

Exhibit A
File No. 240523
Detailed Planned Development known as The Fifteens at Park East
1524, 1540, 1546 N. Jefferson St., Milwaukee, WI 53202
August 26, 2024

Previous File History

In 2021, 1540 N. Jefferson St. was divided into 3 parcels via a Certified Survey Map (CSM). The north portion of 1540 N. Jefferson Street (now known as 1546 N. Jefferson Street) was rezoned from Two-Family Residential (RT4) to a Detailed Planned Development (DPD – File No. 210053) known as the 1500's to allow construction of a commercial building and associated parking. That building has not been constructed, and the vacant commercial building (previously used as a day care facility) remains on the site. The two south parcels (1524 and 1540 N. Jefferson St.) remained zoned Two-Family Residential (RT4), and consist of vacant land. This file will rezone the three parcels to a new DPD known as The Fifteens at Park East.

Project Summary

Cirrus Property Group, LLC ("**Cirrus**") is pursuing the acquisition of approximately 0.58 acres of real property located at 1524-1546 N Jefferson Street (the "**Project Site**") in the Lower East Side of the City of Milwaukee for its proposed residential development ("**The Fifteens at Park East**") that includes 15 townhouses consisting of 5 three-unit, three-story buildings. The Project Site is currently split between two zoning classifications – Two-Family Residential (RT4) and Detailed Planned Development (DPD). As part of the proposed development, Cirrus is requesting a rezone to a new Detailed Planned Development and has submitted a Certified Survey Map to adjust the existing lot lines and further subdivide the Project Site.

The Fifteens at Park East are a proposed for-sale development that will consist of fifteen 3-bedroom units, each with a two-car attached garage and optional private rooftop patio space. The buildings will be configured into two rows – one row fronting Jefferson Street and the other set back further east, backing up to the existing alley.

Access will be provided through a newly-constructed private alley off of Pleasant Street and the existing alley that connects Pleasant Street and Lyon Street, thereby eliminating the need for curb cuts along Jefferson Street and enhancing the pedestrian environment along the adjacent public sidewalk. Each townhouse building will be served by a walkway that connects the public sidewalk along Jefferson Street to the primary entrance of each townhouse unit.

Cirrus anticipates constructing each building sequentially, as shown on the Phasing Plan exhibit. The first phase would include Building 1 along with rough site grading and the wet utilities in the private alley, however the private alley will only be constructed up to the building line. As the subsequent buildings along Jefferson Street are constructed, Cirrus will construct the corresponding portions of the private alley.

DPD Owner’s Written Narrative

This townhouse project artfully blends contemporary design with the architectural character of the surrounding neighborhood, creating a development that feels both modern and contextually appropriate. The townhouses feature clean lines, large windows, and a warm modern aesthetic, all while maintaining the scale, proportions, and rhythm of neighboring homes. The facades incorporate a mix of recessed and protruding elements, such as balconies and overhangs, providing depth and visual interest. Brick is used on the lower levels to echo the traditional masonry of the area, while lighter materials like metal or solid substrate panels clad the upper levels, adding a modern contrast. The height, width, and rooflines of the townhouses are carefully designed to fit into the streetscape, with windows and doors proportioned to reflect the verticality typical of the neighborhood.

Inside, the townhouses offer open-plan layouts that cater to contemporary lifestyles, with expansive glazing and large patios to flood the interiors with natural light. High ceilings and clean lines enhance the sense of space and modernity. The project advances concepts of sustainability by choosing to embrace site density, provide convenient access to public transit, minimize heat loss by utilizing shared walls, and use energy efficient window and insulation systems. This project successfully balances modern design with respect for its architectural context, offering residents stylish and sustainable homes that enhance the character of the neighborhood.

The Project Site is located within the boundaries of the Northeast Side Area Plan, which supports context-sensitive development that reinforces compact, walkable, mixed-use neighborhoods. The Fifteens at Park East provides a transitional use bridging the existing single-family homes to the south and east and the commercial properties to west.

The construction of for-sale housing in Milwaukee has ground to a halt, best evidenced by the fact that new condominiums have not been built in or around downtown Milwaukee since 2012. The intent of this development is to address the need for “missing middle” housing in the City of Milwaukee and provide an alternative high-quality for-sale housing option not available in the current market. This directly supports the Northeast Side Area Plan’s residential land use goal of creating “housing options that accommodate a diversity of households and incomes.”

