



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, APRIL 25, 2018, 5:00 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

Moved by None, seconded by None to approve. Motion carried.

Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

B. APPROVAL OF THE AGENDA.

Moved by Alderperson Jesse Brunette, seconded by Alderperson Chris Wery to amend the agenda to take item 6 following item 2. Motion carried.

Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Alderperson Chris Wery, seconded by Alderperson Andy Nicholson to approve as amended. Motion carried.

Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

C. APPROVAL OF MINUTES.

Moved by Alderperson Brian Johnson, seconded by Alderperson Andy Nicholson to approve. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

D. NEW BUSINESS.

I. Election of Chair and Vice Chair.

Moved by Alderperson Chris Wery, seconded by Alderperson Andy Nicholson to nominate Alderperson Andy Nicholson as Chair. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None, Andy Nicholson elected as Committee Chairperson

Moved by Alderperson Chris Wery, seconded by Alderperson Andy Nicholson nominate Alderperson Brian Johnson as Vice-Chair. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None, Brian Johnson elected as Committee Vice Chairperson

2. Consideration with possible action on request by Glen Duda at 820 School Place for permission to park caregiver vehicles on-street overnight.

Moved by Alderperson Brian Johnson, seconded by Alderperson Chris Wery to approve the request with the following conditions: 1) request is for calendar year 2018; 2) staff will verify annually the need for continuing the exemption and grant at a staff level until Mr. Duda no longer requires the exemption; 3) exemption is not valid during a declared snow emergenc. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

3. Consideration with possible action on request by Ald. Chris Wery on recycle/garbage bin storage requirements/enforcement.

Moved by Alderperson Chris Wery, seconded by Alderperson Jesse Brunette to hold for the next meeting. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

4. Consideration with possible action on request by Department of Public Works to enter into a 5-year sole source contract with Badger Concrete Lifting for mudjacking services City-wide on an as-needed basis, in an amount not to exceed the annual allocation in the approved Capital Improvement Program.

Moved by Alderperson Chris Wery, seconded by Alderperson Jesse Brunette to approve. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

5. Consideration with possible action on request by Parking Division to renew its lease for the Lot E property (221, 225 & 231 South Jefferson Street) with the Premonstratensian Fathers.

Moved by Alderperson Chris Wery, seconded by Alderperson Jesse Brunette to approve. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

6. Consideration with possible action to look at what other Wisconsin communities do with respect to overnight parking bans, with the potential to eliminate the overnight parking ban in the City of Green Bay (referred by Common Council from April 17, 2018 meeting).

Moved by Alderperson Brian Johnson, seconded by Alderperson Jesse Brunette to refer to staff to study comparisons and differences in overnight parking for the cities of Milwaukee, Madison, Green Bay, Appleton, Eau Claire and Racine and to produce a report summarizing the results of the study, including the financials.

Motion carried. Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Alderperson Brian Johnson, seconded by Alderperson Jesse Brunette to approve as amended. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

7. Consideration with possible action on the review and award of the contract SEWERS 3-18 (ELIZABETH STREET).

Moved by Alderperson Jesse Brunette, seconded by Alderperson Chris Wery to approve award of the contract to Vinton Construction Company in the amount of \$1,128,118.3. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

8. Consideration with possible action on Offering Price Reports for the Webster Avenue project and authorize payments.

Moved by Alderperson Chris Wery, seconded by Alderperson Jesse Brunette to approve. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

9. Consideration with possible action on Agreement(s) for Purchase and Sale of Real Estate for the Webster Avenue project and authorize payments.

Moved by Alderperson Chris Wery, seconded by Alderperson Jesse Brunette to approve. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

10. Consideration with possible action on Relocation Claims for the Webster Avenue project and authorize payments.

Moved by Alderperson Chris Wery, seconded by Alderperson Jesse Brunette to approve. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

11. Consideration with possible action on applications for Concrete Sidewalk Builder's Licenses by the following:

- A. Absolute Concrete
- B. Christensen Concrete
- C. Concrete Finishers LLC
- D. Delrar, Inc.
- E. Fischer Ulman Construction, Inc.

Moved by Alderperson Brian Johnson, seconded by Alderperson Chris Wery to approve applicants B. Christenson Concrete, C. Concrete Finishers, LLC and E. Fischer Ulman Construction, Inc..

Motion carried. Yes- None, No- None, Abstain- None

Moved by Alderperson Brian Johnson, seconded by Alderperson Chris Wery to contingently approve applicant A. Absolute Concrete pending successful reference reviews.. Motion carried. Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Alderperson Brian Johnson, seconded by Alderperson Chris Wery to deny the application by D. Delrar, Inc.. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- none

E. INFORMATIONAL.

I. Director's Report on recent activities of the Public Works Department.

Moved by Alderperson Jesse Brunette, seconded by Alderperson Chris Wery to receive and place on file. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

F. PUBLIC HEARINGS

Mov

I. Public Hearing 6:00 p.m.

ASPHALT PAVEMENT

HILLCREST DRIVE - Renaissance Lane to West Mason Street

ASPHALT RESURFACING

HAVEN PLACE - West City limits to Renaissance Lane

WATER MAIN AND WATER SERVICES

ERIE ROAD - Friar's Path to 830' south of East Mason Street

HILLCREST DRIVE - West Point Road to Renaissance Lane

Moved by Alderperson Jesse Brunette, seconded by Alderperson Chris Wery to table the request to order improvements completed and assessments levied for Asphalt Pavement- Hillcrest Drive: Renaissance Lane to West Mason Street; Asphalt Resurfacing - Haven Place; West City Limits to Renaissance Lane, Water Main and water Services- Hillcrest Drive: West Point Road to renaissance Lane. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Alderperson Jesse Brunette, seconded by Alderperson Chris Wery to approve the request to order improvements completed and assessments levied for Water Main and Water Services- Erie Road; Friar's Path to 830 feet south of East Mason Street. Motion carried.

Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

G. ADJOURNMENT

Moved by Alderperson Jesse Brunette, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- None, No- None, Abstain- None

VERBATIM MINUTES

- All right, we'll call the order of the meeting of the Improvement and Service Committee for Wednesday, April 25th. Let's start off with roll call.

- What you got, Steve?

- It says alderman Wery and alderman Nennig, it says waiting.

- Okay, gentlemen.

- He's in there, if that the case, did you select it?

- We're in there.

- Now we've got them running.

- Yeah, when I went to Pro, was the first year. Game five, it was the Fall of '84, I don't know his first name, but Heller, he was very good. In division two, we had, in division three we had

- We are onto approval of the agenda.

- I'd like to make a motion to place item six after the election of Chair and Vice Chair.

- Second that.

- I would recommend it follow item two.

- Yeah, I think, I misspoke, thank you.

- Yeah, I'll second it.

- All in favor of the amendment.

- Aye.

- Aye.

- Amendment passed unanimously, so then we'd be looking for a motion to adapt as amendment.

- Second.
- All in favor?
- Aye.
- Agenda is adopted as commanded. Next would be approval of the minutes, so we'd be looking for a motion to approve the minutes of the last meeting.
- Second.
- Somehow we don't have, alderman Nicholson, And there he is, perfect. All in favor?
- Aye.
- Opposed, motion carried. New business, we will be looking for nominations for positions of Chair and Vice Chair, I think we'll take nominations for position Chair first.
- I nominate alderman Nicholson as Chair.
- I'll accept the nomination.
- Do we have a second?
- You don't need a second, Steve.
- Oh, thank you. Any other nominations? If there are no other nominations, all in favor?
- Aye.
- Congratulations, alderman Nicholson is Chair again and you can take over the meeting at this point, thank you.
- Okay, we're still under new business, we need a Vice Chair. So I'll take nominations for Vice Chair.
- I'll nominate alderman Johnson.
- We'll accept. There's a nomination to have alderman Johnson as Vice Chair and alderman Johnson accepts. Is there any other nominations, any other nominations? If not, all in favor.
- Aye.
- Neys, motion carried, alderman Johnson is Vice Chair. Number two, consideration of possible action on request by Glen Duda at 820 School Place for permission to park caregiver vehicles on-street overnight. Okay, director Grenier?
- This is a request that had been brought forward by a former alder Zeman, Mr. Duda has been residing at this location for about 30 years, he's in need of full-time care. Largely procedural, again we have the parking restriction for overnight hours, his caregivers are often times there, over hours, over those overnight hours and staff recommends granting the exemption for caregiver parking on-street except for declared sole emergencies for the balance of 2018, this would be auto-renewing on an annual basis. Staff would contact to ensure Mr. Duda continues to live at that address, if he were moved, the exemption would automatically fall away and go back to no on-street parking between three and five a.m, but for as long as he's there, we'd have the responsibility to contact him on an annual basis and do that for him.
- Any questions or concerns, if not, I'll entertain a motion.

- Move to approve.
- Motion by Johnson to approve, second by Wery, under discussion. Hearing none, all in favor?
- Aye.
- Neys, motion carried. Number three, consideration with possible action on request by alderman Chris Wery on recycle/garbage bin storage requirements, enforcement. Oh, did we do that? Okay, I apologize. Number six, consideration with possible action to look at what other Wisconsin communities do with respect to overnight parking bans, with the potential to eliminate the overnight parking ban in the City of Green Bay, referred by Common Council from April 17th, 2018. Alderman Stern?
- Thank you, Chair. Alderman Stern of district 10. We did have a communication and there are few citizens in my district that have brought this forward and I'm listening to them, so basically director Grenier asked me to make a little more definitive, as far as tightening up the request, so this is how I'm gonna read it. To study comparisons and differences in overnight parking restrictions for the cities of Milwaukee, Madison, Green Bay, Appleton, Eau Claire and Racine and to produce report that aims to seek an end to overnight parking restrictions in the City of Green Bay. That's it. So now, director Grenier will bring that back to his department, they'll look at it and report back to this committee.
- Director Grenier, do you have any questions or are you just gonna work with this?
- Thank you, so staff will recommend this for studying, hopefully we'll have it back in two weeks.
- Any questions or concerns from the committee?
- Will the nature of that study be restricted exclusively to the cities that were mentioned?
- That's comparison, I think, I'm looking at population size, I'm looking at, some of the cities have a lot of rows that aren't rectangular if you will, so I'm trying to look at a number of cities that are fairly comparable to Green Bay in terms of size and just to see what they do in their communities. Now, granted, in snow emergencies, that's a whole 'nother setup, I understand that very much, but this will just compare all the elements of parking restrictions in these cities and Green Bay.
- We're happy to study whatever you like, I want to make sure we're encapsulating the cities you're interested in and that's why I request.
- If there's other cities that you'd like to look at, that's fine, I was just trying to look at comparable cities in terms of population.
- I'm just trying to understand the scope of what we're doing here, obviously, if staff were to find other cities that they felt could offer reasonable example for the purposes to support your request, I feel they should be brought in and not have it exclusively with the cities you mentioned.
- I think the reason I mentioned those cities, there are other cities too, like Ocea, Lacross, and there's other communities as well, but the fact is that director Grenier looked at this communication and said it needed a little more clarification, so I thought bringing these cities forward would help with that. If there are some other things that could be added, if the committee wants to talk about, that's fine. But I brought that forward and I'll leave it to staff to come up with something.
- Alderman Brunette, alderman Stern, could you read that one more time?
- I'll read it again, so the study comparisons and differences in overnight parking restrictions for the cities of Milwaukee, Madison, Green Bay, Appleton, Eau Claire and Racine aim to produce a report that aims to see an end to overnight parking restrictions in the city of Green Bay.

- Through this staff work, I'm assuming they would uncover for those municipalities that have a restriction, the reason for that restriction and this comes up from time to time, it's good to know why each municipality has the, whether it would be an action of their council, a Mayor's direction, you name it.

- It does. The one thing that I do need to identify on behalf of staff's perspective, part of this motion discusses that the report aims to seek an end to the overnight parking restrictions. I do have to be upfront with the committee, I'll let you know that it's gonna be hard for me to write a report that supports that position because staff does not support that position. Staff believes that the restriction that we have is justified, so I would be happy to write a report detailing what we find, but I don't know that I can write a report that supports a position of getting rid of that restriction.

- I thought of that while I was writing that.

- That's kind of what I was getting at, because at one time when this came up on my first time through, that was the reason, I actually looked into this from the constituents, the same thing alderman Stern is doing, I know police department had objections, the mayor had objections, so I'm hoping for a report. I appreciate your staff's position, but something that's unbiased, that we can look at it objectively, subjectively, however you want to phrase it so that we can really look at it. It comes up so often, I think every council has dealt with this at one time or another.

- If nothing else, it's good for information for citizens as well.

- Yeah, that's fine, I can support that.

- Anything else, alderman Brunette?

- No.

- Any other concerns or questions from the committee? Basically you're gonna have disadvantages and advantages?

