



**DRAFT - STREETScape STEERING COMMITTEE  
MEETING MINUTES  
Thursday October 28, 2015  
6:30 PM City Hall – Lower Civic Center**

**Present:**

**SSC Members:** Paulette Enders (Chair), Ald. Jason Wilke, Ald. John Dubinski, Bill Wehrley, Bill Pennoyer, Bill Robison, Matt Kamenick, Tom Olejniczak, Tom Schuler

**Staff:** David Jaeckels, Bill Porter, Jeff Rainwater

**Additional:** Sean Phelan, Eric Wagner

**Project Team:** Mike Payant, Jennifer O'Leary, Ken Saiki, Pete Sechler, Ken Voigt, Kris Martinsek

1. **Meeting called to order 6:35 PM.**
2. Review and approval of the SSC meeting minutes from October 22, 2015 with some modifications. Revised draft meeting minutes with the noted modifications to be sent to the City.
3. Pete Sechler and Ken Saiki presented the preliminary designs and details for the Phase I area within the Village center including the State Street plaza/shared street area and Root Common and Pocket Park.

Summary of the proposed preliminary design issues and comments include:

- a. Construction sequencing for Harwood Avenue – To provide vehicular access at all times to the businesses located on Harwood Avenue, construction sequencing could include extending the limit of construction on Harwood Avenue closer to Wauwatosa Avenue with a temporary paved access to the intersection. This would allow vehicular access during the construction of Harwood Avenue via the existing dogleg roadway in Phase I and the temporary paved access during the construction of Root Common and Wauwatosa Avenue, and during the removal of the existing dogleg roadway in Phase II.

Bill Wehrley – This proposal not needed because the project will always have at least one side of Harwood Avenue open for through traffic. Tentatively, utility construction on Wauwatosa Avenue is scheduled for late 2016 prior to the construction of Root Common/Pocket Park/Wauwatosa Avenue/remainder of north Harwood Avenue.

Jim Plaisted – Prefers that Harwood Avenue punch through to Wauwatosa Avenue as a part of the first phase of construction so as to minimize the construction impact on those businesses close to the Harwood Avenue and Wauwatosa Avenue intersection.

Ald. Jason Wilke – The Committee should focus on design at this meeting and not with construction sequencing and business access issues.

- b. Pavers – Mr. Saiki summarized the precedents for the use and durability of vehicular concrete paver systems in cold climates including Racine, WI/Monument Square (+10 years), Duluth, MN/downtown (+25 years), Wausau, WI/downtown (+10 years), and Anoka, MN/downtown (+5 years).

Ald. Jason Wilke – Would like to use granite pavers instead of concrete pavers, but limit the area due to the high cost.

Matt Kamenick – What about using colored concrete instead of the concrete paver system? Additionally, perhaps different concrete treatments could be used for accents. Ken Saiki response – Concrete pavers add a visual richness with the use of aggregate in various complementary colors as part of its manufacture. Unable to get that richness with conventional colored concrete surfacing treatments.

Ald. Jason Wilke – Does not like the alternating colored concrete stripe pattern within the State Street plaza area.

Paulette Enders – What about using stamped concrete instead of pavers? Pete Sechler response – “Truth in Materials”; concrete should look like concrete and not try to imitate stone or brick. Invariably the imitation looks very fake. If all colored concrete is used, the design team will redesign/simplify the plaza area accents so as to minimize the amount of jointing required between the separate concrete pours.

William Pennoyer, Matt Kamenick & Tom Olejniczak – All like the pavers because an all concrete design is not a good vision for the plaza as a special place that is to be different from other communities.

Ald. John Dubinski – Does not like the pavers due to the quality of past observed examples. What about the cost for replacement? Pete Sechler response – Part of the project’s purpose is to allow Wauwatosa and the Village to compete favorably with other regional communities for further investment, jobs, and residents. Quality community amenities and design go a long way in providing this.

In conclusion, Committee members that expressed an opinion were generally in favor of the use of pavers in conjunction with the use of colored concrete because they liked the visual richness that it provides. More research and analysis by the project team and City staff needs to occur so as to minimize the stated durability/longevity concerns.

