



MEMO

"...meeting community needs...enhancing quality of life."

TO: Finance Committee

FROM: Paula Vandehey, Director of Public Works *PAV*

DATE: June 12, 2013

SUBJECT: Resolution #15-R-13 regarding special assessments for Mason Street.

Resolution #15-R-13/Spears – "Whereas the City of Appleton has breached its promise to the citizens who own property on Mason Street that was reconstructed in 2004, Therefore, be it resolved that assessment that was paid be returned to the current property owner."

In June, 2004 the City Council approved narrowing a section of Mason Street from 40 feet to 37 feet, with no proposed parking restrictions at that time. However, staff does not believe that a "promise was breached" as the Common Council cannot bind future Council actions.

In 2006, this section of Mason Street was reconstructed and then assessed according to the City's Assessment Policy. Because R1 and R2 zoned properties are assessed at a maximum 33-foot width, the assessments for these Mason Street properties would not have changed regardless if the street was reconstructed at 37 or 40-foot width. The Assessment Policy only assesses for on-street parking where "*the requesting property owner, where permitted, shall pay for indented parking.*" The property owners along this section of Mason Street were not assessed for on-street parking, nor promised on-street parking forever into the future. They were assessed \$33.10 per front foot R1 assessment.

Examples of streets that have been assessed and parking was removed as part of the project, include:

1997 – E. Calumet Street (Jefferson to Telulah) = \$37.20 per front foot R1 assessment
1998 – N. Meade Street (Wisconsin to Northland) = \$33.90 per front foot R1 assessment
2005 – N. Drew Street (College to Wisconsin) = \$31.80 per front foot R1 assessment
2009 – E. College Avenue (Walter to Matthias) = \$35.50 per front foot R1 assessment

MINUTES
MUNICIPAL SERVICES COMMITTEE MEETING
May 11, 2004
Committee Room "A"
City Hall

Members Present:

Chairperson Brooker, Alderperson Defferding, Alderperson Jozwiak, Alderperson Konetzke, Alderperson Thompson

Members Excused:

Meeting Called to Order:

The meeting was called to order at 5:02 p.m.

Approval of minutes from the meeting of April 27, 2004. *Motion to approve by Thompson, second by Konetzke. (4-0-1/Defferding)*

APPEARANCES

Director Paula Vandehey	-	Director of Public Works, City of Appleton
Mark Lahay	-	Department of Public Works, City of Appleton
Pete Emerson	-	1231 W. Parkway Blvd.
Robert Beard	-	1711 N. Mason Street
Brenda Swain	-	1231 W. Parkway Blvd.
Rosemary DeBruin	-	325 S. Weimar Street
Rob McDonough	-	Appleton East High School
Shannon Kenevan	-	Harmony Café
Alderperson Jerry Hiler	-	City of Appleton
Alderperson Walter Kalata	-	City of Appleton
Todd Freeman	-	City of Appleton Police Department
Jennifer Allyn	-	ADI

ACTION ITEMS

1. The request from Appleton East Post Graduation Party Co-Chairs, Rob and Cyndie McDonough, to allow graduates to park for free in the Washington Street Ramp on June 3, 2004 from 9:00 p.m. to 3:00 a.m.

Rob McDonough appeared before the committee requesting free parking for the after graduation party being held at Park Central. Parking has already been an issue. They have received contributions from numerous businesses but they have been cut back. Due to economic conditions, the total contributions are down about \$200.

Alderperson Brooker - Does the post graduation committee pay for the entire event? (Rob McDonough – The students don't pay anything for the event which is drug and alcohol free).

The Avenue Ramp, which is only one block away, is free after 9:00 p.m. It is not as convenient, but it's an option.

Motion by Konetzke to approve. Fails due to a lack of a second.

Aldersperson Jozwiak – Seeing that students and parents spend an outrageous amount for prom they can spend \$1.00. Considering that the event is totally free, they can afford it. They do have a cost effective option only a block away.

Aldersperson Thompson – We can't make exceptions. We have to take in consideration that other groups/entities pay to use the ramps. They can pay .25¢ for 35 minutes in the Avenue Ramp.

Motion to deny by Thompson, second by Jozwiak. (5-0)

2. The request from Hoffman LLC for a street occupancy permit to place a construction trailer on the north side of Johnston Street from May 2004 through January 2005.

