

MINUTES
BOARD OF PUBLIC WORKS MEETING
January 28, 2008
New Berlin City Hall Common Council Chambers
3805 S Casper Drive

Please note: Minutes are unofficial until approved by the Board of Public Works at their next regular scheduled meeting.

Members Present: Mayor Jack Chiovatero, City Engineer J.P. Walker, Alderman Moore, Alderman Augustine & Alderman Ament.

Staff Present: Ron Schildt, Transportation Division Engineer, Greg Kessler, Director of Community Development, excused, Tammy Simonson, Transportation Civil Engineer, Paul Koller, City Assessor.

Alderman Augustine asked if there was anyone wishing to speak at the Privilege of the Floor.

Sally Hansen – 4940 Hawthorne – Our backyard backs up to 124th Street. My husband and I are also licensed realtors. I venture to say that my husband and I are the only ones in this room that have listed property that backs to 124th Street. The vast majority of the people in our subdivision that we have spoken to are opposed to the construction of the sidewalk or whatever you want to call it. The largest reason is that we believe as licensed realtors that this will not only not increase the value of our property it will decrease the value of the property. I can say that with some authority because of having listed property in the area and the perception and in fact reality that with less back yard you have increased the noise, you have decreased the privacy and made the property less desirable, the only thing that you can do in situations like that is to decrease the price of the property and find someone who doesn't find that objectionable. The path would, if constructed lose the natural barrier of trees in some cases that residents have paid for, in other cases that was part of the landscape when we purchased lots there. If these trees weren't to be cut down certainly their root systems would be affected because by now these are very large trees. There would be an increase in noise due to this lack of vegetation, less back yard, more noise is going to decrease these values, not only for the properties that are adjacent to 124th Street but when we figure out the pricing for those areas, you go out to a 6 or 8 block area to find comparable homes so it's going to effect a much broader area then just the homes that are adjacent to 124th Street. We understand that some plans have talked about the residents being required to maintain these paths in terms of snow, leaves, refuse and so on. That isn't the primary issue but I can tell you in many cases it would require driving because there is a very steep slope across the back yard. If that is not part of the plan now there is no guarantee by anybody of course that wouldn't at some point when government dollars become thinner that residents would be required to maintain that. Because we have invested heavily in our homes and had we wanted sidewalks or less privacy we would have built somewhere else. I ask that people elected, appointed to this body that you consider the wishes of the people that are most affected and that is that we are not interested in all in having this constructed.

Tenley Griffin – 4892 Hawthorne – I also purchased our land 10 years ago. At that time we investigated the different areas from a school standpoint as well as living in an area that had a treed lot. We purposely purchased our land to have a treed area, we paid more for our area by having it treed from what we were told at that time. We also investigated with the City and we were told that no way in heck we would ever see anything happen to 124th Street because of the different municipalities along there; understanding that possibly would not always be the case. My husband and I strongly oppose taking 20' back in towards our house, for a few reasons. One, there is a huge tree barrier that is natural and we have deer, foxes all those animals and wildlife will be impacted, besides the fact that the elms that have been there for years. As they die we have been replacing them with other trees out of our own pocket understanding that technically that is not our land but it comes to a point in time that if you do take up the 20' to the property line, I can't put trees in if I wanted to at this point in time because we have the power line running right along that property line so we would have to address that issue as well. I also have one of the houses where my land currently is at least 5' or more higher up from the street. I

