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**COMMUNITY DEVELOPMENT COMMITTEE MEETING**  
**Tuesday, October 31, 2006**

PRESENT: Alds. Birschel, Didier, Donegan, Herzog, Krill, Meaux (8:40 p.m.), Sullivan, Treis -8

ALSO N. Welch, Community Development Dir.; Chief D. Redman, Deputy Chief W. Rice, Deputy Fire  
PRESENT Chief P. Nook, Fire Dept.; Ald. B. Grimm

Ald. Treis as Chair called the meeting to order at 8:00 p.m. -7

**Conditional Use at 10950 W. Potter Road**

The committee reviewed a request by Pat Linnan, Underwood Joint Venture, for a Conditional Use in the AA Light Manufacturing District at 10950 W. Potter Road for expansion of Bryant and Stratton College. The Plan Commission unanimously recommended approval.

Mr. Pat Linnan, 36078 N. Beach Road, Oconomowoc, the owner of the building, said that a Conditional Use was granted two years ago for Bryant and Stratton's use of 36,000 sq. ft. They have been very successful, primarily in offerings in the medical field, and would like to further expand their space within the footprint of the existing building by up to 13,000 sq. ft. They have been an excellent neighbor, not only in their curriculum offerings to the general public but also in the outreach programs provided to the community at large, to the Medical College, and programs that are contemplated or in place at the adjacent elementary school. Referring to information that he forwarded to the committee, Mr. Linnan said that police reports indicate virtually no complaints. He feels that the college has addressed any initial concerns regarding traffic, noise, and student behavior.

Moved by Ald. Sullivan, seconded by Ald. Birschel to recommend to Council approval of the Conditional Use under the same terms as the original Conditional Use -

Ald. Birschel reported that he and several other alderpersons have toured the site. He found that everything in the building is first-class and he has had no calls about the use. The college is expanding within the existing footprint, and there will be no construction outside and no noise. Noting that his office is nearby, Ald. Herzog said that the school seems to be a good neighbor and an asset to the community. He has hired a paralegal who graduated from their program.

Vote on the motion, Ayes: 7

**Conditional Use at 999 N. 92nd Street**

The committee reviewed a request by Tim Birkenstock, Children's Hospital and Health System, and William Hatcher, Milwaukee Regional Medical Center, for a Conditional Use in the Medical Center and Institutions District at 999 N. 92nd Street for a temporary private ground helipad for Flight for Life. The Plan Commission unanimously recommended approval.

Mr. William Hatcher, Executive Director of the Milwaukee Regional Medical Center (MRMC), said that Flight for Life's current helipad is on the rooftop of the Froedtert Hospital ambulatory care building directly above the emergency department trauma center. A construction project now in progress directly to the southeast of that helipad is using 200 ft.-tall cranes. At the end of November, a second project to the northwest will also begin using 200 ft. cranes. Those two cranes will become obstructions to the flight path when prevailing winds are from the northwest, which is about 30-40% of the time in winter months. MRMC is requesting use of the backup ground helipad for the duration of the projects, which is expected to be 12-18 months.

Moved by Ald. Sullivan, seconded by Ald. Krill to recommend to Council approval of the Conditional Use. Ayes: 7

### **Ordinance Prohibiting Check Cashing and Similar Businesses**

The committee reviewed a proposed ordinance amending Chapter 24.22.040 of the Code by prohibiting check cashing and other similar businesses in the Trade District and Village Trade District. The issue was previously discussed by this committee, and a public hearing was held before the Common Council on October 17, 2006.

Moved by Ald. Krill, seconded by Ald. Donegan to recommend to Council adoption of the ordinance –

Ald. Sullivan suggested adding language to prohibit such businesses within 300 feet of a similar business or within 300 feet of residences. Ms. Welch said that type of language will be proposed as part of the overall plan to control these businesses citywide, but additional research is still needed. The language currently under consideration is intended to clarify the original intent when creating the Trade District. With that and the citywide moratorium that is now in place, any further changes at this time would be redundant. City Attorney Kesner confirmed that an absolute prohibition is in place and further regulatory limitations will be brought forward. He pointed out ordinance language that covers the particular business that currently wishes to locate on North Avenue.

