____

TAX PARCEL NUMBER(s): 281-10-85060901

AREA OF SUBJECT PROPERTY AND NO. OF LOTS: 22,500
30,500 sq. ft. - 2 lots

CURRENT ZONING CLASSIFICATION: I-2

CURRENT USE AND IMPROVEMENTS: South lot = outdoor storage yard
North lot = vacant gravel lot except for small outbuilding

COMPREHENSIVE PLAN DESIGNATION OF SUBJECT PROPERTY: Recreational + Tourist Commercial

WOULD APPROVAL OF THE PROPOSED PLANNED UNIT DEVELOPMENT CONFORM WITH THE COMPREHENSIVE PLAN? Yes No Explain: Recreational + Tourist Commercial areas are envisioned to also include multi-family residential uses. The proposal meets the land use objectives for downtown and for new residential development.

PLEASE IDENTIFY SPECIFIC PROPOSED LAND USES. USES MUST IDENTIFY AND CORRESPOND TO A PARTICULAR LOT, LOCATION, BUILDING, ETC.

South lot = 4-story apartment building (43 units) with underground parking.
 North lot = Surface parking lot to be leased from current property owner potentially

CURRENT USE AND ZONING OF ADJACENT SURROUNDING PROPERTIES:

North: Uses = printing shop, hair salon, SF dwelling; Zoning = C-2 and E-2
 South: Uses = SF dwelling and Martin Park; Zoning = E-2 and C-2
 East: Uses = Lakeshore CAP center, 2 SF dwellings, vacant lot; Zoning = C-2
 West: Uses = Storage + manufacturing bldg; Zoning = PUP

COMPREHENSIVE PLAN DESIGNATION OF ADJACENT SURROUNDING LAND USES:

North: Recreational + Tourist Commercial
 South: " " " " and Open Space + Recreation
 East: Central Business District Commercial
 West: Recreational + Tourist Commercial

IS ANY VARIANCE FROM COMPREHENSIVE PLAN, SUBDIVISION ORDINANCE, OR ZONING ORDINANCE BEING REQUESTED? If yes, describe:

Residential Density: Requesting 709 sqft of lot area per unit (3500 is normal)
 Parking: Requesting reduction in number of required spaces (71 is normal based on unit mix)
 building height: 30 (45 feet is normal)

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

Attach an 11" X 17" detailed site plan (if site plan is larger than 8-1/2" x 11", also include 20 copies folded to 8-1/2" X 11"), full legal description (preferably on disk), location map with site boundaries marked, proof of ownership, and Agreement for Reimbursement of expenses. Site or plot plan shall include dimensions of property, structures, building elevations, proposed site improvements, signature of person who draw plan, etc.

Marc GARDNER - MEMBER [Signature] 12-28-12
 Property Owner (Print Name) Signature Date

Christopher Laurent [Signature] 12/31/12
 Applicant/Agent (Print Name) Signature Date

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

12/31/12 [Signature] _____
 Date of review meeting Applicant Signature Staff Signature

11 January 2013

Mr. Martin Olejniczak
Department of City Development
City of Sturgeon Bay
421 Michigan Street | Sturgeon Bay, WI 54235



Transmittal via email

GENERAL PROJECT PLAN DESCRIPTION AND DEVELOPER'S STATEMENT OF INTENT

Dear Mr. Olejniczak:

The attached addresses our request to rezone the parcel at 230 Oregon Street.

1. Project Overview.

The team of CommonBond Communities, a St. Paul, Minnesota regional affordable housing developer ("CBC") proposes construction and administration of up to a 42-unit community to serve the active workforce in downtown Sturgeon Bay.

a. The Parties

CBC will be the primary developer and property manager. CBC manages approximately 5,000 affordable housing units throughout the states of Wisconsin, Minnesota, Iowa, and South Dakota. Milwaukee developments include Brewery Point in the Brewery Complex, Teweles Seed, in the Fifth Ward, and Bishops Creek, in the 30th Street Corridor. In 2011 CBC worked with Vandewalle on a Watertown, Wisconsin development as well.

CBC has contracted with Urban Apex to provide local development project management. It will contract Joe Lee Associates as part of its architectural team and will contract a Wisconsin General Contractor with a strong preference for a Door County-based capable group and use local subcontractors to the greatest extent possible.

b. The Property

The development will be constructed at 230 Oregon Street, and the intersection of Oregon Street and 2nd Avenue. The site is roughly square and has a nominal grade change. The first floor will contain a community room, fitness room, business center, and office, as well as a number of residential units. Several units fronting on 2nd Avenue will be able to offer direct access for live-work commercial use.

