



CITY OF WAUWATOSA
COMMUNITY DEVELOPMENT COMMITTEE
MINUTES • APRIL 29, 2014

Regular Meeting**Committee Room #1****7:00 PM**

7725 West North Avenue, Wauwatosa, WI 53213

AGENDA NOTICE: Items formerly included on Traffic & Safety Committee agenda will be included on Community Development Committee agenda until further notice.

COMMUNITY DEVELOPMENT COMMITTEE ITEMS

Attendee Name	Title	Status	Arrived
Kathleen Causier	Aldерwoman	Excused	
Craig Wilson	Alderman	Excused	
Tim Hanson	Alderman	Present	
Bobby Pantuso	Alderman	Present	
Cheryl Berdan	Aldерwoman	Present	
Matthew Stippich		Present	
Michael Walsh		Present	
Allison Byrne		Present	
Paulette Enders	Development Director	Present	
James Archambo	City Administrator	Present	
John Ruggini	Finance Director	Present	
James Beix		Present	

1. Orientations by the Public Works Director and the Development Director on committee duties and responsibilities

Ms. Enders reviewed with the committee the history of the Community Development Committee. Its range of responsibilities are related to applications and policies affecting the community. Items for Community Development can come from all departments. The Comprehensive Plan is a good reference when making land use decisions.

The Comprehensive Plan:

- Provides a vision for future growth and development in the City
- Recommends appropriate future land use for specific areas of the City
- Guides the character of future development and redevelopment
- Preserves natural resources i.e., The Menomonee River
- Identifies needed infrastructure and community facilities to serve future land uses
- Fosters economic development and redevelopment opportunities based on the City's unique assets
- Directs housing, commercial, office, research, and industrial investments in the City
- Provides a framework for intergovernmental cooperation to achieve Plan directions, and provides detailed strategies to implement plan recommendations

The Comprehensive Plan was adopted in 2008. Some of the planning documents included in this plan are the Burleigh Triangle, North Avenue- East Tosa, Village, Bicycle and Pedestrian, and Mayfair Corridor plans.

Ms. Enders explained that under the City's Zoning Ordinance there are types of uses that are allowed in specific zoning districts, these are Permitted and Conditional Uses. Permitted Uses do not need approval from the Plan Commission, Community Development Committee or Council. Conditional Uses do require approval.

However, starting in June 2014, the Conditional Uses will be going directly from Plan Commission to the Common Council for final approval unless it gets referred back to this committee.

Conditional Use permits are uses that require additional review because they generate additional impacts on surrounding properties and the community. Restaurants, gas and convenience stations are types of things that need Conditional Use permitting.

Zoning Changes will be heard before this committee. There are two types of zoning changes: Map Amendments and Code Amendments. Map amendments change zoning designation. Code amendments change language in the zoning code. An application for a zoning change is reviewed by the Plan Commission.

When reviewing an application, Ms. Enders said it is appropriate to consider whether the use is appropriate for the site, whether the proposed use will have a negative impact on the neighborhood or community, and whether or not it is appropriate to minimize negative impacts by placing conditions on the operation of the business. Many times when staff makes a recommendation there are conditions attached.

Ms. Enders said that Land Divisions and Certified Survey Maps will go directly from Plan Commission to Council. They will no longer be heard by the Community Development Committee.

Planned Unit Development is the most common change of zoning. It allows the greatest flexibility for the developer and gives the Common Council greater control through the required development plan. Some examples of this include the Milwaukee County Research Park, Innovation Campus, and Burleigh Triangle. The process includes a preliminary plan approval and final plan approval.

Other agenda items include municipal ordinance changes, the committee reviews changes to other sections of the code related to public health and safety i.e., beekeeping ordinance, Street Festival approvals are reviewed so any potential disruptions are minimized, policy recommendations on overall policy not specific to budget recommendations or employment issues are considered, and Traffic and Safety issues and studies.

Mr. Porter reviewed the functions of Traffic and Safety with the committee.

Traffic issues include:

- 90-day trials before final decisions
- Stop sign requests and parking issues

Special studies commissioned through Traffic & Safety include:

- Wauwatosa Avenue pavement markings
- North Avenue Study - Wauwatosa Avenue to 60th Street
- Crossing guards review
- Traffic calming policy
- Railroad crossings safety

Generally the request comes from a resident, alderperson or staff. Mr. Porter reviews the request based on safety, accident safety, and surrounding restrictions and then brings it to committee in the form of a 90-day trial. The traffic code is not amended until after the 90-day study and if determined to be permanent, it is forwarded to Council and back to committee for an ordinance amendment.

Stop sign requests are looked at more closely. Suggested guidelines come from Manual on Uniform Traffic Control Devices (MUTCD). These recommendation should be followed for consistency throughout the city. Mr. Porter decides if the request meets those standards and then the request if placed on the agenda with a memo and recommendation based on the MUTCD criteria. The public can make comments on the request at the Community Development meeting.