Vote on the motion, Ayes: 7

### **Ordinance Modifying Front Yard Setback Requirements**

The committee reviewed a proposed ordinance amending Chapter 24.24 of the Code by modifying front yard setback requirements in the AA Commercial District. Ms. Welch pointed out the specific areas of AA Commercial zoning in the city along portions of Mayfair Road and Burleigh Street. The ordinance would change required setbacks from 60 feet to 25 feet. When this zoning district was originally established, there was a need to preserve 60 feet for a potential frontage road along Mayfair Road. The Wisconsin Department of Transportation no longer views that as a satisfactory solution to traffic conditions on Mayfair Road and, instead, encourages driveways that bring traffic away from the road. Front setbacks, therefore, need to be reduced in order to provide room for circulation to the rear of buildings.

Ald. Herzog endorsed the change, noting that the vast majority of this zoning is in the 6th District. It will prevent many of the problems now occurring when cars back up on Mayfair Road while waiting to access parking at the front of buildings.

Moved by Ald. Herzog, seconded by Ald. Donegan to recommend to Council adoption of the ordinance –

Ald. Sullivan said that he has been concerned about the lack of circulation or light behind businesses on Mayfair Road where there have been some instances of break-ins or other crime. Bringing in more circulation and activity would seem to provide a net effect of reducing crime as well, he felt.

Ms. Welch said that the measure will help prevent traffic backups by providing space to get vehicles off the road and moving activity to the rear. It is also hoped that it will lead to connections along the back that will help avoid the need to use Mayfair Road to hop from one business to another.

Vote on the motion, Ayes: 7

### **Proposed Ordinance - Cellular Antennas on School District Property**

The committee reviewed a proposed ordinance amending Chapter 24.26.070 of the Code by allowing cellular antennas and associated equipment as a Conditional Use on school district property. Ms. Welch noted that she provided considerable background information about cellular antenna issues in the committee packet. Ald. Krill advocated hearing directly from an expert on this subject. Ms. Welch reported that she contacted Dr. John Moulder of the Medical College of Wisconsin, an internationally recognized authority in this field who spoke at a recent school board meeting. He was unable to be present tonight due to a prior commitment.

Moved by Ald. Krill, seconded by Ald. Birschel to hold this matter until an expert can appear in person to respond to questions –

Stacey Rhoads, 6914A Milwaukee Avenue, said she knows of two physicians who would probably be willing to appear at a meeting. Credentials of one, in particular, could be e-mailed to the committee. Ms. Rhoads said that she is aware that Dr. Moulder's research states there are no long-term studies saying this is safe. Although there are no human studies, there are correlations with higher incidences of things like leukemia, and there are surveys and smaller studies showing increased aggression, depression, violent outbursts, pacemaker disruptions, asthma, and short-term memory loss. Ms. Rhoads spoke of the need to protect Wauwatosa children and uphold the reputation of the city's school system.

Ald. Krill asked about any benefits in allowing this or if there are any FCC regulations that require it. Ms. Welch noted the need for antennas in order to provide coverage for good cell phone reception. An alternative might be to identify specific acceptable locations to provide a grid. Duplication of antennas by the various providers could also be studied. There are FCC regulations on appropriate levels of radiation, and there is a federal law that allows regulation of location and appearance but provides that an application cannot be denied for environmental reasons.

(Ald. Meaux present. -8)

Ms. Welch added that there are cellular antennas on water towers, apartment buildings, the Lutheran Home, the Radisson Hotel, and other places throughout the city. Schools are not being targeted, but some are in locations where there are not any other suitable buildings.

Ald. Donegan said he has reviewed the information packet provided to the committee, and he noted that OSHA, the World Health Association, the FCC, the FDA, and the American Cancer Society have all opined that it is safe. St. Louis lost a case in which they tried to prohibit antennas based on a health concern.

Ms. Rhoads referred to a 38-page study out of New Zealand on the health effects associated with mobile base stations in communities. Ms. Welch indicated that she did not include that study but did provide a website address to

access it. Ald. Birschel referred to studies he has found, some on children living or attending school near radio, TV, or cellular broadcast towers. The Chair asked that any information for review be provided to Ms. Welch.

