



**CITY OF WAUWATOSA**  
**COMMUNITY DEVELOPMENT COMMITTEE**  
**MINUTES • OCTOBER 14, 2014**

Regular Meeting

Committee Room #1

7:00 PM

7725 West North Avenue, Wauwatosa, WI 53213

**COMMUNITY DEVELOPMENT COMMITTEE ITEMS**

Attendee Name	Title	Status	Arrived
Kathleen Causier	Alderwoman	Present	
Craig Wilson	Alderman	Present	
Tim Hanson	Alderman	Present	
Bobby Pantuso	Alderman	Present	
Cheryl Berdan	Alderwoman	Present	
Matthew Stippich	Alderman	Remote	
Michael Walsh	Alderman	Present	
Allison Byrne	Alderwoman	Present	

1. Request by Edward Bushman, Victor Corporation, and Charnjit Bolla, Harprabh Property, LLC., for a Planned Development Amendment at 2930 North 117th Street for a restaurant

The committee reviewed a request by Edward Bushman, Victor Corporation, and Charnjit Bolla, Harprabh Property, LLC, for a Planned Development Amendment at 2930 North 117<sup>th</sup> Street for a restaurant.

Ms. Enders said that the applicants propose to operate a full service Indian restaurant in the former Open Hearth location. Limited outdoor dining will be located of the west side of the building and modification will be made to both the interior and exterior of the building. The proposed hours of operation are Sunday through Thursday 11 a.m. to 10:30 p.m. and Friday and Saturday 11 a.m. to 11:30 p.m.

Moved by Ald. Causier, seconded by Ald. Berdan to recommend approval of the Planned Unit Development amendment for a restaurant at 2930 N. 117<sup>th</sup> Street with the hours of operation Sunday through Thursday from 11:00 a.m. to 10:30 p.m. and Friday and Saturday from 11:00 a.m. to 11:30 p.m. and obtaining all required licenses and permits- Ayes: 7

<b>RESULT:</b>	<b>RECOMMENDED FOR APPROVAL [7 TO 0]</b>
<b>MOVER:</b>	Kathleen Causier, Alderwoman
<b>SECONDER:</b>	Cheryl Berdan, Alderwoman
<b>AYES:</b>	Causier, Wilson, Hanson, Pantuso, Berdan, Walsh, Byrne
<b>ABSTAIN:</b>	Stippich

2. Presentation by Ayres and Associates regarding a traffic study of W. North Avenue from Wauwatosa Avenue to Menomonee River Parkway

Mr. Porter introduced Christopher Zacharias, with the Department of Transportation (DOT) to help address any questions there might be.

Mr. Porter explained that there is a bit of a time crunch here. The last DOT project information meeting was held in September. It was hoped to have this meeting on September 30<sup>th</sup>, but due to the budget presentation process there wasn't enough time to get the detailed report prepared for that meeting schedule.

A decision needs to be made with recommendations so the DOT can meet their project schedule for environmental and utility approvals.

Should the City of Wauwatosa pass a series of resolutions requesting Wisconsin Department of Transportation (WisDOT) to not install bike and pedestrian improvements as planned for the Center Street Bridge project? Conversely, should the City of Wauwatosa request that WisDOT agree to install additional bike and pedestrian improvements outside of the project area?

As part of the planned WisDOT work associated with the Zoo Interchange project, the Center Street Bridge over US 45 will be replaced in 2016.

WisDOT has held two public meetings with residents to discuss the project.

Since both state and federal funds are committed to the project, it is a requirement of WisDOT to construct the bridge and approach streets with both sidewalk and bike accommodations. To deviate from this mandate is possible, however, the City of Wauwatosa must pass a formal resolution, called a Trans 75 resolution, that requests WisDOT to not install such improvements. If such a resolution is passed, WisDOT can still reject the resolution, and install the sidewalk and bike improvements as mandated by state law. The discretion is entirely theirs.

Another important distinction to make when considering these options is that in the areas where WisDOT is reconstructing the pavement, the state and federal requirements for sidewalks and bike accommodations apply. In areas where WisDOT or the City is merely resurfacing the street, there are no mandates regarding sidewalks or bike accommodations.

Mr. Porter suggested to systematically address the issues regarding the Center Street Bridge project, that the project be broken into distinct components so that the Committee can vote on each element independently rather than take one, all or nothing approach.

A Powerpoint discussion was reviewed which hopefully would simplify the issues in order to make decisions and move forward.

