



AGENDA OF THE IMPROVEMENT AND SERVICES COMMITTEE

**TUESDAY, JANUARY 7, 2020, 4:30 PM
CITY HALL, ROOM 310**

PLEASE NOTE ROOM, DATE, AND TIME CHANGE

- A. Roll Call.**
- B. Approval of the Agenda.**
- C. Approval of Minutes.**
- D. Regular Business.**
 - 1. Consideration with possible action on request by Ald. Nicholson for (1) review of the Department of Public Works completion date expectations with possible action, and (2) notification to the Brown County Home Builders Association about the meeting as Department of Public Works staff will be meeting with Brown County Home Builders Association on December 12, 2019 (held at the December 10, 2019 Improvement and Services Committee meeting).
 - 2. Consideration with possible action on request by Ald. Nicholson, on behalf of Tina Bunker, to have the City of Green Bay own and maintain the storm water management ponds as part of the Grandview subdivision(s) (held at the December 10, 2019 Improvement and Services Committee meeting).
 - 3. Consideration with possible action on request by Ald. Nicholson to review placement of snow fence near Eisenhower Park.

4. Consideration with possible action on request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces with Department of Public Works staff creating draft ordinances that allow even-odd overnight on street parking during summer months and/or year round and present at the January 8, 2020 Improvement and Services Committee meeting (held at the December 10, 2019 Improvement and Services Committee meeting).
5. Consideration with possible action on request by Ald. Wery the appeal by Bob Koury, 302 Oak Street, to the reinspection fees on his property.
6. Consideration with possible action on request by Ald. Wery the appeal by Mike and Karen Alberts, 1801 South Ridge Road, to the designation and approved uses of their parcels I-1423-A-1 and I-1423-A-9 on Ridge Road.
7. Consideration with possible action on request by Department of Public Works to award a Professional Engineering Service Contract to McMahon Associates, Inc. for Hydrologic / Hydraulic Analysis on Storm Basin 313.
8. Consideration with possible action on request by Department of Public Works to award construction contracts at a staff level and report the award at the next regular meeting of the Improvement and Services Committee for the Basin 106 Lift Station/Howard Street Reconstruction and East Mason Siphon Elimination projects due to the January and February meeting schedules.
9. Consideration with possible action on the review and approval of the 2020 Department of Public Works service rates.
10. Consideration with possible action on the review and approval of the 2020 Special Assessment factors and rates.
11. Consideration with possible action on request by KS Energy Services to renew the annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals.
12. Consideration with possible action on applications for Sidewalk Builder Licenses by the following:
 - A. Baeten Concrete LLC
 - B. Blaser Construction LLC
 - C. Fischer Concrete LLC
 - D. Frank O. Zeise Construction Co., Inc.
 - E. Martell Construction, Inc.
 - F. McDonald Services LLC
 - G. Verheyen Construction
 - H. Weidner Concrete Construction LLC

13. Consideration with possible action on applications for Tree & Brush Trimmer Licenses by the following:

- A. A Four Season Tree Care
- B. Best Enterprises LLC
- C. Epic Innovations LLC
- D. Fall-Rite Services LLC
- E. Nelson Tree Service LLC
- F. Selner Tree & Shrub Care

14. Consideration with possible action on applications for Underground Sprinkler System Licenses by the following:

- A. IXL Sprinkler Systems
- B. Lizer of Wisconsin, Inc.
- C. RainMaster Irrigation, Inc.

E. Informational.

F. Public Hearings.

G. Adjournment.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Improvement and Services Committee meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.I.

Consideration with possible action on request by Ald. Nicholson for (1) review of the Department of Public Works completion date expectations with possible action, and (2) notification to the Brown County Home Builders Association about the meeting as Department of Public Works staff will be meeting with Brown County Home Builders Association on December 12, 2019 (held at the December 10, 2019 Improvement and Services Committee meeting).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. EC Final Site Inspection 2019 Memo



DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

100 N. Jefferson Street, Room 300
Green Bay, WI 54301
Tel (920) 448-3100
Fax (920) 448-3102

DPW – FINAL SITE INSPECTION MEMO 2019

SITE INFORMATION: ADDRESS: _____ **Project #** _____
Contractor Name: _____
Owner Name: _____

INSPECTION DATE: (Month/Day/Yr) _____

BMP – Issue	Required Y/N	Complete Y/N	To Be Installed Y/N	N/A	Quantity Req'd	Units	Estimated Cost to Complete	Comments
Inlet Protection						Each		
Tracking Pad						Each		
Silt Fence						LF		
Silt Log						LF		
Vegetated Buffer						SY		
Straw/Mulch						SY		
Erosion Mat						SY		
Vegetated Cover Seeded / Established						SY		
Sidewalk						SF		
Driveway						Each		
Driveway Apron (25' Wide Opening)						Each		
Storm Water BMP Installation / Functioning								
Total Cost							\$	

Remaining items noted above that require corrective action or work to be completed will require a Cash Bond in the amount identified above to be deposited with the City of Green Bay Treasurer's office per Municipal Code Section 15.16(4) prior to the issuance of the Certificate of Occupancy. If corrective actions noted above are not completed by the dates agreed upon below, the City can utilize the cash bond to make the corrections.

If all corrective actions noted above are completed prior to the completion listed dates below, contract the DPW Representative identified below to request the release of the cash bond.

Party Responsible for Installation/Repair of Erosion Control BMP's:		Work Must be Completed By:	
Party Responsible for Final Site Stabilization:		Work Must be Completed By:	
Party Responsible for Sidewalk/Driveway/Apron Installation:		Work Must be Completed By:	

Contractor Signature: _____

Date: _____

Homeowner Signature: _____

Date: _____

DPW Representative Signature: _____

Date: _____

☐ Copy to Contractor ☐ Copy to Owner ☐ Copy to Owner ☐ Copy to File (ECLIPS)



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DPW – FINAL SITE INSPECTION MEMO 2019

COSTS	2019	2019 + 20% Admin Fee
Inlet Protection	\$75.00 /EA	\$90.00 /EA
Tracking Pad	\$2,000 / EA	\$2,400 / EA
Silt Fence	\$2.00 /LF	\$2.40 /LF
Silt Log	\$2.00 /LF	\$2.40 /LF
Vegetated Buffer	\$1.50 / SY	\$1.80 / SY
Straw/Mulch	\$1.00 / SY	\$1.20 / SY
Erosion Mat	\$2.00 /SY	\$2.40 /SY
Vegetated Cover (Rye)	\$1.50 / SY	\$1.80 / SY
Sidewalk	\$6.50 / SF	\$7.80 / SF
Driveway (25' wide x 25' deep =	\$6.50 / SF \$4,100 / EA	\$7.80 / SF \$4,875 / EA
Driveway Apron (Based upon 25' opening @ R/W, 35' @ curb 12' deep)	\$6.50 / SF \$2,350 / EA	\$7.80 / SF \$2,820 / EA

DPW COMPLETION DATE EXPECTATIONS

CO's to be issued on sites prior to October 15 WILL BE SEEDED for final/temporary vegetated cover and ALL concrete work WILL be completed.

CO's to be issued on sites after October 15 and prior to November 1, final seeding will require a Cash Bond and ALL concrete work WILL be completed.

CO's issued AFTER November 1 will require Cash Bond for E/C, Vegetated Cover and ALL Concrete Work.

70% Vegetated Cover to be established prior June 1, E/C requirements perimeter controls enforced until vegetative cover is established

ALL outstanding concrete work to be completed prior to May 1



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.2.

Consideration with possible action on request by Ald. Nicholson, on behalf of Tina Bunker, to have the City of Green Bay own and maintain the storm water management ponds as part of the Grandview subdivision(s) (held at the December 10, 2019 Improvement and Services Committee meeting).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Storm Water Pond Memo - 1-02-2020 MRH
2. 2018 ADP 129 OMA 18-01 Comments mrh 2-7-2018



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

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INTER-OFFICE
MEMO

TO: Improvement & Service Committee

FROM: Matthew Heckenlaible, PE – Utility Manager

SUBJECT: Storm Water Facility / Pond Memo

DATE: January 2, 2020

C: Steven Grenier, PE – Director of Public Works
James Brunette, PE – Assistant Director of Public Works

Overview:

In the late 1990's, the City was notified by the WDNR that we would need to prepare and submit a Storm Water Permit Application to be a monitored municipality which would require the City to make improvements to water runoff being discharged within the City of Green Bay.

As such, the City started looking at projects that could potentially benefit from storm water discharge benefits. As the City did not have an ordinance to actively enforce, all we could do was 'plan' and 'suggest' storm water management be incorporated into developments and projects.

The City required storm water management to be incorporated into the University Highlands Subdivision off of Spartan Road as was indicated in preliminary drawings, but as there wasn't an ordinance the subdivision was constructed without any such BMP's.

West Mason Street Facility – new storm water facility constructed as part of the WISDOT reconstruction of West Mason Street in 1997

In 1998 the City requested the new Aurora Hospital complex to manage storm water which they willingly accommodated.

Barina Creek Parkway – 1998 to 2000, relocation of unnamed tributary streams, modification of floodplain and environmentally sensitive designations from Brown County for the drainage from the roadways associated with the Red Smith School construction and associated future residential developments.

June 2001, Proctor and Gamble proposed to construct a large warehouse facility immediately east of S Huron Road in which the City requested them to manage storm water not only for their property but also 'Out Lots' that would be between their warehouse and S Huron Road. They willingly accommodated.



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Storm Water Ordinance was adopted December 2001 and with implementation and enforcement of the ordinance to commence immediately but there wasn't any 'guidance' in how to do that. It was a slow and gradual implementation.

Residential / Commercial Development in somewhat of a chronological order:

Summer Place Estates (2000) – Developer was required to manage storm water in the northerly portion of the development prior to discharging to the West Mason Street / Hillcrest Road ditch system which ultimately discharges in to waters controlled by the Oneida Nation. This was constructed by the developer prior to the road right-of-way infrastructure improvements being completed.

McAuliffe Hghts Sub'd: started the platting process in 2000; Plat recorded 2/2001 – City had the desired to require / do storm water management along the south side of Sitka but again no ordinance to enforce (No Storm Water Required) Christa McAuliffe Storm Water Facility retrofitted into Park in 2014.

