



PLANNING COMMISSION
FEBRUARY 24, 2016
6:30 P.M.

PLANNING COMMISSION AGENDA

1. Call to Order
2. Minute Approval
 - January 27, 2016 - [minutes of the jan 27 2016 planning commission mtg 2-17-2016](#)
3. Public Comment
4. Discussion and Possible Action
 - Letter dated 01/25/2016 from Milwaukee County re: County Park Land Zoning - [milwaukee county letter park zoning](#)
 - Milwaukee Aerotropolis Development Plan - [mke aerotropolis development plan](#)
 - Email dated 01/27/2016 from Bruce Peacock re: Low Income Housing Impacts - [bruce peacock email](#)
 - Email dated 01/27/2016 from Richard Meissner re: Assessments, Real Estate Taxes, Mil Rate, Bear Development and TIF Funding - [richard meissner email](#)
 - Bear Development South Lake Drive Update -
 - Sherman Associations Development South Lake Drive Development Proposal
5. Unfinished Business
 - 4235 South Nicholson Avenue Site – RFP Review - [Letter to St. Francis Plan Commission; Schematic Site Plan 2016.02.17](#)
6. Adjourn

Upon reasonable notice, a good faith effort will be made to accommodate the needs of individuals to participate in public meetings, who have a qualifying disability under the Americans with Disabilities Act. Request should be made as far in advance as possible, preferably a minimum of 48 hours. For additional information or to request this service, contact the St. Francis City Clerk at 481-2300. The meeting room wheelchair accessible from the East and West entrances.

Note: There is the potential that a quorum of the Common Council may be present.

**MINUTES OF THE PLANNING COMMISSION MEETING
HELD JANUARY 27, 2016, 6:30 PM**

The meeting was called to order by Mayor St. Marie-Carls at 6:37 PM.

Members present: Mayor St. Marie-Carls, Alderperson Debbie Fliss, Commission Members Eric Stemwell, Rick Grubanowitch, Charles Buechel, and Tom Kiepczynski.

Members excused: Eric Manders

Also present: City Engineer/Director of Public Works Melinda Dejewski, Building Inspector/Zoning Administrator Craig Vretenar, Stephanie Hacker and Craig Huebner of Graef, Leif Otteson, Director of Milwaukee Aerotropolis, and PJ Early and other interested citizens.

1. Call to Order

2. Minute Approval

A motion was made by Commissioner Buechel, seconded by Commissioner Stemwell to approve the minutes of the January 13, 2016 meeting. Motion carried.

3. Public Comment

Mr. Leif Otteson of Milwaukee Aerotropolis

Mr. Otteson provided a handout on Milwaukee Aerotropolis and how it related to land development in the area. He stated that he had reviewed the draft comprehensive plan and has had discussions with the Mayor. He is impressed by the effort put forth by the City in its comprehensive planning. He will be scheduling meetings with all 9 municipalities that are part of Aerotropolis to coordinate planning efforts. He continued that SEWRPC is doing a land use plan for Aerotropolis. In addition they are looking at industry clusters around the area. The Aerotropolis plan meshes with the City comprehensive plan. The industrial park has many food industry businesses and that works with their plan.

4. Discussion and Possible Action

A. Comprehensive Plan

1. Review of Final Draft with Graef

Mayor St. Marie-Carls introduced Stephanie Hacker and Craig Huebner of Graef. Ms. Hacker stated that the purpose of their being at the meeting that night was to go over the edits made to the December draft and hopefully be able to be comfortable with the edits made, suggest additional edits and then be able to act on the resolution on the agenda.

Mr. Huebner stated that they would be recording the comments from the Planning Commission on the boards they brought outlining the chapters and the proposed edits so that a consensus on each proposed edit could be obtained. All decisions would be implemented in the final version of the comprehensive plan.

Discussion followed on each of the edits.

City Engineer Dejewski read the comments from the emails received.

Mayor St. Marie-Carls stated that she received a comment from Janis Schandel of S. Kansas Avenue regarding her concern that the City was being split in half; that the west side of St. Francis was not a priority.

The Commission pointed out that there were catalytic sites on the west side of the City as well as a TIF district so they did not see any disparity in the City.

2. Resolution Recommending Adoption of an Update City of St. Francis Smart Growth Plan

A motion was made by Alderwoman Fliss, seconded by Commissioner Kiepczynski to approve the Planning Commission resolution recommending the adoption of an updated City of St. Francis Smart Growth Plan with the changes made on January 27, 2016 and direct the public hearing to be set. Motion carried.

B. Discussion and Possible Action – Clarification of roles of the Planning Commission in economic development issues in relation to that to the Community Development Authority

There was discussion on the letter submitted by City Attorney Alexy. A motion was made by Alderwoman Fliss, seconded by Commissioner Buechel to place the letter on file. Motion carried.

6. Unfinished Business

No action was taken on any items.

7. Adjourn

The next meeting will be February 24, 2016 at 6:30pm. A motion was made by Alderwoman Fliss, seconded by Commissioner Grubanowitch to adjourn. Motion carried. Meeting adjourned at 9:10pm.



