



Wauwatosa, WI

Plan Commission

Meeting Agenda - Final

7725 W. North Avenue
Wauwatosa, WI 53213

Monday, March 9, 2026

6:00 PM

Common Council Chambers and Zoom:
<https://servetosa.zoom.us/j/83599194279>,
Meeting ID: 835 9919 4279

Regular Meeting

HYBRID MEETING INFORMATION

Members of the public may observe and participate in the meeting in-person or via Zoom at the link above. To access the Zoom meeting via phone, call 1-312-626-6799 and enter the Meeting ID.

CALL TO ORDER

ROLL CALL

NEW BUSINESS

1. Consideration of a Conditional Use Permit to expand an existing eating and drinking establishment in the Neighborhood Village Trade/North Avenue Overlay (C1/NOR) zone at 6715 W. North Avenue, Mario Balistreri, Cellos Pizzeria LLC, applicant [26-0234](#)
2. Consideration of a proposed ordinance change for commercial and residential vehicle parking regulations in residential districts (Zoning Code Sections 24.11.060B & C) [26-0236](#)
3. Consideration of a resolution adopting the Milwaukee County Research Park 2026 Master Plan [26-0239](#)

ADJOURNMENT

NOTICE TO PERSONS WITH A DISABILITY

Persons with a disability who need assistance to participate in this meeting should call the City Clerk's office at (414) 479-8917 or send an email to tclerk@wauwatosa.net, with as much advance notice as possible.



Staff Report

File #: 26-0234

Agenda Date: 3/9/2026

Agenda #: 1.

Consideration of a Conditional Use Permit to expand an existing eating and drinking establishment in the Neighborhood Village Trade/North Avenue Overlay (C1/NOR) zone at 6715 W. North Avenue, Mario Balistreri, Cellos Pizzeria LLC, applicant

Submitted by:

Art Piñon

Department:

Development

A. Background/Options

The applicant is proposing to expand an existing restaurant located at 6715 W. North Avenue in the Neighborhood Village Trade and North Avenue Overlay (C1/NOR) Zone. The surrounding area consists of commercial uses to the north, east, and west, with single-family residential properties located to the south.

The restaurant is proposed to expand into the adjacent tenant space of the building, so the total building square footage will not increase. The existing restaurant is currently 3,572 square feet and with the addition, the restaurant square footage will increase to 4,626 square feet. The addition area will include three bowling lanes intended for use by restaurant patrons.

No changes to the facility's operating hours are proposed. The restaurant will continue to operate from 10:00 a.m. to 1:00 a.m., Monday through Sunday.

The required public hearing for this item occurred at the February 24th Plan Commission meeting. No comments were received.

B. Staff Comments

Planning/Zoning Division

No additional comments.

Building Division

Design Review Board approval is required for any exterior changes. Architectural supervision, plan review, and all applicable building permits are also required. A final occupancy inspection and approval must be obtained prior to occupancy.

City Assessor's Office

Provide detailed costs of any alterations and/or new construction as well as income and expense as requested by the Assessor's office.

City Clerk's Office

No comments.

Engineering Division

Per City Code 13.30.030, any building project in excess of \$100,000 shall have the sanitary sewer lateral replaced or inspected and pressure tested per BPW requirements. If the existing sanitary sewer lateral is to be re-used, a televised report of the existing lateral from the building to the City main must be provided to Engineering. If Engineering identifies any defects in the existing lateral, the defects must be corrected and another televised report provided to Engineering to verify results. Note that if the existing lateral is made out of clay, the lateral must be lined. This requirement must be met prior to final building occupancy.

Fire Department

No comments.

Health Department

No comments.

Police Department

No comments.

C. Recommendation

Staff recommends approval subject to:

1. Per City Code 13.30.030, any building project in excess of \$100,000 shall have the sanitary sewer lateral replaced or inspected and pressure tested per BPW requirements. If the existing sanitary sewer lateral is to be re-used, a televised report of the existing lateral from the building to the City main must be provided to Engineering. If Engineering identifies any defects in the existing lateral, the defects must be corrected and another televised report provided to Engineering to verify results. This requirement must be met prior to final building occupancy.
2. Design Review Board approval is required for any exterior changes. Architectural supervision, plan review, and all applicable building permits are also required. A final occupancy inspection and approval must be obtained prior to occupancy.
3. Per WMC 24.12.040.A.2, roof-mounted mechanical equipment (e.g., air conditioning, heating, cooling, ventilation, exhaust and similar equipment, but not solar panels, wind energy or similar renewable energy devices) over 30 inches in height must be screened from ground-level view of all R- and C-zoned properties.
4. Per WMC 24.12.040.A.1, All ground-mounted mechanical equipment over 30 inches in height, other than air conditioning units, solar panels, wind-energy or similar renewable energy devices, is subject to principal building setbacks and must be screened from view of all R- zoned properties by a solid fence, solid wall, dense hedge, within a neutral-colored cabinet, or combination of such features. The hedge, fence, or wall must be tall enough to screen the equipment.
5. Providing detailed costs of any alterations and/or new construction, as well as income & expense as requested by the Assessor's office.
6. Under WMC 24.16.040I., a Conditional Use will lapse and have no further effect 18 months after it is approved by the Common Council, unless a building permit has been issued (if required); the use or structure has been lawfully established; or unless a different lapse of approval period or point of expiration has been expressly established by the Common Council.
7. Obtaining other required licenses, permits, and approvals. This includes but is not limited to Design Review Board approval, plan review, site plan approval, building permits and DSPS plan approvals, and Final Occupancy inspection and approval.



6715 W North Ave

City of
Wauwatosa



67 North llc

Waddle Inn

Arthur Pinon

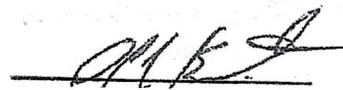
January 26, 2026

Principal Planner

City of Wauwatosa

We are requesting to expand our existing restaurant , the Waddle Inn, by adding mini bowling lanes. This will increase the overall restaurant square footage from 3572sq ft to 4626 sq ft. We will not change the restaurant hours. Currently hours are Monday through Sunday 10am to 1am. The intent of adding the bowling lanes is to enhance our game room and help bring a family experience to our establishment.

Thank you,

A handwritten signature in black ink, appearing to read 'MBA', is written over a horizontal line.

Mario Balistreri

THE WADDLE INN

PROPOSED RESTAURANT REMODELING 6715 W NORTH AVE WAUWATOSA, WISCONSIN

TITLE SHEET

PROJECT TITLE
THE WADDLE INN
PROPOSED RESTAURANT REMODELING
6715 W NORTH AVE
WAUWATOSA, WISCONSIN

DATE:
1/14/2026
REVISION DATE:

JOB NO.:
2023024.00
DRAWN BY:
TEV IV

SHEET INDEX:

- T - TITLE SHEET
- A1-00 - BUILDING DATA
- A1-01 - EGRESS PLANS
- OCCUPANT LOAD PLANS
- A1-02 - FIRE AREA PLANS
- A2-00 - FIRST FLOOR DEMOLITION PLAN
- A2-01 - FIRST FLOOR PLAN
- WALL TYPES
- DOOR TYPES
- A2-02 - FIRST FLOOR EQUIPMENT PLAN

PERMIT SET
1-14-2026

DESIGNED BY:



THOMAS E VAVRA IV
OWNER/DESIGNER
414-732-9163
vavradesign@gmail.com

MAIL
P.O. BOX 70087
MILWAUKEE, WI 53207

STUDIO
1905 S. FIRST ST.
MILWAUKEE, WI 53204

IN ASSOCIATION WITH:

RICHARD W. SCHALK, P.E.
1085 RIDGEWAY ROAD
BROOKFIELD, WISCONSIN 53045
414-745-9160



GENERAL CONDITIONS

1.1 THE DESIGNER MAINTAINS NO RESPONSIBILITY FOR THE GENERAL CONTRACTOR, SUBCONTRACTORS OR THOSE WORKING IN SUCH CAPACITIES, FOR THE METHODS USED, OR LACK THEREOF, IN THE EXECUTION OF THE WORK AND SAFETY PROCEDURES AND PRECAUTIONS TAKEN AT THE PROJECT SITE.

1.2 CONTRACTORS SHALL ASSUME FULL RESPONSIBILITY - UNRELIEVED BY REVIEW OF SHOP DRAWINGS NOR BY SUPERVISION OR PERIODIC OBSERVATION OF CONSTRUCTION FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS - FOR DIMENSIONS TO BE CONFIRMED AND CORRELATED ON THE JOB SITE AND BETWEEN INDIVIDUAL DRAWINGS OR SETS OF DRAWINGS; FOR FABRICATION PROCESSES AND CONSTRUCTION TECHNIQUES (INCLUDING EXCAVATION, SHORING AND SCAFFOLDING, BRACING, ERECTION, FORM WORK, ETC.); FOR COORDINATION OF THE VARIOUS TRADES; FOR SAFE CONDITIONS ON THE JOB SITE; AND FOR THE PROTECTION OF THE PEOPLE AND PROPERTY AT THE JOB SITE.

1.3 THE INFORMATION CONTAINED ON THE DRAWINGS IS IN ITSELF INCOMPLETE, AND VOID UNLESS USED IN CONJUNCTION WITH ALL THE SPECIFICATIONS, TRADE PRACTICES, OR APPLICABLE STANDARDS, CODES, ETC., INCORPORATED THEREIN BY REFERENCE, OF WHICH THE CONTRACTOR CERTIFIES KNOWLEDGE BY SIGNING THE CONTRACT.

1.4 THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF ARCHITECTURAL DESIGN INTENT, THE DIMENSIONS OF THE BUILDING, THE MAJOR ARCHITECTURAL ELEMENTS AND THE TYPE OF STRUCTURAL, MECHANICAL AND ELECTRICAL SYSTEMS. THE DRAWINGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL WORK REQUIRED FOR FULL PERFORMANCE AND COMPLETION OF THE REQUIREMENTS OF THE CONTRACT, ON THE BASIS OF GENERAL SCOPE INDICATED OR DESCRIBED. THE TRADE CONTRACTORS SHALL FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK INTENDED.

1.5 ANY ALTERATIONS MADE ON THE JOB SITE THAT ARE NOT SHOWN ON THE PLANS AND OR ALTERATION, CHANGE OR SUBSTITUTION MADE TO THE DRAWINGS MUST BE APPROVED BY THE ARCHITECT PRIOR TO THE WORK COMMENCING. ANY CHANGE MADE TO THE DRAWINGS THAT DOES NOT MEET THE IBC CODE AND OR LOCAL CODES DONE WITHOUT PRIOR APPROVAL WILL BE THE RESPONSIBILITY OF THE TRADES WHO MAKE THE CHANGE TO CORRECT THE CODE VIOLATION.

1.6 CONTRACTOR SHALL PROVIDE ALL WORK AND MATERIALS IN ACCORDANCE WITH ALL LOCAL AND STATE CODES IN PLACE AT THE TIME OF PLAN APPROVAL.

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1.10 IT SHALL BE THE GENERAL CONTRACTOR RESPONSIBILITY TO COORDINATE THE SUBCONTRACTORS WORK AND TO REPORT TO THE OWNER AND ARCHITECT AND DISCREPANCIES FOR CORRECTION OR ADJUSTMENT. COORDINATION SHALL INCLUDE, BUT NOT BE LIMITED TO VERIFY ALL CLEARANCES FOR ALL EQUIPMENT AND MATERIALS BEING INSTALLED.

1.11 ALL WORK LISTED, SHOWN, OR IMPLIED ON THESE CONSTRUCTION DOCUMENTS SHALL BE SUPPLIED AND INSTALLED BY THE GENERAL CONTRACTOR, EXCEPT WHERE NOTED OTHERWISE. ALL CONTRACTORS SHALL CLOSELY COORDINATE THEIR WORK WITH THAT OF OTHER CONTRACTORS OR VENDORS TO ASSURE THAT ALL SCHEDULES ARE MET AND THAT ALL WORK IS DONE IN CONFORMANCE TO MANUFACTURERS REQUIREMENTS.

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1.13 MATERIALS SPECIFIED BY THEIR BRAND NAMES TO ESTABLISH STANDARDS OF QUALITY AND PERFORMANCE. ALL REQUESTS FOR SUBSTITUTIONS OF ITEMS SPECIFIED SHALL BE SUBMITTED TO THE ARCHITECT IN WRITING IN A TIMELY MANNER. REQUESTS WILL BE CONSIDERED ONLY IF BETTER SERVICE FACILITIES, A MORE ADVANTAGEOUS DELIVERY DATE OR A LOWER PRICE WITH A CREDIT TO THE OWNER WILL BE PROVIDED WITHOUT SACRIFICING QUALITY, APPEARANCE AND FUNCTION. BY REQUESTING A SUBSTITUTION THE CONTRACTOR ALREADY ASSUMES THE RESPONSIBILITY FOR HAVING ALREADY VERIFIED THAT THE SUBSTITUTED PRODUCT MEETS ALL OF THE PERFORMANCE REQUIREMENTS, MOUNTING/INSTALLATION REQUIREMENTS, CODE REQUIREMENTS AND THE LIKE. UNDER NO CIRCUMSTANCES WILL THE OWNER OR ARCHITECT BE REQUIRED TO PROVIDE THAT A PRODUCT PROPOSED FOR SUBSTITUTION IS OR IS NOT OF EQUAL QUALITY TO THE PRODUCT SPECIFIED. SUBSTITUTE MATERIALS SHALL NOT BE PURCHASED OR INSTALLED WITHOUT WRITTEN APPROVAL FROM THE OWNER.

1.14 ALL MANUFACTURED ARTICLES, MATERIAL AND EQUIPMENT SHALL BE APPLIED, INSTALLED, CONNECTED, ERECTED, CLEANED AND CONDITIONED PER MANUFACTURERS INSTRUCTIONS. IN CASE OF DIFFERENCES BETWEEN THE MANUFACTURERS INSTRUCTIONS AND THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARCHITECT AND OBTAIN INSTRUCTION BEFORE PROCEEDING.

1.15 CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, PRODUCT DATA SHEETS, MATERIAL SCHEDULES, DRAW-DOWNS, ETC FOR ITEMS INTENDED FOR THE OWNER AND ARCHITECT REVIEW.

1.16 THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DOCUMENTS ON THE JOB SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES AND SHALL PROVIDE ALL SUBCONTRACTORS WITH CURRENT CONSTRUCTION DOCUMENTS AS REQUIRED.

1.17 NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY QUALITY OF DEFICIENT IN ANY REQUIREMENT OF DRAWINGS AND SPECIFICATIONS WILL BE ACCEPTABLE. REGARDLESS OF OWNERS OR ARCHITECTS FAILURE TO DISCOVER OR TO POINT OUT DEFECTS OR DEFICIENCIES DURING CONSTRUCTION. DEFECTIVE WORK FOUND WITHIN THE TIME LIMITATIONS ALLOWED BY GUARANTEES SHALL BE REPLACED BY WORK CONFORMING WITH INTENT OF CONTRACT, NO CONTRACTUAL PAYMENT BY OWNER, WHETHER PARTIAL OR FINAL, SHALL BE CONSIDERED AS AN ACCEPTANCE OF DEFECTIVE WORK OR IMPROPER MATERIALS.

1.18 CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR EXECUTION OF WORK IN ACCORDANCE WITH CONSTRUCTION DOCUMENTS.

1.19 DIMENSIONS INDICATED IN CONTRACT DOCUMENTS SHALL GOVERN, DO NOT SCALE THE DRAWINGS.

1.20 DETAILS SHALL TAKE PRECEDENCE OVER THE GENERAL PLANS.

1.21 ALL CONTRACTORS, SUBCONTRACTORS, AND OTHER VENDORS SHALL FAMILIARIZE THEMSELVES WITH THE ENTIRE DRAWING PACKAGE AS SPECIFIC CONTRACTOR REQUIREMENTS MAY APPEAR ON MULTIPLE SHEETS.

CODE SUMMARY : EIBC 2021

CODE SUMMARY / SCOPE OF WORK:	AREA OF REMODELING:	
THE EXISTING BUILDING IS A ONE STORY BUILDING THAT WAS AN EXISTING RESTAURANT AS AN A-2 USE AND WAS DEMISED IN 2/3 TO BE TWO FUTURE A-2 USES.	OVERALL BUILDING = 4,626 SQFT	FIRE AREA ONE - 2,435 SQFT
THIS PERMIT IS FOR THE REMODELING OF THE LAST EXISTING SPACE ON THE EAST SIDE FOR A RESTAURANT A-2 USE TO BE COMBINED WITH THE MAIN A-2 MAINTAINING THE TWO HOUR FIRE BARRIER AS SHOWN ON THE FIRE BARRIER PLAN. WITH NO CHANGE OF USE.	AREA OF REMODELING = 2,273 SQFT LEVEL 2 REMODELING	FIRE AREA TWO - 864 SQFT FIRE AREA THREE - 1,054 SQFT

FIRE PROTECTION SYSTEMS

SPRINKLERS	BUILDING IS NOT SPRINKLERED
FIRE EXTINGUISHERS	MAXIMUM TRAVEL DISTANCE = 75 FEET MAXIMUM BUILDING AREA = 6,000 SF
FIRE ALARM	FIGURE 903.2 ASSEMBLY A-2 IF FIRE AREA IS 5,000 SQFT OR LARGER OR OCCUPANT LOAD OF OVER 99 THE OVERALL BUILDING IS LESS THAN 5,000 SQFT AND THE OCCUPANT LOAD IS LESS THAN 99

OCCUPANT LOAD CALCULATION (Table 1004.5)

	PRIMARY OCCUPANCY	ACCESSORY OCCUPANCY	LOAD FACTOR	AREA	OCCUPANT LOAD	ACTUAL OCCUPANCY
KITCHEN AREA	A-2		200 GROSS	540 GSF	3	3
STANDING AREA	A-2		5 NET	202 NSF	40	40
SEATING AREA	A-2		15 NET	440 NSF	29	29
STORAGE LOWER LEVEL	A-2		300 GROSS	3,650 GSF	12	12
FIRE AREA ONE TOTAL					97	84
STANDING AREA GAME AREA	A-2		5 NET	190 NSF	38	38
FIRE AREA TWO TOTAL					38	38
STANDING AREA GAME AREA	A-2		5 NET	118 NSF	24	16
SEATING AREA	A-2		15 NET	76 NSF	5	8
FIRE AREA THREE TOTAL					29	24

MEANS OF EGRESS (Section 1005)

	OCCUPANCY/ PRIMARY FUNCTION	OCCUPANCY/ BY FLOOR	STAIR WIDTH (.3"/OCCUPANT) REQ'D / PROVIDED IBC 1005.3.1	DOOR WIDTH (.2"/OCCUPANT) REQ'D / PROVIDED IBC 1020.3	CORRIDOR WIDTH (.2"/OCCUPANT) REQ'D / PROVIDED IBC 1020.3
FIRST FLOOR	A-2	146	43.8"/ 44"	29.2"/ 180"	42.6"/ 44"

