

Trustee Trentadue called the meeting to order at 1:29 p.m. in the Conference Room of the Village Hall, 5043 Chester Lane, Racine, Wisconsin.

Present were: Trustee Benkowski and Trustee Trentadue

Staff present: Utility Director Anthony Bunkelman, Village Administrator Tom Christensen, Highway Superintendent Bill Jacoby, Public Works Director Tom Lazcano, Police Chief Dan Warren

1. Approval of minutes

Motion by Trustee Benkowski to approve the minutes from the September 13, 2017 meeting. Seconded by Trustee Trentadue. Motion carried unanimously.

2. Permission to operate and allow a portion of the bike course in the Real Racine International Triathlon on the streets of Caledonia

Real Racine reached out for permission to operate a portion of the bike course in the Real Racine International Triathlon that comes through Caledonia. They have not submitted all the necessary documents at this time. Trustee Benkowski thought we should hold over the discussion until all documents are submitted.

Motion by Trustee Benkowski to hold over item 2 regarding the bike course in the Real Racine International Triathlon. Seconded by Trustee Trentadue. Motioned carried unanimously.

3. Ragnar Relay Chicago 2018

Ragnar Relay is seeking permission to have a portion of their course run through Caledonia. Time and routes still need to be submitted, and this year is different to previous years as they will be riding from Chicago to Madison, opposed to Madison to Chicago. They returned their insurance certificate but need to submit the additional documents. Trustee Benkowski thought we should hold over the discussion until all documents are submitted.

Motion by Trustee Benkowski to hold over until we receive the required documents and to request the amount from Ragnar Relay Chicago 2018. Seconded by Trustee. Motioned carried unanimously.

4. Briarwood of Caledonia – Discussion and possible action pertaining to request for Private Streets

Bunkelman stated that Briarwood was preliminary platted in 2005-2006 and a private road was purposed to come off the public road. There would be a number of twindominiums that would sit on that private road. The preliminary plat predates the last time we changed our Ordinance in which we stated there would be no more private roads. In talking with the Fire Chief in regards to access and requirements for their fire apprentices, they would recommend the lanes to be extended to width dictated by the Ordinance which is 34-36 feet and they are currently at 30 feet.

Nancy Washburn on behalf of Ray Leffler gave some current background; they are interested in moving forward to push the twindominiums and the private road. The maintenance of the private road would be up to the Home Owners Association (HOA), and would pay for that maintenance through due collections and reserves. There's a notable change from the original approval in regards to storm water regulations

and the original projected size of the pond must be increased. In discussion with new site design and layout, Washburn stated that the owner wants to keep the road exactly how it is.

Bunkelman thought at minimum the road width would have to meet the Ordinance for Fire Department standards. As it sits today, Bunkelman wouldn't recommend the substandard width. Currently they're proposing 12.5 feet width lanes, and it dictates one side parking. There were areas where additional parking (additional parking pads) could be installed in order to reduce the issue with street parking (which is normally an issue with parties and not a daily issue). Day-to-day parking should allow two cars in the driveway, the setback is really the driveway length (25 feet from the back of curb). Washburn stated the owner felt he could technically move this forward as it has already been approved but acknowledges the changes in Ordinance which is why we're here. Christensen was concerned about fire service and stated Chief Roeder would like to see the private road adhere to the formal Ordinance.

If it has the width recommended in the Ordinance, and if approved by this committee than it could move forward as a private road, which would be added to the definition of the PUD. Lazcano suggested with the width being 36, and asked about the curb and gutter width and if they could narrow the curb and keep the lanes the same. Instead of using 30" they could use 18" and would gain a foot either way while maintaining the lane width that is being requested by the Fire Department. It would go from 36 to 34 feet.

Washburn felt it was a small development, 30 small units and 100 car trips a day coming out of a subdivision is a minimal impact. She also felt that if they would stay at 30-32 the fire trucks would still be able to fit. Trustee Benkowski felt that this boiled down to a safety issue, if there were a catastrophic event the city would be responsible for allowing the development to go forward. Trustee Benkowski also felt there needed to be more parking pads. Condo sites typically have one side parking, and this currently has curb and gutter which helps widen the street (they spoke of reducing that to widen the lanes). Lazcano said the road width is an issue, with the modified curb it would have an additional 4 feet which is a better give for parking. Curb would be 18" instead of 30", which would give more room for street parking

Motion by Trustee Benkowski to modify the curb to 18" instead of 30" to allow for additional parking space and a wider road in Briarwood of Caledonia. Seconded by Trustee Trentadue. Motioned carried unanimously.

5. Auburn Hills Temporary Turnaround Tee

Lazcano spoke on the Auburn Hills temporary turn around tee. This was a subdivision that was approved prior to the recession in 2007, and was put on hold as a result. They've brought this back, and understand they have to meet the Village's current requirements. The turnaround tee would potentially go into the building pad, and the lot would be adjusted and smaller. They are seeking to have a go around without having to cut into the pad. The DPW have checked out the property and thought their trucks fit fine, but the hydrants' would need to be moved 25' west of the original design location. They have requested it be constructed with grave/stone opposed to asphalt, because that gives lot 73 more room to adjust the grade. The high side of the driveway would be gravel; typically a driveway could not go into "tees", so the grade would be on the low side. The driveway would have to stay out of the easement and must be graveled all the way to the solid line.

Motion by Trustee Benkowski to approve the modified tee turn per the attachment of the memorandum to Auburn Hills Temporary Turnaround Tee. Seconded by Trustee Trentadue. Motioned carried unanimously.

6. Adjournment

Motion by Trustee Benkowski to adjourn. Seconded by Trustee Trentadue. Motion carried unanimously. Meeting adjourned at 2:10 p.m.

Respectfully submitted,

Joslyn Hoeffert
Deputy Village Clerk