

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

Municipal Services Committee

Mon, Apr 07, 2025 4:30PM

Alderson Denise Fenton (District 6) 06:07

All right, our next action item number 25-0295 approve loading zone request from Trout Museum of Art. And I know we've got a lot of people to speak. I'm going to call on Ms. Turner first because the it's the Trout who's making the request. And would you state your name and address for the record?

Christina Turner (Executive Director - Trout Museum Of Art) 06:27

Do you want my home address or the museum address?

Alderson Denise Fenton (District 6) 06:30

It doesn't matter.

Christina Turner (Executive Director - Trout Museum Of Art) 06:31

Okay. Christina Turner. We're—and 111 West College, Avenue, Appleton, Wisconsin, 54911. Again, Christina Turner. I'm the executive director of the Trout. Thank you all for letting me be here today. I had written an email to Alderson Fenton, and I wanted to make sure that I cover a lot of things that have come up that I've heard through comments. I wasn't here last time you all spoke, but I wanted to make sure that everyone understood our perspective, and we believe that the loading zone is not only going to benefit the museum and the university but also all the businesses on the block as well. So, I just would like to let you know I'm here to advocate for the designation of the two loading zone parking spots on College Avenue in front of the new Trout Museum of Art and Lawrence University building to ensure the safety and accessibility for visitors and education program participants.

Christina Turner (Executive Director - Trout Museum Of Art) 07:28

From the start, these loading zones were part of the architectural planning in collaboration with the city, and the educational entrance to the museum was intentionally designated with them in mind. So, this didn't come up in the plan that was submitted, but we talked about it at that time, and they said it's not the appropriate time to ask for a parking spot. So, we are doing it now when they said it was the appropriate time to talk about the spots.

Christina Turner (Executive Director - Trout Museum Of Art) 07:55

Without these spots, many of our guests, especially those attend classes and events, face real challenges accessing the building safely. Loading zone access is essential for students arriving for classes and programs, especially those being dropped off by parents with other children in the car. Seniors and other individuals with mobility needs using walkers or wheelchairs will need these to access the building. Safe unloading of vans and school buses that transport students and other groups, the building would be using these spots as well.

Christina Turner (Executive Director - Trout Museum Of Art) 08:28

Without these designated spots, vehicles will be forced to park in the right turn lane on College Avenue, because now we have that right turn lane and then the one lane going forward, blocking traffic in order to safely load and unload passengers, creating both an inconvenience and a safety hazard.

Christina Turner (Executive Director - Trout Museum Of Art) 08:46

I understand that there had been some talk about Kimball Alley being suggested as an alternative loading zone, but unfortunately, it doesn't provide a practical and safe solution. There's no public entrance to the building on that side of from Kimball Alley, nor is there a sidewalk in Kimball Alley that would allow anyone to move around the building to the Drew side or the College Avenue side where there are entrances. And we also have two loading zones in front of our current building, and this is how we allow students and people and with mobility issues to enter the building, and it works really well, and we did that again in planning with the city.

Christina Turner (Executive Director - Trout Museum Of Art) 09:28

This new, larger building will be the home to a museum and educational space and residential spaces, and we anticipate it will bring increased foot traffic to this block overall and particularly people that are interested in the arts and education, and we think that aligns with the other three businesses. We have Mud and Prints; we have Casting On; and we have a jewelry store all that kind of align with art making engagement and those types of activities. So, we hope that the people that come to the museum are going to find these businesses really compelling as our neighbors on the block.

Christina Turner (Executive Director - Trout Museum Of Art) 10:03

Additionally, these loading zones would not only serve the museum but would benefit all the businesses, because they would be 24/7 and they'd be available to anyone. So, if I were pulling up to Casting On or Mud and Prints to pop in to get something, I could pull and do my thing, and if I'm done in five or 10 minutes, get away. If there no loading zones, that is not the case. People are going to park there for hours at a time. And so, this allows us to allow people that are dropping off things like Grub Hub and pizza and Amazon to the people that live here in the residential apartments above and anyone wanting to go to these businesses to do things quickly.