Here are the different decision points with staff recommendation:

*1. Center Street Sidewalk/Bike Accommodations (within project limits)*

This improvement encompasses the area along the south side of Center Street that is impacted by the replacement of the bridge. Since the bridge is being razed, street reconstruction is required. WisDOT has stated very clearly that their intention is to install the sidewalk outlined in red as shown in the exhibit in Appendix B. Their reasons are the pedestrian activity associated with the three area schools on either side of the bridge.

WisDOT is very unlikely to approve a Trans 75 resolution to eliminate the sidewalks in this location due to their close proximity to the schools. Staff recommends no action for this project element.

Residents speaking in support of the sidewalks included:

Lisa Baker, 2645 N. 115<sup>th</sup> Street

April Rogers, 2727 N. 118<sup>th</sup> Street

Sarah Lerand, 2125 N. 90<sup>th</sup> Street

Stephanie Jungbloth - 1920 N. 119<sup>th</sup> Street

Molly Del Vecchio - 3303 N. 107<sup>th</sup> Street

Jason Kauflin, 4124 N. 110<sup>th</sup> Street - spoke in favor of sidewalks and noted that this is not a new discussion of sidewalks in this area. It has been in the works for the past couple of years

Karen Brenton, 2655 N. 113<sup>th</sup> Street, spoke in favor of the additional sidewalks. She questioned why the city

would pay for new sidewalks that will be maintained by the School District, when surrounding streets that already have sidewalks have to maintain and shovel their own sidewalks?

2. *Center Street Bike Accommodations (outside of project limits)*

Center Street from 124<sup>th</sup> Street to Mayfair Road is earmarked for bike lanes in the recently adopted Bike and Pedestrian Plan. In the WisDOT project area where streets are being reconstructed, WisDOT has stated that bike accommodations will be part of the project.

In discussing with WisDOT the recommendations of the Bike and Pedestrian Plan that bike lanes be installed along the full length of Center Street from Mayfair Road to 124<sup>th</sup> Street, they stated that they would not install lanes to the east of 111<sup>th</sup> Street, and under the railroad bridge since the width of roadway will not support Manual on Uniform Traffic Control Devices (MUTCD) compliant bike lanes. West of the project area (114<sup>th</sup> Street to 124<sup>th</sup> Street), the City can request that bike accommodations be added to the project provided that the work will be done at the City's expense.

Although Center Street is recommended for bike lanes in the Bike and Pedestrian Plan staff recommends that before any bike lanes are installed, a traffic impact study be completed to assess the impacts of reducing traffic to one lane in each direction in an already congested area of the City. If bike lanes are ultimately recommended, then the impact of reducing traffic lanes in this area will be fully known to all concerned.

The committee discussed and didn't feel that there should be a study done at this time. It wasn't felt that \$20,000 should be spent on a study when the foregone conclusion is that bike lanes will not work in this area.

Moved by Ald. Walsh, seconded by Ald. Hanson  
to place on file - Ayes: 5 Noes: 1 (Byrne)

3. *112<sup>th</sup> Street Sidewalk and Bike Accommodations*

There are two sections of sidewalk proposed for installation on the east side of 112<sup>th</sup> street. The first section is directly south of Center Street, and the second sections are north and south of Meinecke Avenue. An exhibit depicting the location of the proposed stub sidewalks is shown in Appendix D. Currently there are no sidewalks on the east side of 112<sup>th</sup> Street. To install the sidewalks as depicted as part of the plan would leave a large gap in the middle of the block.

Regarding bike lane accommodations, these blocks of 112<sup>th</sup> Street are not recommended for any bike improvements.

The School Safety Study recommended a sidewalk be installed on 112<sup>th</sup> Street immediately south of Center Street. Staff supports the installation of a sidewalk in this location.

WisDOT's Plan also calls for sidewalk to be installed on 112<sup>th</sup> Street north and south of Meinecke Avenue when that bridge is replaced in 2017. The School Safety Study is silent on any sidewalk recommendations along this section of 112<sup>th</sup> Street. Since currently there are no sidewalks in those locations, and none recommended, staff recommends that a Trans 75 resolution be approved requesting that the sidewalks immediately north and south of Meinecke Avenue on 112<sup>th</sup> Street not be installed. It should also be noted that the east/west sidewalks will be replaced by WisDOT and are supported as they connect into the existing City sidewalk network.

