



MINUTES OF THE PROTECTION AND POLICY COMMITTEE

**MONDAY, OCTOBER 28, 2019, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

Present: Craig Stevens, Mark Steuer, Randy Scannell, John VanderLeest

Also Present: Deputy City Attorney Joanne Bungert, Assistant City Attorney Lindsay Mather, Lt. Steve Mahoney, Ald. Barb Dorff, Ald. Jesse Brunette, Chief of Staff Celestine Jeffreys

B. APPROVAL OF THE AGENDA.

I. Approval of the agenda for the October 28, 2019 Protection & Policy meeting.

Moved by Ald. John VanderLeest, seconded by Ald. Craig Stevens to approve. Motion carried.
Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of the minutes from the October 7, 2019 Protection & Policy meeting.

Moved by Ald. Craig Stevens, seconded by Ald. Mark Steuer to approve. Motion carried.
Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

D. REGULAR BUSINESS.

I. Consideration with possible action on an application for a "Class B" Combination license by Phat Headz II, LLC at 420 N. Clay St. with a licensed premises description as "I story building, sold in main bar, beverage store in main bar, shelving in locked office, walk-in cooler." (Previously license as Live Entertainment, LLC).

Moved by Ald. John VanderLeest, seconded by Ald. Craig Stevens to approve an application for a "Class B" Combination license by Phat Headz II, LLC at 420 N. Clay St. with a licensed premises description as "I story building, sold in main bar, beverage store in main bar, shelving in locked office, walk-in cooler," with the approval of the proper authorities. (Previously licensed as Live Entertainment, LLC). Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

3. Consideration with possible action for an application for an available "Class B" (wine only) winery license for Noble Roots Brewing Company, LLC at 2790 University Ave. with a licensed premises description as "outdoor patio, brew pub/taproom area."

Moved by Ald. Mark Steuer, seconded by Ald. Craig Stevens to recommend that Council waive the ordinance requirements for an outdoor licensed premise and to approve the application for an available "Class B" (wine only) winery license for Noble Roots Brewing Company, LLC at 2790 University Ave. with a licensed premises description as "outdoor patio, brew pub/taproom area," with the approval of the proper authorities.

2. Consideration with possible action on an application for a "Class B" Combination license for Ofelia Gruetzmacher at 1706 Main St. with a licensed premises description as "bar, restaurant with full service kitchen, full bar, stage, restrooms, dining (booth and table), coolers." (Previously licensed as Homemade Southern Cuisine, LLC).

Moved by Ald. Mark Steuer, seconded by Ald. John VanderLeest to approve an application for a "Class B" Combination license for Ofelia Gruetzmacher at 1706 Main St. with a licensed premises description as "bar, restaurant with full service kitchen, full bar, stage, restrooms, dining (booth and table), coolers," with the approval of the proper authorities. (Previously licensed as Homemade Southern Cuisine, LLC). Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

4. Consideration with possible action on a request by Ald. Chris Wery regarding the policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and/or weekend

inspection hours (recommendation to be made to Personnel Committee only pursuant to GBMC 2.06(9)), which was referred to the Protection & Policy Committee at the Improvement and Services Committee meeting September 25, 2019.

Moved by Ald. Craig Stevens, seconded by Ald. Mark Steuer to hold to the next meeting a request by Ald. Chris Wery regarding the policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and/or weekend inspection hours (recommendation to be made to Personnel Committee only pursuant to GBMC 2.06(9)), which was referred to the Protection & Policy Committee at the Improvement and Services Committee meeting September 25, 2019. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

5. A request by Ald. Brunette for discussion with possible action on creating an ordinance allowing golf carts on city streets.

Moved by Ald. Mark Steuer, seconded by Ald. Craig Stevens to open the floor for discussion. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. John VanderLeest to close the floor. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. Craig Stevens to refer to staff a request by Ald. Brunette for discussion with possible action on creating an ordinance allowing golf carts on city streets. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

6. Consideration with possible action on the Green Tier Legacy Community Resolution, which was referred from the Sustainability Commission.

Moved by Ald. Craig Stevens, seconded by Ald. John VanderLeest to open the floor for discussion. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. Craig Stevens to close the floor. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

Moved by Ald. John VanderLeest, seconded by Ald. Mark Steuer to refer to the Improvement and Services Committee and if the committee does not hear the item, to refer the item back to Protection & Policy. Motion failed 2-2.

Yes- John VanderLeest, Mark Steuer, No- Randy Scannell, Craig Stevens, Abstain- None

Moved by Ald. Craig Stevens, seconded by Ald. Mark Steuer to approve the Green Tier Legacy Community Resolution, which was referred from the Sustainability Commission. Motion carried.
Yes- Craig Stevens, Mark Steuer, Randy Scannell, No- John VanderLeest, Abstain- None

E. INFORMATIONAL.

I. The Liquor Violation Report for October 28, 2019.

Moved by Ald. Mark Steuer, seconded by Ald. Craig Stevens to receive and place on file the Liquor Violation Report for October 28, 2019. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

F. ADJOURNMENT.

Moved by Ald. Mark Steuer, seconded by Ald. John VanderLeest to adjourn at 6:30 p.m. Motion carried.

Yes- Craig Stevens, John VanderLeest, Mark Steuer, Randy Scannell, No- None, Abstain- None

VERBATIM MINUTES

- Recording?

- You want to hear reason.

- And, yes, we're good to go.

- The Protection and Policy meeting for October 28th, 2019, is now in session. I'll begin with the roll call. Is Alder Steuer present?

- Present.

- Is Alder Vander Leest present?

- Present.

- And Alder Stevens?

- Present.

- And myself, Alder Scannell, we're all here. Hail, hail, the gang's all here. I'll take a motion to approve our agenda.

- Motion to approve.

- Second.

- Motion to approve by Alder Vander Leest. Second by Alder Stevens. All in favor?

- [All] Aye.

- Opposed? We have an agenda.

- Minutes.

- I'll take a motion to approve the minutes for our October 7th, 2019 meeting.

- Motion to approve.

- A motion to approve by Alder Stevens.

- Second.

- Second by Alder Steuer. All in favor?

- [All] Aye.

- Opposed? Our minutes from our last meeting have been approved.

- Okay.

- Onto regular business. Number one, consideration with possible action on an application for a Class B Combination license by Phat Headz II, LLC, at 420 North Clay Street with a licensed premises description as one story building, sold in main bar, beverage store in main bar, shelving in locked office, walk-in cooler. Previously licensed as Live Entertainment, LLC. Staff.

