

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: April 8, 2021, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lisa Rasmussen, Tom Neal, Debra Ryan, James Wadinski; *By WebEx*: Lou Larson

Also Present: Mayor Katie Rosenberg, Eric Lindman, Allen Wesolowski, TJ Niksich, Tara Alfonso, Lori Wunsch; *By WebEx*: Cord Buckner

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:15 p.m. Chair Rasmussen called the meeting to order.

CONSENT AGENDA

- A. Approve minutes of the March 11, 2021 meeting**
 - B. Action on Stormwater Maintenance Agreement for Eye Walk LLC at 1204 West Bridge Street**
 - C. Action on Preliminary Resolution to vacate and discontinue the alley lying west of 827 Turner Street between North 8th Street, North 9th Street and Augusta Avenue**
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Ryan asked to remove Item B from the consent agenda. Neal moved to approve Items A and C. Seconded by Larson and the motion carried unanimously 5-0.

Regarding Item B, Rasmussen noted that a number of years ago Kwik Trip proposed to build on this site. Now a professional building is proposed. This item is just regarding the stormwater facility. The map shows a pond at the northeast corner of the lot and position of the building.

Niksich explained that he and the DNR have reviewed the site to ensure it meets the standards of the Municipal Code and the DNR. The majority of the site's runoff will run to the infiltration pond in the northeast corner of the property. Per City standards, the runoff is to meet the 2 year, 10 year, 25 year and 100 year runoff storms. They have to either meet existing runoff or be under. The 2 year runoff is .45" and proposed is .29". The 10 year runoff is 1.91" and proposed is 0.63". The 100 year is 6.06" versus the proposed 1.35". Therefore, they are reducing the amount of runoff from the site. The pond will receive waters from a future development. The area on the east side has a future unknown development, which could be up to 70% impervious. Right now the pond will well exceed any current development. The proposed known development is an eye care center.

Ryan noted that the neighborhood did not want a Kwik Trip on this site. With the second Kwik Trip request, she thought they were working with Annabelle Apartments to expand their parking. She asked if there would be an opportunity for that in the future. She thought the normal starting step was with Engineering and Plan Commission, but it seems no one knows about this development. She believes the neighbors will not object to this development compared to Kwik Trip, but feels the neighbors will want to be involved. She wished she had more information and is not comfortable voting for this when the neighbors have not had a chance to respond. Rasmussen explained that the only part CISM can manage is the stormwater. She assumes this was not before Plan Commission because it dovetails with the current zoning. Rasmussen said there is no reason not to finish the stormwater aspect. The use for the lot to the east will have to meet zoning requirements or they will have to request a change.

Neal moved to approve the Stormwater Maintenance Agreement for Eye Walk LLC at 1204 West Bridge Street. Seconded by Wadinski and the motion carried unanimously 5-0.

Discussion and possible action on a temporary ordinance allowing Parklets within city street parking spaces, including design and construction requirements/standards

Rasmussen explained this is an effort to help the business district bounce back from COVID. Parklets exist in other cities. Tyler Vogt brought the idea forward along with Blake Opal-Wahoske and Mark Craig. Staff met with them and was given info on how parklets work in other cities. The parklet would be constructed by the

business owner, owned by them and maintained by them. They would be removed at the end of the season. It is approximately the size of two standard parking stalls along 3rd Street. There is room enough to house 4 to 5 tables with proper spacing. The owner would remove and store the parklet at the end of the season. This is another way to offer more outside dining space as we are still grappling with the pandemic. Engineering has worked with Alfonso to come up with the policy in the packet. The first one proposed would be in front of Vogt's establishment. There would be a permit that would allow him to occupy two parking spots for the season.

Neal moved to approve. Seconded by Wadinski.

Neal noted there is plenty of parking downtown but an unwillingness to walk an extra 50'. He feels people will get used to it. Valet parking has reaped rewards in giving more people the ability to come downtown and helps alleviate congested parking. This is a strategic thing for the city to continue to create a sense of place. Rasmussen feels it is a well thought out plan. It is not excessive in size and they won't likely be excessive in number. We can accommodate it while still having ample parking that cycles out. Business owners could share so we wouldn't expect to see 3 or 4 per block.

Ryan stated there are a number of older customers that want to be able to park outside of a business. She is concerned this will limit the amount of available parking. There will be activities back at the 400 Block this summer. She is concerned there will be a very narrow lane for cars. She prefers for this to be on the sidewalk and further away from traffic. Rasmussen explained staff went out and measured to see how these would fit. It is level with the sidewalk, but not on the sidewalk. The difference between this and the 400 Block terrace is the owner would be allowed to amend their premises on a temporary basis and be able to serve alcohol. The parklets are a scaled size so it does not take the entire parking space to the travel lane. There would be space for the handicap access ramp and space for people to walk behind without being in the street.

