



**CITY OF WAUWATOSA**  
**COMMUNITY DEVELOPMENT COMMITTEE**  
**MINUTES • FEBRUARY 24, 2015**

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

7725 West North Avenue, Wauwatosa, WI 53213

**COMMUNITY DEVELOPMENT COMMITTEE ITEMS**

<b>Attendee Name</b>	<b>Title</b>	<b>Status</b>	<b>Arrived</b>
Kathleen Causier	Aldерwoman	Present	
Craig Wilson	Alderman	Present	
Tim Hanson	Alderman	Present	
Bobby Pantuso	Alderman	Present	
Cheryl Berdan	Aldерwoman	Excused	
Matthew Stippich	Alderman	Present	
Michael Walsh	Alderman	Present	
Allison Byrne	Aldерwoman	Present	
William Porter	Public Works Director	Present	
Paulette Enders	Development Director	Present	
James Archambo	City Administrator	Present	
Alan Kesner	City Attorney	Present	

1. Recommendation for adoption by ordinance as an amendment to the City's Comprehensive Plan for the Burleigh Triangle and Mayfair Road North Redevelopment Plan

The committee reviewed a memo from the City Planner regarding the Mayfair Road North Plan adoption by ordinance as amendment to the City's Comprehensive Plan.

Ms. Enders said that as recommended in the City's Comprehensive Plan, the Mayfair Road North Plan is the first phase of what will eventually become a plan for the entire Mayfair Road corridor. This document also includes an update to the 2005 Burleigh Triangle Master Plan.

The Plan Commission reviewed this item on January 12, 2015 and recommended approval 7-0 with modifications to Vision E to indicate more mixed use development along Burleigh that would contain less of a parking lot. On February 17th, the required public hearing was held before the Common Council. One individual appeared with questions related to the plan. Staff has since talked with that individual about the questions that were raised.

Ms. Enders introduced Jeff Maloney, Principal Designer, Vandewalle & Associates, Inc., to present a presentation on the Master Plan and the steps taken to get to this point.

Centered on Burleigh Street from between 119th Street to the west, across Highway 45 to Mayfair Road to the east, the Triangle is envisioned as a mixed use retail, commercial and residential hub that builds upon the newly constructed Mayfair Collection and forthcoming Meijer and Whole Foods grocery stores. This project includes the conceptual alignment of bike and pedestrian access routes to the area, a "Safe Routes to School" pathway to nearby Wauwatosa Public Schools, and potential indoor/outdoor recreation and public space facilities generating additional year-round activity.

Mr. Maloney explained that they have been working with City Staff, the Plan Commission, and the Council through the updating process. He said that this document is intended to serve as a Plan update to the Burleigh Street Triangle Redevelopment area, building off of the 2005 Plan, and refined by changes in ownership and

market conditions over the past nine years and expanded to include the Mayfair Road North area. This Plan update is meant to reinforce the corridor as a major entryway into Wauwatosa's Mayfair commercial district through rehabilitation of current building stock, redevelopment of vacant sites, and increased business development - moving beyond the "Triangle" to encompass the neighboring properties.

Mr. Maloney provided a visual presentation on the project scope, held interviews with the stakeholders in the area, including HSA Commercial Real Estate, Brodd Property Management, Hansen Storage Company, Midland Management, LLC; J.C. Penney, K-Mart, Micro-Center and the City of Wauwatosa Alders and City Staff. He said they tried to contact everyone in the area, but some were more difficult to reach than others.

Mr. Maloney said that they had private conversations with the stakeholders to understand their future intentions; if they were planning to stay onsite, whether they had plans to move, are they open to redevelopment opportunities, those types of questions were asked of them.

Mr. Maloney, noting confidentiality on behalf of the stakeholders, summarized discussion points from the interviews held which included:

- High demand for variety of residential options in Wauwatosa - Row houses, townhomes, single family homes, and mixed use multifamily
- Preferred high density
- Users should address quality of life issues
- Concerns over sustainability of planned retail uses
- Preference for higher density, vertical development
- Importance of school routes, pedestrian and bicycle access
- Connections to transit, car-sharing, bike-sharing, electric car charging - the Park and Ride operating on the northern edge of Mayfair Collection on a two-year trial basis, may become permanent
- Concerns of constant truck traffic in the area and how that can blend in with future development
- Concerns of pedestrian safety knowing that this is an auto oriented area; tried to install pedestrian connections, pedestrian walkways to the north, south, east, and west, and especially around the schools - this was a major concern of both the stakeholders and of the aldermen