EXIT ACCESS TRAVEL DISTANCE

COMMON PATH OF EGRESS TRAVEL (Table 1006.2.1)	75'
EXIT ACCESS TRAVEL DISTANCE (Table 1017.2)	200'
DEAD END CORRIDORS (1020.5)	20'

IBC CHAPTER 10 SPACES REQUIRING GREATER THAN OR EQUAL TO 2 EXITS OR EXIT ACCESS DOORS (Table 1006.2.1)
A-2 = GREATER THAN 49 OCCUPANTS

IBC CHAPTER 10 DOOR SIZE (Section 1010.1.1)
32" CLEAR MINIMUM EGRESS DOOR WIDTH
48" CLEAR MAXIMUM WIDTH OF SWINGING DOOR

IBC CHAPTER 10 DOOR SWING (Section 1010.1.2)
DOORS TO BE PIVOTED OR SIDE-HINGED SWINGING TYPE

IBC CHAPTER 10 DIRECTION OF SWING (Section 1010.1.2.1)
DOORS MUST SWING IN THE DIRECTION OF TRAVEL IN EITHER OF THE FOLLOWING CASES: WHERE THE OCCUPANT LOAD IS EQUAL TO OR GREATER THAN 50 OCCUPANTS

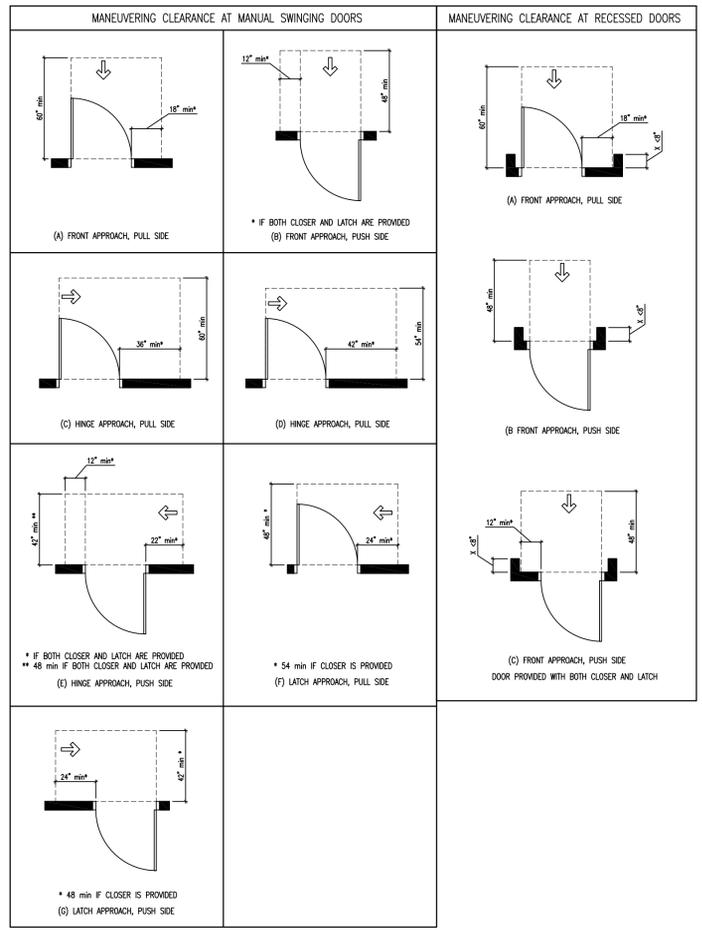
IBC CHAPTER 10 PANIC AND FIRE EXIT HARDWARE (Section 1010.2.9)
DOORS SHALL NOT BE PROVIDED WITH A LATCH OR LOCK OTHER THAN PANIC HARDWARE OR FIRE EXIT HARDWARE IN GROUP H OR AN OCCUPANT LOAD OF 50 OR MORE IN GROUP A OR E OCCUPANCIES

IBC CHAPTER 29 MINIMUM NUMBER OF PLUMBING FIXTURES (Section 2902.1)

TOTAL OCCUPANT LOAD = ASSEMBLY FOR BATHROOM USE = 146 OCCUPANT LOAD	
73 MALE OCCUPANT LOAD	
73 FEMALE OCCUPANT LOAD	
MALE WC 1/75 = 0.97 WC REQUIRED	1 - FIXTURE PROVIDED
FEMALE WC 1/75 = 0.97 WC REQUIRED	1 - FIXTURE PROVIDED
MALE WC LAVATORY 1/200 = 0.37 WC REQUIRED	1 - FIXTURE PROVIDED
FEMALE WC LAVATORY 1/200 = 0.37 WC REQUIRED	1 - FIXTURE PROVIDED
DRINKING FOUNTAIN 1/500 = FREE WATER TO BE PROVIDED PROVIDED	
SERVICE SINK = 1 SERVICE SINK PROVIDE	

CONSTRUCTION NOTES

- PROVIDE MEANS OF EGRESS LIGHTING AS PER IBC-2021
- PROVIDE EXIT SIGNS AS PER IBC-2021
- THE EXISTING FIRE PROTECTION OF THE BUILDING AND COMPONENTS SHALL BE PRESERVED TO THE LEVEL THAT THEY ARE PER THE IBC
- UNLESS NOTED OTHERWISE, ALL DETAILS, SECTIONS, AND NOTES ON THE DRAWINGS ARE INTENDED TO BE TYPICAL FOR SIMILAR SITUATIONS ELSEWHERE
- UNLESS OTHERWISE SHOWN OR NOTED, THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION AND THE PLACEMENT OF ANY INSERTS, HANGARS, PIPE SLEEVES, HOLES OR ANCHOR BOLTS THAT ARE REQUIRED BY THE MECHANICAL OR ELECTRICAL EQUIPMENT.
- ALL EXIT LIGHTS, EMERGENCY LIGHTS, AND FIRE EXTINGUISHER LOCATIONS TO MEET STATE AND LOCAL CODES. FIRE EXTINGUISHERS ARE TO BE PROVIDED IN ACCORDANCE WITH IBC 906 / AND THE INTERNATIONAL FIRE CODE.
- ALL ELECTRICAL AND MECHANICAL AS PER BUILDING STANDARDS. VERIFY ELECTRICAL AND TELEPHONE REQUIREMENTS WITH THE OWNER. ELECTRICAL POWER DESIGN TO MEET LOCAL AND STATE ENERGY CODE REGULATIONS.



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1.16 THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DOCUMENTS ON THE JOB SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES AND SHALL PROVIDE ALL SUBCONTRACTORS WITH CURRENT CONSTRUCTION DOCUMENTS AS REQUIRED.

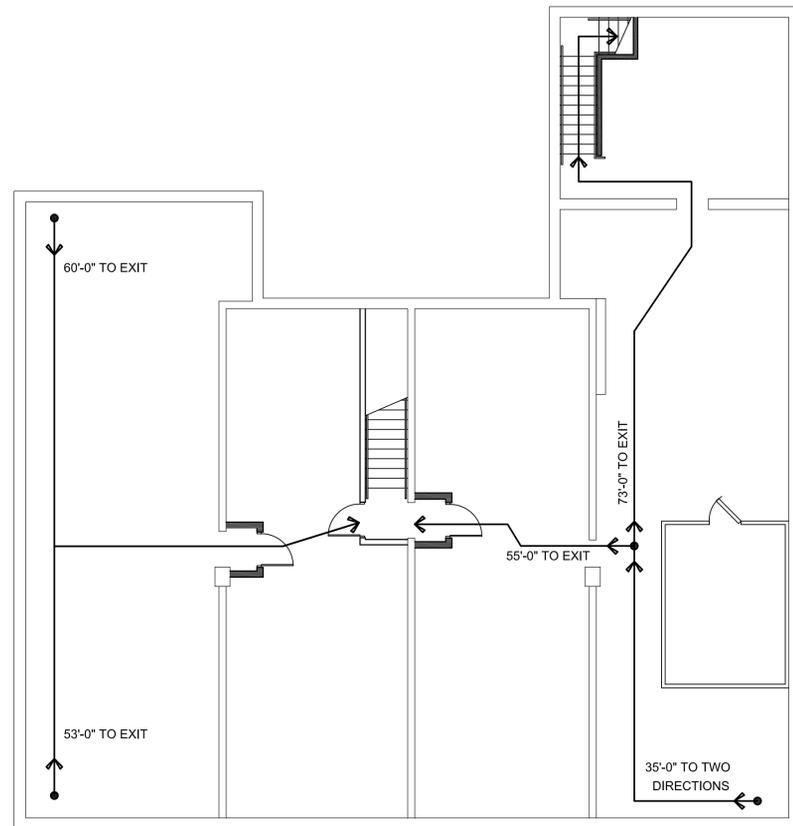
1.17 NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY QUALITY OF DEFICIENT IN ANY REQUIREMENT OF DRAWINGS AND SPECIFICATIONS WILL BE ACCEPTABLE. REGARDLESS OF OWNERS OR ARCHITECTS FAILURE TO DISCOVER OR TO POINT OUT DEFECTS OR DEFICIENCIES DURING CONSTRUCTION. DEFECTIVE WORK FOUND WITHIN THE TIME LIMITATIONS ALLOWED BY GUARANTEES SHALL BE REPLACED BY WORK CONFORMING WITH INTENT OF CONTRACT, NO CONTRACTUAL PAYMENT BY OWNER, WHETHER PARTIAL OR FINAL, SHALL BE CONSIDERED AS AN ACCEPTANCE OF DEFECTIVE WORK OR IMPROPER MATERIALS.

1.18 CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR EXECUTION OF WORK IN ACCORDANCE WITH CONSTRUCTION DOCUMENTS.

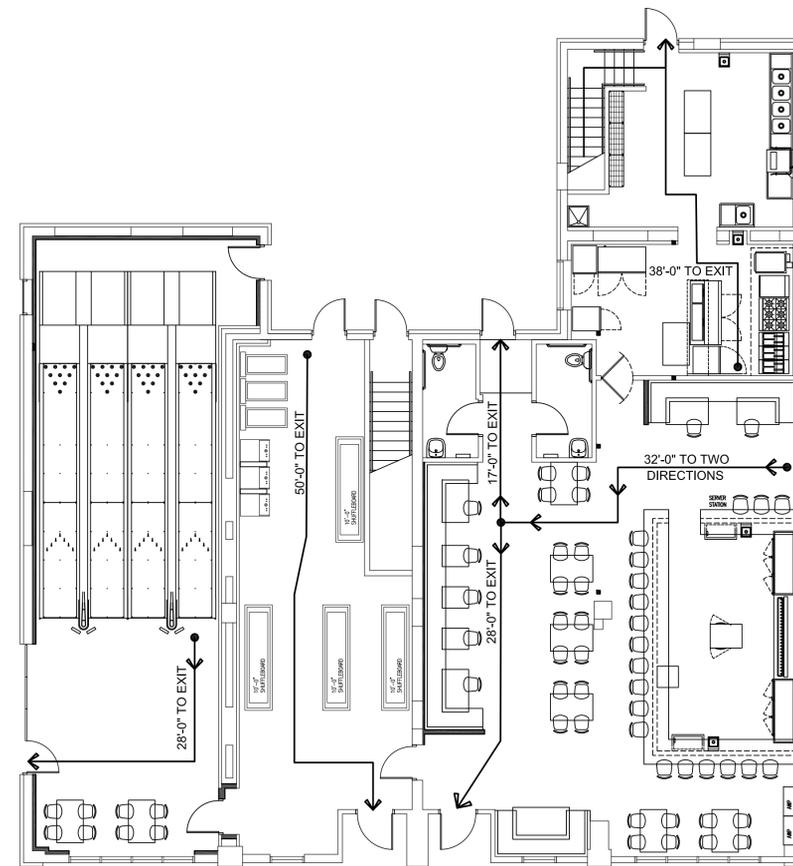
1.19 DIMENSIONS INDICATED IN CONTRACT DOCUMENTS SHALL GOVERN, DO NOT SCALE THE DRAWINGS.

1.20 DETAILS SHALL TAKE PRECEDENCE OVER THE GENERAL PLANS.

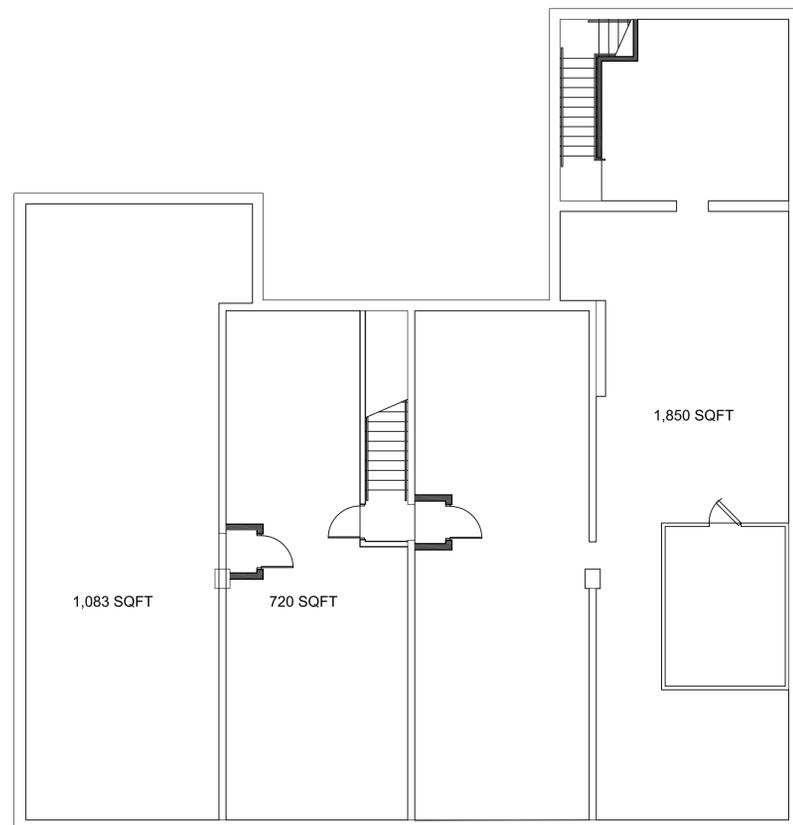
1.21 ALL CONTRACTORS, SUBCONTRACTORS, AND OTHER VENDORS SHALL FAMILIARIZE THEMSELVES WITH THE ENTIRE DRAWING PACKAGE AS SPECIFIC CONTRACTOR REQUIREMENTS MAY APPEAR ON MULTIPLE SHEETS.



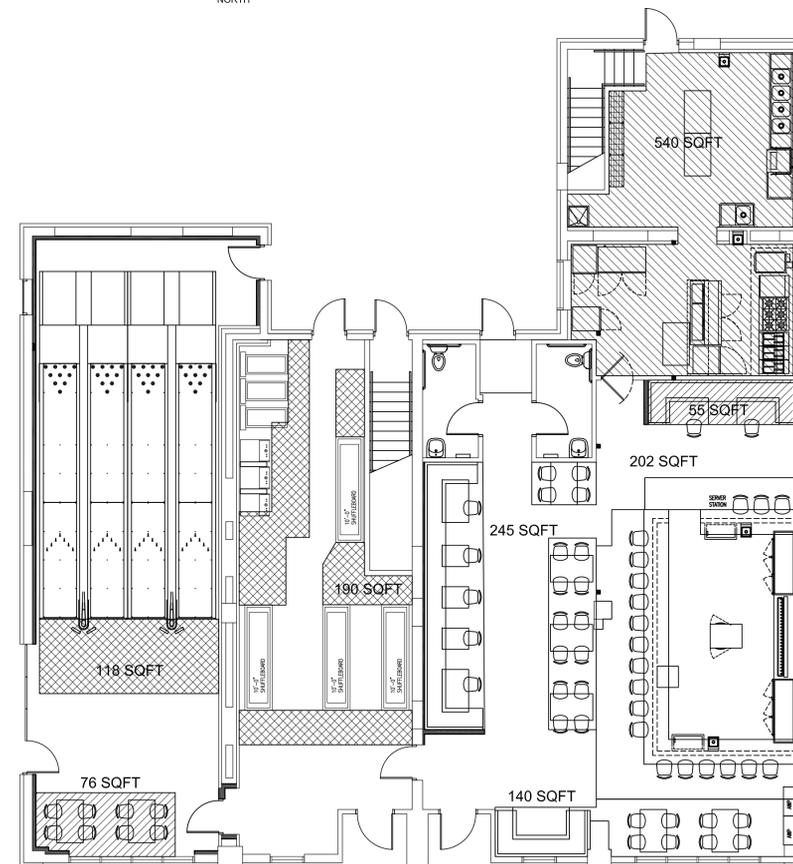
LOWER LEVEL EGRESS PLAN
SCALE - 1 / 8" = 1' - 0"



FIRST FLOOR EGRESS PLAN
SCALE - 1 / 8" = 1' - 0"



LOWER LEVEL OCCUPANT PLAN
SCALE - 1 / 8" = 1' - 0"



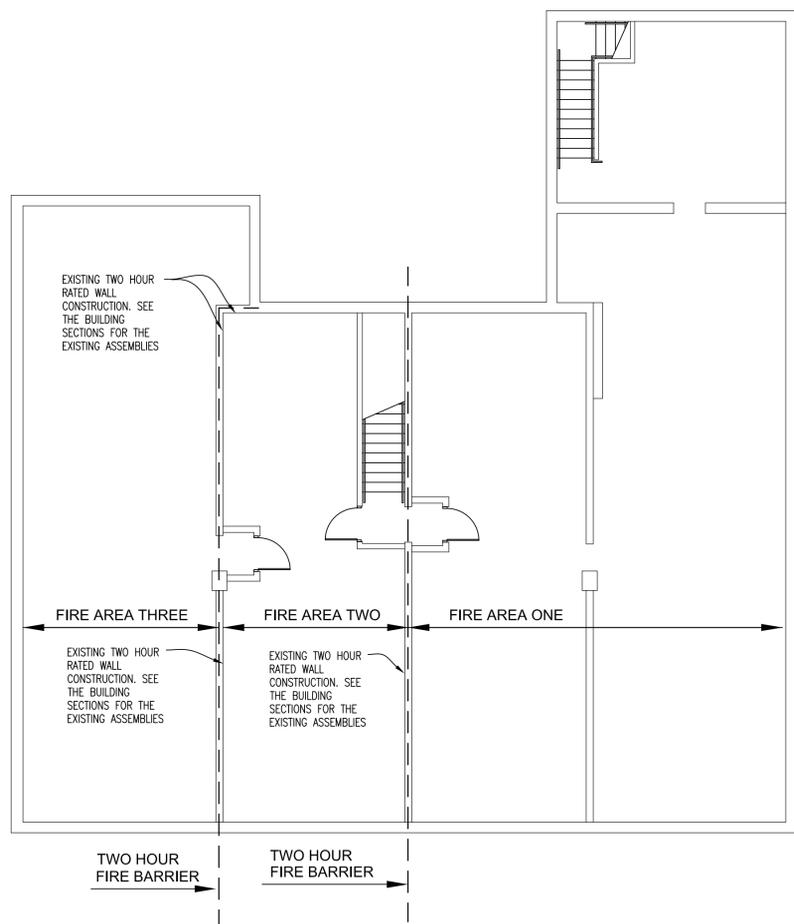
FIRST FLOOR OCCUPANT PLAN
SCALE - 1 / 8" = 1' - 0"