Christina Turner (Executive Director - Trout Museum Of Art) 10:41

And after working on College Avenue for seven years, I can confidently say that parking availability is more a matter of perception than reality. I can almost always find a spot within a block of my destination, whether I'm going to a restaurant, I'm coming to the museum, or going shopping, and it really is no different than when I walk across a large parking lot to go to Festival Foods or go to the mall. It's the same distance, if not further, when I'm parking way far away to Scheels, so I feel like there is always a spot somewhere on the block I want to be. So, I want you to truly consider the safety of everyone in this area of College Avenue when you make this decision. And thanks for letting me talk.

Alderson Denise Fenton (District 6) 11:25

Thank you. Okay, next—and again, is anyone else wanting to speak on this? Go—yeah, come on. Anybody who wants to speak, come on up and just state your name and address for the record.

Alderson Denise Fenton (District 6) 11:42

Yes, we do—go ahead. I'm sorry. What mic? What mic are you on? I'm sorry. Two. There you go.

Sara Rabideau (Casting On - Owner) 11:42

Sarah Rabideau. Casting On is at 305 East College Avenue. I sent a letter last week to six aldermen and Eric, and I didn't receive any responses back. So, first, I want to know if, like, did those get received?

Eric Lom (City Traffic Engineer) 12:08

Every email that I received, we responded to and included in your packet. So, it could be a spam kind of thing or something like that. But every single one of them got replied to.

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Sara Rabideau (Casting On - Owner) 12:19

Okay, I didn't get any replies from anybody.

Aldersperson Denise Fenton (District 6) 12:21

They are included in the packet. Our customary procedure is that your aldersperson would respond to you. So, I think, like, if I got an email from someone who wasn't in my district and saw that it was sent to others as well, I would not necessarily respond to that.

Sara Rabideau (Casting On - Owner) 12:41

Sure, so I'm—I did send it to my own as well. Did not receive anything. And then the one for the shop, the College Avenue that's in question, was just elected on Tuesday. So, you know, that's kind of difficult.

Aldersperson Vered Meltzer (District 2) 12:56

Point of clarification.

Aldersperson Denise Fenton (District 6) 12:58

Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 12:59

I looked through the packet and there is not an email from Sarah Rabideau, so that might have not come through the filters for whatever reason. So, if you could read—

Sara Rabideau (Casting On - Owner) 13:09

Then I'll read it.

Aldersperson Vered Meltzer (District 2) 13:10

Okay, thank you.

Sara Rabideau (Casting On - Owner) 13:11

Okay. So—and I'll point out Jason Druxman from Avenue Jewelers couldn't be here today. He is in California, and he did want me to pass along that he is already having an overuse of his private lot because of the blockage on College Avenue as it is. And he said that this—with taking those two spots away permanently—is going to increase his overuse of his private parking lot by a more as he as he's already seeing.

Sara Rabideau (Casting On - Owner) 13:48

So, my letter then was in regards to the memorandum from 3/10/25 loading zone request from Trout Museum of Art. We would like to express concerns. Limited parking already. Loading zone already exists on the 100 block of South Durkee Street by Lawless Coffee which eliminated two metered parking spaces. And again, if we're only talking a black walk, it's already there. It already exists.

Sara Rabideau (Casting On - Owner) 14:13

Speed humps were added to the 100 block of North Durkee Street that also eliminated two murder metered parking spaces and took three spaces away from Heid Music. Rerouting the traffic pattern on the 300 block of East College Avenue removed at least two metered parking spaces from the south side of the street. There are four businesses on the 300 block of East College before the Trout starts, opens up, that rely on close parking spaces for patrons that have limited mobility issues.

Mon, Apr 07, 2025**Sara Rabideau (Casting On - Owner) 14:41**

Kimball Alley has been utilized as a loading zone without issues or complications for the six years that I've owned the building. The alley is not a thoroughfare. People aren't using it for that. We also don't have an easy way for people to turn around and circle the block as they'd have to go all the way down the river and come back up on Olde Oneida.

Sara Rabideau (Casting On - Owner) 14:59

Uh, possibilities or solutions—the Lawrence garage was removed with the new building project, which frees up space for parking. I heard rumors that Brokaw Hall is being removed. If this is true, that would also provide additional parking space. The turning lane that turns right onto Drew Street, it's very long. I noticed today on my on my drive down College Avenue, there is not a turning a right turning lane on to Appleton Street if you're heading east. Do we need to have a turning lane on to Drew Street? It's not a very utilized turning lane. Could we potentially gain spaces by moving that loading zone forward ahead of where it's proposed? This would also be more beneficial toward Trout's senior visitors, with the entry point being closer to Drew Street. Utilize the alley for patrons to be safely unloaded at the Trout—business deliveries, residential deliveries.