Floors two, three, and four of a potential four-story building will contain all residential units. The unit mix will appeal to the property's target population of an active and creative workforce - those wishing to live close to the amenities that downtown Sturgeon Bay provides and foster a stranger sense of community.

All units will serve households at or below 60 percent of area median income, about half serving households at 50 percent of area median income.



urbanapex
PO Box 4850 | Fond du Lac, WI 54601
Brent Wolfe | 920.929.1111 | bwolfe@urbanapex.com
www.urbanapex.com

c. The Residents

We anticipate a vibrant mix of senior, single, and small families. Our market analysis indicates most market rents in excess to what we're proposing. We intend to serve a difference segment of the market than the properties at the edges of the City – again, those seeking a more integrated and urban experience.

d. The Operation

CommonBond will manage the development – it has a broad range of experience providing affordable housing for persons with special needs. It will be responsible for building operations and property operations oversight, including billing, rent collections, and maintenance.

2. District Standards.

a. Uses

Development of the Project is conditional upon a number of factors, including but not limited to the allocation of Low Income Housing Tax Credits by WHEDA to the development.

Design Standards

The conceptual design standards are included in the attached site and floor plans. The development will be subject to further review through the City's PUD process to ensure its consistency with design among its environment. The building shall be no more than four stories high, with a maximum height from ground to the base of the roof of 44 feet, and the peak of any such roof shall not exceed 14 feet, for a total maximum building height of 58 feet. The building's first floor may be raised 4-6 feet above grade.

b. Density

The development is located southeast of downtown, in an area suggested for higher density development. We're proposing 81.2 units per acre.

c. Space Between Structures

There is only one structure on the lot. No other structures will be near the development.

d. Setbacks

We're maximizing efficiency of the site by building up to the lot line with minimal setbacks. To minimize massing on the street we've stepped back the upper floors of the development.

e. Screening

We're proposing appropriate canopy trees along Oregon Street and Second Avenue, as well as drought-resistant regional varietal foundation plantings.

f. Open Spaces

Open spaces will be designed, landscaped, and maintained to provide a pleasant environment and not create a nuisance or hazardous condition. Due to the proximity of open spaces and parks to the development open spaces will be minimal.

g. Circulation, Parking, and Loading

Access to the parking is from the alley that connects to Oregon Street. The existing sidewalks on Oregon Street and 2nd Ave will be preserved and repaired as needed. The development is within walking distance to downtown and many places of employment. All entrances, walkways, and parking areas will be clean and safely lit.

h. Landscaping

All required vegetation shall be of a quality consistent with the standards of the American Association of Nurserymen (ANSI Z60.1). Required vegetation shall be selected for its sustainability in an urban environment, and shall be maintained and replaced as appropriate.

i. Lighting

All on-site lighting shall have cut-off fixtures that ensure lighting levels and glare are controlled as follows: 1) no light source shall be visible from an adjoining property or public right-of-way, and 2) where adjoining properties are zoned residential, the maximum illumination at a property line shall be one foot-candle. In all other circumstances, the maximum illumination at a property line shall be five foot-candles.

j. Utilities

To the extent feasible, all utility lines shall be underground. Transformers shall be appropriately camouflaged or screened.

k. Signs

All signs shall be compliant with the City of Sturgeon Bay ordinances. The following signs will be part of the development:

- i. *Temporary Signs During Construction.* The development may include up to three temporary signs pertaining to construction that will be located on the northwestern construction fence or façade of the building. Signs shall not exceed 48 square feet. Materials will be screen-printed plywood or otherwise rigid material. The purpose of the sign may include one sign required by WHEDA, identifying the development as being financed by it, one sign by the financial development partners, and one sign for other development partners.
- ii. *Permanent Signage.* The development may include aluminum block lettering no more than 12 inches high on the Oregon Street and Second Avenue frontages. Such signage may include development name and street address.
- iii. *Temporary/Periodic Sign – Leasing.* The development may include one rental sign that shall not exceed 36 square feet located on the Oregon Street or 2nd Avenue elevations. Materials will be screen-printed vinyl or similar and will be fastened tightly and kept in good order. The purpose of the sign is to advertise units available for lease.