- What we're going to do in detail is what the parking restrictions are in those communities, if we can ascertain why those communities have those restrictions, we'll identify what the current restrictions are in the city of Green Bay and why those restrictions are there and then it's yours.

- Are you gonna present any finances towards this? Such as parking ticket revenue?

- We can.

- I was looking to Mr. Pearl to see if we can narrow that down to overnight parking. We can definitely identify tickets.

- I just want to ask the committee, do you feel that's important? I presume there's cost associated with this as well, you're gonna have to change signage, so I think to understand, the financial impact is probably something worthwhile to know.

- Okay. Alderman Wery.

- Thank you, Mr. Chairman and I know this has been an issue literally every two years, comes up with every council, so it's gonna be a big, hot topic, we're gonna get a lot of calls and emails, so I need to take a little bit of time on this, just looking at the time you presented, which was very nice, back in 2001, alderman Zima put in the request, then it was mayor Schmidt, then alderman Wanerhoovel, then Wery, then Wanerhoovel, then Denize, then Dwayne, and Wery and now Stoyer, so pretty much every two years it's a hot topic and the more information the better, even if we come to some compromise, it would be great to have put in the request twice, so I will put to just Thanks.

- Any other questions or concerns, if not, entertain a motion. Motion by Johnson to refer to second, second by Wery. Under discussion, hearing none, all in favor, nays, motion carried. Number three. Consideration with possible action on request by alderman Chris Wery on recycle, garbage bin, storage requirements and enforcement, alderman Wery.

- Thank you, Mr. Chairmain, I have several people, I don't think anybody is here tonight, anybody here for garbage storage? Okay, they wanted to attend, they won't be here, so I'm gonna ask to hold this item, I think more discussion needs to happen on this, I think some of our inspectors are getting a little bit overzealous in enforcing the laws. What was explained to us, if you remember correctly, if you stand in front of the house and you can't see the recycle bin or the garbage bin, you're good to go and what's happening is I think some of the inspectors and maybe this has to be if they can see it at all, even if they're way off to the side, they're getting notices and it's really riling people up and so the combination of talking with the inspection team and maybe looking at the requirements again would be helpful.

- We support your request to hold this. Are we potentially looking at changing the ordinance or are we looking more at a presentation on what the enforcement is or?

- Probably both.

- Both, okay, I'm trying to do a better job of getting prepared so I'm asking some questions to figure out what exactly you want.

- And reaffirm what we passed last time, so we should be enforcing it.

- Okay. Alderman Wery?

- I'll make a motion to hold this.

- Motion by Wery to hold till our next meeting, second by Brunette, under discussion, hearing none, all in favor, aye, motion carried. Moving forward, number four, consideration with possible action on request by the Department of Public Works to enter into a five-year sole-source contract with Badger Concrete Lifting for mudjacking services, city-wide on a as-needed basis, in an amount not to exceed the annual allocation in the approved Capital Improvement Program, director Grenier?

- Generally speaking we have between 25 and \$30,000 set aside for the annual capital improvement program for mudjacking. Mudjacking often times is used as a first alternative for settling curb and gutter rather than cutting the old curb and gutter out and replacing it, sometimes it's used for sidewalks, sometimes it's used for concrete panels in the roadway. Back in 2007, for the 2007/2008 bi-annual contract, purchasing division put the request for quotations out, Badger was the only respondent to that request for quotations. We went through the 2007 and eight contract years, again, for 2009 and 2010 we put this bid out on the street to purchasing department, we received prices from Badger Concrete Lifting and Rays Right Concrete Lifting, Badger was significantly less expensive than Rays Right, so we executed the contract with Badger for a two-year period. In 2011, we put another request for quotations out, Badger was the only respondent, for 2012/2013, we put a two-year contract on the street, Badger was the only respondent, in 2014, we did a single year contract with three optional renewal years, so for 2014, with the options for 15, 16 and 17, Badger again was the only respondent. So going again back to 2007, either Badger has been the only one to respond or the one contract that we had another bid come in, it was substantially more expensive. Badger's prices have been relatively consistent and reasonable for the type of work they were doing, after consulting with the purchasing department, staff would recommend to enter into a five year contract with Badger for an amount not to exceed, like I said, it's typically 25 to \$30,000 a year, once we hit that max, we just stop, we don't do any more work.

- Okay, any questions for director? Alderman Wery?

- Thank you Mr. Chair, are you finding that's enough funds for mudjacking?

- Yes, generally speaking that's about, we really don't have a lot more than that that mudjacking would be a proper technology to use.

- A lot of times you'd have those eight that miss-align with

- Correct, if we can do something like that, less invasive, less disruptive for the property owner, we want to do that, but generally speaking, 25 to 30,000.

- Alderman Brunette.

- The vendor has agreed to keep the prices stable for five years?

- So what we would do is we'd negotiate a five-year contract, but generally speaking, it would be the same terms and conditions we had in two or three year contracts we had previously, where they are allowed and escalator clause, but generally, the escalator clause is in the two to three percent range. Again, we'll continue to work with the purchasing department and we'll have the purchasing draft the five-year agreement for us, so that we get those terms and conditions written in and then if there was a massive price spike in any given year, we would have an out clause for that.

- Alderman Johnson.

- Five years seems like a long agreement to me, what's the advantage to the city of Green Bay in doing a five year versus a two year? Other than the fact that you have to bring it back here again?

- Actually, bringing it back here is not a big deal for us, the biggest issue is another contract that purchasing has to deal with, it's staff time on their end.

- And we're looking at 30,000 a year?

- Yes.

- So, do they price this out post slab, is it time and material, how do you handle details within that overall budget?

- What we have is, there is curb and gutter, pavement, sidewalks and aprons, we have an estimate of the number of each unit and we take a look at the units, the unit price and we'll take a look at the unit price from year to year and make sure there are no big swings in price.

- So the nature of this purchase contract, it does enable the city to back out if for some reason the price comes above what would industry standard be?

- Yes, again, we'd be structuring the contract this year, taking a look back at the 2017 contract prices and then have a reasonable allowance for escalation on a year-to-year basis. If for some reason the contractor can't meet that, there would be an out clause for the city and we'd go back on the open market for it.

- Would the out clause be on a project by project basis or whole contract?

- Annual basis.

- Okay, thank you.

- Any other questions or concerns? If not, I'll entertain a motion.

- Motion to approve.

- Motion to approve by Wery, second by Brunette, under discussion, hearing none, all in favor, aye, motion carried. Seven. Consideration with possible action on the review and award of the contract Sewers 3-18 Elizabeth Street, director Grenier.

- We got to go back to item five.

- Five, okay, number five, consideration with possible action on request by Parking Division to renew its lease for the Lot E Property 221, 225 and 231, South Jefferson Street, with the Premonstratensian Fathers?

- It went through loop two. So what we've got is a copy of the draft agreement with Fathers, we've been leasing Lot E since 1979. Lot E is down on Jefferson.

- Outside of the phone company building. We manage the lot on their behalf and what we've been finding over the last couple of years is the lease price we pay them versus the revenue that we've been taking in, we've actually started to operate at the lot at a loss based on the old contract that we had. So we went back and we approached the Fathers, explained the financial situation to them and said we simply can't continue this lease, especially operating at a loss, they came back with financial terms to reduce the lease price by about \$19,000 which allows us to continue to operate on that lot and break even again. So we're happy with the lease conditions, they're happy to have us continue manage the lot on their behalf, provides a little bit of income for them, so staff does recommend entering into the new lease.

- Are there any questions, concerns?

- Motion to approve.

- Motion approve by Wery, second by Brunette, under discussion, hearing none, all in favor, motion carried. Seven, consideration with possible action on the review and award of Contract Sewers 3-18 Elizabeth Street, director Grenier?

- Okay, this is a project on Elizabeth Street. I think if you remember back to when we first started having discussions relative to uses for the excess money that came from the stadium district, one of the projects we identified is a street flooding issue that occurs on Elizabeth Street, near Barren Creek. That's one of the low basins and what's needed over there is a significantly-sized lift station that storm sewer we inherited when Preble was annexed, so it's severely undersized according to today's design standards. Even though we didn't wind up putting the city district tax money into that project, it was identified at that time. Some of the work was contracted out, some of the work was done in house, but we've come up with the design and put that out for bid, very pleased to see the amount of interest on behalf of the contracting community, in this case we received six bids from contractors, low bid was then construction company in the amount of \$1,128,118.32, staff does awarding the contract to the lower responsive bidder which bid in that amount.

- Any questions or concerns from the committee? Alderman Brunette?

- Hasdone work for the city?

- Oh yes. We would've been comfortable with any of the six that bid on this project.

- Okay, thank you.

- Any other questions? If not, I entertain a motion.

- Motion to approve.

- Motion to approve by Brunette, second by Wery, under discussion, hearing none, all in favor, motion carried.

- Eight, consideration with possible action on an offering price reports for Webster Avenue project and authorized payments, director Grenier.

- As we've been dealing with through the last several meetings and as we continue to acquire real estate or lands needed to construct the North Webster project between University Avenue and Radison Street, the first step, for those of you who are new to the committee, the very first step is offering the price report and that's the first document that we sent to a property owner, indicating what we are offering to purchase that property for. There's a number of different land interests that we have, what we refer to as a fee simple which means you are paying a fee and you are receiving real property in exchange for that. Fee simple could be an entire parcel, it could be a small strip, it could be a corner. We also have land interests that are referred to as a TLI, or temporary limited interest, in a temporary limited interest situation, as a name implies, it's temporary in nature, and it's limited in scope. If we have to enter on a property to do some grading work to get a sidewalk in and we restore it in better condition when we leave and after we leave, the property remains with the original property owner, that's temporary, limited use, we also have permanent limited easements. Often times we will acquire permanent limited easements for items such as controller cabinets for traffic signals or for lighting. On permanent limited easement, we're retaining the easement, the property owner continues to retain title to the property, but we are going to occupy that piece of property on a permanent basis. So if I recall, a traffic signal would be a good application for that. So, you have your real estate for the week, for this item today, we have a number of parcels that we are going to be submitting and offering price reports to the property owners. Parcel 21 is a fee simple to Alfonso Ladisma Hernandez in the amount of \$103,000, parcel 23 is temporary limited easement to the redevelopment authority of the City of Green Bay in the amount of \$235. Parcel 41, is a fee simple to the redevelopment authority for \$14,015. Parcel 43 is a fee simple to the redevelopment authority of Green Bay in the amount of \$16,560. Parcel 46 has both a fee simple and a temporary limited easement with redevelopment authority of the city of Green Bay in the amount of \$400. Parcel 47 is a temporary limited easement with a redevelopment authority of the city of Green Bay in the amount of \$20,060. Parcel 56 is a temporary limited easement with a redevelopment authority in the city of Green Bay in the amount of \$295 and parcel 60 is a temporary limited easement with the redevelopment authority in the city of Green Bay in the amount of \$50. These may look a little strange to you, again more so for alders Brunette and Johnson, who haven't been on the committee throughout this process for the last several months. The Webster Avenue project is a Wisconsin department of transportation-funded project, so we have to follow the Wis-Stock rules on this. Part of what happens during the development of a real estate acquisition plan is our right of way specialist goes out and creates what's called a project data book, so it's essentially top sales for light types of property that we use as a starting valuation for, the TLIs, fee simples, depending on what we're acquiring. As he's developing the offers, the offering price reports that are going off, we have to work through the state's regional coordinator for real estate acquisition to ensure that everything that we're doing is compliant not only with Wisconsin department of transportation, but also Federal Highway Administration rules and regulations so this is not just city out there offering money to people, this is actually going through two levels of scrutiny, both the state and Federal level before we even bring it to you, so there's quite a bit of stuff going on in the background and that will apply not only to the offering price report, but for the agreements of purchase and sale of real estate and relocation claims that we bring forward on this project and any time we have a project like this, I will come and let you know that these are Wis-Stock projects so you have that knowledge as well.

- Any questions or concerns? None, entertain a motion.

- Move to approve.

- Motion to approve, Wery, second by Brunette. We're under discussion. Alderman Johnson?

- I presume does the RDA approve these amounts afterwards as well?

- I believe they do because they're going to be either selling to the fee simple or providing the easement necessary.

- Would it be safe to make the assumption that staff had already done the legwork to know that the RDA would be agreeable to these price points?

- Not necessarily because that would involve negotiation with the property owner and the OPR, the offering price report is the first step in that negotiation. We have to have a lead if you will to come in with, this is that lead, but again what we do for the project as a whole, we know what a square foot of TLI is going for, we know what a square foot of PLI is going for and for acquisition, if we have to acquire a strip of land for a vision corner or something like that, there is a value assigned to a strip, and then the houses themselves, any full acquisition we're going through, we actually do appraisals on those, we've got an appraisal on retainer that's approved by the DoT and things of that nature. So there's actually a formalized process, again we're not just going in with a number that we think is fair, so we do all of that legwork ahead of time and again because we're following the DoT process, there's some very definitive thou shalt and thou shalt not in the offering price report, that's our first offer.

