



Caron Kloser, HNTB Project Manager  
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October 19, 2004

Ms. Kloser,

Please except these written comments on behalf of the Cambridge Woods Neighborhood Association (CWNA) regarding the Environmental Impact Assessment (EIA) on the Kenilworth Building located at 2133 North Prospect Avenue and 1925 East Kenilworth Place, in Milwaukee, Wisconsin. While CWNA is supportive of the proposed redevelopment of the Kenilworth buildings, we would like to comment on some of the aspects covered in the EIA document that impact our neighborhood and surrounding community. While the mix uses of the building that includes institutional, housing, parking, and retail maximizes the space; we feel the process, the EIA, and the proposal could be improved. Although Cambridge Woods neighborhood resides west of the university proper and approximately a mile north of the proposed development, we have the following comments to make:

1. The housing limitations to graduate, married, international, and pre-screened upper classmen students removes a selective group of students from areas immediately around the university. This selective removal will only encourage replacement by younger, more traditional underclassmen in this area. The associated direct negative impacts of this population are listed on page 15 (under *Economics*) of the EIA.
2. The EIA states that the adjoining condo tower development will address housing needs of the eastside community, but does not provide any data supporting any housing shortage.
3. *Pedestrian and Bicyclists*: The reference that the Oak Leaf Trail connection is within four blocks of the UWM campus would be more accurate if an access path existed instead of the current eroded, unsafe path at Hampshire and Cambridge Avenues. One would have to travel an additional three blocks prior to, or beyond, this point to get to and from the university. Neither of these access option points would be as desirable as the point that is assumed to be used at the reference point.

There is no indication that the integrated path that leads to the trail from the project will be made to encourage outside public access. There is no indication that an easement would need to be granted by the County to complete the path to the trail. In fact, the County is not among the listed groups, or agencies on page 21 contacted regarding the project.

The statement that the Kenilworth students are ideal candidates for the UWM Bike Loan program because the *majority* of current participants are graduate and international students is an exaggerated generalization and quite possibly inaccurate. It would be more appropriate to state that the proximity to trail and the university makes them ideal candidates. The UWM Bike Program currently stores the bikes at Kenilworth between distributions. There is no indication that will remain the case under the new building use, or where this storage will be displaced.

4. *Transit*: While it is true that transit is free for UWM students as stated, it remains 'free' only as long as student government agrees to tax themselves. Text that reflects this description should be part of this document.

The EIA also states that the Milwaukee Connector will replace the Route 30, yet replacement will not serve the existing route under current proposed routes.

5. *Air Quality Impacts:* There are ‘practical’ ways to control emissions from construction equipment that include reduced idling, use of lower (on-road) sulfur diesel, and/or use of diesel catalyts.

There is no reference to where current cleaner fuels of compressed natural gas and ethanol will be relocated and the likelihood of continued use by campus fleet.

For informational purposes; by the end of 2004, the area will officially be non-attainment of the 8-hour ozone standard (under a ‘Moderate’ level) and the 1-hour standard will be revoked in June 15<sup>th</sup> of 2005.

6. *Parking Impacts:* Although the proposal appears to have a good mix of parking for public, residents, and staff there is no information given on number of faculty on site that would fill, or under utilize the 25 allotted spaces. It also does not address whether non-traditional freshmen would be permitted to use on-site parking that is not permitted with current on-campus housing.

The EIA also does not include an alternative analysis of using another level for remote parking purposes to address the severe on-campus parking shortage.

The EIA indicates that the future condo tower development would use a portion of the Kenilworth building for its parking needs. There is no parking space amount given in this portion. This makes it unknown what the university is giving up in accommodating this future tower development.

7. *Site Operations:* The stated permanent on-site placement (24 hour) of UWM police officer provides no information if this would be new positions, or just dilute current police force from the campus area. In addition, the UWM request for Milwaukee Police Department overtime patrol in this neighborhood at their expense will dilute the current patrol agreement by expanding the area.
8. *Process:* Lastly, although there are four neighborhood associations around UWM, only one participated in planning meetings. Although the invited association is nearest to this development, it (like the others) remains outside of its boundaries. This process leads to the perception of *divide and conquer* and as the comments above indicates, impacts are felt among all parties.

Thank you for the opportunity to provide comments on this EIA and project. Any response can be directed to Peter McMullen at 3038 N. Bartlett Avenue, Milwaukee, WI 53211, or questions at 962-6834.

Respectfully Submitted,

Peter McMullen, CWNA President

cc: CWNA Board

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