

## Item 25-0295: Approve Loading Zone request from Trout Museum of Art

### Municipal Services Committee

Mon, Mar 24, 2025 4:30PM

#### Alderspersion Denise Fenton (District 6) 04:21

Next item is 25-0295 approve the loading zone request from the Trout Museum of Art.

#### Alderspersion Brad Firkus (District 3) 04:30

Move for approval.

#### Alderspersion William Siebers (District 1) 04:30

Second.

#### Alderspersion Denise Fenton (District 6) 04:31

All right, we have a motion and a second. Is this the one? All right, so we do have people that want to speak on that one. So, if you'd like to speak, please come to the microphone, state your name and address for the record.

#### Sara Rabideau (Casting On - Owner) 04:51

Sarah Rabideau residing at [XXXXXX], business at 305 East College Avenue. Um. The loading zone is going to take another two spaces away. We have already had four spaces taken away on that south side of College Avenue during this construction process for the last year and a half. It has affected my business as well as I talked to Linda next door at Mud and Prints. It's affected her business. If—I actually did a survey last week. I had 65 people vote. 15% will not stop if there's not parking in front of the shop. 42% are weather dependent on whether or not they park and continue with commerce downtown in Appleton, and 43 will park a couple of blocks away without a problem. I have six people that gave—that wrote to me. Most of them were regarding mobility issues. If they have mobility issues but do not qualify for handicapped spaces, they're not going to be able to shop. They're not going to be able to shop downtown. They're certainly not gonna be able to shop at my at my store. This is going to affect my bottom line overall.

#### Sara Rabideau (Casting On - Owner) 06:10

I'm wondering if they can move the loading zone into the alley, which we had been using the alley in that space for the six years that I've owned that building. If it's five minutes to load and unload a bus full of seniors, can they not block the alley for five minutes instead of using the parking spaces? From what I can figure, nine hours of parking at a dollar an hour with two spaces, that's going to be over \$5,000 a year that the city is losing revenue, and it's much more for me than the \$5,000.

#### Alderspersion Denise Fenton (District 6) 06:50

Thank you. Thank you. Anyone else? Go ahead.

#### Ben Mullen (Dr. Jekyll's - Owner) 07:04

My name is Ben Mullen. I live at [XXXXXX]. I own a business on College Avenue as well, Dr. Jekyll's, right across the street from where the loading zone will be. We're lucky that we do have a back door and back parking. I'm just worried about the precedent this might set as there's a lot of other downtown living, and there's probably more to come in the future, and I don't think it's fair to necessarily take away parking spaces when people do need to park downtown. I know we have ample ramp parking, but as Sarah said, people are more apt to park downtown when they are downtown spaces available.

**Ben Mullen (Dr. Jekyll's - Owner) 07:44**

I'm very excited for the Trout Museum to open. I'm very happy that they're going to be nearby. So, no disrespect to the Trout Museum. I'm really looking forward to having them in the neighborhood, just the loading zone in particular—I don't, I don't see the need to permanently lose two parking spaces when it's already in a limited supply. So those are my thoughts.

**Alderson Denise Fenton (District 6) 08:08**

Thank you. Anyone else? Again, just please state your name and address for the record.

**Beth Schueffner (Gallery Coordinator - Trout Museum of Art) 08:20**

My name is Beth Schueffner, and I do work at the Trout Museum of Art. I first wanted to address all of you and say, I'm really excited to be your new neighbors. I really am. I love, I love coming to Casting On all the time. But anyway, that being said, I do—I would like to advocate for the safety of incorporating those two spots. I know that at the museum at its current location, we have two—we have some somewhat nearby loading zones, and we primarily do use them for senior groups in our free spark program where we allow elderly people, most of which need wheelchairs and other accessible things. They bring a bus, and getting them safely to and from that street parking is important to us and as well as busses for field trips as well. I do definitely understand not wanting to take away parking spots as well as that would affect us too. We do not have ample parking from the museum side as well, but it's just I think an important thing to consider the safety of our visitors too. And if I am correct, I believe that metered spots downtown do turn back into regular parking spots after three. Is that correct? I'm trying to figure that out. Six? Oh, okay, okay. But anyway, that that is all that I would like to share on behalf of the museum.