3. Statistical Information

a. Gross Land Area

About 0.517 acres

b. Maximum amount of land covered by principal buildings

80 percent (18,016 square feet).

c. Maximum amount of land devoted to parking, drives, and other structures

18 percent (4,054 square feet)

d. Minimum amount of land devoted to landscaped open space

500 square feet

e. Maximum proposed dwelling unit density if residential and/or total square footage devoted to non-residential uses

One dwelling unit per 536.20 square feet of land; none for non-residential use (mixed-use live/work spaces defined as residential).

f. Maximum number of dwelling units per building

g. Bedrooms per unit

3 studios; 15 one-bedrooms; 19 two-bedrooms; 5 three-bedrooms

h. Provided parking spaces

30 underground spaces, 12 surface spots – working with the City to identify 12 nearby spaces for residents' use.

i. Maximum building height

58 feet

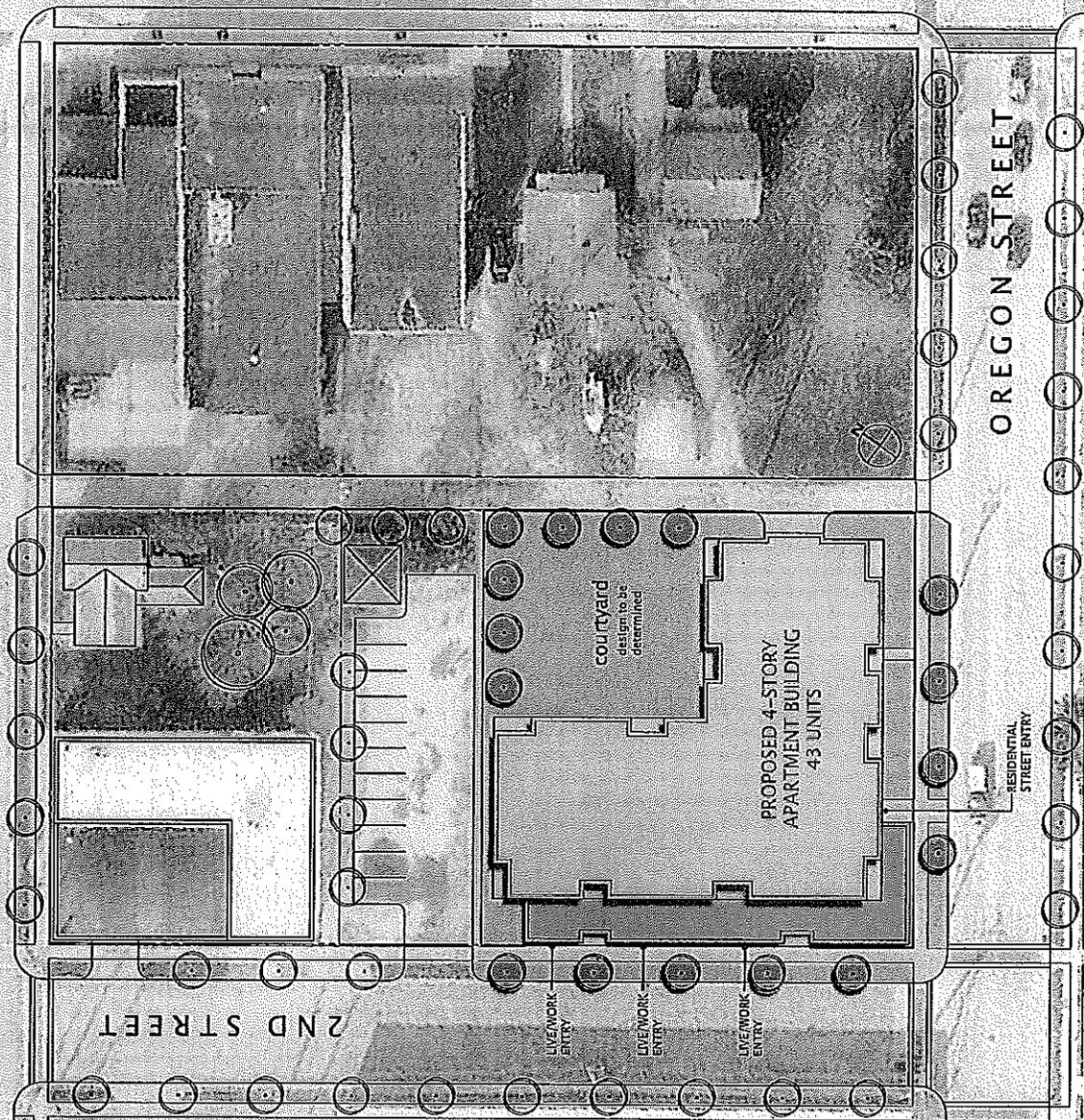
Best,



Christopher J. Laurent
urbanapex

PROJECT DATA 0.517 ACRES

ST.	UNITS			TOTAL	BEDS	PARKING PROVIDED		RATIO
	1BR	2BR	3BR			COVERED	SURFACE	
1	4	5	1	11	18	8	0	0.73 / U
2	4	5	1	11	18	8	0	0.73 / U
3	4	5	1	11	18	8	0	0.73 / U
4	4	5	1	11	18	8	0	0.73 / U
5	4	4	1	10	16	6	0	0.60 / U
TOTAL	16	19	4	39	70	30	0	0.70 / U
9%		38%		44%		9%		