guess I haven't seen or heard anything that if this does go through who is going to do a retaining wall? We took 21 truckloads of dirt out just to get somewhat level to get it where it would be flowing with the water for the community and houses on each side of us. There will have to be a retaining wall put against my property unless you want to have land constantly eroding away. I am one of the people that will not be able to just go through my back yard and maintain that area if that is what's mandated. If I wanted to have a sidewalk around my house I would have purchased land that required me to have a sidewalk to maintain. I have spent over \$15,000 in my back yard to improve the current surroundings of our land to make it look nice and I have concerns about taking that much land. If they were going to take that much land out of your houses would you be okay with that? Besides the fact that in the summer time my natural tree barrier is a lot about keeping the noise off of 124th Street. If you are at my house in the summer and you are at my house in the back yard in the winter there is a significant difference with having the trees blooming and what you see and hear on 124th Street and what you don't hear and see. I already have a dog barking issue across the street that I have to continually deal with I really don't want to have to deal with extra cars, extra people, riding of bikes along with the potential of crime. Right now nobody wants to go through my back yard because it's too difficult. If you were to make it where they are right up closer to my land who's to say that there isn't going to be increased crime? By allowing the street to be widened and by adding the bike path you're welcoming more people towards my backyard which will welcome more potential for crime. Is there going to be an increase in police force? Increased patrol from New Berlin, Hales Corners, or Greenfield, probably not because the budgets cannot handle that. So now I have to worry. There are 17 children, elementary grade and middle school children on Hawthorne Drive who currently play without a care running from backyard to backyard because they understand the natural tree barrier, they must stop there. What are we going to do with them and have to retrain them, rework and re-worry if you take the natural tree barrier away and put them closer to the street. So we also have children we need to contend with. What happens with people that we don't want near our children? What we would support, because we understand 124th Street is small is a lane where you could pull off if your car was in danger and you needed to get off the road, because currently there is not really any means to do that. We understand that would be a viable option and that would only take a few feet on our side of the road. Not 20', don't take away something that is already being stolen throughout our community and that would be trees and wildlife and things that we are taking for granted that are going to be gone one day. A small area where you can pull your car off and that would also allow people to walk easily along 124th Street. It would allow people to go up and down 124th Street easier. I don't think 20' is necessary and I don't think the median is going to add anything. I don't think the median is either because I haven't been told it's going to go anywhere after it leaves 124th Street. You are putting in a bike path that is going to go nowhere. Besides the fact that my land value is going to go down. People that live around Hawthorne that live up to I-43 we watch their houses constantly sit on the market because people will get out and as soon as they hear the highway traffic or trucks they say forget it and are right back in their cars, we have seen it many times. We have talked to people who want to buy in our subdivision and they say "not near you". So then you are going to decrease my value which will have a financial impact when I do decide to sell my house. So you are having a financial impact on me by me having to put in possibly new landscaping to cover up and hide any land that you take from me, plus you have a financial impact on me at the end when I turn around to sell the house. My question if we needed to provide to you other people or other documentation to show opposition to this, because not everybody on our street is aware, we got one letter and that's all we received, what would we need to do and what type of time frame do we have to show that there are multiple people opposed to this?

Alderman Augustine asked if there was anyone asking to speak at the Privilege of the Floor, after seeing none he called the meeting to order.

The meeting was called to order at 8:00 AM.

OLD BUSINESS

ITEM 23-07 Ryerson Road Design components (remains tabled)

ITEM 31-07 Redesign of 124th Street and a Portion of Grange Avenue (continued discussion)

JP Walker: We are going to pick up the discussion on 124th Street because there were some issues left over from last month's discussion that need to be discussed today. We've heard the opinion of the two residents at the privilege of the floor and there is some discussion that needs to take place that talks about some of those concerns. I have asked that the City Assessor, Paul Koller to be here to state his opinion on the impact of property values which was a question that Alderman Poshepny had brought to the Board at the last meeting.

Paul Koller: I was asked by Alderman Poshepny and also City Engineer Walker for my opinion. As far as the possibility of any type of impact of value that this project may have against the land values and based upon my opinion, considering the size of the existing right-of-way, the placement of the project itself, it is my opinion that there would be no impact to the land value of those properties. The only thing that would concern me would be obviously the placement of the sidepath in relation to the actual property line. I feel that the closer the sidepath is placed to the property line the more the possibility although it may be remote that it may have an impact to the land value. Again I think it's remote and again that's because this project is at the rear of the property, it's already on a moderately traveled thoroughfare. There already is some influence, if you will, as far as external forces that are playing against the value of the properties. We in the Assessors Office already have recognized that in valuing those. This situation has come up although it's not comparable to other projects within the City sidepaths along National and Greenfield Avenues. We had some concern during the initiation of those projects similar to this. Since those projects went in we haven't seen any decrease in those values, we have not been contacted by those property owners expressing concern as far as a negative impact against those values. Again, it's not really comparable because National Avenue is a heavier traveled road than 124th Street.