OFFICE OF THE COUNTY EXECUTIVE
Milwaukee County
CHRIS ABELE • COUNTY EXECUTIVE

January 25, 2016

Mayor CoryAnn St. Marie-Carls
City of St. Francis
3400 E. Howard Ave.
St. Francis, WI 53235

Mayor St. Marie-Carls,

Milwaukee County is undergoing a review of the local municipal zoning designations for all County owned Parks. During this review the County discovered that the City of St. Francis does not have a zoning district for Parks or similar land designation in its zoning code.

Milwaukee County formally requests the City of St. Francis amend their municipal code to create a park zoning district and designate the included list of parcels as a Parks Zoning designation. If you have identified any additional land that you believe should be designated as Parks Zoning, please let me know.

Milwaukee County is happy to provide any additional documentation needed to accomplish this process. Please feel free to contact Raisa Koltun, Chief of Staff at (414) 278-4338 with any questions.

Sincerely,

Chris Abele
Milwaukee County Executive

Attachment

Municipality: St. Francis

<u>Parcel #</u>	<u>Parcel is Adjacent to or Part of the Following Parks:</u>
5429999000	Bay View Park
5850077000	Greene Park
5439004001	Sheridan Park
5439005001	Sheridan Park

PRELIMINARY DRAFT

MKE AEROTROPOLIS DEVELOPMENT PLAN

Project Background

Aerotropolis MKE is a public-private partnership comprised of area business leaders, industry professionals, and local representatives focused on promoting economic growth around General Mitchell International Airport. The Gateway to Milwaukee, a local organization working to promote the physical and economic development of the Airport area is leading the charge to market the Airport area and piloting the effort to establish Aerotropolis MKE. The knowledge, experience and insight of Gateway's Aerotropolis Planning Committee, composed of business professionals and public representatives from the Villages of Greendale and Hales Corners, and the Cities of Cudahy, Franklin, Greenfield, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, and Milwaukee County, form the foundation of this plan.

This development plan is intended to serve as a reference for the development of Aerotropolis MKE by encouraging the establishment of well-planned Aerotropolis districts. Each of the districts identified in this plan feature complementary airport-supporting activities that capitalize on existing business clusters and infrastructure. Districts are oriented to promote the Airport area as both a commercial destination serving traveling passengers, local residents and area workers, as well as a cargo-oriented transportation hub.

Recommendations presented in this plan, both area-wide and district-specific, also are designed to minimize potential conflicts between incompatible uses, such as commercial freight and local retail or hospitality-oriented development. These recommendations include potential land use changes, infrastructure improvements, aesthetic enhancements, and policy applications for the consideration of communities within the Airport area. The recommendations featured in the plan are not exclusive and should not preclude development that is compatible with adjacent or nearby uses upon review by the local jurisdiction. The adoption of this plan by local governments and its incorporation into local comprehensive planning documents is crucial to the success of the Aerotropolis MKE effort and the long economic development of the Region.

MKE AEROTROPOLIS DEVELOPMENT PLAN

Plan Outline

PROJECT BACKGROUND

AEROTROPOLIS DISTRICTS

Proposed Aerotropolis Districts (map)

Individual Aerotropolis Districts:

- Location
 - Bounding streets/elements (text)
 - Aerial map with boundaries (map)
- Existing Conditions
 - Existing land use pattern (map and text)
 - Names/types of significant businesses within/nearby the district (text)
 - Photographs
- Advantages and Opportunities
 - Developable land/sites (text and map depicting developable land and existing TIDs)
 - Economic clusters and relation of district elements to market trends
 - Infrastructure serving district (presence of freight corridor, for example)
- Priority Development Site(s)
 - Site(s) for re/development that can serve as a catalyst/are ready-to-build
 - including sites created by assembling multiple parcels
- Proposed Aerotropolis Development (District-Specific Recommendations)
 - Goals and recommendations (text)
 - Proposed land uses (table)
 - Proposed land use changes (map and text)
 - Proposed infrastructure improvements (text)
 - Examples of proposed land uses (photos and text)