- Thank you.

- Any other questions, if not, I entertain a motion.

- Motion is on the floor.

- Okay, all in favor?

- Aye.

- Nays, motion carried. Number nine, consideration with possible action on agreements for purchase and sale of real estate for Webster Avenue project and authorized payments, director Grenier?

- Okay, similar to the offering price reports, we have come to agreement for purchase on two additional parcels out there, Parcel 14 with Douglass J. Schneider at 1101/1105 Day Street in the amount of \$95,000. Parcel 19 with Nia We Kong at 1104 Webster Avenue in the amount of \$115,000.

- Motion to approve.

- Motion to approve by Wery, second by Brunette, under discussion, hearing none, all in favor, nays, motion carried. 10, consideration with possible action on relocation claims for the Webster Avenue project and authorized payments, director Grenier?

- Okay, again, more so for alders Brunette and Johnson so you guys are completely up to speed on how the DoT does things. The purchase price, if two people are involved in a property transfer which is our transaction, just about anything is on the table for negotiations for real estate. The way the DoT acquires real estate is not that easy, so what we have to look at is the purchase price of the structure and the land and nothing else. If there are other things, relative, it could be the value of appliances, or a lot of times, DoT is gonna buy the property from you when they're buying that property for a \$115,000. You now have to buy a comparable house and that comparable house in different location is worth a \$125,000. So there's a difference in value of \$10,000. The property owner who is being relocated has the ability to come back and petition the DoT for relocation expenses to make him whole for being disrupted so that's what these relocation payments are. More often than not, it represents the difference between the parcel being purchased and the parcel that they are moving to and again, this is a part of the DoT process, this is all something, how they do property transfers. So we have four properties, there's actually five payments, I can explain that a little later, but parcel four is Reginald and Gene A. Doxtater at 1000 Smith Street, payment amount is \$225. Parcel eight is Carol Patasik at 1100 North Webster in the amount of \$1975. Parcel 10, David G. and Jennet A. Claus at 1032 North Webster in the amount of \$60,225. Parcel 10, David G. And Jennet A. Claus in the amount of \$4,422.88 cents. At parcel 19, Nia We Kong, 1104 North Webster, \$50,645. The reason the Claus property is on there twice, we had the relo-payment set for them, there was an accepted offer and closing date set, something happened with the mortgage interest and there was a differential on the loan so they came back and petitioned the DoT and DoT conferred with that

which resulted in \$4,422.88 cent payment, so that's why it appears twice as opposed to being locked in, we had everything prepped for the \$60,000 payment for the second claim, so we had to treat it separately.

- Any questions, concerns? If not, I entertain a motion.

- Move to approve.

- Motion to approve by Wery, second by Brunette, under discussion, hearing none, all in favor, any nays, motion carried. 11, consideration with possible action on the applications for Concrete Sidewalk Builder's license by the following, Steve you got a problem with any of these?

- Actually, we do on two of them.

- A, Absolute Concrete, director Grenier?

- Absolute has not had a license in the last 10 years, so we would recommend conditional approval pursuant to a positive reference check.

- Okay, any questions or concerns? If not, I entertain a motion. Motion by Johnson, second by Wery, under discussion, hearing none, all in favor, nays, motion carried.

- B, Christensen Concrete, director Grenier?

- Christensen, we have no problems with.

- Move to approve.

- Motion to approve by Wery, second by Brunette, under discussion, hearing none, all in favor, nays, motion carried. 11 C, Concrete Finishers LLC, director Grenier?

- Concrete Finishers, we have no problems.

- Motion to approve.

- Motion by Brunette to approve, second by Johnson, under discussion, hearing none, all in favor, nays, motion carried. 11 D, Delrar, Incorporated, director Grenier?

- This contractor we actually recommend denial, that's pretty strong for us to do and it's not something we take likely, Delrar has been a contractor on some city-funded projects through 2017, despite our working with that contractor to remedy some of the issues, there continues to be issues with their ability to follow instruction as given by city staff and with quality issues relative to their placement, so we recommend a one-year suspension or non-renewable license.

- Any questions or concerns? If not, entertain a motion.

- Anybody here Mr. Chairman, Delrar?

- Motion to deny by Wery, second by Brunette, under discussion, hearing none, all in favor, nays, motion carried. 11 E, Fischer Ulman Construction.

- Fischer Ulamn we're good with.

- Move to approve.

- Motion to approve by Brunette, second by Johnson, under discussion, hearing none, all in favor, nays, motion carried. E, Information, director's report, director Grenier?

- Would just like to start off by acknowledging the efforts of all staff to address the record snow fall, we've had about a week and a half ago, that took a lot of work from just about everybody within the department that was just not snowplow drivers within street sector, we had some sanitization and sewer folks in there helping out as well, parking division was working around the clock and after we came out of that on Monday, sanitation had to go back and continue to do their work, they've actually doubled up the Monday, and hit it again on Tuesday to make sure nobody got missed, continued working through the week, despite the fact we had snow all over the place and was able to do all the collection throughout the city. Sewer section then immediately started on Tuesday, Monday morning, going out and marking the location of inlets in low-lying areas and known flooding areas, with street section directed behind them with heavy equipment, cleaning up the inlets behind the snow banks and that effort continued throughout the course of the week. So by the time we were done, we had quite a lot of hours put into that and I would say by Thursday or so, in my opinion, the city looked pretty darn good, so we continue to monitor things especially from the sewer section to make sure that we're not having any flooding, but to come out of that storm in as good a shape as we did, yeah, I think some of you folks have heard me say multiple times in the past and I'll continue to say it, but I'll put my staff in ahead against anybody's any day. I'm very, very proud of the work that they do. We've been getting some outreach relative to the spring yard waste collection, technically that started one or two weeks ago, it should've started two weeks ago, we've already put out on social media that we are going to be extending that by one week and staff will continue to take a look at that, if we can extend that we will, but part of this, remember that just because it snowed and we got set back two weeks, doesn't mean that the regular work activities of street sections to take care of, that didn't get set back two weeks, we're still trying to cram everything in within that confined time space. So we are making a commitment to extend by at least one week, we'll continue to monitor the situation if we can extend the second week, we'll do that. I'll try to keep you guys apprised of what's going on.

- What date do you have Steve for that week?

- We're set to be done at the first week of May, May 9th.

- May 9th is the last day you have right now?

- It would've been May 11th.

- Is that a Friday?

- It is a Friday.

- So that's what you have right now?

- We'll go to the 18th.

- 18th of May?

- Yes.

- That's the one week extension?

- Yeah, we will now be in the final week, on Monday, May 14th and continue through that week. That's what we've committed to at this point, and again, we'll monitor that situation and see if there's something else we can do, but if we simply need to get on with other things, which I have in that.

- Okay, any questions or concerns, questions for director?

- Staff continues to convert the fleet, I think we're pretty safe now, that last one kind of threw us for a loop, but shouldn't be completely unexpected. Construction part projects have started, it's that time of the year, we can start expecting alderman Brunette has served before alderman Johnson, what we will do as

construction projects in your district, are starting to kick off, staff tries to get a letter out to you, to notify you what's going on in your district and if you start to get residents calling in, asking questions or you start to see construction and things like that in your district, you got some prior notice that we're starting a project there. One of the other things we've been hearing about is relative to docks and piers, we had two of the piers up at boat launch and installed prior to the snow storm two weeks ago. Due to concerns with ice shoves and water backing up in the bay, we were able to get one of those two piers out of the water, the second one, we couldn't in a safe manner before the weather changed, so that was left in, prayed. Things were not good up there, we were really worried about damage to that facility. During the storm, on Saturday morning, at about 10:30, I was downtown and from the rainmemorial bridge, I was able to get a view of the gangways for city deck, those gang ways are stored in their winter up position, normally that's several feet out of the water, the lower 20 to 25% of the gangways was actually submerged at that time so the sage that came blowing up, stacking the water up on the bay was significant. We had waves breaking backwards, the river was actually flowing backwards for a period of time with white caps on it that were breaking and splashing up over the sea wall. When we say we were concerned about it, I'm serious, we were really worried we're gonna have some flooding problems. Luckily, with the rate of snow fill, it kind of plugged off the inlets for a while, stopped anything else from getting in the storm sewer system, by the time the wind subsided, then the temperatures came up, the water had started flowing back out, then we were able to drain it and when temperatures came up in the last several days in more of a gradual fashion, a lot of things moved as well as they have. We continue to keep our eyes on smaller river streams and knowright now is ramming almost bank full, so we're keeping an eye on that to make sure we don't have any flooding problems and we will get the docks in as soon as we can, as soon as it's safe for our folks to do that. Typically early May we like to get the floating docks and lights park and city deck in, unfortunately, the marina is still kind of soaked with ice and we can't get a barge out without the barge plugging the docks, but plan is to get in there in early May, weather permitting and when it's safe for our folks to get out there. So if you receive any calls about fishing tournaments or we're hoping to have metro back in operation if not this weekend, by next weekend and city deck and lights park will follow as soon as it's safe for us.

- Any questions or concerns, alderman Wery.

- Thank you, Mr. Chairman. First, maybe I was seeing things, but Mr. Peter, were you driving a plow?

- They're smart enough not to let me.

- Okay, that was the first thing. The second thing, sidewalk bids, when do those go up, what's the last time, just as a kind of refresher that we can hand in sidewalks to get replaced this year, I know that always comes up quicker than we think.

- For this year I think we might be locked in already. But by all means, if you've got sidewalks that are of concern, get them in. Whether we get to get them done on a replacement this year or not, at the very least we can make sure they are safe for traveling, it may not be replaced, but it might be filled in or patched, but yeah, the minute you know about an unsafe sidewalk, let us know and we'll get it at least dressed up.

- Have you ever looked at doing two a year? One May, once we've collected in Spring and September, 'cause

- We do, we have not looked at doing two contracts because once we let the early contract, that contractor is busy, right through, sometimes he's got snowfall.

- So, yesterday.

- We do take the complaints year around, don't ever let that be an impediment.

- Thanks.

- Any other questions, concerns?

- Motion to receive a place on file.

- Motion to receive and place on file by Brunette, second by Wery, under discussion, hearing none, all in favor, motion carried. Right now, we're gonna postpone this for approximately three and a half minutes, so it's six o'clock, we have a public hearing. So, let's postpone. We are gonna start the public hearing. So we're holding a public hearing a six o'clock at night. For the following items, asphalt pavement, Hillcrest Drive, Renaissance Lane to West Mason street. Asphalt resurfacing, Haven place, West City limits to Renaissance Lane. Water main and water services, Erie Road, Friar's Path to 830 feet south of East Mason street, Hillcrest Drive, West Point road to Renaissance Lane. Okay, we're gonna start with asphalt pavement, Hillcrest, Renaissance lane to West Mason street. Now, what I'm gonna ask is that if you have a comment, concern or anything else, please raise your hand, I will recognize you, state your name and address for the record, please. You can talk as many times as you want. I'll allow that. So if there's any questions, if not, our director, Steve Grenier of department of public works is gonna read off your name and we'll start the public hearing, thank you.

- First part of the public hearing is the engineer's report, so we'll start with engineer's report on public hearing of April 25th, 2018. In accordance with State statute, 66200703, this public hearing is being held to levy assessments for the proposed pavement and water main improvements which are included in the 2018 capital improvements program. All of the projects being considered tonight will be included in contracts administered by the City of Green Bay department of public works engineering division. All the proposed assessments are being levied in accordance with the city assessments ordinance. During construction, the contractor is required to provide access to business at all times and residences as much as practical. When a residential driveway is inaccessible, the property owners or tenants can receive permission from the city police department to park on the driving street. Problems during construction should be brought to the attention of the department of public works engineering division by calling 4483100. Asphalt pavement, Hillcrest Drive to Renaissance Lane to West Mason street is classified as a local street in a residential zone area. The existing asphalt street is in poor condition as in need of reconstruction. Hillcrest Drive will be reconstructed with a three one quarter inch asphalt pavement over gravel base, having it cleared from 28 feet from Renaissance lane to West Mason street. The estimated cost of pavement construction is \$770,000. Water Main will be constructed prior to pavement reconstruction. Asphalt resurfacing, Haven place from West City Limits to Renaissance Lane is classified as local street located in a residentially zoned area. The existing asphalt pavement is in poor condition and is in need of resurfacing. Resurfacing will consist of pulverizing the existing pavement and eliminating depressions with a one and one half inch asphalt leveling course and then placing one and one half inch or more asphalt surface over the entire paved area. The objectives of resurfacing are to provide a smoother roadway surface, eliminate maintenance problems and to extend the life of a street. Asphalt resurfacing can only be completed on an existing improved street where the base is still in good condition. Once base failure has occurred, the entire street usually has to be reconstructed. The estimated cost of resurfacing is \$275,000. Water main and water surfaces, Erie Road from Friar's path to 830 feet south of East Mason street is classified as a local street in residential or light manufacture zoned area. Erie road will have a 12 inch diameter water main constructed in the public right away. The estimated cost of water main construction is \$130,000. Hillcrest drive from West Point road to Renaissance Lane is classified as a local street for a residential zoned area, Hillcrest drive will also have a 12 inch water main constructed in the public right away, the estimated cost of water main construction is \$140,000.

