



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, JANUARY 29, 2020, 5:30 PM
CITY HALL, ROOM 207**

PUBLIC HEARING 6:00 PM

A. ROLL CALL.

Present: Ald. Brian Johnson, Ald. Andy Nicholson, Ald. Chris Wery, Ald. Jesse Brunette

Ald. Andy Nicholson and Ald. Brian Johnson left at 6:00 p.m. Ald. Mark Steuer joined Committee for remainder of the meeting.

Others Present: Chris PirLOT, Leanne Cramer, Ald. Mark Steuer, Dick Diederich, Paul and Terri Lewis, William Seehafer, NM Burton, Maureen Otradovec, Dale Braun, Diane Wilson

B. APPROVAL OF THE AGENDA.

Moved by Chris Wery, seconded by Brian Johnson to approve the agenda of the January 29, 2020 Improvement and Services Committee meeting. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None,

C. APPROVAL OF MINUTES.

Moved by Brian Johnson, seconded by Jesse Brunette to approve the minutes of the Tuesday, January 7, 2020 Improvement and Services Committee meeting. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None

D. REGULAR BUSINESS.

I. Consideration with possible action on the request by Shannon Jansen, 819 Roy Avenue, for up to 25 total requests for overnight on-street parking.

Moved by Brian Johnson, seconded by Jesse Brunette to approve the request by Shannon Jansen, 819 Roy Avenue, for up to 25 total requests for overnight on-street parking. Motion carried. Vote: Yes-

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

2. Consideration with possible action on request by Ald. Johnson to address chronic flooding and drainage concerns on Antoinette Street.

Moved by Chris Wery, seconded by Jesse Brunette to receive and place on file the request by Ald. Johnson to address chronic flooding and drainage concerns on Antoinette Street. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

3. 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 January 7, 2020 Improvement and Services Committee meeting).

Moved by Chris Wery, seconded by Jesse Brunette to hold until the Wednesday, February 12, 2020 Improvement and Services Committee meeting the 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). Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

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 January 7, 2020 Improvement and Services Committee meeting).

Moved by Brian Johnson, seconded by Jesse Brunette to open the floor for discussion. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Brian Johnson, seconded by Chris Wery to close the floor for discussion. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Brian Johnson, seconded by Chris Wery to open the floor for discussion. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Brian Johnson, seconded by Chris Wery to close the floor for discussion. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Brian Johnson, seconded by Jesse Brunette to hold the 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. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

5. Consideration with possible action on the Department of Public Works Capital Improvement Program for 2020.

Moved by Jesse Brunette, seconded by Mark Steuer to approve the Department of Public Works Capital Improvement Program for 2020 after \$15,000 is added in for the Taylor Street over Beaver Bridge design and the date in the sewer televising row is changed from 2019 to 2021. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

6. Consideration with possible action on the review and award of the contract BRIDGE I-20 (MAIN ST. BRIDGE CENTER AND TAIL LOCK ADJUSTMENTS).

Moved by Chris Wery, seconded by Mark Steuer to approve the award of the contract BRIDGE I-20 (MAIN ST. BRIDGE CENTER AND TAIL LOCK ADJUSTMENTS). Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

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

- A. Bryan McEwen Concrete LLC
- B. Green Bay Concrete LLC
- C. IEI General Contractors, Inc.

Moved by Chris Wery, seconded by Mark Steuer to approve the applications for Sidewalk Builder Licenses by the following:

- A. Bryan McEwen Concrete LLC
- B. Green Bay Concrete LLC
- C. IEI General Contractors, Inc.

Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

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

- A. Asplundh Tree Expert LLC
- B. Consciously Fresh Tree Service
- C. Economy Tree Service LLC
- D. Holtger Bros., Inc.
- E. Monster Tree Service of Northeast Wisconsin
- F. Urban Tree Service

Moved by Chris Wery, seconded by Mark Steuer to approve the applications for Tree & Brush Trimmer Licenses by the following:

- A. Asplundh Tree Expert LLC
- B. Consciously Fresh Tree Service
- C. Economy Tree Service LLC
- D. Holtger Bros., Inc.
- E. Monster Tree Service of Northeast Wisconsin
- F. Urban Tree Service

Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

9. Consideration with possible action on application for Underground Sprinkler System License by The Sprinkler Company, Inc.

Moved by Chris Wery, seconded by Mark Steuer to approve the application for Underground Sprinkler System License by The Sprinkler Company, Inc. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

E. INFORMATIONAL.

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

Moved by Chris Wery, seconded by Mark Steuer to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

2. The next Improvement and Services Committee meeting is scheduled for February 12, 2020.

F. PUBLIC HEARINGS.

I. Public Hearing 6:00 p.m.

CONCRETE PAVEMENT

GRAY STREET - Mather Street to Velp Avenue

WATER MAIN AND/OR WATER SERVICES

HILLCREST DRIVE - W. Mason Street to Renaissance Lane

Moved by Mark Steuer, seconded by Chris Wery to order in the improvements constructed and levy assessments for the following:

CONCRETE PAVEMENT

GRAY STREET - Mather Street to Velp Avenue

Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

Moved by Chris Wery, seconded by Mark Steuer to order in the improvements constructed and levy assessments for the following:

WATER MAIN AND/OR WATER SERVICES

HILLCREST DRIVE - W. Mason Street to Renaissance Lane

Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

G. ADJOURNMENT.

Moved by Mark Steuer, seconded by Chris Wery to approve to adjourn the Improvement and Services Committee meeting. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

VERBATIM MINUTES

- And we're live.
- Are we good?
- We're good.
- All right. Let's bring Improvement and Service Committee to order. Let it be recorded that Johnson, Nicholson, Brunette, Wery are present. Approval of the agenda.
- So moved.
- Second.
- Motion by Wery, second by Johnson. Under discussion. Just one second here. I suppose we can handle that one. Okay, all in favor?
- [All] Aye.

- Nays, motion carried. Approval of the minutes.
- So moved.
- Second.
- By Johnson, second by Brunette. Under discussion. Hearing none, all in favor?
- [All] Aye.
- Nays, motion carried. Regular order of business. Consideration with possible action by Shannon Jansen, 819 Roy Avenue, for up to 25 total requests for overnight parking. Steve?
- Are you Ms. Jansen?
- [Leanne] Nope.
- Okay. All right. Well, I did have a conversation with Ms. Jansen. Roy, this particular block of Roy, very narrow and unlike a lot of the other houses on the block, Ms. Jansen's house, the garage is parallel with the house, it's not set behind it, so as a result she has a very short driveway. It does have instances throughout the course of the year where family is visiting or she had grown children coming home, probably from college or something along that line. But did have a conversation with her. What we did originally was try to determine if there were alternate arrangements that could be made. So taking a look at aerial photographs in our GIS system, were there parking lots in the near proximity to her house where we could effectuate conversations between her and the parking lot owner to get her off-street. As it turns out, just where she's located, there really are no valid alternatives to her. She would be walking four blocks or so, which we didn't think was, what was a valid solution, so we did suggest that she come forward and request the additional on-street exemptions. I did tell her that, historically, they have been a lower number than this, so I wouldn't be a bit surprised if 25 was not granted, but she decided she wanted to try for the 25 to see how things would go.
- Okay, does anybody know her, Shannon, on the committee? Who represents Roy?
- [Mark] I think that's Randy.
- What do you wanna do?
- Move to approve.
- Second.
- Second, okay, there is a second. Johnson made a motion to approve, second by Brunette. Under discussion? Hearing none, all in favor?
- [All] Aye.