2. Memo from the Director of Public Works regarding review of Ayres and Associates proposal for installation of bicycle lanes on North Avenue from Wauwatosa Avenue to Menomonee River Parkway

The committee reviewed a memo from the Director of Public Works regarding a review of Ayres and Associates proposal for installation of bicycle lanes on North Avenue from Wauwatosa Avenue to Menomonee River Parkway.

In 2014, the City will be installing bike lanes on North Avenue from Wauwatosa Avenue to 60th Street. The Committee has expressed interest in looking at the possibility of extending the bike lanes to the western side of the city as part of a follow up project. Staff received a proposal from Ayres and Associates to continue their study done on the eastern section of North Avenue.

Previously the Committee had an opportunity to review a draft proposal with Ken Voigt from Ayres and Associates. An updated proposal was presented to the committee reflecting the additional items to be studied.

The scope of the new proposal includes review of the traffic operations adjacent to Sendik's Food Market and Ray's Liquors. School start and dismissal time period activity at Longfellow School will be studied, and an inventory of parking and loading zones and pavement markings and signals will be made to see if any improvements are necessary.

Mr. Porter said that Ayres and Associate's proposal for the additional work exceeded the budget. He said to bring the cost back within the budget, Mr. Ayres agreed to reduce the number of meetings they would have to attend to four, which should be sufficient, and bring the cost down to the budgeted amount of \$20,000.

The following spoke in support of completion of the study:

- Kevin Hardman, 1920 Underwood Avenue
- Scott Bolte, 8836 Jackson Park
- Ryder Zastrow, 8011 Hillcrest Drive
- Kristine Zernicke, 2745 N 72nd Street
- Joel Mouradin, 7721 Livingston Avenue
- Marty Vander Velde, 2531 N. 85th Street
- Ed Haydin, 2536 N. 71st Street
- Dennis Roscetti, 2243 N. 68th Street
- Matthew Luger, 7810 Eagle Street
- Anna Schmidt, 2118 N. Swan Boulevard

Ald. Byrne said it makes sense for a connection to be made with the bike lanes planned for East Towne. Continuity is very important and safe crossings need to be explored in a walkable area.

Moved by Ald. Berdan, seconded by Ald. Stippich
to recommend approval of the study from Ayres and Associates
to study bike lanes on North Avenue from Wauwatosa Avenue to
Menomonee River Parkway in the amount of \$20,000 - Ayes: 6

RESULT:	RECOMMENDED FOR APPROVAL [UNANIMOUS]	Next: 5/6/2014 7:30 PM
TO:	Board of Public Works	
MOVER:	Cheryl Berdan, Alderwoman	
SECONDER:	Matthew Stippich, Alderman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

3. *Memo from the Director of Public Works awarding Contract 14-68 North Avenue Resurfacing and Utility Repair

The committee reviewed a memo from the Director of Public Works regarding Contract 14-68 North Avenue Resurfacing and Utility Repair. The purpose of this memo is to present to the Community Development Committee the summary of costs for the six alternates that were contained in Contract 14-68 North Avenue Resurfacing and Utility Repair (Part of Capital Improvement Program (CIP) No. 9001). Each alternate is presented separately as part of the bid with a staff recommendation at the end of each section.

Mr. Porter explained that in 2011, the City adopted the Plan for the redevelopment of North Avenue. As a first step, the Council determined that they would enact the portion of the plan that called for the elimination of the unique North Avenue chicane. To that end a study was done by Ayres and Associates to take the North Avenue plan to the next level of detail, and ensure that any modifications involving traffic flow would meet the criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

A series of Committee workshops, and public hearings were held to refine the plan and last year a design contract was approved. Key recommendations of the plan were to install a five foot bike lane, with options to install additional green bike lane markings, green bike boxes at 68th Street and Wauwatosa Avenue, red highlighted crosswalks at specified locations, concrete median islands, and enhanced pavement markings throughout the project. The decision was to let the project with a base bid, with added alternates to let the Council decide which, if any, enhancements they will choose.

Summing the base bid amounts shows that the lowest bid of Stark Asphalt is in line with the figure previously discussed with the Traffic and Safety Committee. The budgetary cost of the North Avenue improvements as discussed in the public visioning sessions was estimated at \$989,000 which did not include any utility repairs. There are sufficient funds in CIP No. 9001, Tosa Eastown Improvements - North Avenue Plan for this work. Of the \$1,943,763 available in this CIP, drawing down this figure by \$945,024.35 (base bid less utility repair costs) leaves \$998,738.65 available for other programming. At this point other project costs programmed out of this CIP are to upgrade the 69th Street parking lot, and construction of a new lot on the parcel recently acquired by the City. A Request for Proposals (RFP) for design services will be released shortly.