Alderman Moore: I apologize because I was asked the questions and I did some research and I left the papers at home that show studies of impacts of trails and sidepaths on home values as opposed to decreasing the value. Actually the studies show that values increased anywhere from 5 to 40% over time. Those studies essentially unanimously back what you are saying. If there is anyone that wants to see those studies let me know and I will get them to you.

Alderman Ament: If the City were to put in shoulder paths rather than sidewalks I would assume that would eliminate any concern of any loss of value because the sidewalks are so close to the properties.

Paul Keller: Yes.

Alderman Ament: As far as those studies are concerned I would like to know if those compare urban areas to rural areas. Because it's curious to me on the Milwaukee County side West Allis and the like these people don't want them on their side, they want them on our side if we want them. It just seems strange that would be the case and I'm sure that they have the same reasoning that we have, such as snow removal and maintenance, the increase of impervious surface. In a City where the residents seem to be trying to conserve as much green space as they can, it seems that the City is bound and determined to pave it somehow. It's encouraging to me to see people in other areas that also don't like these sidewalks in their yards. At the last meeting when we were discussing this I pointed out that at one of the public meetings, there was also going to be a side path proposed for the south side of Grange Avenue and I was told that was not the case. On their informational sheet from September 13th it does indicate that. I would like to make sure that we are clear there is going to be a sidepath on the south side of Grange. I do agree with one of the residents that asked for more time and I also look at the agenda and we aren't looking for action on this just discussion.

Alderman Augustine: Paul, you don't feel that the 20' would decrease the value or there's nothing comparable.

Paul Koller: There is nothing comparable. This is truly not black and white, it's a gray area. We don't have anything truly comparable within the City that has occurred that we can draw from and extract market data to come to some sort of conclusion. My opinion is based on my experience in the business over the last 28 years and seeing similar type of projects that have occurred not only in this municipality but others as well. I drove the area and looked at various project plans and I feel it will be determined by ultimately what project plan is decided on and where the sidepath ends up. I think the closer it is to 124th Street the less likely there would be an impact on the land value, because those land properties are already being influenced by the traffic on 124th Street. The closer it does get to the property lines it may, although it is remote, have an impact, and the impact would be small if it was.

Alderman Moore: I want to make sure that everybody knows as it has passed so far here at the Board is that the redesign of 124th Street shall include an 8' wide sidepath located as close to the road as possible so that part is addressed, with the outside edge of the sidepath being located not more than 25' feet from the road unless stormwater requirements dictate that the sidepath be located further away from the road. Our understanding that there is only one area where that might take place. We had a discussion to make sure that in the one area where there are some shrubs that the sidepath will be as close to the road as possible along there and our examination of the area was that we could pretty much do this without damaging any of the larger trees that are along there. While there would be some slight increase in impervious surface by changing that impervious surface from the bike lane to a separated sidepath it simply increases the safety to pedestrians and bicyclists.

JP Walker: To answer Alderman Ament's question, there is no sidepath being planned on the south side of Grange Avenue in New Berlin. There is a sidepath that will be extended from where the sidepath ends at 121st Street in Hales Corners coming to our border, actually there will be a short distance I guess technically within the New Berlin City limits but then it will cross Grange Avenue and connect with the sidepath if it were to go in along 124th Street. There is nothing planned west of the 124th Street right-of-way. There is no intent to remove any trees or bushes and those types of things that were planted by homeowners. Our intent is to locate the sidepaths so that it avoids those areas as Alderman Moore had indicated the motion that was passed at the last Board says "as close to the road as possible", that's to allow us to avoid having to take out vegetation. That should alleviate that concern because there is no intent to take out any vegetation that is already there. One issue has come up and that has to do with the 8' wide sidepath that was part of the motion. Subsequent to the last Board meeting we have had a discussion with a consultant and Ron will address that.