- The Law Department has no objections. We just need to know that the establishment is in the Olde Main moratorium set by resolution, but it falls within one of the exceptions as the prior license was surrendered within 60 days of this application.

- [Steve] Police concur.

- Police concur.

- Motion to approve.

- Motion to approve by Alder Vander Leest.

- Second.

- Second by Alder Stevens. All in favor?

- [All] Aye.

- Opposed? That passes unanimously. And I should say before I go any further, that everything we do here at the committee is just a recommendation to the council, which meets next Tuesday.

- November 5th.

- November 5th, at 7:00 o'clock in the room right next door here.

- 6:00, 6:00. Isn't it 6:00? 7:00 o'clock?

- Didn't I say 6:00?

- No, you said 7:00.

- Did I, whoo, I'm going to old time school. 6:00 o'clock, thank you. 6:00 o'clock, and they have the final authority. So if you don't like anything we say you can always make your final pitch to them, but usually you shouldn't have any trouble here. So, onto number two?

- Yes.

- Consideration with possible action on an application for a Class B Combination license for Ofelia Gruetzmacher at 1706 Main Street, with a licensed premises description as bar, restaurant with full service

kitchen, full bar, stage, restrooms, dining booth and table, coolers. Previously licensed as Homemade Southern Cuisine, LLC. Staff.

- One second, the ordering is off in the agenda, or in the CivicClerk version, so I just want to make sure I'm on the correct item based on what the printed agenda is.

- Mm hm.

- So we did Phat Headz. Okay, so the next is Ofelia, which is number two. Yeah, it's flipped. In the wrong order, okay.

- How did that happen?

- I don't know, so it's the numbering is correct, but the order is incorrect in the listing. So we're on, and that's being pulled from CivicClerk, but we are on 1706 Main Street, okay. So, staff. No objections.

- [Steve] Police concur.

- Motion to approve.

- Motion to approve by Alder Steuer.

- Second.

- Seconded by Alder Vander Leest. All in favor?

- [All] Aye.

- Opposed? That passes unanimously. Gonna be difficult today, isn't it?

- It's going to be very difficult today. Okay, now I think I'm on the correct one.

- Noble Roots?

- Yeah, it should be, but it's skipping ahead to Alder Wery's, okay, now we are on Noble Roots.

- Okay, item number three, consideration with possible action for an application for an available Class B wine only winery license for Noble Roots Brewing Company, LLC, at 2790 University Avenue with a licensed premises description as outdoor patio, brew pub, taproom area. Staff.

- The Law Department has no objections. However, the applicant is asking for an outdoor patio that doesn't conform to the current height requirements of our ordinance. So in order for this to be approved, there needs to be a waiver of 2/3 of Council to waive the requirements. An example motion would be to recommend that Council waive the ordinance requirements for an outdoor licensed premise, and to approve the proposed outdoor premise as presented by Noble Roots.

- It's not elevated enough?

- No, no, it is, it's just that I think on one side it's not quite six feet.

- The fencing?

- They do have fencing, it's just not as high--

- Tall enough?

- As our current ordinance.
- So what does the ordinance call for?
- Six feet, impervious to the passing of drinks.
- And this has asked for what, how high, eight?
- It is--
- Well, it's gotta be less than that, if our ordinance is six.
- Or less than six, okay, well.
- It's five and a 1/2, it's five and 3/4s.
- It's in the packet, I just need to pull it up really quick.
- It should be in our--
- Yeah.
- [Steve] I believe they already have had this and have been running it.

- Yes.

- [Steve] They are now wanting to serve a cider beer which requires them to get the wine--

- Correct.

- Correct.

- [Steve] Liquor license.

- Right. So they're already serving out there?

- Right, per the State license, correct. In order to do the wine, they need a local license. I'm not sure if anybody's here to speak on it, 'cause they might be--

- Yes.

- To answer this question a lot quicker than me.

- Can we just, I'll make a m--

- Do you have a question?

- Well--

- It looks like--

- If you do, fine.

- Not specifically.

- Any questions?

- Mm mm.

- We don't have any questions.

- Okay.

- Motion to approve with?

- Motion to approve as stated.

- As waive, okay, with the waiver, by Alder Steuer.

- Second.

- Second by Alder Stevens. All in favor?

- [All] Aye.

- Opposed? That's approved. It goes on to Council.

- All right, now we are on Alder Wery's. Okay.

- Onto item four, consideration with possible action on a request by Alder Chris Wery regarding the policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and or weekend inspection hours. Recommendation to be made to Personnel Committee only pursuant to GBMC 2.06 subsection 9, which was referred to the Protection and Policy Committee at the Improvement and Services Committee meeting, September 25th, 2019. I have spoken with the Inspector's department. They are in the midst of a major overhaul, including their webpage, and they want us to look at some ordinances to change and so on. And they ask us to hold this until our next meeting, and they will have a humongous presentation for us. I hear it might even have ponies and acrobats. And I've already spoken with Chris Wery about this, and he's absolutely fine with that. So I would take a motion to hold this?

- Motion to hold.

- Motion to hold by Alder Stevens.

- Did you say? Second.

- Second by Alder Steuer. All in favor?

- [All] Aye.

- Opposed? Okay, we are holding that until our next meeting. I can't wait for the ponies.

- Okay.

- Onto five, a request by Alder Brunette for discussion with possible action on creating an ordinance allowing golf carts on city streets. Now, we do have some information that I had printed out for us. I'm sorry, I meant to get that to staff earlier so it would've been in our packets, but we have that. We also have Mr. Feeney here, he would like to give a small presentation, and Alder Brunette, would you like to start it off?

- [Jesse] Sure.

- Alder Brunette will kick us off.

- [Jesse] Thank you, gentlemen. One thing I want to address from the beginning is that the communication is a request to discuss an ordinance regarding golf carts. I presented this, and that was probably not the best choice of words. It's more low-speed vehicles, which would include golf carts. So I've been in contact with Mr. Feeney, a constituent, for the last few months, and we were strategizing on how to bring this forward. I discussed it a little bit with the Sustainability Commission as well. I exchanged emails with city staff member Dave Hansen, who as you all know is the traffic engineer, whose department is aware of this. I had further discussion with Mr. Feeney yesterday, and he has a very nice PowerPoint presentation that the chair has agreed to allow a presentation for. So with that, unless you have any questions for me, I suggest you open the floor to hear from Mr. Feeney, and anyone else, and he can address the Committee.