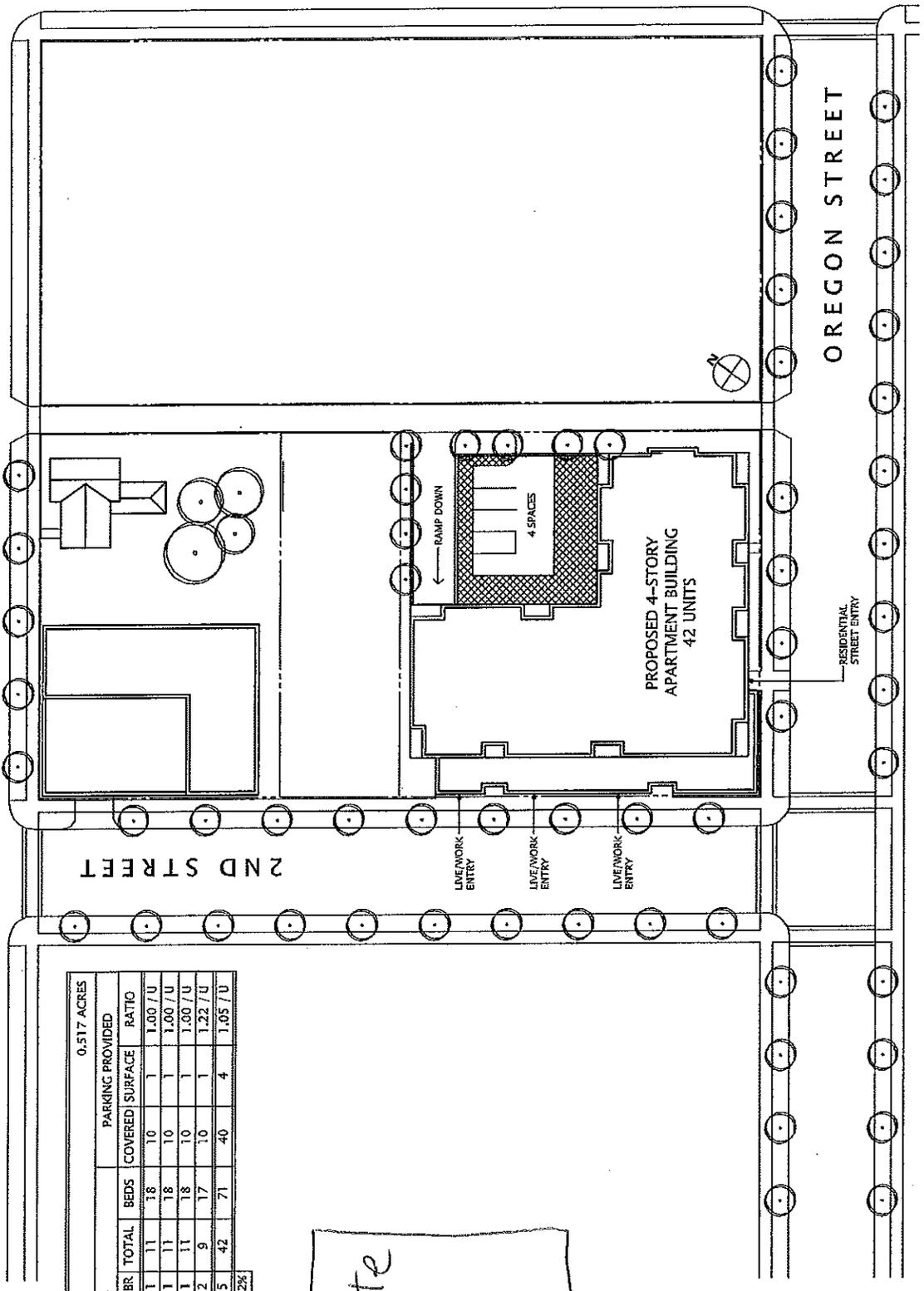


OREGON STREET LOFTS
CONCEPTUAL DESIGN

JLA
JOSEPH LEE & ASSOCIATES
ARCHITECTS & INTERIORS
507 W. 11th Street, Suite 100
Portland, OR 97201
503.221.0100

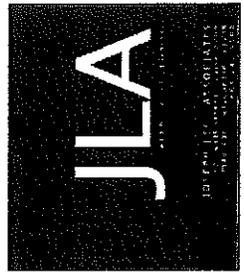
PROJECT DATA		0.517 ACRES					
ST.	UNITS			PARKING PROVIDED			
	1BR	2BR	3BR	TOTAL	BEDS	COVERED SURFACE	RATIO