The intent of the Redevelopment Concept map for the Burleigh Triangle/Mayfair Road North area is to communicate the vision for creation of a mixed use, higher density district in this area. The goals and opportunities are incorporated into five Redevelopment Vision concepts, each operating under a different set of redevelopment assumptions:

**Mixed Use Center** - A planned Mixed Use Center lay at the heart of the Burleigh Triangle, a wedge shaped area between Highway 45, Burleigh Street and the Currie Park Golf Course. Development is already well underway for the upscale Mayfair Collection shopping center, with its first phase along the western perimeter of the 70-acre site already open to the public. The larger site is envisioned in each of the five Visions in a town center style, with a motivated developer committed to a mixed use residential, commercial, dining and shopping concept. Phase two infill residential (up to 1200 total units) and extended stay/business class hotel development at the center of the site are expected to commence spring 2015. A Whole Foods grocery store and 3-4 restaurant out lots with Burleigh Street frontage will be completed in 2016.

**Neighborhood Center/Residential (North of Burleigh)** - The northwest corner of the Burleigh Street and Mayfair Road intersection, currently home to aging professional office buildings and a struggling Kmart store, could see reuse as a mixed use, primarily residential housing center geared toward professionals, empty nesters, and active retirees. The north and western edges of this sub-area feature golf course views and are ideally suited for mid-rise residential towers (6-8 stories), with the remaining structures along Mayfair Road and near the interior of the site slated for mixed use (first floor retail with 2-3 stories of residential apartments above). This sub-area could be anchored by a private athletic and wellness facility for the upscale housing stock nearby, with additional potential for townhome development. This Neighborhood Center would be connected to the Mayfair Collection Mixed Use Center via a pedestrian bridge or tunnel crossing the existing rail corridor to the southwest,

encouraging automobile-free commuting and shopping in an area currently lacking in bicycle and pedestrian-friendly commercial activity.

**Neighborhood Center (South of Burleigh)** - Anchored by future Meijer grocery store, the interior of this area (between 112th and 114th Streets) is currently underutilized, with the northern portion used for parking and truck storage and the southern edge occupied by single-story, metal-sided industrial buildings. Under each of the five Vision scenarios, this area would be redeveloped into mixed used residential with first-floor retail, interior courtyard parking and green space that accommodates a low-traffic "Safe Routes to School" pathway. Vision E for this area presents options for regional retail development. It is the intent and goal for retail development in this area (and the project area overall) to incorporate unique retail development options into the development, unique being defined as new or different retail developments not currently found in Wauwatosa and/or the region.

**Mixed Use/Recreation** - The subarea south of Neighborhood Center (South of Burleigh) has a few different opportunities for future development. Under Visions A and D, the parcels south of Meijer would continue to operate in their current industrial capacities, including Hansen Storage and Viking Electrical Supply. Vision B presents more ambitious opportunities for additional mixed use and dining, as well as an indoor/outdoor sports and fitness center with multipurpose fields that could complement athletic activities at the nearby middle and high schools. High-density residential also remains a possibility for this sub-area (Vision C), featuring a combination of low-rise apartment buildings and townhouses.

**Gathering Spaces** - While the bulk of the redevelopment vision concepts are intended for private redevelopment, several green spaces and plazas are incorporated in order to encourage walkability and better integration of uses on the sites. While surface parking at anchor stores will be ample, the density of surrounding structures provides more opportunities to move between buildings without driving.

**Employment Center** - The area south of Burleigh Street, adjacent to Highway 45, is well-positioned to capitalize on increased traffic volume through redevelopment into mixed use and highway-oriented commercial uses like professional offices, hotels and restaurants. 114th Street may also serve as an alternate route for "Safe Routes to School." One public infrastructure improvement opportunity is to realign the intersection of 114th Street and Locust Street further to the east, creating a development site adjacent to Highway 45.

**Transportation Network** - The map included in the file summarizes the various motorized and non-motorized access routes throughout the Area, as referenced throughout this document. Public streets within the Mixed Use Center and Mayfair Collection form a walkable urban grid encouraging dense, small-block development while still accommodating substantial automotive traffic throughout the site. The proposed "Safe Route to School" avoids the public right of way as much as possible, connecting the areas north of Burleigh with schools to the south, with a secondary route along existing main roads also shown as an additional alternative. Depending on the chosen development scenario, an additional public street serving the proposed Green Business Center may be constructed facing Highway 45, connecting to Wirth Street and under the highway to the Mayfair Collection and existing Park and Ride area.