- I'll make a motion to open the floor.

- Thank you. Motion to open the floor by Alder Steuer.

- Second.

- Second by Alder Stevens. All in favor?

- [All] Aye.

- Opposed? The floor is now open. Mr. Feeney, if you'd like to come up and present. Thank you.

- [Mike] Thank you.

- I take it it'll show up over here, or we need to?

- [Mike] Well let's find out.

- Is it all, woo, look at that, we are all set up.

- There's no popcorn.

- I would just start a fight.

- [Mark] You would.

- [Mike] Okay.

- Before you begin, would you be able to state your name and address.

- [Mike] My name is Mike, Michael Feeney, I go by Mike. 2961 Shelter Creek Lane, Green Bay, Wisconsin.

- Thank you, I kinda forgot that.

- I was gonna jump on you about that.

- [Mike] Where's the slideshow? Okay, I'm looking for the slideshow button, I don't see it.

- That was right.

- [Mike] Is that right?

- Mm hm.

- Thank you.

- Yep.

- All right, gentlemen. It's nice to talk to you again. I spoke to each of the four of you on the phone previously, trying to gain some information. My first time in front of a committee. So if I break any rules, I apologize in advance. The reason for me to be here today is quite simply, ask for your help and support in gaining approval of personal transportation. So there's a lot of different terms inside of this, so I'm gonna try to get to that. We call them golf carts, but they come in different sizes with different safety standards on them, and different capabilities. So inside the presentation we're gonna try and define that a little bit. But for right now, let's just call this a presentation about personal transportation crossroads. Whoops. Well. So in my research that I've been doing with the industry folks that sell personal transportation, this movement that I'm gonna talk a little bit about tonight really isn't so much about golf carts, but it's about micro-mobility, and what's going on right now in the country. Certainly we've all seen the change in the way consumers wanna get from one place to another with Uber, Lyft, the little two-wheeled scooters that you can lease and take from place to place. So there's a real need here, a real, seems like a movement that's underway to try and make that happen. So from that same industry resource, what I got was this, identification of three different classes of small vehicles, so that you could see really what creates the classes. If you start way to the left, golf carts. Now, basically, maximum speed's about 15 miles an hour. Not a lot of safety equipment prescribed on these. And it's what you would expect to see on a golf course. The second one is personal transportation vehicle. That's a little bit different animal. As a matter of fact, the folks at Jim's Golf Cars out on Highway 41, they sell these, and they actually come with a speed limit of 20 miles an hour and a lot of safety features added to them. So it's got headlights, tail lights, horn, rear view mirror, and brake lights. And then the one out furthest to the right, which is interesting. When I first started to talk about this subject, with my friends and a few people in the neighborhood, I didn't know, but low-speed vehicles already have a code of federal regulation, documentation or language out there, they have state statute language out there, and they also have language inside of the ordinances for Green Bay. So the way I understand this, after talking to the police department, is that with proper notification and then with registration with the state, as the state prescribes, and the plate that comes with it, and all of those things, that's legal to drive on Green Bay city streets right now.

- Any city street?

- Mm hm, well, I'll take that back. In the state statutes it actually identifies roads that can be trafficked on and roads that can be crossed. And those are identified by speed limits.

- I think when I talked to you on the phone, Mike, there was some concern about crossing a major highway of such sort, and I'm sure that that's one of the concerns that I'm sure you'll talk about.

- [Mike] Yeah. As a matter of fact, so I've had a couple of conversations with Dave Hansen, great resource, great guy to talk to. And one of the first things he says to me is well, man, I gotta think through where these fit in the hierarchy of all of the vehicles that use the over 400 miles of Green Bay streets. And so I thought, well, I gotta think about that too, because you gotta think about what would happen from a safety standpoint with these additional vehicles on the street. So what I did is just a quick chart on mass. So this is basically the size and weight of the vehicle that we're talking about. And I created a heavy to light hierarchy here with commercial trucks at the top and pedestrians at the bottom. As you can see, the LSVs, the PTVs, and the carts that I'm talking about, all kinda fit in the middle of the hierarchy. Then I thought, well, it's not just mass, but it's also speed that we need to be concerned about. And I did the same thing here, fast to slow, and you can see LSVs, PTVs, and carts again are kind of sitting in the middle. So they're not gonna be the apex vehicle that's out there on our roadways, and they're not gonna be at the bottom of the chain, either. They're something in between. So what I did is I took that chart, the classification chart on small vehicles that was given to me by my industry source, and I hope you'll excuse me for this, but I put low-speed vehicles over on the left hand side, because that's pretty much out there already, and there's ordinances and statutes that kinda support that. And I'll list what those things are so you can see where they're allowed and where they're not. But I also want you to consider personal transportation and golf carts as additional items that would be considered for use on Green Bay city streets, as controlled by some of the things that I've put into the presentation. And this is where the conversation would really need to happen between this committee, with staff, with the police department, to make sure that we're looking at it the right way. I'll back up one time, as you can see, control and operate in street. This is the travel street. So what street am I on and motoring on. What's low-speed vehicles, what it says in the state statutes, 35 miles per hour or less. What it says for across street is 45 miles or less. Now what I'm suggesting, and just creating a framework for this, is for personal transportation vehicles which have a maximum weight of 1,375 pounds, it would be 35 and 45 again, just as we have for the low-speed vehicles. But then for the golf carts, reduce that down to 25 and 35, recognizing the fact that these, they don't have the same weight and same mass as the other vehicles do. Here's one that, vehicle identification. So when I started looking at this, I thought, how can we make this easy for people to use? So what I took a look at is vehicle identification. Right now for the low-speed vehicles, they have to have a VIN number on them. And then that VIN number is on the application that goes into the state, and that's how you get your approval, using the VIN number. Personal transportation vehicles and golf carts do not have VIN numbers. They have manufacturer serial numbers, right? So there's a pretty big difference between the three different classifications.

- I don't know if I can interject?

- [Mike] Sure.

- We have registration fees for a lot of automotive vehicles and that, and if you had all three of these on city streets, one of these is licensed because you can get a license if you have a VIN number, but the other two don't, and I don't know if that would cause an issue in your mind.