- Just one second, please, just one second, Steve, are you finished?

- That is the engineer's report.

- Okay.

- Are we gonna get a copy of that, everybody in this room? Where you read all that stuff where I couldn't take notes on?

- Absolutely.

- Does that answer your question, ma'am?
- Yes, it does.
- Okay, thank you. Okay, Steve, we're ready.
- Okay, first person is Dona Losaleski, 1422 Hillcrest Drive.
- Okay, who's that? Can you just come up here please so we can hear you? If you can. Thank you.
- Well, first of all, if we're gonna have our road reconstructed it's only gonna be guaranteed for 25 years, the other place is almost nothing and it's there for 20 years, is that right?
- Let me interrupt you for one second, which one are we talking about?
- On Hillcrest.
- On Hillcrest, thank you.
- And Haven place, anyway, there is much less money and it's guaranteed if they have to work on it, for 20 years, ours is only gonna be 25. And the traffic we have is outrageous, they're all coming from FF. Coming and going. And I don't know, I just don't agree with curbing and everything in there. That's it.
- Steve, do you have name and address? Okay, thank you. All right.
- Would you please introduce yourself and tell us your title?
- Brian Johnson, alderman, district nine.
- Alderman Nicholson.
- Alderman Wery, district eight.
- Alderman Jessie Brunette, alderman for your district, district 12.
- Okay, Steve, next please.
- Dick Deatric, 1604 Hillcrest.
- Yes, my concern was something--
- Mr. Deatric, could you just focus on explaining it to us 'cause we're gonna be making the decision.
- Okay, I thought I was supposed to talk to them.
- Thank you.
- My concern is about this water deal, when we were at the meeting, they said connecting the water from Hillcrest to Renaissance would complete this threshold water point, well, I was in the king of arms, the water doesn't stop. So it's not about fresh water, just trying to push water past us and there's only five of us there, and we've all got good wells, so I don't know what the deal is with the water, and it's not only the water, it's the street, and I got two bills they sent me, it comes like 32,000, but the water in it, they put another 5,000 to my house. So I'm talking close to 37, \$38,000 and I just don't have that kind of money to take off and pay for this stuff and then they said five years, put down your taxes a 4.75% interest, I'm gonna limit the income, where do you get this? I agree with the street there, that our street, the whole

street isn't that bad like they claim, anybody, if you go down Hillcrest, it's not as bad, I know if anybody's seen when they've resurfaced it, two years ago, they rounded up, and that stuff is all cheap. That is going to parts, it's the other parts where you get a little piece of black tap out and you get water and people go in there, and make a bigger hole and bigger hole, that's a lot of problems there. So that's kind of what I had to say.

- Okay, thank you.

- Next will be Kevin3249 West Point road.

- Gentlemen, thank you. First off, Hillcrest road has gotten to be pretty much a theater road for not only king of arms and some other housing developments out there, but actually now you've got people coming from the casino, cutting through, going double left into Howard and you have people coming from the airport, people coming off 172. I come that way three times a day, and people are coming right off West Point which is for all intents and purposes, four lanes wide. It was built to be a theater road. West Point road was, but what they didn't do is just before it hits Hillcrest, they stopped West Point road as far as the size of it, the width of it, and hoping everybody would go east to Packerland, they don't, they go west, take a right, heading north to Hillcrest and take that to West Mason street. They cross Mason street, head down double left into Homart, Howard where they take it to 29 and cut off to 29 for a lot of people. With the amount of traffic on that road and I don't remember the exact number, it's somewhere around 800 cars a day, that road gets beat up, it's not meant for that. It's a small country road, between the truck traffic, vehicular traffic, it gets beat up pretty well. Now on top of that problem, you have the water problem up there. With all the development that's happened in that area, especially in the Sandy West Point area, there's no place for the water to go. We all pay sewer water management fees, and ever since I've lived out there, there's been no management to the water problem out there. Every year it's gotten worse, where in the spring time, our yards flood out, the water's got no place to go because the culverts are a lot of times higher than what the ditch line is. Even if it is gonna go through the ditch line, there's no place for the water to go, because we never controlled the water. With that, there are places within Hillcrest that each year, due to frost or different weather conditions, you get big dips in the road, and if anyone's ever gone through there, was campaigning, but if you go through with a plow or a very, low-ground car, you're gonna scrape pretty hard. And we go through it every year. So before we even think about replacing the road, what we're gonna do with the road, we go to deal with the water, where are we gonna go with this water, and I have yet to see the plan where we're going with the water. On top of that, we've all got our estimates for our bills for this project. And a lot of people out there are retired or near retirement, I think it's pretty excessive based on the fact, that if it was just a country road and we were just living on it, it's our traffic and typical country road traffic, it would probably be more reasonable, and we actually wouldn't be here right now, but because of the amount of traffic, and I think partially because of the poor design of the traffic pattern on West Side we're here, and I really think that the city has to at some point in time figure out how we're gonna deal with repairing our roads. We've got a lot of bad roads in the city, and I know we've tried to come up with a couple of different options, but I think it's time that we actually get down and figure this out because to charge people 10, \$15,000 each to repair a country road that should never be in this condition to begin with is a crime and I think the city needs to take a look at how they're doing this. When I look at the water part of it, making these people hook up to the water supply, we went through this before Whole Bar hooked up about seven years ago, in the council, we looked at it when Hobar was coming on board with the water, they tried to put in, make everybody switch over from their wells to the water supply. There is not a need, the water is great out there. Just to do it, to help cover their cost, to hook up their pipes I think is wrong. If they want to put water out there, fine, and if at some point in time, the water is not good, and people need to hook up, that's a different story, but there's no reason when they have good wells and the people have spent money to either maintain them or if it's just myself, you know, we just put a new well in a year and a half ago. We already spent, I don't remember how much the well was, several thousands of dollars, to put a well in and eventually you're gonna come to me and say you go to hook up to the water? My property that I just put a well in, is to hook up yet, but I know when they were going to do the Hoobar, they were trying to hook everybody up, to clean it up. So, I think this should be at the very least, until we have a better plan of what we're gonna do out there from a traffic standpoint, from a water standpoint and from affordability standpoint, I think this should be tabled and until we have some solutions for this stuff. That's all I got.

- Okay, thank you.

- Director Grenier, next, please. Next speaker.

- Amanda Viewers, 1433 Hillcrest Drive.

- Hi, sorry, I had to take all my notes so I don't forget something.

- Take your time.

- Good evening, I just wanted to thank everyone here for listening to us. I live on Hillcrest Drive with my husband and my daughter, and it's a great neighborhood, it's great, it's quiet, it's comfortable, our neighbors aren't so close yet, if you need something, they're close enough. In the last few years, it has not been so quiet with the construction projects in our area, noise and destruction has become a big part of our lives. During the expansion project of highway 29, our road was used as a shortcut, to get construction equipment, materials to the work site and then day and night, there was truck after truck, dump trucks, semis with big, oversized loads, semis hauling equipment, materials and the workers themselves using our road as shortcut. Our street is a residential street, it's not built for this type of movement, and also we have a lot of subdivisions popping up all over our area, all of which have used Hillcrest and Haven as a means to get to Mason Street or 29. I've been told by the people in the neighborhood that the destruction actually began in the 90s when subdivision of Sandy was brought through and they hooked it up to Hillcrest. So overuse of our road is not really a new issue, it's been going on for a while. Most recently, homes have been built on West Point and now our road is going from West Point into the subdivision and our street has experienced every single one of those trucks, using it to get from place to place. I'm glad to see the growth of the neighborhood, it's exciting, but I certainly do not think it's up to the home owners on Hillcrest to repair the road, that's servicing all these brand new houses. It's not just a shortcut for construction workers, it's also a way out of the subdivisions to get to Mason's street or the highway. So many of who have no regard for traffic signs, speed limits, safety, personal property, my husband and I have replaced three mail boxes in this many years, they're just going too fast, they don't stop at the stop signs, they don't care. We have tire tracks in our yard every morning, my house is located on the corner of Hillcrest and West Point and if this road is reconstructed I think it will need to be monitored a lot better, but I don't think it ever has been monitored. People pretty much just treat it as a country road and those of us that live on it suffer all the consequences. I reached out to Dave Hansen who's the city traffic engineer, he provided me with a report for how much traffic gets a week, I don't know if you guys would like to see it, I have it.

- Share it with us, please.

- One second, are these copies?

- I have not printed it. He emailed that to me and I was unfortunately hoping for a much more comprehensive document than what I received. That document has the amount of cars that travel at both lanes of Hillcrest onto or from Mason Street which is way at the end of our road. So it kind of misses West Point and this is all of the little roads that connect and go other ways. It also doesn't have data points of widths of vehicles or anything about the type of vehicle that's driving on our road, again if this construction project were to move forward, I definitely enforcement, some sort of weight restriction would be crucial. We were told at the city meeting, that sometimes, in construction there are particular routes that trucks and equipment must take, in my experience, Hillcrest is the route, I haven't seen any other route that they've used, so I'm not sure if it was supposed to be the route, but it was. With route restrictions and someone to monitor them, maybe our road wouldn't be in such Basically, the point I want to get across is many other factors went into the condition of Hillcrest Drive and Haven, I agree that something needs to be done about this in our area, but I can't in good conscience support this project knowing what it will do to our neighbors and our families. Some of us have children that we would like to send to college, some of us are retired on non-fixed incomes, some of us are college students themselves and work during the day. Some of us just constructed a home on this road to raise a family in an amazing neighborhood. We all pay our taxes, we all take care of our property, the assessments that have been handed out literally have the potential to

bankrupt some of us, so I don't see how any of us should be expected to pay for a road that's been used and destroyed by everyone in Green Bay, thank you.

- Steve?

- Roger Trucky, 3359 Haven Place.

- Thank you first for listening to us, I live on Haven place and I'm against resurfacing for a number of reasons, one it's not just a residential street, it's used by everybody, there's a ton of businesses at Holebart right now, one has trucking, I don't know what the other one is gonna be, but when was there, they did run semis up and down Haven which goes into Hillcrest so they used both of them. So what those businesses are gonna do, from the city limits I don't know. Another reason is we've got an oil mad road right now with no base, as per the meeting at NWTC, we're gonna have a black top road put on the same base. It will guarantee the black top for 20 years, but the base will not be guaranteed and it was stated that after base fails, the home owners will pay for it. They said the base will be covered on Hillcrest. You cannot put a new road over Haven, because there are springs underneath it. Just last year and year before, to fix one spot in front of my house, they had to go down six feet plus just to hit some base where they could put an inch and a half of rock in. So that's one of the big issues with it. The other big thing is you keep talking about a wheel tax. You're gonna stick this on us, we're gonna pay for it, next year and a year after, you're gonna put a wheel tax in so we're gonna pay again which I don't think is right. I would like some assurances what the deal is gonna be with the city council on the wheel tax before any of this is done, that's all I have, thank you.

- Thank you, sir. Ladies and gentlemen, can we just hold the applause, I know it's very emotional, basically everybody here is against these projects, but can we just hold the applause, please? Thank you, director Grenier?

- Hi, my name is Diane Willson, I work with the United Nation, we have three parcels that are being impacted by these proposed assessments, two of them are residential properties at 1235 Hillcrest and 1143 Hillcrest. Both of these properties are in trust status, the other parcel that we own is at 6H Southern 65-4-1 and that is a fee property that is unapproved. I just have three comments which as far as the assessments, the city lacks the authority to levy these special assessments against trust property minimally and such authority against the nations fee property may also be lacking. The assessments seem high and the methodology for assessments seems unreasonable. There is preference for the method of uniformly spreading the cost of such improvements across all property rather than via individual assessments.

- Thank you, director Grenier?

- Looks to be Kevin Lincoln, 1508 Hillcrest?