Ron Schildt: One of the items that we talked about is the 8' width that in the AASHTO standards for trails they do say that in certain circumstances you can go down to an 8' trail based on use and everything else but their guidelines are typically a 10' to 12' for a two-way trail. If we are to get the STP Grant Funding for this project, which we haven't received word on yet, we would have to follow the WisDOT guidelines for what they do. And the consultant has said that they have not ever seen WisDOT allow them to go down to an 8' wide trail. They have been able to use a 10' wide trail as their minimum. With that staying the 25' away from the shoulder on the roadway we can still have room for the ditch in between there and the 10' wide path. That would still be the case. You would have a 10' wide path, then the ditch, then the roadway.

Alderman Ament: Just to point out to JP where I received that information was at one of the public meetings and it shows on segment five that the sidepaths is proposed to be added to the south side of the road to connect the south 124th Street to the existing path on the east side of the project and it shows from west Grange to St. Mary's. So that's not going to be the case?

JP Walker: Correct.

Alderman Ament: We do have Alternative Transportation Plan that shows a shoulder and I don't know why a shoulder. There is nothing there now and there haven't been any accidents, there haven't been any pedestrians or bicycle problems along 124th Street in that stretch. So why adding a 5' path would make it worse I don't know. Again I would like to point out that at the last meeting we were told that there are high school cross country teams that use it. The one that was pointed out was Whitnall and again I would say that it would be

safer for the Whitnall students to stay on there side of the road rather than crossing 124th Street twice to get to the sidepath. I think it would be in their best interest to put the sidepaths on the Milwaukee County side where they wouldn't have to cross the street to get to it. There are also issues with the cost. That is the cost of maintenance and snow removal. We still don't have a sidewalk maintenance program that we can all agree on, we already have sidewalks that previous administrations told those people that the City would maintain them and now we are stuck with them. We just can't continue to pay for the maintenance of the sidepaths through our tax bills, somewhere along the line these residents could be required to maintain these sidewalks and especially the ones that are along back lot lines, they will be exceptionally hard to maintain. They will probably have to hire somebody to come and do it. It was mentioned that the cost would be between \$5,000 and \$15,000 to maintain a year, you add that to the other sidewalks and sidepaths and all the other ones that I'm sure will be proposed in the next year or so. As those costs \$5,000 to \$15,000 just keeps adding up, that's how we get where we are is by these little costs that keep adding up, those are the hardest things to determine. The big projects we look at, we fight about and argue about and come to some type of conclusion. These small costs just keep escaping us. I would like to see if this continues to go through with the sidepaths as far as the design work, I would like to get a separate cost estimate on the sidewalks, irregardless whether there 10' away or in some cases 25' away from the road. I would like to see us table this one more time or at least look at the sidepaths separately as far as the cost and design work if we do go ahead with this.

Mayor Chiovarero: The \$5,000 to \$15,000 cost for maintaining the sidewalks, where did you get that information.

Alderman Ament: It's in the minutes about three quarters of the way down it says; "Alderman Moore: If it were designated a trail, which we haven't determined yet, if it were to be cleared by the City it would be a minimal cost, we are talking about a few hundred dollars a year in addition. In a \$33 million dollar budget the cost is \$5,000 to \$15,000 a year for the entire city. We are talking about a few pennies for the people a year and that's just a scare tactic.

Mayor Chiovarero: That's how I remember it, I don't remember it being \$5,000 to \$15,000 for just this section that's why I asked you that. That's the cost for the entire City and you implied it was just for this project.

Alderman Ament: I apologize for that. I meant for the whole existing City now. As I said as we add to this and continue to add to this, that cost will keep going up. Somewhere along the line the City is going to have to say "no we can't put this on property taxes anymore, you people are going to have to maintain them".

JP Walker: One of the questions that was asked at the Privilege of the Floor was about documentation of opposition. If we do table this you would need to have that documentation in two weeks prior to the next Board of Public Works meeting which is the third Monday of February. By the end of the first week of February your documentation or petition would have to be submitted to my attention. The second issue had to do with the statement that the sidepath would go nowhere. It connects to the bike trails on Cold Spring Road. There would be the direct connection from Grange Avenue up to Cold Spring Road which is part of the continuation of segments to connect segments that are already there.