- [Mike] Well the way I tried to get at that is to say, the way I would like to see it regulated, and I'm throwing this out there, is the same way we do bicycles, and that would be at the city level with a tag or a sticker that goes on it. Maybe the police department would have to be involved, I don't do this on bicycles or not, but check the, when a bicycle comes in do you have to check it to make sure it operates correctly, anything like that, but otherwise, operate it the same way. And that would let access into these carts be so much easier and so much more accessible to Green Bay residents. And I think that would drive a lot of usage as a result of it. So that's my recommendation, is look for a city tag as opposed to a state license. And so that would be registered with the city as opposed to the state. And then insurance, right now liability insurance is required on low-speed vehicles. I'm suggesting liability insurance would be a good idea to require also on PTVs, while golf carts, I don't think that's really a necessity, again, because we're dropping the speed limits down further and further. And then regulation. What I'm suggesting, as a framework only, for the conversation, we already have the motor vehicle enforcement regulations that apply to the low-speed vehicles. I'm suggesting bicycle enforcement for the PTVs and the golf carts, as a framework. And I admit, on the front end of this, that there would need to be some adjustments that would be made to Section 29.401 and Section 29.403 in order to accommodate golf carts and personal transportation vehicles. So really what I'm looking for here is reduced energy consumption. So here's something else that kind of flips out at me, and hopefully it makes some sense to you, is there is a real need for us to be more conscious of our environmental footprint that we have in today's society. And there is a lot of talk and a lot of discussion going on about big ticket things to do that we would be required to do. Here's something that we can actually do as individuals, from a grass root basis to start that whole process where we're taking steps to reduce energy consumption and reduce the size of the footprint that we have when it comes to personal travel. Now what I'm talking about, these are the short trips. These are neighborhood, it might be a shopping trip, pick up dry-cleaning, it might be to pick up kids, whatever it might be. So these are not the long trips. This is the thousands, the tens of thousands of small five miles or less trips that are made inside the City of Green Bay in order to just run your daily life. What's really nice about this, lower cost, a lot lower cost than some of the other options that we've got right now. And then something that's a little bit soft and squishy, but it's presence in the neighborhood. You're out in the open in these golf carts or the PTVs. You get to wave at your neighbors and say hello, as opposed to being inside of a four or five thousand pound vehicle that's all glass and steel. So it really kind of gets people back into the neighborhood again too. So I think of electric cars of today, everybody thinks Tesla, right, man that's cool. I can't afford one. So here's what I'd like to propose, that the electric car of tomorrow is actually a PTV or a golf cart. And I put up some price tags just so you can see the relative difference in how much easier it would be for us, the residents of Green Bay, to get into this form of transportation as opposed to the high-end Tesla version. Considerations, when I was in Nashville earlier this year, and they had those little green scooters all over the place, and they did not have the etiquette down for how these things were supposed to be used and could be used, and like you were dashing, trying to get out of the way of these things because they were operating on sidewalks. They couldn't operate on streets. So I think there needs to be a look at this from the standpoint of etiquette and safety, which then would roll into the conversation about regulation, which I proposed on an earlier slide. All right, so what are we talking about? Micro-mobility is a new concept, it's coming. Whether it's Uber, or these little scooters, it's comin' at us. I talked about the difference between a low-speed vehicle, a PTV, and golf carts. I talked about the hierarchy, and the consideration we should have for mass and speed, and where this fits inside of that. I also asked to consider a simple registration process, with simple regulations. Today versus tomorrow. And the future of this, in my line of thinking, is golf carts, not a Tesla. So that's really what I came here today to talk about, and ask for your help in moving this forward.

- Okay, well, very nice.

- Yep. Any questions for Mr. Feeney, before he sits back down, in case we've got any questions?

- I've got one.

- Yes, yes.

- What was the reaction from Mr. Hansen, our traffic person, when you spoke with him?

- [Mike] Well, he's, first of all, extremely helpful. His reaction was, and I hope I'm not mischaracterizing this, don't see why not, but I have to dig into the details to make sure that there wouldn't be some unforeseen complication that would come from this that would cause more issues than we would wanna cause. I think that's a fair representation.

- How 'bout the police department, did you, was there--

- [Mike] I did, I talked to Officer Young.

- He's pretty old.

- [Mike] Yeah.

- [Steve] Jerry Young, he's one of our traffic officers.

- [Mike] I talked to Officer Young, and prior to that it was Officer, Strouf

- [Steven] Lieutenant Strouf

- [Mike] Lieutenant Strouf that put me in touch with Officer Young, and so I talked to several levels inside of the police department. There was nothing that was put out there that was no, you can't do this because of, it was again, almost like with Dave Hansen, was we'd have to see if there were any unforeseen, unintended consequences of the action.

- [Steve] Right after this presentation, I have five right off the top.

- Okay, can we hear 'em?

- [Steve] One, you talked about insurance with a low-speed vehicle or a golf cart, you say absolutely it doesn't need to be insured. I'm wondering if the person is driving, as you say, a low-speed golf cart is 15 miles an hour.

- A golf cart, right.

- [Steve] If they hit my car and they don't have insurance, who's gonna pay for the car, because that's now on the road that if it's a regular vehicle, and a 15 mile an hour crash is a pretty significant crash, it could cause quite a bit of damage. The next question is seat belts, are there gonna be allowed seat belts in there, and going along with that, juveniles, kids, car seats, how are they going to be allowed to ride in it, are there gonna be helmets, or that required? Just in terms, when you talk about a city tag, that's gonna have to be because, it's like, okay, will we need to inspect a golf cart to make sure it's road ready, or the cart, I don't know what our certifications would have to be, or what we would have to do as a police department to make sure that that cart when it's out on the road is not gonna break down in the middle of a street and be a potential, not nuisance, but could cause an accident. So those are just something, could it be doable, yeah, but I think a lot of research and a lot of discussion needs to be done to address the, because to me, the insurance, the kids, seat belts, right off the top are things that I think need to be perfectly clear, 'cause if I'm driving a regular car and someone's in a golf cart, I drive golf carts when I visit my in-laws down in Florida, they drive them all over the place, and I've seen the way some of 'em drive. If they come out and smash into my car, and we don't require them to carry some type of insurance, is a person that's on the road liable because the golf cart could do a lot more damage than a bicycle or a skateboard. So I think those are some things that would need to be discussed, or the police would have issues.

- Yep, I was thinking seat belts as well. And I think as far as who can drive 'em, I think we'd probably still want,

- [Steve] Yeah, the 16--

- I think even in your presentation you had a driver's license.