- Nays, motion carried. Two, consideration with possible action on request by Alderman Johnson to address chronic flooding and drainage concerns on Antoinette Street. Johnson.
- Yeah, just looking for an update on this one. I think we've talked about it a few times, some of the challenges that area has. And I guess I've just heard maybe some conflicting responses from different staff about whether or not this new lift station's actually gonna resolve that, so update?
- We don't know whether the new lift, let me back up a little bit because new lift station is kind of nebulous. We have one lift station that's being installed right now down at Shipyard.
- Right, I'm referring to the one that's supposed to go down by, is it off of Howard?
- We do have a project in the Capital Program we're gonna be talking about tonight, that will put a lift station in, down there at Antoinette.
- So will that actually help Antoinette? Because my understanding is that Antoinette is in a different drain basin, and that that lift station would not help.
- What we're doing, there's two projects that you had discussed that you had approved previously. 108 and 110, those two basins are tied together, that's the Shipyard project. 106 is up at Howard and Pearl by the school district. Neither of those will impact, they're both in different drainage districts than Antoinette. Antoinette runs up to...
- I don't know the basin number--
- No, I don't know the number, but I'm trying to think of the street.
- Yeah, we're just calling it a station because it--
- No, it goes up to, I always get 'em mixed up.
- [Leanne] That's a short street, isn't it?
- No the street, the one that comes down and dead ends in parking lot F, behind Old Fort Square, and then it shoots out,
- Hubbard?
- Hubbard, thank you. I always get Howard and Hubbard mixed up. That pipe comes right down Hubbard and shoots out, discharges into the river. We're putting a flap gate and a pump directly in that line.
- So when is that expected to happen?
- Summer 2020.
- But that will only prevent water from backing up, is that correct?

- No. We could put a flap gate in alone, and a flap gate is a lot like the check valve on your sump pump, it allows the water to go one way but not the other. The problem with putting the flap gate in is, as the river level backs up, or rises, it creates additional pressure, and then any water falling in the drainage basin itself, has to pond up and create flooding in order to overcome the river. So by putting the flap gate and the pump, when the pipe fills up, then the pump will turn on, and it will push the flap gate open and suck the water outta the lines.

- So where's that pump gonna be located?

- It's gonna be on Hubbard Street by, I'm not sure exactly where, I believe it's closer down to Museum Place.

- Okay, 'cause my biggest concern of course is, and I know that because of the high water levels this problem's become even worse this last year. But my biggest concern is that we've got a lot of residents over there that when that street floods, they're underwater for days, and it's happening a lot.

- The reason for that, again, we go back to vertical elevations on our data. So thinking in terms of city data, the Fox River has been running at, roughly, elevation 101 to 101.5, which is very high, historically. The intersection of Antoinette and Blesch, the top of the manhole, the surface of the street, is at 99.7, so when the river is higher than 99.7, the water is flowing backwards coming out of the inlets, and that's why the streets are staying submerged, the streets are literally constructed below the water level of the river at this time.

- So this particular pump that you're talking about is part of the capital plan, so it's contingent on us approving that capital plan?

- Correct.

- Okay. So let's make the assumption for a minute that we do approve that capital plan. That work still wouldn't be scheduled until summer, so when I'm looking at spring or any time before that, is there anything that we can do for temporary remediation of flooding when it does occur over there, can we manually pump it?

- At this point there's not, because what we'd be doing is recirculating, you'd be pumping the water out and the river water would be flowing in as fast as you'd pump.

- 'Cause it goes right back into the same drain, is that why?

- Yep.

- So can we put that flap in sooner?

- We can't. The only way to do it is you have to get underwater in the river.

- And there's not another drainpipe that we can stuff that water down?

- No, 'cause the diameter of the pipe is so big and the manhole covers are only 24 inch.