Ald. Sullivan clarified his intent to hold this matter pending presentations by the physicians mentioned by Ms. Rhoades as well as by Dr. Moulder. Ms. Welch will coordinate those arrangements.

Vote on the motion, Ayes: 8

### **Residential/Mixed Use Development Proposals for Public Works Site South of Walnut Road**

Ms. Welch distributed a matrix comparing the three residential/mixed use development proposals (from Thompson Corporation, Toldt Development, and Metropolitan Properties) and the light manufacturing proposal (from Cobalt Partners) for the public works site south of Walnut Road. The matrix listed estimated values, traffic impact, residential units, jobs, density, height, and percentage of lot coverage/green space. Since preparation of the matrix, Thompson Corporation has increased the proposed number of residential units from 366 to 396, a density of about 22 units per acre. They indicate an assessed value of about \$47 million and market value of \$60 million. None of the other developers made a distinction between market value and assessed value.

The Chair asked each of the residential developers to summarize their proposals.

#### **Thompson Corporation/Shepherd Partnership – “Wildflower”**

Mr. Jack Shepherd of Shepherd Partnership said he made adjustments to reflect some of the tax changes since the proposal was first made. The 396 residential units proposed include senior/retirement condominiums and condos for younger residents adjacent to the west boundary line and various combinations of apartments. He commented on the demand for housing in Wauwatosa.

In his proposal, 113th Street and Walnut Road remain exactly where they are today. The proposal includes required stormwater detention and maintains the mapped wetlands. They propose that the area to the north of the police station be considered for parkland, to which Mr. Thompson is prepared to make a significant contribution. A traffic engineer has been utilized; most traffic is expected to move south to Watertown Plank Road. The Research Park and medical campus are expected to be primary users. Representatives of the medical facilities have indicated that some type of shuttle bus service might be considered, which would reduce traffic.

Serafino Square, a project developed by Mr. Shepherd, has 312 units on 10 acres, or about 31.2 units per acre. As of next January 1, Serafino Square and Normandy Village will have generated in excess of \$25 million in taxes. The proposed project would have a density of 22 units per acre.

Mr. Shepherd said the basic difference in the three proposals is not a matter of density but how to achieve it. In his proposal, underground parking and provisions for visitor parking are factors. There are also provisions for home offices or some type of commercial use as well as a recreation center.

Asked by Ald. Donegan about projected pricing, Mr. Shepherd said the units near the police station with underground parking would be about \$275,000. Other two bedroom, two-car garage units would be marketed at \$265,000-\$270,000. He foresaw an overall range of \$220,000-\$270,000. Rental fees for a 1,200 sq. ft. unit would be about \$1,200-\$1,300, and perhaps more for larger units. Studio units would be about \$750-\$800. He estimated green space at about 38% including water storage areas.

Ald. Birschel noted that exits on Walnut Road are still shown, which was one of the concerns with past proposals. Mr. Shepherd said that would be a required access point for fire department purposes, since two methods of access are required.

(The committee recessed at 9:02 p.m. and reconvened at 9:10 p.m.)

#### Toldt Development – “Mt. Tosa”

Mr. Helmut Toldt of Toldt Development said that his proposal for just over 400 residential units in a variety of styles including condominiums and courtyard apartments as well as some commercial space has not changed from that submitted four years ago. He spoke of similarities in the three proposals but said that there would be a remarkable difference in the appearance of the developments. He is attempting to create a supplement to the existing neighborhood of single family homes, duplexes, four families, and commercial uses. Similar areas exist along North Avenue between Menomonee River Parkway and 90th Street and between 84th and 77th Streets where attractive multi-family buildings are adjacent to single and multi-family and retail. There are also similar areas along Harwood between Harmonie and Glenview and along 104th Street north of Capitol Drive. A good example of an urban style building that fits well in the neighborhood is at 74th and Harwood, which is a mixed area of single, multi-family and retail. These buildings compliment their neighborhoods and are integrated, pedestrian friendly, and welcoming.