McAuliffe Hghts Sub'd Phase II: Plat recorded 1/2002 – just past Storm Water Ordinance being adopted; process started prior to ordinance (No Storm Water Required) Christa McAuliffe Storm Water Facility retrofitted into Park in 2014.

McAuliffe Hghts Sub'd Phase II: 1/2003 – no land available to City charged "Fee in Lieu of"

University Highlands (Spartan Road) – initial phases constructed in 2001, storm water requested but developer refused to do as there was no ordinance to require it. City RETROFITTED Larschied pond into the southwesterly portion of the subdivision in 2010 to aid in meeting our WDNR Permit TSS reduction requirements.

Huron-Sitka Pond: As the City had limited knowledge on the design and construction of storm water facilities, the City opted to hire a consultant to do the 'design' to not only meet water quantity reduction requirements but also address a water quality benefit. Robert E Lee began the design of this facility in 2001 in anticipation of the Huron Road reconstruction along with preventing the ditches from further eroding from the storm sewer discharge point to Baird Creek. Constructed 2002 for Huron Road Reconstruction

Woodside Heights Sub'd – Plat / Fees 2003; City charged "Fee in Lieu of" as the Huron – Sitka Pond existed.

Subsequent phases of Woodside Heights Sub'd also were charged "Fee in Lieu of"

Wood Winds Estates (Star Creek Court) – Plat / Fees 2003; City charged "Fee in Lieu of" as the Huron – Sitka Pond existed.

Due to next phases of Huron Road (Woodside Road) construction / reconstruction, the City again hired Robert E Lee to look at the corridor and recommend storm water facility locations and ultimately perform storm water facility design services. Three (3) storm water facility locations



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were selected Huron Pond #2 – Northeast corner of Huron Road and Whittier Drive; Huron Pond #3 – Southeast corner of Huron Road and Baird Creek; and Huron Pond #4 – Northeast corner of Huron Road and Baird Creek.

Royal Woods Estates: Final Plat / Fees - 12/2003; City Charged “Fee in lieu of” AND required the Developer to pay for the land on which the future storm water facility would be located (1.5 acres). The City opted to design and construct this storm water facility due to the encouragement and significant concerns expressed by both the City’s Park, Recreation and Forestry Department and the Baird Creek Preservation Foundation about letting storm water discharge from the subdivision unchecked and uncontrolled and ultimately eroding out the steep slopes immediately adjacent to the subdivision leading into the south branch of Baird Creek.

Huron Pond #2 and #3 were ultimately constructed in phases by the developers of Baird Creek Preserve / The Preserve beginning in 2006 which also allows Huron Road and Whittier Drive water to be discharged and managed within them prior to being discharged into Baird Creek.

Huron Pond #4 was ultimately constructed by the developer of the Stone Garden Development

Eaton Heights: Final Plat / Fees - 3/2005; Developer had a consultant prepare a storm water report, design and ultimately constructed the storm water facility; Developer owned this storm water facility up until 2019 when they deeded it over to the City. City designed and constructed the infrastructure.

Largo Ridge: 9/2004 plat review comments – Storm water management will need to be addressed and implemented for all areas. (Did not proceed with Development)
3/2005 – same requirements (Did not proceed with Development)
5/2006 – same requirements (Did not proceed with Development)

Brown County Farm Pond: Constructed 2007

Largo Ridge: 7/2012 – small development, 10 lots which the Developer hired a consultant to design - ERU as Brown County Farm Pond was constructed
3/2013 – expanded development to 39 lots still consultant design – ERU (Did not proceed with Development)
3/2014 – expanded development to 39 lots still consultant design – ERU City constructed infrastructure from consultant design.

Mackinaw Estates (2004) – Developer was required to design and build a small storm water facility in the northwesterly portion of the property. City designed and constructed the infrastructure.

Hannah Heights / Platten Place (2004) Developer was required to prepare and implement a storm water management plan which was a infiltration swales along the rear of the properties/lots and dry detention area that discharged into an infiltration facility prior to being discharged to the rail



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road ditch in the southeasterly corner of the development. City designed and constructed the infrastructure.

Thomas J Juza's Shorewood Height's 1st Addition (2004) Developer was required to prepare and implement a storm water management plan which included a wet detention pond east of Sussex Road and south of Chruch Road. Developer design and construction of infrastructure.

Excalibur 2nd Addition (2005) Developer was required to prepare and implement a storm water management plan which included a wet detention pond in the southeast corner of Kathy Drive and Paula Street. Developer design and construction of infrastructure.

Ponds @ Baird Creek (2005) – Developer Design / Build which allow the streets to discharge storm water into them and be managed by these storm water facilities.

Majestic Heights Subdivision (Remington Road / Lost Ridge Court)(2005) Developer was required to prepare and implement a storm water management plan which was a wet pond in the northwest corner of Remington Road and Lost Ridge Court prior to discharging to an unnamed tributary to Baird Creek. Developer design and construction of infrastructure.

Mahon Creek Sub'd & 1st Addition – City Designed the right-of-way infrastructure; Developer was required to design and implement storm water management.

Sand Ridge Park Sub'd (2017) – Developer was required to prepare and implement a storm water management plan which included a wet detention pond north of West Point Road west of Sandstone Place. Developer design and construction of infrastructure.

Pine Acres Estates (2018) – Developer was required to prepare and implement a storm water management plan which included a wet detention pond and bio-filtration in the southwesterly portion of the development near Buckthorn Trail and Crestwood Springs Court. Developer design and construction of infrastructure.

The Rail Yard – (2018/2019) Developer was required to prepare and implement a storm water management plan which included a wet detention pond east of Donald Driver Way. Developer design and construction of infrastructure.

Conclusion / Considerations:

- Grandview Heights / Grandview Place (development in question) Area Development Plan 129 dating back to November 11, 2003 and Official Map Amendments 14-01 (November 17, 2014), 15-01 (June 24, 2015) and 18-01 (February 7, 2018) storm water management has been noted within a continuous memo stating that “The developer(s) will need to meet the City of Green Bay's Storm Water Management Ordinance for all proposed areas and create a formal storm water management plan”. Attached and highlighted is the continuous memo. Area Development Plans and Official Map



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Amendments aid in planning, design and reserves appropriate land for necessary improvements.

- Per 30.06 (1) “*Responsible party. The landowner* or the post-construction site or other person contracted or obligated by other agreement with the landowner to implement and maintain post-construction storm water BMPs is the responsible party and shall comply with this chapter.”
- As there is no agreement between the City and Developer for Grandview, the ‘landowner is the responsible party’ to comply with the Storm Water Management Requirements.
- The majority of the development projects listed above the Developer designed and implemented the required storm water management features.
- Since 2004, the majority of the projects listed above were consultant designed with
- Some of the above storm water management features were or will be turned over to the City for future maintenance and up-keep.
- DPW’s Position as it relates to the management of storm water for NEW development, reconstruction and/or redevelopment of properties is placed on the Developer as can especially be seen in most of the development examples listed above.
- HOWEVER?
 - Developer complete a prepares a storm water management plan;
 - Developer prepares a storm water management design that is consistent with City / DPW standards and requirements;
 - Developer deeds over all necessary lands (no cost to the City)
 - Developer grants all necessary easements for conveyance of storm water; and
 - Developer agrees to pay actual costs associated with the construction, stabilization and final vegetation of the proposed storm water facility;
 - The City / DPW would be willing to construct said storm water facility as part of Infrastructure construction contracts.



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INTER-OFFICE
MEMO

TO: Steven Grenier – Director of Public Works

FROM: Matthew Heckenlaible – Utility Manager

SUBJECT: ADP 129 – OMA ~~14-01~~ ~~15-01~~ 18-01
Storm Water / Sanitary Sewer / Pavement
Comments

DATE: November 17, 2014
Revised/Up-dated June 24, 2015
Revised/Up-dated February 7, 2018

C: James Brunette – Assistant Director of Public Works
Tom Giese – Right-of-way Specialist

Comments:

November 11, 2003 Interoffice Memo:

We have reviewed the proposed amendment to ADP 129 and have the following comments to the proposed street layout, and for providing sanitary sewer service and storm water management for the subject development:

1. Besides Rocky Arbor Trail, there should be an east-west corridor that connects Erie Road to Grandview Road. The unnamed road that intersects Erie Road to the south of Ashby Lane would be the ideal choice. This road could connect to Grandview to the north or south of the existing home at Grandview. This road shall have a right-of-way width of 70 feet. (Copper Falls Way)
2. The connecting east-west roads would not have to be a straight shot, which would lend itself to possibly faster speeds through the subdivision. There could be some reverse curves put in to help with traffic calming, like the one shown near the Erie Road intersection.
3. The east-west roadway should line up with a through roadway east of Grandview Road. (Through modifications of the ADP – this no longer occurs. There are offset intersections at Grandview for proposed Road E and proposed Road D which is not desirable as this creates conflict points for motorists.)
4. Internal sanitary sewer would come off of the proposed southern reach of the Baird Creek Interceptor Sewer with a portion of this sewer being constructed during the winter of 2003-2004 and should be available at the northwestern reaches of the proposed ADP by April 2004. (Sanitary Interceptor Sewer has been constructed; additional infrastructure required. The route of the proposed north-south portion of the sanitary interceptor sewer through the remainder of the proposed development has been altered and will be constructed within Erie Road and Grandview Road. The interceptor will need to be



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extended from its current location within Rocky Arbor east to Grandview within Rocky Arbor. The route modifications were due to existing wetlands that WDNR had concerns about permitting per a meeting with WDNR and City Staff 12/2017.).

