

City of Waukesha Planning Commission
Attn: Doug Koehler and Commission Members
201 Delafield Street
Waukesha, WI 53188

Subject: File # PC23-0434 - Lithia proposed use North of Moreland Ave. in the Gyros West Block of roughly 1733 Manhattan Dr., 1530, 1538, 15690, 1570 E Moreland Blvd

Date: September 25, 2023

Greetings,

My name is Kip Schwanke. I am a home owner one block North of the proposed project.

I am writing to vehemently oppose the use of the Gyros West location on Moreland Road for dealership/car repairs and auto services. *Had I been aware sooner*, I would have run a petition, though I am fairly confident my feelings are shared by most of the residents North of this area and around Banting/Horning schools. I also apologize for any mistakes in spelling, grammar, reference or facts due to limited time to construct this.

As a taxpayer/home owner just behind the subject properties, my concerns fall into two categories:

1. The impact along Moreland in that block
2. The impact on the residential areas North of Moreland in this block.

Impact along Moreland in that block

For those who may not be as familiar, the exact block on the North side of Moreland being considered...currently has a variety of "soft" or casual businesses.

What that means, is companies like BMO Harris, PyraMax Bank, Gyros West, and all the retail and service companies on that side of Moreland are characterized by:

- A. Sufficient and nominal **self-contained** parking for its customers and employees.
- B. Nominal and casual traffic impacts...
- C. Residential/standard business hours – thus no overnight or airport style lighting
- D. Low noise pollution, no loud PA systems or bells and alarms.
- E. Low or nearly non-existent semi-truck or oversized service vehicle needs.
- F. NO....(formal) overnight parking activity
- G. No on-site inventory storage or overflow needs on their own lots
- H. No off-lot (overflow) inventory/storage needs and all the transfers and support vehicles needed for this
- I. No invasive or all-day service or hospitality vehicles of their own to add noise and traffic.

and

- J. They fit in well with the residential community over their size, construction and look (mostly).

By contrast, this is simply NOT THE CASE on the South side of Moreland ACROSS from roughly Kohls and going east to this this block and Manhattan Dr. (Observe ongoing construction of multistory building on the old Pick-n-Save lot as I write!)

For these businesses, most of which are automotive related, they historically have

- A. Insufficient on-site parking for clients and employees
 1. In fact, in roughly the period 2016-2020 the dealerships directly on the South of this area had employees parking up and down Jennifer Lane (and other residential side streets North of Moreland). This may have been due to a directive (in part) where they could no longer do so on the then private access road behind Wilde Jeep, from 164 to the back side of the then Pick-n-Save building. At that time, this service access was in decay, informally paved or gravel, and also not connected to Woodman's and now Starbucks, etc.
 2. These employees, despite neighborhood leafletting of their cars (and letters to the dealerships) were often belligerent and commonly blocked driveways and mailboxes, hindering buses and other traffic, repeatedly performing illegal U-turns on streets of these school zones so they could park as close as possible for work.
 3. This lead to some activism by residents and BMO with video and photographs in roughly 2019-2020 that lead to increased restrictions to parking on Jennier all along the BMO bank area, and down at corners of Jennifer and Bulter by the schools.
 4. Although mitigated (reasons unknown) in roughly 2020-2021 (possibly related to reduced on-site work hours of COVID and/or an expansion and shuttle service to off-site parking South of Moreland), this stopped. But we DO NOT need to see something like it return.

Continuing from the above... these dealerships and related businesses also have:

- B. Constant, ongoing, every changing, and often insufficient LARGE inventory storage needs both on-site and off, requiring shuttles and transfers adding more noise and congestion.
- C. Constant and ongoing service assess needs in the form of tow trucks, parts suppliers, test drivers, rental/parking shuttles, AND semi-truck vehicle drop off FROM the side streets (which are residential and school zoned on the North side of Moreland).

In otherwards, I don't even know that from a street policy and law standpoint, that you can authorize or allow such added commercial use given the school zone!

Aside from those overflowing footprints and noise considerations... the area North of Moreland is already busy, noisy, and complicated. A few years prior, for safety and flow reasons, this even led to new/restricted turn lanes to and from Jennifer onto Moreland, as well as the elimination of all but one (1) access into the Gyros block from Moreland itself.

When you consider the dealerships and services South of Moreland with the addition of

Woodman's, the new satellite businesses around it, and the existing heavy-duty vehicles and noise from Waukesha Iron and Metal, you already have a VERY LARGE, loud, congestive, and imposing commercial area here.