- Okay, and forgive me for not being an expert on this--
- No, that's why I'm explaining it.
- Can we even, like, suck it up and put it into a dump truck, I don't know? And I'm being a little bit facetious, but.
- Until we can get the flap gate installed, that's the key. We need to get the flap gate installed to stop the river water from coming backwards. Otherwise as fast as we pump--
- It just recirculates.
- The river just leaks back in.
- All right. Okay, so it's in the capital improvement plan.
- Yes sir.
- Fellow Alders, when that comes up, we really gotta do something about this street. This is all the time, not just occasionally.
- Kind of like Main and Mason?
- More than Main and Mason.
- I don't know about that.
- But that's a big problem too.
- Yeah, tell me about it.
- Yep, you're right. All right, anything else, Johnson?
- Nope.
- All right, motion to receive and place on file by?
- So moved.
- By Wery, second by?
- I'll second.
- Brunette, under discussion? Hearing none, all in favor?
- [All] Aye.

- Nays, motion carried. Moving forward. Okay, number three, I want to hold for the next meeting, please.

- Move to hold.

- Second.

- Motion to hold number three by Wery, second by Brunette, under discussion? Hearing none, all in favor?

- [All] Aye.

- Nays, motion carried. Four, consideration with possible action on a request by Alderman Steuer to study and report out the feasibility of utilizing an 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 DPW staff, creating draft ordinances that allow even-odd overnight on parking during summer months, year round and present at the January 8th, 2020, I and S. Steuer?

- [Mark] Do you want me to come up?

- Grenier? Someone?

- Do you guys wanna start?

- Well I can give a brief, sure.

- Why don't you do that.

- In the packet, we provided a copy of the existing Municipal Ordinance 29.203 sub 12, Night Parking. Then following that, we provided some draft language for consideration to allow modifications to that section of the ordinance, assuming that even-odd parking would be during the summer only. Page three of five shows draft language to modify the same section of the code to allow even-odd parking year round. The following, the last two pages, page four and page five of five of the packet attachment, show the changes that would be necessary to section 29.203 of Green Bay Municipal Code, Class B Parking Violations, and the yellow highlighted text shows what we would change if this proposal were to go through. So we did prepare the draft language that was requested.

- [Mark] Okay. Thank you, Chair, thank you, Committee. We've been talking about this for a little while. So I appreciate Director Grenier and Chris for putting this together. I appreciate that.

- It was all Mr. Pirlot.

- [Mark] Well, Mr. Pirlot, thank you. So there's a few things here. I think initially, I was looking at, I looked at other communities that have this. And most of them, it's during the warm weather months, generally, so the November to April, that's not as pressing to me as it should be, but I think that what they have for, assuming the even-odd parking allowed in summer only, might be something to look at. And I just basically got this information a couple of days ago, so I really haven't had a chance to disseminate it. To me it's not time-sensitive as much, we have winter going on, we have a campaign

going on, there's a number of things going on. So it's not overly time-sensitive. But I still think that it's something that we should look at. I did look at the map, my printer's not as good as some, but just looking at the map of all the different parking requests, does that tie in somewhat with this sheet here?

- Yes it does.

- Okay, so there's quite a few requests, and like I said, it's generally between 41 and Bader Street, I guess, and you said there's still some outside of that. I guess my question would be, if you looked at the various incidents when you can have six two week events, or five two week events, different things like that, that covers quite a few events. But I'm saying there are certain homes that it's above and beyond that, so I don't have a number on that, what that would be, but I still think it's something to be looked at. We probably have six of the aldermanic districts that really have pressures with this, and Alder Johnson, I'm sure you have some of that, I've had a number of requests. One of my citizens came down, and she would like to speak as well. So I appreciate the work that you did to put this together, because that was my request, to get some kind of an ordinance in place. And like I said, over time we've looked, I've looked and you've looked, at other communities as well, what they've done, and I think it's important to try to come up with something that might be amenable, something that could work out for the city. I could let my citizen speak as well, but I think right now that's, I just would like to, it's not time-sensitive, we don't have to--

- You want us to hold, then?