**Alderson Denise Fenton (District 6) 09:51**

Thank you. Anyone else? All right, thank you, all. Okay. Um. You'll ask—you will answer questions. I'm going to go ahead and put this on. All right, anything from up here? Excuse me, go ahead.

**Eric Lom (City Traffic Engineer) 10:10**

I'm sorry. I thought you—I don't know if there were any—I didn't have any specific questions that I noted in the folks that spoke. We just want to just touch base, touch a couple of the points here. So, I think it's important first to talk about the fact that we do have a policy on this, and I did include that as the second page. And basically that policy says that we don't want to exceed more than 10% of the parking stalls on any particular block being designated as a loading, valet, or purchase parking. So that does meet the criteria for the policy in this particular case.

**Eric Lom (City Traffic Engineer) 10:10**

In addition to the museum being in that building, I did note that there's 46 market rate apartments that are going to be in there as well. And so, what we've what we've come to understand with the larger housing complexes is that things have changed significantly in the last five to 10 years in terms of the number of deliveries and the type of deliveries that you expect for a housing development like that. So, on top of the loading zone needs that the Trout has outlined, you're going to have 46 apartments that are going to need Door Dash deliveries, Amazon deliveries, and all the other types of deliveries that I'm sure you can all imagine.

**Eric Lom (City Traffic Engineer) 11:39**

So, what we're trying to look at when we try to find the balance here is that those deliveries aren't going anywhere. They're all going to need to happen, and so do we—what's the safest and most balanced way to provide that for the block? So, for instance, if we don't have a loading zone on that block, the Door Dash drivers

aren't going to refuse to deliver to that apartment complex. They're going to park in the bike lane. They're going to park in the partially in the lane of traffic or whatever. So, and then the alley in the back is quite narrow. It's about 16 feet. So, any delivery that happens back there completely blocks the ability for traffic to get through on that alley. So just some things for the committee to consider as you work through this.

**Alderson Denise Fenton (District 6) 12:33**

Thank you, Engineer Lom. Anything—Alder Meltzer.

**Alderson Vered Meltzer (District 2) 12:39**

Is—the alley really isn't shown in the picture here, and I'm having trouble visualizing sort of the narrowness of the alley, especially up where the new construction is, because there had actually been an entire parking lot back there when Taste of Thai was there. So, I'm having trouble visualizing the narrowness and the—in the current iteration.

**Eric Lom (City Traffic Engineer) 13:10**

So, to be clear, when I talk about how wide the alley is, I'm talking about the public portion of the alley that the city controls. So, there are and were various little parking enclaves to the north and south of the alley. Some of that will have gone away as part of as—because the building itself is being built right up to the public right away, the Trout Museum complex. There will continue to be some parking on private property on the south side of the alley, but we can't count on that in terms of, you know, the width and how we would move vehicles through there.

**Alderson Vered Meltzer (District 2) 13:48**

So, what about on the north side though? If this building is both trout and Lawrence University, and Lawrence University has that big parking lot by Coleman Hall there, wouldn't it make sense for busses to just then go into that parking lot so that the seniors or the children don't actually have to engage with College Avenue at all?

**Eric Lom (City Traffic Engineer) 14:11**

I would mostly defer to the Trout Museum as to what their thoughts are on that, but I would—I guess I would take a little bit exception with to the idea that they have to interact with anything that's a safety hazard on College Avenue if, in fact, there's a loading zone created because you're simply going to step off of the bus onto the sidewalk.

**Alderson Vered Meltzer (District 2) 14:35**

Sorry, not to say that there are safety hazards they need to be protected from, but rather, they wouldn't interfere. They wouldn't be in anyone's way if they were back there.