Sara Rabideau (Casting On - Owner) 15:57

Other risks—a loss of business. We've heard from customers, especially those with mobility issues, that they won't frequent businesses that don't have close parking. My average customer is not there for 15 minutes or less. They're there for half an hour to 45 minutes on average, with some taking longer. People from out of town already struggle with where to park. If you're limiting that, they're just not going to come to downtown Appleton. That is direct from my customer base. 300 block of East college does not have a city block for those heading east. I think I talked about that already, circling the block for parking. Proposed loading zone may be used for unintended purposes, such as patrons picking up coffee from the nearby coffee shops, thereby not allowing the buses to park there to unload their folks.

Sara Rabideau (Casting On - Owner) 16:42

Thank you for your consideration in this matter. My business for six and a half years at 305 East College has zero parking. The building takes up the entire lot. I walk nine blocks from my district to home daily. As one of the very few specialty yarn stores in the state, we are a destination. Let's keep Appleton a friendly and convenient place to visit. I love that the Trout will be solidifying the 2 to 300 block as an unofficial Arts District—fiber arts, pottery painting, glass music, records and instruments, yoga, and jewelry. Let's find a harmonious solution.

Alderson Vered Meltzer (District 2) 17:15

Thank you.

Sara Rabideau (Casting On - Owner) 17:15

Thank you.

Jennifer Stephany (Appleton Downtown Incorporated) 17:16

Hello.

Alderson Denise Fenton (District 6) 17:16

Hello.

Jennifer Stephany (Appleton Downtown Incorporated) 17:27

Jennifer Stephany, Executive Director, Appleton Downtown Incorporated 333 West College. I just wanted to ask a couple of questions, and hopefully we can maybe have staff respond to those. Obviously, there's need on both

sides here. There's need for the Trout Museum and the students and the folks that they have coming, the deliveries, etc. There's also need from our businesses to have access to that parking. So, this is a tough one specifically for us. So as Sara mentioned, the turn lane, and I'm hoping Eric can maybe shed some light on whether or not there is some opportunity to shorten that turn lane, add in at least one parking stall here to maybe find some balance in moving that loading zone forwards a stall to be able to gain at least one stall back in that block on that side of the street. And also, do you have some stats on the usage of meters within the 300-east block?

Alderson Denise Fenton (District 6) 18:35

So, we'll hold that until everybody's had a chance—you've got a note on those questions? So, we'll hold that 'til everybody said—thank you—everybody's had a chance to speak, and then we'll send it to staff to answer the questions, if we can. Is there anyone else? Feel free. This is your time. All right, seeing no one else, we'll open it up to the committee, and actually, let's go and have Traffic Engineer Lom address a couple of the questions that came up if we could.

Eric Lom (City Traffic Engineer) 19:15

If it's okay with the Chair, I'd like to possibly take a couple steps back before I dive right into those questions. Okay.

Alderson Denise Fenton (District 6) 19:21

Please.

Eric Lom (City Traffic Engineer) 19:22

So, I did just want to clarify some information because through all the emails and conversations that I've heard, there appears to be some confusion among some about exactly what the baseline is here and what's changing. So, to be clear, what's been out there during the building construction on that side of the block is there are only two stalls usable. So, it's been that way for [unclear] pushing a year at this point, I would say. I don't have the exact dates. So, when we talk about what's been happening during this, let's say, a year there have only been two stalls there.

Eric Lom (City Traffic Engineer) 19:59

When the building is completed, there would be a total of eight stalls. So, two of the stall—two of those eight are the two we're talking about for this loading zone. So even if the loading zone were approved, that block there would go from being two parking stalls to being six parking stalls. Okay? So, I just wanted to make sure that that was clear and that that didn't get lost in the conversation at all.

