TO: Zoning Board of Appeals
RE: Proposed 55-Unit Apartment on 2600 Block of Hackett, File 220401
FROM: Neighbors on 2600 block of Hackett and 2600 block of Summit (see list below)

As condominium owners and homeowners on the 2600 blocks of Hackett Ave and Summit Ave, and other interested east side parties, we are writing to express opposition to St Mark's proposed 55-unit apartment building on Hackett. We have many concerns, but the issues of size, density and appearance are of utmost importance to us. The proposed modern-looking apartment design has been approved without question by the Historic Preservation Commission, but issues of size and density remain. We intend to persuade you that these issues warrant the rejection of the proposed zoning change.

We were shocked to learn that this zoning change doesn't require justification by the requesting party—that they aren't required to explain WHY the zoning should be changed. We have taken initiative to develop scenarios that quantify the degree to which the zoning change would alter population density, traffic, and parking on the 2600 block of Hackett, and show WHY the zoning change should not be approved.

We respectfully ask that you read this document in its entirety before you decide the outcome of the zoning request.

Please see page 3 for the beginning of the "report."

Written by: Kay Wosewick, 2633 N Hackett Ave, Unit E (see last page for my credentials)
Endorsed by:
St Regis Residents
Kathy Papineau
Deb Bylan
Barbara Finch
Phil Blenski
Joan Strykowski
Jane Syrykowski
Larraine McNamara McGraw
Ken Barbeau
Georgetown Residents
Janet Fitch
Karen Hagen
Collene Berge
Chris Herder
Jonathan Heimish
Samantha Juedemann
Kathy Miller
Stonehenge Residents
Kelly Knoke
Janet Thompson
John Neil Thompson
Neil Thompson
Summit Avenue Residents
Mark Plotkin
Shirley Bankier
Grace Sorbjan
Sam and Jean White
Ellen Blank
Brian Hanson
Melissa Johnson
Jeff and Linda May

Other Neighborhood Residents
Hannah Becker
Esther Shin
James Verbsky
Rob McCoy
Ben Baumes
Maria and Cole Bultman
Krista Dunn
Corey Espinoza
Nader Pakroo
Amanda Reavey
Lucas Kmezich
Christina Todorovski
Jim Bruso
Martha Beckman
Harold Johnson
Maria Becker
Lisa Boyd

ST MARK'S PROPOSED 55-UNIT APARTMENT BUILDING: HOW THE APARTMENT WILL AFFECT THE NEIGHBORHOOD

Current residents' objections to the proposed apartments can be summarized around three core issues: population density, traffic, and parking. Each will be addressed separately. Relevant data will be presented, followed by implications drawn from the data.

POPULATION DENSITY

The data below comes from residents living in St. Regis, Georgetown and Stonehenge condominiums. The proposed apartment data comes from HGA presentation materials.

Population Density
On the 2600 Block of Hackett

LOCATION	UNITS	RESIDENTS	POP DENSITY
EXISTING CONDOMINIUMS			
St Regis	7	9	1.3
Georgetown	14	16	1.1
Stonehenge	8	13	1.6
EXISISTING TOTAL	**29**	**38**	**1.3**
PROPOSED APARTMENTS		low-mid-high est*	low-mid-high est*
Studio	8	8-12-16	1.0-1.5
1-bedroom	17	17-25-34	1.0-1.5
2-bedroom	30	60-90-120	2.0-4.0
PROPOSED TOTAL	**55**	**85-127-170**	**1.5-2.3-3.1**
EXISTING+PROPOSED TOTALS	**84**	**123-165-208**	**1.5-2.0-2.5**
% INCREASE	**+190%**	**223%-334%-447%**	**15%-55%-92%**

*Estimates were arrived at as follows:

Studio apartments: 1st estimate = 1 resident per unit; 2nd estimate assumes ½ of units have 2 residents; 3rd estimate assumes 2 residents per unit

1-bedroom apartments: 1st estimate assumes 1 resident per unit; 2nd assumes just under ½ of units have 2 residents; 3rd estimate assumes 2 residents per unit

2-bedroom apartments: 1st estimate assumes 2 residents per unit; 2nd estimate assumes 3 residents per unit; 3rd estimate assumes 4 residents per unit

Three Density Scenarios

Conservative Estimate

The most conservative estimate of the effect of the proposed apartment on population density of the 2600 block of Hackett is astonishing:

- The number of residential units will increase from 29 to 84 units. **This is almost a 200% increase in residential units on a single block.**

- Currently, 38 people reside in owner-occupied condominiums on the 2600 block of Hackett. At minimum, the new apartment will add 85 new residents to this block, bringing the total to 123 individuals. T**here will be more than 2 new residents for every current resident** on this small block. This is the absolute minimum when every unit is rented.