**Business Center** - Given its 73 acre size and location along the western edge of Highway 45, the current JC Penney furniture store and warehouse stands out as a key redevelopment site with enormous potential. However, its future is largely dependent on the company's plans for the site, which may involve more profitable, non-industrial uses. In this case, the site could be targeted for expanded commercial and retail spaces, complementing the Mayfair Collection to the east. Visions A, B, and C provide a slightly more conservative scenario, wherein the current structure continues to operate as is or is largely reused in its current configuration on the existing 73-acre parcel. The southern portion of the building, with valuable Burleigh Street frontage, could be demolished for higher value commercial and hotel uses. Vision D presents a higher density of redevelopment, with full demolition of the JC Penney building and construction of a multi-site Green Business Center incorporating demonstration projects for solar energy collection and stormwater management best practices.

Attorney Brian Randall, Friebert, Finerty, and St. John, 330 E. Kilbourn Avenue, Milwaukee, Counsel on behalf of Micro-Center, noted that he had asked a number of questions at the public hearing and that City staff reached out to him and answered what they could. He suggested that not all of the questions could be answered, because it is unknown at what pace and what vision the Council would decide to go with.

Attorney Randall suggested that the Committee should be striving for big picture guidance in an overview, instead of trying to show on a map private properties being bisected on a map by bike trails, walking trails, etc. He suggested that instead the City should wait for the development to come forward and embrace certain goals that are appropriate for that site. Attorney Randall felt that without looking at site constraints this could propose challenges down the line. He felt that the committee should be cautious to not overly-script this plan.

Ald. Causier present at 7:18 p.m. - 6

Ald. Stippich present at 7:22 p.m. - 7

Ald. Wilson felt it was a bit of a logistical nightmare to try and tackle this all in one evening.

The committee discussed the updated plan at length. Their comments included:

- The City tends to get too prescriptive when we are doing plans and not working on a big enough vision when setting policy
- Felt a broader policy needs to happen
- City Staff and the consultant did a fine job of working with this scope of which they were tasked
- The details in the current draft plan are good and useful, they paint good thumb sketches of how various aspects can be put together
- As the Council looks to amend the Comprehensive Plan, they don't need to have a block by block view of things, which worked in other area plans, but not necessarily this one
- Better served to use this as a foundation to focus on a much broader view
- Should consider focusing on a much broader view but not be so restrictive
- Need to encourage transition
- Overall message to be sent is that the City is not looking to run any business out of town
- Should start smaller discussions before approving this amendment by looking at current residential uses first
- Need to protect current quality of life issues
- Bike trails would look ridiculous doing a quarter of a mile at a time, should look for some connectivity in the Plan
- Tax entity issues should be addressed
- Felt the housing study should be inclusive of the Plan
- The Plan verses a vision needs to be kept in mind
- The Plan has to be fluid with the times
- A viable business now should not be run out of town, but if and when they chose to leave, the Plan document should be referred to with a vision in mind reflecting the times
- More tools should be put in place to allow the City set some direction, laying some framework for predictability to get projects moving
- The Department of Transportation is working along the Mayfair Road/Highway 100 Corridor and if a corner to corner plan in place, the City would be in a much better position to beat back some of their expectations when they are doing their design work
- The City needs to get something in place along the Mayfair Road Corridor showing the City's vision before the State comes back and tells the City what they are going to do
- The City needs to expand their view in this Plan

Ms. Enders replied to a question on how to move this forward and suggested that the Consultant and Staff could work on it some more before sending it to Council. It was felt that the Committee needs to do more work on

this. A suggestion was made that work sessions dedicated to this discussion would be helpful with involvement from the second and eighth district alders.

The committee asked that City Staff and the Consultant work together to prepare a strategy for the next meeting.

