

**NEW BERLIN COMMUNITY DEVELOPMENT AUTHORITY
MINUTES
March 9, 2006**

The Community Development Authority meeting was called to order by Mayor Chiovatero at 7:30 A.M.

In attendance was Mayor Chiovatero, Doug Barnes, Donald Vaclav, John Fillar, Jeff Seidl, Alderman Ken Harenda, and Alderman Thomas Augustine. Also present was Greg Kessler, Director of Community Development; Nikki Jones, Planning Services Manager; J.P. Walker, City Engineer; Ron Schildt, Transportation Engineer; Eric Nitschke, Storm Water Engineer; and Mark Blum, City Attorney.

Motion by Mr. Vaclav to approve the February 9, 2006 CDA minutes. Seconded by Mr. Barnes. Motion carried unanimously.

COMMUNITY DEVELOPMENT AUTHORITY SECRETARY'S REPORT

Mr. Eberle from Ruckert/Mielke was present in the audience and would be available after the meeting to answer any questions regarding the Mill Valley Redevelopment Plan. On March 10, 2006 at 1:30 the joint meeting is scheduled between New Berlin and Muskego City officials. The Ruckert/Mielke contract is on the Common Council agenda for March 14, 2006.

NEW BUSINESS

1. Special Presentation: Calhoun Road Reconstruction

Ron Schildt, Transportation Engineer gave a power point presentation and summarized each page of the Calhoun Road Reconstruction STP-M Grant Status & Project Progress Report.

Greg Kessler, Director of Community Development explained that since CDA is involved with the redevelopment of the Industrial Park, the Water Resources Utility Committee and the Board of Public Works Committee are looking for a recommendation from the CDA.

Mr. Kessler explained the grant funding process. He emphasized the importance of staying on schedule with the Calhoun Road reconstruction project. We have a timetable for storm water quality regulations to be met. Going ahead with Calhoun Road would enable using STP funding for smaller projects.

Eric Nitschke, Storm Water Engineer detailed how storm water design ties in with the reconstruction of Calhoun Road. Storm water management interrelates with the Industrial Park through financial and regulatory aspects, storm water conveyance, flooding, and actual roadway reconstruction. The storm water management plan works upstream to downstream and must start on the upstream end which is Calhoun Road.

The meeting was opened up for comments and discussion from CDA members.

Mr. Fillar questioned what impact Calhoun Road has on the Industrial Park and felt CDA involvement is minimal.

Mr. Schildt said that even if the Industrial Park was not there, from a traffic, safety, etc standpoint, capacity improvements would be needed. He explained how the long-term use of Calhoun Road interrelates with the Industrial Park.

Alderman Augustine – What other sources of funding is there other than STP?

Mr. Schildt – STP is the largest source of grant money available to us, and really the only one possible for a big project like Calhoun Road. There is HEF Funds (Hazard Elimination Funds) which

could possibly be used for the intersection. This one is broken down into small projects, and a need has to be shown that the intersection of Calhoun and Cleveland would be eligible. It is done by ranking for a benefit cost ratio based on how many crashes can be reduced based on what improvements can be done. The amount of funding is not a lot.

There is also CEMAQ Funds (Conjestion Mitigation and Air Quality). We have applied for this before for the Industrial Park for doing trails. Again, it is limited funding.

Another source of grant money is LRIP (Local Road Improvement Program). This is \$100,000.00 with a 50/50 match.

Mr. Barnes – What consequences would there be if the 2013 standards are not met?

Mr. Nitschke – I am not sure, but I do know that the DNR is capable of pulling our discharge permit. There may also be fines involved.

City Attorney Blum – This Attorney General is aggressive in this respect to public nuisance type claims, so it would not be out of the realm of possibility that if we don't meet those requirements, our permit would get revoked. It would not surprise me to see that kind of action taken in that context.

Mr. Fillar - Does the \$10.2 million for Calhoun Road include all the storm water work?

Mr. Schildt – Yes, that does have all the improvements we need along the Calhoun Road.

Mr. Fillar – Would that imply that the money we reviewed here for the infrastructure improvements in the park itself, include storm water work too? So this would be an entire package? If we were to add the money for the industrial park onto Calhoun, it would complete the package for roads and storm water? I'm talking about the \$16million that has been allocated in the Industrial Park for infrastructure improvements.

Mr. Barnes – The \$16 million had storm water management but not storm water quality. So, with the four major roads, there is at least another \$2.8million to be added on.

Mr. Fillar – So what is roughly the bottom line for the whole ball of wax for the Industrial Park, road improvements, and storm water, plus Calhoun?