Mr. Toldt contrasted the urban-style areas he cited with suburban style developments such as Serafino Square, Normandy Village, and the Reserve. It is not a matter of being better, he said, but of being different. Serafino is a very high quality development but there is no front entrance door and it is not welcoming. The Normandy Village buildings are set back and isolated from their neighborhoods even 30 years after built. The Reserve, another very high quality urban development, is not only surrounded by brick walls but also a wrought iron fence and security gate. Development style is important, Mr. Toldt said, and Mt. Tosa is designed to be an extension of the surrounding neighborhood.

Mr. Toldt then spoke of the need to attract a younger generation of residents. The highly educated people starting to take jobs in the area want something that is hip and urban in character like the other businesses that serve them. They want to walk down blocks and sidewalks, not through parking lots and roadways. In his 56-unit development on 115th Street south of Watertown Plank Road, Mr. Toldt noted, he provided parking for 50 bikes and wishes there was space for another 20. This generation bikes to work and bikes recreationally; they look at things differently. This neighborhood is a good reflection of what that demographic wants. He believes that we really need to go back to the historic residential patterns seen in Wauwatosa with compact developments adjacent to the daily uses in our lives. This generation brings us back full circle to how this community developed.

#### Metropolitan Properties – Conley/Guszkowski

Mr. Rich Conley of Metropolitan Properties mentioned his other properties in the community including Lefeber Point in the Village and the Arvada condos on Blue Mound Road. He said the objective here was to create somewhat of an upscale project with high tax revenue and low density to attract higher end condo buyers in the over \$300,000 range. Finish will be much higher than anything seen in Wauwatosa. The condominiums would be in the center of the project, apartments and condos along the western edge, and apartments along the southern and northern edges. The Research Park and Medical College have created a great demand for housing, Mr. Conley felt.

Mr. Gene Guszkowski of AG Architects, 1414 Underwood Avenue, said that it is important to keep the surrounding area in mind. This site backs up to the public works yard and is adjacent to large warehouses. During the 25 years that he worked at 116th and North, he found that 116th Street is pretty much of an arterial and doesn't seem to be a strong neighborhood kind of street. This piece of land is fairly isolated. What can be done to make it better and

attractive for the sort of tenant and buyer described? They have tried to be real about the land and try to turn it into an asset by doing a first class development. The plan echoes a pattern of streets perpendicular to 113th Street, which is in keeping with the pattern of development in the city. Larger buildings with higher density are along the edge. Front doors would be along the streets. The interior of the site turns inward to take advantage of the few natural amenities such as the wooded area along 113th Street and in the center. The more expensive condos surround those amenities and there are also mews/pedestrian streets turning inward. Mr. Guskowski said that this proposal has the lowest density and the highest tax revenue.

Mr. Conley commented on the possibility of converting apartments to condos, similar to the Arvada development. He has found that there is a shortfall of entry-style living and a demand for high-end apartments that are easily converted. He estimated a rental range of \$900-\$1,100.

Asked to comment on the proposals, Ms. Welch said they are very similar combinations of apartments and condos ranging from 16.5 to 24 units per acre, which is within the density seen in the city. She recommended looking at the quality of the developments and the desirability of residential development at this location. Some future design considerations would be needed to make residential work on this site. The city has emphasized long-term benefits rather than sale price. Greater discussion will occur on the question of residential versus a more industrial type of development.

Mr. Bryan Olen, 1553 N. 117th Street, asked about traffic studies. Ms. Welch said that the engineering department has looked at capacity on 116th Street and on Watertown Plank Road. She advised keeping in mind that this number of apartments and condos would require two means of ingress and egress—all can't be required to access Watertown Plank Road. She noted that 116th Street is below design capacity. Mr. Olen said he is an officer of Wauwatosa Savings Bank with a 90-employee corporate center in the subject area. He cautioned about traffic conditions at 113th Street and Watertown Plank Road between 7 and 9 a.m. and 4 and 5 p.m. He mentioned the number of businesses there involving semi trucks that often block the roadway for up to 5-8 minutes and suggested that an alternate to 113th Street may solve some problems and should be carefully considered.