- Hey, guys, sorry for the lousy writing. One thing I will acknowledge is it's kind of a case where the city is catching up to us. You all remember years ago in Green Bay soul was way out on the border and now there's homes all around it, so then everybody doesn't like it. But the main objection I have is this, the road does need some repair, I agree with Mr. Deatric, my neighbor, that resurfacing works really well. As far as the curb and gutter, it's really unnecessary, and it would actually be better to just widen it than to use curb and gutter 'cause it doesn't really serve any purpose other than, those kind of roads, so our road really isn't that. But our road is more or less a country road, we moved out there, that's where it's been ever since, but they did a great job resurfacing by some of the lower areas and they held up well. So as far as having that type of assessment, I don't think it's really necessary, just to save money. And then the other issue I have is with the cautionary. The overall project tolls we didn't have until last meeting, but my question there, they said we were gonna assume the whole cost, how you distribute that cost, it's my understanding that the city should bear some of the cost, so I mean, the residents pay for everything? That's what's told to me last time, so I don't really get how all that works, I assume we're gonna get some cost shrink from the city. And another point I agree with some of my other members here was wheel tax, you know, I'm retired, a lot of us are retired, there's only five homes that are affected by the water, we all have good wells, we all like good

water, we don't want to keep a bad well, obviously, right? So as far as putting a line in, I don't know how you'd do it though, I'll be honest with you on that point, I mean, you can have a lateral run at a later date, like Pat Buck suggested, put the water through, but we've lived there, I'm home a lot, I don't see any kind of maintenance problem. There's dead heads all over. So to run a line for over \$100,000 for five properties, that aren't even asking for the water, it's one issue when you need water, then we'd have to come to the city and beg for it too, so that's another thing too, but we all have our wells tested, they're all good, and truck traffic is a really big concern, will you re-rout it and all that, I don't know. I don't have a solution for that, I'm not a traffic engineer, but when you got trucks running, I worked at JF Build, when you've got a dump truck that's fully loaded, on that short of a wheel base, that's like running a big military truck, those roads aren't made for it. And 9th street, and a lot of other ones, a lot of streets aren't made for it, a lot of those streets, there are not made for that, that's why there are not trucks there. So even if you do go ahead with resurfacing, we're gonna have to put some kind of barrier, you can be riding those trucks like that 'cause the road won't hold up even if it's redone. Well, thanks for listening, I appreciate your time.

- Thank you, sir. Director Grenier?

-1245 Hillcrest drive. Rost, R-O-S-T possibly?

- Yes.

- Okay.

- Are you an alderman?

- Yes, thank you.

- This isn't exactly what other people have been talking about, but I would like to break down my finances and my ability to pay this bill. I have a mortgage which I cannot borrow one more cent, I can't get another loan, I've home owner's insurance, public service, just like everybody else, public service, water, I have two phones, my land line and my cellphone. And this month I had an unexpected trip to the emergency room and part of that cost was \$740. So out of my income of 2448 which is fixed, annuity income, minus my monthly costs, I end up with \$644. Out of these \$644 I try to save enough for basic needs. Yearly expenses in my case are \$4699. My mortgage interest is \$3666. My property taxes are \$3829. State and federal taxes vary, we've got some auto insurance there for \$500. After you subtract this, it doesn't include food or use of my car, or maintenance on my car. Right now, my car needs a \$1,000 worth of tires, you tell me where that money is gonna come from. The little bit I'm able to save every month just makes it barely even to pay these bills. I end up with at the end of the month, charging my groceries because I have nothing left. There will never be any more money, I had to withdraw from my IRA to pay for a heating cost, that's money I saved during my 33 years of employment. I don't think in any way that you have the rights to make me take my retirement and pay for this project. Roads are bad, they're terrible, curb and gutter is totally unacceptable.

- Patricia, if I could, alderman Brunette has a question.

- Are you okay that this be forward to the council for public record. I just want to make sure, because I think this would be very beneficial. As long as you are okay with that, I don't want to divulge any personal details.

- I don't care, this is what they are.

- Thank you for that.

- Thank you, director Grenier?

- Dale Brown, 1610 Hillcrest.

- Good evening. I guess my question is, when we had the meeting at NWTC, one person asked a question why they want to run the water past our five houses and they said it was to benefit us, because the water was better than our well and it would help the city maintain the water system. So then I asked what the real reason was 'cause I don't think they ever answered the real reason why they're running the line past our house, how big is the line, they said it was 12 inch, and there's what, five houses. 12 inch line can handle about 2,000, 3,000 gallons a minute and our five houses I don't think use that much water. So even if we used a little bit of it, I want some clarity where all that water is going because I don't think it's going to king of arms, and maybe they're planning something else in the future, but I'd like the clarity, how the five houses benefit from a 12 inch line. They have good wells. If they could tell us, I think the cost should be more reasonable than what it is to draw that line, 'cause if it was solely for our benefit, it wouldn't be that big of a line and it wouldn't need that much water 'cause we don't use that much water. But our wells our good, maybe some day they won't be good and we'll wish we're back on city water, but I would just like clarity on that, what is the main reason for that big pipe and secondly, why do we really have to be hooked up to it if we have good wells? Maybe there's a smaller pipe, maybe they have a good reason, they could be clearing mines or something, I agree with that, but the reasons they gave at that first meeting aren't the reasons they're running that pipe 'cause if it was for our benefit, then they'd run it on Haven too and feed the rest of the city and be done with it and everybody would have water, then you'd be done forever on it, so I'm no against it, like I said, we were talking about the road, I don't think we need that curb, I don't need a sidewalk cut in my driveway 'cause there's never even a sidewalk out there. You could lower the cost there, but I would just like to hear good clarification on that 12 inch pipe. Most municipalities at their water plant don't even run anything bigger than eight inch lines, so to run that line for five houses, and it's not gonna, if we have a fire, you don't need a 12 inch line. Unless everybody's house is burning at the same time, statistically that never happens, so that's my main thing, 'cause it could affect some of these people really harshly and I'm not completely against it. So if somebody could do that for us and it was never answered at the last meeting, why?

- Steve you want to answer that now or you want to answer that later?

- What I'm gonna do is gonna refer to Brian Paul, he's a service manager of Green Bay Water Utility.

- I can answer the question on the 12 inch line. Just to clear things up a little bit, the people out there aren't being accessed for a 12 inch line, you are only being assessed for an eight inch, any time you run anything larger than eight, we absorb the cost of it, so all residential areas get assessed for an eight inch line, the 12 inch is for up size, we only have it on our master plant in our whole system and we figure out what size lines we need in different parts of the system, and that being on the far reaches of the system, we have a 12 inch that runs up Hillcrest, all the way to Mason Street and beyond, so we need to continue that 12 to hook into Renaissance and then in the future, anything you run down on Haven and beyond, you'd need something bigger to accommodate that. It's meant for future, just not for that block. But the 12 inch line isn't for us, and we don't even need the water.

- No, you don't necessarily need the 12, but you would need the eight.

- But we don't need any line, that's our policy, 'cause our water is good so it's for some other reason, so we're being accessed for eight, it's just to loop the system around, right?

- That's one of the benefits, it's to tie West Point into Renaissance 'cause it would improve the overall water system up there and it's fire protection for everyone along that corridor and like you said, at some point, the wells, unfortunately could and will fail at some point, it may not be tomorrow, for your guys, but maybe it's five years, 10 years, whenever it is, but we're taking the opportunity to run water with the street being reconstructed 'cause if we have to do it at a later date, we'll have to rip the street up, to put the water in and that's much more costly at that point.

- We didn't get that really at the last meeting.

- And what's told, the value of your property will probably go up with city water, to me it doesn't make any difference, but there are other people who feel that way, thank you.

- Thank you very much.
- It's still an expensive pipe.
- Thank you, director Grenier, we have another speaker?
- John Remington 3207 West Lane Drive.
- Thank you, Chairman. Jesse has seen this picture right here, I don't know if that can be passed.
- Yeah.
- That tree off in the distance, that's my house sitting up there, this is halfway between Mason street and West Point, that picture was taken some time back I'm guessing in 1965, if you go there right now, Jesse knows what I'm about to say, it's all wetland, the swamp. The city of Green Bay let them go east of Hillcrest, they all put loads of sand, some division in there, backed all this water and wetland out of this, that's what it used to be, this was the farmer's house right here and it was all farmland. Now, I've lived, I live in 3207 West Lane drive, I lived there for almost 13 years, Hillcrest to West Point was the mainfare, they called it at NWTC, they're averaging 700 to 800 cars a day, traveling that road. We have construction equipment, I got a picture on my phone right here, gentleman building a brand new house across the street from me, and a 100,000 pound backload of basement, parked right in my driveway this is almost an everyday thing, there are boarding homes, I got the addresses here on West Point, all that equipment went to those homes, bucket, mortars, last summer, sandstone, they continued that south, they got that all cleared out, put the new subdivision in, Hillcrest to mainfare, hauling dirt out, hauling rock in for the sewer line and everything else, all the equipment, every new house that gets built and the construction companies, with the water backed up here, and the weight, up on the corner of Haven place, and Hillcrest, in 2015, 16, I estimate a thousand dump truck loads of dirt went up to and filled both sides of that road, a thousand. Car traffic did not destroy this road, for as long as I've been there, we have two men with trucks that called me, maintenance pickup number 174, that's all we do, all summer is ride our neighborhood, two spare shovels and wheelbarrow full of asphalt, in 12 years, I've estimated \$50,000 a piece, each man, that's \$1,200,000 we've paid these two guys to patch potholes, you're saying this is gonna cost \$770,000? We could almost do this road twice in the last 12 years we've paid these two guys in wages to patch potholes. The traffic we have on that road and the other people have brought it up, just forget the oil lines, speed limits, everything else, it's a race track, people use that going to work and coming from work, they avoid Haggard Land and Mason and it's the mainto avoid 41, you will not believe traffic way on this road, the construction companies, the city has let them ruin this road and now you want six, seven of us that live on Hillcrest to pay this to put this new road back in here? And from what I see since they black topped it in the mid 60s, nothing has been done to the street since. Except two men in a truck, patching potholes. The water problem with the ditch, that was brought up, I live on a corner of West lane and Hillcrest, my ditch is full of water. It goes down across at the stop sign, heads to Mason street, it can't get down there, the ditch is so full of sooth, the water cannot get out of there. Tony, with the street maintenance, I called in, I had them out there, I call them every year, I walk them down that ditch, he will not come out to dig that ditch out here and get rid of that water. There's a three foot culvert down, crosses Hillcrest where that water is supposed to go through, go through that culvert and get out of there. They will not clear it out and get the water out of there, you wonder why the road is like this? The construction equipment and it's sitting on top of a lake. I don't agree with us having to pay to put the street back in after the city let everybody ruin the street. And if they redo the street, we've got 700, 800 cars a day traveling it now, I'll say we'll double that, there's only seven of us there, we're not running seven, 800 trips a day back and fourth, there's seven of us there, that tells you how much traffic is on the street. So, that's pretty much all I have to say. The city has let the construction companies and everybody else ruin the street and they let the street go completely until this day.
- All right, thank you, Sir.
- Thank you, gentlemen.

- Director Grenier?

- Lisa Saben Wilson, 1248 Hillcrest Drive.

- Hi, good evening, thanks for listening to everybody tonight. I don't want to repeat what all of our people here have said, but I want to say that I agree with them, I'm against the reconstruction project. I want to emphasize that I'm very interested to find out where the wheel tax is gonna go for this area, I understand that the wheel tax boat was delayed until Spring elections to allow newly elected officials to confirm with their constituents to find out what their feelings are. I would really hate to pay for this project and then have to pay wheel tax after the fact, so I would really like to see this project deferred, at least until decisions are made by the city council on the wheel tax. I also agree with Mr. Buckley about the water problem on Hillcrest drive, I think there needs to be a plan for the water, it's all wetlands out there, you heard it all from everybody who lives there. Our property, I live on 1248 Hillcrest, my husband and I own nine and a half acres out there, 90% of it is wetlands, we can't develop on it, nor do we want to, we would like to keep it natural. And that includes all the property along this road that you want to resurface, we can't develop that property at all, it's all water. I feel that the assessment itself is very high, I'm concerned for the retired individuals who live in our neighborhood, these people are on fixed income, you heard from Pat, I can't imagine what she is gonna do when it comes time to pay the bill, and her bill isn't even as bad as ours. My bill is \$42,625, I said that wrong, but you get it, \$42,625. As all responsible adults in this building, when you buy a house, when you pay for a car, you plan for it, you save your money, you plan for it, you don't buy extravagances and you put your money away to plan for big purchases. \$42,000 is a big purchase. My husband and I purchased this house a year and a half ago. We scoured the Green Bay wisconsin.gov website for information about the area, we moved up from Milwaukee and we were looking on that website and we spent hours on that website looking at things like permits, how high can our fences be, do our dogs need to be licensed, all those questions you want asked when you move into a new community. The information on the website was false in regards to this type of project, until four o'clock today the Green Bay website said that you had to notify residents three years in advance so that they could plan for related assessments with regards to projects like this. Planning is important, \$42,000 is not something that I can just dig into my pockets and give to you for a road, that I didn't know anything about when we bought. I can tell you 100% confidence, that if we knew that this was going to be an assessment, we would not have bought this house in Green Bay, we would have purchased elsewhere, as it is, our property taxes are already \$7,000 there. So this is gonna levy an additional, I don't know how many thousands of dollars a year at 4.75% interest. A loan nobody in this neighborhood wants. Today, the website was updated because I got in touch with Green Bay and said, your brand new shiny website is outdated. The one that you guys just launched, paid a \$125,000 with the state tax from the public, but that's public information we used to move into this community which we wouldn't have done. Aside from that, I do think my biggest problem is the high assessment, the retired individuals and how people are going to afford this. The notice that was given to people, like I said, a year and a half we've been here, and I'm telling this story to people that I know and they're looking at me and saying, welcome to Green Bay, that's just life here, it's not like that when we were living down at Milwaukee, but this is Green Bay, have fun. We didn't get notice, of course we've only lived here for a year and a half, so I don't know if three years was given or if any notice was given, but for us, coming up with \$42,000 by the end of the summer is a lot, it's too much. Thank you.