The traffic signal at 68th Street and North Avenue will be upgraded with all new hardware. The current has very old infrastructure with collapsing conduits. The new signal will have emergency vehicle preemption, video detection, and will be thoroughly modernized with left turn arrows east and west bound, with provisions for north and south bound if deemed appropriate at a later time.

Mr. Porter reviewed the utility work. He said in five-seven years a major storm sewer project is anticipated in this area. They looked at the utility work that had to be done and tried to make-do for now until the major reconstruction project is done down the road. Two sanitary sewers that are collapsing now will be replaced and storm sewer inlets on the side of the road will be upgraded. Upgrades on the lining of the storm sewer will also be done. This brings the base bid up to \$1,213,664.75

Mr. Porter reported that the fund balance as of April 29, 2014 is \$1,943,763. Without the utility work and alternates would bring the total under \$1,000,000. The Public Works Director explained that there are other

projects in the queue to be funded out of this account. One project is the design of the 69th Street parking lot will be let out for bid soon. There is future funding of \$500,000 in the CIP for 2014 although there is no guarantee that there will be funds down the road for work related to this after 2014.

Mr. Porter reviewed each of the alternates with the committee.

Alternate 1 - Concrete Median Islands - These would be installed one on each side of the intersection at 73rd, 72nd, and 64th Streets. Their purpose is to provide a refuge for pedestrians crossing the street in lieu of stop signs at these locations. The Engineering estimate was \$9,600 and the bid price was \$4,800.

Comments were received that if these concrete island are installed in the middle of the road, it will not be possible to retain the North Avenue bike race. Given the popularity of the race, the benefits do not seem to outweigh the impacts. The median islands are not recommended.

Alternate 2 - Green Bike Symbols - Of all the options for green bike lane highlights, this option is the least expensive. It would install 62 white bike lane symbols on a green background. The Engineering estimate was \$19,498.50 and the bid price was \$29,353.20 for Premark or \$25,363.80 for Color-Safe.

The Color-Safe markings are what is currently being used in Madison and they are pleased with their performance.

Staff is not recommending the installation of these green symbols as the ongoing maintenance cost is a significant concern for future operating budgets.

Alternate 3 - Red Crosswalks - The pedestrian crosswalks at 64th and 72nd and North Avenue will be treated with a red asphalt sealer. The intent is to highlight these areas as a pedestrian crossing. The Engineering estimate was \$31,008 and the bid price was \$8,160.

Staff's experience with asphalt sealers is that they wear off rather quickly. Annual maintenance to keep the crosswalk looking presentable is likely. This would become an annual obligation of the operating budget when levy limits are very tight.

Mr. Porter replied to a question that the color doesn't necessarily have to be red; the ultimate purpose is for contrast for drivers coming down North Avenue to see the crosswalks more easily.

Staff does not recommend colored crosswalks at these locations.

Alternate 4 - Green Bike Boxes - The bike boxes are a requested alternate that provide a sheltered area for east/west bike traffic at 68th Street and for westbound bike traffic at Wauwatosa Avenue. The bike boxes in front of the through lanes will be solid green and the far right hand portion of the bike box will have the dashed pattern. The Engineer's estimate was \$10,578.75 and the bid price was \$18,427.50 for Pre-Mark and \$17,745 for Color-Safe.

The intent of the bike boxes is to highlight the areas for bikers to make turns. Mr. Porter said they are a good idea but at a cost. He wasn't sure how long the paint would last in our environment.

Staff is concerned that the green area will require ongoing maintenance. Given the City's Operating Budget limitations, staff does not recommend use of the bike boxes as part of this project.

Alternate 5 - Green Bike Lanes - The bike lanes as bid will be a solid green marking between the white crosswalk markings.

Another option is for the markings to be dashed. This would reduce the cost of the markings but serve to "get the point across" that the street is to be shared with cyclists. Those costs are estimated to be reduced from the

options listed above. The Pre-mark cost is \$43,655. The Color-Safe Cost is \$41,107. The Engineer's estimate was \$42,113.90 Pre-Mark, or \$27,820.40 Color-Safe, and the bid price is \$80,127 Pre-Mark, or \$72,519.40 Color-Safe.

While these dashed green costs are more in line with the engineer's estimate, they still represent substantial increased installation costs, and will require future operating expenditures for maintenance.

Mr. Porter explained that the engineer's estimate was for dash markings and the bid came in for solid bike lane markings. The intent is to mark bike lanes with highlighted areas for potential conflict.

Mr. Porter did not recommend acceptance of these alternate bids.