Moved by Ald. Wilson, seconded by Ald. Byrne to hold this until the next meeting. Staff was asked to work with the consultant to prepare a strategy going forward for the next meeting - Ayes: 7

<b>RESULT:</b>	<b>REFERRED [UNANIMOUS]</b>
<b>TO:</b>	Community Affairs Committee
<b>MOVER:</b>	Craig Wilson, Alderman
<b>SECONDER:</b>	Allison Byrne, Alderwoman
<b>AYES:</b>	Causier, Wilson, Hanson, Pantuso, Stippich, Walsh, Byrne
<b>EXCUSED:</b>	Berdan

2. Memo from the Public Works Director regarding request by McKinley School Safe Routes to School (SRTS) committee for a 90-day trial of parking changes adjacent to the school building on 89th and 90th Streets

The committee reviewed a memo from the Public Works Director regarding a request for a 90-day trial of parking modifications around the McKinley School building on 89<sup>th</sup> and 90<sup>th</sup> Streets.

Mr. Porter said that Staff has been approached by the Safe Routes to School Committee to consider parking modifications around McKinley School. The intent of these changes is to improve traffic flow and safety at drop-off and pick-up times at the school.

Mr. Porter reviewed the requests with the committee.

1. Add signage at the drop off area on 89<sup>th</sup> Street to help clarify regulations and limits of the drop-off center.
2. Add signage at the drop-off area on 90<sup>th</sup> Street to help clarify regulations and limits of the drop-off center.
3. Renew signage on the east side of 90<sup>th</sup> Street from Wright Street, south to the drop-off center. The existing signs are faded and difficult to read. These signs would be replaced. In areas as shown on the attachment, and parking would be allowed where currently parking is prohibited during the day. Letters to the affected residents on the west side of 90<sup>th</sup> Street have been delivered informing them of the 90 day trial request and the Committee hearing.

Mr. Porter noted that additional information such as please pull forward, etc. new signage should help reinforce the parking restrictions and to pull forward, missing signage would be replaced as part of the proposal, 90<sup>th</sup> Street would change to allow 10 minute parking in the drop-off center.

Mr. Porter explained that the neighbors on the west side of 90<sup>th</sup> Street were notified that this change was anticipated. He said there is time to do a full 90-day trial while school is still in session. Mr. Porter said that signs could be placed where there are existing poles, otherwise signs would be temporarily placed on barricades until the ground thaws.

Paul Ganser, 2451 N. 90<sup>th</sup> Street, said there has been a lack of enforcement in this area. He questioned whether the street could be made a one-way street, like it was 14 years ago. Mr. Ganser said the one-way traffic was safer for pedestrians and the parking was easier as it was allowed on both sides of the street.

Gina Ganser, 2451 N. 90<sup>th</sup> Street, said that cars park in the no parking zone for 45 minutes while waiting for their children and there is no enforcement. There are a lot of parking problems in the area. Additional parking is necessary. She felt the idea of one-way around the school perimeter would be the safest approach.

Joseph Byrne, 2368 N. 91<sup>st</sup> Street, said he used to attend McKinley School. Every day when he walked to school there was major traffic on the streets he had to cross. He felt that the new signs would be helpful or it will be chaos.

Ald. Byrne agreed that making 90<sup>th</sup> Street a one-way street would be beneficial. Should we acknowledge this as a good idea and discuss further at a later time. She felt the requested signage has been vetted with the neighbors and has the support of the PTA.

Ald. Pantuso felt that the sandwich boards used at Roosevelt School have really worked. He noted that these were a good compromise because there wasn't much interest from the neighbors on 73<sup>rd</sup> Street to make it a one-way street. Anything that can be done to control the traffic pattern would make all the difference.

Moved by Ald. Byrne, seconded by Ald. Stippich  
to approve of a 90-day trial for additional parking changes  
adjacent to the school building on 89<sup>th</sup> and 90<sup>th</sup> Streets  
as noted - Ayes: 7

Mr. Porter addressed the question raised in regards to making 90<sup>th</sup> Street a one-way street. He suggested that since this has not been vetted with the neighbors, see how the 90-day trial works on the change in signage. If there was still interest in the one-way street this could be vetted over the summer.

Ald. Byrne suggested that this could be discussed when the report is given after the 90-day trial.

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>MOVER:</b>	Allison Byrne, Alderwoman
<b>SECONDER:</b>	Matthew Stippich, Alderman
<b>AYES:</b>	Causier, Wilson, Hanson, Pantuso, Stippich, Walsh, Byrne
<b>EXCUSED:</b>	Berdan

- Plan Commission-recommended Change of Zoning from R1-6 District to Special Purpose District – Institutions (SP-INS) on 9 parcels (four parcels on Bel Air Circle and five parcels on Wisconsin Avenue), Gary Schmid, Wisconsin Lutheran College, applicant

The committee reviewed a memo from the City Planner regarding a Change of Zoning from R1-6 District to Special Purpose District - Institutions (SP-INS) on 9 parcels (four parcels on Bel Air Court and five parcels on Wisconsin Avenue).