5. The developer(s) will need to meet the City of Green Bay's Storm Water Management Ordinance for all proposed areas and create a formal storm water management plan. DPW – Engineer is reserving a minimum of five (5) locations for storm water facilities, which will range in size from 2.4 Acres to 7.6 Acres of land. The approximate locations of the storm water facilities are shown on the attached sketch. A formal storm water management plan will need to be prepared identifying locations and sizes for storm water management facilities such that appropriate land areas can be set aside along with appropriate access, right-of-way and/or easements, to these facilities. The proposed ADP is identifying locations for proposed storm water management facilities but does not address access, proper sizing of the facilities, existing and proposed drainage basins and routing of the proposed storm sewers to and from the proposed storm water facilities.
6. Storm water management will be a challenge in these areas due to the rolling terrain a combination of swales and sewers would strongly encouraged in this area. Provided the ADP is adopted, advance planning of the storm water management plan for this area could be formally designed and completed. The storm water management plan may require pre-grading of the site and additional easements to convey storm water. (Still applicable, The above comment is still applicable for OMA 18-01.)
7. Upon review of the WDNR's 1986 Wetlands Inventory Map it appears that there may be some wetlands in the proposed ADP development, and prior to final approval of the ADP that a wetlands study be completed and submitted to the City. (Still relevant and not addressed. A wetland determination/delineation had been completed, but prior OMA's did not address avoidance as OMA 18-01 is attempting to now address.)
8. The wetland determination / delineation report indicated that there is a waterway in the southerly portion of the proposed development near the intersection of proposed Road A and Road F. The report did not indicate whether that waterway was navigable or not and WDNR indicated concerns during the 12/2017 meeting with WDNR and City Staff and recommended that a formal navigability determination be made. It was too late in the season to have that determination made as winter set in. This could have a significant impact on the proposed road and lot layout near the intersection of Road A and Road F.

November 14, 2014 Comments:

A review of the 2014 aerial photographs and the WDNR Wetland Inventory documents indicate that there may be wetlands or areas suspected to have wetland indicator soils. Per the proposed official map amendment 14-01, several of the storm water facility are shown to be in these areas. Per WDNR requirements, storm water facilities cannot be located within a water way or wet land area. (Still applicable)



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It is also DPW's practice not to accept any road right-of-way that contains wetlands. (Still applicable. Rights of way proposed within OMA 18-01 are avoiding wetlands but as indicated above there is a concern about a potential navigable waterway near the intersection of Road A and Road F.)

Therefore, it would be recommended that a wetland determination of the amendment area be completed. Still recommended. A wetland determination and delineation has been completed and concurred with by WDNR.

OMA 15-01 does not address storm water management facility locations and wetland concerns which are still relevant topics as this may impact the proposed layout, platting and construction of this area. OMA 18-01 address location but does not address access, adequate area as would be detailed within a formal storm water management plan as required in Chapter 30 of the City's storm water ordinance.

Based upon OMA 14-01 : Utilizing a quick area calculation based upon old WDNR guidance documents the minimum pond surface area shall be 2% of the drainage area. Additional land will then be required for sloping and buffering. (For conceptual land areas required, actual areas would need to be determined based upon a formal storm water management plan)

Area 1 – Approximately 16 acres of drainage area which will be mixed multi-family, residential and senior living. $16 \text{ Ac} \times 2\% = 0.32 \text{ Acres} \times 2$ for buffer and sloping so a minimum of 0.64 acres should be reserved for this particular storm water facility.

Area 2 – Approximately 46.7 acres of drainage area which will be mixed multi-family, residential and senior living. $46.7 \text{ acres} \times 2\% = 0.93 \text{ acres} \times 2$ for buffer and sloping, so a minimum of 1.86 acres should be reserved for this particular storm water facility.

Area 3 – Approximately 46.4 acres of drainage area which will be mixed, multi-family, Townhomes, Senior living, commercial and residential. $46.4 \text{ acres} \times 2\% = 0.92 \text{ acres} \times 2$ for buffering and sloping, so a minimum of 1.84 acres should be reserved for this particular storm water facility.

Area 4 – Approximately 7.5 acres of drainage area which will be mixed residential and commercial. $7.5 \text{ acres} \times 2\% = 0.15 \text{ acres} \times 2$ for buffering and sloping, so a minimum of 0.30 acres shall be reserved for this particular storm water facility.

Area 5 – The drainage basin extends outside of the proposed map amendment and should account for the drainage down to Finger Road. Therefore the overall drainage basin would be around 120 acres which would be mixed uses of Townhomes, commercial, and residential. $120 \text{ acres} \times 2\% = 2.4 \text{ acres} \times 2$ for buffering and sloping, therefore a minimum of 4.8 acres shall be reserved for this particular storm water facility.



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Area 6 – the cul-de-sac and northerly east-west roadway appears that it could be in areas of wetlands or in areas of wetland indicator soils. Therefore, developing this area and providing storm water management may have to be completed by enlarging another storm water facility, such as Area 5 to offset the non-treatment in this area.

Area 7 – A storm water facility was not indicated in this area but it would be treating Rocky Arbor Trail, northerly portions of Wissota Way and Buckhorn Lane along with the north-south roadway north of Rocky Arbor Trail. This storm water facility would also manage the runoff from the proposed park property. This drainage basin is approximately 37.1 acres of mixed uses, park, townhomes, residential and multi-family. $37.1 \text{ acres} \times 2\% = 0.74 \text{ acres} \times 2$ for buffering and sloping, so a minimum of 1.48 acres shall be reserved for this particular storm water facility.

The sanitary interceptor sewer has been installed from Erie Road east along Rocky Arbor Trail (OMA 2014) (in 2003 referred to as Ashby Lane) to Buckhorn Lane and then south on Buckhorn Lane to approximately 500 feet south of Rocky Arbor Lane on Buckhorn Lane. The sanitary interceptor sewer is to extend to the south along Buckhorn Lane until the intersection of the southerly most east west street/cul-de-sac (which is now Road G in OMA 15-01). From there it will go east 295 feet to the westerly property line extended of parcel 21-13. It would then proceed southerly along the westerly property line of parcel 21-13 until it crosses Finger Road at which time it would join up with the existing sanitary sewer easement on the south side of Finger Road to East Mason Street. The sanitary interceptor sewer route has been modified due to wetland permitting concerns and conflicts as indicated above.

~~In OMA 15-01, Buckhorn Lane is now proposed to terminate at Road E and turn into pedestrian ways from Road E to Road G. In order to construct and maintain the sanitary interceptor sewer, a 60 foot permanent easement centered on the sanitary interceptor sewer will be required and a 30 foot limited easement on the easterly side of the 60 foot permanent easement will also be required. The sanitary interceptor sewer in this area ranges from 24 to approximately 30 feet deep. It is intended to service undeveloped areas south of Finger Road. No longer applicable.~~

~~The City has already obtained the easterly portion of the 60 foot permanent easement and the 30 foot limited easement from Parcel 21-13. Looking at the lot layout, there is no common property line with the westerly lot line of Parcel 21-13. As such, the sanitary sewer would then need to go through the entire lot. No longer applicable.~~

~~Due to the depth of the sanitary interceptor sewer, constructing it to South Grandview Road from Road E would not be desirable due to other existing utilities already occupying the road right-of-way, primarily a 36 inch water transmission line and an 8 inch water distribution line on the east side of the road with gas and electric on the other side. The sewer excavation would consume the majority of the road right-of-way and put these existing utilities at risk. No longer applicable.~~



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

100 N. Jefferson Street, Room 300
Green Bay, WI 54301
Tel (920) 448-3100
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INTER-OFFICE
MEMO

The sanitary interceptor sewer was constructed in 2003 down Erie Road from Whittier south to just north of the southerly branch of Baird Creek. A dead end manhole was constructed at the a proposed roadway as shown in the currently approved ADP 129. It appears that Copper Falls Way is being proposed approximately 100 to 150 feet north of where the originally proposed street had been located. (DPW NOTE: NO AS-BUILT PLAN FOR SEWERS 10-03 EXIST WITHIN THE ERIE ROAD SCANNED PLANS) **This is still applicable regarding OMA 18-01.**

Without needing to add a new manhole in Erie Road, it would be my recommendation that the proposed Copper Falls Way be relocated south to where it is shown on the Official Map today. **OMA 15-01 still has the proposed Copper Falls Way located north of the originally located roadway where a sanitary sewer manhole and sewer stub has been previously constructed. This is still applicable regarding OMA 18-01.**

The westerlys portion of Copper Falls Way, Peninsula Place and Blue Mound Circle to the proposed pedestrian walk way should be able to be serviced with sanitary sewer from the existing sanitary sewer in Erie Road. **(Still applicable) This is still applicable regarding OMA 18-01.**

The portion of Rocky Arbor Trail **(OMA 14-01)** and the southerly portion of the unnamed street on the east side of the park would be serviced from a sanitary sewer coming from the existing Rocky Arbor Trail. The northerly portion of the unnamed street on the east side of the park would need to be serviced from a sanitary sewer that loops around from the north side coming from Grandview Road. **(Still applicable) Due to the modification of the sanitary sewer interceptor route, servicing this area has not been reviewed and will need to be determined at a later time and will not be addressed regarding OMA 18-01.**

The proposed layout east of Grandview Road would ultimately be serviced from the proposed 18-inch sanitary interceptor sewer in Buckhorn Lane. A 15-inch sewer would be extended to the easterly limits down Copper Falls Way at minimum slope (0.16%) such that the sewer could be extended further to the east. **(Still applicable) Due to the modification of the sanitary sewer interceptor route, servicing this area has not been reviewed and will need to be determined at a later time and will not be addressed regarding OMA 18-01.**

The remainder of the proposed layout east of Grandview Road could be serviced from the proposed 15-inch sewer in Copper Falls Way. Preliminary layout was completed utilizing the slope for an 8-inch sewer (0.40%). Exact sizing and slopes would need to be completed in order to service this Official Map Amendment and properties east and abutting both sides of Northview Road and possibly as much as ½ east of Northview Road if necessary for future development needs. **(Still applicable) Due to the modification of the sanitary sewer interceptor route, servicing this area has not been reviewed and will need to be determined at a later time and will not be addressed regarding OMA 18-01.**



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INTER-OFFICE
MEMO

~~From OMA 14-01: General sanitary sewer service; undeveloped drainage basins; and wetlands and/or areas of wetland indicator soils (wetlands) are attached again.~~

The following were from the OMA 14-01 pavement review completed by Kristin Romanowicz.