- c. Wayfinding signage – Wayfinding signage design was approved by the BID and the City in 2013. The wayfinding signage design colors and forms fits with the proposed design of the streetscape project.

Jim Plaisted – described that only a few of the wayfinding signage designs had been approved including the kiosk, directional signage, and

parking area identifiers. Mr. Sechler stated that he likes the signage design and that it will be a great complement to the streetscape design. It is the signage materials/colors/quality of fabrication that are the most important factors. With the wayfinding signage types limited as described by Mr. Plaisted, the design will be outstanding.

- d. Lighting and site furniture – Mr. Saiki presented the proposed light fixtures and street furniture as first discussed at the SSC meeting on October 22, 2015.

Paulette Enders – Does not like the proposed light fixtures, would like to see what the base of the light fixture looks like as well. Ken Saiki response - described the efficiency of the proposed lights and how it and the proposed site furniture complements the new fixtures at Hart Park.

Ald. Jason Wilke – Does not like the wood elements on the street furniture, except for the surface of the bench. Does not like the proposed bike rack, perhaps consider a combination bike rack and bollard in the State Street plaza area. Does not like the collapsible bollard because its materials looks cheap and don't offer any protection to pedestrian should a car drive onto the sidewalk. Ken Saiki response – The bollard is collapsible for ease and cost of replacement factors. A driver would definitely know they hit it.

- e. Root Common and Pocket Park – Mr. Sechler showed the latest design concepts that included some modifications from what was shown to the Committee on October 22, 2015. He emphasized that the design will be refined to work out some style decisions and proposed aesthetic ties to the design of the plaza area in the near future as the Phase I design proceeds.
- f. Street trees – Tom Schuler inquired about the comment that was received during the Public Meeting on October 27. In the comment, a local business owner asked that street trees not be planted on the streets, or if trees were to be included they should be small ornamental specimens, so as to not block the view of the buildings. Pete Sechler response – People overwhelmingly want trees in public spaces because they soften and humanize built elements, provide shade, human-scale, and can provide a canopy/roof enclosing the space. Street trees for this project will be properly planted for the urban conditions of the site, sited appropriately, have tall vertical forms that are urban tolerant to provide shade and canopy but not block business signage or important building architecture.
- g. Fountain in the State Street Plaza area – Sean Phelan asked about the plans for the existing fountain by the pedestrian bridge. He noted that the public seems to really like the existing fountain at that location and it fits the design of the space. He encourages the Committee to keep the existing fountain or adapt it for the design of the plaza.

- h. Transit Stops – Mr. Sechler summarized the discussion with representatives of the Milwaukee County Transit System (MCTS) from the Stakeholder meeting in the morning. He described two possible design options for bus traffic in the Village core. The first includes keeping the buses on State Street, but shifting the location of the bus stops so as minimize traffic hazards and reduce disturbance in the vicinity of Café Hollander/Café Bavaria or route the buses around the core from State Street to Harmonee Avenue on Wauwatosa Avenue.

In conclusion, Committee members that expressed an opinion were generally in favor of re-routing the bus around the Village core using Wauwatosa Avenue. Jim Plaisted asked that the Village BID be included with the City's meeting with MCTS so that their interests would be accounted for.

**Several motions for project design direction were voted on and approved by the Committee. These include:**

- 1. The use of concrete pavers in the central plaza area, paver bands, and alternating colored concrete were tentatively approved, pending sufficient research by the project team and City staff on the acceptability of use in a cold climate.**
- 2. The wayfinding signage design for the approved sign types (kiosk, directional signs, parking area identifiers) are approved by the Committee to be integrated with the proposed streetscape design.**
- 3. The transit system route around the Village core on Wauwatosa Avenue is desired if approved by MCTS and the Village BID. Bill Wehrley abstains from the vote pending input from the Village BID.**
- 4. The Committee wants to see additional alternate designs for the proposed lighting and street furniture.**

4. **Meeting adjourned at 9:10 PM**