Alternate 6 - Thermoplastic Pavement Markings - In this alternate the epoxy paint bid items are removed and thermoplastic markings are substituted. Thermoplastic markings are raised, pre formed, heat-extruded plastic markings that have a great deal of visibility at night and do not need to be re-done every year. They should last five years or more before large scale maintenance is necessary. That maintenance is expensive, and so often municipalities just paint over them. The Engineer's estimate is \$245,986.05 and the bid price was \$231,077.90. The above referenced figure for the alternate bid price is almost three times the cost of the epoxy paint that is part of the base bid. Since both products should last five years or so without extensive maintenance, Mr. Porter cannot recommend that the City pay the extra dollars for the thermoplastic markings.

Mr. Porter said that these thermoplastic markings may last five - seven years. They would be more difficult to repair than paint. They will chip under normal wear and tear and the plows could and would damage them by chipping them. The repair and maintenance of these would be challenging.

Mr. Porter said staff is recommending acceptance of the base bid from Stark Asphalt in the amount of \$1,213,664.75. He noted that acceptance of the alternate bids would add to future operating costs at a time when there are severe restrictions on the operating budget in the near future.

The following were present and made comments on the plan:

- Scott Bolte, 8836 Jackson Park
- Carrie Schueller, 8011 Hillcrest Dr.
- Kevin Hardman, 1920 Underwood Ave.
- Rich Robinson, 7813 Eagle St.
- Maureen Millmann, 1839 N. 69th St.
- Matt Luger, 7810 Eagle St.
- Matt Gissibl, 6908 Maple Terrace
- Carrie Mihal-Carlisle, 2575 N. 70th St.
- Brent Pitcher, 2576 N. 90th St.
- John Randall, 317 N. 89th St.
- Dave Litzau, 8027 Milwaukee Ave.
- John Lutz, 1907 Wauwatosa Ave.
- Mark Petersen, 1532 Ridge Court
- Mary Kern, 7525 Kenwood
- Ed Haydin, 2536 N. 71st St.
- Pat Acuff, 7525 W. Hennessey Ave.
- Dave Schlabowski, 2205 N. 59th St.
- Julie Mitchell, 2144 N. 83rd St.
- Dennis Roscetti, 2243 N. 68th St.

Comments/questions on the plan included:

- Green bike boxes are necessary for bicycle safety

- Bike boxes will help slow traffic down and create awareness
- In support of the full bike plan with all six alternates
- Drivers will be more aware where bicyclists are with bike lanes and bike boxes will make cyclists safer
- Police enforcement will be necessary
- Water soluble paint markings not a good option for our climate
- Police presence in Shorewood is very valuable to cyclists and will be necessary here
- Don't compromise on this project
- Will bus stops be reduced in corridor and will buses stop in the bike lanes
- Green boxes will be a safe refuge
- Shorewood has a great bicycle program
- Green boxes will send a powerful message
- Motorists will need education
- Bike intersection enhancement is crucial for bike safety
- In support of alternate #1
- Not in full agreement to go with the Cadillac plan using all six alternates
- Bike lane asphalt on Wauwatosa Avenue is already breaking up
- Will residents on North Avenue be charged a special assessment for this work
- Marked intersections necessary for safe pedestrian crossings
- Very innovative step for Wauwatosa
- Bikers are vulnerable and green boxes would help their safety
- Something is necessary to maintain our roadways for safe cycling
- The more distinct the bike markings are the safer it will be for bikers
- When bikers are respected by drivers, so will pedestrians
- North Avenue traffic has increased drastically over the past ten years and something needs to be done for bicyclists and pedestrians to travel safely down North Avenue and pedestrians need to be able to cross at the intersections safely
- Bold bike boxes will make a big impact
- An education plan is missing and will be important for success as drivers are not familiar with bike lanes and boxes

Ald. Byrne felt that each alternative should be addressed. There was nothing she disliked about the plan. She felt this decision would be precedent setting and was interested to hear what the other committee members had to say.

Ald. Berdan expressed appreciation to everyone supporting the bike plan in attendance. As a driver, not a bicyclist, she said she did not like the pedestrian medians. Drivers do not yield to pedestrians but unfortunately in Tosa East Towne these are necessary. She felt that drivers do not like bike boxes although bicyclists do. She expressed concern to not become so self-contained in bikes and pedestrians that drivers won't frequent the area. She felt that the North Avenue Plan was approved and should be followed as long as it wouldn't negatively affect the entire city and she had no concerns that it would.

Moved by Ald. Berdan, seconded by Ald. Stippich
to recommend to Council approval to accept the bid
from Stark Asphalt including all six alternatives in the amount
of \$1,594,891.25.

Ald. Hanson asking that if we didn't go with all of the alternatives, can these funds be used somewhere else? Mr. Porter said it is in the Capital Improvements Program now, but it could be moved around. Right now they are dedicated funds for the North Avenue Plan.