- All right, thank you. Director Grenier?

- Clarification on that three-year notice, that goes back to the days when we had the post card survey, so it was outdated information, we appreciate being notified that that outdated information was out there, but it was not a mandatory or obligatory three year notice, I think what she's referring to is back when we had the post card surveys, we sent postcards out three years ahead of a potential project, so that's the outdated information.

- Excuse me, your website even stated that it was a good idea to notify residents.

- I'm not disputing that.

- Okay, one second, we're here for the public hearing, let's stick with the public hearing part, going off on a tangent, we're both at a computer, we'll deal with that later, okay? Thank you, director Grenier, next.

- Ryan Mc 1601 Hillcrest.

- I'm pretty much with her, I'm not gonna reiterate everything that they said, but I'm against it, not against fixing the road, I'm not against the project in of itself, but the way that this is drafted, it's unreasonable, I just think that there's 10 ways to skin a cat, and for you guys to financially cripple 80 year old men and women who are trying to retire, people trying to raise a family, I don't have kids, I don't have a wife, so I'm not saying I can afford it, but when I got it in the mail, I looked at it, looked at it a second time, and I thought it was a joke at first. I mean, myself, I'm on city water, I'm on city sewer, I kept my well, I just purchased a lot behind me to secure my water and sewer. So that's \$40,000 in two years just to secure my property, and then I get a bill for the other side of my house for \$25,000. It seems like it's out of a bad nightmare and like I said, when it comes to helping the community grow, I don't know the exact words, the water is gonna complete the loop, the 12 inch line, I'm all for expanding the community, but when you're gonna expand the community for the greater good, have the community pay for it. To put that on the backs of just a few people, I think is irresponsible, I'm not pointing fingers, but I just feel like you guys could chop this up, whether you bury it in the wheel tax, raise the water bill by .0001, if you guys need water that bad to come through, I just don't think it's fair or humane to put that on the backs of people in this room. The roads, I guess, they cited 800 cars a day, if somebody is not gonna compare it to 41, but if you don't live on highway 41, don't pay for it. If it's gonna be used as a through street and it's only gonna get worst, make the community pitch in somewhat, so I just asked, you guys are here to protect constituents, it's your job, just sharpen your pencil, take another look at it, I think you can come up with some common ground and just fix the gigantic, life-changing number, I don't think it's fair. I'm not pointing fingers at anybody, but I think it can be fixed, and the project can go on, just take another look at it, it's all I'm asking.

- Thank you. Director Grenier?

- Michael Row, 3345 Haven Place. I don't have anything to add to this.

- Thank you, director Grenier?

- Me Service, 3266 Haven Place.

- Hi and thanks for taking the time. Some of my concerns are what has been brought up too, but I guess I really want you to hear them again so you think about them again. Jesse, I'm trying to get a hold of you, I don't know if the number is wrong, but I couldn't leave a message.

- My voicemail was full, from many of you.

- I just really wanted to let you know that I'm really against this. So anyway, I guess what really bugs me about this thing is the wheel taxing too, you heard, people talked about people that use this road and all these people coming in to use this road, and it's certainly isn't the residents by a far cry only, so if it's gonna be a wheel tax, it would also be a really good project to look at that app, because we're a kind of a different animal there. I don't live in a no big fancy house, I have a house that's built in like 1962, there's nothing fancy about it, I say yeah, I live west of the rich people, they got big houses, I got big trees, that's what I like, but it's not like we're buried in money here trying to pay these things, I pay almost \$6,000 a year for taxes and now we have to pay it again, if I was living in Omar street in that little cottage, where I used to live, maybe it wouldn't seem so horrible, but if you're talking about the kind of money people are talking about, and I agree, hook me up, people with wells, our water is good, let's deal with this if the water is not good, we've been there for how many years, our water is good and Hillcrest water is good. So, finishing a loop, okay if you want to finish a loop, but don't make the poor people that got good wells pay for them, pay for finishing some loop that doesn't even affect anybody. That's a big thing and when I say we're a different animal, an example of that is, we're rural residential, I'm talking Haven place, Hillcrest, I don't know if you're rural residential or not, but here's what I do know, is that the city put in some things in order to sell a lot and build a lot, now that you have to have 10 acres, okay, so now you have somebody,

my neighbor, right next door has got frontage where he could split that up and develop it into two separate lots, three separate lots, whatever, he's got 13 acres all together there, so the city says, no you can't do that 'cause you have to have 10 acres. So now you're in a situation where you got a guy that's gonna be paying, I don't know, \$14,000 to resurface a road where, 'cause yeah he's got big frontage, but he can't even do anything with that frontage, 'cause the city says no, if you're at 10 acres, you can't divide this up, you can't do anything, so he's got to pay \$14,000 for frontage that's kind of his, but he can't do anything to help cover the cost of this up, so it's kind of crazy, I guess I just want you to think about the fact that this just isn't like a normal city neighborhood. Okay, we knew that when we came in there, but like this poor gal who comes in and doesn't know that a year and a half later she's gonna get a slap for \$42,000. I mean, it's over the top, it's kind of crazy, so I'd say, let's look at that wheel tax and see what we're gonna do about it, I don't know about this whole well thing, to make the people who already paid for wells pay for water that they don't even need, that seems kind of crazy to me. And it is a heavy burden, it's a heavy burden for everybody, people are trying to budget and figure out what they're doing, and what might, my heart just breaks for you and there are people in this room that can't afford this, so I guess, I really ask you to think about this, but look at the bright side, maybe it's traffic down a bit. Because I got to tell you, Haven place is like a race track, it's like the Indy 500, I'm afraid to even let my kid go and get the mail 'cause some lap is gonna run him over 'cause they're driving like a crazy person, so I don't know, I say keep the potholes.

- The last one that we have is Craig Gizella who is talking about the Erie Road.

- I'm lighting it all up for everybody, Craig Gizella, I have concerns on the 2197 parcel on Erie regarding theyou have it listed at 65, is that correct, that's how much is allocated for the water? Okay, now what about the opposite side of the street, do they split that with me?

- No, they have the same fee on the opposite side.

- So, it's not \$65 a foot? It's a \$130 a foot. Okay, so here I'm assessed for half of it basically.

- Yeah, whatever youris, you own along that stretch.

- Okay, that answers that, and also on the footage amount you have listed from Friar's on my sanitary assessment, it's 84 feet and on my water it's a 134.

- Where the existing sanitary is versus where the existing water is, if the existing sanitary comes further down the line of your property than what the water does, we only have to complete that leg of the sanitary, we may have to do more water.

- Okay, so obviously the water is not as far as Friar's then?

- I would have to guess based on what you're saying that, the two pipes, the ends of the pipes aren't at the exact same spot, one pipe is further north than the other.

- Okay, okay. And then also, as far as the reasoning that we're doing this, last time it was stated there was a developer, which came public, it was Nature's Way. Do they get any incentives to stay in Green Bay?

- I do have to ask the council.

- Anybody want to answer that?

- What's the question?

- Do they get any incentives to stay in Green Bay?

- Nature's Way, help me out, Steve.

- I believe that was a Tiff project.

- The company out there, I would imagine they got some assistance, pretty much everybody does.

- Okay, but people don't get assistance, just the company got assistance.

- Could you explain how these assessments work. The total bill and what the residents pay.

- I can't speak for water utilities, that's why we have them come here to speak to theirs, 'cause water utility and public works are separate entities, but I can tell you about public works and how ours are set up. All of the properties, the residential properties, sofarmland, anybody but Nature's Way, is currently zoned as residential with possible exception of the property at the corner, south east corner of Mason and Erie, bunker, a couple of acres there, that might be zoned commercial, but the way our ordinance is set up, the assessments ordinance for the city of Green Bay, residential properties are assessed at a fraction of the overall cost. So what we do is we use recent construction cost data to confirm what we call an assessment factor and what that factor is the cost of a brand new street essentially constructed through a field that's never been built before. So, that assessment factor we calculate on an annual basis and we bring those two to the improvement service committee for review, they make a recommendation to the council and ultimately the council will approve that, then for different types of street and what you're on is what we refer as to a type B street, so it's a rural section and it's being brought up to urban standards, it currently has ditch and we're bringing it up to curb and gutter. I believe, no matter what, residentially zoned properties are treated the same. So we could have a street that's, residentially zoned property whether you're out here on a road that gets 200 vehicles a day or if you have a residential property on Dousman street that gets 3,000 vehicles a day, you don't get penalized for living on a busier street and the assessment factor is calculated assuming as certain standard of construction and again it's a fraction there of, and we don't have the assessment ordinance with you, don't quote me on this, I believe that the assessments levy for a reconstruct are 20% of the assessment factor for residentially zoned properties, I believe that to be the case, so Steve, is the resident paying 20% of the total bill? Is that what you're saying?

- No, again, that AF represents a brand new street, now a reconstruct street may actually be more expensive because a new street assumes there is nothing there, all you do is get, fill it in and pave it, you don't have to take the old street off, you don't have to dispose of the old bedding and basement material.

- But here it's not being all redone, here you're just gonna put the sewer and replace or something. Last time they talked about that with the guys I was talking about across the street, I didn't get assessment from the street.

- You didn't?

- No.

- Then you're only being assessed for the water? And sanitary? Then what we're doing is not having to take the entire street to get those in, we're able to get it in and the rest of the street is not in need of the repair, so we're patching the trench.

- And what about the water problem, the ground water?

- Gentleman across the street, had his ditch full of water, you're gonna look into that, did anything get looked into? But nothing has been said?

- If we were talking about something two weeks ago, for us to go, I'm not trying to make light of the situation, for us to do any inspection of ditches and culverts over the last two weeks wasn't gonna happen with two feet of snowfall. We were stacked up, we couldn't see the ditches.

- And the final thing is, this will be deferred also in our notes?

- This is for the Tiff because Tiff is contributing the initial money.

- No, until that property is sold?
- Because that's all part of the tax income and financing district out there.
- Yeah, but it's part of this, we sold you the property, that contract has stated.
- You're the folks with the property, they're a county road project.
- Okay, that's it.
- Thank you, Steve, anybody else?
- No more people.
- Just one second, Steve, anybody else?
- We don't have any more apparent sheets.
- Okay, I will recognize if you want to hand out some more, go ahead.
- My understanding from what you just said talking about Erie street is that it costs more to resurface a road than it does to put a new one in because the new one, you just put fill and put the road over.
- That's not what I said. I said there are different costs to build a brand new street as opposed to reconstructing street.
- Our street is not even black top even, it's all mat, it's been that way forever, just oil and pea gravel, all you got to do is grind it up and put a new black top over it, springs will stay there and the whole works. My second question is, you talk about this surface water run off, we've been paying it for numerous years right now to the city, what is that used for? I was told at one time it was for street work, run off work and so forth, all our run off water goes west to the creek or river, the city won't do anything with it, what is that money used for with the city? It's got to be quite a large sum, if you can explain that to me please?
- Steve, can you explain that for Mr. Trucky?
- The storm water management fees that are collected by the city of Green Bay are used to operate the storm sewers utility for the City of Green Bay, that includes all of the storm sewers throughout the city, all of the storm water management devices across the city.
- And we have none, we have none, my water all goes to the Duck Creek river through Hallbart, and I've been paying it for a number of years. I believe I paid over a \$100 a year, for nothing and I've been doing it at least seven years and the city does nothing for me with the water run off.
- Point well-taken, Mr. Trucky, thank you. Is there another one, please?
- Scott Tremele, Haven place.
- I was kind of waiting, this issue hasn't been brought up yet, on the original plans, you had marked several drive ways on Haven place because of the widths, and even though we're rural residential, you want to hold us to city standards on driveway widths which is 17 feet, most of our houses are 500 feet plus off of the road, which makes us inaccessible by emergency vehicles. So you're taking away emergency access to our homes, doesn't make any sense, driveways are there, if you're gonna do the repave, you should put back what's there, I think Roger said it's 75 bucks for his.
- Mr. Trucky, if you want to speak again, I'll recognize you, but Mr. Tremel, you have the floor.