Motion to approve by Konetzke, second by Brooker. (5-0)

3. The request from Community Gardens Program for a permanent street occupancy permit to place two (2) planters adjacent to Fox Cities Rotary Multicultural Center, 128 City Center Street, be approved contingent upon a maximum 2-foot width into the street right-of-way.

Motion to approve by Konetzke, second by Brooker. (5-0)

4. The Intermunicipal Agreement with the City of Menasha and Town of Harrison for resurfacing of Manitowoc Road from Plank Road to Lake Park Road.

Motion to approve by Konetzke, second by Brooker. (5-0)

5. Contract for Structural Conditional Analysis of the City Center Parking Ramp be awarded to Graef, Anhalt, Schloemer & Associates in the amount of \$17,500 with a contingency of \$1,500.

Motion to approve by Konetzke, second by Brooker. (5-0)

6. The request from Crystal & Arturo Aguirre for a second driveway opening to their property at 1115 West Lawrence Street.

Motion to deny by Konetzke, second by Brooker. (5-0)

7. Award 2004 Traffic Signal Preventative Maintenance Contract to TAPCO in an amount not to exceed \$7,650.

Motion to approve by Konetzke, second by Brooker. (5-0)

(Aldersperson Defferding is excused).

- FOR INFORMATION ONLY -

1. Public Hearing for the design of the following streets in the 2005 Street Reconstruction Program:
 - a. Mason Street from Wisconsin Avenue to Lindbergh Street.
 - b. Weimar Street from John Street to Newberry Street.

Mark Lahay gave a brief overview of the project.

Mason Street

Pete Emerson – There is no reason to believe that traffic will decrease. A new subdivision is going up by Capitol Drive, which will only increase traffic. Safety should be considered regarding bicyclists. It will be less safe with a narrower street.

Robert Beard – With apartment buildings on Mason Street, a lot of visitors park on the street. If you have a narrower street, they will have nowhere to park. Traffic moves very fast on Mason Street.

There are no stoplights on Mason between Wisconsin Avenue and Northland Avenue. Maybe people use Mason Street instead of Richmond Street. There is also an elementary school 1 block off of Mason Street. Safety is a big issue.

Alderson Brooker - A narrower street tends to help speed go down. Bikers under 12 years old are encouraged to ride on the sidewalk.

Brenda Swain – What about the adults on bikes in the street? It would be very unsafe with a narrower street. Motorist don't look out for the bicyclist.

Alderson Konetzke – It's easier to keep things than to take away from the citizens. In this case, we are used to having the street being 40' wide. It may not be the wisest thing to try to get back the 3' in the future.

Weimar Street

Rosemary DeBruin – There is currently no parking problem on Weimar north of College Avenue. Not in favor of losing any trees. Would be in favor of narrowing the street to save the trees. Why remove the parking? (Mark Lahay – It is City Policy that any street less than 28' wide requires that parking only be allowed on one side).

Alderson Brooker - If the east side is narrowed by 1', 17 trees can be saved. Consider saving majority of trees.

Alderson Defferding - Is it possible to split Weimar Street into 2 projects south of College be addressed because of traffic and parking concerns? (Mark Lahay – that could be looked at).

Alderson Jozwiak – Currently there is parking on both sides even though the current width is 27'. Is the street grandfathered or an exception? There is no way to keep parking on both sides per "City Policy". (Director Vandehey - We usually catch up on these streets when we receive a complaint from

a citizen or during the street reconstruction process).

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2. R/B (02/04/04)/Spang - The request from Victoria's Restaurant to convert a metered 2-hour parking stall into a 15-minute loading zone.

Jennifer Allyn – She would like to talk with Chris Victoria regarding valet service in this area.

Aldersperson Brooker - Right across the street by PAC after 5:00 p.m. they can use loading zone by the PAC.

Motion to hold until May 25, 2004 by Thompson, second by Jozwiak. (4-0)

3. #17-R-04/Kalata – “Whereas; As the result of the recent referendum election held in the City of Appleton, voters determined the College Avenue Bridge should be rebuilt to a four lane configuration and that, such construction is expected to begin in 2008.

And, Whereas; The election did not speak to or suggest ownership of the bridge structure.

Therefore, Be it Resolved that:

The Appleton City Council initiate a dialogue either as a committee of the whole or, through an appropriate City Council committee, to determine who should hold title to the bridge, the City of Appleton, or the State of Wisconsin.

