

PARKING & TRAFFIC COMMITTEE
November 19, 2018

A meeting of the Parking & Traffic Committee was called to order at 4:31 p.m. by Chairperson Catarozoli in Council Chambers, City Hall, 421 Michigan Street.

Members Kelly Catarozoli, Kelly Avenson and David Hayes were present. Also present: City Engineer Chad Shefchik, Community Development Director Marty Olejniczak and Municipal Services Assistant Colleen DeGrave.

Moved by Ald. Avenson, seconded by Ald. Hayes to adopt the following agenda:

1. **Roll call.**
2. **Adoption of agenda.**
3. **Approval of minutes from 10/15/2018.**
4. **Public comment on Agenda items and other issues related to parking & traffic in the City of Sturgeon Bay.**
5. **Update and Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008.**
6. **Adjourn.**

All in favor. Carried.

Moved by Ald. Avenson, seconded by Ald. Hayes, to approve the minutes from 10/15/18. Carried.

Public comment on Agenda items and other issues related to parking & traffic in the City of Sturgeon Bay.
Paul Anschutz, 221 N. 6th Ave. spoke.

Update and Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008.

Ald. Catarozoli asked Mr. Olejniczak to give an update on the obligations the City of Sturgeon Bay would have in regards to fulfilling an agreement with the DOT regarding a development plan that has not been completed. Mr. Olejniczak explained that the subject site was annexed into the City in 2006. The property owner was HS Realty Partnership (William Hopf). Hopf had a development plan for the front 25 acres to be developed into a commercial complex known as Maritime Plaza, and the rear 40 acres into a residential subdivision known as Maritime Landing. The front commercial lots were created via certified survey map, but never sold or had been developed by Hopf. The first phase of the rear residential area was platted, which included five multiple-family residential lots. The five lots were sold and developed into forty apartments, but the balance of the rear area only had a preliminary plat approved, and remained as one big parcel owned by Hopf. The street access for the new lots was a new street called Grant Avenue that extended north from Highway 42-57. The City required that the street be planned to connect to the end of Sawyer Drive, which is a dead-end town road at the northeast corner of the Hopf property. The City agreed via a memorandum of agreement to let the street be phased in. The agreement, signed by the City in October 2008, and by Hopf in January 2009, required Hopf to obtain the necessary right-of-way that was outside of his property, get town approval for the connection, and construct a 16-foot wide driveway along the route of the future street for temporary emergency access. All of the above were accomplished by Hopf. The MOA further required that the actual construction of the road was to be completed based upon various triggers. These were the development of the large commercial lot that was part of Maritime Plaza, construction of 15 homes in the rear residential part, or five years. The development never occurred to trigger the road, but the five year time period has long passed. The City applied for a DOT access permit for Grant Avenue on behalf of Hopf. The permit was granted on October 15, 2009 and was conditioned on a MOA between the DOT and the City. That MOA had the same language as the MOA between the City and Hopf. The road was built and the initial DOT requirements were complied with, but the five year time period had passed. Mr. Hopf's overall development never materialized. He went bankrupt and the property was foreclosed upon. The smaller commercial lots in the front were sold to private individuals. A small insurance office and a seasonal garden center were established on two of the lots. A 14-unit multiple-family building was approved on another lot and is under construction. The large commercial lot was acquired by the City. A portion of this was sold for development of 56 apartment units which are under construction.

The rear land that was intended for the residential subdivision (and includes the planned extension of Grant Avenue) was acquired by Tim Ruenger, a neighboring property owner. That owner has no intention of developing anything and is opposed to Grant Avenue connecting to Sawyer Drive. Mr. Olejniczak said at the time the two apartment projects (56 units and 14 units) were under consideration, he had discussed with the DOT the impact of additional traffic. Dave Nielson of the DOT (who issued the access permit) informed Mr. Olejniczak that the additional traffic from those units would not generate enough traffic to require improvements to the highway intersection. The DOT has not pushed the City to connect Grant Avenue to Sawyer Drive at this point, but he said that it could require the connection at any time based on the MOA. Olejniczak stated he has had a few conversations with Mr. Ruenger about acquiring the necessary right-of-way, but there has been no agreement yet.

Ald. Hayes stated he would rather be proactive than reactive in regards to the safety in this location, and Ald. Avenson stated not only would it improve the safety, but it would improve the quality of life for the people living in that location. Mr. Shefchik was asked what the cost of a secondary access road from Grant Avenue to Sawyer Drive would cost. Mr. Shefchik stated, with a 22' paved road with a gravel shoulder, it would cost roughly \$175,000 - \$200,000. He stated the cost of a gravel road at this location would roughly be \$95,000 - \$120,000. Mr. Olejniczak explained the first step would be to acquire the right-of-way.

Moved by Ald. Catarozoli, seconded by Ald. Avenson to recommend to the Finance & Purchasing Committee to review the cost to purchase the right-of-way, and construct a secondary access road connecting Grant Avenue to Sawyer Drive. All in favor. Carried.

Items to be placed on January 21, 2018 agenda: Update & Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008, and Consideration of the 3rd Avenue Delivery Truck Ordinance.

Motion to adjourn by Ald. Catarozoli, seconded by Ald. Avenson. All in favor. Carried.

Meeting adjourned at 5:24 p.m.

Respectfully Submitted,

Colleen DeGrave
Municipal Services Assistant