EGRESS PLANS
OCCUPANT LOAD PLANS

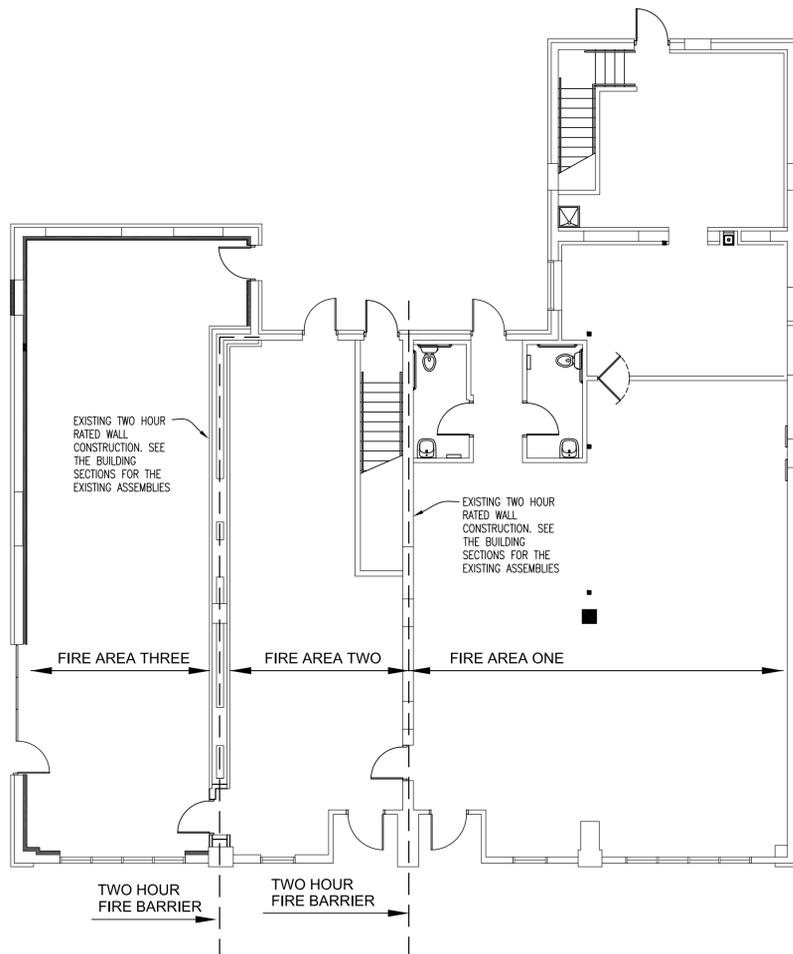
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THE WADDLE INN
PROPOSED RESTAURANT REMODELING
6715 W NORTH AVE
WALWATOSA, WISCONSIN

DATE:
1/14/2026
REVISION DATE:

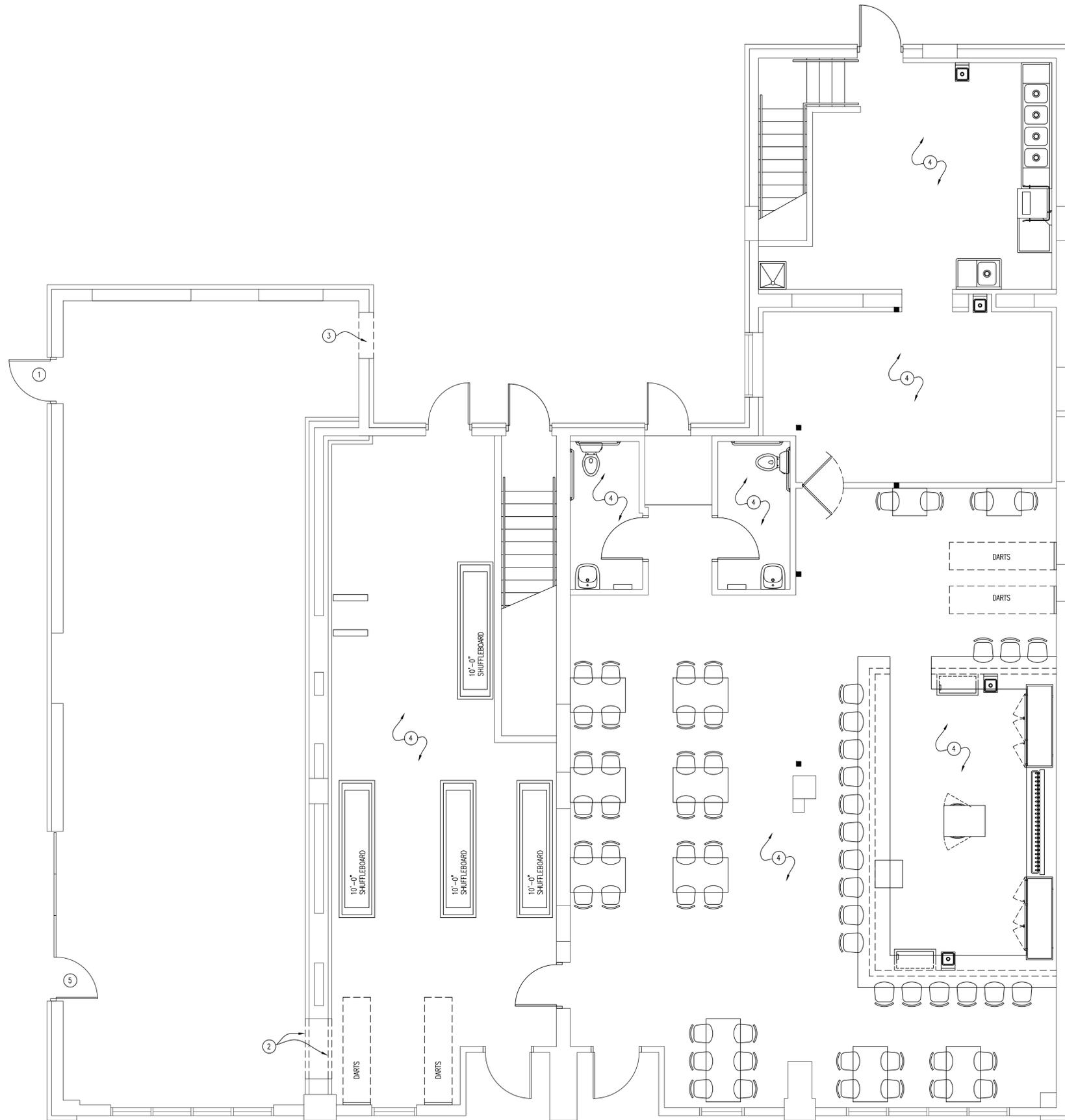
JOB NO.:
2023024.00
DRAWN BY:
TEV



 **LOWER LEVEL FIRE AREA PLAN**
SCALE - 1 / 8" = 1' - 0"

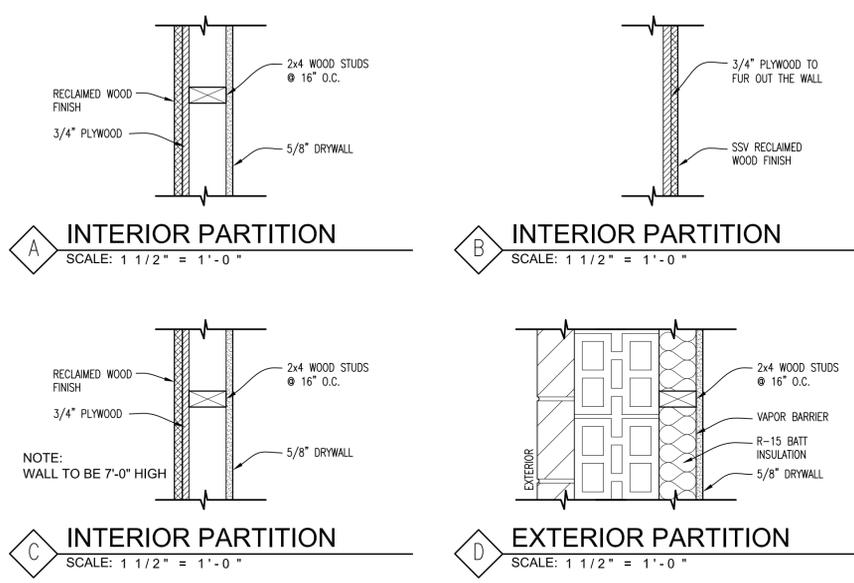


 **FIRST FLOOR FIRE AREA PLAN**
SCALE - 1 / 8" = 1' - 0"

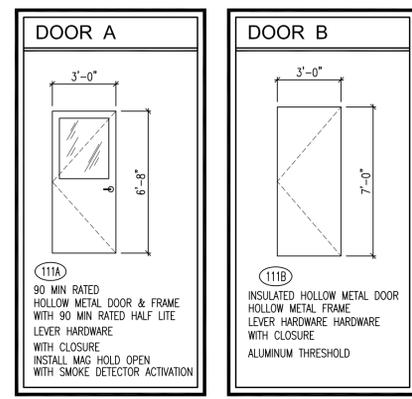
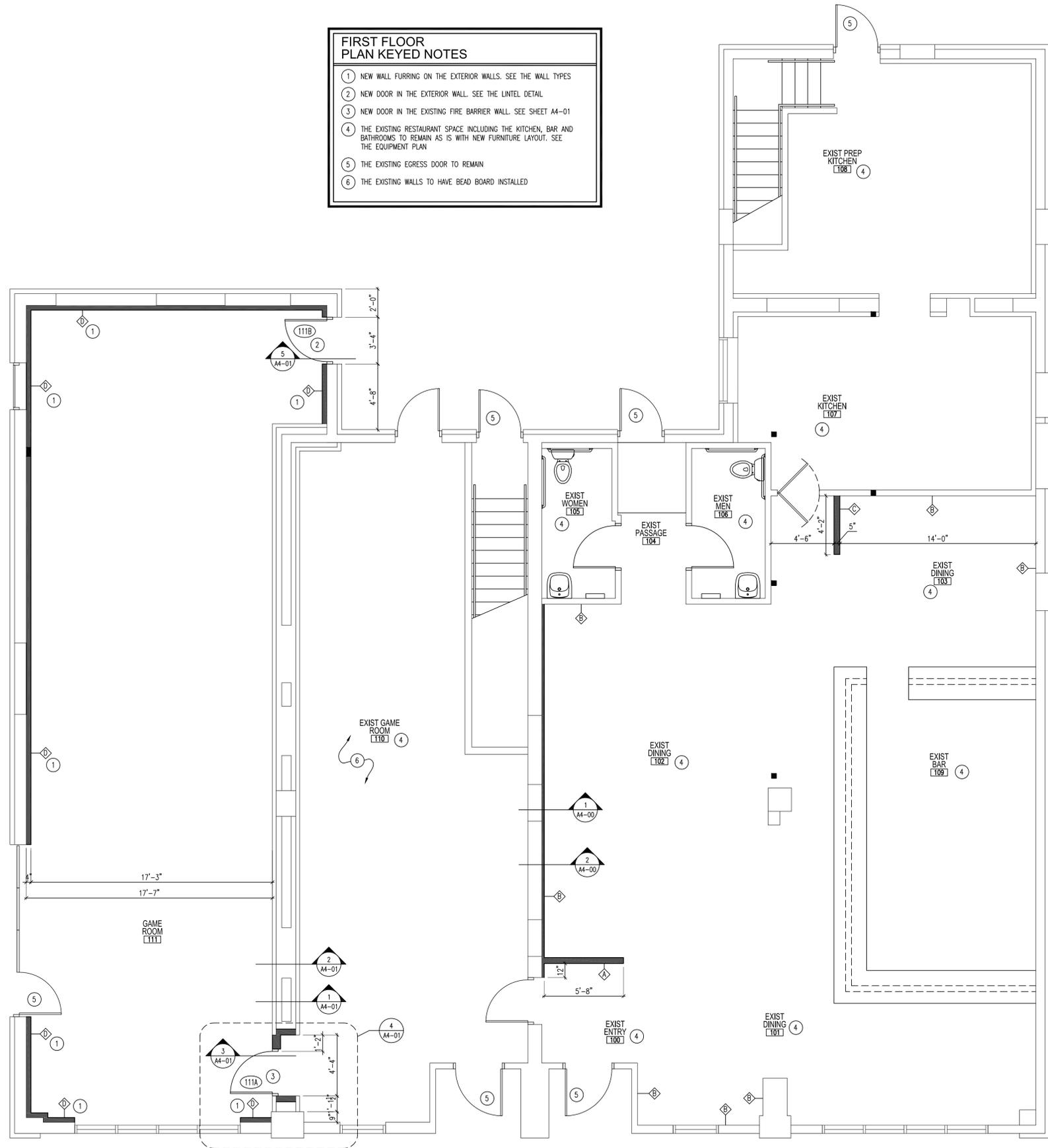


- FIRST FLOOR DEMOLITION
PLAN KEYED NOTES**
- ① THE EXISTING DOOR AND FRAME TO REMAIN AND TO BE KEPT CLOSED. INSTALL SIGNAGE ON THE EXTERIOR "NOT AN ENTRY"
 - ② REMOVE A SECTION OF THE NONE LOAD BEARING FIRE BARRIER WALL FRAMING AND DRYWALL FOR THE INSTALLATION OF THE NEW FIRE DOOR. SEE THE FLOOR PLAN
 - ③ REMOVE A SECTION OF THE EXISTING MASONRY EXTERIOR WALL FOR THE INSTALLATION OF A NEW DOOR. SEE THE FLOOR PLAN.
 - ④ THE EXISTING RESTAURANT SPACE INCLUDING THE KITCHEN, BAR AND BATHROOMS TO REMAIN AS IS WITH NEW FURNITURE LAYOUT AND NEW WALL FINISHES. SEE THE EQUIPMENT PLAN
 - ⑤ THE EXISTING EGRESS DOOR TO REMAIN

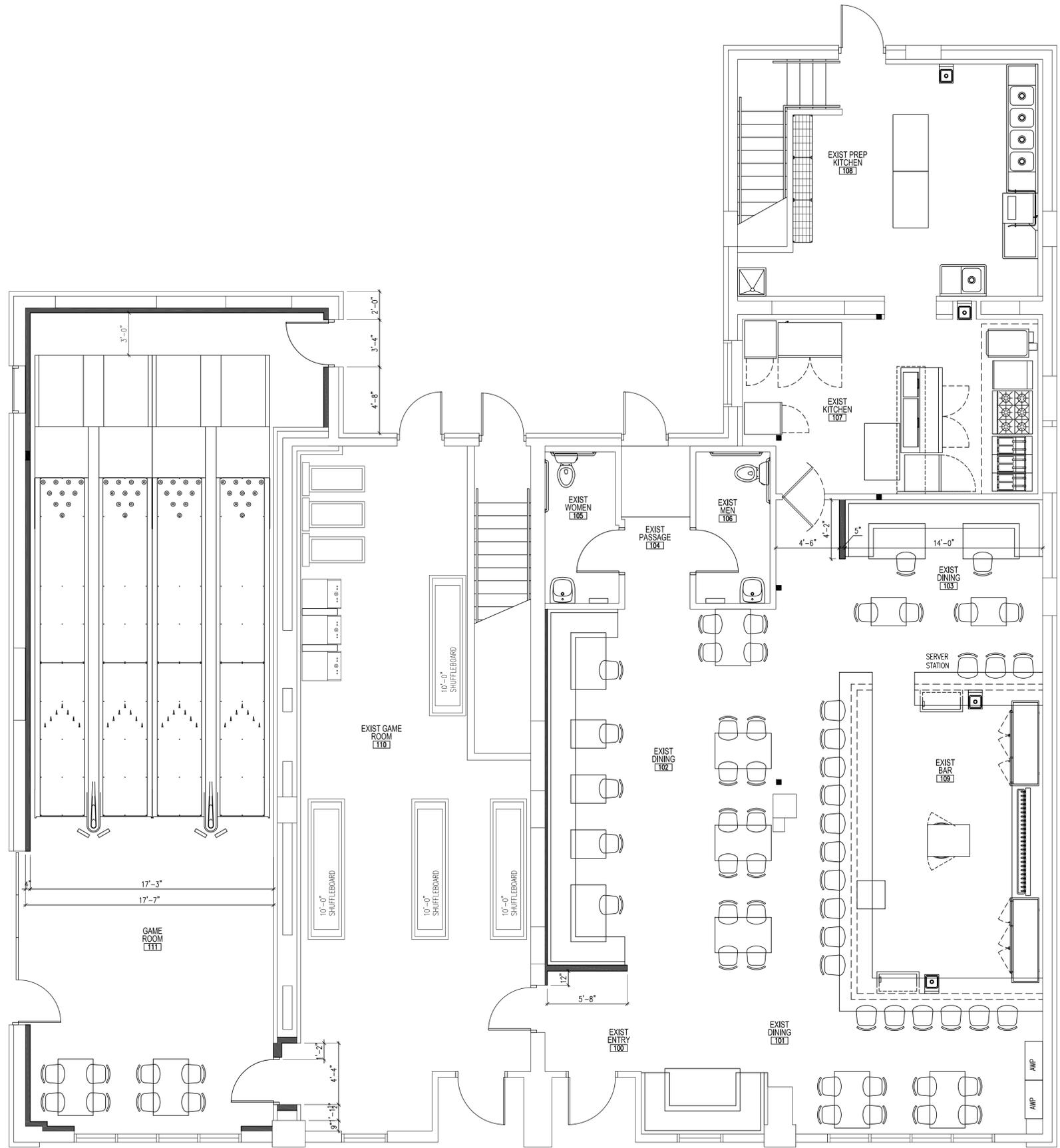
FIRST FLOOR DEMOLITION PLAN
SCALE - 1 / 4" = 1' - 0"