Committee members agreed to rank the three residential proposals on a 1-3 basis, giving the lowest number to their first choice. Votes tallied by Ms. Welch were: Toldt: 11; Conley: 16; Thompson: 21.

Moved by Ald. Krill, seconded by Ald. Meaux that this committee finds its preferences among the residential development proposals to be in the following order: 1) Toldt/Mt. Tosa; 2) Conley/Metropolitan Development; and 3) Thompson/Wildflower; and further accepted an amendment by Ald. Donegan: If residential is found to be the preferred use, then following Council approval, staff would be authorized to begin negotiating in earnest with Toldt and, if that fails, to move on to #2. Ayes: 8

(The committee recessed at 9:52 p.m. and reconvened at 9:58 p.m.)

### **Fire Department Facility Study – Discussion of Potential Sites**

Mr. John Sabinash of Zimmerman Design Group, 7707 Harwood Avenue, distributed drawings of three potential fire station sites: the Blanchard triangle bounded by N. 74th and W. Blanchard Streets; the Blanchard parking lot at Wauwatosa Avenue and Blanchard Street; the site at State and N. 74th Streets, and the gully site on Menomonee River Parkway west of Ridge Court.

Mr. Sabinash said that a three-story fire station would fit on the Blanchard triangle site, but it would be less than desirable due to some specific challenges including access and orientation of the apparatus bays in relation to the streets. A fire station would also fit on the Blanchard parking lot site, which is the existing city-owned lot on a series of levels. Some type of structured parking would likely be required, but there is adequate space that would lend itself to that use. This is a viable site for additional consideration, Mr. Sabinash said.

The State and 74th site east of the bank is a fairly irregular site but has some appealing aspects. It is fairly deep, which allows for working around some of the concepts more desirable to the department. Mr. Sabinash said that it is a viable option and probably presents the most latitude in handling parking by the most economical means.

Mr. Sabinash saw the gully site, which is currently used as a recreational area, as viable but having some significant issues. It has acute slopes to the north and east and it may be a problem to cut into the tree line there. It also has the most restrictive setback requirements, and allowing for parking within the nature of the park itself could be a sensitive issue. Costs could rise appreciably if there is not a good engineering solution to the site's below-grade elevation.

Mr. Sabinash summarized that the site with the best opportunities seems to be State and 74th because it wouldn't require structured parking. He felt that the nature of the gully site would make it very difficult and probably increase costs. If an access road to the west were not possible, some type of switchback would be needed to get down to the grade, or it would have to be raised by bringing in fill. He explained that a green area seen on the Blanchard parking lot site map is leftover space within the currently defined parking lot that would probably be needed for parking but could be green space. There are some reorientation possibilities there that could provide some additional parking.

Regarding comparative construction costs, Mr. Sabinash said that, leaving acquisition out of the picture, the State and 74th site seems to be the best site from the perspective of location without other variables. It has an abundance of at-grade parking. The appeal of the Blanchard parking lot is that it is city land, but parking requires a structured solution and a lot of design effort. At the gully site, expanding into the tree line to provide at-grade parking or enough room for maneuvering gets into unknowns and starts to radically affect the appearance regarding adjoining properties. The Blanchard triangle is too small to be attractive. The variable on the existing site versus the Blanchard parking lot is whether parking can be accomplished at grade or if a structure would be needed, which would be most costly.

Chief Redman was asked to comment on ingress and egress at the 74th and State site. He said that it is workable and well within the targeted response area. He noted that all of the sites in the Village would need traffic signal control to move traffic out of the way or stop traffic, as at the present site.

Moved by Ald. Sullivan, seconded by Ald. Meaux to eliminate from consideration the Blanchard Street triangle and the gully site –

Ald. Sullivan said that these are sites that have such clear challenges that they just won't work. Aids. Krill, Herzog and Donegan spoke in opposition to eliminating any sites at this point, feeling that more discussion is needed before taking any off the table. Aids. Didier and Birschel supported the motion. The Chair felt that none should be eliminated until a final vote is taken. Ald. Krill called the question.