4	0	5	1	11	18	10	1.00 / U
3	0	5	1	11	18	10	1.00 / U
2	0	5	1	11	18	10	1.00 / U
1	0	3	4	2	9	17	1.22 / U
T.	0	18	19	5	42	71	1.05 / U
	0%	43%	45%	12%			

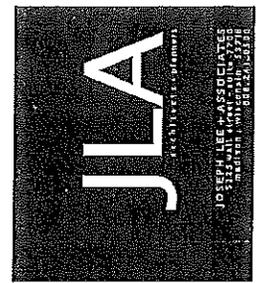
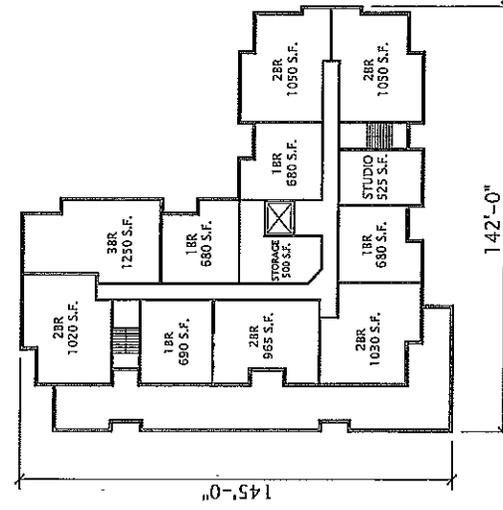
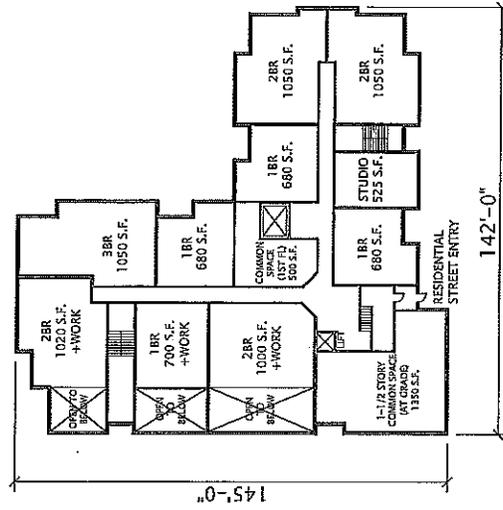
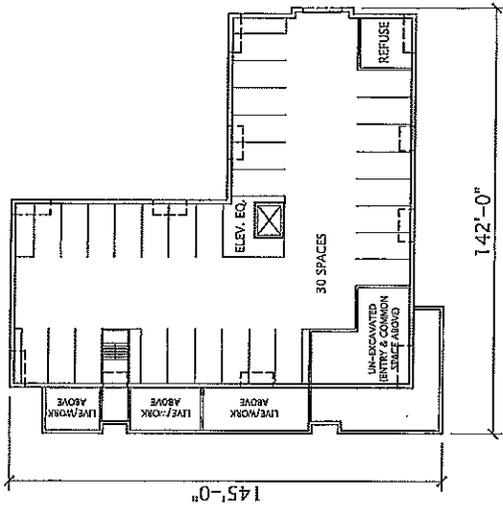
Alternate Site Layout