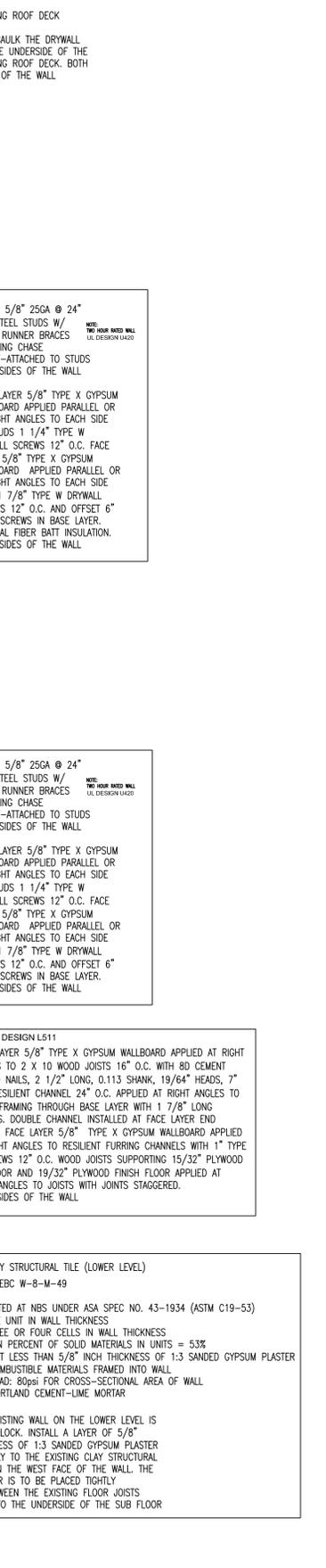
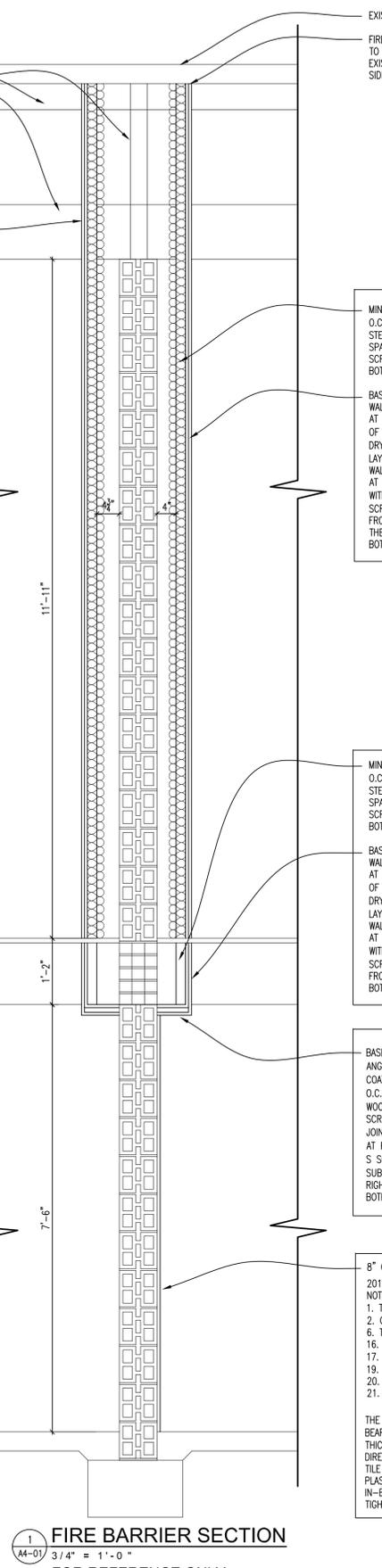
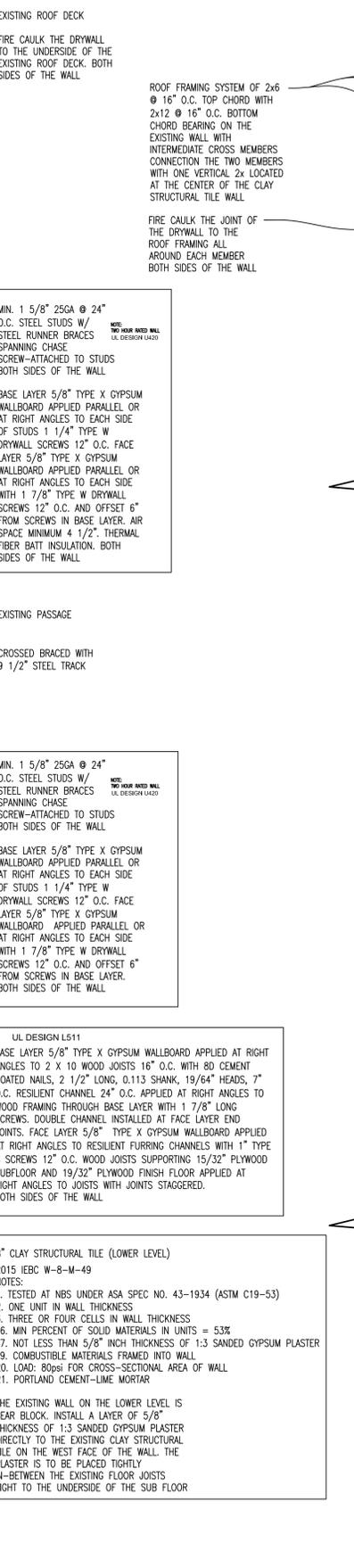
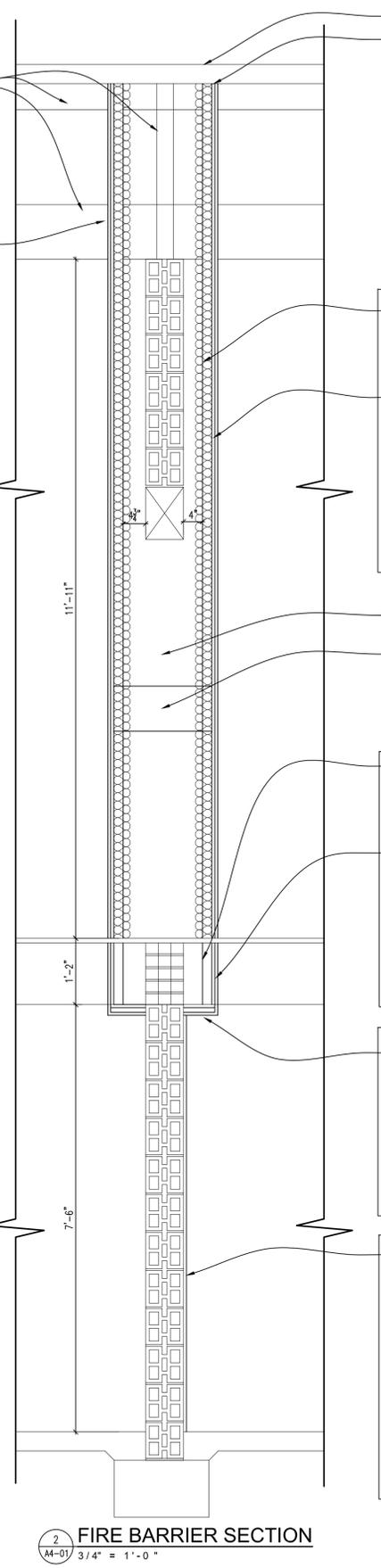
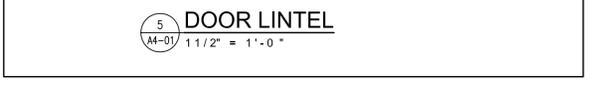
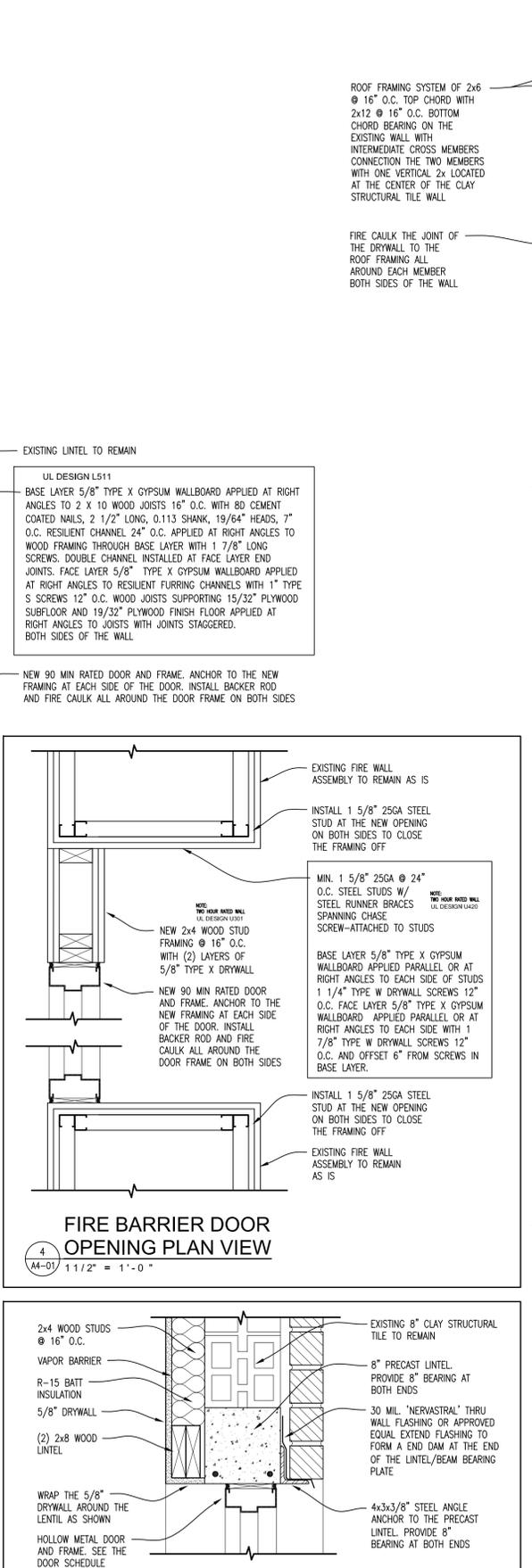
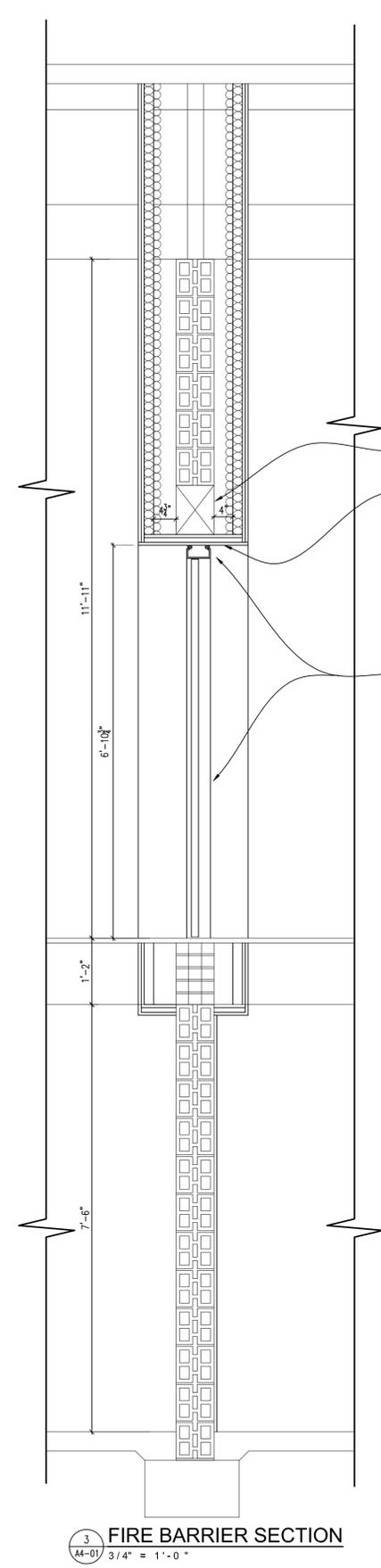
- FIRST FLOOR PLAN KEYED NOTES**
- 1 NEW WALL FURRING ON THE EXTERIOR WALLS. SEE THE WALL TYPES
 - 2 NEW DOOR IN THE EXTERIOR WALL. SEE THE LINTEL DETAIL
 - 3 NEW DOOR IN THE EXISTING FIRE BARRIER WALL. SEE SHEET A4-01
 - 4 THE EXISTING RESTAURANT SPACE INCLUDING THE KITCHEN, BAR AND BATHROOMS TO REMAIN AS IS WITH NEW FURNITURE LAYOUT. SEE THE EQUIPMENT PLAN
 - 5 THE EXISTING EGRESS DOOR TO REMAIN
 - 6 THE EXISTING WALLS TO HAVE BEAD BOARD INSTALLED



FIRST FLOOR PLAN
SCALE - 1/4" = 1' - 0"



EQUIPMENT PLAN
 NORTH SCALE - 1/4" = 1' - 0"



UL DESIGN L511
BASE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED AT RIGHT ANGLES TO 2 X 10 WOOD JOISTS 16" O.C. WITH 80 CEMENT COATED NAILS, 2 1/2" LONG, 0.113 SHANK, 19/64" HEADS, 7" O.C. RESILIENT CHANNEL 24" O.C. APPLIED AT RIGHT ANGLES TO WOOD FRAMING THROUGH BASE LAYER WITH 1 7/8" LONG SCREWS. DOUBLE CHANNEL INSTALLED AT FACE LAYER END JOINTS. FACE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED AT RIGHT ANGLES TO RESILIENT FURRING CHANNELS WITH 1" TYPE S SCREWS 12" O.C. WOOD JOISTS SUPPORTING 15/32" PLYWOOD SUBFLOOR AND 19/32" PLYWOOD FINISH FLOOR APPLIED AT RIGHT ANGLES TO JOISTS WITH JOINTS STAGGERED. BOTH SIDES OF THE WALL.

NEW 90 MIN RATED DOOR AND FRAME. ANCHOR TO THE NEW FRAMING AT EACH SIDE OF THE DOOR. INSTALL BACKER ROD AND FIRE CAULK ALL AROUND THE DOOR FRAME ON BOTH SIDES.

EXISTING FIRE WALL ASSEMBLY TO REMAIN AS IS
INSTALL 1 5/8" 25GA STEEL STUD AT THE NEW OPENING ON BOTH SIDES TO CLOSE THE FRAMING OFF

MIN. 1 5/8" 25GA @ 24" O.C. STEEL STUDS W/ STEEL RUNNER BRACES SPANNING CHASE SCREW-ATTACHED TO STUDS
BASE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF STUDS 1 1/4" TYPE W DRYWALL SCREWS 12" O.C. FACE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE WITH 1 7/8" TYPE W DRYWALL SCREWS 12" O.C. AND OFFSET 6" FROM SCREWS IN BASE LAYER.

NEW 2x4 WOOD STUD FRAMING @ 16" O.C. WITH (2) LAYERS OF 5/8" TYPE X DRYWALL
NEW 90 MIN RATED DOOR AND FRAME. ANCHOR TO THE NEW FRAMING AT EACH SIDE OF THE DOOR. INSTALL BACKER ROD AND FIRE CAULK ALL AROUND THE DOOR FRAME ON BOTH SIDES

INSTALL 1 5/8" 25GA STEEL STUD AT THE NEW OPENING ON BOTH SIDES TO CLOSE THE FRAMING OFF
EXISTING FIRE WALL ASSEMBLY TO REMAIN AS IS

FIRE BARRIER DOOR OPENING PLAN VIEW
4
A4-01 1 1/2" = 1'-0"

2x4 WOOD STUDS @ 16" O.C.
VAPOR BARRIER
R-15 BATT INSULATION
5/8" DRYWALL
(2) 2x8 WOOD LINTEL
WRAP THE 5/8" DRYWALL AROUND THE LINTEL AS SHOWN
HOLLOW METAL DOOR AND FRAME. SEE THE DOOR SCHEDULE

EXISTING 8" CLAY STRUCTURAL TILE TO REMAIN
8" PRECAST LINTEL. PROVIDE 8" BEARING AT BOTH ENDS
30 MIL "NERVASTRAL" THRU WALL FLASHING OR APPROVED EQUAL EXTEND FLASHING TO FORM A END DAM AT THE END OF THE LINTEL/BEAM BEARING PLATE
4x3x3/8" STEEL ANGLE ANCHOR TO THE PRECAST LINTEL. PROVIDE 8" BEARING AT BOTH ENDS

DOOR LINTEL
5
A4-01 1 1/2" = 1'-0"

ROOF FRAMING SYSTEM OF 2x6 @ 16" O.C. TOP CHORD WITH 2x12 @ 16" O.C. BOTTOM CHORD BEARING ON THE EXISTING WALL WITH INTERMEDIATE CROSS MEMBERS CONNECTION THE TWO MEMBERS WITH ONE VERTICAL 2x LOCATED AT THE CENTER OF THE CLAY STRUCTURAL TILE WALL

FIRE CAULK THE JOINT OF THE DRYWALL TO THE ROOF FRAMING ALL AROUND EACH MEMBER BOTH SIDES OF THE WALL

EXISTING ROOF DECK
FIRE CAULK THE DRYWALL TO THE UNDERSIDE OF THE EXISTING ROOF DECK. BOTH SIDES OF THE WALL

MIN. 1 5/8" 25GA @ 24" O.C. STEEL STUDS W/ STEEL RUNNER BRACES SPANNING CHASE SCREW-ATTACHED TO STUDS BOTH SIDES OF THE WALL
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EXISTING PASSAGE
CROSSED BRACED WITH 9 1/2" STEEL TRACK

MIN. 1 5/8" 25GA @ 24" O.C. STEEL STUDS W/ STEEL RUNNER BRACES SPANNING CHASE SCREW-ATTACHED TO STUDS BOTH SIDES OF THE WALL
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8" CLAY STRUCTURAL TILE (LOWER LEVEL)
2015 IEBC W-8-M-49
NOTES:
1. TESTED AT NBS UNDER ASA SPEC NO. 43-1934 (ASTM C19-53)
2. ONE UNIT IN WALL THICKNESS
6. THREE OR FOUR CELLS IN WALL THICKNESS
16. MIN PERCENT OF SOLID MATERIALS IN UNITS = 53%
17. NOT LESS THAN 5/8" INCH THICKNESS OF 1:3 SANDED GYPSUM PLASTER
19. COMBUSTIBLE MATERIALS FRAMED INTO WALL
20. LOAD: 80psi FOR CROSS-SECTIONAL AREA OF WALL
21. PORTLAND CEMENT-LIME MORTAR
THE EXISTING WALL ON THE LOWER LEVEL IS BEAR BLOCK. INSTALL A LAYER OF 5/8" THICKNESS OF 1:3 SANDED GYPSUM PLASTER DIRECTLY TO THE EXISTING CLAY STRUCTURAL TILE ON THE WEST FACE OF THE WALL. THE PLASTER IS TO BE PLACED TIGHTLY IN-BETWEEN THE EXISTING FLOOR JOISTS TIGHT TO THE UNDERSIDE OF THE SUB FLOOR

FIRE BARRIER SECTION
2
A4-01 3/4" = 1'-0"

EXISTING ROOF DECK
FIRE CAULK THE DRYWALL TO THE UNDERSIDE OF THE EXISTING ROOF DECK. BOTH SIDES OF THE WALL

MIN. 1 5/8" 25GA @ 24" O.C. STEEL STUDS W/ STEEL RUNNER BRACES SPANNING CHASE SCREW-ATTACHED TO STUDS BOTH SIDES OF THE WALL
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FIRE BARRIER SECTION
1
A4-01 3/4" = 1'-0"

FOR REFERENCE ONLY



Wauwatosa, WI

7725 W. North Avenue
Wauwatosa, WI 53213

Staff Report

File #: 26-0236

Agenda Date: 3/9/2026

Agenda #: 2.