Larson is in full support of this but questioned what constitutes a season. Alfonso replied this would run from May 1 to October 31. Tyler Vogt, 145824 Impatiens Drive, stated the dates mirror the sidewalk café seating and the dining on the street permit. He has been in contact with Wausau Tile who have made several of these. This has already been engineered and although heavy, will be a breeze to install. He is constructing benches in a way so it can house additional tables and chairs for the rest of his downtown neighbors for the continuation of dining on the street. It will save money if he can store these things himself versus having a rental company bring in. Rasmussen said it is good to see synergy between downtown partners which can minimize the impact to downtown parking. Vogt asked if this is a temporary idea or for years to come as it is a substantial investment. Per Rasmussen, in the original proposal the permit is annual. Much like the valet parking and the taxi stand, if it hasn't been a problem we would look to make permanent.

Wadinski feels there should be some limitations as he is concerned with Scott Street. Rasmussen said it would be a case by case permit and banned on state highways. Wadinski questioned the fee to which Rasmussen replied \$40 for the season. Alfonso further explained this would be temporary for this year and looked at again if we were to continue. There is a \$40 fee preliminary because engineering has to look at it. Right now we do not charge for the temporary amendment of alcohol premises. We do not charge for temporary sidewalk cafes. We are looking at this as a COVID test trial item. The DOT does not allow parklets on state trunk highways or connecting highways. This would not be permitted on a street with a speed limit over 25. Because of parking issues downtown, she feels balancing needs to be done for how many are allowed versus how much parking we want to preserve for patrons. The draft proposes a length and width restriction on the size. It cannot be greater than the length of the frontage of the restaurant adjacent to the parklet or 30', whichever is less. The width is the maximum width of the parking space to be used or 9', whichever is less. As an alternative to that, we could do it by parking spaces; you can't use more than two parallel spaces or 3 angle parking spaces. She would also like direction on if there should be a limitation of the number of parklets permitted per city block. We could phrase it in terms of allowing a number of parklets per block that doesn't reduce the available parking spaces by more than 20%. This would allow flexibility as some blocks only have parking on one side of the street where other blocks have parking on both sides. She questioned if these go directly to Engineering or submitted to the Clerk to disseminate. Some communities require a performance bond in order to ensure the owner takes it down. A performance bond would be to the benefit of the city to recover costs if we have to take it down. The draft

ordinance does allow handicap spaces to be relocated to accommodate parklets if it can be done reasonably and conveniently.

Rasmussen felt that the maximum size of 30x9 seemed to be well suited for the 400 block of 3rd Street. The lesser of the frontage of the business or 30x9 makes sense. We wouldn't want a dimension that exceeds the width of the applicant's address. She agrees with delegating the approval to the professional staff so business owners do not need to wait for committee approval. Rasmussen feels the ability to share parklets will keep them to a minimum. She also feels we need to make the process easy to understand. Rather than trying to measure what 20% of the parking is, it is easier to say we will not allow more than 2 in one block.

Ryan also feels up to 2 needs to be the limit. She wants to make sure there is at least one handicap accessible spot in a block. Alfonso said handicap spots would be able to be relocated within the block. It will not change the number of handicap spaces, just allow relocation. This is just for full-service restaurants, not for bars, local businesses, or fast food restaurants. Those businesses could partner with someone to use a parklet.

Rasmussen feels requiring a performance bond is a little much for our scale. She feels permit language can stipulate that if the city has to move the parklet, we can do so at the owner's expense. She noted we want businesses to have fair access and have the process also available for those outside of the River District as long as they meet the criteria.

Wadinski is concerned about giving a business 270 more square feet of business space without a fee greater than \$40. He will support \$40 for the first year but suggested revisiting this next year. Alfonso stated this expires October 31, anything for the future is up for grabs. Rasmussen would like to take stock of how this goes this season. She would expect at the December meeting we would take a look at how it went. In a normal economy absent of a pandemic, we know the revenue value of a parking space. If we wanted to go forward with this, we would be basically renting the spots and could create a price tag. Neal wants to reassure people who want to take advantage of this that we will not rake them over the coals and make them jump through hoops. We are investing into our recreational infrastructure. It is important for our city to keep coming up with ways for people to enjoy the area. Rasmussen agrees that the idea of creating a sense of space has a separate economic impact.

The motion and second were revised to include no more than 2 on a block face, delegating approval to staff when criteria is met, and permit language to include a stipulation that if the city has to remove the parklet, it would be removed at the owner's expense. Motion carried unanimously 5-0.

Discussion and possible action on installation of a third driveway at 517-521 Fulton Street

Wesolowski explained that a developer purchased the property and is looking at putting up a nine unit apartment building. They are requesting three driveways on Fulton Street. According to 12.20.040, a request for three driveways has to be approved by Council. There is adequate spacing between the driveways. Two will be used for garages and one will be access to parking on the side. This is a 25 MPH street so there are minimal traffic concerns.

Neal moved to approve the installation of three driveways at 517-521 Fulton Street. Seconded by Wadinski.

Neal is in favor but noted the business next door will lose at least two parking spaces out front. He questioned if they have been notified. Steve Stehr, SS Stehr Construction Management, stated the owner of this property is the owner of the restaurant next door as well. The goal of the parking on the side was to provide the restaurant additional parking.