Realistic Estimate

A "more likely"' scenario leads to a truly distressing change on the 2600 block of Hackett. This scenario assumes that a married couple or partners will rent ½ of the studios; a married couple or partners will rent just under ½ of the 1-bedroom units; and a married couple or partners plus one other individual will rent ½ of the 2-bedroom units.

- This scenario adds 127 new residents, bringing the total number of residents on this block to 165. **There could easily be more than 3 new residents for every current resident** on this single, small block.

High Estimate

A high-estimate scenario is also supplied. Given shaky economic trends, millennials and upcoming Gen Zs may encounter serious financial binds and be pressed to extreme living conditions. We can only hope this will not happen.

- **Should the worst happen, there could be 4½ times more new residents on the 2600 block of Hackett** (170 new to 38 current). The street would be unrecognizable.

Implications of Population Density Data

The massive population increase will change the 2600 block of Hackett overnight.

- **The feeling of belonging to a cohesive community will be erased.** Three out of four faces we see will be new. Today, neighbors often welcome new residents, and talk about what a unique, wonderful neighborhood they have moved to. Renters will probably relate more to each other than they will with neighborhood property owners.

- Most of us treasure Café Hollander's occasional noisy, themed parties, and the way the neighborhood comes alive during the annual bike race.
    - With significantly more traffic coming and going from the apartment, we can't be certain the neighborhood will be still eligible to host the Downer Neighborhood Classic.

- Café Hollander gets written approval from neighbors to have their special events. It is difficult to imagine how they will they get written approval from 55 additional residential units.
- The disappearance of these events would be a great loss for the neighborhood, from both cultural/festive and financial points-of-view.

TRAFFIC

Under the most likely estimate, residents make about 78 trips on this street daily. A more conservative estimate has residents making 59 trips per day, and a very low estimate of average daily residential traffic is a mere 39 trips.

Expected Daily Traffic on 2600 Hackett Block
Among New and Existing Residents ONLY

LOCATION	POPULATION	TOTAL CARS OWNED BY RESIDENTS	SCENARIO 1 1 outing/car/day (= 2 trips)	SCENARIO 2 75% of cars make 1 outing/day	SCENARIO 3 50% of cars make 1 outing/day
EXISTING					
St Regis	9	8	16	12	8
Georgetown	16	15	30	23	15
Stonehenge	13	16	32	24	16
EXISTING TOTAL	**38**	**39**	**78**	**59**	**39**
ST MARK'S APTS (3 scenarios)	low-med-high	low-med-high	low-med-high	low-med-high	low-med-high
Studio	8-12-16	7-10-13	14-20-26	11-15-20	7-10-13
1-bedroom	17-25-34	16-22-29	32-44-58	24-33-44	16-22-27
2-bedroom	60-90-120	52-74-97	104-148-194	78-111-146	53-74-97
APTS TOTAL	**85-127-170**	**75-106-139**	**150-212-388**	**113-159-291**	**76-106-137**
EXISTING + APTS	**123-165-170**	**98-129-162**	**228-290-466**	**172-218-350**	**115-145-176**
% INCREASE		230%	192%-270%-497%	269%	272%

Details of data calculations can be found in the Appendix

- **Residential traffic will nearly triple under the realistic density estimate.**
  - An estimated 200+ additional residential cars will come and go daily on Hackett. What kind of safety issues might this pose? How might it affect the Downer/Belleview/Hackett intersection and timing of lights? Will the Park/Hackett intersection need a 4-way stop sign? How will this affect the "life" of the street itself? These questions take on far more importance when other traffic is considered.
- **Total traffic will be much worse.**
  - Several different trash, recycling, and compost trucks service this block, and their large size usually makes them unpassable. The apartment building could add to that traffic with different trash and recycling services. Café Hollander delivery trucks are haphazardly parked here frequently, and often can't be passed. These vehicles cause occasional pockets of stopped traffic. Cars have been observed backing up on Hackett to Belleview so they don't have to wait for traffic to clear.
  - St Mark's apartment dwellers will likely be younger on average than current Hackett residents. Age itself is not an issue. But it is a fact that younger people are much heavier users of fast-delivery services, such as DoorDash and Amazon, than older people. This will result in a significant increase in

traffic and temporary parking on the street. Plus, deliveries will take longer than usual because the apartment's main entrance is set unusually far from street.