The findings of my review of the Official Map Amendment for the Grandview Place Traditional Neighborhood Development Plan are summarized as follows:

Based upon the information provided, it appears that the proposed street layout would meet most of the applicable requirements for subdivision and platting. Accommodations for radii on corner lots, proposed right of way widths, visibility requirements appear to be adequately addressed with the proposed layout. Some potential exceptions include:

1. The right of way width for Copper Falls Way and South Grandview Road were not specifically called out in the narrative, but should meet the minimum requirement for collector street classification (70').
2. The street grades were not able to be reviewed with the information provided, but with the rolling topography would be expected to be within the allowed limits.
3. The radius for the approach to a cul-de-sac turnaround needs to be a minimum 30 feet. This requirement should be reviewed for the southernmost cul-de-sac off Buckhorn Lane to ensure it is sufficient and the proposed lot layout is feasible.
4. Is the intent of Rocky Arbor Trail to be a collector street in its design? If so, the alignment should include a minimum 100' tangent between reverse curves.
5. The right of way of Road A, north and south of Copper Falls Way appear to have angle points as transitions and not a curved transition.
6. There are offset intersections at Grandview for proposed Road E and proposed Road D which is not desirable as this creates conflict points for motorists.

The position of Copper Falls Way is shifted to the north apparently due to the presence of the south branch of Baird Creek. This shift is acceptable based on pavement related concerns and construction and permit related concerns with construction over wetlands/creek, but does still have the sewer connection concerns identified by M. Heckenlaible in his memo dated 11/14/14.

Street names will need to have the appropriate suffix for the street type.

The development to the east of this location impacts the classification of the east-west street exiting to the east from Grandview, immediately to the south of Copper Falls Way. Based on the near spacing of this street to Copper Falls Way, this street should be classified as a local street.

Within the portion east of Grandview Copper Falls Way is used as a roadway. As it is not continuous with the westerly Copper Falls Way, a different name shall be utilized.



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INTER-OFFICE
MEMO

Block lengths in residential areas shall not exceed 1500 feet and dedicated pedestrian ways not less than 15 feet wide through center of blocks more than 900 feet long and/or at the end of cul-de-sacs should be provided. Copper Falls Way, between Erie and Buckhorn, exceeds 1500 feet; and Grandview Road, between Unnamed Street to south and Copper Falls Way exceeds 900 feet; and Grandview Road, between Copper Falls Way and Rocky Arbor Trail exceeds 900 feet.

Similar to that referenced in M. Heckenlaible's memo, the proximity of the stormwater pond to wetlands and south branch of Baird Creek would present challenges in permitting and construction. In addition, the illustrated proximity of the stormwater pond to the roadway and adjacent properties may not be accurate in considering constructability and design.

CITY OF GREEN BAY
DEPARTMENT OF PUBLIC WORKS
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**SUBDIVISION AND
 CERTIFIED SURVEY MAP
 CHECKLIST & COMMENTS**

Approved By: [Signature]
 Date: 03/19/19

Date Received: 3/13/19		CP 16-09 GRANDVIEW PLACE PRE-FINAL - 2019	
☐ Preliminary Plat		☒ Pre-Final Plat	☐ C.S.M.
SANITARY AND STORM SEWER		COMMENTS:	
1	Sanitary Sewer Service Available? ☒ Yes ☐ No ☒ Can be made available	Storm water management will need to conform to the requirements found in Chapter 30 of the City's Ordinance Codes and WDNR requirements. Grading plan and storm water plan shall meet the requirements found in 14-208, with specific attention being paid to 14-208(b)(2) that the elevations must be in the City Datum. The grading plan shall also extend beyond the proposed development limits to show any impact on existing lands 14-208(b)(1).	
2	Sewer Easement(s) Required? ☒ Yes ☐ No		
3	Backyard Drainage Required? ☒ Yes ☐ No Amount of Drainage Bond =		
4	Stormwater Management Plan Required? ☒ Yes ☐ No ☐ Fee in lieu of		
Reviewed By: RDP		Date: 3/19/19	
STREET GRADES		COMMENTS:	
5	Contours Required? ☒ Yes ☐ No	The City will need the property for the pond maintenance in the northwest corner of the west pond. The +/- 10 foot wide area in this corner needs to be included with the pond so that it is available for maintenance. The easement that is parallel to the ATC lines is listed as a utility easement and shall be called a storm sewer easement. The utility easement along Erie Road is similar, it shall be called a storm sewer easement. There is an easement between lots 13 and 14 that runs north/south. This easement will be a private easement. The City will need an easement for all of the east pond. The project will be submitted to WDNR for a common permit. If the property is not under common control the permit may not be issued. Lastly, the easement for the cul-de-sac should be included.	
	Grading Required? ☒ Yes ☐ No Amount of Bond =		
HORIZONTAL ALIGNMENT			
R/W Widths ☒ OK ☐ See Comments			
Curves ☒ OK ☐ See Comments			
Intersections ☒ OK ☐ See Comments			
6	Meet alignment of streets in adjoining plats ☒ OK ☐ See Comments		
	Street Names ☒ OK ☐ See Comments		
	Sidewalks Note Required? ☒ Yes ☐ No		
Reviewed By: EJB		Date: 3/13/19	
DO LOTS AND STREETS HAVE IMPROVEMENTS?		COMMENTS:	
7.	Sanitary Laterals ☐ Yes ☒ No	Parcel is currently a farm field with sanitary sewer running within the proposed Right of Way of Rocky Arbor Trail. Erie Road is a rural asphalt roadway without curb and gutter.	
	Storm Laterals ☐ Yes ☒ No		
	Pavement ☐ Yes ☒ No		
	Curb & Gutter ☐ Yes ☒ No		
Reviewed By: MMA		Date: 3/18/2019	
8 UTILITY EASEMENTS/STREET LIGHTS			
COMMENTS:			
New street lights required due to new road and Intersection: 1 - 14,000 lumen LED street light at the NE corner of Erie Rd and Rocky Arbor Trail; and 5 - 9,000 lumen LED street lights across from Lots 3 & 4, at Lots 6 & 7; across from Lots 10 & 11; at Lots 13 & 14, and on the SE corner of Rocky Arbor Tr and future Wissota Way.			
Reviewed By: DJAH		Date: 03/14/2019	
ADDITIONAL COMMENTS:			
1) Identify by name the beneficiary of Storm Sewer, Sanitary Sewer and Drainage Easements including all conditions of easements. (thg) 2) Correct distance on line at NW corner of Outlot 1, line with bearing of S33°24'11"W should be 64.37'. (thg) 3) Check curve data table for information of curve on Lot 18, does not seem to match map. (thg)			



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.3.

Consideration with possible action on request by Ald. Nicholson to review placement of snow fence near Eisenhower Park.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 2019 snow fence scientific explanation

How Snow Fence Works

The primary benefit of snow fence is to reduce speed of the wind that carries snow. The effect is that snow falls to the ground on the leeward side of the fence. When the snow is at rest, the particles freeze together making a smooth snow drift.

The value of a snow fence is clear; however, exactly how one works is commonly misunderstood. Snow fence is designed to **CREATE** drifts rather than to prevent them. Snow drifts form wherever the wind slows down, so the basics of drift control are (1) keep a blizzard wind moving, or (2) slow it down where you want the snowdrift. Snow fences act as windbreaks, causing blowing snow to be deposited as drifts where it is stored.

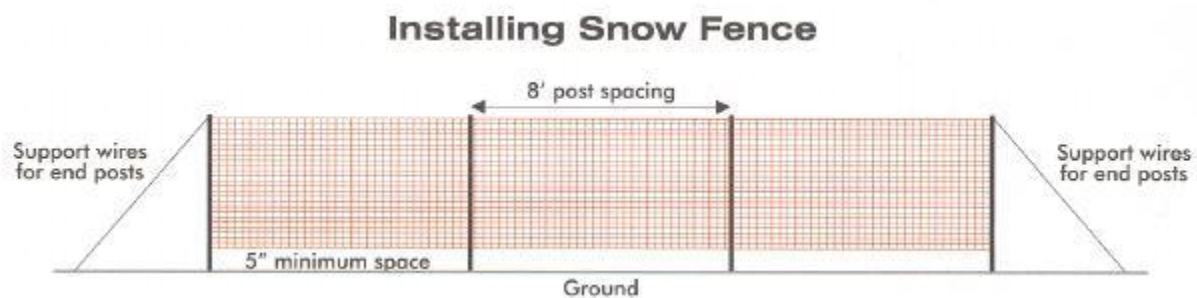
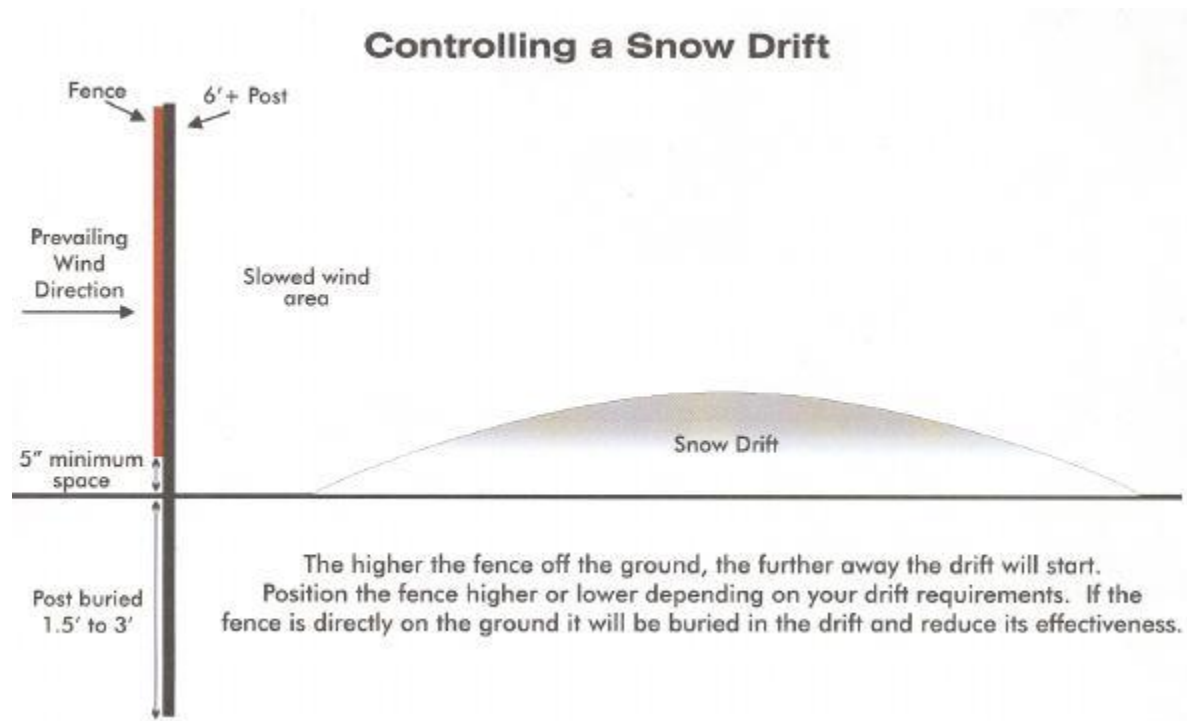
Placement