Eric Lom (City Traffic Engineer) 20:29

Okay, then let me take a swing at those questions. So, the shortening of the turn lane—so many of the committee members have been here for the entire College Avenue reconfiguration process, and for those that have—were around for a lot of those different meetings, there was a lot of effort put into making sure that we were able to safely handle all the traffic. And so, what happens is, is there was someone mentioned, well, we don't have turn lanes anywhere else. And I should point out, everybody keeps referring to this as a right turn lane. It is also a through lane. Okay. So, the difference is, is that there's—the volumes on College Avenue as you get away, as you work out from the center—so if we look at Appleton Street as being kind of the center of downtown, the traffic volumes go up as you move away from the center. So, while we might have only 12,000 cars a day at Appleton Street, we might have closer to 14 or 15 when you get to Drew Street. And because of that, those additional lanes become necessary in order to handle that.

Eric Lom (City Traffic Engineer) 21:46

So, we believe, and have believed through the entire project, that it's important to have this lane in order to keep the backups from extending into Durkee Street as much as possible for eastbound traffic. Certainly, we could look at that as time goes by after we get real life, you know, more real-life information under our belts. We haven't been able to test it much because it's been closed. So, we can look at that as time goes by. But as it relates to this conversation right here, we believe that it cannot be shortened without having detrimental effects.

Eric Lom (City Traffic Engineer) 22:22

Usage of the meters on 300 east, I do not have, like, how much money we collect on the meters. That is information that I suspect we could get. But what I—what we did do is take the time using our traffic cameras to just kind of look at the parking stall usage on that block over the course of a normal day. I have some information here I could share with the committee. But basically, what we did was we looked at, it happened to be a Thursday, that where it was nice weather, and we took observations every 15 minutes, starting at nine o'clock in the morning and ending at eight o'clock at night. And we looked at the 300-block east, which is the block in question. We looked at the north side, we looked at the south side, and we also looked at the 100 block of South Durkee with that being the nearest side street where there's parking available.

Eric Lom (City Traffic Engineer) 23:20

And so, for each one of those 15-minute increments, we just basically counted how many available stalls are there. And collectively, what we found is there was not a 15-minute interval over the course of that entire time period where there were zero stalls available. There was always at least one or two, and at times there were as many as 20.

Eric Lom (City Traffic Engineer) 23:41

So really, what I think this boils down to is everybody's perception of what's an acceptably close-by parking stall, right? Because what we were able to show on that particular day, and I assume it's fairly similar to what you'd see on any weekday, is that if you—if you're okay walking one block or less, that there's always a parking stall available at least on those 15-minute intervals. But if, but if the expectation is, is that you want, you only are willing to walk something less than that—50 feet or 100 feet—then certainly there's plenty of times where that's not available. So, be happy to share this information with—you what me to? Okay.

Alderson Denise Fenton (District 6) 24:32

Thank you. That would, that would be great.

Alderson Denise Fenton (District 6) 24:35

Okay.

Alderson Denise Fenton (District 6) 24:49

Yes, go ahead, Alder Hartzheim.

Alderson Sheri Hartzheim (District 13) 24:51

[Speaking with microphone turned off] don't know that I heard it, but, Traffic Engineer Lom, when—at what period of time did you take this survey of what parking was done? Like what date and what?

Eric Lom (City Traffic Engineer) 25:05

Yeah, it's—when you get your copy, you'll see it's—we did—

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Alderson Sheri Hartzheim (District 13) 25:10

March.

Eric Lom (City Traffic Engineer) 25:10

—Thursday, March 27 from 9am to 8pm. And I can tell you that I looked at a couple of other days (I didn't actually document it all) just to kind of confirmed, and that was representative, and that we didn't catch some unusual day. And—

Alderson Sheri Hartzheim (District 13) 25:29

Do you think any of this might have been tra—I apologize, chair—do you think that anything of this might have been construction related? Like, if there are any changes, because there's been construction in front of this building that people are maybe like "Well, I'm not going to go downtown because they're still working on the Trout and I won't be able to park down there." Do you have something from a previous year or something from before construction began? Something like that?

Eric Lom (City Traffic Engineer) 25:56

No. I mean, I don't have anything from before construction, and I couldn't speculate as to—well I guess I could speculate a little bit. I would, I would see it the other way around, in some ways, because what we are seeing, particularly on Durkee Street, is that there's a lot of construction-related traffic, or a lot of construction-related parking, rather. And that became pretty obvious as we looked at the video. So, I guess my reaction to that, having looked at all of the video, is that when the construction ends, the construction folks are going to go away, and then the users of the building are going to show up. So, it's kind of hard to say what that exchange will look like.