Alderman Ament: Made the motion to table until the next meeting.

JP Walker: 2nd the motion.

Mayor Chiovarero: Is there going to be any improvements over I-43?

Ron Schildt: The State is working on that right now. They have plans to re-do the bridges that section is left out of our part. They are doing a sidepath along the east side so once we get to the north edge of there it crosses over at the intersection, goes along the east side and then will continue that way until you get to Beloit Road.

Mayor Chiovero: The issue if I'm not mistaken is the fact that currently the City of Greenfield and Village of Hales Corners do not own the right-of-way along that path; there would have to be some right-of-way acquisition.

Ron Schildt: Both of them have to do a little bit of right-of-way acquisition. Hales Corners is in a little bit worse situation because they have very little right-of-way except where the road is that we can fit the road in. Greenfield actually has close to what we have which is 60' on their side of the section line. They have a couple of properties that they are acquiring that additional right-of-way also.

Mayor Chiovero: I just wanted to make sure that they don't have an opposition. I talked to the Mayor of Greenfield and he said there is no issue with the sidewalk on either side that he knows except that it is the right-of-way acquisition discussion. I understand people saying why does it have to be on the New Berlin side? We own the right-of-way, it was just a natural tendency to put it that way.

Ron Schildt: The area south of I-43 about roughly two-thirds of that is Hales Corners and they don't have the right-of-way on their side of roadway.

Alderman Ament: Just to let everyone know the next Board of Public Works meeting is on February 18th.

Alderman Moore: Is there any effect on the plan if we table this?

JP Walker: No, we are still waiting to hear if we are getting STP funding, which should be any day now. And that is for construction in 2010. We know there is a right-of-way acquisition phase for the other municipalities. I think we have two properties on Grange Avenue where some right-of-way acquisition has to occur. Tabling it for a month won't affect anything.

Alderman Moore: Procedurally I was wondering why we would want to table it when it's just an open item, it doesn't affect anything right?

JP Walker: The reason we are discussing it at the Board is to provide direction to our consultant as to what to include in the project and what not to include. We are debating the sidepath issue. We have to make the decision as a Board whether there is going to be a sidepath, where it's going to be located and give that direction to the consultant. We have made that decision, but there was a question at the last Board that had to be answered at this Board and we have heard from the residents from the area that there is opposition to it so the Board has to take it into consideration. We still have to make a motion to state our direction to the consultant, so that it's clear and understood as to what the consultant is supposed to include in the design and we haven't done that yet.

Alderman Moore: Between now and then you will form that motion?

JP Walker: Yes.

Upon voting the motion to table passed unanimously.

NEW BUSINESS

ITEM 01-08 Approval of the Minutes from the December 17, 2008 meeting.

Motion by Alderman Moore to approve the minutes.

Alderman Ament 2nd the motion.

Upon voting the motion passed unanimously.

ITEM 02-08**Award of Professional Services Contract for Consulting Services related to the Redesign of Coffee Road from National Avenue to Calhoun Road**

JP Walker: The requested action is to recommend to the Common Council the awarding of a Professional Services Contract to the lowest responsive, responsible consultant, Kapur & Associates, Inc. for consulting services related to the redesign of Coffee Road from National Avenue to Calhoun Road in the amount of \$191,373.79. The total Contract is not to exceed \$220,000.00 coming from design account 04251100 63017 C2008 and I so move.

Alderman Moore 2nd the motion.

JP Walker: As the Board members are aware staff has been working on the preliminary design of Coffee Road for two years now. We have completed that preliminary design and now we need assistance in taking that preliminary design to the final design in preparation of all the construction contract documents in accordance with all the State requirements. You may recall that Coffee Road is the 2nd project that we had applied for STP Grant Funds. To keep it eligible there are certain documents that have to be prepared and staff is not able to do that. These are environmental documents and design issues that the State needs to be able to review and approve as part of this funding for the construction project. We put out an RFP to solicit proposals from consultants and received four proposals with Kapur & Associates being the lowest bid. There was approximately a \$120,000 spread in the fees. We have reviewed the proposals in detail and we believe that the fee proposal that Kapur & Associates put forth meets the requirements that the City is looking for. Their project approach is part of the packet and is very detailed and will provide us with the results we are looking to keep this project eligible should it be chosen to be eligible for STP Grant Funds.