Correct placement of snow fence is *critical* for producing desired results. Incorrect placement can worsen snow drifting activity. Following are the basics of proper snow fence installation:

- 1) Snow fence must be positioned upwind of the area to be protected from drifting. Snow fence is most effective when placed perpendicular to the prevailing wind direction and upwind from the area being protected.
- 2) Snow drifts can spread as far as 35 times the height of the fence. So the fence *must* be at least 35 times the height of the fence from the area being protected from drifting. So a **typical 4-foot tall snow fence must be offset at least 140 feet from the area being protected**. Offset distance may be greater due to irregular terrain.
- 3) Snow fence must be longer than the area being protected. It is recommended that snow fence be 20 times the height of the fence on each end to account for wind variation. So a **typical 4-foot tall snow fence installed to protect a 100 foot wide area should be 260 feet wide** (width of protected area PLUS 160 feet)
- 4) Posts should be strong enough to resist wind expected loads. Posts must be buried 1/3 their height and placed no more than 8 feet apart. Fence must remain taught. Support wires should be used to stabilize end posts to prevent sagging.
- 5) There should be a 5-inch minimum gap between the fence and ground to prevent burying. **The higher the fence from the ground, the further away the drift will start.**
- 6) Large open areas should have multiple rows of snow fence spaced 25 times the height of the fence to avoid fence burial downwind

Maintenance

To ensure that snow fence performs at its highest level, continual maintenance checks are essential. Anchoring systems are highly susceptible to damage from wind load throughout the winter.





Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.4.

Consideration with possible action on request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces with Department of Public Works staff creating draft ordinances that allow even-odd overnight on street parking during summer months and/or year round and present at the January 8, 2020 Improvement and Services Committee meeting (held at the December 10, 2019 Improvement and Services Committee meeting).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 2019 Overnight On-Street Parking Request
2. Overnight Parking Locations

City of Green bay, WI
2019 Overnight On-Street Parking Request
Data/Statistics
(October 2019)

Current Actual Information:

- There were 7,917 overnight on-street parking requests documented between 1/1/19 and 10/8/19 (281 day period); which translates to 10,284 requests per year
- There are approximately 34,000 residences in the City of Green Bay
- Overnight on-street parking requests are relatively evenly-spaced between I-41 on the west side and the Bader Street/Danz Avenue line on the east side (see map)
- Overnight on-street parking requests are still prevalent outside of the zone noted above (see map)
- Data does not support any specific areas toward the core of the City that have a higher overnight on-street parking request rate (see map)
- Actual data identifies that there are an average of only 28 overnight on-street parking requests each night
- Actual data identifies that only 0.08% of total City residences are requesting overnight on-street parking permission each night

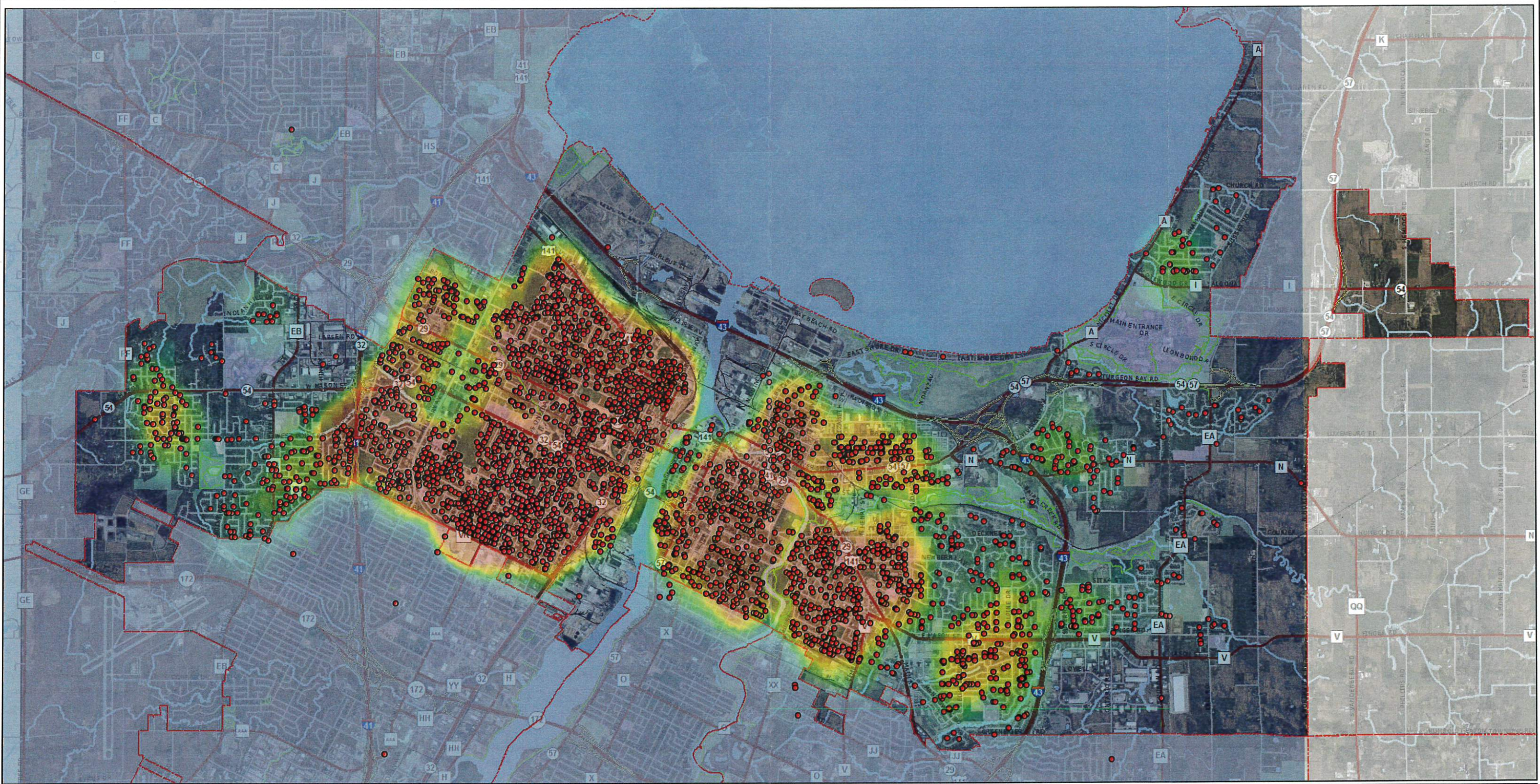
Worst-Case Information:

If *all* residences use their allowed six (6) overnight parking events each year, then:

- Six (6) 2-week events & zero (0) 1-day events = 2,856,000 vehicle-parking-nights/year
- Five (5) 2-week events & one (1) 1-day event = 2,414,000 vehicle-parking-nights/year
- Four (4) 2-week events & two (2) 1-day events = 1,972,000 vehicle-parking-nights/year
- Three (3) 2-week events & three (3) 1-day events = 1,530,000 vehicle-parking-nights/year
- Two (2) 2-week events & four (4) 1-day events = 1,088,000 vehicle-parking-nights/year
- One (1) 2-week events & five (5) 1-day events = 646,000 vehicle-parking-nights/year
- Zero (0) 2-week events & six (6) 1-day events = 204,000 vehicle-parking-nights/year
- Compared to worst-case numbers, the City of Green Bay currently is granting between 0.4% and 5.0% of the possible number of daily overnight on-street parking variations each year

Conclusions:

- At a 5% overnight on-street parking request rate (compared to the possible maximum number of requests) the current overnight on-street parking program is very manageable by Parking Division without any modifications
- The City's current overnight on-street parking program includes allowances for special circumstances
- Parking Division maintains that there currently is no need to establish an overnight on-street parking permit program in the City of Green Bay



0 5,000 10,000
Feet
1" = 5,000'
1:60,000

Legend

● Overnight Parking Locations

High Density of Overnight Parking
Low Density of Overnight Parking

Overnight Parking Locations City of Green Bay

This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied.

Map prepared by City of Green Bay Department of Public Works, B. Rhode
Date Printed: 08 Oct 2019
X:\PubWorks\GIS_Projects\Parking\OvernightParking\OverNight_Parking.mxd



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.5.

Consideration with possible action on request by Ald. Wery the appeal by Bob Koury, 302 Oak Street, to the reinspection fees on his property.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.6.

Consideration with possible action on request by Ald. Wery the appeal by Mike and Karen Alberts, 1801 South Ridge Road, to the designation and approved uses of their parcels I-1423-A-1 and I-1423-A-9 on Ridge Road.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.7.