Alderson Denise Fenton (District 6) 26:39

Thank you.

Alderson Sheri Hartzheim (District 13) 26:40

All right.

Alderson Denise Fenton (District 6) 26:40

So, we'll go. Did you have another question, Alder Hartzheim while we have you on?

Alderson Sheri Hartzheim (District 13) 26:44

I did. Actually, I just had a statement slash question. I'm very concerned, because this feels like a last-minute thing. The construction on the Trout has been taking place for a long period of time, and we knew about this for a long period of time, but nothing had been said about this up to this point. 46 market rate apartments, a full working museum, academic space for the college, but nobody had thought prior to this of dropping in a couple loading zones? I'm wondering whether this was something that happened prior to this, or that it's just coming to us now because we're at the end of construction? It just feels like it's sort of a "Oh, by the way, we need to take two parking spaces away from folks."

Alderson Denise Fenton (District 6) 27:36

Thank you. Traffic Engineer Lom, can you address that and kind of how that was discussed in the site plan, or...?

Eric Lom (City Traffic Engineer) 27:44

I can address part of it. I wasn't there for all of the discussions that the plan commission would have had and so forth. But generally speaking, whenever there's—I mean, we don't get 100,000 square foot buildings in the

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central business district very often. Let's just say that right up front. So, this is a little bit of an unusual situation. But generally speaking, there are general discussions about what might need to happen on the street adjacent to a site plan, and generally speaking, we say, "Well, we'll work that out later," and we try to bring that to the committee in the months preceding the completion of the of the site.

Eric Lom (City Traffic Engineer) 28:29

I will say that whether we are talk we're talking about it now or we're talking about it a year ago, I think the answer would have been the same. What's really driving this is you have a very large, very high-use, multi-use building with people living in it, people needing to get all these deliveries and all these drop offs and pickups and so forth, and most buildings aren't built with public accesses in the alley. They just aren't. And so, while freight (which is what most people think of when they think of a big building) certainly would come to the on the alley side, the the—all of the other things need to come through the public access and go past the receptionist and so forth. And so, I—the only way to have mitigated the need for a loading zone would have been to build a much smaller building, or to change the footprint of the building in a way that, you know, would have provided some kind of public access in the back and all these other things. But that—all of that makes the building a lot more costly and less efficient when you start doing those kinds of things. So, I think regardless, we would have been here having the same discussion.

Alderson Denise Fenton (District 6) 29:54

Yes, go ahead. And I see you. Alder Meltzer, too. Hang on. Let me get you back on.

Alderson Sheri Hartzheim (District 13) 29:59

Thank you, Chair. Thank you for that information. I feel less like this is a, "Oh, by the way" kind of thing, which just makes it feel like it's egregious to the businesses surrounding it if it's a last minute, "Hey, we didn't think about this, but hey, by the way, we're going to take some parking away from you." The only thing that really is a sticking point for me is that in the approval criteria, it does say that if the loading zone negatively impacts other downtown businesses, and I don't know how we quantify that, so this concerns me, just from that perspective. Thank you.

Alderson Denise Fenton (District 6) 30:34

Thank you. Alder Meltzer, I saw you next.

Alderson Vered Meltzer (District 2) 30:37

Thank you. So, the executive director from the Trout mentioned that they were following guidance as far as the timing of bringing forward this request. So just wondering if I could get an explanation of sort of what that guidance is, what the timeline is, sort of at what—what was the earliest point at which other businesses would have started getting this information and being able to kind of prepare for the fact that there would be a loading zone?

Eric Lom (City Traffic Engineer) 31:09

Well, the timeline—the notifications that went out would have been about a week in advance of the previous municipal services committee meeting, which puts us about something like 60 or 70% of the way through the construction project, I would say. So, could it have been earlier? Yes. Could it have been later? Yes. It's—in our minds, we're several months in advance of the completion of the building, so I guess it's all just kind of a matter of how you view it.

Alderson Vered Meltzer (District 2) 31:41

All right. I do think that it is reasonable to generally presume that, since the Trout had a loading area before, that its relocation would continue to involve such an area. But I also feel that as this conversation has come forward, I do feel that there are some lessons we can learn as far as bringing things like this—you know, if we are going to have more bigger projects in the future, than certainly bringing forward all of this information with an earlier sort of a timeline would help with these conversations as well.