AIRPORT AREA RECOMMENDATIONS

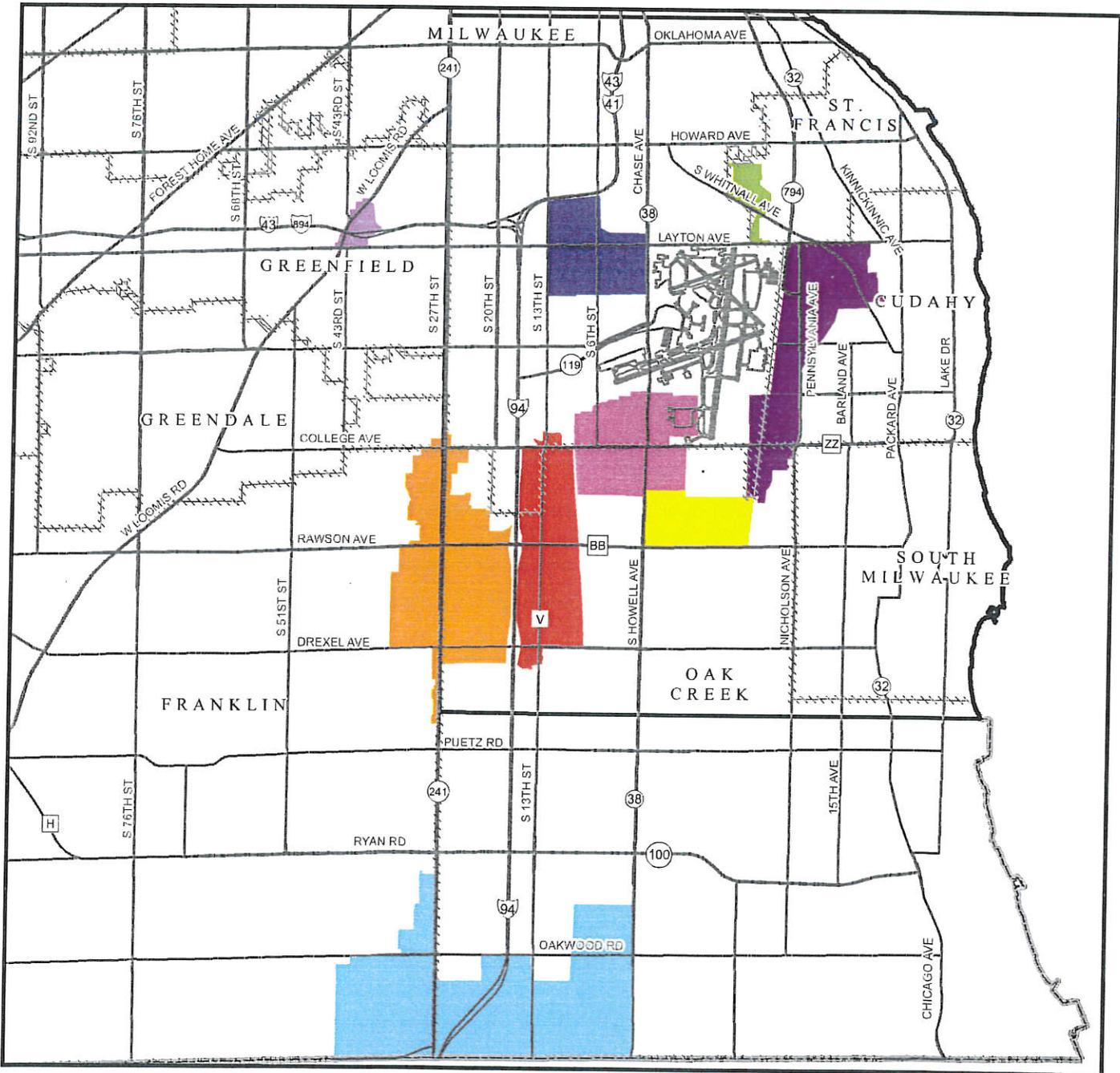
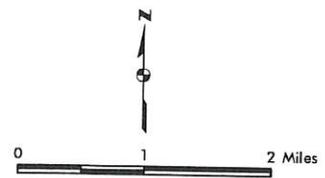
- Goals and Recommendations

IMPLEMENTATION

- Adoption of Aerotropolis Development Plan
- Comprehensive Plan Amendments

PROPOSED AEROTROPOLIS DISTRICTS

- PRIMARY STUDY AREA
- RAWSON AVENUE INDUSTRIAL AND LOGISTICS DISTRICT
- OAKWOOD ROAD INDUSTRIAL AND LOGISTICS DISTRICT
- LOOMIS BUSINESS DISTRICT
- COLLEGE AND HOWELL AVENUE BUSINESS DISTRICT
- LAYTON TOWN CENTER
- 13TH STREET ENTERTAINMENT AND HOSPITALITY DISTRICT
- ST. FRANCIS FOOD AND INDUSTRIAL DISTRICT
- 27TH STREET COMMERCIAL AND RESIDENTIAL DISTRICT
- PENNSYLVANIA AVENUE INDUSTRIAL AND LOGISTICS DISTRICT



Examples of Aerotropolis-Supporting Land Use Types

MIXED USE – RESIDENTIAL

Aerotropolis-Supporting Land Use	Description
Mixed-Use Commercial and Residential	<ul style="list-style-type: none"> • Commercial and high-density residential development that provides local services and multi-family housing for airport area workers and/or frequent air travelers • Attractive for those wanting a short commute to airport • Occurs along commercial corridor and features active public uses on ground floor • Walkable and potentially in proximity to multiple modes of transit • Typical density of 7.0 or more dwelling units per net acre
Residential and Neighborhood Commercial	<ul style="list-style-type: none"> • Mix of single-family and multi-family development in a neighborhood setting • Convenient access to neighborhood businesses • Attractive for those wanting a short commute to airport • Active public use on ground floor in commercial areas • Walkable and in proximity to transit • Typical density of 4.4 to 6.9 dwelling units per net acre

MIXED USE – COMMERCIAL AND INDUSTRIAL

Aerotropolis-Supporting Land Use	Description
Bonded Warehouse District	<ul style="list-style-type: none"> • A cluster of warehouses in which customs retains control of imported goods until the duty owed is paid • Cluster development provides green buffer from surrounding incompatible uses
Flex Tech	<ul style="list-style-type: none"> • Adaptable space to accommodate laboratory, light manufacturing, office, storage, or technology services • May offer shared support areas, dock facility, flexible interior spaces, high ceilings
Flow-Through/E-Fulfillment Facility	<ul style="list-style-type: none"> • A distribution facility that receives and dispatches goods in an unbroken sequence • May offer integrated information technology, order processing, inventory control, labelling, and packaging services • May feature dock space, dedicated/shared-use warehousing space, food grade facilities • Benefits include fast transitions that eliminate need for storage and cut last-mile costs
Free Trade Zone	<ul style="list-style-type: none"> • An area where goods may be manufactured, imported, handled, or exported without being subjected to trade taxes (Customs Port of Entry)