And that, any decision be made before engineering and other studies which will lead to construction.”

Aldersperson Kalata – The decision of ownership of the bridge should be decided solely by Council. Make a decision before anything else.

Aldersperson Brooker – The design of the bridge should taken care of first.

Director Vandehey - The ownership issue will be coming forward to this committee and council. The Mayor and herself have meet with WDOT. There are a number of issues and questions that we would like answered in writing before bringing making any decision.

Aldersperson Thompson – The referendum spoke for itself. The people of Appleton have spoken. Now its up to the Council. He feels that it would be a significant error for this committee to do anything at all regarding the last paragraph. Not to do anything regarding construction would be a very bad move. Neighbors should have input on the decision. Who is going to own the bridge? He is not convinced at this time. There should not be any pressure on the committee.

Aldersperson Defferding – He is concerned about ownership. In terms of developing engineering and design studies and coming up with a final plan, we may be able to bargain with the state on an acceptable ownership plan. We may buy our ownership over a period of years rather than having it thrown at us at once. We may be able to exercise some financial leverage in that respect. Maybe not. He would like that open as a possibility.

Aldersperson Brooker - Our bargaining chip is ownership. The design is the most important part first. Have a design before working on ownership.

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Aldersperson Konezke - What is the appropriate Council Committee? We already have staff, Mayor and city officials that have a dialogue with the WDOT. Wait until we have all the information. Let them come back to us.

Aldersperson Jozwiak – She is not convinced that Walter’s resolution is the starting point. Leave staff to decide.

Motion to refer to staff by Brooker, second by Konezke. (5-0)

4. The request from Outagamie County for the City of Appleton to officially endorse a 45 mph speed limit on CTH “OO” between USH 41 and Mason Street.

Motion to hold until first meeting in June by Thompson, second by Konezke. (5-0)

5. The request from Harmony Café for a street occupancy permit to place table and chairs at 124 North Oneida Street.

Motion to deny by Konezke, second by Jozwiak.

Director Vandehey - The reason for the denial is that she feels that there is not adequate space on that street to place tables and chairs like College Avenue where there is the beautification strip.

Shannon Kenevan – What is the width of the sidewalk? (Director Vandehey – a minimum sidewalk width is 5’. Typically in the downtown area we are looking for wider. Once you have tables and chairs, 3’-4’ is taken up. The sidewalk in this area is 8 ½’ wide).

Director Vandehey - Typically a sandwich board sign takes up 2’ which leaves only 4 ½’ assuming that people are going to keep their chairs parallel to the street. It seems like in this particular area it might be too narrow.

Aldersperson Defferding - Downtown is growing and becoming more vital. Rather than discouraging people, we should be encouraging. Traffic is low in this area. Could we possibly issue a temporary permit to see if it would work? (all permits are temporary) This would be positive.

Shannon Kenevan - The tables and chairs can be parallel to the street. We could purchase 24” tables for this area and not have the chairs move. We also could place a sign on the table to not move the tables and chairs. With the Cultural Center opened next door, it would be nice to have everyone involved.

Aldersperson Thompson – He does have an issue with the size and placement of the table and chairs. On College Avenue where tables and chairs are, there is a distance between the curb and the location of the tables and chairs. Parking is allowed by the curb at this location. If there is a gathering of individuals at this location, this is a safety responsibility.

Aldersperson Konezke – Who monitors whether this would be working on a trial basis? (Director Vandehey – we would receive feedback by many people observing this if it is not working).

Aldersperson Brooker suggested that the item be held until the area can be looked at. Bring back a plan.

Director Vandehey – There has to be 5’ of clearance for a clear zone. You need 2’ of clearance for car doors.

Aldersperson Hiler suggested denying this request because of not having adequate room for placement of the tables and chairs plus having planters. A 90-day trial period is not a good idea. There simply is not enough room.

Jennifer Allyn – The planters are not in the sidewalk. There are right next to the building.

Motion to hold until May 25, 2004 by Defferding, second by Thompson. (5-0)

6. The request from Harmony Café for a street occupancy permit to place sandwich board sign at 124 North Oneida Street be approved with hours of operation restricted to 8:00 a.m. to 8:00 p.m. contingent upon meeting all conditions stated in the Sign Code.