- So I think you need to address it because I don't think it's been clearly brought up to most of the residents, your driveway is more than 17 feet wide, John, Dale's probably, most of us are, and again, you're trying to treat us like you went to somebody down in Jackson street here and we're not, we're rural residential.

- All right, thank you. Mr. Trucky, do you have a comment? Please stick with the public hearing on the asphalt and the water services.

- It ties into this because it was in the letter.

- Make your argument then please.

- I came down the city, and I was told to come down and fill out a report for my driveway, my house has been there since the 60s and it's over the limits so I filled out for a review with

- Board of appeals, is that what you're talking about, board of appeals?

- Next month but it's something that ties into this resurfacing too.

- Okay, thank you. Is there anybody else, Steve?

- Looks like we have one went out, so in the meantime if you want we can read out the letter we received?

- Yes, we'll entertain the letter then we'll get back to the audience.

- This is from Dan and J.B Trucky 3292 Haven Place, alder persons, improvement service committee, first, Jay Dee and I thank you for reading this into the meeting minutes for the proposed resurfacing of Haven Place. We've built our home on Haven place in 1992, Haven Place was resurfaced about that time with money through the assessment, we were an unusual neighborhood as every home was required to have five tapers and 100 feet of frontage, today we are required to have 10 acres and 100 feet of frontage. City services such as water or sewer were nowhere in sight then and remain the same today. Our taxes are calculated differently than most due to the acreage, we shall forward to the 2018, where the city decides to resurface our road, our neighborhood residents are bound by mortgage and constructions on the use of our property, we cannot sell piece of our frontage as it takes 10 acres to build on Hill, we're an unusual neighborhood and the assessments are unusually high because of our frontages. The resurface forces a financial burden on our residents, laying near \$15,000. I believe the city of Green Bay has some choices here, you can find some other money used in an unusual neighborhood like hours, you can wait for the wheel tax as it will lessen the assessment on our residents, you can postpone the rebuild project until our frontages become useful again. We hope tonight you are listening to our residents as we believe you will hear from them. Alderman Brunette will also be speaking on his contact with our residents and believes this project should be postponed also, sincerely, Dan and Jay Dee Trucky. And the last we have appearance we have, is Chris Willson, 1248, Hillcrest Drive.

- Thanks for listening and punching back this evening. You listened to my wife talk about our particular property, and while I don't really relish having to spend an additional \$8,000 a year in taxes, so add that up, I'm looking at maybe \$14,000 tax bill. For me, that sucks, for Pat, that's unacceptable even if you reduce the amount of frontage, you look at the fact and you use the comparison of Dismond street, 3,000 vehicles per day, you talk about rural, we have large frontages, we're not even allowed to reduce that, if you want to build, you need 10 acres. We have I think my wife said nine and a half, closer to actually eight, but that frontage is useless, I have red flags all the way down saying wetlands. Why did that go in, mostly that nobody can deal with it, water management, because it's wetlands, that's what they classified it as. So I got maybe 1200 feet of frontage, 600 on Hillcrest, useless to me, can't do anything with it, the comparison to Doseman and the amount of traffic versus the 800 that we're getting per day is that Doseman doesn't have large houses, they don't have large frontages, we just looked at some place in Sandy area, the average frontage is 40 feet, 50 feet, on average, most of us are gonna have at least six times more

frontage. We've got traffic flying down there, if you actually look at Hillcrest, coming off of West Mason, the right side of the road, where all the trucks came in, carrying fill, that's the side that's crushed, that's the side that's broken up. The outbound side, left side, heading from Hillcrest to West Mason, that the trucks left on empty, no problems, it's fine. Somebody brought it up in the last meeting at NWTC, about well you know, developers pay for it because they can make some money selling the property, that's great, we're not selling the property, we're not developing, so we don't recoup our money for resurfacing roads, and I realize everybody needs to at some point look at the road resurfaced, but again, at what point did you know that you were going to tackle this road? Three years ago? Two years ago, did somebody wake up and march and go, hey, I know what, let's resurface, let's reconstruct Hillcrest, your own website, which I realize is not policy, but it's on a government website, I tend to think of it as publicly stating a policy, of three years of notice. It might allow us to save up and there might be some people who don't, you send that postcard survey three years in advance and people will wait until last minute 'cause that's human nature, but some of us who know we're gonna get tagged with a \$42,000 bill, might've started saving, but of course then, the property wouldn't have gotten sold, because when it was up for sale, mainly a year before we bought it, a year and a half ago, our little company probably would've noticed that you're about to get \$42,000 assessment, so the cost of that property just went up \$42,000 which makes me feel like, I'm not accusing anybody here, it makes me feel like the whole reason the postcard survey got pulled was so that people get blind-sided, people can buy and sell properties and not know that there's a huge bill coming. Again, nobody woke up in March and decided to rebuild a road, so why if it was three years ago, five years ago, forecast planned somewhere in somebody's spreadsheet did it not make sense to notify the homeowners on the street? Then once it's out there, it's now public record, and now good luck trying to sell your home 'cause you're gonna say, yeah, my home is 200,000, 150,000 or \$300,000 but two years from now, you better have \$42,000. The city, I heard the number, NWTC, if I remember it correctly, gets this money bonded at 2.5%, then you do us the favor of loaning it to us and making another 2% or 2.5% on top of it, for what? You're not even passing along the savings, you're literally forcing people to take loan and make money at the same time and not give anybody any chance to save up money so that it's a little bit less, hell, year and a half ago if I had known this, even if we had decided to take the property, knowing we had \$42,000 coming, we might have saved duck time, 12, 16, tried to save, so that we're not stuck with the bill, getting 30 days to pay it, once the construction is done. Or like you told Crasley the last meeting, you know, you can take out a loan. We're rural residential, we are not inner-city Green Bay. We do not have 30 feet frontages, 40 feet frontages, our property is going straight back, we have wide frontages that are useless. They are beautiful to look at, I love it like that, I love the fact that nobody can build on that property, but my property is conservatively 60 to 70% wetlands and I'm basically running a mosquito farm. And now I'm gonna spend \$42,000 for the privilege of having a mosquito farm. Thank you for listening.

- Thank you.

- No, but I will make a point of clarification relative to the payment policy. As we've talked about it the last public hearing, nobody is required to finance over five years with the city. Any individual property owner is free to pursue whatever financing option they desire, the city offers that ability if the property owner desires to utilize it. The difference between the interest rate that we're charged and the interest rate property owners are charged at the beginning of the year, the finance department contacts bond council and gets the best approximation of what the bond rates are going to be for that year. City of Green Bay adds 2% to the bond rate for our financing charge. Reason for that is two-fold, first and foremost, over the course of the five years in the payment plan finance department will have to maintain those records, keep those records up to date and take care of sending out the bills, so part of that is administrative charge that helps take care of the paperwork necessary with continuing to send those invoices. The second and more important reason is when the city takes the bonding out, the bonding has a 20-year bond period, bonds unlike loans cannot be prepaid early, you must fulfill the term of the bond, so you, the city, when we take the bond out, we are on the hook for the full 20 years of interest payment at the prescribed rate, we allow the property owners to pay off that loan over a five year period. So paying a 2% premium on a loan over five years, versus paying the same rate that we pay for 20 years, the city is still subsidizing part of that interest rate, so that's a clarification on how interest rates are calculated.

- Thank you director Grenier, is there anybody else, just raise your hand, Mr. Remington.

- I wanna start out, other people have brought this up about the sidewalk and our driveways. All of us own like the gentleman before me frontages there that we can't sell, so there is only from West Point to Mason eight of us living there, we don't need sidewalks, there was never a sidewalk there, it's a wetland, what are you gonna do, fill the wetland and put a sidewalk, instead of a ditch, let's have the ditch dug out that's there right now. My house, I'm on the corner of West Point and Hillcrest, when we have a thunderstorm, it fills at the stop sign and it runs across the road. That ditch needs to be dug out, we don't need curb and gutter because the water runs out fine. Is there anybody herefrom thunderstorm, it does no damage to our shoulders. But downhill to my house, fills up and there it sits, we need to get the ditch dug out and get the water out of there, we don't need curbs and gutters, and we don't need sidewalks and let's put this on hold. And see if a wheel tax or something can come through, let the people who are driving this road, my neighbor, talking with them, they use, near their house, Mason street, two or three times a week to go get the groceries, we're not damaging the street with our cars, like I said earlier, the construction company has destroyed it and now you want us to pay high dollars to put it back in.

- Thank you Mr. Remington. Anybody else, if not, then we're gonna have a discussion through the committee and make a decision.

- Just once, Mr. Lincoln.

- Where is this approved parking supposed to be during this construction?

- If Hillcrest blocks your driveway. And personally, my driveway is 800 feet long, so unless you don't need to park half a mile away trenching through and up, that ain't gonna work.

- Steve, where would they be parking in the street?

- I can speak to the intent would be that the construction manager and construction engineer would work with residents on suitable parking.

- Mr. Lincoln?

- My only concern I just thought I mentioned my portion of the bill, I'm in on this too, this isn't free for me, it's \$34,000 roughly 'cause I don't know the final cost, so substantial amount of money and I don't care who we are, how you use the thing, 30, 40,000 go look after it. But I asked this at the last meeting too, the initial cost of \$14,900 was five years and they tax another \$15,000 on that so you can't go another five years, for any of us that want it paid off 'cause you're not gonna get a loan from a company for pipes and stuff. You can't go unless you remortgage your house, and a lot of people don't want to do, you can't go and get a loan because that's not collateral. You can't go anywhere you want, you can't go in and say, I got water pipes going through, you can't just borrow that kind of money, what do you put up for collateral? You know what I mean, like you said, we can lend anywhere, I understand, but what's your collateral?

- I said property owners have options.

- They don't have options and I think lending through the city is okay, my dad did it, I lived in the city my whole life, but to squeeze all that money down in five years, if you can't table this, if you're determined to go through all this again, objecting to everybody in this room, I don't see why you couldn't go long, your bond is for 20 years, why do you got to cut down the fine? I mean, it's a policy yeah, my dad got longer than that, and that might've just changed, how long has that been in effect?

- Five year payment program has been in existence for at least 10 years that I've worked here.

- In this case, 30, 40,000 is a lot of money.

- Okay, Mr. Wilson I'll recognize you if you have anything else different to follow?

- Just a follow up question, are there options for longer than five year? The amount I believe on our property tax bill which makes our collateral.

- There are provisions under city ordinance for deferrals and for payment plan. I believe for deferral, you have to have a demonstration of That I would have to take a look at, I believe there was a 10-year payment plan that was instituted for commercial properties because commercial assessments are significantly higher than residential assessments on per front foot basis but I would have to see if there is anything other than the five year payment plan or deferring for residential properties.

- Yeah, because depending on the size of the commercial, but I've got a smaller footprint to the road because I'm a barb, then their actual assessment could be less than the rural residential property where half of the acreage is literally frontage. And I know another property that goes from West Mason on the left side of Hillcrest and they got a very small, thin property, where all their frontage looks like 40 feet deep, but they got 200, 400 feet of actual frontage, which is a smaller property than half the houses on Sandy, that they're getting heavily penalized just because they got a very small

- Thank you, Mr. Wilson, yes, ma'am?

- Yes, I was just asking when you're making your decisions for you all to think about if you had to pay \$42,000 what your decision might be.

- Sounds good. Thank you. All right, we're gonna bring it up to the committee, we're gonna have our discussion, make a decision. So, this is the area that Mr. Brunette represents, so I'm gonna allow Mr. Brunette to start off the discussion, if that's fair enough for you Jesse?

- Thank you, Chairman. You've heard the constituents, the people most affected by what has been proposed. Having worked through that area, knocking on doors as much as I was able to, I was struck very much by the unique feel of that neighborhood as compared to Green Bay, many of the other council members probably aren't aware just how far West this city extends, so it is really rural residential and some are along the way, where I believe, and nothing can substantiate the opinion that I hold, but based on my conversations with many of the constituents that live up there and home owners, that the city, you know, might not have planned property for the water retention run off, development that was proposed out there, before my time on the council, my first time through, we hoped to catch these things as they come up but from time to time, things might've been approved that we didn't understand the long term effects. There is really no need for me to reiterate what everyone has so finely stated here tonight, but as the committee makes the decision tonight, I want to make sure I get clarity from my public works director what the options are, because from what I understand if it's a flat denial, that we turn down completely the project, what are the effects that would have on the street?