COMMERCIAL

Aerotropolis-Supporting Land Use	Description
Courier Delivery Service	<ul style="list-style-type: none"> • Local courier/messenger delivery service via bike, taxi, truck, etc. • Specialized service benefits include speed, security, and same-day service
Flex/Virtual Office	<ul style="list-style-type: none"> • Furnished public/private work and/or meeting space for short-term, flexible leasing • May offer administrative and technology support services
Freight Forwarder	<ul style="list-style-type: none"> • Consultant/agency that organizes shipments to move goods through a distribution network • May advise clients on documentation requirements and issues that affect the movement of goods
Lodging	<ul style="list-style-type: none"> • Overnight accommodations such as hotels, motels, hostels, or bed and breakfasts • Variety of options can cater to differences in travelers' preferences
Mail/Delivery Service	<ul style="list-style-type: none"> • Companies that offer mailing and/or shipping service • May also provide printing and/or packaging service
Professional Office	<ul style="list-style-type: none"> • Serves businesses that require frequent air travel, such as communications, consulting, entertainment, finance, and sales
Retail/Service Establishment	<ul style="list-style-type: none"> • Businesses such as convenience stores, dining establishments, dry cleaners, financial institutions, gas stations, markets, etc. • Could also include businesses that would provide an entertainment destination for airport passengers and local residents and workers • Walkable and in proximity to transit and complementary uses

INDUSTRIAL

Aerotropolis-Supporting Land Use	Description
Industrial Park	<ul style="list-style-type: none"> • A cluster of manufacturing businesses • Proximity to related businesses and freight transportation facilities offers convenient access to supplier/distribution networks for time and cost savings • Cluster development provides green buffer from surrounding incompatible uses
Just-in-Time Manufacturing	<ul style="list-style-type: none"> • Manufacturers of time-sensitive products/products with a high value-to-weight ratio • Proximity to freight transportation facilities can reduce production and distribution time by providing convenient access to supplier/distribution networks
Perishable Goods Storage Facility	<ul style="list-style-type: none"> • Facility featuring product-sensitive environment and inventory-management • May meet regular market demand or emergency preparedness requirements

INSTITUTIONAL AND GOVERNMENTAL

Aerotropolis-Supporting Land Use	Description
Convention/Exhibition Center	<ul style="list-style-type: none"> • Building containing spacious, divisible areas for lectures, concerts, or showcases and wide hallways for circulation • Sufficient area to accommodate thousands of people in large and small groups
Research/Technology Park	<ul style="list-style-type: none"> • Development associated with educational or research-based institutions that provide infrastructure and support services • Benefits include potential to promote innovation, knowledge-based growth, and competitiveness • Cluster development provides green buffer from surrounding incompatible uses
University/College Campus	<ul style="list-style-type: none"> • A cluster of facilities and related supporting establishments/spaces that facilitate interaction, learning, teaching, and research • Provides access to resources and technology and fosters innovation

RECREATIONAL, OPEN SPACE, CONSERVANCY, OR AGRICULTURAL

Aerotropolis-Supporting Land Use	Description
Open Space	<ul style="list-style-type: none"> • May provide a temporary space that could be developed in the future or serve as a destination/valuable amenity featuring recreation opportunities/natural elements
Sports Center	<ul style="list-style-type: none"> • Features multiple flexible spaces for a variety of activities

TRANSPORTATION AND UTILITIES

Aerotropolis-Supporting Land Use	Description
Air Cargo	<ul style="list-style-type: none"> • Features truck docks, maneuvering, staging, and marshaling areas and taxi lane access
Freight Shipping	<ul style="list-style-type: none"> • Regional or state-wide shipping service via freight truck
Intermodal Freight Hub	<ul style="list-style-type: none"> • Facility that allows cargo to be transferred between different modes of transport

TRANSPORTATION AND UTILITIES (continued)

Aerotropolis-Supporting Land Use	Description
Logistics Park	<ul style="list-style-type: none"> • Clustered development focused on transporting goods to customers • Potential uses include distribution centers, and warehousing, storage, or transfer facilities • Requires proximity to multi-modal transportation facilities and may feature intermodal facility • Buildings offer dock space and site features wide, organized roadways to minimize turn arounds • Benefits to aerotropolis include the efficient and effective organization, management, and shipping of goods to minimize transit time associated with long distance movements and complex supply chains • Operates 24 hours/7 days week • Cluster development provides green buffer from surrounding incompatible uses
Maintenance, Repair and Operations Facility (MRO)	<ul style="list-style-type: none"> • Provides hands-on technical, routine/emergency services for air, rail, or road vehicles • Features sufficient floor area to allow for work on multiple vehicles simultaneously • May include separate spaces for specialized uses
Terminals and Shopping Arcades	<ul style="list-style-type: none"> • Space dedicated to serving air travel passengers • May feature sit-down restaurants, concessions, or boutiques • Spaces promote safety and allow for leisure and convenient circulation