Motion to hold until May 25, 2004 by Defferding, second by Thompson. (5-0)

7. Request creation of a late-night taxi stand area on the 400 block of W. College Avenue.
(90-day trial period)

Officer Todd Freeman – This would be a minimum change to the parking ordinance. This area is used now for a 5 minute loading zone from 5:00 p.m. to 2:00 a.m. We would like to have a taxi only area from 11:00 p.m. to 3:00 a.m.

The Paper Valley and Copper Leaf Hotel don’t like having taxis by their businesses. They are in favor of having the taxis by the PAC. PAC has also given their approval of the concept.

This would be a good well lit location for the taxis.

Aldersperson Brooker - The fact that it would be until 3:00 a.m. The ordinance states until 2:00 a.m. for on-street parking. The ordinance would be have to be looked at by the Attorney’s Office.

Aldersperson Konetzke – Aren’t we moving the problem customers from one location to another? What about any damage to the marquee by the PAC?

Officer Freeman - The District Captain is working with DPW and the attorney’s office about more frequent street cleanings particularly in this area. It is up to the Police Department to patrol this area more frequently. At this time, we would like to have the 90-day trial period to see how it work.

Motion to approve 90-day trial by Thompson, second by Jozwiak. (4-0)

8. Commercial Recycling Monthly Report.
9. Parking Utility Monthly Report.
(Attachment to the Municipal Services Report)
10. Director’s Report.

- ITEMS PENDING -

1. #10-R-04/Brooker, Nagler, Eng – “Resolved, that since there was confusion surrounding the 5 p.m. to 9 p.m. parking enforcement ordinance which resulted in ticketed individuals receiving an opportunity to request a refund on their tickets, and similar refunds were not available for those that followed the ordinance by plugging parking meters

Be it resolved, as a goodwill gesture to those that paid and to encourage use of our parking ramps, that the City include a One Dollar paper parking token in the next two issues of AppleSource.”

Refer to staff.

Motion to adjourn at 6:24 p.m. by Thompson, second by Brooker. (4-0)

MINUTES
MUNICIPAL SERVICES COMMITTEE MEETING
May 25, 2004
Committee Room "A"
City Hall

Members Present:

Chairperson Brooker, Alderperson Jozwiak, Alderperson Konetzke, Alderperson Thompson

Members Excused:

Alderperson Defferding

Meeting Called to Order:

The meeting was called to order at 5:00 p.m.

Approval of minutes from the meeting of May 11, 2004. *Motion to approve by Thompson, second by Konetzke.*
(4-0)

APPEARANCES

Director Paula Vandehey	-	Director of Public Works, City of Appleton
Eric Lom	-	City of Appleton Traffic Engineer
Pete Emerson	-	1231 W. Parkway Blvd.
Robert Beard	-	1711 N. Mason Street
Mark Lahay	-	Department of Public Works, City of Appleton
Ellen Totzke	-	City of Appleton, Assistant City Attorney
Rosemary DeBruin	-	325 S. Weimar Street

ACTION ITEMS

1. Mason Street from Wisconsin Avenue to Lindbergh Street be reconstructed with concrete pavement to a width of 37' from back of curb to back of curb. This is approximately 3' narrower than the existing street. Except that from Wisconsin Avenue to approximately 200' north of Wisconsin Avenue and from approximately 300' south of Glendale Avenue to 300' north of Glendale Avenue, Mason Street shall be 40' wide from back of curb to back of curb.

Motion to approve by Thompson, second by Konetzke.

Pete Emerson – This street has too much traffic to be reconstructed to 37'. With a new subdivision going up by Capitol and Mason Street, the traffic will only increase.

Robert Beard – More vehicles use this street than Richmond Street because of all the traffic lights. There is a school nearby and many bicyclists use this street. Traffic is only going to go up not down.

Alderperson Brooker - What is the assessment cost comparing 37' vs. 40'? The residents are only assessed up to 33'. If 3' were added to Mason Street, the general taxpayer would pay for the extra 7'. Would you as a property owner, be willing to pay the extra footage? (Peter Emerson - for the difference in price, he would be willing to pay for the extra width).

Director Vandehey – There are other 37' wide streets that are collector or main arterial streets in the city.

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MAY 25, 2004

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Mark Lahay – The total construction cost would be a difference around \$50,000. The assessment rate is \$7.57 per front foot more.

Aldersperson Konetzke – He assumed that the cost breakdown would have been in the packet. In the future he is requesting that the information be provided in the packets.