Consideration of a proposed ordinance change for commercial and residential vehicle parking regulations in residential districts (Zoning Code Sections 24.11.060B & C)

Submitted by:

Art Piñon

Department:

Development

A. Background/Options

At the January 20 Community Affairs Committee meeting, Alderperson Brannin introduced proposed modifications to City Code sections 24.11.060.B and 24.11.060.C related to parking regulations for commercial vehicles in residential zoning districts.

A summary of the proposed amendments is as follows:

- Increase the maximum permitted vehicle weight threshold to 10,000 pounds;
- Allow one commercial vehicle per residential property, even if the vehicle meets the defined commercial vehicle characteristics;
- Prohibit the parking of heavy commercial vehicles in residential districts; and
- Require that permitted vehicles be parked on paved surfaces.

Additionally, to maintain consistency within the code, noncommercial vehicle parking will continue to be required on paved surfaces; however, existing location-based restrictions would be removed.

The Committee expressed support for the proposed changes. Attached to this report is a strike-through version of the proposed modifications.

The required public hearing for this item was held at the February 24 regularly scheduled Common Council meeting. No public comments were received.

B. Staff Comments

Planning/Zoning Division

No additional comments

Building Division

No additional comments

City Assessor's Office

No concerns.

City Clerk's Office

No Comments.

Engineering Division

No comments.

Fire Department

No comments.

Health Department

No comments.

Police Department

No comments.

C. Recommendation

Staff recommends approval.



ALDERPERSON AGENDA ITEM MEMO

To: **Community Affairs Committee**

From: Robin Brannin, Alderperson District 3

Date: January 15, 2026

Subject: Review of Commercial and Residential Vehicle Parking Regulations in Residential Districts (Zoning Code Sections 24.11.060B and 24.11.060C)

A. Background/Rationale

The City of Wauwatosa zoning code regulates off-street parking and the parking of commercial vehicles within residential zoning districts under Section 24.11.060. The intent of these regulations is to preserve neighborhood character while allowing reasonable use of residential properties.

As vehicle design, usage patterns, and enforcement practices have evolved, portions of the existing code—particularly those related to commercial vehicles—no longer clearly reflect current conditions in Wauwatosa or how the ordinance is enforced today. This has resulted in confusion for residents, inconsistent expectations and enforcement, and challenges in applying the code uniformly.

In reviewing proposed updates to **Section 24.11.060C (Parking of Commercial Vehicles in Residential Districts)**, it has become clear that corresponding language in **Section 24.11.060B (Residential Districts)** must also be reviewed to ensure consistency between parking allowances for commercial vehicles and residential vehicles.

This agenda item is intended to initiate a policy-level discussion of both sections of the code to ensure clarity, consistency, and enforceability while maintaining neighborhood standards.

B. Key Issues for Consideration

Based on a review of the zoning code and current enforcement practices, the following recommendations are proposed and reflected in the attached draft ordinance language for **Section 24.11.060C**:

1. Increase the Vehicle Weight Threshold

Update the gross vehicle weight threshold used to help define a commercial vehicle from the current level to 10,000 pounds, recognizing that many modern pickup trucks and work vehicles exceed lower thresholds while still functioning as personal-use vehicles.

2. Allow One Commercial Vehicle per Residential Property

Permit one commercial vehicle per residential lot, even if it meets the commercial vehicle characteristics outlined in the ordinance.

3. Restrict Only Heavy Commercial Vehicles



ALDERPERSON AGENDA ITEM MEMO

Clarify that semi-tractors, box trucks, and similar heavy commercial vehicles remain prohibited from being parked outside a garage in residential districts - allowing for standard passenger size commercial vehicles.

4. Require Parking on Paved Surfaces

Require any permitted commercial vehicle to be parked entirely within a garage, upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.

To ensure consistency with the proposed updates to commercial vehicle parking regulations and to clarify allowable parking locations for all vehicles in residential districts, it is recommended that **Section 24.11.060B** be amended as follows:

1. **Strike Subsection 1**, which addresses the location of off-street parking spaces within residential setbacks.

Off-street parking spaces accessory to residential uses may be located in any setback except required front and street side setbacks. A two-unit residential building with attached garages is allowed to have 2 of the 4 required parking spaces located on paved areas in front and/or street side setbacks.

2. **Retain and reinforce the requirement** that all motor vehicles parked on property occupied by residential uses must be located within a garage, upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.

No motor vehicles may be parked on property occupied by residential uses unless they are within a garage, upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.

This approach maintains a clear and enforceable standard that prohibits vehicle parking in yards or on lawns, while simplifying the code and aligning residential vehicle parking requirements with the updated commercial vehicle parking language.

These recommendations are intended to simplify the ordinance, improve consistency in enforcement, and better align regulations with current conditions in Wauwatosa while continuing to protect residential neighborhood character.

5. Fiscal Impact

There is no direct fiscal impact associated with this review. Any future amendments would be evaluated for administrative or enforcement implications prior to Council consideration.

6. Requested Action

Community Affairs Committee review the proposed ordinance amendments to Zoning Code Section 24.11.060 and 24.11.060B provide direction on whether the recommended changes should advance through the formal zoning code change process.



ALDERPERSON AGENDA ITEM MEMO

7. Attachments

File: Draft Recommended Code Changes – Section 24.11.060 (Commercial Vehicle Parking in Residential Districts)

24.11.060 Location Of Off-Street Parking

- B. Residential Districts. ~~The following regulations apply in all residential zoning districts:~~
- ~~1. Off-street parking spaces accessory to residential uses may be located in any setback except required front and street side setbacks. A two-unit residential building with attached garages is allowed to have 2 of the 4 required parking spaces located on paved areas in front and/or street side setbacks.~~
 2. No motor vehicles may be parked on property occupied by residential uses unless they are within a garage, upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.

C. Parking of Commercial Vehicles in Residential Districts.

1. It is the declared purpose of this section in exercising the general police powers of the city and pursuant to the authority of the city to regulate land use, to preserve and maintain the esthetic attractiveness of residential neighborhoods, and toward this end it is the considered determination of the governing body of the City of Wauwatosa that vehicles that have the appearance of being used for commercial purposes, as determined by the characteristics listed in subsection 2, if parked on residential properties outside of a garage ~~has a general effect of detracting~~may detract from the residential character of the neighborhood. ~~It is recognized that the use of trucks and other vehicles that in the past have been traditionally used primarily for commercial purposes have in recent years gained popularity and widespread acceptance as both recreation and passenger vehicles. Therefore,~~The purpose of this section is not to restrict the use or parking of all trucks, but rather to ~~prohibit~~regulate the parking of commercial trucks or vehicles outside of a garage within a residential zoning district.
2. To provide guidelines in determining whether a specific vehicle is a commercial vehicle for purposes of this section, the following characteristics must be considered. ~~although~~No single characteristic shall be determinative, and the determination shall be made by the Zoning Administer or designee based upon the totality of the circumstances: no one of such characteristics will be considered conclusive in determining whether such vehicle constitutes a commercial vehicle.
 - a. If the vehicle carries a commercial or truck registration;
 - b. If the vehicle has a commercial sign affixed, attached or painted thereof, the commercial character of the sign will be given considerable weight;
 - c. If the vehicle is ordinarily used for commercial purposes and if such use is discernible from the exterior of the vehicle including but not limited to permanently installed equipment such as ladder racks, toolboxes, lifts, rack, or similar appurtenances; or
 - d. If the gross weight of the vehicle exceeds ~~5-000~~10,000 pounds.
3. One commercial vehicle meeting any of the characteristics in subsection 2 may be parked outside of a garage within a residential zoning district provided that:
 - a. The vehicle is not a semi-tractor, box truck, or similar heavy commercial vehicle;
 - b. No more than one such commercial vehicle shall be permitted per residential lot; and

c. The vehicle must be parked upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.

~~4. No person, firm or corporation may park a commercial vehicle in any residential district.~~

5.4. _____ This section is not intended to prohibit the temporary parking of commercial vehicles while they are being used to perform a service or make deliveries at the location where parked.

~~6.5.~~ _____ This section is not intended to prohibit the parking of vehicles entirely within a garage within a residential district.

Proposed Ordinance changes to 24.11.060. Location Of Off-Street Parking

The Common Council of Wauwatosa do ordain as follows:

Part I. The “Residential Districts” portion of the “Location Of Off-Street Parking” subsection of the Wauwatosa Code Section 24.11.060 is hereby amended by deleting the following:

The following regulations apply in all residential zoning districts:

1. Off-street parking spaces accessory to residential uses may be located in any setback except required front and street side setbacks. A two-unit residential building with attached garages is allowed to have 2 of the 4 required parking spaces located on paved areas in front and/or street side setbacks.
- 2.

Part II. The “Parking of Commercial Vehicles in Residential Districts.” portion of the “Location Of Off-Street Parking” subsection of the Wauwatosa Code Section 24.11.060 is hereby amended to read in its entirety as follows:

1. It is the declared purpose of this section in exercising the general police powers of the city and pursuant to the authority of the city to regulate land use, to preserve and maintain the esthetic attractiveness of residential neighborhoods, and toward this end it is the considered determination of the governing body of the City of Wauwatosa that vehicles that have the appearance of being used for commercial purposes, as determined by the characteristics listed in subsection 2, if parked on residential properties outside of a garage may detract from the residential character of the neighborhood. The purpose of this section is not to restrict the use or parking of all trucks, but rather to regulate parking of commercial trucks or vehicles outside of a garage within a residential zoning district.

2. To provide guidelines in determining whether a specific vehicle is a commercial vehicle for purposes of this section, the following characteristics must be considered. No single characteristic shall be determinative, and the determination shall be made by the Zoning Administer or designee based upon the totality of the circumstances:

- a. If the vehicle carries a commercial or truck registration;
- b. If the vehicle has a commercial sign affixed, attached or painted thereof, the commercial character of the sign will be given considerable weight;
- c. If the vehicle is ordinarily used for commercial purposes and if such use is discernible from the exterior of the vehicle including but not limited to permanently installed equipment such as ladder racks, toolboxes, lifts, rack, or similar appurtenances; or
- d. If the gross weight of the vehicle exceeds 10,000 pounds.

3. One commercial vehicle meeting any of the characteristics in subsection 2 may be parked outside of a garage within a residential zoning district provided that:

- a. The vehicle is not a semi-tractor, box truck, or similar heavy commercial vehicle;
- b. No more than one such commercial vehicle shall be permitted per residential lot; and
- c. The vehicle must be parked upon a paved parking slab, or upon a paved driveway leading directly from the street to the garage or paved parking slab.

4. This section is not intended to prohibit the temporary parking of commercial vehicles while they are being used to perform a service or make deliveries at the location where parked.

5. This section is not intended to prohibit the parking of vehicles entirely within a garage within a residential district.

Part III. This ordinance shall take effect on and after its date of publication.



Wauwatosa, WI

7725 W. North Avenue
Wauwatosa, WI 53213

Staff Report

File #: 26-0239

Agenda Date: 3/9/2026

Agenda #: 3.

Consideration of a resolution adopting the Milwaukee County Research Park 2026 Master Plan

WHEREAS, Section 66.1001(4), Wisconsin Statutes, establishes the required procedures for a local government to adopt or amend a comprehensive plan, and;

WHEREAS, the City of Wauwatosa Plan Commission has the authority to recommend that the Common Council amend a comprehensive plan under section 66.1004(4)(b) and;

WHEREAS the Milwaukee County Research Park 2026 Master Plan was prepared in accordance with the adopted public participation plan consisting of steering committee meetings, a dedicated website, surveys, interactive maps, and a public open house, and;

NOW THEREFORE BE IT RESOLVED that the Plan Commission of the City of Wauwatosa hereby adopts the attached Milwaukee County Research Park 2026 Master Plan as an amendment to the Tosa Tomorrow 2045 Comprehensive Plan under 62.23 of Wisconsin Statutes, and recommends that the Common Council adopt an ordinance to constitute official City approval of the attached Milwaukee County Research Park 2026 Master Plan as an amendment to the City's comprehensive plan under section 66.1001 of Wisconsin Statutes.

By: Plan Commission

CITY OF WAUWATOSA
Staff Report



To: **Plan Commission**

From: **Tammy Szudy, Planning Manager**
Art Piñon, Principal Planner

Meeting Date: **March 9, 2026**

Subject: **Resolution adopting the Milwaukee County Research Park 2026 Master Plan**

Background:

Attached for review and approval by resolution is the final draft of the Milwaukee County Research Park 2026 Master Plan.

The Milwaukee County Research Park (MCRP) is generally bounded by Watertown Plank Road to the north, Wisconsin Avenue to the south, Interstate 41 to the east, and Mayfair Road to the west. Established in 1994, the park encompasses approximately 134 acres and integrates developed properties with preserved natural areas. The park includes 20 acres of open space and conservation land and is currently improved with 20 properties, including a hotel, a 103-unit apartment development, two retail buildings totaling approximately 18,000 square feet, a 46,000-square-foot medical office building, and 14 office buildings comprising more than 1.8 million square feet. At peak capacity, the park supports approximately 6,000 employees.

In March 2025, the City of Wauwatosa and Irgens entered into a Joint Master Planning Agreement for preparation of a Master Plan for the MCRP. As part of this effort, Eppstein Uhen Architects (EUA) was retained to prepare the Master Plan and evaluate the following:

- Existing infrastructure, including roads, utilities, stormwater management, and transportation connections;
- Opportunities for new common amenities;
- Transportation circulation and flow (pedestrian, bicycle, and vehicular);
- Potential new building projects to enhance taxable value;
- Current zoning regulations and opportunities to support a mixed-use environment; and
- Connections to neighboring uses, including Wisconsin Avenue Park and other community assets.

The public engagement process for development of the Master Plan followed the adopted Public Participation Plan. Outreach efforts included stakeholder interviews and meetings, a public open house, and the creation of a project webpage where the draft plan was shared and public comments were invited. Stakeholders provided constructive feedback and recommendations, which were incorporated to strengthen the final plan. A summary of the public engagement process is included in the Master Plan document.

Through technical evaluation and public input, the Draft MCRP Master Plan was formulated to achieve the following goals:

- Prioritize pedestrian and bicycle connectivity by creating safe, attractive, and accessible pathways and bike routes that connect buildings, amenities, and surrounding neighborhoods, reducing reliance on automobiles.
- Foster collaboration through public amenities by incorporating plazas, parks, and recreational trails that promote social interaction, active lifestyles, and year-round community use.
- Enhance transportation infrastructure by redesigning, improving, and extending the internal road network to support efficient traffic flow, safe intersections, and multimodal access.
- Introduce mixed-use development through the strategic integration of residential, retail, restaurant, and hospitality uses to create a vibrant live-work-play environment and encourage efficient land use.
- Strengthen placemaking and identity by establishing a cohesive design language and wayfinding system that defines the district as a modern, activated neighborhood rather than a traditional office park.
- Generate long-term economic value by positioning the district to attract and retain businesses, residents, and visitors through strategic land use, enhanced amenities, and thoughtful activation that supports sustained investment and tax base growth.

The required public hearing for the Master Plan was held at the February 24 Common Council meeting. No additional public comments were received at that meeting. A link to the public hearing is attached to this report.

Upon adoption by the Common Council, the Master Plan will be an amendment to the Tosa Tomorrow 2025 Comprehensive Plan.

B. Recommendation

Staff recommends approval.

Milwaukee County **RESEARCH PARK**

2026 Master Plan



Milwaukee County RESEARCH PARK

2026 Master Plan

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1 Executive Summary



The Milwaukee County Research Park ("Research Park") is a vital economic asset for the City of Wauwatosa ("City"). However, in order to maintain its competitiveness, maximize the tax base and employment opportunities, minimize vacancies, and better complement surrounding local and regional developments, significant infrastructure improvements and a broader re-imagining of the area are necessary. To address these challenges, the City and Irgens Partners, LLC ("Irgens") entered into a joint master planning agreement ("Master Plan") in March 2025. The study included:

- Review of existing infrastructure (roads, utilities, stormwater, transportation/connection).
- Addition of new common amenities.
- Transportation flow (pedestrian, bicycling, vehicular).
- Opportunities for new building projects to enhance taxable value.
- Review of current zoning and opportunities to create a multi-use community environment.
- Connection to neighboring uses (Wisconsin Avenue Park) and other community assets.
- Extensive public outreach to ensure residents, property owners, and other stakeholders possessed ample opportunities to provide public input.