112<sup>th</sup> Street is not recommended for any bike improvements in the Bike and Pedestrian Plan. Staff recommends that the Trans 75 resolution request exemption from bike accommodations on this section of 112<sup>th</sup> Street.

Moved by Ald. Berdan, seconded by Ald. Walsh  
to recommend that the Trans 75 resolution request  
exemption from bike accommodations on this section  
of 112<sup>th</sup> Street - Ayes: 6

Mr. Porter asked if it is the intent of the committee to remain silent on the sidewalk piece of this item.

Moved by Ald. Causier, seconded by Ald. Berdan to accept staff recommendation that a sidewalk be installed on 112<sup>th</sup> Street immediately south of Center Street; and that the Trans 75 resolution be approved requesting that the sidewalks immediately north and south of Meinecke Avenue on 112<sup>th</sup> Street not be installed - Ayes: 6

#### 4. *113<sup>th</sup> Street Bike Accommodations*

Currently there is an existing sidewalk on the west side of 113<sup>th</sup> Street. The Center Street bridge project will impact the northern portion of the walk, and the Meinecke Avenue Bridge project will impact the southern portion of the walk. WisDOT will replace the north and south portions of the sidewalk as part of the bridge replacement projects.

To install a bike lane will require substantial widening on the west side of the street. This would necessitate the removal of most of the trees in the parkway. 113<sup>th</sup> Street is not on the list of streets recommended for bike lanes.

Since there is existing sidewalk on 113<sup>th</sup> Street, and no bike lanes are part of the Plan, staff recommends that a Trans 75 resolution be filed requesting that no bike lanes be constructed on this section of 113<sup>th</sup> Street. No action is necessary regarding replacement of portions of the sidewalk.

Ald. Berdan noted that this is in her district and she has extensively talked to the residents there and requested that the Trans 75 Resolution be requested to not implement the bike lanes on 113<sup>th</sup> Street.

Moved by Ald. Berdan, second by Ald. Causier to accept staff recommendation that a Trans 75 resolution be filed requesting that no bike lanes be constructed on this section of 113<sup>th</sup> Street - Ayes: 5 Noes: 1 (Byrne)

#### 5. *Center Street Sidewalk Extensions as Shown in the School Safety Study*

The City of Wauwatosa and the Wauwatosa School District participated in a joint study to improve school crossing safety along Center Street in 2012 and 2013. Both agencies funded the study which was completed by Ayres and Associates. The Traffic and Safety Committee approved the report on April 9, 2013, and it was approved unanimously by the Common Council on April 16, 2013. Copies of that documentation are attached as Appendix F.

In Appendix G is a copy of the exhibit that was part of the long term improvements recommended for Center Street. The sidewalks outlined in black represents the all the new sidewalks that were recommended in the Ayres study. The sidewalks highlighted in yellow will be installed by WisDOT as part of the Center Street Bridge project. WisDOT has also stated a willingness to install the additional sidewalk outside their project limits provided the City agrees to request in writing that this work be done, and the City agrees to reimburse WisDOT for the cost of installing the sidewalk.

It must be noted that absent any preliminary design at this point, the full impact of installing the sidewalks west of WisDOT project limits is difficult to fully quantify. It is likely, however that there will be impacts to existing vegetation, including trees that may require removal.

The committee recessed at 8:32 and reconvened at 8:39 p.m.

Ald. Wilson excused - 8:46 - (6)

Moved by Ald. Byrne, seconded by Ald. Causier to hold Item #5, Center Street Sidewalk Extensions until November 11<sup>th</sup>.

Ald. Berdan asked for a friendly amendment to the motion requesting the City schedule a meeting with Center Street neighbors for their input before the November 11<sup>th</sup> meeting. Ald. Byrne denied the request. Ald. Berdan noted that the Bike/Pedestrian Plan requires input and support from the neighborhood.

Ald. Hanson agreed with Ald. Berdan that the Center Street neighbors may feel blind-sided by this and wouldn't support the motion.

Discussion ensued regarding lack of communication with constituents by the City.

The Mayor clarified that the affected neighbors should have their informational meeting and be advised that they should attend the November 11, 2014 meeting to express their input. The Community Development is the place for the residents to make their feelings known. The Mayor said it is important for the aldermen in the 7<sup>th</sup> District to help with the notification of the neighborhood meeting.

Ald. Berdan again asked for a friendly amendment to the motion requesting the City schedule a meeting with Center Street neighbors for their input before the November 11<sup>th</sup> meeting. This was approved by the motioner and seconder.