- I'd like the committee to discuss it first. I'm still tentatively thinking of holding it, but I would like the committee just to, if you've had a chance to look at this and what your thoughts are, I'd appreciate that first, before I do that.

- Okay, you want us to open up the floor?

- If I could ask a?

- Oh, go ahead.

- Alder Steuer, I know one of the things that you talked about at the previous meeting was the possibility of a permitted system. I know that I do not include that in my motion, but is that still something that's of interest to you, because that's not in this proposal?

- [Mark] Well this is the ordinance, this is basically what was requested for the last meeting.

- Right, so you need more time to explore the permit option?

- [Mark] The permit, yes, and I agree in a sense. When you brought it forward that, do we need another permit? Do we need another fee in the city? And I guess my point of contention was that folks that get tickets, parking tickets, that leave their car out on the street, you get two tickets, and that would cover the cost of permits. So do we have too many permits in this city? Maybe we do, I don't know, but some of the folks that I've spoken to that have this issue said they would not have a problem paying \$30 or what have you, for a permit. Then again, I know we have to think about the fact that, okay, now if we do this, then you're gonna have to hire, possibly, more staff and those are

some of the things that I'm not fully aware of yet. I think that would be an issue if you find out that it's too much that way, that could sway things. But as far as the permit goes, I initially would like to see it, because I'm looking at other means of revenues. But if the pushback is such that it isn't, I'm not gonna overly fight it. But I think initially I would have liked to have seen a permit system.

- Okay, so the other question I have for you is, if I'm reading this correctly, and Chris, you can tell me if I'm wrong as I'm looking at this, but I'm seeing this as only a summer lift on the ban, so the winter one, based on what you've supplied, we still have a winter ban, or am I misreading this?

- We provided draft language both ways.

- There's several pages.

- So in the attachment, what's listed as page two of five, is the summer only allowance.

- Okay.

- Page three of five would be a year round allowance.

- Oh, that's what the difference is on those two, okay.

- Yes.

- [Mark] But the summer only is from what to what? 'Cause it says, the period of November 1st to April 1st, and maybe I'm confused on page two, the way you've worded that.

- Correct, you would not be allowed to park on the street between November and April, so between April 1st and November 1st.

- [Mark] It's understood that it's--

- Correct.

- Okay.

- I'm curious, Alder Steuer, from your perspective, if we do a summer only, what problem are we solving?

- [Mark] That is a good point, because I think--

- Well it's just a question, it's not a point.

- [Mark] Well no, not a point, but... It takes care of some of the problem but not all of it. Wintertime is a different animal. And I think that's something that I'm not fully prepared to fight that one yet, okay, because of snow emergencies and safety and all that other stuff. It's something, it's not everything. And a lot of the communities that I've studied have something like this, so that's how I'd answer that.

- Okay, thank you.

- Any other questions? I'll entertain a motion to open up the floor.

- Motion to open the floor for interested parties.

- Second.

- By Johnson, second by Brunette. Under discussion, hearing none, all in favor, nays, motion carried. Okay, now the floor is now open, just raise your hand, state your name and address for the record, please.

- [Leanne] Leanne Cramer, 702 Neville Avenue. Just taking that brief look at the pamphlet that they put together, I guess right now it's like at least, I guess if we went with the summer only, at least it's a step in the right direction. I'd like a year-round thing. 'Cause it's not gonna solve problems with people like the lady that didn't show up that lives on Roy and has limited parking space, that wouldn't solve her problem. And it wouldn't solve my problem. Recently I had some children that moved out and then they came back, and so then you're still back at that square. And like I said in previous meetings, thank goodness I have a neighbor a couple of doors down that's willing to allow us to park cars in his driveway. But, some people don't have that luxury, and so I guess we need to come up with a solution somehow. And like I've been telling other people, when you're looking at houses, to buy a house, do you really look at your house and your driveway and go, oh yeah, when the kids get to be driving age, and they all want their cars, are we gonna have enough room to park? That's not something that you're thinking about when you buy a house. And I guess it makes it... you feel like you're fighting city hall and everything else, and you're paying your property taxes and you're trying to be a good resident in your own neighborhood and of the city, and you just sometimes you feel like you're getting beat. And sometimes you just wanna be able to... Be able to park your car and have how many cars that you need to have in order for everybody to survive in this world as we stand today, because most of the houses in near west side, they were made in the 1940s, '50s, earlier. One vehicle families at that time. Unfortunately there's not the room to expand. I wish there was, but, so thank you.