Upon roll call vote, Ayes: 3; Noes: 5 (Birschel, Donegan, Herzog, Krill, Treis) Motion fails.

Ald. Krill asked Chief Redman for his input on the viability of the Blanchard parking lot site. The Chief said he believes it would work. Staff discussed the question of starting vehicles up the hill and has assurance from the chief mechanic that it would not be a problem. This site ended up with a higher score than others because it is city owned and is well located in the center of the response area. Chief Redman commented that his original score for this site would increase somewhat under an alternate proposal to be presented tonight. He has also heard of a property owner who is interested in selling a site that may be viable.

Mr. Matthew Mikolajewski, Executive Director of the Wauwatosa Economic Development Commission (WEDC), summarized a letter that WEDC sent to the committee. WEDC recognizes the tremendous benefit of the fire department for the business community and supports their efforts to develop a state-of-the art facility in the Village. They do not feel they have sufficient information to comment on a particular site but they did outline a number of economic development principals to be considered in making that decision. One consideration is the value of property within the Village from the standpoint of maintaining existing businesses and future redevelopment that may occur. Noting that there has been discussion of redeveloping the existing site or developing the Blanchard parking lot site if the station doesn't go there, Mr. Mikolajewski said that there are valid points to redevelopment at both locations. Because of the value of property within the Village, he could foresee successful use of the property should that situation arise. WEDC would be happy to work with the committee on appropriate disposition or development of any public property.

Mr. Brian Priess, Executive Director of the Village Business Improvement District (BID), said his comments at the previous meeting were his own personal comments. The BID board has not yet been presented any information regarding fire station options but will discuss it when they meet later this week. Mr. Priess said that there is a need for parking in the Village. If any is removed, it should be replaced with an equal amount or more.

Asked about any particular concerns about the loss of parking on the Blanchard lot, Mr. Priess reiterated that parking is necessary in that area. It is not used at 100% all the time but is necessary for surrounding businesses. Mr. Mikolajewski said that it is often at least half full during the day and three-quarters full afternoons and weekends. Public parking there would need to be maintained in one form or another. Mr. Sabinash felt that there would be a parking solution there that would be very close to the existing number of spaces.

Gene Guskowski, president of AG Architects, said he has been a primary tenant in the Lefebor Point building since early 2002 and has a real interest in what occurs in the Village. He is also chair of the Historic Preservation Commission. He and Mr. Conley had previously looked at the potential for developing the Blanchard parking lot site, possibly along with other properties on Harwood Avenue, but refocused their interest on other sites at that time. After hearing the Committee of the Whole presentation on the fire station study, he began to look at options for that site.

Mr. Guskowski displayed a model of the Village area and demonstrated possible configurations of a fire station on the Blanchard parking lot site, addressing the need to replace the parking spaces, add more public parking, and provide 35-40 spaces for the fire station. Working within the limitations of the lot and one adjacent property, he put together a three-story station that meets the recommended space needs. The first floor would accommodate support and maintenance space; sleeping quarters would be on the second floor. The third floor would span the apparatus bays and accommodate administrative and training space. There would be 32,000 sq. ft. within the L-shaped building with five stories of structured parking served by a ramp between the parking structure and the back of the Harwood properties. There would be space for about 35 vehicles on the lowest floor with adequate height for fire equipment and access by the department only. There would be a significant amount of surface parking for police and other city staff and about 140-145 additional spaces on four levels above that. Mr. Guskowski said that this proposal solves the fire station problem, increases the amount of parking serving the Village, and provides the opportunity for further development of other sites in the Village.

In response to a question from Ald. Krill, Mr. Guskowski indicated that he could explore the possibility of reconfiguring the proposal to exclude the residential property, but he felt that it would affect the ability to access the underground parking structure. Ald. Birschel noted that other historic homes in the city have been successfully relocated and mentioned possible use of the Lombard property across the street. Mr. Guskowski commented that relocation could be a viable way to save the house, which is a fine building but is not officially designated as historic. Asked by Ald. Donegan about cost of the parking garage, Mr. Guskowski said that it would be a matter of how it is constructed. There would be some synergy and some economic benefit to doing the two structures together and tucking them into the hillside since exterior skin is a significant cost item.