- [Mike] Driver's license.

- [Steve] But a passenger, whether you're gonna let an eight year old to sit next to a 16 year old driver.

- Well, if he's got his driver's license, maybe like in a car.

- [Steve] But then the eight year old doesn't have a seat belt on?

- Oh, but seat belt, yeah, that's yep. Alder Steuer?

- Thank you. Mike, thank you for the presentation. You know, it's not just what the Lieutenant mentioned, but it's also if the golf cart hits you, but if you hit them, you're going a lot faster in a car, and there's all sorts of consequences with that as well. I guess the question I had, you were talking about driving on Green Bay Streets, correct?

- [Mike] Yes.

- Now, we have a lot of communities surrounding Green Bay, so Howard and Bellevue and all these others. So if you drive over there, what ramifications or liabilities do you foresee with that? Is that just a police matter?

- [Mike] I think if you can operate one of these thing, you're gonna need to know where you can operate it at. If you go into Ashwaubenon and they don't have any approval to do that, I would fully expect that the police department would pull me over and ask what the hell I was doing.

- Well is suppose a goal for you would be to get it everywhere.

- [Mike] Exactly.

- So that it's seamless, but like I said, we've got 24 communities in Brown County.

- [Mike] If it's a good idea, and that's what we're trying to flush out here right now, right? If it's a good idea, it should be saleable, it should be something that we can say, hey, Green Bay's gonna try this, and why are they gonna try it? They wanna make this personal transportation option available to their residents. So it's lower cost, lower footprint, lower emissions. Easier on the roads. Why, we would like it if you guys would try it as well.

- What other communities have you studied that have this?

- You know, I went back and I asked the industry person that I have had contact with if there is a list, and there is not a list. So I did a lot of searching online. I found some random information on the internet that would say here are some places that have approved it. One big example that was provided to me is actually in Georgia, Peachtree City, Georgia. 100,000 people, and they have authorized PTVs and low-speed vehicles.

- Is that more of a senior type community, or?

- [Mike] No.

- Oh, it's just a regular city? Randy, I'm good right now. Alder Dorff.

- Good, Alder Dorff.

- [Barb] Thank you, and I do have a question, you can stay right there, because I have to come up here, he's very strict about coming to the podium. But I'm thinking about the climate in Green Bay. Now Florida, Georgia, they don't have much winter, and we do, and I don't, do they have heaters and windows?

- [Mike] You can get them, yes, absolutely. They're fully enclosed with heat and all that stuff, if that's what you want.

- The golf carts?

- [Mike] Not the golf carts, actually the low-speed vehicles come fully enclosed if you want 'em that way, and I think that PTVs, you can actually get the sides for them with heaters in them as well.

- I'm thinking about their ability to get traction, too, you know, on the city streets.

- [Mike] Fully understandable, and I'm not suggesting that these would be year round vehicles.

- Not year round, possibly, okay.

- [Mike] It would be just like a bicycle, you would only use it when the seasons permit it, or a boat, you only use a boat when the season would permit it.

- Or weather, I mean, sometimes in winter, depending, not always.

- I would also like us to be considering the wheel tax.

- [Randy] Yeah, well that, and I think that would be part of the registration as something we'd have to consider is including something for the roads for that. I don't know if it would have to be as much, they don't wear and tear as much, but that would be a discussion to have, what would be appropriate.

- [Barb] There's a huge discussion that we need to have around this.

- [Randy] Oh yeah.

- [Barb] Absolutely huge. Those are just two other things I wanted to run over.

- Yep.

- Thank you.

- [Randy] So did you have--

- No, well I was just gonna say, you bring up some good points, and I think as we move forward as a community, looking at alternatives, or looking for better ways to serve the citizens and that, I'm all for looking at it, but like I said, we need to look at the safety issues and all the various ramifications of it. And it's a discussion that I think is good to have. I think first, when you called me, and said golf carts, my first thought was, really, golf carts? The impression is driving, I was going to say Caddyshack, but you know, just driving around, and just thinking okay, how're we gonna do this on a city street. And then I worried about crossing major, you know, Packerland, coming to a red light and then traffic, and stuff like that, and that type of thing.

- [Mike] So inside of the bicycle regulations that are out there for the City of Green Bay, they actually have specified in there that you can't use a bicycle on the downtown bridges, I think that's in there. So using that same framework, I believe that we could say the same thing with golf carts. If there are certain streets that we wanted to exempt from golf carts, or bridge crossings, or something, I believe that that would be entirely doable, and as far as the safety aspect of it, and that it's not a 5,000 pound vehicle. But, it's also not a moped with two wheels that, it is a much more stable and much more substantial vehicle, in any of the three cases than a motorcycle or a moped.

- Are mopeds required to have insurance.

- [Steve] That I would have to look into. I know, I think of a moped as a small little thing. Some of them now are like mini-motorcycles, so you think it depends on how many CCs the motor is.

- Two Cs or three Cs?

- [Mike] Yeah.

- Motorcycles have to be?

- Yes.

- Yep.

- Okay, yep. Yeah, I think this is a great discussion. And I'm really excited to dive into this and see what we can do. I don't know what we can do, but.

- [Mike] Well we could possibly make an impact in the community by doing something positive, and let consumers have, let our constituents, your constituents, have more access to options in transportation, and do it with the idea that possibly it's better for the environment, better for the pocketbook.

- Was this something that over time, I mean, how long ago did you lock onto this? Or have you been doing this for a while?

- [Mike] No, well, we talked a couple of months ago, so probably a month before that.

- But you saw the idea, and you thought, oh, this could work, and I just--

- [Mike] Well it wasn't too long after we were in Nashville, and we almost got run over by those little scooters, and you think, well what the heck is going on here, and then you get, I got back here, and thought, I heard about big ideas about trying to enforce us as consumers, as citizens, to go green. Okay, I mean, everybody's entitled to be a part of that conversation. So you take those two things, the micro-mobility concept, and then the electric cart, or gas cart even, because even a gas cart uses much less energy than a

5,000 pound vehicle. And you think of the number of trips that are made inside of the City of Green Bay that are five miles or less, why these things would be a perfect fit. And you look at the vehicles that we drive, and that's overkill for what we're trying to get done. And those three things kinda came together, and that's why I thought it would be a good idea. I do not have one of these vehicles right now, because it's not legal to drive them on the streets.

- Right.