- Thank you. Anybody else in the audience?

- Motion to close the floor.

- Second.

- Motion to close the floor by Johnson, second by Wery. Under discussion, hearing none, all in favor? Motion carried.

- Motion to hold.

- Motion to hold by Johnson.

- Second.

- Second by Brunette. Under discussion?

- I think it would be good to get this, Mr. Chairman?
- Go ahead.
- Out to all the different council people. A lot of people are going door to door right now talking to people, I'm more interested, probably, in favor of it to go year round. Otherwise it doesn't really solve a whole lot. That's just my two cents.
- All right. All in favor?
- Aye.
- Aye.
- Aye.
- Oh, Steve, you want to vote?
- No, just something else, there's been a lot of information presented over the last several meetings on this.
- Right.
- And one thing that we want you to keep in consideration as you're taking a look at these potential changes, although we don't go out with the intent of citations, citations are a big part of our revenue. And a change to allowing on-street parking on a year-round basis, we are projecting that that will result in a budgetary shortfall of \$231,000 a year, and our budget in Parking is only about \$3.5 million to start with. So that's a pretty significant chunk of change. If we're going to allow the program, we're gonna have to come up with a way to make up that budgetary shortfall as well. So just something to keep in consideration as you're looking at potential changes.
- All right. All in favor?
- One more quick question.
- Okay, go ahead, Johnson.
- In unison with that, because I don't think I've seen it in any of the paperwork, but will there be other costs associated with that, for example, street signage that needs updating, things like that?
- I don't know necessarily that we would need to update the street signage. If we do, it's really limited, we really only have the parking prohibition posted at the entrances to the city.
- [Chris] About 42 locations, major entrances to the city, we have the signs below welcome to Green Bay, population, actually, what the white and green signs, where it says, no parking, all city streets, 3:00 a.m. to 5:00 a.m.

- Okay, so maybe if there'd be one request is, as we do this hold, is I think it's to give certain Alders some additional time to research permitting all year, all that stuff, but the other component is maybe give you guys a little bit of time to think about what other expenses might be involved with a change like this.

- And by all means, as you guys are thinking about this and deliberating, and if you've got questions, reach out to us during the week. We're here to get you the information.

- Right.

- Thank you.

- All right.

- [Mark] No, I was just wondering if you could open the floor again?

- Motion to open the floor.

- Second.

- Motion to open the floor by Johnson, second by Wery, under discussion, hearing none, all in favor?

- [All] Aye.

- [Leanne] I guess I just have one, since it's going, it could be put on hold for more research or whatever, I guess knowing that it's like 231,000 that would be affected in your budget, but how many people actually work that, going around, driving around, looking for the people that are parking on the streets?

- How many people?

- [Leanne] If you take their wages out of it?

- [Chris] But they do a lot more than, right now they only enforce the two hours a night, they do other maintenance work, they have other tasks they do.

- We have four people working nights in the Parking Division, but of those four people, they only spend two hours a night actually doing a night enforcement, because outside of that 3:00 to 5:00 a.m., you're legal to be on the street.

- [Leanne] So it would actually be, well it's like, I guess, a wash, or a give and take, because then they're getting additional hours to do other work that wouldn't be able to be done, since they're out there looking for people parking on the streets.