Ald. Stippich said he is in support of various alternatives, however he was concerned about the financial maintenance. He felt that the funds have been allocated so we need to follow through with that. He felt strong consideration needs to be made on connecting East Towne with the rest of Wauwatosa as we move forward.

Ald. Tilleson spoke in support of the Cadillac plan and the neighborhood supports this as well.

Ald. Wilke felt all of these alternatives will provide traffic calming to North Avenue. This will be important with the removal of the chicanes.

Ald. Walsh sees this project similar to Hart Park stadium where a risk was taken in one district but you can see the huge impact it has had on the City. This is in the same spirit and is a sustainable investment.

Ald. Byrne expressed concern about the use of thermoplastic use. She looked for a comparable and found one in Madison. The City of Madison does not have green bike lanes; we would be the first in Wisconsin to install these, but there will be economic ramifications on the decisions made tonight.

Ald. Hanson suggested that water based product would not be a good idea. He said epoxy would be a little better, but felt that if we install the thermoplastic symbols and get five years of life out of them it would be OK. He suggested not taking short cuts on this project.

Ald. Pantuso said he sat on the committee that worked on the North Avenue Plan for years before he became an alderman. He felt that this plan is the greatest recruiting tool ever. Four or five major restaurants have committed coming to East Tosa Towne who have businesses elsewhere in Milwaukee and they are expecting the North Avenue Plan to be implemented. A lot of money is being spent by them by remodeling buildings along North Avenue. There is no recourse if we don't use this as a recruiting tool.

Ald. Pantuso was excited to test the thermoplastic use. He said that there is not a lot of data out there as these standards are new. He noted that when pavement is wet with painted bike lanes, the lanes disappear. This should not happen with the use of thermoplastic symbols. He felt that bike boxes will make things easier and safer for bicyclists. Ald. Pantuso said letters of support were received from every district in the City so there is a lot of support for this project.

Vote on the motion - Ayes: 6

The committee recessed at 8:55 p.m. and reconvened at 9:06 p.m.

Moved by Ald. Berdan, seconded by Ald. Stippich to recommend to Council approval to accept the bid from Stark Asphalt including all six alternates in the amount of \$1,594,891.25 - Ayes: 6

RESULT:	RECOMMENDED FOR APPROVAL [UNANIMOUS]	Next: 5/5/2014 8:30 AM
TO:	Board of Public Works	
MOVER:	Cheryl Berdan, Alderwoman	
SECONDER:	Matthew Stippich, Alderman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

4. Memo from the Director of Public Works requesting 90-day trial of parking restrictions on the west side of Glenview Avenue south of Blue Mound Road

The committee reviewed a memo from the Director of Public Works requesting a 90-day trial of parking restrictions on the west side of Glenview Avenue south of Blue Mound Road.

Mr. Porter said that as part of the reconstruction of the above referenced intersection, the parking lane lines were slightly modified on the west side of Glenview Avenue. As a result the striping did not match the signage that was installed by Wisconsin Department of Transportation (WisDOT). After some sign removal and replacement, staff now believes that the proper signage is in place and that it matches the existing pavement

markings.

Moved by Ald. Byrne, seconded by Ald. Berdan to recommend approval of a 90-day trial of parking restrictions on the west side of Blue Mound Road/ Glenview Avenue intersection - Ayes: 6

RESULT:	PLACE ON 90-DAY TRIAL [UNANIMOUS]	Next: 7/29/2014 7:00 PM
MOVER:	Allison Byrne, Alderwoman	
SECONDER:	Cheryl Berdan, Alderwoman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

5. Memo from the Director of Public Works regarding request for a 90-day trial of a stop sign at Melvina Street and Woodward Avenue

The committee reviewed a memo for the Director of Public Works regarding a request for a 90-day trial of a stop sign at Melvina Street and Woodward Avenue.

Mr. Porter said the request came from an alderman to look at this intersection to consider placing a stop sign at this corner. Mr. Porter explained that the intersection was reviewed and said it does not meet the Manual on Uniform Traffic Control Devices (MUTCD) criteria. He also contacted the police department to check the accident history at this intersection within the past five years and none were reported.

Mr. Porter suggested that the intersection does not meet the MUTCD criteria nor is there sufficient traffic to justify a stop sign at this location.

Ald. Wilke said this has been discussed by the neighbors for years, but is now being brought forward. He understood that it does not meet the textbook standards but expressed concern. He said cars coming from Capital Drive are driving faster and coming over a hill to an unmarked intersection is concerning. He felt this is a special situation where traffic is flying down a hill going north on Woodward there is a visibility issue due to the hill.

Ald. Wilke also noted that due to cut through traffic from Capital Drive there is much more traffic. He suggested that slowing traffic down on Melvina Street via a stop sign would be helpful.