- More cars will be circling blocks, searching for parking spots that were once more readily available. More cars may also sit, double parked, waiting for a parking spot to open.
- Will snowplows be able to easily access this block when traffic triples? Where will snow plowed from the apartment's 25' wide driveway be put? Will apartment plows create new problems we can't yet imagine?
- The conditions mentioned above can make drivers inattentive. The huge increase in new traffic in this heavily walked neighborhood could lead to more pedestrian/car as well as car/car accidents. There are also many dog walkers on this block, and additional traffic may make them susceptible to accidents too.
- All this on a narrow street with two odd corners (one 5-way, the other with a sharp turn, and limited visibility. Traffic. Will. Be. A. Serious. Problem. It will certainly reduce any sense of neighborhood we might have had left.
- While this issue is a couple of years down the road, the City should anticipate budgeting for it. Hackett will likely suffer significant damage from large, heavy trucks that will be coming and going during demolition of St Mark's current addition, construction of St Mark's new addition, deep digging for an underground parking structure, prep and construction a 25' wide driveway, and finally construction of the 55-unit apartment. The city must budget for timely repair of the street.

PARKING

The table below shows the number of parking of parking spaces required to meet average daily/nightly parking demand among current residents: 27. It also shows low, medium, and high estimates of average daily/nightly demand among apartment dwellers. The most reasonable estimate is that 37 cars won't be accommodated by the apartment's planned 69 spaces. Parking demand will almost double when renters fill the new apartment building.

Expected Parking Demand
With Addition of Proposed Apartments

RESIDENT LOCATION	CAR OWNERSHIP	# OFF-STREET PARKING SPACES AVAILABLE	# OF CARS HAVING TO PARK ON STREET
EXISTING CONDOS	39	12	27
	low-med-high est.		low-med-high est.
PROPOSED APARTMENTS	75-**106-**139	69	7-**37**-70
TOTAL	114-**145**-178	81	32-**62**-95

- **The 2600 block of Hackett as well as neighboring streets are already parking-stressed. Neither the city nor any proponents of the proposals have quantitatively addressed how these projects will affect parking. Why hasn't a parking study been conducted by the city, especially since St Mark's is eliminating their own parking lot?**

- Many of the apartments will have more than two cars, as discussed earlier. Using the same assumptions as before, 37 **more** vehicles will need to park on the street (assuming all 14 addition parking spots in the apartment are for renters only, and not for others such as St Mark's employees). With two to three parking spots lost to St Mark's loading/unloading zone and four spots metered, some current parkers will be pushed to other streets
- In addition to existing residential parkers, many Downer Avenue employees park here regularly, as do shoppers and restaurant patrons, church attendees, etc. Many of these people will be forced to park further away. Might this affect businesses' ability to hire employees? Worse, will some shoppers/ restaurant patrons be unwilling to walk further than they are used to, especially if they have kids in tow? Depending on the business, new apartment dwellers may or may not make up for potential lost sales.
- There are already regular service people like housecleaners and yard maintenance people who need parking. Visiting friends and relatives need parking. Movers, electricians, plumbers, lock openers, handymen, small construction projects workers, pet sitters, plant sitters, furniture delivery, window washers, etc., are occasionally used by current residents, and all need parking. Apartment dwellers will want parking for visiting friends and relatives. Some apartment dwellers may also have housekeepers, pet sitters and others, all who need parking. Where will these extra people park?
- When people return to their parked cars, some get on devices and sit there while the next parker waits in the middle of the street to take their spot. This activity will inevitably become more common as people continue to increase their dependency on electronic devices.
- Typically, to lure renters, parking is offered free or at a reduced rate for the first year. What happens in Year 2 when that special deal usually disappears? Renters will have to pay extra for parking. A quick look at local rentals shows monthly parking rates of $125 to $175 a month. Given budget issues facing many people, how many more cars will that put on the street?
- As just noted earlier, the design for St Mark's proposed addition has already designated two over-sized drop-off spots in front of their new entrance. How many additional spots might they decide they want? If they eventually ask for more designated parking on Hackett, will those requests be granted without input from the neighborhood?
- Snow emergencies require parking on only one side of the street. There are already people (not residents, who understand this issue and deal appropriately with parking during snow emergencies) who ruin 2-3 parking spots every winter because they don't move for the plows. Until the snow melts, those parking spots are gone. The cars that cause these problems usually don't get ticketed.
- In fact, the city rarely monitors parking on Hackett, making parking more challenging for everyone who lives here.

We urge you to retain RM3 zoning on the 2600 block of Hackett and let appropriate building happen.