- But the work that they're doing is not revenue generating. And parking, that's one of the things a lot of people don't understand about the city, parking is not covered by property taxes. Parking is 100% self-sufficient. So the money we take in from the ramps, the money we take in from rentals and lots, the money we take in from the meters in the downtown area, and the money we take in in citations

is what funds the Parking Division. So although our goal is not to cite people, you'll hear Chris talk all the time, we'd rather have compliance than citation, that is always our end goal. However, there is the realization, the reality of life, that there are going to be violations, and those violations result in citations. Citations are a part of our revenue stream. So if we lose \$230,000 in revenue, we need to make that up because as Parking Division, although it's a division of the Department of Public Works, I can't go back to the general fund and get that money, so I need to find a way to make that money up.

- Any other questions?

- [Leanne] No, thank you.

- Motion to close the floor.

- Second.

- Motion to close the floor by Johnson, second by Wery, under discussion, hearing none, all in favor?

- [All] Aye.

- Okay, all in favor on the motion?

- [All] Aye.

- Nays, motion carried. Please excuse me, I have to go. Mr. Johnson, you can take over, please.

- With Alder Johnson taking over, we are supposed to start a public hearing at 6:00 o'clock.

- All right.

- For the...

- So motion to postpone the meeting, right?

- Well--

- Not postpone.

- What I would ask you to do is to hold the meeting right now. I'm gonna run up to ensure that the PIM is breaking up, and anyone who wants to appear at the public hearing is coming down.

- All right.

- [Nathan] In 310?

- Yes

- [Nathan] They announced, they reminded everyone in that meeting, which is winding down, that this meeting was started at 6:00 o'clock in room 207. So everyone there has been alerted.
- Okay, because we really do have to, statutorily, we've gotta start this meeting at the posted time.
- Yep, so we'll motion to temporarily recess.
- So moved.
- Yes.
- A motion by Wery, a second by Brunette. Any discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed, motion carries.
- What time are you bucking out?
- The Neighborhood thing starts at 6:30.
- Where is it, in the city, or?
- It is at Tank Elementary School.
- Oh, that makes sense.
- It's already 6:10, just give me time to get to my car, drive, park, walk.
- Let Mark shuffle up here.
- Probably just do that now. And then we'll go from the get-go.
- Where's your meeting, Brian, at 6:30?
- Tank at 6:30.
- Tank who?
- My old school.
- What time are you leaving?
- I'm gonna take off right now.
- Oh you're leaving right now?
- It doesn't make sense. You can start with Mark.

- Yeah.
- You want to chair this?
- Yeah, well.
- Okay.
- Maybe.
- Jim, I have to leave too. So Jesse's gonna take over as Chair and Mark's gonna sit in.
- And I'm going with him.
- Jesse's gonna chair you guys.
- Jesse's gonna be the only one here.
- How long does it last?
- Anyone who is here for the hearing, if you can please sign in, we appreciate that.
- All right, thanks for sitting in, Mark, I appreciate it.
- All right.
- Andy, out of the bull pen, I want to be Andy.
- I think we're ready to go.
- Okay, we are going to start the public hearing. This is the Improvement and Services Committee. There are three members out of a usual four member committee, so we have a quorum. Present are Alder Wery, Alder Mark Steuer, and Alder Brunette. I am not typically the chair of the committee, but I will be with the absence of the chair and vice chair. So we will begin the public hearing. Anyone who is wanting to speak will be able to address the committee. With that, Steve, will you call the individuals, do you have the list?
- Sure. I'll just grab a few notes here.
- Just so everyone knows, we have two projects before us. The first is the Concrete Pavement which will appear, well, I'm sure that the comments will be intermixed, and the other is the water main and or water services on Hillcrest Drive.
- Okay, so we'll start off with the Engineer's Report. Public hearing on January 29th, 2020. In accordance with state statute 66.0703, this public hearing is being held to levy assessments for proposed pavement and water improvements, which are included in the 2020 Capital Improvements program. All projects being considered tonight will be included in contracts administered by the City