Sean Roberts, 10335 Woodward Avenue, said that this is the only intersection on Woodward Avenue between Menomonee River Parkway and Capital Drive that does not have a stop sign. He also expressed concern for walkers in the area. He encouraged the use of a 90-day trial stop sign.

Ald. Walsh asked about the history of traffic signs in this neighborhood and the strategy behind that. Mr. Porter did not have that information. Mr. Porter responded to some questions and said that a traffic count was not done. He said after the 90-day trial they would check to see if there were any unintended consequences of the signs, any complaints received from motorists and neighbors. Mr. Porter was of the understanding that the request was for a two-way stop sign.

Ald. Hanson inquired about the cost to install the stop signs. Mr. Porter said about \$100.

Moved by Ald. Hanson, seconded by Ald. Stippich to recommend approval of a 90-day trial for a stop sign at Melvina Street and Woodward Avenue - Ayes: 6

RESULT:	PLACE ON 90-DAY TRIAL [UNANIMOUS]	Next: 7/29/2014 7:00 PM
MOVER:	Tim Hanson, Alderman	
SECONDER:	Matthew Stippich, Alderman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

6. Request of Ravenswood Neighborhood Association to Extend the 90-Day Trial of Parking Restrictions on Ravenswood Circle and Glencoe Circle, have a 90-day trial of a No U Turn Sign on Blue Mound Road at the West intersection of Glencoe Circle, and a 90-day trial of No Parking on Blue Mound Road and Glencoe Circle

The committee reviewed a memo from the Director of Public Works requesting a 90-day trial of parking restrictions on the west side of Glenview Avenue south of Blue Mound Road.

As part of the reconstruction of the above referenced intersection, the parking lane lines were slightly modified on the west side of Glenview Avenue. As a result the striping did not match the signage that was installed by Wisconsin Department of Transportation (WisDOT). After some sign removal and replacement, staff now believes that the proper signage is in place and that it matches the existing pavement markings. Resident concerns have been addressed.

Mr. Porter updated the committee with the history of the parking situation in the Ravenswood neighborhood area and reviewed the original 90-day trial period which has just ended.

Mr. Porter said that the neighbors requested another 90-day trial and the consensus was that with the restrictions parking is better but it has pushed the traffic to Glencoe Circle. This area is shared jurisdiction with Milwaukee so approval for any parking changes in that area would need their approval as well. Mr. Porter felt it shouldn't be a problem, that it would just take time.

Ald. Hanson felt that a 90-day trial extension would be a better test period. He noted that the neighbors would like to see longer runs of no parking. The signs are working well but a longer trial would be important. He felt that there will be issues with parking due all summer long in the neighborhood due to summer activities at the college.

The following were present and made comments on the additional 90-day trial:

- David Paulus, 8733 Glencoe Circle
- Jim Griswold, 8811 W. Blue Mound
- Dain Maddox 105 N. 88th St.
- Diane Morgan 110 N. 89th St.
- Mary Paulus -8733 Glencoe Circle
- John Randall 317 N. 89th St.
- Raymond Konkol, 8825 Ravenswood Circle
- David Fisher, 8644 Glencoe Circle
- Hugh Morgan, 110 N. 89th St.
- Judy Randall 317 N. 89th St.

Comments included:

- The two hour parking signs have helped a lot but more needs to be done
- Consider 'residents only' parking if no relief is received from the college
- Field observation and experimentation is better than statistics
- Cannot see when pulling out of the side streets onto Blue Mound Road

- Dangerous for students running across Blue Mound Road as they can't see traffic with parked cars to close to the intersection
- This area will be a nightmare when massive amounts of cars will use Blue Mound Road to compensate for the interchange closure
- The original 90-day trial has helped but it has moved the parking dilemma to different locations, shifting cars onto Glencoe and into Milwaukee
- The neighborhood was not intended to be a parking lot
- The college promotes a lot of activities that require night time parking as well; something needs to be done
- The college has grown at the neighbor's expense; they continue to grow without getting a parking plan in place
- The college owns homes in the area and only one-hour parking is permitted in front of their homes but this has not been an option for Ravenswood residents
- College needs to provide parking and quit using the neighborhood as a parking lot
- Residents have gotten parking tickets for parking in front of their homes
- Concern that students will still use street parking if the college provides a lot as they will then be charged to park and street parking is free
- Students have expressed concern to the residents about lack of parking
- Two hour parking has done a good job, but students go out and erase the chalk lines on their car tires
- Trouble backing out of driveways with cars parked so close to the driveway entrance
- You have to maneuver to get your own car out of your own driveway, cannot just back out onto the street easily
- Entire neighborhood complexity has changed, the neighborhood has turned into a subdivision of signs
- Problems with garbage collection with cars parked in front of homes and so close together on the narrow streets
- Concern if emergency vehicles would be able to get through the neighborhood
- Concerns that the neighborhood will turn into an area much like the UWMilwaukee neighborhood

Ald. Hanson felt that no parking signs should be added from 8641 Blue Mound Road west to the City limits.