OREGON STREET LOFTS
CONCEPTUAL DESIGN

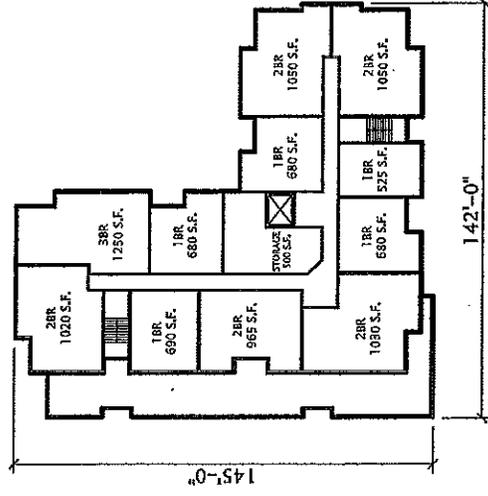
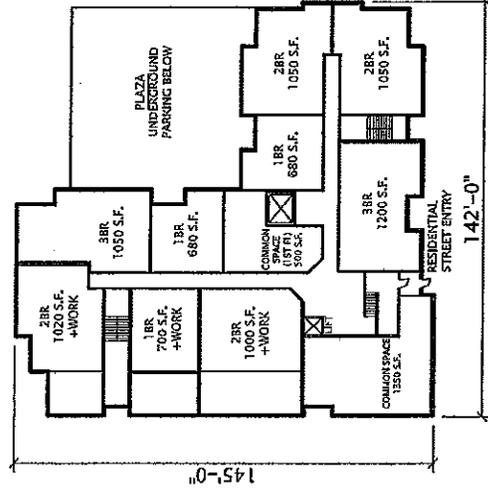
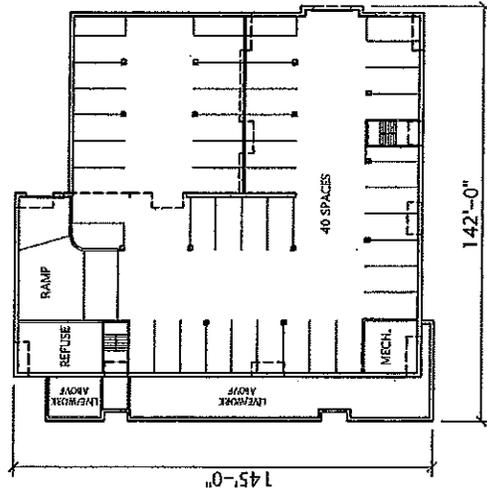
JANUARY 24, 2013
1"=40'