2 Research Park Overview

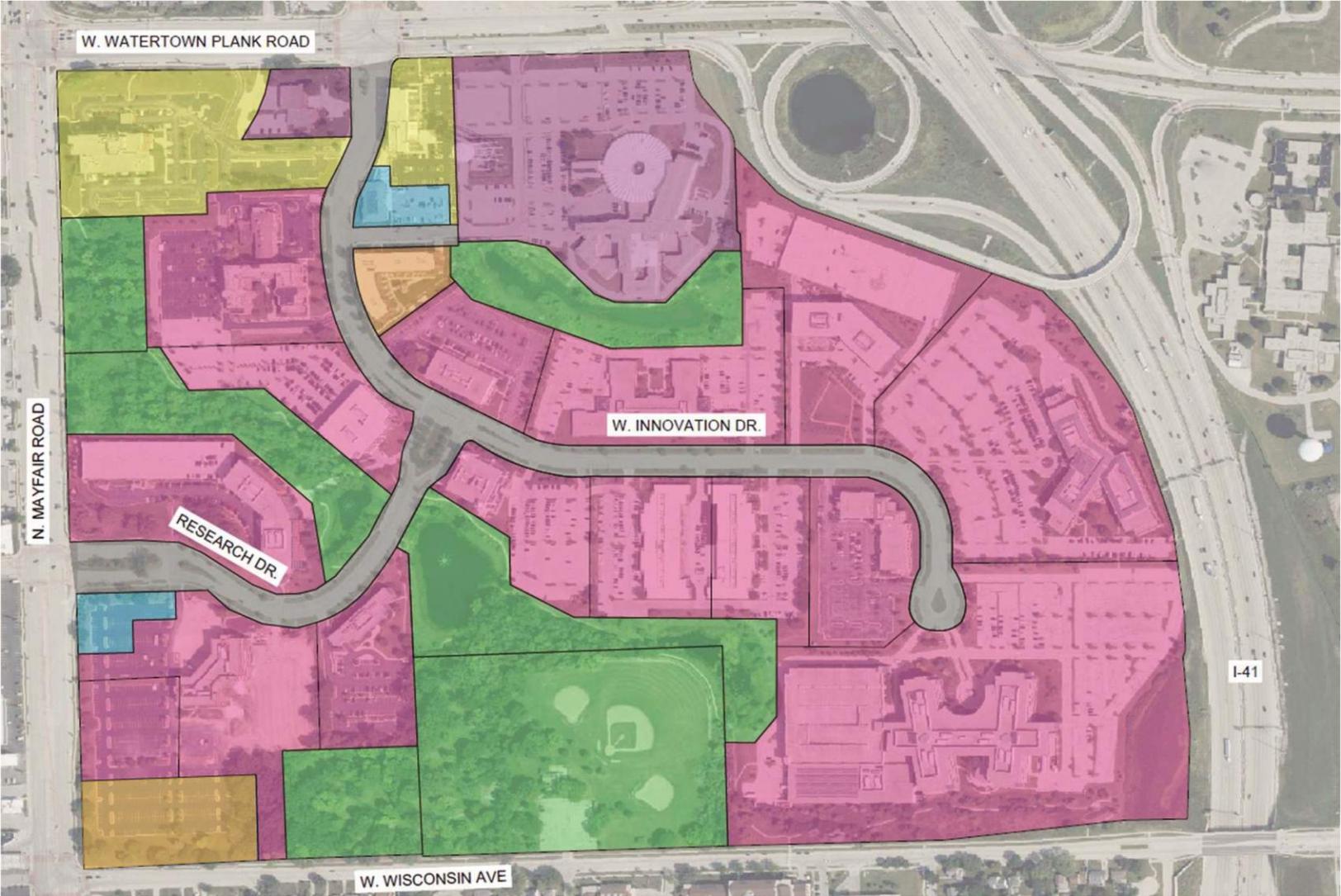
Milwaukee County Research Park, established in 1994, spans 134 acres and combines both developed properties and preserved natural areas. The park includes 20 acres of open space and conservation land, along with 20 improved properties: one hotel with 119 guest rooms, a former 198 guest room hotel being converted into 146 affordable residential units, an apartment complex with 103 residential units, two retail buildings totaling 18,000 square feet, a medical office building totaling 46,000 square feet, and 14 office buildings providing more than 1.8 million square feet of space. At peak capacity, the park is home to approximately 6,000 employees.

Original design guidelines encouraged low-density developments with large setbacks. As a result, properties have been predominantly improved with low-rise buildings and large surface parking lots. While common for its time, this development approach is inconsistent with modern business parks in comparable urban settings.



Research Park Overview

Milwaukee County Research Park 2026 Master Plan



Existing Land Use Exhibit

While institutional uses have long been established along Watertown Plank Road, the site’s primary use is office space within its interior, complemented by a band of open space that preserves the natural, park-like character of the Research Park. Alternative uses, such as residential, hospitality, and retail, evolved along the edges of Mayfair and Watertown Plank Road.

	Use:	Approx. Acreage:	
	Office	100.9	(57.0%)
	Residential	1.4	(1.0%)
	Hospitality	9.7	(5.5%)
	Retail	2.2	(1.0%)
	Institutional	15.0	(8.5%)
	Open Space	34.5	(20.0%)
	Roadway	12.8	(7.0%)



3 Goals & Objectives

Revitalize and enhance road infrastructure.

Redesign, upgrade and extend the Research Park’s internal network of roads to better traffic flow conditions, create safer intersections, and promote multimodal access.

Encourage alternative transportation.

Build safe, connected multi-purpose paths for pedestrians and cyclists to improve connectivity with the surrounding area and amenities, encourage healthier transportation options, and reduce daily traffic.

Foster a sense of community through meaningful placemaking.

Develop unique public amenity spaces such as plazas, parks, and recreational spaces that encourage meaningful human interaction, active lifestyles, and year-round community use.

Redefine the “office park” environment by introducing mixed-uses.

Add high-quality residential, retail, and hospitality uses within the Research Park to develop a modern “live-work-play” environment, reducing urban sprawl and improving overall land use.

Enhance community wellness via sustainable design and practice.

Contribute to a stronger, healthier community by creating an attractive, low-impact environment with safe, accessible green spaces for businesses and neighbors to enjoy.

Establish and promote a new identity.

Create a distinct, future-focused identity and brand that reflects its evolution into a vibrant, connected mixed-use district, integrating the brand into the built environment.

Generate long-term economic and community value.

Reinvest in the Research Park to attract and retain businesses, residents, and visitors through strategic land use, the creation of high-quality amenities, and activation that will drive tax base growth and reduce the tax burden on homeowners.





4 Process

Step 1: Project initiation

The City of Wauwatosa and Irgens entered into a joint master planning agreement in March 2025.

Step 2: Exploration

Eppstein Uhen Architects ("EUA") and The Sigma Group ("Sigma") were engaged to evaluate existing conditions and explore various concepts to achieve the goals and objectives laid out for the Master Plan.

Step 3: Refinement

Various concepts created by EUA and Sigma were reviewed and refined through meetings with the City and Irgens.

Step 4: Community Engagement

The Master Plan is built upon a comprehensive and inclusive community engagement process aimed at gathering input from a diverse range of stakeholders. This process included residents, property owners, and other regional government agencies and organizations. Through this outreach, the planning team identified key issues within the Research Park, uncovered opportunities and potential projects, and assessed existing strengths and assets. The process also captured public perspectives on priorities and objectives that the Master Plan should address.

Stakeholder Meetings

Meetings were held with key stakeholders, including elected officials and Research Park property owners in December 2025. Overall feedback was positive, with participants expressing support for the proposed

vision. Key concerns were:

- Sensitivity to neighboring communities to the south.
- Need for wider variety of housing types within the plan area.
- Questions about future ownership and operations, and the entitlement process for individual projects.

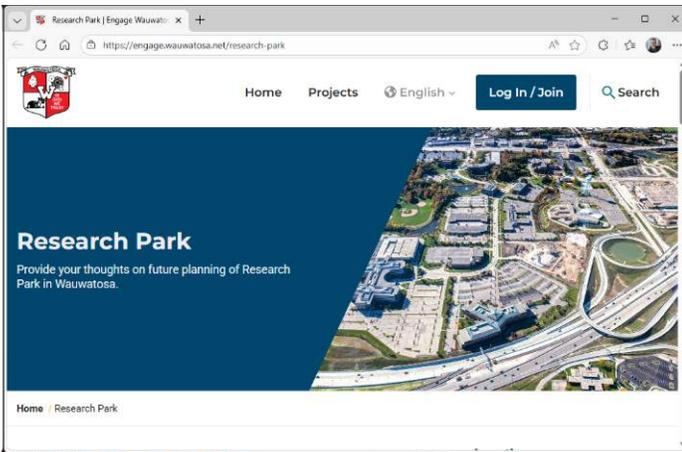
Stakeholders offered constructive recommendations to further strengthen the plan, such as:

- Include more public amenity spaces.
- Address deteriorating roads and implement traffic-calming measures for safety.
- Improved Wisconsin Avenue connection praised for linking to the Regional Medical Center.
- Strengthen connection to Moss Universal Park.

Open House

Invitations to an open house at the Technology Innovation Center in the Research Park, held in December 2025, were extended to Wauwatosa residents and Research Park employees, property owners, and other regional government agencies and organizations. Eighteen participants attended, and overall feedback was positive. Attendees were encouraged to provide input using the web-based tool shown on following page. Some of the feedback at the event included:

- Identifying an additional site for a multi-family development in an underutilized parking lot.
- Need for public transit within the Research Park.
- Connecting Moss Universal Park with the Research Park was welcomed.
- A general concern about vehicle traffic.

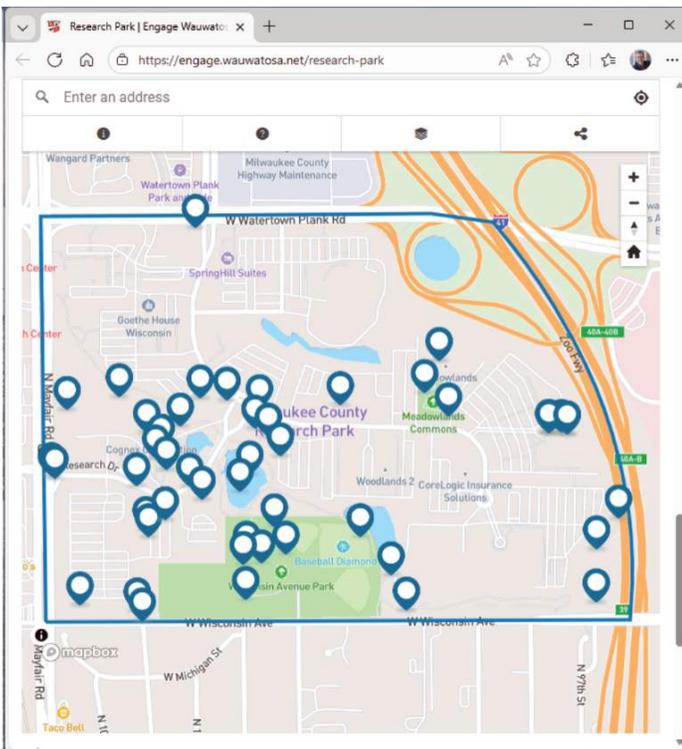


Online Engagement

A dedicated project webpage, accessible through the City homepage, was developed to maximize community engagement and streamline feedback collection. The site featured a comprehensive project overview, drone footage, conceptual renderings, an interactive mapping tool, and a survey for public input.

Public Engagement Summary

A map-based public survey (shown below) was conducted to gather input on existing conditions, desired future charter, and preferred amenities.



Public Summary

The project webpage received 1,083 views. A total of 50 survey responses were submitted. 55% of respondents identified as employees of the Milwaukee County Research Park.

Public Preferences

Survey respondents identified the following preferred amenities by area:

- West Public Amenity Area: Terraced seating overlooking a pond with an integrated water feature.
- East Active Area: Outdoor games.
- East Social Area: Nature garden.

Existing Condition Perception

Responses to the question "How do you describe this area today?" indicated recurring themes of under-utilization, lack of defined purpose, and limited activity. Despite these concerns, respondents consistently noted the value of the site's natural features, particularly given the surrounding developed environment.

Desired Future Character

Responses to the question "How would you like the area to be described?" emphasized a vision for a park-like green space, community hub, and a balance between active use and natural character.

Public Comment Themes

Review of open-ended responses identified the following common themes:

- General support and excitement regarding the proposed concepts and visual renderings.
- Frustration with long-standing planning efforts without implementation.
- Requests to preserve existing forested areas.
- Interest in re-purposing underutilized surface parking areas.

Transportation-related concerns included:

- The proposed access location from Wisconsin Avenue.
- Limited sightlines due to existing hedges.
- Having trouble turning during peak traffic periods.
- The overall conditions of the roadways.

Step 5: Implementation

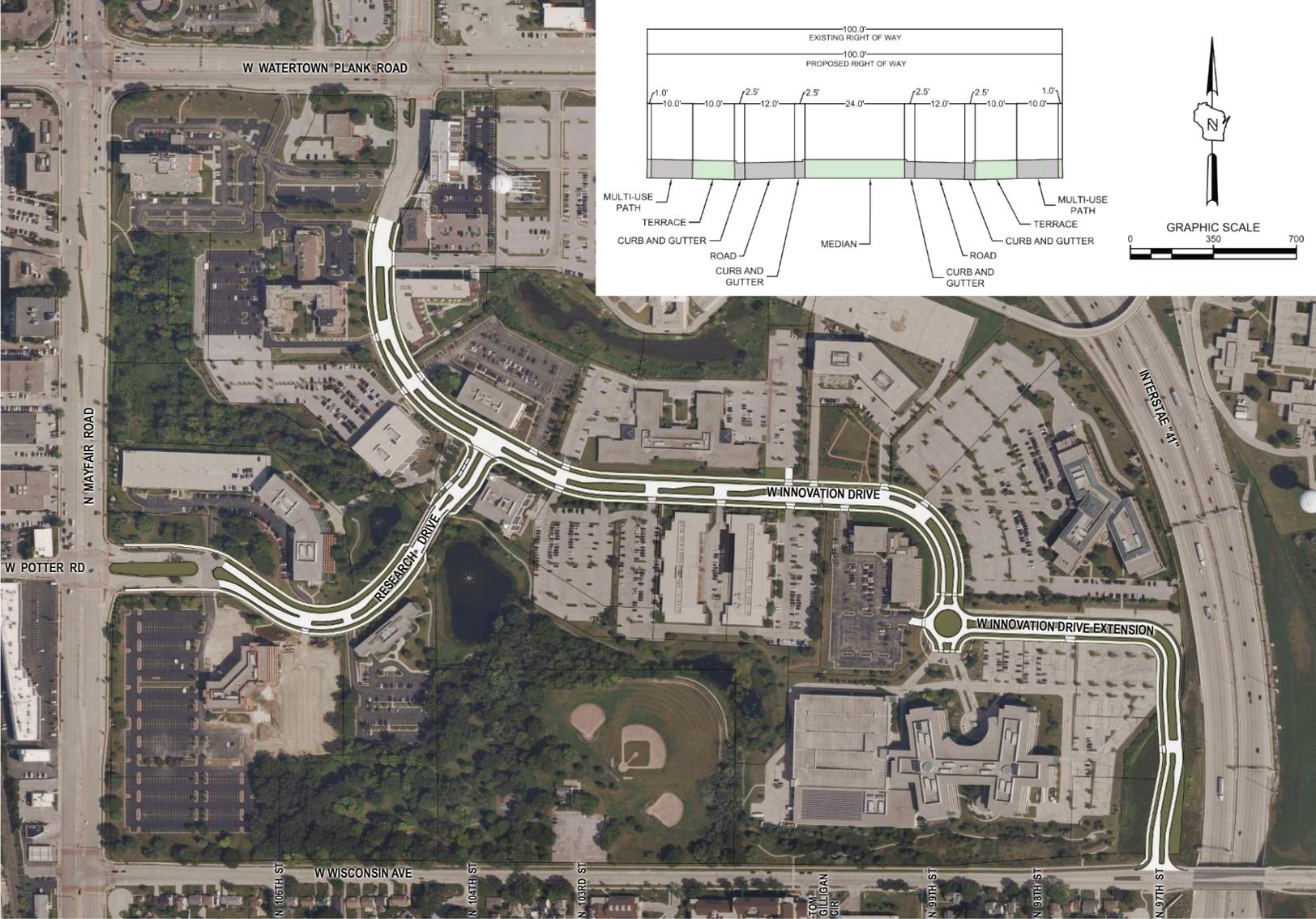
See section 12, page 26.



5 Roadways

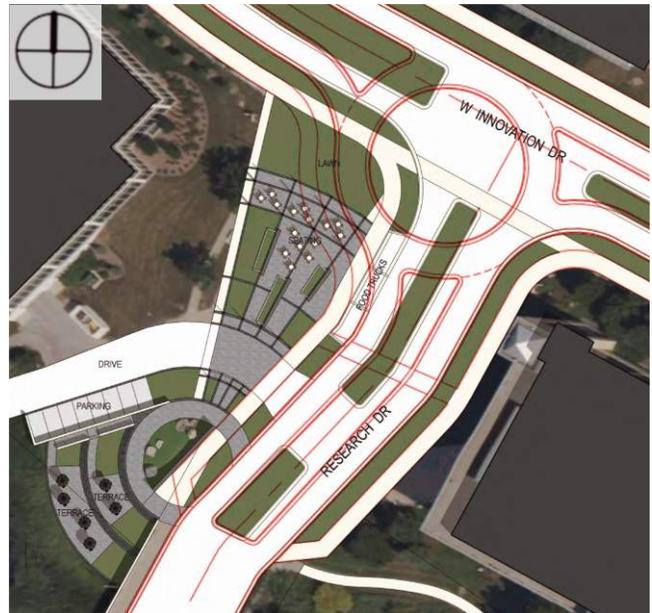
Revitalize and enhance road infrastructure.

The existing conditions of the roadways throughout the Research Park are in poor condition. Constructed between 1995 and 1997, the concrete has significantly deteriorated, creating unsafe conditions for vehicles and bicyclists. Rather than simply replacing the roadways in their current configuration, the team considered redesigning, upgrading, and extending the Research Park's internal network of roads to improve traffic flow, create safer intersections, enhance aesthetic appeal, improve public transit, and promote multi-modal access. Feedback from both employers and employees strongly emphasized the need for roadway upgrades, citing concerns about safety, traffic speed, and accessibility. Additionally, respondents expressed a strong desire for including bike lanes and expanding pedestrian paths to encourage alternative transportation options and improve connectivity within the Research Park.



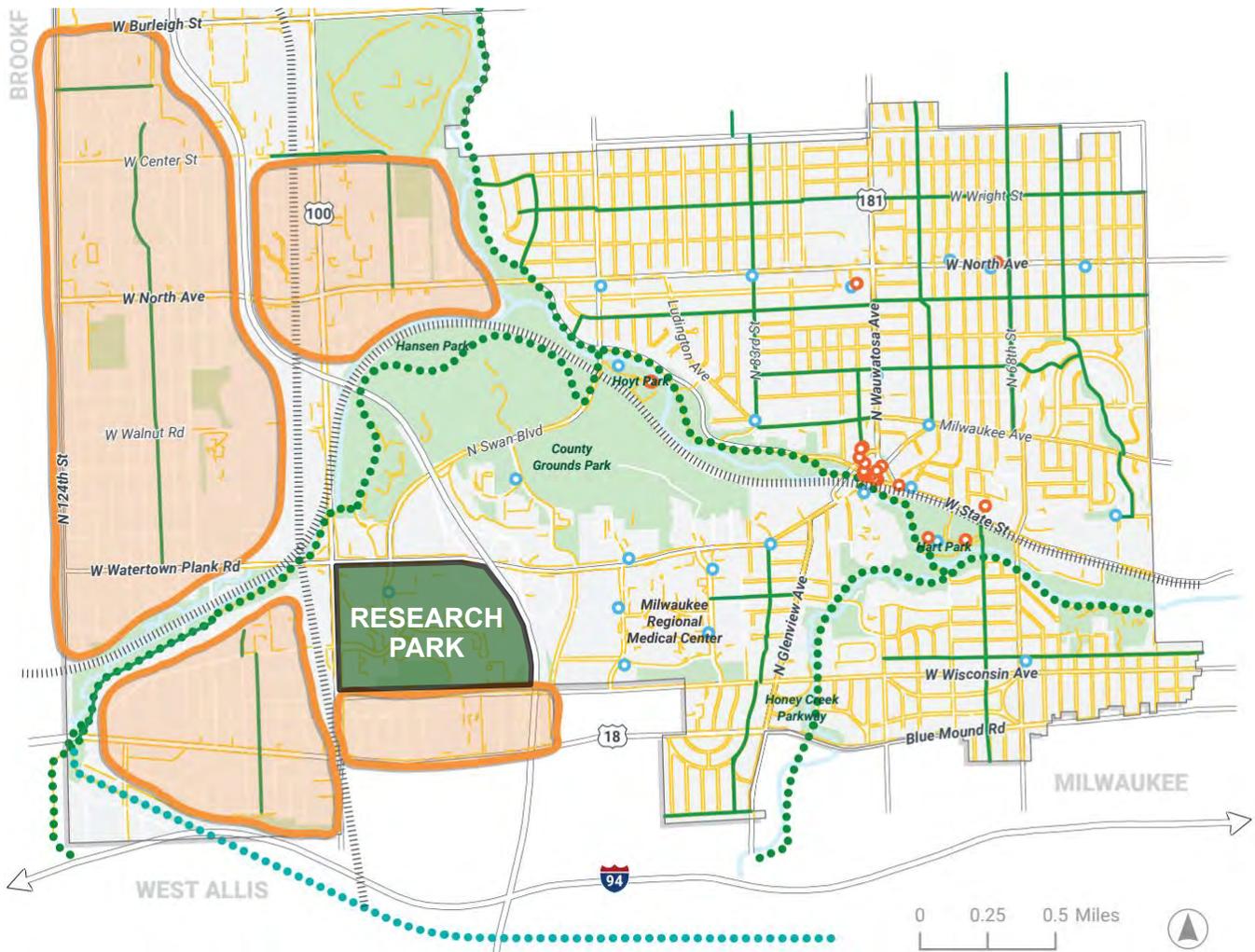
Proposed Roadway Concept

The proposed reconfiguration of Research and Innovation Drive within the existing 100-foot right-of-way introduces single 12-foot travel lanes in each direction, creating space for a 24-foot landscaped boulevard at the center. This design enhances the roadway’s aesthetic appeal, promotes traffic calming, and accommodates a 10-foot multi-use path on both sides of the roadways. A controlled intersection, (full way stop), is planned at Research and Innovation Drive, with an alternative roundabout concept under consideration. Additionally, Innovation Drive is recommended to extend through the underutilized parking lot at 9900 Innovation Drive to connect with Wisconsin Avenue at a signalized intersection aligned with 97th Street, near the former Interstate 41 off-ramp. The existing cul-de-sac on Innovation Drive will be reconfigured into a roundabout to maintain efficient traffic flow.