Moved by Ald. Byrne, seconded by Ald. Causier to hold Item #5 discussion point, Center Street Sidewalk Extensions until November 11<sup>th</sup>, and that a meeting be scheduled by the City for the affected neighbors before the November 11<sup>th</sup> meeting - Ayes: 6

#### 6. *Eisenhower School Drop off Lane*

Another recommendation of the Ayres Study is to construct a drop off/pick up bay in front of Eisenhower School. This facility is designed to get some of the cars off the Center Street pavement while parents are picking up or dropping off their children.

Since this improvement is part of the Ayres Study that was approved by Council, any modifications to the policy would have to be approved by the Community Development Committee and then the Council.

Since the drop off/pick up bay is approved per City policy, staff recommends that the City request WisDOT to construct it as part of their improvement in 2016. Per longstanding City policy, the cost of the drop/off bay will be assessed to the School District.

Moved by Ald. Causier, seconded by Ald. Berdan to recommend approval of staff recommendation to have the City request WisDOT to construct a drop-off/pick-up bay as part of their improvement in 2016. The cost of the drop-off/pick-up bay will be assessed to the School District - Ayes: 6

#### 7. *Center Street Resurfacing (outside of project limits)*

WisDOT will reconstruct Center Street from approximately 112<sup>th</sup> street to 114<sup>th</sup> street. Last year the City resurfaced Center Street from 117<sup>th</sup> Street west to 124<sup>th</sup> Street. Therefore there is a gap of pavement from 117<sup>th</sup> Street to 114<sup>th</sup> Street that will not be repaired. The question is whether or not the City should request that

WisDOT include resurfacing this section of Center Street to complete improvements in the project area.

Staff recommends that the City request WisDOT include this section of pavement into their contract with the understanding that the City will reimburse the State for this work. It is further staff's recommendation that the cost of this improvement not be assessed to the adjacent property owners since action is project related and not pavement condition driven.

Funds for this work would be included in the 2016 Capital Budget if approved.

Moved by Ald. Byrne, seconded by Ald. Causier  
to table this item until the sidewalk issues are decided  
due to the economy of scale in working with the DOT -  
Ayes: 4 Noes: 2 (Hanson, Walsh)

Mr. Porter noted that his only concern to hold this is due to the Capital Improvement Budget meeting coming up and a decision would have to be made whether to include funding for this or not.

### 3. Sidewalk, bike accommodations, and policy discussion associated with the Center Street Bridge Replacement Project in 2016

Ken Voigt, Ayres & Associates reviewed a Powerpoint presentation with the committee regarding review of the current traffic operational efficiency on North Avenue west of Wauwatosa Avenue to Menomonee River Parkway. This is a companion study to the section of North Avenue east of Wauwatosa Avenue.

Mr. Porter explained that staff was directed to budget and plan for a companion study on North Avenue to the west of Wauwatosa Avenue, similar to the study done on North Avenue east of Wauwatosa Avenue. He noted that currently there is no funding in the Capital Budget to improve this section of North Avenue.

Ken Voigt and Alexandria Motl, Ayres and Associates, presented a Powerpoint on their traffic study and available to answer any questions.

Ms. Motl explained the existing conditions on North Avenue reviewing the various intersections.

Ald. Wilson present at 9:38 p.m. - 7

Mr. Voigt explained that traffic volumes were looked at along with intersection equity. Total passenger cars, pedestrians and total bicyclists were reviewed during peak hours. North Avenue and Menomonee River Parkway showed the most bicyclists at midday Saturday. The intersection of North Avenue and Swan Boulevard had the highest number of pedestrians at Saturday midday. The largest volume of passenger cars was at North Avenue and Menomonee River Parkway on weekday evening in the amount of 3300.

Mr. Voigt reviewed intersection operations and an intersection safety analysis. He noted that traffic gets backed up near Sendik's and Ray's Liquor. Mr. Voigt said that there is a lot of conflict at North Avenue and Pasadena Boulevard. North Avenue and Wauwatosa Avenue is another high conflict area.

There is a total of 292 parking spaces along the North Avenue corridor from Wauwatosa Avenue to Menomonee River Parkway.

Mr. Voigt reviewed the typical T-Intersection designs along the corridor. He said a lot of these intersections, it would be relatively easy to put bike lanes on the north side of the street.

Bike boxes were looked at for the Ludington Avenue intersection.