OREGON STREET LOFTS
CONCEPTUAL DESIGN

* Alternate Plan Showing Increased Underground Parking



OREGON STREET LOFTS
CONCEPTUAL DESIGN

Location Map

Public Hearing - Oregon Street Lofts PUD



Subject Area

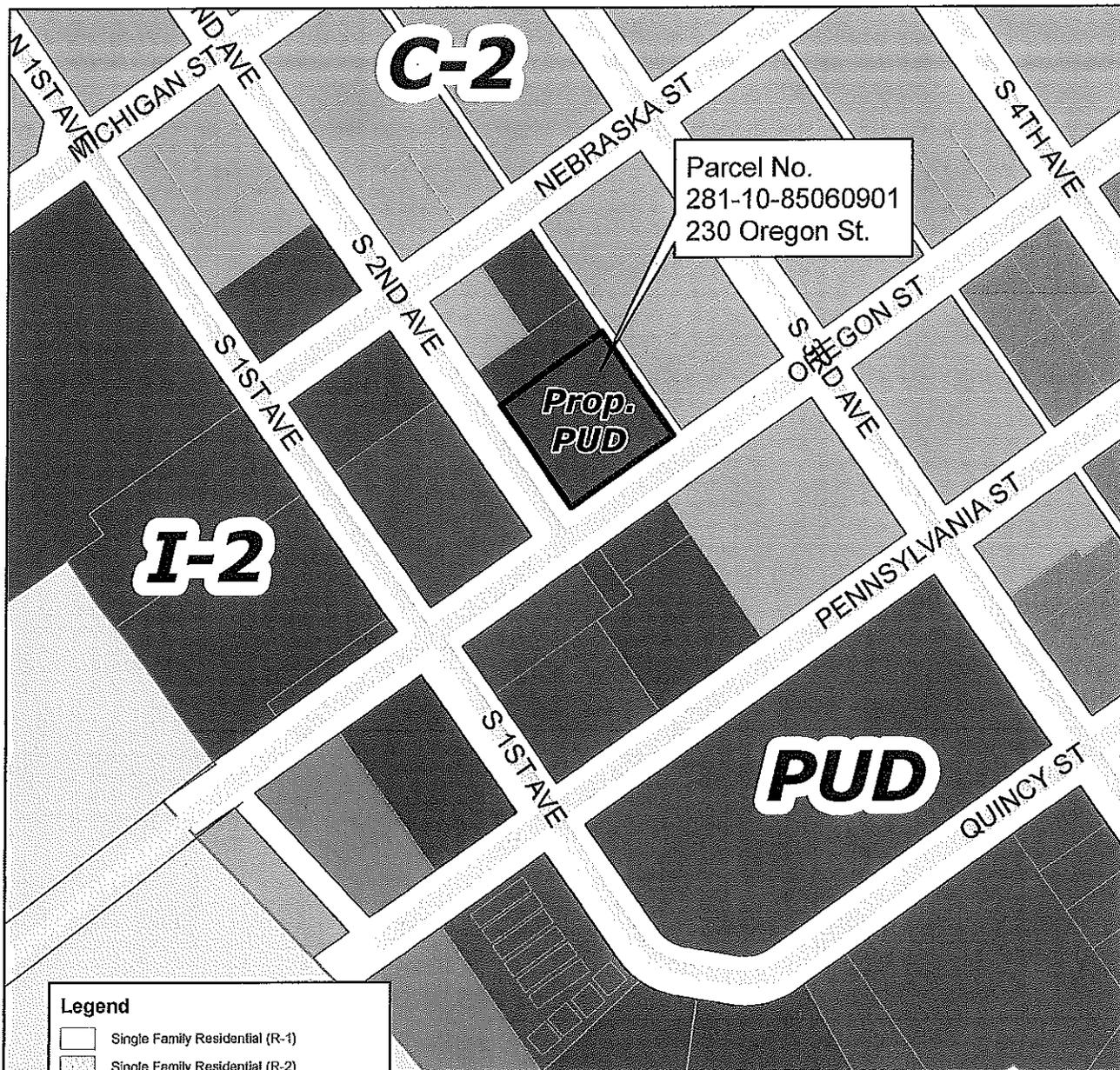


Note: Public Hearing to be held on January 16, 2013

PROPOSED PUD FOR OREGON STREET LOFTS



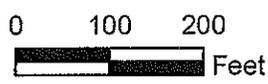
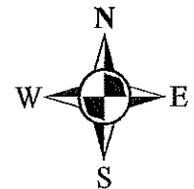
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Legend

[White Box]	Single Family Residential (R-1)
[Light Gray Box]	Single Family Residential (R-2)
[Medium Gray Box]	Two-Family Residential (R-3)
[Dark Gray Box]	Multiple-Family Residential (R-4)
[Dark Gray Box]	Manufactured Home Court Residential (R-M)
[Medium Gray Box]	General Commercial (C-1)
[Medium Gray Box]	Central Business District (C-2)
[Dark Gray Box]	Commercial / Light Manufacturing (C-3)
[Light Gray Box]	Office / Business District (C-4)
[Medium Gray Box]	Mixed Residential-Commercial (C-5)
[Light Gray Box]	Light Industrial (I-1)
[Dark Gray Box]	Light Industrial (Industrial Park) (I-1A)
[Dark Gray Box]	Heavy Industrial (I-2)
[Dark Gray Box]	Heavy Industrial (Industrial Park) (I-2A)
[White Box]	Agricultural (A)
[Medium Gray Box]	Conservancy (CON)
[Dark Gray Box]	Planned Unit Development (PUD)

January 11, 2013



Olejniczak, Marty

From: Jolena Presti [JPresti@vandewalle.com]
Sent: Thursday, January 10, 2013 5:17 PM
To: Olejniczak, Marty
Subject: CommonBond Development Proposed Residential Project