Ms. Enders explained that the applicant proposed to rezone 16 properties owned by Wisconsin Lutheran College (WLC) from single family to institutional. When reviewed by the Plan Commission in December, the Commission recommended rezoning nine of the 16 properties as indicated in the chart below and on the attached aerial map and held the remaining seven properties. The applicant verbally supported this modification at the meeting. Subsequently, the public hearing was officially noticed for the nine parcels under consideration and the rezoning process for the remaining parcels would need to be reinitiated by the applicant in the future.

8619 West Wisconsin Avenue	621 Bel Air Circle
8625 West Wisconsin Avenue	<del>8710 Blue Mound Road</del> - not recommended
8639 West Wisconsin Avenue	<del>8716 Blue Mound Road</del> - not recommended

8645 West Wisconsin Avenue	<del>8722 Blue Mound Road – vacant parcel- not recommended</del>
8655 West Wisconsin Avenue	<del>505 Maywood Avenue- not recommended</del>
607 Bel Air Circle	<del>525 Maywood Avenue – vacant parcel- not recommended</del>
608 Bel Air Circle	<del>8713 Maywood Avenue – vacant parcel- not recommended</del>
620 Bel Air Circle	<del>8725 Maywood Avenue – vacant parcel- not recommended</del>

The Development Director presented some background and history to the committee members.

Two years ago, WLC proposed a similar rezoning (but for a different use) and was asked by the Plan Commission to develop a master plan, which is now complete. The proposed rezoning aligns with the College's master plan and provides a cohesive, defined campus boundary that will provide certainty for the City, WLC, and area residents. In 2000, WLC requested a rezoning that led to a mediation effort between WLC and the City. The mediation resulted in a 10-year college boundary agreement (expired in 2012) on the east side of the campus, adjacent to the rear yards of the properties on the west side of Pleasant View Street. Although the boundary agreement is now expired, no properties that were protected by the agreement are included in this proposal nor does the WLC master plan propose any changes to those properties. A similar campus boundary was also discussed by members of the Common Council, WLC, and neighborhood residents in 1990 when WLC proposed a rezoning.

While the proposed rezoning is not consistent with the Comprehensive Plan future land use map, which indicates that these parcels should remain residential, staff believes this was an oversight during the plan development as WLC already owned all but one of the properties included in this request and these properties were not part of the 2002 Boundary Agreement. Regardless of staff's opinion about development of the Comprehensive Plan, the Common Council has the authority to follow or deviate from recommendations in the Plan through the rezoning process.

In addition, if the rezoning is approved, WLC proposes to construct a parking structure off of Wisconsin Avenue to address a demonstrated parking problem that has been discussed at least four times at City Committee meetings over the past year where affected residents asked WLC to find a solution. The Plan Commission recommended approval of the Conditional Use request related to the parking structure at the December meeting. The remaining properties in the rezoning request will continue to be used as WLC housing. If the zoning change is approved, in the future, WLC would need to receive a Conditional Use approval to construct college/university buildings or use the existing buildings for other uses, including housing additional students.

The Plan Commission reviewed this request at the December 8, 2014 meeting and recommended approval 6-0-1 of a change of zoning on nine of the 16 requested parcels: 8619 W. Wisconsin Avenue, 8625 W. Wisconsin Avenue, 8639 W. Wisconsin Avenue, 8645 W. Wisconsin Avenue, 8655 W. Wisconsin Avenue, 607 Bel Air Circle, 608 Bel Air Circle, 620 Bel Air Circle, and 621 Bel Air Circle.

The required public hearing was held before the Council on February 17<sup>th</sup> where numerous people spoke or registered in favor as well as against the proposal.

Ms. Enders said that staff recommends approval as the rezoning (combined with the related Conditional Use for a parking structure) is a community benefit that addresses a demonstrated problem.

Dan Johnson, President of WLC, provided a visual presentation reviewing the school history. He said Wisconsin Lutheran College purchased their main campus in 1977. Since that time they have been able to improve the quality of their campus over the years with modern, yet classically beautiful buildings of the

highest quality construction, while preserving as much open and green space as possible. The campus is a thriving asset to the Cities of Wauwatosa and Milwaukee.