We already have the street at the current wide. He doesn't want someone to come back in the near future and request that the street be widened because it is too narrower and they want the 3' back.

Director Vandehey - A narrower street is traffic calming. In reverse, you are giving more space so that drivers feel that they can just race down the street if it is wider. You are giving people more comfort to drive down it faster. You aren't giving any more capacity.

Eric Lom - If at some point, the traffic volumes increase to some point that was creating a particular safety problem, this committee would always have the authority to take parking off of one side the street. Looking at some of the existing streets that we have carry even as much if not more traffic at 37' with parking on both sides, there is a direct correlation.

Aldersperson Thompson – Seymour Street is 37'. He travels this street many times a day without having a problem.

With a subdivision being constructed by Capitol & Mason Street, this is in Grand Chute. Beyond Capitol Drive there is nothing there. Hwy 41 is a buffer that can be used. There are also other alternative routes to take.

He is not ready to spend the additional taxpayers money to widen the street. It is overkill.

If needed, we can take parking off of one side if it becomes an issue down the road. We should do the job adequately and at a reasonable cost to the taxpayers.

Aldersperson Konetzke – Motion to amend to reconstruct Mason Street to 40' for the entire project.

Alderson Brooker - Can the amendment be made contingent upon a change in the Assessment Policy? (Attorney Ellen Totzke – That is a separate issue.) Motion fails for a lack of a second.

Aldersperson Jozwiak – She has traveled Glendale to get a feel for the width of the street. She felt very confident traveling on this street. There are other alternatives with parking for traffic flow.

Motion to approve by Thompson, second by Konetzke. (3-1/Konetzke)

2. Weimar Street from John Street to College Avenue be reconstructed with asphalt pavement and curb and gutter to a width of 27' from back of curb to back of curb. This is the same width as the existing street.

Weimar Street from College Avenue to Newberry Street be reconstructed with asphalt pavement and curb and gutter to a width of 26' from back of curb to back of curb. This is one foot narrower than the existing street. In this section, the west curb would be built in the same location as the existing curb and the east curb would be built one foot west of its existing location.

Motion to approve by Konetzke, second by Thompson.

Alderson Brooker – This is the plan that would save 18 trees.

Mark Lahay – Currently the trees south of College and John Street all would be removed if proposed to keep the street the same width. The trees north of College Avenue would be saved.

Alderson Brooker - How many trees would be gone on Weimar Street between John Street and College Avenue? (Mark Lahay - 12 trees would be removed due to 27' wide. 9 trees north of College Avenue would be saved. If the street were narrowed to 26' the entire length of the project, all but 2 trees would be saved. The majority of the questionnaire that were received we in favor of keeping the street the same width or widen it to save parking).

Director Vandehey – The action item should be amended to include that parking be restricted to one side of the street. The narrow parking policy states that once the street is less than 28' wide, parking is only allowed on one side of the street.

Mark Lahay – That would be the east curb line that moves 1' to the west the entire project.

Alderson Jozwiak motion to amend to restrict parking on one-side of the street and be constructed to 26' wide for the entire length of the project and the east curb line will be moved 1' to the west for the entire project, second by Thompson. (4-0).

3. R/B (02/04/04)/Spang - The request from Victoria's Restaurant to convert a metered 2-hour parking stall into a 15-minute loading zone.

Alderson Brooker - The request was made to have customers come in to pick-up their food. Right across the street there is a 5-minute loading zone by the PAC that they can use.

Motion to deny by Konetzke, second by Thompson. (4-0)

4. The request from Harmony Café for a street occupancy permit to place sandwich board sign at 124 North Oneida Street be approved with hours of operation restricted to 8:00 a.m. to 8:00 p.m. contingent upon meeting all conditions stated in the Sign Code.

Motion to approve by Thompson, second by Konetzke. (4-0)

5. The request from Sign Works for a permanent street occupancy permit to install architectural molding at 529 West College Avenue be approved with a minimum clearance of 8 feet.

Motion to approve by Thompson, second by Konetzke. (4-0)

6. Award of 2004 Pavement Marking Contract to Century Fence Company in an amount not to exceed \$38,000.

Motion to approve by Jozwiak, second by Konetzke. (4-0)

7. Request to vacate a portion of Ballard Road south of Hammond Avenue.

Motion to approve by Jozwiak, second by Konetzke. (4-0)

June 2, 2004

CHAIRMAN ALDERPERSON BROOKER

- FOR INFORMATION ONLY -

1. The request from Harmony Café for a street occupancy permit to place table and chairs at 124 North Oneida Street.

Request was withdrawn by Harmony Café.