There being a motion and a second, motion to approve the installation of three driveways at 517-521 Fulton Street carried unanimously 5-0.

Discussion and possible action on proposed 2022 Street Construction Projects

Wesolowski indicated that when this year's projects were approved, the 5 year plan was established. In the 5 year plan three streets were proposed for 2022. Approval of the projects starts the notification process to residents and utility companies.

Wadinski moved to approve the proposed 2022 Street Construction Projects. Seconded by Neal.

Rasmussen noted that 4th Avenue from Bridge Street to Knox is bad and she is glad it will be moving forward. Bugbee was deferred from a previous year. She heard from one resident who is concerned about other streets needing to be done first as Bugbee has such low traffic. If there are streets with a higher priority, they would be willing to wait with Bugbee. This should be kept in mind while moving through the budget process.

Ryan indicated a decision has not been made about surplus funds from 2020. She believes federal funds will be relative to road infrastructure. It would be nice to know rankings to determine what streets could be added on for 2022. Wesolowski can look at other streets that have been delayed. Next month he planned to have discussions on updating the 5 year plan. Rasmussen feels it is good to plan assuming we will get no additional aid. We are hoping to get increased transportation aid from the state. We are also hoping the infrastructure plan proposed in Washington makes the cut so municipalities will see an influx of aid. It is good to have a list of what is bad so we would know quickly what streets to include should we get further aid.

Wesolowski stated we are getting projects shovel ready so we could actually bid more projects this year. We are already completing survey work for 2022 projects. Eau Claire Boulevard was delayed and we have the preliminary work completed if a larger amount of money becomes available. Mayor Rosenberg said the Governor's budget is looking at a 2% increase in transportation. We do not know what the actual legislators will do. She has heard if we do get an infrastructure push from the federal government it could affect what the state legislator is willing to give out to local government.

There being a motion and a second, motion to approve the proposed 2022 Street Construction Projects carried unanimously 5-0.

Discussion and possible action on Amendment #1 to the contract with Kapur & Associates regarding the Business Campus Bicycle and Pedestrian Trail Project

Niksich stated that in November an update of the Business Campus Trail was provided. We are experiencing additional costs due to an increased scope. This amendment is part of that. At the November meeting it was discussed there was about a \$330,000 increase to the project, which included construction and design. This contract increase would be approximately \$13,500 to complete the plats and assessment of properties. Rasmussen added that the committee was not interested in having a disconnected approach to the flow.

Neal moved to approve Amendment #1 to the contract with Kapur & Associates. Larson seconded and the motion carried unanimously 5-0.

Update on the 2020 MS4 Annual Report and Illicit Discharge Detection and Elimination Program Guidance

Niksich indicated the annual report is brought to committee every year for an update. The report discusses annual expenditures, inspections completed, water quality improvements and evaluation of overall program guidance such as public outreach and education. 53 inspections were completed of private business development. Inspections were completed of all stormwater ponds in the city to make sure they are processing stormwater the way they should be. The DNR required several new documents, one of which is the Illicit Discharge Detection Elimination Program.

Niksich further explained that a requirement of the annual report was to submit a new or updated Illicit Discharge Program. The City did not currently have one on file so this is a new document. It goes through the steps from start to finish once an illicit discharge is reported. The document also goes through the different inspections.

Each outfall has to be inspected every 5 years. We take samples and test for parameters that may indicate some type of contaminate. It discusses the proper staffing to complete those inspections. There is a flow chart in the appendix that lists the steps from getting the call to reporting to the DNR or handling in-house. There have been a couple illicit discharge reportings over the last couple of years. Some have gone to PD, some to Inspections and some to Engineering. Now we have a document to follow. Annual staff training on the document will be completed. Rasmussen feels it is a positive step to have it laid out in steps and a lot less margin for error. The report will be placed on file.

Future Agenda Items

Wadinski would like to discuss the way we handle stormwater funding and if it is the best way for the taxpayer. Rasmussen feels it is time to revive a discussion on a stormwater utility and the economic benefits. In the past our efforts to inform the public were not circulated as widely as it should have been to get people to understand it. She would like a presentation on the value of a stormwater utility and a comparison and cost between the two. The Finance Committee will take a look at the impact the direct legislation requiring referendums for any new service fees has had on the budget.

Ryan noted the removal of the no turn on red sign on Bridge Street. There is a lot more traffic from the north trying to make a left turn on Bridge Street. With the proposed development, it may be helpful to revisit this. Rasmussen feels this is something to study once the development is there.

Ryan indicated a resident will be submitting a petition to vacate an alley that is 80% not used. She added that a number of residents by Marathon Park would like to see a flashing cross walk. Wesolowski will look to see if rapid flash beacons can be placed on the existing overhead.

Wesolowski will bring the 5 year plan back next month. There are so many streets in need, Rasmussen hopes the high traffic and high visible areas are looked at to make the biggest impact first.

Adjourn

Wadinski moved to adjourn the meeting. Larson seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:15 p.m.