- [Mike] But, I would get one if it was.

- I think one thing too is, you look at America versus Europe and some of these other areas where bicycles and other types of transportation are utilized a lot more. We are very automotive in this country, and our committee changed it from, what's Bicycle, Pedestrian, and?

- Oh yeah, we added pedestrian and bicycle.

- We added pedestrian and bicycle to that 'cause, so we're looking at--

- And Traffic.

- We're looking at other elements of that, so we understand that, but I'm just saying, the way Green Bay is set up, it's 14 miles wide by four miles, it's stretched out quite a bit. Granted, you would be saying you would be driving in a particular area, you're not gonna go necessarily all the way back and forth, but, like I said, there's a discussion to be had. I think I would be willing to listen further on that.

- Any other questions? Anything else you care to add?

- No.

- Anyone else care to speak on this?

- Motion to close the floor.

- Motion to close the floor by Alder Steuer.

- Second.

- Second by Alder Vander Leest. Well gentlemen, shall we refer this to staff with a few specifics for 'em to look at, and we get the discussion going?

- Yeah, I was gonna maybe ask Law, you know, as far as ordinances and things that you know of on the books, anything that stands out?

- We were just doing very quick research, and there are some, a number of Southern states that have passed state regulations, so it's certainly something--

- So they're out there.

- We can start researching and looking into what would work in, probably look at it simultaneously with the electric scooter ordinance that was referred to staff a couple of months ago, because we think it would be inter-related a little bit.

- So you're looking for a motion to refer back to staff?

- To refer to staff.

- To refer to staff, for further study?

- Mm hm.

- I would make that motion.

- And seconded by Alder Stevens. Motion by Alder Steuer, second by Alder Stevens. Any further discussion? Do you have enough to chew to start goin'?

- Mm hm.

- Okay, well good, let's get her going. Motion by Alder Steuer, second by Alder Stevens. All in favor?

- [All] Aye.

- Opposed? Passes unanimously. Thank you very much.

- Thank you.

- Appreciate you bringing this forward.

- Thanks, Jesse.

- Thank you, Jesse.

- [Jesse] Thank you.

- Yep, number six.

- Number six, consideration with possible action on the Green Tier Community Resolution, which was referred from the Sustainability Commission. I did get an email from Alder Wery, he told me he was going to be giving me some specifics on it, but he just came up with something a little general. He didn't have time to put together an in-depth email regarding a cooperation agreement with other cities. He would suggest to hold it for more research. We do not have a partner with other cities, we can partner with the state to avoid some of the unrelated issues in regards to improving in environmental matters. I thought the chair from the Sustainability Commission might be able to point a few lights on us, I think there's some misunderstandings about the agreement. It's not a binding agreement.

- It's a resolution.

- It's a reso, yeah, so I'm not sure where the concerns really fall, but if I could get a motion to open the floor.

- Motion to open the floor.

- Motion to open the floor by Alder Stevens.

- Second.

- Second.

- Seconded by Alder Vander Leest. All in favor?

- [All] Aye.

- Opposed? Okay, the floor is now open. If Seth Hoffmeister would mind--

- Geez, were you a teacher? He was a teacher.

- [Seth] That would be me, Seth Hooga Hoffa, no, Seth Hoffmeister, I'm the Chair of the Sustainability Commission, like Randy mentioned. Just a tip for you guys, when we have our commission meetings, we keep a tally of Randy's different puns.

- They do.

- [Seth] It makes the time go by a lot faster. So we share in our--

- Well we love 'em.

- [Seth] Our collective struggle together. But yeah, I thought I would just provide an opportunity to answer any questions about Green Tier and the program. I think that Alderman Wery's email doesn't necessarily represent exactly what Green Tier Legacy is. So we had had a presentation from the Wisconsin Department of Natural Resources Green Tier staffers last December, I believe, about the Green Tier Legacy Community, and really it's an informal network of municipalities that was established six-ish years ago for cities that aren't Madison, that aren't Milwaukee, that don't have full time departments working on a lot of sustainability issues to share resources, share best practices, and really have one common point of contact within WDNR, which would be the Green Tier Legacy program. So, there is a number of cities that are already members of Green Tier, Appleton, Ashland, Bayfield, Eau Claire, Fitchburg, La Crosse, Monona, Middleton, New Richmond, Oshkosh, Port Washington, Sheboygan, Stevens Point, Racine, Wauwatosa, Wisconsin Rapids, a number of villages, counties, municipalities, the League of Wisconsin Municipalities. And really, it's a very informal network that I guess we're not going to be beholden to what other municipalities are going to be doing, but we can learn from their successes, we can learn from their mistakes, and get some of those resources from the state level, and in some cases, as the program overview mentions, if there are grants available through the state, it gives us a couple of extra points being a member. There's no cost associated with being a part of this program, which I personally like a lot. And it also provides a unique framework to help us analyze what we are currently doing within the city. They have, it's a matrix, and a score system that analyzes different things like transportation, is it walkable, is it bike-able, green infrastructure, energy, things like that, and then provides us a framework at the end of the year to have an annual report to figure out what we're doing good, what we're not doing, share any successes for the past year and highlight any challenges. So I guess with that, is there any questions?

- And when the Sustainability Commission first met, one of our main tasks to begin with was to set goals and everything, and Green Tier, I mean, we don't have to reinvent the wheel, they have it all laid out, so it was very helpful and useful in that regard.

- Where did it originate, Green Tier? Where did it originate originally, as far as this whole--

- Who started Green Tier?

- [Seth] Oh, Wisconsin DNR did about, the document I have says more than five years ago, it's probably a year old. I would imagine it might have pre-dated 2010, though, so perhaps a Doyle Administration project.

- Okay.

- [Seth] So it's relatively recent.

- Okay.

- Yeah.

- That's all I have.

- Any other questions?

- I have a question.

- Sure.

- It says here to assist the City of Green Bay preparing implementation and improving overall watershed plans in the municipality. What expertise would you have in helping, let's say, Green Bay Water, in other words, do you have people that are qualified in any of this particular field, members that are on your committee?

- [Seth] No, I would imagine that would be staff scientists at the Wisconsin DNR that would be able to provide resources for any initiative dealing with that or anything else, so that would be relevant city staff, that would be having a point of contact with them on specific projects. So it's really very a la carte almost, there's no prescribed this is what you're going to do with Green Tier, but if we want to have state resources assist us with watershed, that is made available to us.