Moved by Ald. Hanson, seconded by Ald. Byrne to recommend approval extending the 90-day trial of parking restrictions and adding no parking from 8641 Blue Mound Road west to the city limits, install No U Turn signs in the median at Glencoe Circle and Blue Mound Road.

Ald. Pantuso thanked the neighbors for coming out providing feedback and noted that representatives from Wisconsin Lutheran College were in attendance taking notes.

Vote on the motion - Ayes: 6

RESULT:	PLACE ON 90-DAY TRIAL [UNANIMOUS]	Next: 7/29/2014 7:00 PM
MOVER:	Tim Hanson, Alderman	
SECONDER:	Allison Byrne, Alderwoman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

7. Request by Jon Klema, Michael's Signs, Inc., and Curt Stang, Innovation Park, LLC., for a Planned Development Amendment at UWM Innovation Park for Parks Administration Building signage.

The committee reviewed a memo from the Development Director regarding a request by Jon Klema, Michael's Signs, Inc., and Curt Stang, Innovation Park, LLC, for a Planned Development Amendment at UWM Innovation Park for Parks Administration Building signage.

Ms. Enders said that an additional amendment would be necessary because any changes from the approved plan requires one. All previous signage was reviewed by Design Review Board in November 2013. The proposed Parks Building sign was not included. The proposed sign is consistent with the previously approved campus wide signage.

Moved by Ald. Walsh, seconded by Ald. Hanson to recommend approval of the Planned Development Amendment at UWM Innovation Park for the Parks Administration Building signage contingent upon obtaining all necessary licenses and permits - Ayes: 6

RESULT:	RECOMMENDED FOR APPROVAL [UNANIMOUS]	Next: 5/6/2014 7:30 PM
TO:	Common Council	
MOVER:	Michael Walsh, Alderman	
SECONDER:	Tim Hanson, Alderman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

8. Request by Jonathan Schuler, Solid Rock Baptist Fellowship, and Spectrum Holdings, for a Conditional Use in the C2 District at 7001 West Center Street for religious assembly

The committee reviewed a memo from the City Planner regarding a request by Jonathan Schuler, Solid Rock Baptist Fellowship, and Spectrum Holdings, for a Conditional Use in the C2 District at 7001 West Center Street for religious assembly.

Ms. Enders explained that the applicant started a new branch of Calvary Baptist Church that currently has seven members and would like to lease a small office at the corner of 70th and Center Street while the initiative takes off, and hopefully grows. Occupancy is limited to 15 persons without additional building and fire code improvements. The religious assembly will generally take place on Wednesdays from 6:30 p.m. - 8:00 p.m. and on Sundays from 9:30 a.m. - 2:00 p.m. The space would be used throughout the week for study and counsel.

Moved by Ald. Berdan, seconded by Ald. Byrne to recommend approval of the Conditional Use in the C2 District at 7002 W. Center Street for religious assembly contingent upon hours of operation from 9:00 a.m. - 9:00 p.m. daily, occupancy limitation of 15 people, and obtaining any additional licenses or permits - Ayes: 6

RESULT:	RECOMMENDED FOR APPROVAL [UNANIMOUS]	Next: 5/6/2014 7:30 PM
TO:	Common Council	
MOVER:	Cheryl Berdan, Alderwoman	
SECONDER:	Allison Byrne, Alderwoman	
AYES:	Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	
EXCUSED:	Causier, Wilson	

9. Request by Paul J. Osmanski, WE Energies, and James Bornemann, for a Conditional Use in the M1 District at 6830 West State Street for a construction office trailer

The committee reviewed a memo from the Development Director regarding a request by Paul J. Osmanski, WE Energies, and James Bornemann, for a Conditional Use in the M1 District at 6830 W. State Street for a construction office trailer.

Ms. Enders noted that for several years, WE Energies has been operating a field office for Wauwatosa area gas main projects out of a construction trailer located on the property that is directly east of the PNC Bank on State Street. She said that in responding to a complaint on the parcel it was discovered that no zoning approval was ever granted for use of the trailer. The applicant is requesting approval at this location for one year.