District Standards (s. 295-907):

Uses:	5 Residential Buildings (1 per phase), each building composing of a duplex and single unit (3 living units in total).
Design standards:	Per DPD and as described above.
Density (sq. ft. of lot area/dwelling unit):	See below
Space between structures:	Ranges between 6 and 7 feet
Setbacks (approximately):	Setbacks to property lines: North: 0.5’ South: 3.0’ East: 4.0’ West: 0.0’ Setback from Pleasant St to Building 1: 0.5’ Setback from Jefferson St to Buildings 1, 2, 5: 0.0’

DPD Owner’s Written Narrative

	<p>Setback from public alley to Buildings 3, 4: 4’ Setback from south property to Building 5: 3’</p> <p>Refer to Site Plan for internal setbacks.</p>
<p>Screening:</p>	<p>We anticipate mechanical equipment to be placed on the roofs outside of public view. If any equipment is placed at street level, it will be sufficiently screened from view.</p> <p>A 5-8’ tall decorative metal or aluminum fence may be placed on the site, with gates at the entrance of the private alley and between Buildings 2 and 5. The developer may also choose to add a vehicular metal or aluminum fence and gate along the northern boundary of the project traversing the private alley.</p>
<p>Open space:</p>	<p>Per Site Plan</p>
<p>Circulation, parking and loading:</p>	<p>Pedestrian access: Sidewalk access to buildings is provided from both N. Jefferson Street and E. Pleasant Street</p> <p>Automobile access and parking: Automobile access to the units will be provided by a proposed private alley or the existing public alley, both with access off E. Pleasant Street. The public alley also has access to E. Lyon Street.</p> <p>Bicycle parking: No public bike parking is proposed. Private bicycle parking is available in private garages.</p> <p>Loading (deliveries, move in/out if residential, trash pick-up): Loading will be completed within the proposed private alley, with trash pick-up locations yet to be finalized with City Sanitation Services.</p>
<p>Landscaping:</p>	<p>Proposed Landscaping:</p> <p>Per Landscaping Plan.</p> <p>Plantings consist of perennial and native grass foundations and approach planting, as well as select evergreen plantings to provide a buffer between adjacent lot.</p> <p>Interim landscaping between building phases will consist of seeding grass or wildflowers on the future building sites.</p> <p>All required vegetation shall be of a quality consistent with the standards of the American association of nurserymen (ANSI 260.1). All required vegetation shall be maintained on an ongoing basis, including seasonal tree and plant replacement.</p> <p>The existing site or interim condition must be maintained in an orderly fashion consistent with the zoning standards of the site prior to rezoning to DPD, including all existing turf and landscaping, until</p>

DPD Owner’s Written Narrative

	such time that the subject DPD is constructed. All landscaping and required site features shall be installed within a maximum of 30 days total of the City issuing a Certificate of Occupancy (excluding time between December 1 and March 1) for the subject DPD.
Lighting:	<p>Pedestrian lighting will be provided along the private sidewalks off Pleasant Street and Jefferson Street via bollards or building lights.</p> <p>Building lights will be utilized on Buildings 1, 2, and 5 to illuminate the private alley. The public alley lights will be utilized for Buildings 3 and 4.</p> <p>Applicable code requirements will be followed with respect to exterior lighting.</p>
Utilities:	<p>Per Utility Plan</p> <p>All wet utilities are proposed to serve the buildings from the proposed private alley.</p>
Signs (type, square footage, quantity and placement):	<p>Freestanding signs: Interior wayfinding signage will be provided in the private alley and sidewalks as needed.</p> <p>Building wall signs: One (1) maximum 3’ x 3’ wall-mounted metal sign and/or one (1) maximum 3’ x 3’ stone or concrete plaque set in the brick masonry on Buildings 1, 2, or 5. One (1) 3’ x 3’ metal sign attached to the gate between Buildings 2 and 5. Final signage to be reviewed by DCD Planning Staff.</p> <p>Temporary signs: Applicable code requirements will be followed with respect to temporary signage.</p> <p>Other signs: N/A</p> <p>Illumination: N/A</p>
Flor Plans:	The floor plans in the submittal set are provided for informational purposes. Final floor plans may change.