Eric Lom (City Traffic Engineer) 32:16

We have had internal discussions about when we do get larger developments that we would bring the—these types of requests forward with the site plan, because that's really where the decisions points are right. Once we've decided to allow the building, then you're left with not a lot of options. But what we would look toward trying to combine those things together as part of the site plan approval.

Alderson Vered Meltzer (District 2) 32:44

That that would make a lot of sense to me.

Alderson Denise Fenton (District 6) 32:48

Anyone else up here? So just kind of following up on a theme, and I confess that today I learned that through the GIS system, I can identify every parking meter in the downtown area and they're color coded in terms of time. I should have known this. Just in terms of we have established that there was a loading zone at the current location of the Trout—in terms of other loading zones near either residential buildings or larger office spaces, is that customary when on downtown streets? And either—I will direct that to anybody who wants to take it.

Eric Lom (City Traffic Engineer) 33:40

I'll take it. I would say we have a mixture, and I think we're—in more recent times, this has become more of an issue, and as the downtown continues to densify, it's become more of an issue. So, for example, you don't have to look any further than directly across the street from the new Trout building to see a pretty substantial residential building. And so, there's a there's, I think, a few factors that figure into whether or not a loading zone is the best use of the curb space. One is, is what is the back of the building look like? You know, are there are there places for loading and unloading? Is there a public entrance in the back of the building? And then it has to do with the density in the adjacent area. So, when you look at—when we looked at the video, and we look at what's happening at that building, that building is taking a lot of these deliveries that we're talking about, but they're getting away with just pulling into parking spaces, because there's generally a decent amount of spaces available, because the density, the parking demand in that area, is such that not every stall is used at any given time. And if they are all used, what do they do? They stop in a lane of traffic, and those are the kinds of things that we're trying to avoid.

Eric Lom (City Traffic Engineer) 35:01

So, I would say you will find a mixture of things downtown with these bigger developments. An example—a more recent example, is the Zuelke building, when that was converted to residential, mostly residential. There is a loading zone next to that. I spent some time looking at the video for that, and that gets used very heavily by just a very wide array of contractors and services and things that are coming to deal with that building. So, it is entirely possible, and in fact probable that as we get these bigger developments and as the overall density increases in different parts of the downtown, that we're going to see more of these kinds of things.

Alderson Denise Fenton (District 6) 35:50

And I've got one more question. Um, so I'm not asking you to sit and look at the traffic cameras all day on a Saturday, but I assume that they record and did anybody take a look at a Saturday when I would assume there

would be [unclear] less traffic in terms of the, you know, the service kind of businesses but possibly more traffic for retail?

Eric Lom (City Traffic Engineer) 36:17

We did not, and we figured that whatever days we did, probably everybody was gonna want more days. But, you know, certainly like, wouldn't it be nice to have some summer days and some weekend days and all that? There was just sort of this balancing of staff time to try and provide some—enough information to help with the decision without going too crazy. But certainly, that information does exist and could be pulled if we needed to.

Alderson Denise Fenton (District 6) 36:49

All right, thank you. I see Alder Meltzer again.

Alderson Vered Meltzer (District 2) 36:53

Did anyone—you two haven't had a chance.

Eric Lom (City Traffic Engineer) 36:55

So, I'll try to answer that a couple different ways. First of all, the committee could choose to approve this as an evaluation period. You could—usually we do a six-month evaluation period, but there's nothing that says it has to be six months that I'm aware of. So, if we go out there and sign it and mark it, you know, if the committee approves it as either an evaluation period or as a, as we say, permanent change, it's just signs and markings. And so, if later on it needs to change or go away, relatively inexpensive to deal with that. We, every single week, are out changing different parking zones for one reason or another.

Alderson Denise Fenton (District 6) 36:55

I looked down there.

Alderson Vered Meltzer (District 2) 36:55

Okay. Don't want to be hogging all the microphone space. So, if we go ahead with approving this loading zone area tonight, how easy would it be if we wanted then in the to continue exploring adjusting that turn lane over time to slide the stalls up? Or, you know, how easy would it be to go back and just turn them back into metered parking? If we if we commit to this tonight, going forward, what would it look like if we decide that it's not working and we need to change it?