- Would you say that's a la golf court?

- [Seth] A la geez. That's why you gotta do the check marks.

- The commission would just, any initiative, the commission would help digest what that initiative would be, gathering the information, making recommendation to council, but council decides. It can either say, yes we like this, thank you very much for your work, and we'll do this, or no, we want to tweak this and that, or no, this is great, but we just can't afford it now, or whatever. I mean, the council does not give up any authority by being part of the Green Tier. The council is still in complete control. So that's why I'm not really sure what Alder Wery's concerns are, because we're not obligated to anything. This is just a working document and a document to help us process and go forward in a green way. So if there's a part of it, he mentioned the charter, he had some concerns there, but there's nothing in the charter that obligates us to do anything.

- Well, like you said, it is a resolution, so.

- Yeah, so I'm not sure--

- You also spelled some of the whereas' were misspelled, that's minor.

- Whereas.

- It's where, were-as.

- [Seth] Were-as.

- Whereas are the where-as'?

- Toward the bottom, no big deal, but. Yeah, as far as a resolution, I don't have a real big problem with that. Like I said, it'll be a case by case basis. It'll come to us and we can look at each merit of that. I guess the only thing is, you'll have all these different agencies and such working on it, so they'll be, as far as monies that are out there, if you work for the DNR, you're just gonna be, if there's a project, they'll be brought in as a consultant? I guess there's a few things that I have questions about, as far as it would be implemented.

- But that would come with each individual--

- Each project, and we would figure out who would be coming in to it to work on it.

- I'm assuming the commission would have that all in place and it would be for us to look at and decide.

- Would we become a Tier one or Tier two?

- [Seth] I believe a Tier one would be what the resolution language would suggest.

- Is it necessary to put it in the resolution form?

- It already has been, we've already adopted it, the city has, Green Tier.

- On the Sustainability Commission.

- [Seth] No, we haven't.

- You adopted it, right?

- [Seth] Yeah, the commission did.

- Right, but it was reported out to the council, and they accepted our.

- Has it been adopted, can I ask legal that question?

- I'm not sure.

- This came forward?

- [Barb] We approved it in the last meeting.

- Yeah.

- All right.

- Council, yeah. The commission adopted it, that went before council, that was over a year ago, I think, a while ago, and council said, yeah, let's--

- [Barb] Yes, it was.

- 'Cause it really, again, is just a working document for the commission and the city, and it does not obligate the council to anything, so there's really no reason to be concerned about it that I can see.

- So you're looking for a motion to approve?

- Well, I think we just, a motion to receive and--

- Place on file?

- And place on file.

- Is that it?

- I mean, because it's already been approved, we don't need to approve it again, it's just that--

- [Seth] Has the resolution been approved?

- Yeah, I'm sure we did, we did it at the commission.

- [Seth] No, otherwise, we wouldn't be here.

- I'm sure we did, but I would like to know.

- [Barb] Was it sent back, is that how it got here?

- Well this was over a year ago.

- [Barb] No no, we just .

- Yes please.

- [Woman] So it was sent to Improvement and Service for further action, and it was not heard there.

- Oh, that's right, that's right, this is, yes, yes, yes. Yes, so it would be just a motion to approve.

- I'd like to have more discussion on it as far as the other committees before we approve it. We really haven't talked much about it as far as accepting it as a resolution.

- What's the downside to accepting it as a resolution?

- I'm not saying there's a downside. But I'm just saying it would be nice if we had a little more discussion on it. Why don't we hold it for the next meeting.

- Is this is time-sensitive?

- Legal could get us all the information.

- What information do you want legal to get you?

- Was it accepted or wasn't it accepted? And is it on our books as a resolution at this point?

- No.

- This resolution, no.

- No no, 'cause it went, I had forgotten, we did this a year ago, and it was sent to I and S. I and S never put it on their agenda. That's why it didn't end up getting kicked back to the commission.

- Is I and S, has I and S taken a look at it yet?

- [Seth] No.

- No, I and S didn't.

- No, they didn't put it on their agenda.

- I'd recommend we send it back to I and S then.

- But they're not putting it on their agenda, that's why it came to our committee.

- Why aren't they putting it on?

- [Seth] That's a really great question.

- Pardon?

- [Seth] That's a really great question.

- Yeah, we would love to know too.

- That way the Department of Public Works can get a little more, it goes through Mr. Grenier's office then, is that correct? It goes back to I and S?

- Well, Grenier's office has been involved with the commission as well. They came and--

- Why don't we let them take a shot at it, and get their recommendations and--

- [Seth] That's difficult when they won't put it on the agenda, which is why I came here today.

- It's gotta be, they have to put it on their agenda.

- They haven't for a year.

- Is the chair gonna put it on?

- For a year.

- Yeah, since December, so.

- I recommend we send it back to Improvement Services. Grenier's involved then, he knows what's goin' on as far as the different things they're trying to do for environmental, whatever.

- I see no purpose to that, because one, any change can be made at any time, there's no reason to change anything because it's just a working document.

- I guess, John, it's not binding.

- It's going to change.

- It's not binding.

- It's not binding, and it's going to change as the commission works through it, it's going to change. It's just a guideline, and provides us materials and checklists, a matrix is the word I'm lookin' for, to help us organize our work. So--

- Why did I and S not put it on?

- I don't know, no one knows.

- And like John, you said if you send it back to I and S they might say forget it again, so why?

- Yeah.

- Part of me says it's not binding, I don't think it's a big problem, but it might be one of those situations where you're looking for weigh-in from the council, are you looking for weigh-in from everybody on this?

- Well, basically, I think Improvement and Services Committee with the Department of Public Works, I think they should be involved. This is an environmental type thing, and Green Bay Water would be involved, and then we could get the feedback from them? I would say let it go to the proper committee, it would be Improvement and Services. Let them weigh-in on it, and if they don't want to weigh-in on it, they can bring it back to us. And maybe we can talk to Grenier in the meantime and ask him why they're not looking into it. He should be the main man, in other words, as far as the environment part of it, they put the brine on the roads, they put the salt on the roads, they're the ones doing it, they're the ones that are involved with the environmental part, as far as Green Bay Water, they should be involved as well.

- But they will be involved when something comes forward through the commission to council.

- Well I think they should be involved before the resolution gets put in ink. That's my thoughts.

- But why?

- They're the main ones, we're not. It should go back to their committee. Grenier should weigh on this.