Alternative Roundabout Concept at the Intersection of Innovation and Research Drive

Roadways



Source: Tosa Tomorrow 2045 Comprehensive Plan 2025

6 Pedestrian & Bicycling Networks

Encourage alternative transportation.

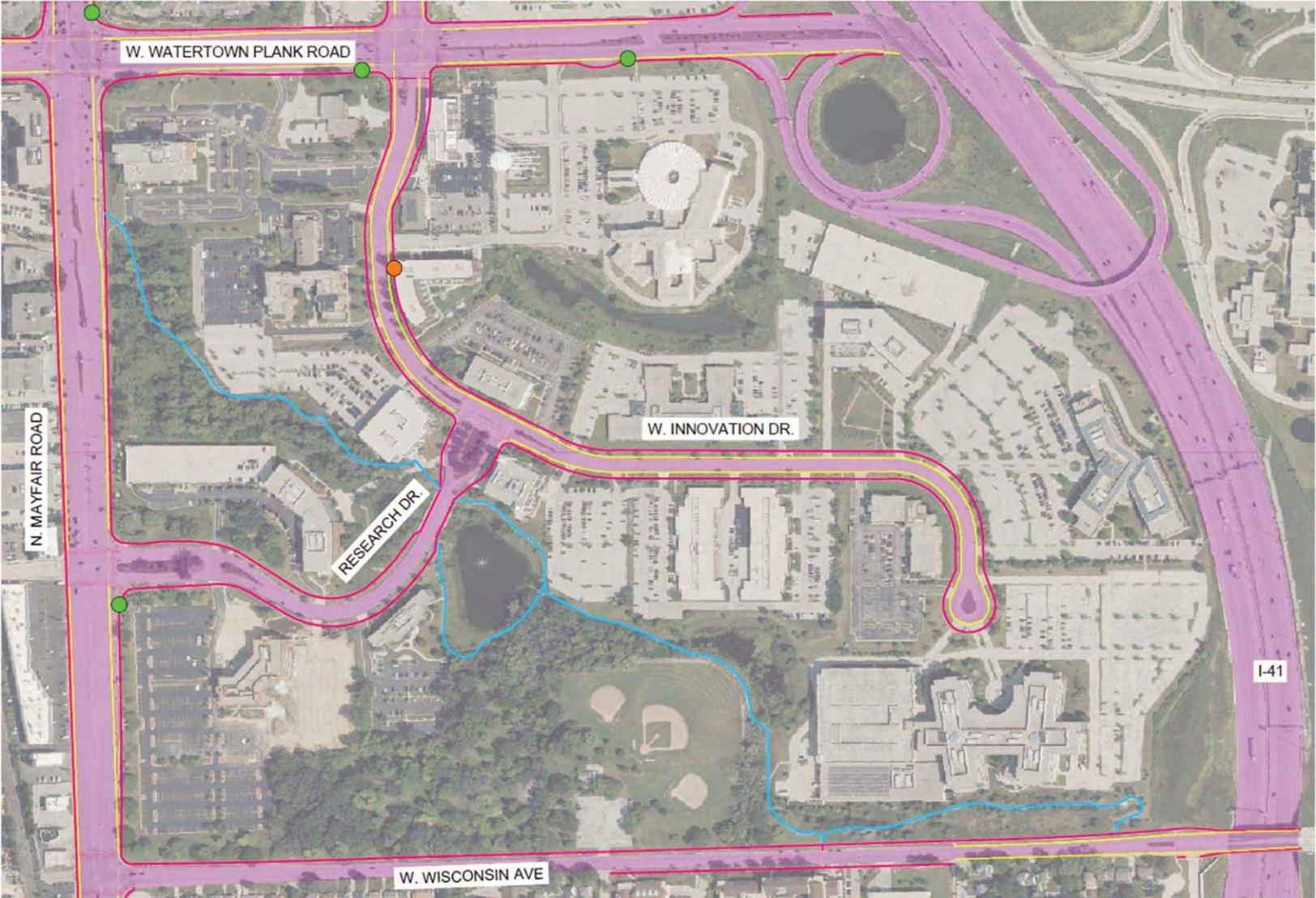
To support the long-term vision of the Research Park, developing a safe and interconnected network of sidewalks and bicycle trails is a critical priority. These improvements will enhance connectivity with surrounding areas and amenities, encourage healthier and more sustainable transportation options, and help reduce daily vehicular traffic within the Research Park. Creating a robust pedestrian and bicycling infrastructure aligns with modern mobility trends and fosters a more accessible, attractive, and environmentally conscious and healthy neighborhood. Strengthening the pedestrian and cycling networks was a recurring theme in the online feedback from employees.

Regional Connectivity

The map above illustrates the pedestrian and bicycling networks throughout the City of Wauwatosa.

Active Transportation

- Public Bike Parking
- BublR Bike Station
- Hank Aaron Trail
- Oak Leaf Trail
- Sidewalk Network
- Neighborhood With Limited Sidewalks
- Proposed Neighborhood Greenway



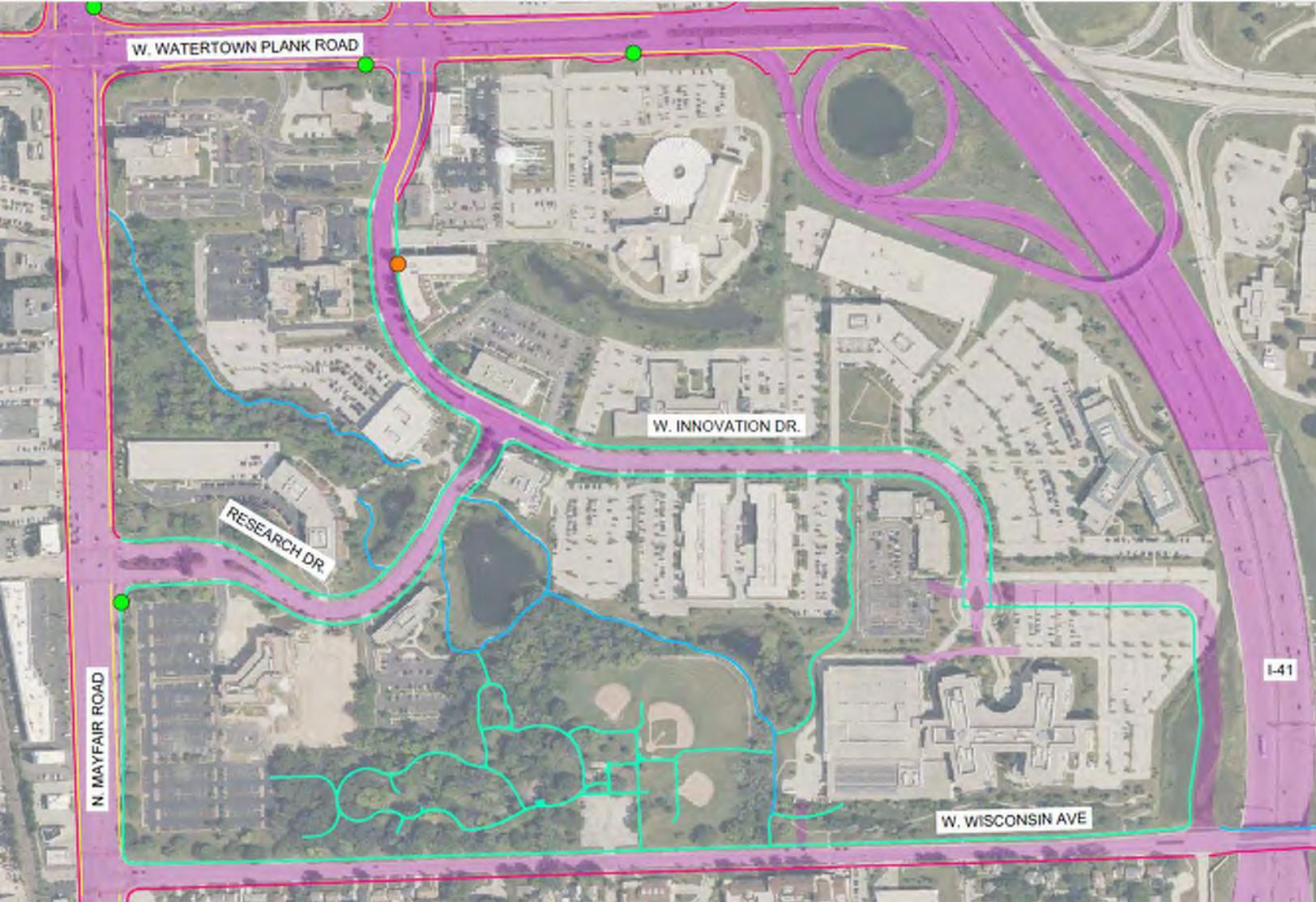
Existing Pedestrian Network

- No dedicated bike lanes.
- Internal walking path network.
- Standard 5-foot sidewalks on Innovation and Research Drive.
- No connectivity to Wisconsin Avenue Park.

Pedestrian Network

- Sidewalk
- Pedestrian Path
- Road





Source: GRAEF

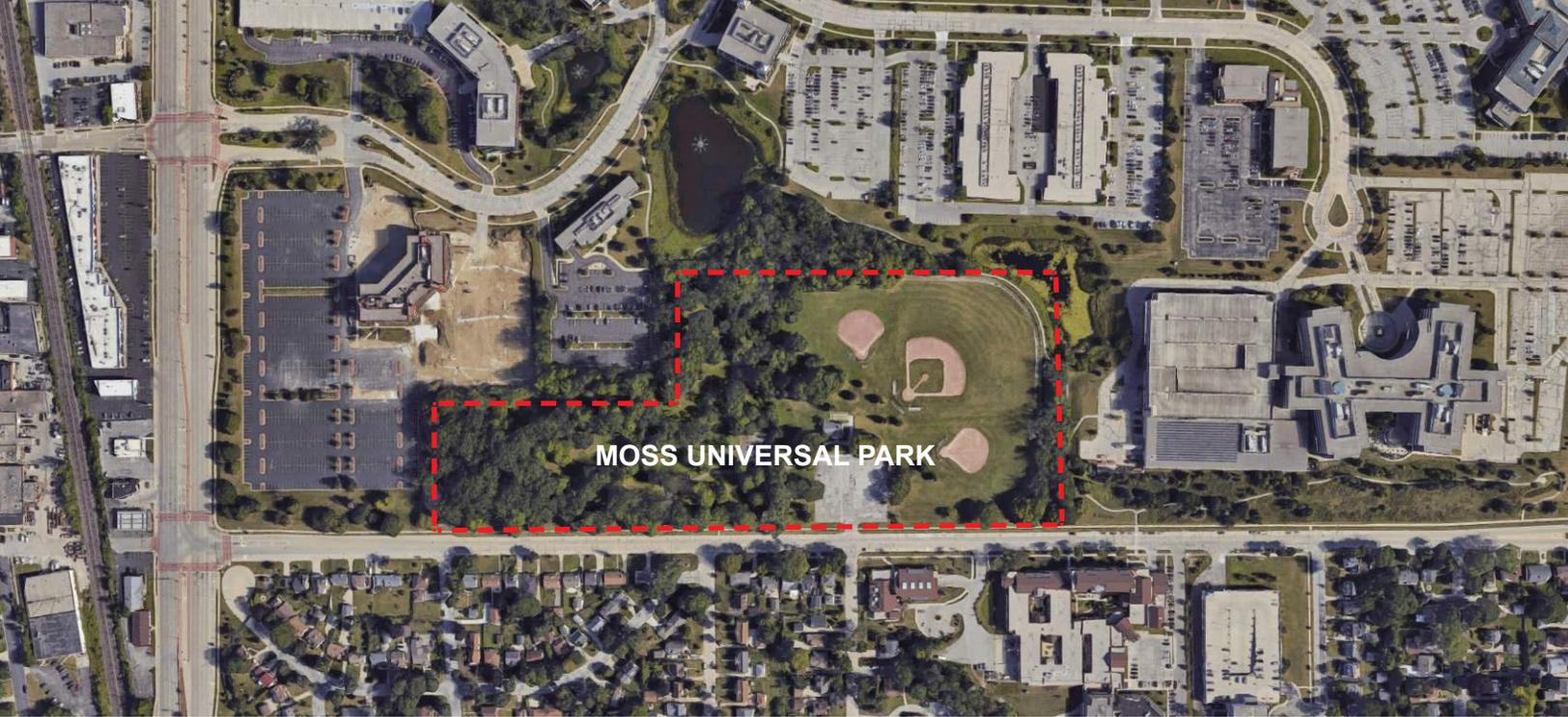


Proposed Pedestrian Network

- Complete Streets design with 10-foot multi-purpose path on both sides of Innovation and Research Drives.
- Internal walking path expansion with connectivity to Wisconsin Avenue/Moss Universal Park (see Moss Universal Park plan on page 13).
- 10-foot multi-purpose path along Mayfair Road and Wisconsin Avenue (to be constructed by City in 2027).

Pedestrian Network

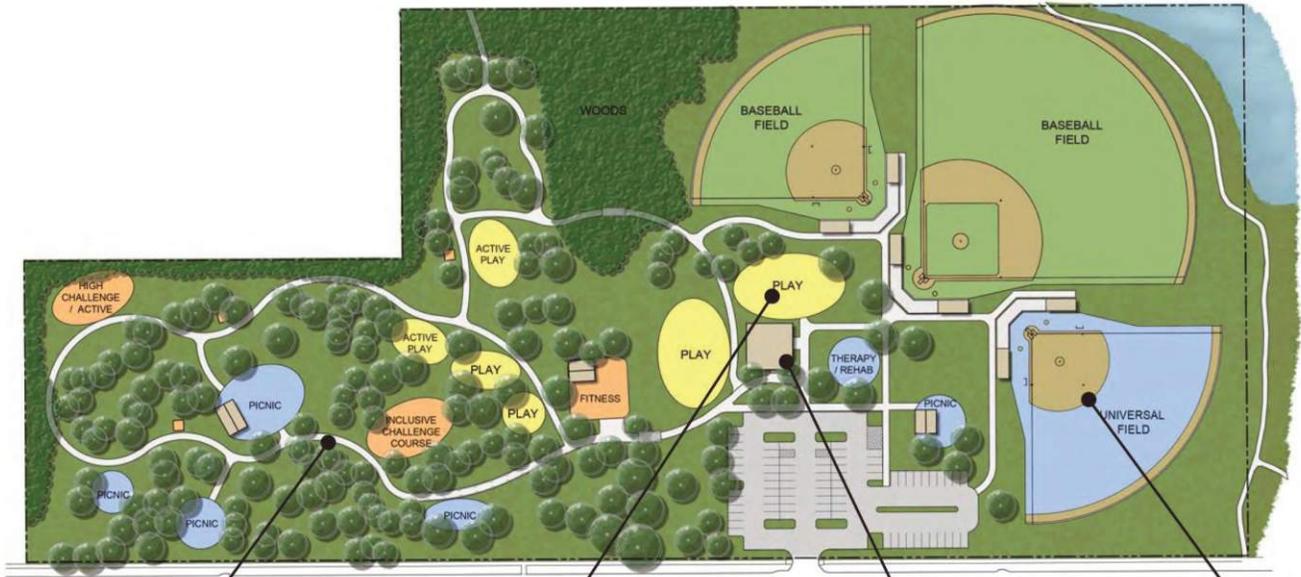
- Sidewalk
- Existing Pedestrian Path
- Proposed Multi-Use Path
- Road



Moss Universal Park & Pavilion

The Ability Center is planning extensive renovations to Wisconsin Avenue Park, which will be re-branded as Moss Universal Park in collaboration with Milwaukee County Parks. The vision for Moss Universal Park in Milwaukee (Wauwatosa) is to create America's first

truly universally inclusive park, going beyond standard ADA compliance to offer a holistic recreation destination where people of all ages and abilities can play, exercise, and connect together throughout the entire 18-acre space, not just isolated areas.





7 Public Amenities

Foster a sense of community through meaningful placemaking.

Survey feedback from employers and employees within the Research Park emphasized a strong demand for amenity spaces that accommodate a variety of activities. The objective is to create distinctive public spaces, such as plazas, parks, and recreational areas, that foster social interaction, promote active lifestyles, and support year-round community engagement. Two locations have been identified, one on the west side and one on the east, to ensure convenient access for all users.