Mr. Johnson said they are celebrating their 42<sup>nd</sup> year of serving the greater Milwaukee community, as a nationally ranked institution. He said their greatest assets are the students, faculty, staff, and alumni. He said the College has been blessed with measured steady growth in enrollment. It has taken 42 years to serve their 890 undergrad students, 270 of them commute to campus. He felt this was responsible appropriate growth spanning 42 years.

Mr. Johnson said they also serve about 300 adult and graduate students, with approximately two-thirds of them studying online. About 100 grad students commute to campus to attend class at least one night per week. He said they have recently started offering classes off-site in a new learning site in Watertown, WI.

Mr. Johnson said that the College also owns a tremendous community asset off of Watertown Plank Road and Swan Boulevard; the outdoor athletic field. In addition to hosting WLC athletic events, it is also the home field to three local high schools. They hold numerous community events throughout the year here.

Mr. Johnson talked about a study done on the overall economic impact in the area. Expenditures on goods and services by WLC, its faculty, staff, students, and visitors, result in an annual impact of \$44.9 million annually, (\$19.9 million direct) in Wisconsin in 2013-2014. He said a large percentage, 48.3%, directly impacts the local community.

The Wisconsin Lutheran College supports employment throughout the state of Wisconsin economy. They support 363 jobs in Milwaukee County. Mr. Johnson said there is a misperception that colleges and nonprofits do not generate tax revenue. State and local government revenues attribute to \$1.2 million in 2014.

Mr. Johnson said it is estimated that the students, faculty, and staff provide more than \$2.7 million annually in charitable donations and volunteer services. Graduates from WLC are an important component of the state's workforce. Currently, over 3,000 graduates from WLC reside and work with the State of Wisconsin. Beyond charitable contributions, WLC provides access to a broad range of arts, cultural, and athletic events that might otherwise not be available in the local community, which improves the quality of life in Wauwatosa.

Mr. Johnson said the College will readily admit that there are challenges associated with the many contributions they make to our community. Traffic problems in and around WLC are a regional reality. He explained that they are trying to do their part by coming forward with a bold solution to take up to 350 cars off the streets by their commuter students. He explained that WLC has received a \$5.5 million donation to construct the proposed parking structure on the property. He said this is not about the future but to solve an existing problem.

Ms. Renee Bowerman, Lynne Broydrick Group, LLC, has been working with the college on a public campaign for community outreach efforts. She explained that they have been working with the College since August, 2014. The public campaign to get the information out regarding the rezoning and the parking structure included 360 door to door visits, 5 neighborhood meetings, 625 Wauwatosa homes received meeting notices/invitations and 500 Milwaukee homes received meeting invitations. The College website also has information pertaining to this project.

Ms. Bowerman said that as they went door to door, it gave an opportunity to have one on one discussions. From these visits they found out that 60% of the people visited were in support of the parking center. There was a recognition that there was a parking issue in the area. 27% were neutral and 13% were opposed. Throughout this process supporter cards were signed by over 100 Wauwatosa residents.

Joe Tierney, 7717 Geralayne Drive, Counsel for the College, said they have offered to renew and strengthen the boundary agreement entered into in 2002 to address the resident concerns. He said the College wants to make it perfectly clear that they don't intend to go beyond that agreement. The former agreement was the only legally binding agreement entered into by the College and the City. The College has honored that agreement. Mr. Tierney continued to explain the previous Boundary Agreement.

Mr. Tierney addressed concerns about moving east and read from the proposed 30 year Boundary Agreement which was drafted by Attorney Kesner. Changes were made and additional language was added. Mr. Tierney walked through the re-drafted agreement with the committee and noted that this would be a recordable agreement.

Paula Verboomen, Architect with HGA Inc., 333 E. Erie Street, Milwaukee, reviewed the Campus Master Plans from 1999, 2007 and the current 2014 Master Plan. She discussed the parking center with the committee. Ms. Verboomen showed an aerial view of the campus identifying the parking structure on Wisconsin Avenue in close proximity to the Rec Complex, Generac Hall, and the Center for Arts and Performance. It showed the homes that would be taken down to build the proposed parking structure.

Ms. Verboomen reviewed the Certified Survey Map (CSM) with the committee showing the proposal to combine five housing lots to create the parking structure.