**Eric Lom (City Traffic Engineer) 14:47**

I guess that's subjective as to how you'd feel about that. But I can't speak to the—how that building is constructed, in terms of moving people in and out of the back of the building and that sort of thing, you know, the layout of it, or anything like that.

**Alderson Vered Meltzer (District 2) 15:07**

I just see people in the audience. I don't know. I'm done with my question for now.

**Alderson Denise Fenton (District 6) 15:12**

Okay. So, our policy is that we don't do a dialog at these meetings. We—during—we ask you to state your, speak your piece as it were. So, we're not going to engage in a dialog, but we will be keeping track if additional

questions come up. And I know that staff was keeping track of the things that you said during your public testimony. So just—we're not trying to be rude. It's just not policy that we carry on a dialog. I see—anybody up here? I see Alder Hartzheim, and then we'll—Alder Hartzheim, are you on your mic?

**Aldersperson Sheri Hartzheim (District 13) 15:50**

Thank you, Chair. Wish I had a magic wand to make a solution occur here. I see both sides of the issue, and I'm concerned that we have this issue, but I think the thing that—and this is more a statement than in any kind of solution or anything else. But I think the thing that we as a city need to keep in mind moving forward as we have more and more downtown development is that these developments need to do a better job of being cognizant of needing a loading zone without cutting off—"Hey, we're just going to ask for College Avenue to be our spot to be." That just feels like that's completely—they put the cart before the horse. They have this big building that's going to have people living in it and people visiting the museum, and now last minute, "Well, we didn't realize we're going to need something to have Door Dash come." That just feels crazy to me, and I think that that's something that we as this department and the city need to do a better job of thinking ahead as far as requesting that of new developments in the downtown area. Thank you.

**Aldersperson Denise Fenton (District 6) 16:59**

Thank you. Anyone else? All right, I see Alder Meltzer again.

**Aldersperson Vered Meltzer (District 2) 17:05**

Is this a time sensitive issue?

**Eric Lom (City Traffic Engineer) 17:12**

I believe the completion date for The trout—and perhaps the person that spoke earlier? Okay. So, it is not super time sensitive. We have some time to figure this out if we need to.

**Aldersperson Vered Meltzer (District 2) 17:24**

Okay, I would definitely like the opportunity to hold this so that we could have more conversations about the different private parking options and just more clarification on what the relationship is between Trout and Lawrence and that parking lot by Coleman Hall. Just from what I can visualize in my head, that seems like a important conversation to have before we move further forward on this.

**Aldersperson William Siebers (District 1) 17:55**

Are you going to make a motion?

**Aldersperson Vered Meltzer (District 2) 17:56**

I'm making a motion to hold, hoping there's a second.

**Aldersperson William Siebers (District 1) 18:00**

I'll second that.

**Aldersperson Denise Fenton (District 6) 18:02**

Any discussion on that?

**Aldersperson Brad Firkus (District 3) 18:03**

Just for clarification, holding for how long?

**Alderson Vered Meltzer (District 2) 18:07**

How long do we think—I guess, if the chair would allow us to get the input of the Trout representative. But would, would, would two weeks from now be okay? Or would it need to be longer?

**[Something is said off microphone.]**

**Alderson Vered Meltzer (District 2) 18:28**

Okay. We could just hold it until the next meeting then, if that makes sense.

**Alderson Denise Fenton (District 6) 18:34**

So that would be—I don't have a calendar in front of me, but, um...

**Alderson Sheri Hartzheim (District 13) 18:46**

The 7th of April.

**Alderson Denise Fenton (District 6) 18:47**

Okay, thank you. All right. Any more discussion on the hold? All right, let's go ahead and vote. All in favor? Aye. So that passes for zero. The the—we will decide, and will be held until our next meeting on April 7. All right, thank you all for your input.