Alderman Ament: On the project approach information, I assume this is from the consultant. On page 4 at the bottom it says "pavement design". I assume that is supposed to say Calhoun Road rather than Lincoln Avenue?

JP Walker: It should be Coffee Road.

Alderman Moore: The composite scores and evaluations I just want to say that it's really a great system that you have to determine the qualifications of the teams and adding in the cost factors. My question is since there is somewhat significant difference between some of the staff members I just wondered if you had any concerns there is those differences?

JP Walker: Actually, no. The ranking by each staff member are relative to themselves. You can see that there is quite a difference in opinion as to how somebody ranks but they are all relative by that person. One person may naturally rank every consultant lower than the other and one may rank them higher. When you have five evaluators it all averages out. This is proven to be a very fair method of judging proposals. Feedback that we have received from various consultants says the same thing. They see this as the fairest evaluation that they see municipalities do. We believe it's broad enough to incorporate opinions of five separate individuals that have a vast background in different areas. We cover stormwater, we cover transportation, and we cover constructability, anything that would go into a construction project. We are able to really look at the proposals from a broad range of perspectives and we believe that it's a very fair way of evaluating proposals.

Alderman Moore: I agree and I also appreciate the fact that it's obvious that your department just doesn't have yes men on it that everybody feels free to give their own opinion.

Alderman Augustine: They talk about this as a preliminary design and that there would be two driving lanes with a raised median between National and Moorland. Are there not other types of designs that they are looking at besides this that even if we get STP Funds it would still be City funds that would be used for this?

JP Walker: Staff looked at design alternatives back when we started the design effort and through our discussions we looked at what is need to control traffic, especially between Moorland and National. That is where the road will be widened. West of Moorland is transitioning back down from the four lanes to two lanes. The work there is really more stormwater related type of issues. It isn't the consultant that is coming up with new alternatives; he is picking up where staff has left off on preliminary design.

Upon voting the motion passed unanimously.

ITEM 03-08 Reallocation of Funds from the Lincoln Avenue Design Account to the 170th Street improvements account.

JP Walker: The requested action is to request the Common Council to approve the transfer of \$97,400 of approved funds from the Lincoln Avenue Design Account 04251100 63014 C2007 to the 170th Street Improvements Account 04251100 63016 C2007 via Resolution 08-04 to cover the costs associated with completing roadway and shoulder improvements on 170th Street and I so move.

Alderman Moore 2nd the motion.

JP Walker: The Water Resources Management Utility budgeted for the construction of the Lincoln Avenue drainage easement improvements with a budget of \$460,000. The design associated with that budget called for stormwater improvements through what we called the Lincoln Avenue drainage easement. Going a little bit north on 170th street and then going east in the easement area to an easement along the railroad spur that is located east of the buildings that abut 170th Street on the east side. You have an aerial in your packet that shows that routing. We had solicited bids from contractors and were ready to start the project and then we got a denial from the Union Pacific Railroad company. They would not let us construct under their railroad spur. They said they would have to construct those improvements themselves and there would be substantial costs difference. We looked at an alternative route for routing the storm water and we came up with the route along 170th Street up to Rogers Drive and then east to cross under the same railroad spur in existing culvert pipes that are there. So on the aerial in your packet the blue route is the route that was actually constructed. The yellow and yellow dotted route were the proposed route and you can see there is a significant difference in the location but it gets to the same point on Rogers Drive. That is the key issue. That was the only alternative route that staff was able to come up with. Because of that alternative route concrete inverts were installed in the ditch along 170th Street and along Rogers Drive because of flat slopes in the ditch. By the time the ditch was constructed along 170th Street within 400 feet of Rogers Drive the ditch was quite deep. One of the design requirements we have for any ditch along the road is that you have 4:1 slopes, both on the fore slope and the back slope of the ditch. We did not have 4:1 slopes, it wasn't even close and we got complaints from the business owners, so our only alternative was to build concrete retaining walls on both sides of the invert and then backfill to create the 4:1 slopes. Those walls added the cost difference to the project. That's why we are asking for a reallocation of \$97,400 to complete this project. In working with our Accounting Department they said you cannot transfer CIP funds into the Water Resources Utility fund. So we actually decided to create a new CIP account and thus the name 170th Street Improvements. It's still part of the Lincoln Avenue drainage easement improvement project, but it's really a result of a need for safety to create those 4:1 side slopes to not have those steep drop offs to the ditch along 170th Street. There was also potential that the deep ditch would have serious implications on the existing shoulder on 170th Street. We were right in the middle of the concrete pour and could not stop it for safety issues obviously. So I'm asking for the reallocation of funds after the fact because the construction has already been done.