EDL/RMB
 12/21/2015
 WD# 228071

St. Francis Food and Industrial District

Proposed Land Uses

The proposed land uses for this Aerotropolis Milwaukee district include the following:

Land Use	Description
Food Manufacturing/ Processing	<ul style="list-style-type: none">• Industries that transform raw or processed agricultural goods and/or livestock into intermediate or final food products
Industrial Park	<ul style="list-style-type: none">• A cluster of industrial/manufacturing businesses• Proximity to related businesses and freight transportation facilities offers convenient access to supplier/distribution networks for time and cost savings• Cluster development can incorporate buffers to mitigate impacts on surrounding incompatible uses
Perishable Goods Storage/Distribution Services	<ul style="list-style-type: none">• Facility featuring a product-sensitive environment (freezer/cooler storage)• May offer inventory-management, distribution, or cross-dock services• May meet regular market demand or emergency preparedness requirements

Examples



LBM
1/04/2016
WD# 229738

CoryAnn St.Marie-Carls

Subject: Bruce Peacock -Correspondence - housing impacts
Attachments: research-brief (4).pdf

January 27, 2016
To: Plan Commission
From: Mayor St. Marie-Carls

This is follow up correspondence and information from Bruce Peacock the Park Shore Condo Association President. For your information and consideration I will be placing this on the Plan Commission Agenda for February 24th. I will also be making the Council aware of this in the February 2nd Council packet.

Sincerely,
Mayor CoryAnn St. Marie-Carls

Good morning Mayor,

Attached are 3 links to shorter unbiased articles describing the affect on children, when they are moved from low income and poverty situations into more mainstream neighborhoods. The results are very different than expected. *Crime rates for females was indeed lower, but crime rates for boys stayed high, regardless of race.*

The last two links and the pdf attachment you requested describe the affects of low income housing on surrounding areas.

One or two of these unbiased articles are much longer describing the why and how of the studies, so you may want to consider skipping toward the end toward the conclusions. In areas of poor conditions, adjacent property values obviously rise, but the addition of low income housing in undeveloped or well off areas is largely unstudied except for one instance where adjacent properties declined in value. Low income development also does inhibit new private development.

Finally, I spoke with SR Mills again last night toward the end of the public hearings, and again posed the question directly to him as to whether Bear would accept a sentence eliminating the future of low income rentals into the agreement with the City. His response was "that wasn't a problem and they would be happy to accept that". The door is now wide open for the Planning Commission and City to include a sentence eliminating future low income rentals in these units on the Lakeshore properties, as I asked for in last evenings public hearing. The City needs to include this in any agreement with Bear, and I am confident they will accept that.

I encourage you to share this with all Planning Commission and City Council members.

Thank you,
Bruce Peacock

http://www.science20.com/news_articles/moving_boys_out_highpoverty_neighborhoods_leads_ptsd_symptoms-131001

[Program to move families out of high-poverty neighborhoods helps girls, harms boys' mental health | UChicago News](#)

<http://www.crimesolutions.gov/ProgramDetails.aspx?ID=414>

www.jchs.harvard.edu/sites/jchs.harvard.edu/files/rr07-3

<http://jpl.sagepub.com/content/20/1/15.short>



How Does Affordable Housing Affect Surrounding Property Values?

Also see the search protocol at http://stardust.asu.edu/research_resources/research_files/49/73/Search_Protocol.pdf.

RESEARCH QUESTIONS

- > Under what conditions and circumstances does affordable housing decrease property values?
- > Under what conditions and circumstances does it increase or stabilize property values?

Introduction

It isn't enough to ask whether or not affordable housing impacts the property values of surrounding homes. Key to understanding this conundrum is identifying those particular conditions of the housing, neighborhood or regional economy that can depress or, in many cases, even stabilize and strengthen neighboring property values. A clearer delineation and understanding of these conditions enables developers, builders, and public officials to make better informed decisions that will result in better quality affordable housing and the surrounding community as well.

Initial research investigations into the impact of affordable housing on surrounding property values were fraught with methodological inadequacies and statistical flaws. But in the last ten years a number of well-crafted, large-scale, methodologically sophisticated studies have provided more solid footing for their findings. Using multiple regression techniques as well as more sophisticated GIS-enabled spatial analyses, these studies have begun to identify the mediating conditions and factors that influence the relationship between affordable housing and surrounding property values.

Selection of Research Studies

This research synthesis is based on a review and analysis of 21 recent studies measuring the impact of various forms of affordable housing on property values. The selection process is outlined in Table 1. A list of these 21 studies is provided in a separate document on the ASU Stardust Center web page: http://stardust.asu.edu/research_resources/research_files/49/74/List_of_Studies.pdf.

Studies published before 1995 were excluded because of methodological shortcomings that have been highlighted by George C. Galster and Mai Thi Nguyen in their reviews of the research literature. Since these two research reviews were published in 2004 and 2005, several major research studies on the topic have been conducted, particularly in New York City and Boston. These as well as some recent qualitative studies have further expanded, and in some cases substantiated, our understanding of the mediating influence of contextual factors of affordable housing on surrounding property values.

In the research studies reviewed, affordable housing is generally defined as those housing developments which are subsidized so they can sell or rent for less than market value. This includes housing with site-based and tenant-based voucher assistance programs; housing developed with low-income housing tax credits; and public housing. Studies that examine the impact of mixed-income housing on surrounding property values are synthesized in a separate report.

