

March 31, 2006

Robert L. Kufrin
Village Administrator
421 Maple Drive
Sister Bay, WI

Re: Marina Landing Retail Condominium Hotel Project

Dear Mr. Kufrin:

We have presented a parking configuration which provides the required number of parking spaces at the last plan commission meeting. We could leave the project as submitted, however, we have been analyzing various additional ways to configure the parking area, in keeping with the Code's parking requirements, while attempting to improve traffic flow, reduce congestion and provide the best access for fire fighting equipment.

Good fire fighting access to our buildings has been a major focus as we considered alternative parking schemes. Having more than one access point and providing for maximum maneuverability of fire fighting vehicles and equipment were primary issues we attempted to address. This configuration layout provides three direct access points and a variety of maneuverability options that allow for close positioning of fire fighting assets. We are open to further refinements, in the spirit of mutual cooperation.

The parking configuration which produces the best overall result would cause us to be 5 parking spaces short, seeing that we are unable to use our property South of Sunset Drive. Our property South of Sunset Drive would ordinarily provide 5 parking spaces. Since using that property for parking could impact traffic flow, a better alternative could be to dedicate that property to the Village, with the Village substituting 5 parking spaces East of Gage's property for Marina Landing parking overflow. It has been suggested that the property South of Sunset be considered as part of the green space requirement. This should be true, even if that property is dedicated to the Village.

Our site plan emphasizes Pedestrian Amenities to create a leisurely ambiance. We would like to add more green space between the Sunset sidewalk and the new drive that serves parking under the building. In order to do that we need to make the drive one way and remove a garage along with 2 parking spaces.

We also lose 2 spaces for an exit at the north east corner of Gage's property. The traffic would continue east from this point across the public parking lot and into the next lot before turning north so we maintain a one way traffic flow.

Taken as a whole, our site plan allocates substantial open space, including the court ways between buildings. The size of the parking area has also been minimized, through the use of garages and tucked under parking. We have addressed the codes and concerns expressed at the public meetings. We have reduced the condo unit count from 43 to 34 units, we have reduced retail space and increased pedestrian amenities at the front entry with covered patios, and we have broken the building into 4 pieces on Bay Shore Drive and Sunset. This latest option further improves traffic flow, better access to parking and more green space without adversely impacting salable space.

By introducing some "flexibility" in the parking requirements we could produce the best parking scheme possible. I think we have found a balance.

Sincerely,

Gage Meyer

Doug Haas