Marty,

On behalf of Vandewalle & Associates I would like to offer our support for CommonBond Development's proposed 43-unit residential development at S 2nd Ave/Oregon St. We see this as a positive development for Downtown Sturgeon Bay as well as the West Waterfront Redevelopment Area. With this project, CommonBond proposes to bring a new type of housing to the community – modern housing with urban amenities, generally attractive to young professionals/working adults. In our conversations with Sturgeon Bay residents of varied ages and professional tenure during our work on the West Waterfront redevelopment project over the past couple of years, we have often been told that this type of housing is lacking and desired in Sturgeon Bay. Further, we do not see this project as a threat to the City's West Waterfront Redevelopment efforts. In fact, we view the proposed CommonBond development as complementary, one that will bring more people to the area overall which will generate more activity, investment, and success for Downtown and the West Waterfront Area over time.

Please do not hesitate to contact me if you have questions or wish to discuss this further.

Sincerely,
Jolena

Jolena Presti, AICP, Principal
VANDEWALLE & ASSOCIATES, INC.
Shaping places, shaping change
Madison Milwaukee
414.421.2001
www.vandewalle.com



ECONOMIC DEVELOPMENT CORPORATION

January 16, 2013

Marty Olejniczak
Sturgeon Bay Community Development
City Hall
421 Michigan Street
Sturgeon Bay, WI 54235

Dear Marty-

The Door County Economic Development Corporation supports the proposed Planned Unit Development project on property located at the northeast corner of Oregon Street and South Second Avenue. The proposed development by Common Bond will help address a significant workforce housing need in the Sturgeon Bay housing market.

A critical component of a healthy business climate in any community is the availability of quality rental and owner occupied housing stock to support the needs of the local workforce. Unfortunately, in the past we have received complaints from local businesses that had concerns about attracting or retaining employees because of the cost and lack of housing options. Consequently, DCEDC created an Attainable Housing Committee to examine and work to address this concern. To monitor and help measure the severity of the housing need, the committee and staff periodically conduct a rental housing vacancy survey. The most recent rental housing inventory completed in winter 2008-2009 found a very low county-wide vacancy rate of 3.2% out of 850 rental units surveyed. (National average vacancy rates for rental housing in winter 2008-09 were 10.1%). Anecdotaly, we are also hearing that during the recent recessionary period there has been additional demand on rental housing as more people have lost their homes or failed to qualify for home mortgages.

The proposed new development would provide a nice mix of both market-rate and income-eligible housing options for the residents of Sturgeon Bay and the workforce of Door County. As mentioned above, the availability of a good mix of quality housing stock is a crucial component of our community business climate; the proposed project will be a significant enhancement to our area.

We strongly urge the City of Sturgeon Bay Plan Commission to support the proposed development.

Thank you for the opportunity to comment on this important project. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Chaudoir", written in a cursive style.

Bill Chaudoir
Executive Director

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**PUBLIC HEARING
CITY PLAN COMMISSION
WEDNESDAY, JANUARY 16, 2013**

Preliminary Planned Unit Development for property located at Northeast corner of Oregon Street and S. Second Avenue.

During the public hearing, Sheila Turner, owner of Great Lakes Yacht Services at 61 Michigan St., as well as a lot on the corner of Nebraska St. and 2nd Avenue, stated she was concerned with the height of the building. She compared the tall pavilion on her property to the size of the proposed apartment building. Also, the front of the proposed building would be facing another tall blank building. It does not seem to fit in with the general architecture of the area. She added that there is nothing historically correct about this kind of architecture.

Jeff Janke, owner of 162–166 S. 3rd Avenue, stated his concern with parking for the proposed building. The 36 parking spaces for this 42-unit apartment building is not enough. The aesthetics of the building was also a concern. Even though the building looks nice, he did not think it fit into the community. It would have a better fit in more of a metropolitan area. Another concern was the density. He didn't feel that having so many people living downtown was the best use of this property. It could be an ideal commercial business district. He visioned something more historic, with commercial on the first floor and two levels of apartments. Townhouses may also be a better fit.

A letter of support was received from Jolena Presti from Vandewalle & Assoc. They see this as a positive development for Downtown Sturgeon Bay and will bring more people to the overall area.

A letter of support was received from Door County Economic Development Corporation Executive Director Bill Chadoir, as this development will help address a significant workforce housing need in the Sturgeon Bay housing market.