2. Request from a property owner to remove existing sidewalk at 1713, 1719, 1727 and 1813 South Perkins Street.

Request was withdrawn by the property owner.

3. Approve parking changes adjacent to Lincoln Elementary School.
(60-day trial period starting September 1, 2004)

Alderson Brooker expressed his concern about the parking changes being school and parent friendly.

Eric Lom – He has had discussions with the principal at Lincoln School to give parents some options in regards to parking. This is south of the playground.

Motion to approve 60-day trial period effective September 1, 2004 by Thompson, second by Jozwiak. (4-0)

4. Inspection Division Monthly Comparison Report.
5. Director's Report.

- ITEMS PENDING -

1. #10-R-04/Brooker, Nagler, Eng – “Resolved, that since there was confusion surrounding the 5 p.m. to 9 p.m. parking enforcement ordinance which resulted in ticketed individuals receiving an opportunity to request a refund on their tickets, and similar refunds were not available for those that followed the ordinance by plugging parking meters

Be it resolved, as a goodwill gesture to those that paid and to encourage use of our parking ramps, that the City include a One Dollar paper parking token in the next two issues of AppleSource.”

Refer to staff.

2. #17-R-04/Kalata – “Whereas; As the result of the recent referendum election held in the City of Appleton, voters determined the College Avenue Bridge should be rebuilt to a four lane configuration and that, such construction is expected to begin in 2008.

And, Whereas; The election did not speak to or suggest ownership of the bridge structure.

Therefore, Be it Resolved that:

The Appleton City Council initiate a dialogue either as a committee of the whole or, through an appropriate City Council committee, to determine who should hold title to the bridge, the City of Appleton, or the State of Wisconsin.

Refer to staff.

3. The request from Outagamie County for the City of Appleton to officially endorse a 45 mph speed limit on CTH “OO” between USH 41 and Mason Street.

Hold until June 8, 2004 meeting.

4. Request creation of a late-night taxi stand area on the 400 block of W. College Avenue. (90-day trial period – August 10, 2004)

Motion to adjourn at 5:52 p.m. by Thompson, second by Jozwiak. (4-0)

Lisa Remiker

From: Kole Oswald
Sent: Wednesday, June 12, 2013 3:33 PM
To: Lisa Remiker; Kathy Plank
Subject: resolution of Ald. Spears

Director Remiker and Chairperson Plank –

I will not be able to attend Finance Committee, so I am writing you this brief statement instead, regarding the resolution brought forward by Alderperson Spears. I hope that the chairperson might be willing to read this aloud at committee.

We as a city council generally do a good job of not criticizing the motives of other alderpersons, and I want to be careful not to do that in this instance. What I will criticize is the precedent this would set, if approved.

In District 8 alone, there is a long history of city council decisions that impacted the lives of citizens, in ways they didn't expect when they purchased property in Appleton. Telulah Avenue was not originally intended to serve as an overpass for Highway 441—should we return assessments paid by people who built homes there when they were told that Kernan Avenue would be the overpass? What about my constituents along Calumet Street, who lost the ability park on-street when it was changed from 2 to 4 vehicle lanes? How about my constituents living in close proximity to Lions Park—should we calculate a form of compensation to them? Did they not purchase their home assuming that a park, and not a stormwater retention pond, would be on that site indefinitely?

This is just District 8—I could go on and on about other districts where we've closed intersections because of train crossings, increased speed limits, made changes to parking regulations, changed the zoning, and so on.

I bring up these hypothetical scenarios not because I believe these citizens ought to be compensated or have assessments returned to them, but rather to point out how dangerous it would be for us to start doing so now in the case of Mason Street.

There is a kind of social compact that one enters into, upon moving into a city. In exchange for the use and enjoyment of the city's infrastructure, police and fire protection, clean water, parks, library services, public health services, and so on, there is the occasional trade-off—such as losing on-street parking in front of your house if the City decides that the greater good is served by the addition of a dedicated traffic lane.

Please defeat the resolution.

Sincerely,

Ald. Oswald

Kole Oswald
Alderperson, District 8
City of Appleton Common Council
2424 S Walden Ave
(920) 740-5724
d8appleton.wordpress.com