Consideration with possible action on request by Department of Public Works to award a Professional Engineering Service Contract to McMahon Associates, Inc. for Hydrologic / Hydraulic Analysis on Storm Basin 313.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Basin 313 H-H Analysis - I-S Memo 12-30-2019



DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

100 N. Jefferson Street, Room 300
Green Bay, WI 54301
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INTER-OFFICE MEMO

TO: Improvement & Service Committee

FROM: Matthew Heckenlaible, PE – Utility Manager

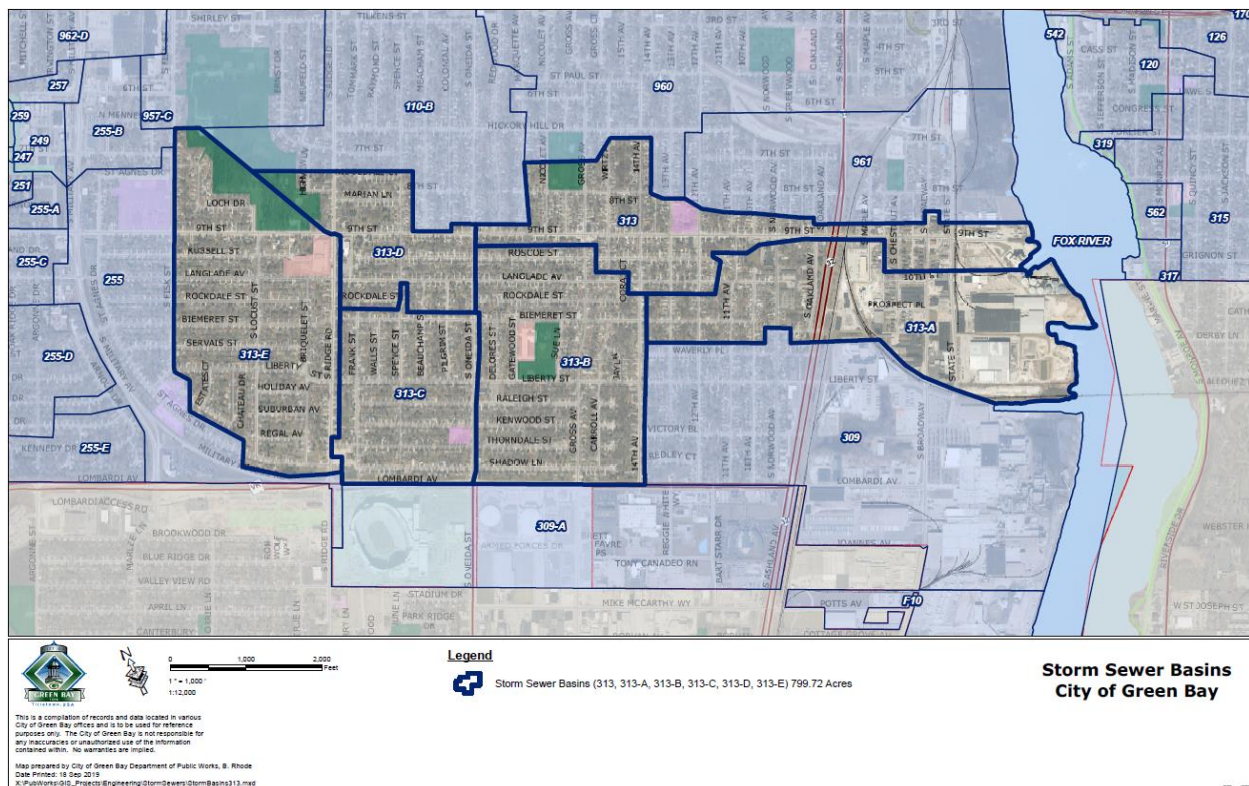
SUBJECT: Professional Engineering Service Contract
Storm Basin 313 Hydrologic & Hydraulic Analysis
McMahon Associations, Inc.

DATE: December 30, 2019

C: Steven Grenier, PE – Director of Public Works
James Brunette, PE – Assistant Director of Public Works

Overview:

- Storm Basin 313 (and subbasins) is approximately 800 acres in size.
- Storm Basin 313 general boundaries Fox River to the east with S Fisk Street being the westerly boundary; Waverly and Lombardi Avenue to the south and 8th and 9th Streets to the north. See boundary limits below.





DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

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INTER-OFFICE
MEMO

- McMahon Associations, Inc. (McMahon) performed the H&H modeling for Storm Basins 106, 108, 116, 130 and 162 which has set the City up for better dealing with the flooding in these storm water basins.
- There has been reported flooding within Storm Basin 313 especially during short duration, high intensity rain events.
- The latest reported flooding was on S. Broadway between 10th Street and the rail road tracks north of Locust Street during the summer of 2019.
- McMahon will model the existing storm sewer system at the 10-year, 25-year, 100-year and a representative storm (June 15, 2015)
- McMahon will produce maps indicating if and where flooding occurs.
- McMahon will prepare possible solutions to aid in reducing the frequency at which flooding occurs within the Basin.
- McMahon will prepare probable Engineering Cost Estimate for the possible solutions noted above.
- McMahon will perform the above tasks along with other associated tasks to produce the desired results for the quoted fee of \$36,400.00

Considerations:

- McMahon has performed similar work for the City in the past with no issues or concerns.
- DPW recommends that the Professional Engineering Service Agreement with McMahon Associates, Inc. in the amount of \$36,400 be approved.



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.8.

Consideration with possible action on request by Department of Public Works to award construction contracts at a staff level and report the award at the next regular meeting of the Improvement and Services Committee for the Basin 106 Lift Station/Howard Street Reconstruction and East Mason Siphon Elimination projects due to the January and February meeting schedules.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.9.

Consideration with possible action on the review and approval of the 2020 Department of Public Works service rates.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. MEMO miscellaneous service rates 2020 Final

CITY OF GREEN BAY MEMO

DATE: January 8, 2020
TO: Improvement and Service
Committee

FROM: Steve Grenier
Director of Public Works
CC:

RE: 2020 DPW Service Rates



Following are the 2020 proposed service rates for Public Works.

	2019	2020
BULK COLLECTIONS		
Bulk/Collections $\leq$ 3 CY	\$80.00	\$80.00
Bulk/Collections $\geq$ 3 $\leq$ 10 CY	\$160.00	\$160.00
Bulk/Collections $\geq$ 10 CY	\$240.00	\$240.00
 APPLIANCES		
Refrigerators and freezers	\$35.00	\$35.00
All other appliances	\$25.00	\$25.00
 CARTS – RECYCLING AND TRASH		
64 Gallon	\$60.00	\$60.00
96 Gallon	\$95.00	\$95.00
 IMPROPER CART STORAGE	\$38.00	\$38.00
 WEED CUTTING		
Administrative Charge per Parcel	\$52.00	\$52.00
Plus labor per hour	\$72.00	\$72.00
Plus equipment per hour	\$84.00	\$84.00
Minimum charge ½ hour	\$130.00	\$130.00
**Plus Sales Tax		

	2019	2020
EARLY SETOUT CHARGE		
Minimum	\$54.00	\$54.00
Hourly	\$121.00	\$121.00
ASHPHALT PAVEMENT REPAIR		
Concrete based streets	\$62.00	\$62.00
Gravel based streets	\$108.00	\$108.00
SIDEWALK SNOW AND ICE CONTROL		
Charge per lineal foot - Snow	\$.36	\$.36
Administrative Charge per Parcel	\$55.00	\$55.00



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.10.

Consideration with possible action on the review and approval of the 2020 Special Assessment factors and rates.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Proposed 2020 Special Assessment Factors and Rates
2. 2020 Assessment Rate recommendation memo
3. GBWU Recommended Assessment Rates for 2020

CITY OF GREEN BAY		
SPECIAL ASSESSMENT FACTORS AND RATES		
PROPOSED 2020 FACTORS AND RATES		
I. <u>SANITARY SEWER</u>	<u>2019 RATES</u>	<u>PROPOSED 2020 RATES</u>
Sewer	\$65.00 Per Front Foot	\$65.00
Sewer with Rock Excavation	\$95.00 Per Front Foot	\$95.00
4" Sanitary Connection with Rock Excavation	\$1,475.00 Each \$2,475.00 Each	\$1,475.00 \$2,475.00
6" Sanitary Connection with Rock Excavation	\$1,700.00 Each \$2,700.00 Each	\$1,700.00 \$2,700.00
II. <u>STORM SEWER</u>		
Sewer	\$65.00 Per Front Foot (New Streets, and Type B Streets in Urban Expansion & Reserve Districts and new main installation)	\$65.00
6" Storm Connection	\$970.00 Each	\$970.00
12" Storm Connection	\$1,720.00 Each	\$1,720.00
Stormwater Management (Fee in lieu of)	\$2,800.00 Per ERU	\$3,100.00 Per ERU
III. <u>WATER</u>		
Residential and Other Ordinary Users with Rock Excavation	\$75.00 Per Front Foot \$105.00 Per Front Foot	\$75.00 Per Front Foot \$105.00 Per Front Foot
User Requiring Larger Than 8" Mains with Rock Excavation	\$85.00 Per Front Foot \$115.00 Per Front Foot	\$85.00 Per Front Foot \$115.00 Per Front Foot
1" Lateral with New Water Main with Rock Excavation	\$1,700.00 Each \$2,700.00 Each	\$1,700.00 Each \$2,700.00 Each
1" Lateral on Existing Water Main with Rock Excavation	\$3,700.00 Each \$4,700.00 Each	\$3,700.00 Each \$4,700.00 Each
New 1" Service Connection	Actual Cost	Actual Cost
New Larger than 1" Service Connection	Actual Cost	Actual Cost

IV. <u>STREET CONSTRUCTION</u>	<u>2019 RATES</u>		<u>PROPOSED 2020 RATES</u>	
	<u>ASPHALT PAVEMENT</u>	<u>CONCRETE PAVEMENT</u>	<u>ASPHALT PAVEMENT</u>	<u>CONCRETE PAVEMENT</u>
	Assessment Factor = \$150.00	\$230.00	\$150.00	\$230.00
1. <u>Type "A" Street</u> (New Street, Not Previously Open to Traffic)				
Residential Zones	\$150.00	\$150.00	\$150.00	\$150.00
All Other Zone Classifications (1 and 2 Family Use Apply Residential Zones Rate)	\$150.00	\$230.00	\$150.00	\$230.00
2. <u>Type "B" Street</u> (Existing Street, No Curb & Gutter)				
Residential Zones	\$90.00	\$90.00	\$90.00	\$90.00
All Other Zone Classifications (1 and 2 Family Use Apply Residential Zones Rate)	\$135.00	\$207.00	\$135.00	\$207.00
3. <u>Type "C" Street</u> (Existing Street, Has Pavement and Curb & Gutter)				
A. Local Streets				
Residential Zones	\$45.00	\$45.00	\$45.00	\$45.00
Residential Zones on Bus and/or Heavy Traffic Routes	\$40.50	\$40.50	\$40.50	\$40.50
All Other Zone Classifications (1 and 2 Family Use Apply Residential Zones Rate)	\$97.50	\$149.50	\$97.50	\$149.50
B. STP and NHS Streets				
Residential Zones	\$30.00	\$30.00	\$30.00	\$30.00
Residential Zones on Bus and/or Heavy Traffic Routes	\$27.00	\$27.00	\$27.00	\$27.00
All Other Zone Classifications (1 and 2 Family Use Apply Residential Zones Rate)	\$97.50	\$149.50	\$97.50	\$149.50