Site Statistics:

Gross land area:		Square Feet	% of Site
	Total:	24,914	100.0
	Phase 1:	5,449	21.9
	Phase 2:	5,241	21.0
	Phase 3:	4,466	17.9
	Phase 4:	4,548	18.3
Maximum amount of land covered by principal buildings (approx.):		Square Feet	% of Site
	Total:	14,859	59.6
	Phase 1:	2,975	54.6
	Phase 2:		
	Phase 3:		
	Phase 4:		

DPD Owner’s Written Narrative

	Phase 2: 2,971	56.7																				
	Phase 3: 2,971	66.5																				
	Phase 4: 2,972	65.3																				
	Phase 5: 2,972	57.0																				
Maximum amount of land devoted to parking, drives and parking structures (approx.):	<table border="1"> <thead> <tr> <th></th> <th>Square Feet</th> <th>% of Site</th> </tr> </thead> <tbody> <tr> <td>Total:</td> <td>4,745</td> <td>19.0</td> </tr> <tr> <td>Phase 1:</td> <td>1,399</td> <td>25.7</td> </tr> <tr> <td>Phase 2:</td> <td>1,435</td> <td>27.4</td> </tr> <tr> <td>Phase 3:</td> <td>271</td> <td>6.1</td> </tr> <tr> <td>Phase 4:</td> <td>271</td> <td>6.0</td> </tr> <tr> <td>Phase 5:</td> <td>1,369</td> <td>26.3</td> </tr> </tbody> </table>		Square Feet	% of Site	Total:	4,745	19.0	Phase 1:	1,399	25.7	Phase 2:	1,435	27.4	Phase 3:	271	6.1	Phase 4:	271	6.0	Phase 5:	1,369	26.3
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Minimum amount of land devoted to landscaped open space (approx.):	<table border="1"> <thead> <tr> <th></th> <th>Square Feet</th> <th>% of Site</th> </tr> </thead> <tbody> <tr> <td>Total:</td> <td>3,252</td> <td>13.1</td> </tr> <tr> <td>Phase 1:</td> <td>633</td> <td>11.6</td> </tr> <tr> <td>Phase 2:</td> <td>530</td> <td>10.1</td> </tr> <tr> <td>Phase 3:</td> <td>709</td> <td>15.9</td> </tr> <tr> <td>Phase 4:</td> <td>817</td> <td>18.0</td> </tr> <tr> <td>Phase 5:</td> <td>564</td> <td>10.8</td> </tr> </tbody> </table>		Square Feet	% of Site	Total:	3,252	13.1	Phase 1:	633	11.6	Phase 2:	530	10.1	Phase 3:	709	15.9	Phase 4:	817	18.0	Phase 5:	564	10.8
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Max. dwelling units:	15 – 3 per phase																					
Max. proposed dwelling unit density (lot area per dwelling unit):	Total: 1660.9 Lot Square Footage/Unit Phase 1: 1816.3 Lot Square Footage/Unit Phase 2: 1747.0 Lot Square Footage/Unit Phase 3: 1488.7 Lot Square Footage/Unit Phase 4: 1516.0 Lot Square Footage/Unit Phase 5: 1736.7 Lot Square Footage/Unit																					
Proposed number of buildings:	Principal: 5 – 1 Building per phase Accessory: 0																					
Bedrooms per unit (unit mix):	All units will be 3 bedrooms. The floor plans in the submittal set are provided for informational purposes. Final floor plans may change.																					
Parking spaces provided (approx.):	Automobile spaces: 30 spaces – 6 per phase. All parking is within the individual unit garage. Ratio per residential unit: 2.0 per unit Spaces per 1000 sq ft for non-residential uses: N/A Bicycle spaces: 0 (bicycle storage available in private garages) Short term: 0 Long term: 0 Note: Number, placement, and type of bicycle parking shall follow the provisions of the zoning code (s. 295-404).																					

Time Limit on Zoning:

Per s. 295-907-2-c-12, the DPD zoning designation shall be null and void within 5 years from the effective date of the ordinance amending the zoning map to create the DPD, and the zoning of the property shall be changed to GPD at that time unless the criteria identified in 295-907-c-12-a and –b are met. The time period specified pursuant to subd. 12 may be extended only by an ordinance amending the DPD, pursuant to s. 295-307.