The proposed appearance of the parking center was shown looking west on Wisconsin Avenue. The architectural design maintains the same standards that have been established on the campus, with red brick facing Wisconsin Avenue and wrapping the corner of the building. The stair towers are reminiscent of the volumes of other tower structures on campus, and the roofing is similar as well.

The structure was shown from the northwest on Wisconsin Avenue, she noted how the structure is worked into the existing hillside to minimize the height of the structure as much as possible. The Wisconsin Avenue façade is 26 feet tall from the ground to the top of the structure. The average height of the structure along the hill is 23 feet. The structure as currently proposed would hold 350 cars on 3 ½ levels. The architectural site plan was shown.

The top level of the parking structure is 120 feet by 270 feet. The site plan also provides for 20 surface parking as well as a turn-around for emergency vehicles. The access point has three lanes on the west side of the structure, one dedicated entrance, one dedicated exit and one reversible lane in the middle to allow for surges in traffic for entrance and exit to the structure. The proposed plan incorporates combining a current access point that exists for service drive and a second access point in the surface parking lot into one access point for the parking structure. Currently there are three access points along Wisconsin Avenue which would be reduced to one.

The 120 feet is divided into two 60 foot widths of parking to allow for perpendicular parking, a drive aisle and a zone of perpendicular parking. The eastern 60 foot width is always level and the western side will have an incline to the next level. Floors two and three will have towers with stairs and an elevator to accommodate able bodied individuals and wheelchair access. There is also space for 35 bicycles to be parked on the ground level.

John Bieberitz, TADI Inc., discussed the traffic schematics, explaining their recommendations which should reduce street parking. There will be the elimination of two driveways, and turning lanes into the structure would be added. This will provide a safer level of service around the corridor.

Those in attendance registered in favor:

- Donald Nell, 8712 Glencoe Circle

Those in attendance speaking in favor:

- Craig Witz, 205 N. 87<sup>th</sup> Street
- John Langebartels, 2478 N. 72<sup>nd</sup> Street

Comments made in support included:

- The College has been a good neighbor

- The development done on the campus has been well done
- Frustrating to drive down Wisconsin Avenue with all the cars parked there, getting the cars off the street would be a good thing
- The residents suggested a parking structure in the fall of 2014 to get the cars out of the Ravenswood neighborhood

Those speaking in opposition:

- Valerie Schleicher, 225 Glenview Avenue
- Dianne Dagen, 8444 Hill Street
- Erik Ulvog, 203 N. 88<sup>th</sup> Street
- John Movroydis, 12010 W. Locust Street
- Tom Genack, 509 Elm Spring Avenue
- John Zimmerman, 131 N. 87<sup>th</sup> Street
- Jo Durnin, 8521 W. Wisconsin Avenue
- Dr. Ravi Misra, 513 Pleasant View Street
- Rich Lochrie, 8128 W. Wisconsin Avenue
- Mary Genack, 509 Elmspring Avenue
- Hugh Morgan, 110 N. 89<sup>th</sup> Street
- Bill Smith, 555 Elm Spring Avenue
- Brian Randall, 204 N. 86<sup>th</sup> Street

Comments made in opposition included:

- Didn't feel that WLC has been the best neighbor
- Lighting and noise concerns have fallen on deaf ears
- Wauwatosa will no longer be considered the City of Homes with all of the development ongoing
- The neighborhood is being turned into an institutional place
- Students have places to park on the campus but chose to park on the street
- Free shuttle service is underutilized
- Students needs to be educated on better parking methods
- There is not a parking issue, it is a neighborhood issue
- Potential for the parking structure to have 5 stories
- The policy change will create unintended consequences with neighbors constantly fighting with the school
- The current parking situation is caused the zoo interchange detour, construction workers parking on Wisconsin Avenue, all ramps in that neighborhood are closed; this is not permanent, it will return to normal eventually
- The school will continue to grow and move further into the neighborhood unless the City says no
- The boundary agreement will not protect the neighborhood, it will not provide stability
- The City needs to protect and stabilize the homes and neighborhoods
- The College has removed 37 homes from the tax rolls and tax revenue has been lost
- Suggested that this could be put to a referendum
- Have environmental studies been done
- Concerns that the structure and entrances wouldn't pass a traffic study
- The College should dig up their own green space
- What is the hurry to push this through
- How did the College determine the number of parking spaces needed
- Will the structure be ventilated and lit
- Will the College make a profit from the structure
- Who will use the structure on week-ends
- What are the parking ratio requirements
- There are better solutions for the growth of the College