- You really only have two choices, either you approve the improvements or you don't. I know people are not gonna like this, but this is a policy that predates me by 20 years. If the projects are removed from the program at this time, the streets will go to the end of the candidate list, there is a list of streets out there that are in need of repair, this project made it to the top of the list, it came forward for a public hearing, if it gets removed at this time, it goes to the end of the list, so it can work its way through the list again. Because--

- Let him talk, please, audience.

- Came forward and was a part of the program, the program was adopted by the council and made it to the hearing and it was then subsequently removed, by going to the end of the list, that's a clear signal that the project was not wanted, that road will be allowed to deteriorate until it is in need of full reconstruct which we already have on Hillcrest, but no additional maintenance will be performed on that street until such time that it comes to the top of the list again. That means no potholes will be patched, no cracks will be filled, that work is not completed. No routine maintenance on the street, it will continue to be plowed, but that's it.

- I asked the question though, I know those are the two options, but from a technical standpoint, if we were to table this discussion, would that allow, I don't think it's fair to the people who live on that street, especially because many of the people who don't live on that street utilize it, I don't want to have them pay for a road that perfect case study, for the reasons of wheel tax might be preferred to most, but I just don't want that road to further deteriorate for the folks who drive on it. If we table this, could we basically have public works maintain the road like they would any other road?

- I'm gonna have to check, I'm gonna have to run down the law department and see if somebody is down there, it's a public hearing.

- Excuse me sir, excuse me, we're discussing it right now.

- But they're not maintaining it. He's got to be correct in what he says.

- Mr. Brown, we're gonna allow him to speak, just like I did everybody else, we're gonna speak here and then if anybody has any questions, I will recognize you, just please, I know this is very emotional, I know it's full of passion, but please be patient, thank you. Director Grenier?

- Because we're a dealing with a public hearing with the ordering of improvements and levying of assessments, I don't think hold is an option available, or table, I think we have to either vote, order the improvements made or deny them. Again, I'll have to confirm with the law department, that's not a question I was prepared for tonight.

- Alderman Brunette, if we table this, we have one week for clarification before it comes to city council, all it is is a recommendation anyway Steve. And then we'll get it clarified and we'll have a final decision, if we do decide that and you have a discrepancy about it, we'll have it clarified by the city attorney. If that happens. Jesse, I'll give you the floor. Okay, Mr. Trucky?

- My question would be, is there an option to do just like an oil mat like it's been done for the last four years? The city's always done that, just grind it up, pour oil on it, gravel, roll and it's done.

- No. Okay, Mr. Brown?

- My thing is that road is not being maintained, see if you got 50 potholes and they go and fix two, that's not maintaining, if they came out and fixed all 50 potholes, every time they were, that would be maintenance, but that hasn't happened in 10 years. Not even every other one, like Scot said, so the road, even if you completely deny it, it has not been maintained at all. And I think it could've been maintained better, I think still in theory, but I wouldn't have let it get to that, I would've stayed on it, maintained it until you do it, but drive down there tonight, it's horrible. So that's not maintained.

- Okay, Mr. Willson then Remington.

- My question was, if we go to the bottom of the list for Hillcrest, what does that mean? 10 years, 20 years, 50 years, 100 years, five years?

- Right now, reconstructs are probably about 15 years out.

- Okay, Mr. Remington then Brown.

- Going back to what he said, from West Point to Mason Street, Hillcrest, all years I've been there, I have to see that pick up coming with the top to patch the whole in front of my driveway, you have to stop and ask them if they put some asphalt in there 'cause they hit the same hole day after day, they must be doing it at least once a week. I often wonder from West Point to Mason, if that street is even on the city map, because when we get snow, we don't get salt, it's a wonder, it's never salted or sanded, it's just icerink all winter, it stops at Mason, they don't do nothing.

- Mr. Brown?

- Within the last year, I did contact department of public works to ask if they were gonna repair Hillcrest and they said it didn't make any list then, and I have an email, I should dig that up, but if we were on a list, I'll go look.

- How long ago?

- Within last year. What determines, we don't have way, so don't you have ain your car, that you drive on, because in Montana, it's the worst road.

- If you can find that email, it would be beneficial to us. Thank you. Anybody else, yes, ma'am.

- I'd like to say, you said there are two choices, correct? Do it or no do it? Yes, I think there's a third choice, just do the road. No curb and gutter, no fixing these water things that don't need to be things, there's a third choice and that's the road.

- Steve, is that a possibility?

- At this point it's not.

- In other words, it's deteriorated so much that nothing can be done besides? Why do you need curb and gutter? What's the purpose of curb and gutter?

- To prevent future deterioration of a brand new street that we are building.

- Okay, ma'am and Mr. See.

- I don't understand, I feel like it's kind of like take your ball back or go home because it's like, okay, if we don't turn it down, we don't even fill a pothole on the street anymore? What is this?

- I was trying to explain, that we're gonna get clarification out of our city attorney, okay?

- Okay, 'cause that's bizarre.

- We're gonna get that clarified for next week.

- We go for 15 years and we don't fix a damn thing on the street, that's just insanity.

- We're gonna get that clarified, Mr. Dam See then Trucky.

- I was just gonna say, if there really is only two options tonight, then I feel it's a no-brainer, it's a 100% unanimous, nobody wants it, nobody needs it, however, unfair for us, that as for, we're all here to tell you no, and if you can't do anything about that, we're happy to know. We'll do potholes at a later date, but now we're here for the one thing.

- I understand, Mr. Truck, then Remington.

- I don't know how everybody else feels, but pure gravel road would be much better than what we have right now, all it would take to fix it is the grater.

- That's not in the recipe here, Mr. Trucky?

- Can't have gravel roads in the city?

- Not with this project according to our director, it's a no. Just the way it is. It's basically in our ordinance, do I understand, Steve, so no, we can't override a law, sorry. Mr. Remington?
- To stop maintaining the street, don't we pay taxes to have our street maintained?
- We're gonna have that clarified, they should have that all clarified next week, that's on the city council next Tuesday, seven o'clock in room 207, I advise you to be there please. Yes, ma'am?
- I just have the question about the whole, if they're not gonna come through and do maintenance on the road, why do we pay taxes for?
- That was a question from Mr. Remington, we're gonna get that clarified, okay? I advise you to be there next Tuesday, which would be the 30th, May 1st, seven o'clock, room 207, next door. Mr. Willson?
- I have a question, what is Hillcrest classified as in terms of road type, is it a collector, a mini artery?
- Local.
- The GIS map has it as a collector. I'm assuming it's your map.
- I don't know that the GIS map has it as a collector, if our data here is indicating it's local, it should match what's in the GIS.
- Okay, so if it's classified as a collector, does the assessment go down?
- No.
- Okay, so how many cars a day does it take to become a mini artery?
- Offhand I don't know, that would be in the facility development manual or in our engineering services bill.
- Do you have them handy, are they on the website?
- No they are not. I think the best thing to do would be to contact my traffic engineer.
- Okay, and what's his name?
- Dave Hanson.
- What's his number, 3098? 4483098. Any other questions, yes, ma'am?
- This meeting coming up, is that going to be notified by mail to the people that didn't make it to the meeting?
- Everything is on the internet now.
- We've gotten a letter on all the other meetings, is this going to be a written letter?
- Public council, no.
- So the people that couldn't make it here, we either pass it around by mouth or they get missed.
- Or their alderman can come knock on the doors. That's what I would do.
- I think we got a good representation of the public here. So I will make a motion to table the asphalt pavement from Hillcrest Drive Renaissance lane to West Mason street and the asphalt resurfacing from

Haven place west of the city limits to Renaissance lane for consult of the law department on whether or not the roads can be maintained if this is turned down.

- And do you also want the water main done pavement?

- I apologize, I didn't include that, the water main and water services, we'll have to cover in a separate motion, that gives us more time to consult with the water department, and I'd hate to put the folks in unfair position, not having the road maintained whatsoever until we figure this mess out.

- Okay, I guess I misunderstood what you were asking when I said I was going to consult law, my indication was, I would have to consult the law department to find out if table was appropriate choice at this time. The policy as far as not maintaining the roads, that's an established policy of the department that's existed for 30 years.

- Okay, so that's a good clarification, I would like a consultation with the law department if tabling is an acceptable motion and then if not, in the council meeting I'll prepare a motion to deny it.

- Okay, is there a second? Alderman Wery, you get the floor, then Johnson.

- Thank you, Mr. Chairman. This is democracy at its finest, really the local government to offer, this is great, that you can come and look your representative in the eye, unlike the federal and state government. You spoke pretty loudly to me and to your representative, you have a unique area, incredibly special circumstances. Clearly, feeder street, heavy construction use, you're required to have 100 feet at least, somebody said the assessments were a gigantic, life-changing number, but clearly that's the case and it's ridiculous, ruinous dollar amounts for a lot of people. We will be re-evaluating how we're doing the street, we as the council can afford to wait till after the election so everybody can go door to door and talk to people and I imagine, I don't know, director Grenier, the wheel tax, is that scheduled to come back this month or next month? Not this month, but May, June?

- It's not on the schedule yet.

- So it would be up to the Chairman or someone to ask to put it back on. Okay, so I imagine we'll want that sooner than later, there's other streets that are waiting on the same thing and as part of that, I really think we need a five and 10 year plan so city can plan ahead and residents can plan ahead, so I'm really gonna be pushing for that and enabling you to look at the policy of no maintenance, instead of just letting it die a horrible death, we slowly ease it down so we're also not destroying people's cars. But I'm gonna back alderman Brunette here, I'm fine with let's wait, I have a feeling of the answer we're gonna get, but if people don't want it, I don't want it.

- Okay, alderman Johnson?

- Director Grenier, just a quick question, I know you said it goes to the bottom of the list, you're looking at 15 years approximately right now, I understand you're just ball-parking, would the alder or the city council for that mater preserve the prerogative to replace that position by bumping it up on the list?

- Historically, that hasn't been allowed because through natural progression, this one already made it to the top of the list and was selected to be removed, so as a result, other projects that have been patiently waiting their turn, deserve the opportunity to rise to the top of that list.

- Okay, so I understand that hasn't been standard practice, but it is possible to do. It would seem odd to me that we're saying, this road is on top of the list and the only other option despite the fact that it's still needed, is to go to the bottom of the list and wait 15 years maybe and have no maintenance. So I just want to be clear, that the council have at least that option to move it on that list.

- The council has never had that kind of input into the development of the program before.

- I know the motion on the table right now is to table, but I'm gonna let my remarks stir for a little bit, and I've personally experienced a \$35,000 assessment as well and I understand what we're going through, and the other thing that we look at though, if the council were to never take a position on something because there was pushback, we wouldn't get any roads done ever. But the other thing I want to be careful though is that we're not being presumptuous about future of the wheel tax, that's a discussion to be taken up yet. You know and I think that's gonna be a very important dialogue that this council is faced with, how are we going to fund the roads and I think the wheel tax is one of those discussions that has to come up, but I suspect there will be probably other discussions that are had on that topic as well. That said, I also believe in fairness and equity, and it's my understanding there were some other road construction projects that were tabled or removed or put to the bottom of that list because the residents showed up and residents said that we didn't want this project. And I think that's what's resonating with me today, is I see the need for this project to happen, but I also think that what the people want is equally important, if not more important. And so I'm gonna side with alderman Brunette's motion as well and I think it's important to point out that the full city council still needs to take this up and it's been alluded to, but it's gonna be important that you're present for that meeting as well if you want the balance of the council to understand where you're coming from. Thank you.

- Okay, we have a motion on the floor, we have a second, all in favor.

- I'll just get director Grenier to read the motion back so.

- First motion that I have is a, a motion by alderman Brunette, seconded by alderman Wery to table the request to order the improvements and levy assessments for the following project, asphalt pavement, Hillcrest Drive, Renaissance lane to West Mason street, asphalt resurfacing, Haven place, West City Limits to Renaissance lane, water main and water services, Hillcrest Drive, West Point Road to Renaissance Lane.

- Okay, there is no need to put to clarify with the law department?

- If that's the motion you're making, I'm going to go ahead and do that anyway, and if the law department tells us that we were in error, then it's gonna have to be addressed.

- Absolutely.

- Thank you, I'm fine with that.

- Good with that, all in favor, aye, nays, motion carried. Thank you for participating in our committee level process.

- All right, need a motion for Erie road.

- Tuesday at seven, council.

- Motion to approve.

- Motion to approve Erie Road project, second by Brunette, under discussion, hearing none, all in favor, aye, motion carried. This hearing, Steve, I can just end the hearing, can I? Hearing is approved, done.