CAVEATS

- > The majority of studies are located in older, east coast cities, and typically in high price markets, such as Boston and New York City. The extent to which findings can be generalized to younger, less dense cities (e.g. Phoenix) or to suburbs is tentative, although a few of the research studies that do examine younger and western cities (e.g. Las Vegas, Denver) have shown similar patterns.
- > Few studies consider the role of race and ethnicity when examining the relation between affordable housing and surrounding property values.

Synthesized Findings

There is no single, unqualified answer to whether or not introducing *affordable housing lowers property values of surrounding homes*. Rather it depends on a host of contextual conditions: of site, host community, scale and other external factors. However, some major studies in New York City show that in certain circumstances, the magnitude of benefits can be substantial (see, for example, Furman Center’s research). The factors most consistently identified across a number of rigorous research studies include:

1. Replacement: Affordable housing developments that replace depressed conditions—vacant, abandoned properties or other blighted conditions—likely generate more positive impacts on surrounding properties than those developed on vacant land in untroubled neighborhoods. Generally it seems that when affordable housing development is part of a neighborhood revitalization program, benefits accrue to the greater neighborhood.

2. Degree of Concentration of Affordable Housing Units: Up to a certain point, larger affordable housing developments (whether new construction or rehabilitation) result in positive price impacts for nearby homes. In part this may be a factor of the scale and nature of what that housing replaced, as noted above. In many cases, the displaced conditions were deplorable, *often vacant, sites; hence a larger housing development translated into greater elimination of those depressed conditions*. But some studies also suggest that there may be a **threshold** in terms of scale, particularly for tenant-based subsidy programs, where an overconcentration of units in a neighborhood may result in stagnant or declining property values. What constitutes this threshold number has not been stringently identified in many of these studies, and likely varies by community, and the housing appreciation and economic strength of the target and regional housing markets.

Table 1: Selection Criteria for Research Studies

- Included if published in 1995 or later
- Affordable housing defined as either: public housing, subsidized housing, low-income housing, federally assisted housing, low-income tax credit housing. Can be either rental or homeownership.
- Excluded if affordable housing was mixed-income housing; housing for special populations (such as developmentally disabled, seniors-only assisted housing).
- Includes new developments or rehabilitation of existing developments
- Metric for property values could be: sales price; appraised value; or other property value information of residential property.
- Methodological rigor

3. Host Neighborhood Context: Affordable housing seems least likely to generate negative property value impacts when it is embedded within higher-value, low-poverty, stable neighborhoods and when the affordable housing development is well managed (see below). In comparison, neighborhoods with significant poverty rates and with owner perceptions of vulnerability experienced smaller or no positive price impacts with the introduction of affordable housing developments at low concentrations. In depopulated,

KEY FINDINGS

- › In those studies that do discover depressed property values, the impacts are generally slight and often transitory
- › It is not the affordable housing development *per se* but conditions or characteristics of the affordable housing or neighborhood – and how they interact – that mediate the impact on property values. *Conditions that are well supported by research studies include:*
 - Host neighborhood context and compatibility of affordable housing with that context
 - Degree of concentration of affordable housing units
 - Replacement
 - Management
- › Anecdotal factors that are often purported to have an impact but which have *not* been sufficiently examined by research include:
 - Design quality
 - Tenant characteristics

References:

Furman Center for Real Estates and Urban Policy. 2006. *The Impact of Subsidized Housing Investment on New York City's Neighborhoods*. Working Paper 06-02. New York City: Furman Center for Real Estate and Urban Policy, School of Law, New York University.

Galster, George C., Peter Tatian & Robin Smith. 1999. The impact of neighbors who use Section 8 certificates on property values. *Housing Policy Debate*, 10/4: 879-917.

Galster, George C. 2004. The effects of affordable and multifamily housing on market values of nearby homes (176-201). In Anthony Downs, ed. *Growth Management and Affordable Housing: Do They Conflict?* Washington, D.C.: Brookings Institution.

Nguyen, Mai Thi. 2005. Does affordable housing detrimentally affect property values? A review of the literature. *Journal of Planning Literature*, 20/1: 15-26.



ASU Stardust Center
FOR AFFORDABLE HOMES AND THE FAMILY
ARIZONA STATE UNIVERSITY

highly distressed neighborhoods, the impacts on values may be more positive where larger numbers of affordable homes have been introduced, although this only had a marginal positive impact in large scale cities like New York City.

4. Management: Good management makes a difference. In one major study, good property management coincided with properties developed by non-profit community development corporations, less so with those developed and managed by for-profit developers or public housing authority. This tendency typically occurred in areas with well-established, high quality non-profit organizations such as Minneapolis/St. Paul, New York City, and the Bay Area of California. These nonprofit builders who have been operating successfully for decades may be more attentive to designing affordable housing that matches neighborhoods in terms of size, scale, design and amenities. Also in these instances the housing is usually operated by neighborhood-based organizations that are quicker to respond to community concerns and more in tune with community needs. In sustaining property values over time, many of these non-profits invest more in developing and maintaining features that benefit the broader community than did their non-profit counterparts. However, these developments tended to be smaller in scale than those developed by private developers, and hence it may also be the scale of the development that influences the impact on property values. Scale may also enable a heightened ability to manage the development in a quality manner (particularly in relation to developers' resources.)