Revised September 9, 2022

Kay Wosewick

You may wonder if, or how, I am qualified to write this analysis. No I am not, nor have ever been, a traffic analyst. But I am a data nerd. After graduate school, I worked in marketing research for 18 years. I estimate that I designed, managed suppliers who executed the research, wrote topline analyses, then dug deep into the data to write detailed final reports with recommendations, for somewhere between 225 and 275 studies. I worked at three companies in increasingly responsible positions: R.J.R. Tobacco, Monsanto, and Ralston Purina (then a Fortune 50 company) where I rose to Director of Information Resources (marketing research plus sales analysis) in its Branded Foods Division. I had a staff of 8 professionals and a budget of $2.2 million dollars in the late 1980s. After several years in management, I yearned to be a hands-on researcher again. The timing was perfect because companies were eagerly hiring 'consultants' who effectively filled staff positions. I did this at Ocean Spray, Houston-Effler (a large Boston advertising agency), and then at S.C. Johnson. I quit the field after completing the most exciting, complex project I ever conducted. It was time to do something new. Today I walk to work at Boswell. (Please note that opinions expressed are my own and do not represent Boswell Book Company.)

APPENDIX
Car Ownership Details

LOCATION	# OF UNITS	POPULATION	% OF UNITS W/ CAR	MINIMUM # OF CARS	ADDITONL. APT RESIDENTS W/CARS	# OF CARS OWNED BY ADDITIONAL RESIDENTS	TOTAL NUMBER OF CARS
EXISTING							
St Regis	7	9	88%	8	NA	NA	8
Georgetown	14	16	100%	15	NA	NA	15
Stonehenge	8	13	100%	16	NA	NA	4
EXISTING TOTAL	**29**	**38**		**23**			**27**
ST MARK'S APTS		low-med-high est.	est.	est.	est.	low-med-high est.	low-med-high est.
Studio	8	8-12-16	90%	7	75%	0-3-6	7-10-13
1-bedroom	17	17-25-34	95%	16	75%	0-6-13	16-22-29
2-bedroom	30	60-90-120	95%	29	75%	23-45-68	52-74-97
APT TOTAL	**55**	**85-127-170**		**52**		**23-54-87**	**79-110-166**
EXISTING PLUS APT RESIDENT TOTALS	**84**	**125-165-170**		**75**			**102-133-162**

NOTES FOR THE DATA
ABOUT CAR OWNERSHIP
AND PARKING OVERFLOW ON THE STREET

These notes explain how the numbers in the above table were arrived at.

- Two of Georgetown's 14 units are being renovated and are not occupied at this time. This analysis continues the use of 14 units. If it were changed to 12, the impact of the apartments would be even higher than currently reported.
- The population estimate assumptions in this table are identical to those used in the density analysis. For convenience, they are provided again:

  Studio apartments: 1st estimate = 1 resident per unit; 2nd estimate assumes ½ of units have 2 residents; 3rd estimate assumes 2 residents per unit
  1-bedroom apartments: 1st estimate assumes 1 resident per unit; 2nd assumes just under ½ of units have 2 residents; 3rd estimate assumes 2 residents per unit
  2-bedroom apartments: 1st estimate assumes 2 residents per unit; 2nd estimate assumes 3 residents per unit; 3rd estimate assumes 4 residents per unit
- Assumptions were made about car ownership of potential apartment dwellers. For this analysis, I estimated that 90% of the low studio population estimate (i.e., 90% of the 8 studio renters) would own a car. I used a

higher estimate, 95% for of 1- and 2-bedroom apartment renters, assuming they would contain more residents and have somewhat higher disposable income, and thus more likely to own a car.

- There is a column in the table labeled BASE NUMBER OF CARS. This represents the minimum of cars expected for each unit type. This is a simple calculation of expected car ownership coupled with the lowest population assumptions for the various units. For example, I estimated a low of 17 renters in the 1-bedroom apartments. Applying a 95% car ownership rate, the minimum number of cars owned by 1-bedreoom renters would be 16.
- Another assumption was necessary: what percentage of *the additional renters* in the various units would own a car. The number of additional renters was calculated using assumptions described in the second bullet point above. I assumed lower car ownership among these renters: 75%.
- The column titled # OF CARS OWNED BY ADDITIONAL RESIDENTS is calculated as follows: the low population estimate is subtracted, in turn, from the low/medium/high population estimates to get an incremental population count, which is then multiplied by 75% car ownership. For example, the medium population estimate for 1-bedroom apartments is 25 people, which is 8 more renters than the minimum in 1-bedroom apartments. 75% car ownership among them means 6 additional cars will be owned under the medium population estimate for 1-bedroom renters.
- Finally, the last column, TOTAL NUMBER OF CARS OWNED shows that under the medium population estimate for the apartment building, we can expect the renters to own 106 cars. This is 4 times more cars than current residents on this block own. This is an astonishing increase in traffic on this tiny block.
- This analysis also suggests that the apartment will be short as many as 37 parking spaces for its residents. The number of residents seeking parking on this block of Hackett will more than double; in fact, there will be about 1.6 new cars seeking parking for every current resident who wants to keep parking on their own block. Nearby (and maybe not so nearby) homeowners will likely be shocked by the traffic and parking problems this apartment will bring to their street.