Alderson Denise Fenton (District 6) 38:22

Alder Meltzer.

Alderson Vered Meltzer (District 2) 38:23

So then to follow up with that, would a six-month trial period make sense in this situation? Would something longer or shorter? Kind of want to hear from anyone else?

Eric Lom (City Traffic Engineer) 38:40

I—six months should be okay, but obviously we would want these it to start coincident with the building opening.

Alderson Vered Meltzer (District 2) 38:46

Okay. At this point I'm going to offer an amendment. I move—oh, I don't need to move to an...?

[City Attorney indicates off microphone that there is no motion on the item.]

Aldersperson Denise Fenton (District 6) 38:53

We don't have a motion on the floor. Yes. We do. We don't. Apologies.

Aldersperson Vered Meltzer (District 2) 39:01

I thought we had a motion all this time.

Aldersperson Denise Fenton (District 6) 39:03

[Overlapping talking] motion to put it on the floor. Can we get a motion to put this on the floor?

Aldersperson Vered Meltzer (District 2) 39:07

I guess I'll put a motion to approve on the floor.

Attorney 39:11

Is that motion with a six month. You could do it all in one.

Aldersperson Vered Meltzer (District 2) 39:18

Yeah, I will do it all at once. So, with a six-month evaluation period to start with—what was the phrasing?

Eric Lom (City Traffic Engineer) 39:28

Coincident with the opening of the building.

Aldersperson Vered Meltzer (District 2) 39:30

Okay, coincident with the opening of the building,

Aldersperson Brad Firkus (District 3) 39:33

I'll second that.

Aldersperson Denise Fenton (District 6) 39:35

All right. Is there any discussion of the amended mo—and I apologize for not getting that on the floor. I wanted to make sure everybody was heard. Any discussion on the amended? Alder Firkus.

Aldersperson Brad Firkus (District 3) 39:49

Thank you, Chair. I came in this evening thinking I was going to vote against this, but I would be open to the six-month trial option. I do feel like no matter which way we go with this, it's probably something we need to monitor and adjust if it's not working.

Aldersperson Denise Fenton (District 6) 40:05

Alder Hartzheim.

Aldersperson Sheri Hartzheim (District 13) 40:11

Thank you, Chair. I agree that this sounds like a good idea to at least trial this. A lot of people have the opinion of, "Well, once it's trial, that usually ends up going through," but let's be judicious about reviewing it, and let's—I think this would be a great opportunity for the area businesses to—I think there should have been some community outreach ahead of time, and I would hope that that grows during this period of time, so that there's some cohesiveness amongst those businesses as they sort of share all those parking spaces. Thank you.

Alderson Denise Fenton (District 6) 40:47

Alderson Siebers, anything? So, I see Director Jungwirth. What mic are you on?

Director Laura Jungwirth (Public Works) 40:58

I did want to include into this conversation the fact that we will be working through a parking study, and while these two stalls specifically are maybe not going to be, you know, pinpointed as part of that analysis, we are going to be looking at the downtown, the city in the way of parking and parking availability, and especially looking forward—you know, I think we put in 20 years into the plan—to see how we can accommodate, or that we can accommodate these continued developments, especially of this magnitude. So, it's something that we are working on as staff to keep in the forefront of our minds as we move forward and as things change downtown, that that these conversations are important for us to keep in mind, and we hope to include that as part of our analysis here, which is occurring yet in 2025. So hopefully we can get some insight that we can partner along with this analysis and evaluation period.

Alderson Denise Fenton (District 6) 41:53

Thank you.

Director Laura Jungwirth (Public Works) 41:53

Thank you.

Alderson Denise Fenton (District 6) 41:54

And that was really what I was going to bring up is to ask that. Obviously, we have the parking the intensive parking study going on that during the six month evaluation, we can periodically run the data like we got today for some different time periods or go back and look at it for a weekend, so that we have a fair volume to evaluate at the end of the six months. All right, anything else?

Alderson Denise Fenton (District 6) 42:24

All right, seeing none, we'll go ahead and vote on the item as amended. All those in favor, please signify by saying, aye. Aye. That passes 5 - 0. 4 - 0 Thank you. I'm having trouble today, huh?