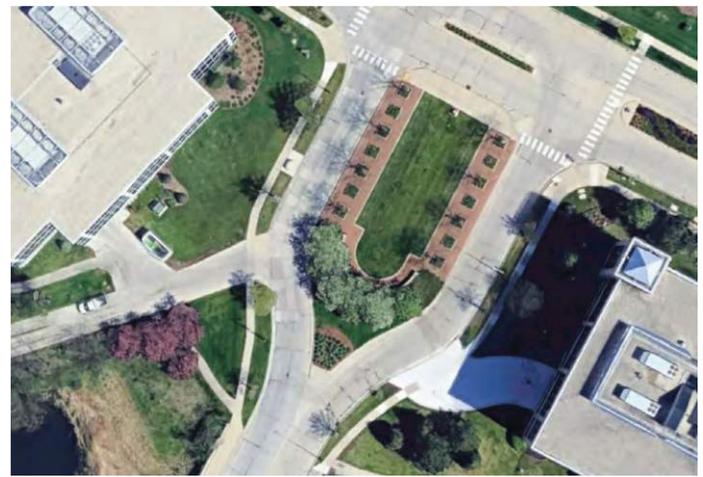
Public Amenity Area - West

Intersection of Innovation and Research Drive.

The existing site, a landscaped area encircled by roads, is currently dominated by vehicular traffic, resulting in minimal pedestrian use. The revised concept proposes rerouting Research Drive to the south, creating a clear separation between vehicles and pedestrians. The new plan adopts a radial layout, linking a terraced plaza overlooking a southern pond with a multi-use area to the north.

Potential Programming:

- Off-street food truck area
- Pergola for covered/shaded seating
- Lawn area
- Terraced seating overlooking a pond with a water feature
- Central architectural element



Existing Site Plan



Conceptual Site Plan



Aerial From Innovation Drive Looking Southwest



View of Covered Seating Adjacent to Food Truck Parking



Aerial Looking Northwest From Research Drive



View of Terraced Seating Overlooking Pond

Public Amenities

 Milwaukee County Research Park 2026 Master Plan



Public Amenity Area - East



Existing Site Plan



Conceptual Site Plan

Public Amenity Area - East

10100 Innovation Drive

The proposed one-acre site along Innovation Drive is highly visible and accessible to nearby office users. The feedback survey identified that employers and employees were looking for a variety of activities, from a nature garden to outdoor games.

Potential Programming – Active Zone:

- Pickleball courts
- Multi-purpose court
- Outdoor games
- Fitness

Potential Programming – Social Zone:

- Performance stage
- Indoor pavilion with public restrooms
- Covered seating
- Food truck parking
- Hardscape and landscaping
- Nature garden



Aerial From Innovation Drive Looking Northeast



View of Entry into Amenity Area at the Southwest Corner



Aerial Looking Southeast



View Overlooking Central Area of Amenity Park



Conceptual Site Plan

8 Uses

Redefine the “office park” environment by introducing mixed-uses.

Integrating high-quality residential, retail, and hospitality developments within the Research Park will create a contemporary live-work-play environment that minimizes urban sprawl and optimizes land use. Potential future development areas are highlighted in yellow on the conceptual site plan, while existing structures are shown in white. The City has recently updated zoning regulations to expand housing options; however, additional zoning amendments will be necessary to fully realize the envisioned mixed-use environment depicted in the conceptual plan.

The plan highlights these concepts:

- Site optimization: reduce surface parking and promote shared parking.
- Night-time activation.
- Encourage density through urban planning concepts with reduced setbacks.
- Disperse mixed uses throughout the park not just at perimeters.
- Diversify housing types.



Source: Mandel



Uses



Aerial From Northwest Corner of the Research Park



Aerial of Intersection at Innovation Drive and Watertown Plank Road Overlooking Conceptual Development at Fire Station



Aerial of Proposed Intersection at the Innovation Drive Extension and Wisconsin Avenue



Aerial from East Overlooking Conceptual Development Along the New Innovation Drive Extension



9 Sustainability

Enhance community wellness via sustainable design and practice.

Contribute to a stronger, healthier community by creating an attractive, low-impact environment with safe, accessible green spaces for businesses and neighbors to enjoy. Sustainable strategies to be considered include integrating renewable energy, improving energy efficiency, managing water, promoting green transportation, enhancing biodiversity and promoting robust waste and recycling programs.

10 Branding

Establish and promote a new identity.

As part of the Master Plan, the Research Park will be rebranded to modernize its image and align with the plan's vision. The update will establish a distinct identity and ensure consistent application across all touchpoints. Historically, the Research Park's brand reflected Milwaukee County's original ownership and its focus on attracting technology and research tenants. A comprehensive branding effort—reinforced by elements such as monument signs and light-pole banners—will connect the new identity to planned physical improvements and create a more cohesive experience.



11 Value Creation

Generate long-term economic and community value.

Adding value to the Research Park is crucial to boosting property values (increasing tax revenue), attracting businesses and jobs, improving resident's quality of life through amenities, enhancing safety, and driving sustainable economic growth, making the City more desirable and fiscally healthy. The following is an illustrative projection of future taxable value and property taxes reflecting a relatively full build out of the planning area that is generally consistent with the conceptual plan presented in this document:

Assessed Value

Current – 2025	\$274,000,000
Targeted Value Creation	<u>\$302,000,000</u>
Projected Future	\$576,000,000

Property Taxes

Current – 2025	\$4,877,200
Targeted Tax Creation	<u>\$5,375,600</u>
Projected Future	\$10,252,800



12 Implementation

Achieving the goals of the Research Park Master Plan will require sustained effort and coordination among city staff, elected and appointed officials, property owners, and community partners. Ongoing cooperation and collaboration among these stakeholders will be essential to successfully implementing the plan's vision.

The City will adopt this Master Plan as a component of the City of Wauwatosa Comprehensive Plan 2025–2045. The overarching goal is to enhance the Research Park District by prioritizing pedestrian and bicycle connectivity, fostering collaboration through shared public amenities, improving transportation infrastructure, promoting mixed-use development, strengthening placemaking and district identity, and supporting long-term economic viability.

Implementation of the plan is anticipated to occur over a 20-year period and will not necessarily follow the exact development patterns illustrated in the conceptual exhibits. Instead, development will occur incrementally, with the plan serving as a flexible guide to assist community leaders in making strategic decisions that move the district toward a shared long-term vision.

Action Matrix

The action matrix offers a comprehensive list of all implementation strategies, policies, and recommendations included within the Research Park Master Plan. It serves as a tool for staff and partners to prioritize implementation tasks and projects throughout the duration of the plan.

Timeline Estimates

Timeline estimates indicate, in years, how long it would take to complete a specific action.

- (S) Short-term: Less than two years.
- (M) Mid-term: Two to five years.
- (L) Long-term: Greater than five years.
- (O) Ongoing: Requires immediate action and continued attention throughout the life of the comprehensive plan.
- (ADO) As Development Occurs: Can be implemented as development occurs over time.

Partners

Just as the creation of the plan was a cooperative effort, the City will require the assistance of other government agencies, organizations, property owners, and community groups to fully implement the Master Plan. The partners section of the action matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the plan goals, supporting policies, or recommendations is not listed as a potential partner for a given topic and should be added.

1.0 Multi-Modal Transportation, Roads, and Paths			
	This plan intends to prioritize pedestrian and bicycle connectivity, enhance multi-modal transportation options and safely improve circulation to lessen congestion and increase connectivity throughout the planning area. This can be accomplished through the following actions that may be undertaken by the City, respective property owners, private developers, and/or Planning Area stakeholders:		
	Implementation Action	Timeline	Partner(s)
1.1	Redesign and rebuild existing road network (Innovation Drive and Research Drive) for multi-modal access, improved traffic flow, durability, accessibility for all ability levels, and safer conditions.	M	City of Wauwatosa
1.2	Design and construct new pedestrian/bicycle paths throughout MCRP. This includes new bike/pedestrian paths, and connections to existing regional pedestrian/bicycle network.	M	City of Wauwatosa, Private Developers, Property Owners, and Milwaukee County
1.3	Design and construct a new vehicular access point connecting Innovation Drive and Wisconsin Avenue.	ADO	City of Wauwatosa, Private Developers, and Property Owners
1.4	Work with Milwaukee County Transit System (MCTS) to establish ADA accessible transit infrastructure within the Research Park.	S/O	City of Wauwatosa, MCTS
1.5	Explore opportunities to increase connections between pedestrian/bike paths and residential neighborhoods and commercial areas.	O	City of Wauwatosa, Private Developers, Property Owners, and Milwaukee County
1.6	Encourage and promote bicycle ridership by continuing to require both short- and long-term bicycle parking, expanding enhanced bicycle parking infrastructure, and ensuring thoughtful design and strategic placement of bicycle parking facilities.	O	Employers, Private Developers, and Property Owners
1.7	Continue incorporating new infrastructure and physical Complete Streets elements into street design.	O	City of Wauwatosa

2.0 Park Areas and Amenities			
	This plan intends to create new publicly accessible amenities, preserve existing public park space, and conserve the natural environment. These goals can be accomplished through the following actions that may be undertaken by the City, Milwaukee County, respective property owners, developers, and/or planning area stakeholders:		
	Implementation Action	Timeline	Partner(s)
2.1	Design, build, and maintain new public amenity space such as plazas, parks and recreational spaces within the Research Park.	M	Private Developers, Milwaukee Regional Innovation Center (MRIC), and Property Owners
2.2	Work to ensure that natural features and environmental areas are preserved and protected.	O	City of Wauwatosa, Private Developers, Property Owners, and Milwaukee County
2.3	Work to ensure that Wisconsin Avenue Park is preserved, well maintained, and upgraded to meet the needs of the public.	O	Milwaukee County

3.0 Land Use and Building Form			
	In order to promote mixed-use development and strategically incorporate residential, retail, and hospitality uses within the MCRP, thereby fostering a vibrant live-work-play environment, reducing urban sprawl, and encouraging more efficient land use, the following measures are recommended:		
	Implementation Action	Timeline	Partner(s)
3.1	Modify zoning regulations to encourage development that promotes economic activity, high-density development, and a live-work-play environment.	S	City of Wauwatosa
3.2	Update or eliminate private codes, covenants, and restrictions, along with supplementary design standards, processes, and agreements, to ensure alignment with the goals, objectives, and design recommendations of the Master Plan.	S	Property Owners, MRIC
3.3	Work with property owners and developers to continually modify development standards to maximize development and redevelopment opportunities when and where appropriate.	O	City of Wauwatosa, Property Owners, Private Developers
3.4	Encourage a balanced and diverse mix of uses to adequately provide services, conserve natural resources, and disperse amenities throughout the research park.	O	City of Wauwatosa, Property Owners, Private Developers, MRIC
3.5	Encourage the development of housing across all price ranges. Support attainable housing options for middle- and upper-middle-income households, as well as affordable housing for low and very low-income populations, with a variety of unit sizes to meet diverse needs.	ADO	Property Owners, Private Developers

4.0 Sustainability			
	This plan aims to enhance community wellness through sustainable design. The proposed measures will support a stronger, healthier community by creating an attractive, low-impact environment with safe and accessible green spaces that benefit local businesses and the surrounding area:		
	Implementation Action	Timeline	Partner(s)
4.1	Implement streetscape improvements that incorporate sustainable design elements.	M	City of Wawautosa, Property Owners, Developers, MRIC
4.2	Encourage EV charging stations in new commercial and multifamily developments.	ADO	City of Wawautosa, Property Owners, Developers, MRIC
4.3	Encourage new developments or redevelopments to incorporate green infrastructure and low-impact design.	ADO	City of Wawautosa, Property Owners, Developers, MRIC
4.4	Identify and prioritize areas where green infrastructure can be integrated into both existing and future developments.	ADO	City of Wawautosa, Property Owners, Developers, MRIC

5.0 Branding			
	As part of the Master Plan, the Research Park will be rebranded to reflect contemporary standards and a forward-looking vision. This initiative includes updating physical elements to create a distinctive identity, communicate a cohesive vision, and ensure consistency throughout the project. The implementation action items below outline steps to achieve the district’s branding goals:		
	Implementation Action	Timeline	Partner(s)
5.1	Establish guiding principles for a compelling identity through performing competitive market analysis and defining the future vision of the Research Park.	S	Property Owners, MRIC
5.2	Create a name, branding guide and messaging framework that represent the guiding principles and future vision.	S	Property Owners, MRIC
5.3	Identify opportunities to align the built environment with the new brand, such as streetscaping improvements, signage, etc.	S	Property Owners, MRIC
5.4	Implement a multi-faceted rollout strategy including physical improvements, public relations, social media, etc.	M	Property Owners, MRIC

6.0 Funding		
	To support implementation of the above action items and advance the Master Plan's goals, the following outlines a menu of potential funding mechanisms and sources currently available to the City and its partners:	
	Funding Source	Description
6.1	Capital Improvement Program (CIP)	The City's Capital Improvement Program (CIP) represents its fiscal commitment to initiatives aimed at maintaining and improving the community. The City should review and update the CIP as needed to reflect the Research Park Master Plan implementation measures.
6.2	Tax Increment Financing (TIF)	The purpose of TIF funding is to incentivize and attract desired development within key areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment.
6.3	Business Development Tax Credits	Businesses seeking to locate or expand in the City may be eligible for Business Development Tax Credits through the Wisconsin Economic Development Corporation (WEDC).
6.4	Enterprise Zone Tax Credit	Enterprise Zone Tax Credits are available through WEDC to assist Wisconsin businesses with major expansion projects or that are relocating major business operations from other states to Wisconsin.
6.5	Revolving Loan Fund	The Wauwatosa Revolving Loan Fund Corporation (WRLFC) provides loans up to \$100,000 to start-up and existing businesses in the City.
6.6	Community Development Block Grant (CDBG) Business Loan Program	The Community Development Authority (CDA) in Wauwatosa offers business loans through the federal CDBG to help eliminate blight and create jobs.
6.7	Community Development Block Grant (CDBG) - Housing	The City receives an annual allocation from the U.S. Department of Housing & Urban Development through the CDBG program. This program aims to foster viable urban communities by improving housing, ensuring a safe living environment, and expanding economic opportunities primarily for low- or moderate-income individuals.
6.8	Neighborhood Business Revitalization Guarantee	The Wisconsin Housing and Economic Development Authority (WHEDA) provides financial assistance to small businesses. The organization's Neighborhood Business Revitalization Guarantee (NBRG) gives access to financing that allows qualified small businesses to develop or rehabilitate commercial real estate in urban areas.
6.9	Affordable Housing Programming/ Housing Tax Credit (HTC)	WHEDA provides several financing tools for housing developers and property managers to construct and maintain affordable housing. Options include tax-exempt bond financing, stand-alone bond financing, and flex financing. WHEDA also administers the federal HTC program for Wisconsin.
6.10	Multifamily Housing Fund	The Multifamily Housing Fund, administered by WHEDA, provides construction and permanent financing to foster the development of multifamily housing for low- and moderate-income residents.
6.11	Community Development Authority Affordable Housing Fund	The City's Community Development Authority (CDA) Affordable Housing Fund is a program supports a variety of activities related to affordable housing and the general improvement of the housing stock in Wauwatosa.
6.12	Transportation Alternatives Program (TAP)	The TAP supports projects that align with Safe Routes to School, transportation enhancements, and Bicycle & Pedestrian Facilities programs.

Mar 02, 2026, 09:25 PM

Very excited!!!! Please make this happen. More walkable spaces and better parks would be much appreciated.

Feb 24, 2026, 10:22 AM

I would like to see a simplified and easy to remember rebranding: combining the well known street names; "Research" and "Innovation" into "The Renovation". Or maybe "The Tosa Renovation".
-Chris Johnson

Feb 23, 2026, 04:08 PM

I love the idea of rehabbing this space. I would like to see more family friendly amenities added that incorporate the county park, or at least create continuity between the spaces ex. playground at hart park is closely situated to the pool and beer garden. Perhaps some basketball courts by the proposed pickleball courts or replacing empty parking lots with soccer fields would attract more families into the area. Wauwatosa lacks an urban garden space, this would be a welcome addition to our community also.

Feb 06, 2026, 02:31 PM

From what I can see, it looks like there are only two entrances and exits. Dose that really makes sense considering all the traffic that will be engendered by this project? It seems like there is almost too much concrete involved (heat island). Shouldn't there ne some in-ground parking available with some of the proposed buildings. If it rains like it did in August, where is all that water going to go from all those parking lots? Has that been really studied?

Feb 06, 2026, 09:21 AM

Love the innovation and intent of this plan.

The major concern I have is the placement of the East public amenity area being so close to the proposed roundabout. Given the lane narrows off the roundabout right in front of the food truck area and the public amenity space, I can foresee major congestion and traffic backlog in that space. Human behavior will result in people trying to stop their cars to drop off individuals at the public amenity area (be it due to accessibility purposes for those who are unable to walk far to get to the amenity space-- elderly, children, mobility device users, or just folks who need to run in to use the bathroom quick) blocking tracking. This will be further congested by the food trucks, as people will want to "hop out" quick to get in line, pick up food, or get picked up after grabbing food.

there is an assumption that the majority of users at the amenity areas will be on foot but I will venture most will be driving through thus causing traffic jams into and through the roundabout--which people already have trouble driving through anyway.

If you look at the traffic patterns by the new, very popular Firefly Grove, you can see the major congestion occurring by the park entrance and food truck area.

Finally, overall, I'm not able to discern how much parking will be available around the area. It doesn't look like much street parking is afforded. Whereas other parks in Tosa can 'get away' with less parking because they are in more residential areas (e.g., hart park, which also has a lot of parking available on the creek parkway), this space seems like it would be less accessible on foot/bike, thereby increasing the need for more parking.

Jan 24, 2026, 07:19 AM

Preserve green spaces and milkweed for monarch butterflies.

Jan 22, 2026, 01:03 PM

Vote no on this horrible plan. Do what you want with the vacant or nearly vacant buildings, but leave the park alone. There is a walking path connecting the business park to the activity park. The claim it doesn't connect is an outright lie.

Jan 22, 2026, 07:35 AM

This is not necessary. There are plenty of brownfields available for new businesses and apartments. Over 10K homes have lead pipes, FIX those first and worry about this after. Wauwatosa is becoming more stale with every idiotic development. The "leaders" of this once quaint city should be embarrassed.

Jan 21, 2026, 05:54 PM

I am pleased to see the massive amounts of surface parking be eliminated and replaced with housing. Housing should be dense because this area can accommodate it better than others in the city. I also support the use of TIF if necessary, but believe that TIF financing should be tied to public amenities. This park should be accessible and enjoyed by all, not just those who live or work in it. I'd like to see off-road bike paths, gardens, and parks and/or parklets.

Jan 21, 2026, 12:34 PM

My main focuses would be pedestrian access all the way through, and consistent bike lanes and pavement quality. It would be nice if there was a way to cross to Wisconsin Ave without having to go all the way to one side. Is there a way to get pedestrian access to the park without having to go all the way around?

Jan 21, 2026, 12:20 PM

Why not go bigger? Go taller? Let's build some real density on this site. The other thing that has been on the community's lips for quite a while is a youth sports development center. The demand for year-round recreation and sports/health & wellness facilities is extremely high and only rising as youth club sports continue to rise nation-wide. This would absolutely crush in this location.