Ald. Didier was concerned that her motion at the previous meeting regarding tonight's discussion has not been upheld. She said that the presentation of someone else's tangible ideas or proprietary information is leading to a slippery slope on just what can be done inasmuch as Zimmerman Design was hired as the consultant. She also commented that options that do not involve taking someone's home or business property should be first and foremost. The Chair responded that it is the desire of this committee to look at anything and everything in order to make a decision. Another presentation on the Blanchard parking lot site will be made at the next meeting by Cobalt Partners, and Chief Redman has mentioned an additional proposal that may be made. Ald. Krill added that the question of whether he is presenting proprietary information is Mr. Guskowski's concern. The committee has acted in a prudent manner, he felt.

Melanie Duke, 7460 Blanchard Street, identified herself as the owner of the adjacent property referenced by Mr. Guskowski. She commented on the neighborhood feel and walkability of the area and said that extending somewhat of a commercial or industrial feel moves in the opposite direction. She would be opposed to any attempts to acquire her property.

Ald. Donegan felt that any other proposals should be made at the next meeting. He plans to discuss the residential property adjacent to the Blanchard parking lot with Ms. Welch and agrees with the desire not to exercise eminent domain to acquire any house or business.

The Chair reiterated his comments about moving slowly and looking at anything that comes in. A Cobalt Partners proposal on this item was not put on this agenda due to time constraints but will be heard at the next meeting.

Ald. Birschel objected to not being made aware of the details of Mr. Guskowski's proposal prior to this meeting, especially since some other committee members apparently were. Ald. Herzog explained the requirements for open meetings and constraints against "walking quorums" that limit that type of activity.

(The meeting recessed at 11:05 p.m. and reconvened at 11:15 p.m.)

Bryan Olen, 1553 N. 117th Street, an officer of Wauwatosa Savings Bank at 7500 W. State Street, said that the bank leases 40 parking spaces in the Blanchard lot for some of their 40-50 employees. They believe there may have been an agreement back in 1971 regarding that use. Their own parking structure accommodates 25 cars. Ald. Donegan said he would be interested, in the future, in hearing how the bank would feel about replacing the Blanchard spaces with other city-owned spaces around the bookstore in the Village.

Mr. Guskowski said that he has other thoughts about the site that perhaps would be best addressed in closed session considering the privately owned properties involved and other considerations. The Chair indicated uncertainty about a closed session being appropriate since the topic has not been identified on the agenda. The nature of tonight's discussion was to be the viability of the Blanchard lot for a fire station. Ms. Welch concurred, stating that proceeding to negotiations is beyond the scope of the agenda item since the committee is still considering

other sites. Ald. Herzog suggested that a provision for closed session discussion could be on the next agenda if the city attorney determines the reasons for a closed session are justifiable.

Chief Redman said that he will prepare information on another potential site for discussion at the next meeting along with the Cobalt Partners presentation.

Ald. Grimm, 4th District, said that Lombard Electric, which was referred to in connection with moving the home on Blanchard Street, is being remodeled but is a going business right now. He recalled Village merchants being assessed for the Blanchard lot some years back in the amount of \$500. He said that it is wrong to take the money they have invested and give them no choice. They should have some voice in what is going on in the Village.

Mr. Olen asked if the size of the new station has been determined. The Chair said that the committee has established that the present station will not be remodeled and a new station will be built; they have accepted the consultants' recommendations on what should go into that station. Mr. Olen then advised that a house is for sale near the current station and said that the current site should be kept in mind. He commented on Zimmerman Design's role as a consultant and suggested that bringing them in as an architect would be a conflict of interest.

Kathy Ehley, 7437 Kenwood Avenue, part of a partnership renovating buildings on Harwood Avenue, said that parking is critical to the businesses being added there.

**Development Proposal by Cobalt Partners for Public Works Site South of Walnut Road**

The Chair announced that this matter is being held to the next meeting.

The meeting adjourned at 11:29 p.m.

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Carla A. Ledesma, City Clerk  
Wauwatosa, Wisconsin