Mr. Voigt said they could put in bike lanes on North Avenue in front of Longfellow Middle School. Bike boxes could also be placed at the intersection. A solid eastbound green bike lane along Longfellow Middle School would make drivers aware of the bike lane, or a dashed green line could also be used.

Ald. Wilson excused 10:15 - 6

Two new crosswalks at T-intersections could be added to minimize mid-block crossing along North from Pasadena to 86<sup>th</sup> Street. This marking would be very visible to drivers and sight impaired individuals. He noted that crosswalks help calm traffic.

Mr. Voigt recommended eliminating one entrance on North Avenue into Ray's Liquors instead of having two. He felt this would minimize cars fighting each other at both entrances when trying to turn the same direction.

A pedestrian island was suggested for 83<sup>rd</sup> Street and North Avenue.

Refuge islands were suggested for 90<sup>th</sup> Street along with the rapid flashing crosswalk lights that are already installed. The rapid flashing crosswalk lights are quite effective.

Mr. Voigt reviewed p.m. peak hours parking restrictions along North Avenue. An option shown for 24-hour parking restrictions had these advantages: would allow for marked bike lanes, not be confusing to drivers and bikers, addition of bike boxes at Swan Boulevard and will maximize traffic operation. The disadvantage to 24-hour parking restrictions is the elimination of 35-40 parking spaces and potential speeding problems.

Another concept discussed was no p.m. peak hour parking restrictions. The advantages are: marked bike lanes, wouldn't be confusing to drivers and bikers, addition of bike boxes at Swan Boulevard. The disadvantages are reduction of spaces in Swan Boulevard operation, and the elimination of approximately 15 parking spaces due to right turn lane.

The implementation schedule was reviewed. Mr. Voigt felt that signal timing for pedestrians, parking regulation modifications, pedestrian islands, and crosswalk enhancements could be done right away in 2015 and would be relatively easy. Changes made to signal timings, flashing yellow arrows, and green bike lanes and boxes could be done later in 2016.

Mr. Porter said that no action is required, he is just looking for feedback.

Ald. Walsh asked if the new apartment complex on 84<sup>th</sup> and 85<sup>th</sup> and North Avenue will change any of the dynamics discussed. Mr. Voigt wasn't aware of the new development but suggested it could depend on the clientele. He said younger people may have more cars or more parties bringing more cars into the area. He didn't feel it would make much of an impact but would look at the site plan.

**4. From the Budget and Finance Committee, seeking input on memo from the Development Director regarding economic development investment guidelines and a tax increment financing program policy**

This item was referred from the Budget & Finance committee seeking input on memo from the Development Director regarding economic development investment guidelines and a tax increment financing program policy.

Ms. Enders said that in 2013, several Common Council members directed City staff to research and present back to Common Council a draft tax increment program policy. City staff, with assistance from Springsted, spent several months crafting the policy that functions as a companion policy to a broader financial assistance policy.

The Financial Assistance Policy includes a policy statement, mandatory criteria, and project evaluation criteria. The Tax Increment Financing Policy consists of a purpose statement, public purpose objectives, policy position, project requirements, and an application and approval process.

Ms. Enders reviewed some of the comments received and requested feedback from this committee to take back to the Budget & Finance Committee.

Comments from the committee included:

- TIFs must be done on a case by case basis
- Politics are involved when deciding to use a TIF or not
- Most of the City TIF requests have been no brainers to offer assistance
- A tighter policy is a smart way to approach requests
- A lot of recent development in the City has not requested the use of TIFs
- There needs to be flexibility on a case by case basis
- There is a need for a TIF policy that is easily explainable

It was felt that the developers will have a policy to review when inquiring about TIFs. If they don't meet the requirements they should not be asking for assistance.

The meeting adjourned at 10:47 p.m.

#### Future Community Development Committee items

- Mayfair Corridor Planning Study
- Non-postal delivery options for City Newsletter
- Policy concerning issuance of remaining "Class B" Reserve liquor licenses
- Ordinance amendment concerning aldermanic representation on the CDA & Plan Commission
- Terms of the Council President
- Aldermanic selection process when vacancy occurs
- Policy for parking permits in neighborhoods
- Request for policy for installation of neighborhood ID signs
- Maintenance policy for commercial and residential properties (10-28-14)
- Inclusion of e-cigarettes in current smoke-free ordinance
- 90-day trial of rush-hour only parking restrictions at 3122 Mayfair Road (10-28-14)

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Carla A. Ledesma, CMC, City Clerk