- Need to preserve the neighborhood
- How much does the College pay the City in taxes, felt it was zero
- What will happen to the rainwater runoff
- What will become of the sidewalks on Wisconsin Avenue
- The ingress and egress will create a lot of bottleneck
- Doubts that the College really has a Master Plan
- Don't change the complexity of a residential neighborhood
- Just because the College has \$5.5 million doesn't mean they have to build this structure
- Delay this for additional dialog to happen
- The City should consider not rezoning the four parcels on the east side of Bel Air Circle
- The Conditional Use has been approved; where are the details that are relevant for a typical use
- Felt the Boundary Agreement should have been discussed along with the zoning
- Deed restrictions could be put into the agreement
- Sell some homes that won't be used for the structure to go back on the City tax roll

Ald. Walz-Chojnacki felt that the parking problem is a real problem and favored the parking structure. He felt that further expansion of the college is being addressed. He didn't feel that getting the parcels back on the tax rolls although ideal, was not realistic.

The committee recessed at 9:24 p.m. and reconvened at 9:31 p.m.

Ald. Walsh said that this is a very divisive issue and felt that some statement needs to be given to the surrounding neighborhood as to where the Council stands on this issue. He said he would never support any further movement to the east. The City is not in the business of rezoning homes for parking lots, this parcel is not zoned for commercial usage. The City should be consistent with its comprehensive plan, which calls for maintaining residential use in that area. City staff have called this part of the plan an oversight and recommended allowing the rezoning. He suggested otherwise when it was reported that there was an oversight to this on the plan.

Moved by Ald. Walsh, seconded by Ald. Hanson  
to place the item on file.

Ald. Wilson asked the Development Director for clarification on what was meant by an oversight in the Plan at this location. Ms. Enders said the sheer fact that the college owned the properties and that there was a boundary agreement and that future land use was institutional in that area except for the few homes in the northern end which were part of the agreement. She said in discussions she had with staff about this, as she was not working for the City at that time, it was the Planner's understanding and feeling that this was an oversight. Ms. Enders said that in talking with Staff, at the time there wasn't a big movement afoot to make any major changes and that a lot of what you see in the future plan does mimic our zoning code.

The committee discussed the request at length and had the following comments:

- Need to protect our neighborhoods
- Encouraged further discussion between the College and the neighbors
- Support of placing on file but would like to see a sunset
- It wasn't clear why the Plan Commission felt it made sense to give up Bel Air Circle
- Shouldn't be converting once established roadways in the City to a different use
- Shouldn't put touch decisions to be made 'on file'
- The remaining parcels not requested for a zoning change should be back in the hands of private owners to get them on the tax roll
- Convinced of the need for a parking structure
- The College administration is making a good faith effort to restrict boundaries going to the east
- The City should be pursuing deed restrictions on these parcels

Ald. Walsh withdrew his motion to place on file which was approved by the second.

Moved by Ald. Walsh, seconded by Ald. Hanson to recommend denial of the Change of Zoning from R1-6 District to Special Purpose District Institutions.

Roll call vote taken Ayes: 5 Noes: 2 (Byrne, Pantuso)

The meeting adjourned at 9:58 p.m.

<b>RESULT:</b>	<b>RECOMMENDED FOR DENIAL [5 TO 2]</b>
<b>MOVER:</b>	Michael Walsh, Alderman
<b>AYES:</b>	Causier, Wilson, Hanson, Stippich, Walsh
<b>NAYS:</b>	Pantuso, Byrne
<b>EXCUSED:</b>	Berdan

Future Community Development Committee items

- Policy concerning issuance of remaining “Class B” Reserve liquor licenses
- Ordinance amendment concerning aldermanic representation on the CDA & Plan Commission
- Aldermanic selection process when vacancy occurs
- Bee-keeping (3/10/15)
- Citizen notification process discussion
- 69<sup>th</sup> Street conceptual design
- Various 90-day trials
- Resolution to the State Legislature regarding the Mayfair Corridor
- School District sign request (3/10/15)
- Building Code revisions (3/10/15)
- Wisconsin Lutheran College CSM (3/10/15)
- Wisconsin Lutheran College Boundary Agreement (3/10/15)

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Carla A. Ledesma, CMC, City Clerk