Alderman Ament: I appreciate that the City's quick response to the issue along Rogers Drive as far as those slopes could have been. Is it fact that the \$97,400 coming from the Lincoln Avenue Design will not have any negative impacts on the Lincoln Avenue design?

JP Walker: That is correct.

Alderman Moore: What direction is the flow?

JP Walker: Starting at Calhoun Road the storm water flows east, north on 170th Street, then goes east on Rogers Drive and then just as it crosses under the railroad tracks at Rogers Drive then it goes north up to a tributary to Deer Creek. It essentially flows northeast.

Alderman Moore: As I look at the aerial there is a tremendous amount of impervious surface with a very small amount of green space and because of that we have to deal with stormwater. In the future I know that other projects are taking green space into greater account. Would our ordinance allow this same lack of green space even in an industrial area?

JP Walker: You are asking a planning question. I believe right now the zoning code requires 30% green space on any new development. I would assume that if there are any requested changes to any existing property here in the industrial park all that would be taken into consideration as it is being reviewed as part of any application that would come before the Plan Commission. I think there also will be emphasis placed on what are some of the other alternatives, such as pervious asphalt replacing existing asphalt in attempt to achieve reduction in storm water flow. I think those things are things that the Plan Commission and I believe the Common Council are very interested in as well as staff, and those are things that we would certainly be asking for.

Alderman Moore: Is that a change from when this was developed.

JP Walker: This industrial park goes back to the 60's and 70's.

Alderman Moore: It becomes a great burden on the City in relation to handling storm water. It becomes a burden on these property owners because of the opportunity of flooding and it becomes a burden on the downstream property owners because all of this water has to be moved away from here. I'm glad that we are going to be doing better in the future.

JP Walker: I believe the businesses along the easement have already seen the improvements. A couple of weeks ago we had our first January thaw, the drainage way works really well. Tape Machinery was always getting flooded, they are going to see significant improvements with the spring thaws and spring rains.

Mayor Chiovero: This aerial is a little deceiving because it's all in grays. There are some properties that have a lot of green space but it looks like parking lot. That is looked at by the CDA when we go through improvements. There have been a lot of requests for additions that have been turned down or minimized because of the green space requirements. Obviously storm water is a huge issue in this area as well as the whole Industrial Park. To ease your concerns we look at the green space requirements and there may be some that throughout the years have exceeded the minimums but we work with those individuals as time goes on and try to correct it if we can.

Alderman Moore: I know that's why we are having to deal with storm water flow along Calhoun Road as we look at the reconstruction there. Would the deal with Union Pacific have been pipes directly under the rails themselves?

JP Walker: They would have crossed under the railroad spur from east to west and then the flow would have been routed along the railroad spur in an easement going north towards Rogers Drive.

Alderman Moore: I meant the north to south section, which would have been beside the rails not underneath? So it was just the crossing at the south end that they were concerned about?

JP Walker: There is significant piping that was required to be installed there.

Alderman Ament: If anybody is looking at this map where Calhoun Road is, it's identified as Lincoln Avenue, so perhaps that can be corrected.

Upon voting the motion passed unanimously.

Alderman Moore made the motion to adjourn.

Alderman Ament 2nd the motion.

Upon voting the motion to adjourn was passed unanimously.

The meeting was adjourned at 9:00 AM.