Moved by Ald. Berdan, seconded by Ald. Byrne to recommend approval of the Conditional Use in the M1 District at 6830 W. State Street for a construction office trailer for one year contingent upon obtaining the necessary licenses and permits - Ayes: 5 Noes: 1 (Hanson)

RESULT:	RECOMMENDED FOR APPROVAL [5 TO 1]	Next: 5/6/2014 7:30 PM
TO:	Common Council	
MOVER:	Cheryl Berdan, Alderwoman	
SECONDER:	Allison Byrne, Alderwoman	
AYES:	Pantuso, Berdan, Stippich, Walsh, Byrne	
NAYS:	Hanson	
EXCUSED:	Causier, Wilson	

10. Memos from the Assistant City Attorney and the Public Health Manager regarding bee keeping in a suburban community

The City Attorney updated the new committee members of the previous materials presented, explaining that the beekeeping in residential areas was discussed. The City of Milwaukee beekeeping ordinance had been presented. The committee was asked to do homework on beekeeping after the meeting held on March 25, 2014 and bring back suggestions.

Jim Beix, Public Health Manager, said he had nothing new to add but noted the concerns of the Health Department if an ordinance is to be drafted. Mr. Beix noted some people are allergic to bees and could have anaphylactic reactions to bees. Bees travel a long distance and some people do have bee phobias and their voices should be heard if drafting an ordinance. Mr. Beix asked that the program be kept as safe and efficient as possible as there is limited staff to devote to this in the Health Department.

The City Attorney briefly reviewed highlights of Ms. Miller-Carter's memo on beekeeping in residential areas. He noted that Ms. Miller-Carter's memo from March 20, 2014 is very thorough. He noted that regulatory considerations to protect the health and safety of the community and nearby neighbors include:

- Requiring a water source
- Locations of the apiary
- Creating a fly away or barrier due to the bee behavior when traveling
- Set back from both property lines and buildings
- Number of hives
- Enforcement and permits discussion would be necessary

The City Attorney noted that there could be philosophical differences on how to pay for the program which could be quite costly. This should be taken into consideration much like the discussions had on the chicken ordinance.

John Randall, 317 N. 89 St., suggested leaving farm animals on the farm and not bringing them into the city. We

already have chickens in the city, what will be next?

Frieda Payne, 1940 Wauwatosa Ave., said when a hive is set up properly they are not that problematic. The bees leave the hive to pollinate. Hives are not messy and do not cause an odor. Water needs to be provided close to their hive. If hived properly bees are not dangerous to the general public. A lot of people want to do this because environmentally, bees are extremely important and they are in extreme circumstances right now. A lot of what we eat is dependent upon bees for pollination. Ms. Payne noted that having bees is not cheap and didn't feel that a lot of people would do it.

Charlie Keene, 2622 Weil, is a bee educator and offered assistance to help draft an ordinance. He said that he had worked with various municipalities crafting and refining their ordinance. There is a clear distinction between bees and wasps. Wasps attack and bees defend. Mr. Keene said that bees are very important and are a lack of threat. There is a problem with the bee population collapsing. The principal pollinators are dying off: honey bees, bats, and butterflies.

Andy Hemken, W229 S7120 Guthrie School Road, Big Bend, said there are a lot of benefits in having bees. He trains a lot of beekeepers as people do need to be trained on the keeping of bees. He offered his assistance in putting an ordinance together and for education.

Mary Kern, 7525 Kenwood, said if we are going to talk about people being afraid of bees, you need to talk about people who are afraid of dogs. As with other health concerns people need to take precautions.

Janet Fischer, President of Milwaukee Waukesha Beekeepers Association, said it is an excellent idea to have an ordinance to allow bees in order to keep the neighborhood relationships happy. It is the placing of the hives, allowing the neighbors to cut their grass and go about their business and never having to worry about the hives is the right way to do this. Keeping the bee hives in the proper setback is really important for beekeeping.

Mary Klett, 6133 Washington Blvd., left a memo for the committee in support of beekeeping. She said that bees are a positive thing for the city and for pollination. She asked the committee to support the ordinance.

The committee discussed the matter and suggested that an ordinance be drafted including the following guidelines:

- Neighbor consent similar to the chicken ordinance
- Some type of bee education should be required
- Community awareness be considered
- Cost consideration and how this will be funded
- Draft an ordinance similar to the City of Milwaukee

Ms. Enders stressed that the process not be made too complicated. It needs to be more customer friendly than the implementation of the chicken ordinance. Ms. Enders also mentioned that there is limited staff time available if the building department is recommended to take the lead. If bee training has to be verified this will be more costly. She noted that the city is not recouping their cost for the chickens.

Ald. Pantuso talked with a Milwaukee aldermen on their beekeeping ordinance. He said Milwaukee has 14 active colonies and a few pending applications Milwaukee had a recurring annual fee and changed it to a one-time fee. Ald. Pantuso felt there will only be a small group of dedicated people who will want to have bees.

The City Attorney suggested it would be a month or more before a final draft ordinance would be ready.

The meeting adjourned at 10:42 p.m.

Carla A. Ledesma, CMC, City Clerk