V. <u>ASPHALT RESURFACING</u> <u>ALL STREET TYPES</u> Assessment Factor =	2019 RATES <u>ASPHALT RESURFACING</u> \$32.00	PROPOSED 2020 RATES <u>ASPHALT RESURFACING</u> \$32.00
Residential Zones	\$19.20	\$19.20
Residential Zones on Bus and/or Heavy Traffic Routes	\$17.28	\$17.28
All Other Zone Classifications (1 and 2 Family Use Apply Residential Zones Rate)	\$28.80	\$28.80
INTEREST RATE FOR UNPAID SPECIAL ASSESSMENTS	<u>2019 RATES</u> 4.50%	<u>PROPOSED 2020 RATES</u> TBD

Inter-Office Memo

Date: 12-31-19
To: Steve Grenier
CC: Kyle Vander Loop, James Brunette
From: Matthew Woicek
Re: 2020 Pavement Assessment Rates

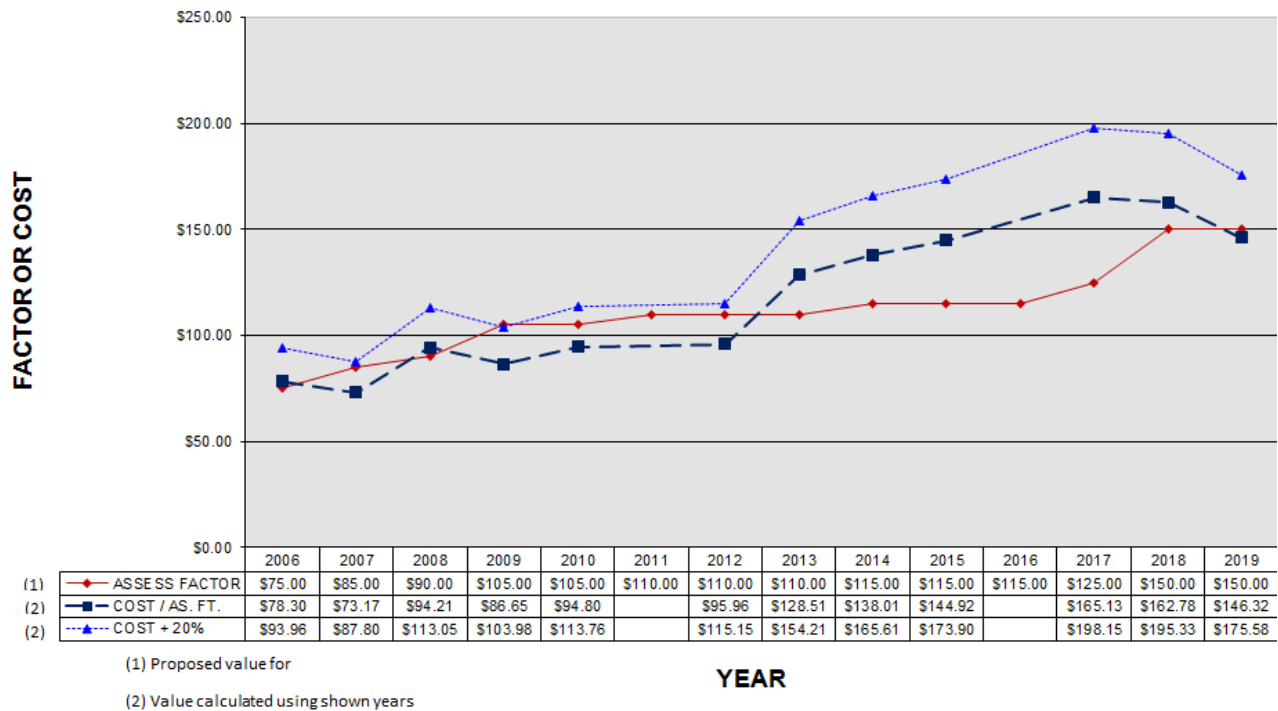
Steve,

The 2020 pavement assessment rates should go to the January 8 I&S meeting. My review and recommendations are as follows:

Asphalt Reconstruction

- The City reconstructed two asphalt streets in 2019, S. Chestnut Avenue (Commission Court to cul-de-sac south) and S. Chestnut Avenue (Howard Street to Arndt Street).
- The segment of S. Chestnut Street from Commission Court to cul-de-sac south had a clear width of 24'. The shorter block lengths, along with corner lot exemptions, resulted in higher costs per assessable foot (\$244.95-actual constructed cost) for this segment.
- The segment of S. Chestnut Avenue from Howard Street to Arndt Street had a clear width of 26'. The increased block lengths of this segment resulted in a lower cost per assessable foot (\$121.55-actual constructed cost).
- The City also constructed three subdivisions in 2019, Eaton Heights, Pine Acres, and Excalibur 3rd Addition.
- Excalibur 3rd Addition had a clear width of 30', Pine Acres had a clear width of 36', and Eaton Heights had a clear width of 36'. The average cost per assessable foot for Pine Acres and Eaton Heights was \$146.89 and \$149.00 respectively. This is consistent with the proposed assessment rate factor of \$150/ft.
- With both segments of S. Chestnut Avenue, Pine Acres, and Eaton Heights considered, the average cost per assessable foot was \$157.31. This is consistent with the proposed assessment rate factor of \$150/ft.
- Based upon those costs I would recommend the **2020 asphalt pavement assessment factor be maintained at \$150/ft.**
- As a note, we did raise rates from \$125/ft in 2018 to \$150/ft in 2019.
- I included the graph of project costs/assessable foot from 2020 determination, for reference.

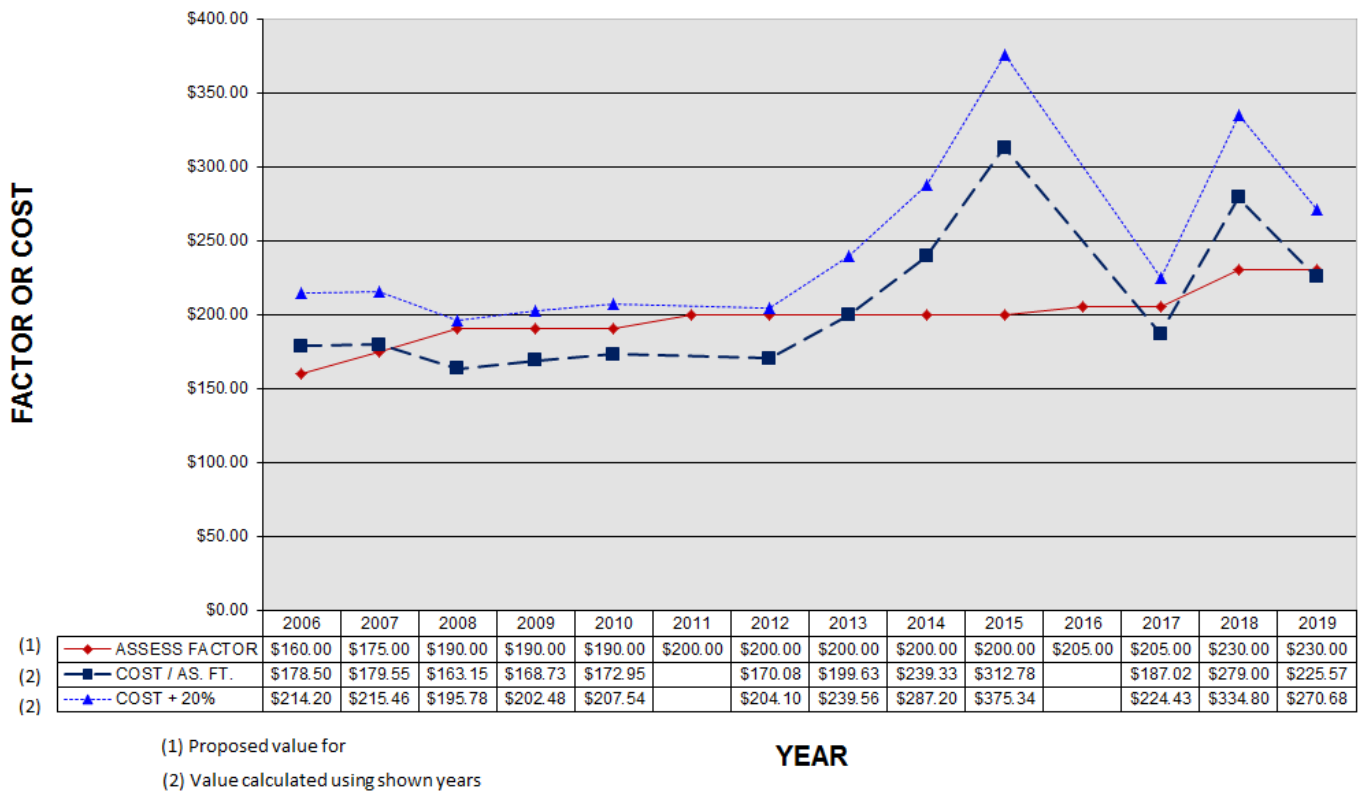
ASPHALT PAVEMENT



Concrete Reconstruction

- The City reconstructed two concrete streets in 2019, Erie Road, from 805' south of E. Mason Street the south City limits, and N. Webster Avenue, from the East River to Main Street.
- This segment of Erie Road was reconstructed to a clear width of 40' and was approximately 3,200' in length with no intersections. This length is much longer than a "typical" reconstruction or new construction without any intersections, which resulted in lower cost per assessable footage (\$148.00-actual constructed, \$163.59 adjusted).
- The segment of N. Webster Avenue was reconstructed to a clear width of 60' and was approximately 400' in length with one intersection. This section of roadway was very constrained by adjacent buildings and involved coordination with an adjacent WisDOT project to the north. These factors, along with very short blocks and corner lot exemptions, resulted in much higher cost per assessable footage (\$466.24-actual constructed, \$431.00 adjusted)
- The assessment factor did rise from \$205/ft in 2018 to \$230/ft in 2019 to keep in line with the upward trend of concrete construction costs.
- Based on the average cost per sy of concrete pavement in 2019, along with the projected cost per assessable footage for a generic street (\$225.57), I would recommend that the **2020 concrete pavement assessment factor be maintained at \$230/ft.**
- I included the graph of project costs/assessable foot from 2020 determination, for reference.