Mr. Barnes – That depends on how far out we would go with Industrial Park plans. The plan shows a ten year option, a fifteen year option, and a 20 year option. It goes anywhere from \$16 million to \$21 or \$22 million.

Mr. Fillar – So, it would be roughly \$30 million?

Mr. Schildt – That would be just for the Industrial Park. There would be other CIP Projects, like Calhoun.

Mr. Fillar – I thought it would be about \$20 million for the Industrial Park and about \$10 million for Calhoun if we did it all at once.

Mr. Schildt – Then another \$8 million for storm water improvements.

Mr. Fillar – So, we are looking at close to \$40 million. This is a pretty significant hit to all of us who live here and have businesses here in terms of taxes. One recommendation I have is as part of this study, we do some tax impact analysis.

Mr. Kessler – We are doing that right now. We are looking into a Long Term Financial Strategic Plan for the City.

Mr. Barnes – We are pushing a lot of traffic and conjestion onto Moorland Road based on the fact of what Calhoun cannot handle right now. We are starting to see more and more truck traffic on

Moorland Road. The Calhoun Road reconstruction will lessen the impact on Moorland Road.

Mayor Chiovarero – I agree that Moorland Road takes a hit for a lot of heavy traffic. We have to be aware that the County is looking at another interchange and Calhoun Road will become a major thoroughfare.

Mr. Fillar – Are we looking for improvements to the intersection between the major east/west roads and Moorland Road? Can the improvement of Moorland Road be included?

Mr. Schildt – That is the County's project, and they are basically putting the intersections back as they are.

Mr. Fillar – Can we integrate what we are doing with what they are doing?

Mr. Schildt – At this point, no. They are starting this summer. They are doing a rehab project to keep the road functioning as it is now.

Mr. Fillar – Truck traffic coming off the freeways and going to the Industrial Park would be entering off of Moorland, and it seems like we should place some emphasis on fixing up those intersections because they are tight.

Mr. Schildt – The County has indicated they are too far along in their design.

Mayor Chiovarero – Cleveland Avenue is a County road also and they have some plans to do some improvements such as widening it between Moorland Rd. and Calhoun Rd. We were hoping that once we go ahead with the Calhoun Rd. project, they would possibly help us with the intersection of Cleveland Ave. and Calhoun Rd. I think that they are going to put up new lights and signal design. We need to keep in contact with our County Supervisor.

Mayor Chiovarero addressed the committee members and asked them to please consider that the staff is looking for support and ideas for a plan that is workable for staff as well as taxpayers.

Mr. Kessler – This will be on the next CDA agenda to determine our report back to the Board of Public Works.

2. New Berlin Industrial Park Implementation Discussion (PG-951)

Alderman Harenda – I have talked to the Mayor about grant funding or the possibility of doing some additional study work on the New Berlin Industrial Park Implementation Plan. From the financial aspect, not for infrastructure, but looking at different alternatives for incentives for businesses to upgrade their facilities, renovate their facades, maintain or keep the businesses we have as well as bring new businesses into the Community. I had talked to Mr. Kessler who said there is funding through the County sometimes for this. I feel we should look into this.

Mr. Kessler – One of the primary funding sources that we have been successful with is the Waukesha County Community Development Block Grant Program. We just recently received the paperwork for the next funding cycle, so we can prepare a proposal and bring it to you.

Mayor Chiovarero – I have passed out a copy of the 2007 Federal anticipated budget. They are taking \$1 Billion out of block grants. That will trickle down to us. Unfortunately, the local funds are disappearing.

Mr. Kessler – I have approached some brokers who are active within the Industrial Park. They seem to be very excited about this whole process and initiative that we have done. They have identified some opportunities for us to review. They have not brought anything forward for me to share with you.

Mayor Chiovero – I have also seen a lot of positive reactions to our plans and to the future of the Park.

COMMUNICATION

3. Communication To: CDA Members
 Communication From: Greg Kessler, Director of Community Development
 RE: Transcript of Proceedings - \$1,898,000 Community Development Authority of the City of New Berlin, Wisconsin Housing Refunding Revenue Bond Series 2005 (Apple Glen Project)

Mr. Kessler announced that the final transcript for the proceedings for the Apple Glen refinancing are available in the Dept. of Community Development office.

A sample of the Industrial Park street signage was presented.

ADJOURNMENT

Motion by Mr. Barnes to adjourn the CDA meeting at 8:55 A.M. Seconded by Alderman Harenda. Motion carried unanimously.