Conditions that have been researched and ruled out as impacting surrounding property values either negatively or positively include: **ownership type** (but these studies are predominately examining New York City conditions); **structure type** (single family houses vs. town homes vs. multifamily units; although again this may be a reflection of the cities where many of these studies have occurred, which reflect a diversity of housing types in the study neighborhoods); **type of subsidization** (in particular whether developed as LIHTC development or Section 8 housing).

In addition, there are several factors that are mentioned by architects, developers and policy makers that likely impact property values but that, to date, have little or inconclusive research investigation. A number of anecdotal reports speculate that the **quality and design of the structure** strengthen neighboring property values. However, actual comparisons between poorly or standard design quality vs. well-crafted, high-quality design (and what that consists of) are virtually absent in studies. Other underexamined conditions that have been mentioned as possible factors are **tenant characteristics**, such as race, ethnicity, and household size.

PROJECT CONTACT

Sherry Ahrentzen, PhD, Associate Director of Research
Stardust Center for Affordable Homes and the Family
Arizona State University, Phoenix, Arizona
e-mail: sherry.ahrentzen@asu.edu
Phone: (602) 496-1466
<http://stardust.asu.edu>

CoryAnn St.Marie-Carls

Subject: Richard Meissner - comment - RE Tax & Bear Project

January 27, 2016

Dear Plan Commission,

This was a long extended comment from a concerned citizen that I will pass to you as well as the Council because of its specific reference to the Bear Development and other Development topics the Commission has had on their agendas. I will provide this as part of the Council Agenda for the Council on February 2, 2016 for their reference.

I will put this letter and other Park Shore and Landing Board member suggestions and comments on the Plan Commission agenda on February 24th.

Thank you,
Mayor CoryAnn St. Marie-Carls

The following are comments from;

Richard K. Meissner
4110 S. Lake Drive, Unit 437
St. Francis, WI 53235

I attended Tuesday nights(1-19-16) community meeting and I was very disturbed to hear some of the comments stated by attendants regarding assessments, real estate taxes, mil rate, Bear development project, and TIF funding. I heard from many unhappy residents, same as you, who indicated that their real estate tax bill increased anywhere from 20% to 63%. Mine went up 25%. I was prepared to remain silent and live with the result until I attended the Tuesday night meeting. Now I feel this is ridiculous and something does not sound correct. Most of my correspondence is critical and/or probably offensive so I am placing my suggestions first so that they will be read by you.

My first suggestion is that the council should consider some type of TIF gap funding so that Thomson Corporation can finish the A-Wing. Thomson Corporation continues to tell the existing property owners that they are unable to obtain the necessary funding to complete the project. My recommendation to the council, which is a rule I try very hard to follow for myself is "finish what you started before you begin a new project." The A-wing would generate an additional tax base for the city on 80-90 units, probably with little resistance from the existing taxpayers.

My second suggestion is communicate to the residents why the tax base has gone down so much. Maybe a larger audience can think of ideas on how to increase the tax base, which would benefit all.

My third suggestion is to continue the search for a developer of the eleven acre parcel between Park Shore and The Landing. This is a prime piece of real estate and I do not feel the City should have to contribute roughly a third of the project funding. I think the Bear development group is taking advantage of the situation. I did enjoy

the comment from the one woman who stated that “the council should not give away the crown jewel.” After some thought, I agree with her.

Assessments and Real Estate Taxes

I had a difficult time listening to the assessor pat himself on the back and indicate that “he did his job” when establishing the 2015 assessments. How can polarizing an entire community be classified as doing his job? We now have east St. Francis and west St. Francis in a community that is not very large to begin with. How can the council and the treasurer let this happen?

I also had a difficult time listening to the assessor indicate that “he did not refer to the 2014 assessments before arriving at his final determination for 2015.” Does this guy live in his own bubble? How can you not look at the previous year’s information. Based on the following information, I fear that there will be additional polarization if the Bear project is approved. Is the council prepared for additional confrontation going forward? There is no way that the residents of Park Shore and The Landing will stand by and be robbed of tax dollars. (The Park Shore figures are based on my best guess.)

- Park Shore in total is assessed at \$45 mil with 300 units, total taxes \$ 1.31 mil (est.)
- The Landing in total is assessed at \$42.6 mil with 210 units, total taxes \$ 1.15 mil
- And, Bear is forecast at \$28.5 mil with 294 new units, total taxes \$.83 mil

To me this sounds very inequitable and my fear from listening to the comments at Tuesday night’s meeting is that S. Lake Dr., more specifically, Park Shore, and The Landing will become a ghost town if the City of St. Francis continues to shift its tax burden to a relatively small group of tax paying residents, who potentially receive fewer services than the rest of the community.

Park Shore	\$ 45.0 mil (est.)	8.0%
The Landing	\$ 42.6 mil	8.0%
Total	\$ 87.6 mil	16.0 % ** (Park Shore & The Landing)
Total city tax base	\$ 536 mil	100.0%

I also heard at the meeting that “St. Francis did not raise taxes.” “It was Milwaukee, the schools, and everybody else.” When I look at my real estate tax bill I see a 24% to 32% increase across the board, and local taxes increased 24.5%. How can this comment be made at a public meeting?

I also heard and observed in a handout that the tax base declined from \$606,930,700 to \$536,623,300. How is this large of a decrease even possible? Civic Center? Stark Investment building?