CONCRETE PAVEMENT



Resurfacing

- Based on the spreadsheet of the 2019 resurfacing street costs, the following 2020 resurfacing assessment rates would be recommended:

ASSESSMENT FACTOR = \$32.00

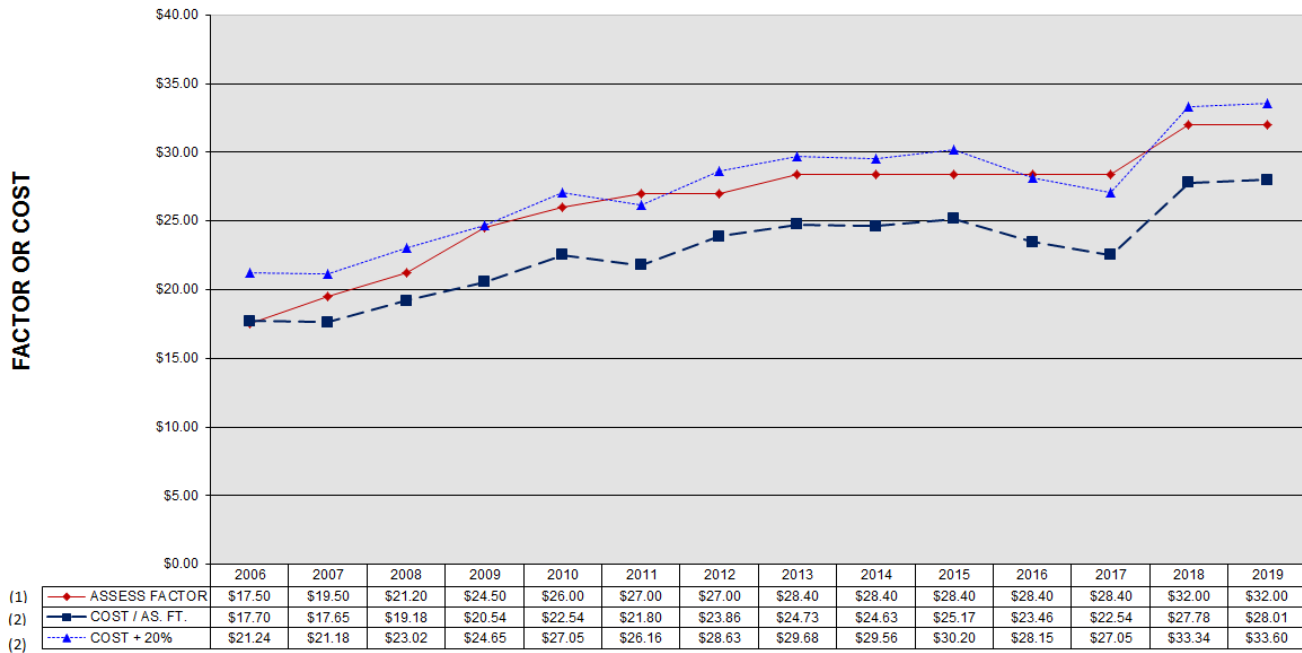
RESIDENTIAL RATE 60% = \$19.20

RESIDENTIAL ON BUS/TRUCK ROUTE 60% - 10% = \$17.28

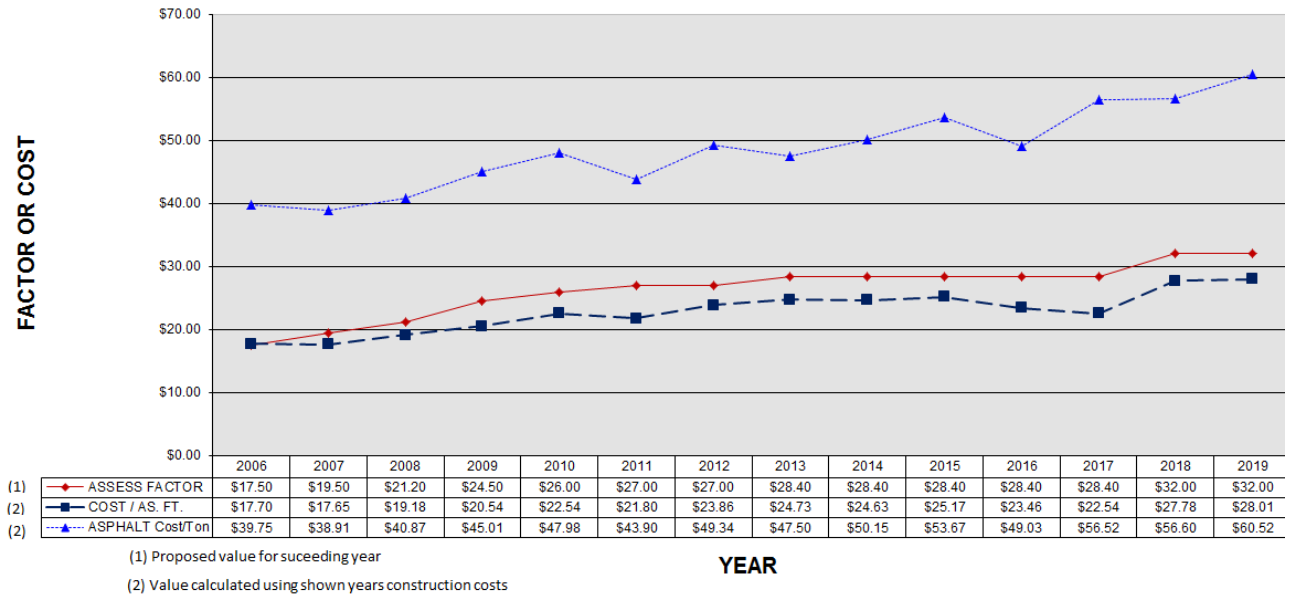
OTHER RATE 90% = \$28.80

- The asphalt resurfacing assessment factor was raised from \$28.40 in 2018 to \$32.00 in 2019. The assessment factor that was calculated using 2019 costs plus 20% was \$33.60. The proposed 2020 assessment factor of \$32.00 equals the 2019 cost per assessable foot + 15%. The assessment factor should generally remain within 15% to 20% of the cost per foot to allow for engineering and administration. The 2019 cost per foot was very similar to the 2018 cost per foot, with just a slight increase, but not enough to require a change to the rate. **For these reasons, it is recommended that the assessment factor be maintained at \$32.00.**

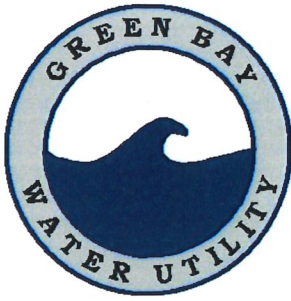
ASPHALT RESURFACING



ASPHALT RESURFACING



Please let me know if you recommend any changes.



Green Bay Water Utility

631 S. Adams St. – P.O. Box 1210
Green Bay, WI 54305-1210

920-448-3480
FAX 920-448-3486
www.gbwater.org

1/2/2020

Mr. Andy Nicholson, Chairperson
Improvement and Service Committee
City Hall
100 North Jefferson Street
Green Bay, WI 54301

Dear Chairperson Nicholson:

The Green Bay Water Utility recommends the following assessment rates for 2020:

Residential and other ordinary users	\$75.00/front foot
Residential and other ordinary users (Project requiring rock excavation)	\$105.00/front foot
Users requiring larger than 8" diameter mains (commercial and industrial)	\$85.00/front foot
Users requiring larger than 8" diameter mains (commercial and industrial) (Project requiring rock excavation)	\$115.00/front foot
1" water lateral installed with new water main	\$1,700.00/lateral
1" water lateral installed with new water main (Project requiring rock excavation)	\$2,700.00/lateral
1" water lateral installed on existing main in conjunction with street reconstruction	\$3,700.00/lateral
1" water lateral installed on existing main in conjunction with street reconstruction (Project requiring rock excavation)	\$4,700.00/lateral
New 1" service connection on existing main requested by owner	Actual cost
New larger than 1" service connection on existing main requested by owner	Actual cost

Sincerely,

THE GREEN BAY WATER UTILITY

Brian Powell, P.E.
Operations Manager

cc: Steve Grenier



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.I I.

Consideration with possible action on request by KS Energy Services to renew the annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.12.

Consideration with possible action on applications for Sidewalk Builder Licenses by the following:

- A. Baeten Concrete LLC
- B. Blaser Construction LLC
- C. Fischer Concrete LLC
- D. Frank O. Zeise Construction Co., Inc.
- E. Martell Construction, Inc.
- F. McDonald Services LLC
- G. Verheyen Construction
- H. Weidner Concrete Construction LLC

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.13.

Consideration with possible action on applications for Tree & Brush Trimmer Licenses by the following:

- A. A Four Season Tree Care
- B. Best Enterprises LLC
- C. Epic Innovations LLC
- D. Fall-Rite Services LLC
- E. Nelson Tree Service LLC
- F. Selner Tree & Shrub Care

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 7, 2020

PREPARED BY

AGENDA ITEM # D.14.

Consideration with possible action on applications for Underground Sprinkler System Licenses by the following:

- A. IXL Sprinkler Systems
- B. Lizer of Wisconsin, Inc.
- C. RainMaster Irrigation, Inc.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None