

Trustee Benkowski called the meeting to order at 1:30 p.m. in the Conference Room of the Village Hall, 5043 Chester Lane, Racine, Wisconsin.

Present were: Trustee Benkowski, and Trustee Stillman. Trustee Martin was also present.

Absent: None

Staff present: Village Administrator Tom Christensen and Public Works Director Tom Lazcano. Nancy Washburn and Ray Leffler from Newport Development were present as well.

### **1. Approval of minutes**

Motion by Trustee Stillman to approve the minutes from the November 14, 2018 meeting. Seconded by Trustee Benkowski. Motion carried unanimously.

### **2. Resolution 2019-04 – Resolution Approving Scope Of Work: Payne And Dolan Quarry Reclamation Bond Review**

Christensen explained that the Public Works Committee could give the approval since this has already been approved by the Village Board back when the Payne & Dolan expansion was approved. A Resolution was not necessary for this topic. Payne and Dolan are taking on the sole cost, and none will be taken on by the Village. Christensen is recommending approval as well as Attorney Pruitt.

Trustee Martin thought the reclamation bond needed to have Board approval and was concerned how this would be brought up again in the future if they did want to review the reclamation bond. Lazcano stated that they need to renew their blasting permit annually and the bond review could be brought up at that point if the Board wanted to review it in the future. It does not preclude the Village Board from having oversight.

Trustee Stillman motioned to approve the reclamation bond review. Seconded by Trustee Benkowski. Motion carried unanimously.

### **3. Nonstandard Roadway Typical Section For Briarwood Condominium Development – Nancy Washburn**

Nancy Washburn and Raymond Leffler were present. They approached the Public Works Committee last year regarding this development. Briarwood was preliminary platted in 2005-2006 and a private road was purposed to come off the public road. The Village does not have a private road Ordinance, but the roads within this establishment would be privately owned and maintained by the development (paving, curb and gutter repairs, plowing). The preliminary plat predates the last time we changed our Ordinance in which we stated there would be no more private roads.

Washburn spoke of some issues with the Tennis Club that resides next to the property. They had some storm water issues they wanted to mediate and were unable to get in contact with the Tennis Club owner. Alternatively, they've purchased the vacant land next to the Tennis Club so they could have control of the storm water and also the needed required capacity.

At the time of the last meeting, the Committee wanted to see an urban profile which is two – 18ft. lanes of asphalt. Lazcano provided some relief with the suggestion of going down from a 3 ft. back to back curb down to a 2½ ft. When the recommendation was laid out they faced issues with the setback requirements and pushed all the buildings to the lot lines and there was no room to build. They understand the concerns of fire apparatuses being able to fit. They continue to offer to manage traffic so that there is signage that allows for street parking on only one side of the road to leave enough room for local traffic or emergency vehicles. There are 30 units being built (15 buildings) so the traffic should be limited.

They've worked on the profiles discussed at the past meetings but were unsuccessful. Multiple renditions were submitted to Lazcano, the most recent version submitted creates a 27 ft. pavement cross section with the 2½ ft. vertical curb on each side. It leaves 22 ft. of asphalt and two – 11 ft. lanes which is the requirement for the Village's current rural road profile. This is not aesthetically pleasing and is crowded. There is a site plan they are prepared to take to the Plan Commission and the Board but need the Committee's support of this cross section. It is a curb and gutter cross section with storm sewer piping to the appropriate sized pond, leaving a nice distance behind and in front of the buildings.

Lazcano explained he shared the plan with the fire department and they would be okay with it as long as they have the 20 ft. of space to get through so the development could only have the one side parking as discussed. The vertical clearance is not an issue. Narrowing the road way is fine but the asphalt should retain its thickness. The typical section of the road way should be 6 in. of asphalt and 10 in. base. The support of this cross section is contingent on the thickness.

Motion by Trustee Stillman to forward the nonstandard roadway typical section for Briarwood Condominium Development site plan to the Plan Commission. Seconded by Trustee Benkowski. Motion carried unanimously.

#### **4. Adjournment**

Motion by Trustee Stillman to adjourn. Seconded by Trustee Benkowski. Motion carried unanimously. Meeting adjourned at 1:58 p.m.

Respectfully submitted,

Joslyn Hoeffert  
Deputy Village Clerk