- [Seth] That was why we sent it there in the first place, and we've had--

- Yep, he's the man who should be weighing in on it, and they shouldn't be passing the buck along.

- [Seth] Well we've had 10--

- Well I'll agree with that.

- [Seth] We've had 10 months where we've been waiting for the committee to weigh-in on it, and what it's depriving us of is resources and a framework for figuring out how we can do better. There's no downside to--

- My motion would be to send it back to Improvement and Services.

- But to make sure that it's on their agenda. If they don't put it on their agenda, it's not going to bode well for them, I don't think. I think it needs to be heard, and then we can get feedback. You know, at first blush, the resolution's fine, but in deference to Alder Vander Leest, I think they should be heard at I and S, I think it should be.

- That's where it should've, that's where we sent it, it should've been, yep.

- So it didn't happen once, it should happen again, and we'll make sure that it's on the agenda.

- Will you require it to be on the next agenda?
- Nope, we can't, that I'm aware of.
- I think Celestine can see that, in other words, I think get some input into that committee.
- Is that Nicholson?
- That, I don't know who chairs I and S, is that Nicholson?
- [Woman] Yes.
- Has anybody asked them why it hasn't been put on?
- [Woman] Yes.
- And the response has been?
- See, that's what I'm worried about, that it won't hear it.
- It should go back to their committee.
- And if they don't hear it John, then I think there's a problem.
- Yeah, there's a problem then, and Grenier--

- The committee needs to hear it. I mean, I will back you up if they make sure they hear it. If they don't hear it then it's gonna not bode well for them, and then I'm definitely gonna go with this.

- You're the Council Chairman.

- So if we make a motion that we forward this to the I and S for their next meeting, which would be?

- [Woman] The second week of November.

- The second week of November. If they don't put it on their agenda, it comes right back to us. Is that a motion that?

- You're making the motion now?

- We need to close the floor first.

- Right, right, but I mean, right, right, I'm not gonna make a motion, but I'm just.

- Yeah, that's fine.

- Thank you.

- Motion to close the floor.

- Motion to close the floor by Steuer.

- Second.

- Second by Alder Stevens. Motion by Alder Vander Leest that this goes to I and S for their next meeting. If it's not put on their agenda, it comes right back to us.

- So it's up to them? If they don't hear it, then it's gonna be on them.

- It'll be quick, then we'll, it won't be much longer.

- [Seth] We'll get it done in less than a year.

- Well, right.

- Yeah.

- It's not time-sensitive, right?

- Well--

- Well it's kind of.

- A little.

- [Seth] I know the floor is closed, but it's resources that we could've had for the last 12 months that we haven't had because of--

- Let's just get through this one thing, and then, November 12th or whenever, I think we can do it.

- I think they should hear it.

- They should've, yeah, a long time ago.

- Grenier should weigh-in on it, and their committee.

- We'll be at the meeting, we'll be at the meeting.

- Only if it's on the agenda.

- I will--

- Any other discussion on this then, or?

- No, hold on.

- [Barb] How 'bout this, Alder?

- Yes?

- [Barb] I think I'll just pull it at council. This is kinda ridiculous. We've been battin' this around for 10 months? Improvement and Services hasn't done it, and now it came to this committee, and you guys want to bat it back to them? I just don't think that's appropriate at all. We asked for it to come to this committee as a council at the last meeting, so it should be here.

- Well council will listen to it, council will listen to it then, when you pull it. We'll talk about it then.

- [Barb] Okay, well I think that's what should be appropriate, we should be talking about this at council.

- You know what, how 'bout we do this? How 'bout we make a motion to approve this. If Nicholson or Grenier wants someone to send it to I and S, they can pull it, and make a motion to send it to that committee?

- My motion was made that we send it back to Improvement and Services, that's where it should go, and that was my motion, that we send it back to--

- Right, right, that's your motion, it's been seconded. I'm asking you if you wanna?

- I don't want to change the motion. I think they should hear it. Mr. Grenier should hear it in that committee. They're in there.

- Okay, well, I agree with you, but I think I like the idea better, so I'm not going to support this motion. I think that I like the idea that we approve it, it goes to council. Someone from I and S can pull it, and say we'll listen to it, and then I'll support that if that's what they do. But if they don't, then we're moving forward on this like we should be doing.

- My motion stands as I stated it.

- Yep, so we'll have a vote. Do we need to do this on the board?

- I'll count the vote.

- Who's the second?

- So the motion is to refer to I and S, and if the committee doesn't take up the item to refer it back to P and P.

- Right.

- So a yes vote sends it to I and S. A no vote does not. So that failed on a two to two.

- So the motion fails.

- Okay.

- So how 'bout a motion that we approve it, and if I and S wants it, they can pull it. Then we know--

- They could do that.

- They can do that.

- Yeah, they can.

- So is there a motion to approve?

- Motion to approve.

- Motion to approve by Alder Stevens.

- I'll second.

- Seconded by Alder Steuer. Shall we vote on the board?

- We can.

- Okay, the vote has started.

- We just tell them to hold it.

- Someone's gotta pull it.

- That passes, three to one, with Alder Vander Leest voting no.

- Okay, that's fine, good. Informational, the Liquor Violation Report, oh, are we ready to move on?

- Yeah.

- Now we are.

- The Liquor Violation Report for October 28, 2019, staff.

- [Steve] We had one violation. It was pretty much a verbal warning where the Beach House staff did not call and notify us that--

- Thanks Alder Dorff.

- Okay.

- [Steve] That happened inside their establishment.

- Thank you.

- I'm sorry, which one.

- [Steve] The Beach House at 1542 University received a property referral. There was a disturbance inside their business that they did not report to us.

- Ah, okay. But we found out anyway?

- [Steven] Yes.

- Good job.

- But they did call us later.

- Okay.

- Receive and place on file.

- Receive and place on file by Alder Steuer.

- Second.

- Second by Alder Stevens. All in favor?

- [All] Aye.

- Opposed? That has been received and placed on file. Thank you very much. And?

- Motion to adjourn.

- Motion to adjourn by Alder Steuer.

- Second.

- Second by Alder Vander Leest.

- All in favor?

- Yeah yeah yeah.

- I'm waiting for you.

- I wanted a moment of suspense. All in favor?

- [All] Aye.

- Opposed? We are adjourned, thank you one and all.

- That wasn't a question when I said motion to adjourn. It sounded like I was, like, mine was--

- [Steve] A very good question.