THUS - it is **crucial** to note that the "businesses" on the North side of Moreland where Gyros West currently resides, actually act as a BUFFER between this and the residential areas north. Although they back up to 13 lots involving private homes, they are perfunctorily quiet, secluded and have an established history as it relates to home values and properties.

By allowing MORE of what's on the South side of Moreland to permeate to the North, you would simply destroy this buffer and completely directly annihilate it for the 13 residential properties and indirectly for the other 22 plus properties between Manhattan/Greenway, and Jennifer/Butler.

In fact, looking at the Zoning Map for Waukesha (attached), NOWHERE ELSE IN WAUKESHA does this heavy zoning share lot lines with residential (circled in **blue**). Nor should they. Only in this block and the back side of the Kohl's complex nearby is this true (circled in **red**), and one could easily point out that the Kohls center is itself a soft buffer from dealership and heavier commercial businesses South of Moreland in that sector.

The impact on the residential areas North of Moreland in this block.

For those not familiar, the residences and neighborhoods North of Morland in this block area are already stressed and overburdened.

These neighborhoods are complex. If you look at the Google city map (attached), you will see that all these neighborhoods feature sharp winding streets and circular traffic flow.

This means that going in is the same way as coming out. And there are at least 10 cul-de-sacs and even 5+ dead end streets. The traffic, noise, congestion, access, and safety have all been stressed over the past ten years, in that these neighborhoods ALSO HAVE:

- A. 2 schools with essentially 2 different drop off times, and 2 different pick-up times.
 - a. So, 4X per day for over an hour each...there are school busses and specialty transports up and down Jennifer to Moreland both in and out, as well as Greenway to Manhattan in and out to Moreland.
 - b. Increasingly, parents pick up and drop off their children today. And this also creates 4 separate times per day where we see bursting traffic conditions – many parents parking illegally, blocking intersections and increasingly maneuvering dangerously, making illegal turns and U-turns and blocking driveways, mailboxes and blocking school buses, residents, city buses **and each other**.
 - c. There are also the additional service vehicles and vendors (Bancroft Dairy), linens, school/city services, dumpster service and active sporting events and field trip exchanges.
- B. There are also several day cares and more in-home day cares in these neighborhoods.
- C. Off Wolf, there is also some sort of public building, possibly pumping station, that has been under heavy construction with added heavy vehicles for years now!

- D. There are ALSO two (2) parks, **one LARGER in scale than Buchner Park** (without the pool). They feature several ACTIVE ball diamonds, a now very busy pickleball set of lot is used to make free mulch piles the city accumulates in the process of managing streets, etc. Thus, street parking around both parks is heavy on our already busy, sharply winding, and heavy trafficked footpath and sidewalks.

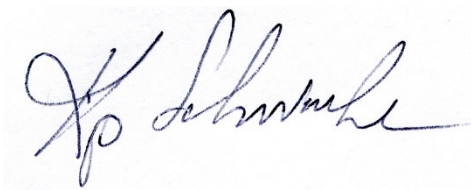
Finally, (at least in and around Gyros West) there are only TWO ACCESS roads being Jennifer Lane and Green Way Terrace to the area via Manhatten off Moreland. Multiple times per day, traffic around the schools and in and out of Moreland on both side of the Gyros West is congested or even blocked.

If that weren't enough, it is ALSO, where the City Bus Route #3 also goes to/by the schools with stops at both the corners of Greenway and Bulter, and that of Butler Jennifer by the schools. This just happens to be the CROSSING point for the route as well. So to add complexity to stress, these busses often WAIT on the roadway for the opposing bus in order to re-sync the route!!!

In a nutshell, while there is nothing inherently wrong with a dealership or automotive repair shop; because we need them as well. But it is the characteristics of them that does not belong backed right up to people's back yards or further encumbering the already stressed roadways – again if even permissible around a school zone!

Please vote no, do NOT allow Subaru to take over this side of Moreland!!! It is NOT appropriate for this area. In my view, there is possibly plenty of expansion opportunity South of Woodman's and off 164 down to and into Pearl Street etc.

Thank you in advance,



1800 Butler Drive
Waukesha, WI 53186

Cc: Sue Sawall – Administration

Nominally 10 Car Dealers
 Roughly 10 similar in parts, repair,
 rental, and motorcycle and boat
 Woodman's and Gas
 CITY BUS ROUTE #3 crossing
 Waukesha Metal Works
 Spancrete large storage lot
 2 Large Parks
 2 Busy Schools
 2 Banks
 1 BP Gas Station
 McDonalds, Culvers, Burger King