I know you personally made the comment that, to date, 55% of the real estate taxes have been paid. That does not mean that residents are accepting of their real estate tax bill. It means that they paid their real tax bill because it is the responsible thing to do, and they don’t want to lose their home because of unpaid taxes.

Bear Development Project

Again, I was prepared to remain silent and accept the fact that a new neighbor was moving into town until I attended the Tuesday night meeting. Now I am opposed to the new development and I will challenge the project until it begins to make financial sense.

I found it rather ridiculous that the council is considering TIF gap funding of \$10 million for a \$28.5 million total project with repayment over 10-20 years in the form of reduced real estate taxes. Is the council becoming reckless with their long term planning and decision making? Is anyone on the council receiving a kickback from Bear? Is the council being hustled?

I looked at the development renderings, which are very nicely done, but it is a contemporary architectural style. Park Shore and The Landing are more traditional. I just don't see a good fit.

I know I heard some discussion about low income housing units, but I am not convinced this is a good match for the neighborhood. How will this impact the persons who are renting their units at Park Shore and The Landing for higher rents because they are paying considerably more in real estate taxes? Again, I see a conflict.

Occupancy or saturation has taken The Landing and Park Shore a long time. Has anyone prepared forecasts regarding the length of time Bear expects to occupy their units? Is Bear development financially strong enough to withstand a high vacancy rate for an extended period of time?

Sideline: Do I qualify for TIF gap funding? I would like to improve my unit. I am sure I can draw pretty pictures and I would increase the City's tax base.

Accountants Report

I also found it disturbing to hear that the Auditors report from Baker, Tilly added an additional disclosure paragraph indicating that the City of St. Francis has a system of weak internal control due to a lack in the segregation of duties. Does the council realize how much trust with respect to the budget and financial statements has been lost as a result of this paragraph? Are shenanigans taking place within the City of St. Francis, which are causing cost overruns and an increased mil rate?

In Summary

I feel the council is failing its duty to serve the community's best interests. I also feel that the council should resolve some of the current conflicts before attempting a fairly large and new project. What happens if the Bear project stalls or fails? Will the city raise taxes again for Park Shore and The Landing or will the city declare bankruptcy?

Sincerely,

Richard K. Meissner

Richard K. Meissner, CPA, MBA

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I always appreciate your referrals. Thank you.

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February 17, 2016

St. Francis Plan Commission
St. Francis City Hall
3400 E. Howard Avenue
St. Francis, WI 53235

RE: Updated Brinshore proposal for the former City Hall site

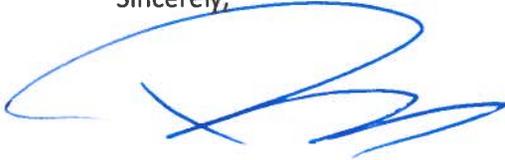
Dear Members of the St. Francis Plan Commission,

On behalf of the Brinshore development team, we appreciate the opportunity to provide an update to our proposal for the former City Hall site. We believe the revisions capture the spirit of the discussions at the January 13th Plan Commission meeting. Below, please find a summary of our proposed changes.

- A smaller building that addresses the scale of the surrounding neighborhood:
Our revised plan calls for a three-story, 23-unit building that is situated on the north half of the property. We believe a smaller scale building will be less intrusive to the existing fabric of the neighborhood. Exterior cladding for the building will be a mix of materials that includes stone and brick.
- A public green space that creates a physical and visual link to the St. Francis Public Library:
Our revised plan calls for a public green space on the south end of the site. The new green space will contain sustainable design elements such as permeable pavers, native landscaping, and a rain garden. Passive human spaces will include berms and raised planter beds with benches for use by library patrons, residents of the building, or the general public. A public use easement for the green space will be incorporated into the development plans.
- Additional parking for use by library patrons, residents of the building, or the general public:
A total of 64 off-street parking spaces will be available at the redevelopment. Thirty-nine surface spaces will be available to library patrons, residents of the building, or the general public. Twenty-five additional underground parking stalls will be available to residents of the building.
- Revisions to funding assumptions:
 - Costs for the build-out of the public green space, estimated to be \$350,000, will be incorporated into the development budget. In exchange, Brinshore respectfully assumes no acquisition costs.
 - Brinshore will seek to leverage additional sources of financing including State of Wisconsin HOME funds.

We look forward to presenting our plans in greater detail at the February 24th Plan Commission meeting. Should you have any questions, please do not hesitate to contact me at 224-927-5052 or richs@brinshore.com

Sincerely,

A handwritten signature in blue ink, appearing to be 'Richard Sciortino', with a large, sweeping initial 'R'.

Richard Sciortino

SITE PLAN

PROPOSED DEVELOPMENT

Building Details

17	2 Bedroom Apartments
6	3 Bedroom Apartments
23	Total Apartments

Building Size

11,547 S.F.	Lower Level Parking
11,547 S.F.	First Floor
11,547 S.F.	Second Floor
11,547 S.F.	Third Floor
46,118 S.F.	Total Area

Parking

39	Surface Parking Stalls
25	Underground Parking Stalls
64	Total Stalls

Site Amenities

- Rain Garden
- Gazebo
- Library Plaza
- Sidewalk circulation to Library

PARCEL KEY