of Green Bay, Department of Public Works, Engineering Division. All of the proposed assessments are being levied in accordance with the city's Assessment Ordinance. During construction, the contractor is required to provide access to businesses at all times, and residences as much as practical. When a residential driveway is accessible, property owners or tenants can receive permission from the city police department to park on adjoining streets. Problems during construction should be brought to the attention of the Department of Public Works, Engineering Division, by calling 448-3100. First project tonight is Concrete Pavement, Gray Street, from Mather Street to Velp Avenue, is classified as a minor arterial road and bus route in a residential zoned area with few commercial properties. The existing concrete is an urban road section in poor condition and is in need of reconstruction. Gray Street will be reconstructed with a concrete pavement with integral curb over a gravel base, in a typical clear width of 36 feet. The estimated cost of pavement construction is \$870,000. Sanitary sewer, storm sewer, and water rehabilitation and construction will be performed prior to pavement reconstruction. The estimated cost of the sanitary sewer, storm sewer and water is \$520,000, \$830,000, and \$640,000, respectively. No assessments will be levied for the sanitary sewer, storm sewer, and water improvements on Gray Avenue. The second project is Water Main and Water Services, Hillcrest Drive from West Mason Street to Renaissance Lane, is classified as a local road, in a predominantly residentially zoned area. The existing asphalt road is a rural road section, in poor condition, and is in need of reconstruction. Hillcrest Drive will be reconstructed with an asphalt pavement with a rolled curb and gutter, over a gravel base with a typical clear distance of 27 feet. The estimated cost of pavement construction is \$870,000. Hillcrest Drive will have a 12 inch diameter water main constructed in the public right-of-way, between West Point Road and Renaissance Lane. The estimated cost of water main construction is \$160,000. Sanitary sewer and storm sewer construction will be performed prior to pavement reconstruction. The estimated cost of sanitary and storm are \$15,000 and \$100,000, respectively. No assessments will be levied for the sanitary sewer, storm sewer, and pavement reconstruction. So we now have the ability to hear from folks relative to either of these projects. If you have filled out a slip, we would appreciate you dropping the slip off here. When you come up to the podium, we ask that you give your name and address, and what we'd like to hear is, are you in favor of the project or not, and then any comments you may have. In the interest of making sure that, and right now we only have two people who want to speak, but generally speaking we ask folks to limit their comments to three to five minutes or so. So the first we have is Mr. Diederich.

- [Dick] Yes.
- You can just stand right there, behind the podium.
- [Dick] Facing this way?
- No, face this way.
- Face this way.
- You actually want to talk to the committee.
- Yeah, you're fine there.
- [Dick] Leading up to that.

- Your full name and address for the record.

- [Dick] Dick Diederich, 1604 Hillcrest Drive. My concern is about the water. Now, this is something we have to hook up to even though we have good wells. Now I've, my sister, when they put the water past her place on Hillcrest, she had this extra lot there, and so they just billed her for the lot where her house was. Now I'm wondering if, I've got the same thing, kind of, at my place. Is that something I could get by with? 'Cause this is quite a chunk of money to bite off by the time you get through. And like I said to the wife, I was to the dentist, and I got about \$13,000 in teeth I gotta get fixed in the top, and this kinda puts a hold to the teeth and more to the Ibuprofen bottle. So I'm just wondering if I could get this lot to my house, and the one on the south side, like I say, my sister, when they put the water past hers, she paid for the lot by her house and the other one, they said if anybody would ever build there then they'd take care of that. And that's one of my concerns. As far as the road, I really don't have any questions on the road, the water is the main concern.

- So you have a lot and a house, two lots on Hillcrest kind of?

- [Dick] Actually there's a lot, when we originally got this, the city said, well you've gotta have on acre lots, an acre or bigger, so I ended up with this big lot, and they've all got frontage, every one of them. And so now you take all these lots where there's homes in there, it was back in the King of Arms, they go from 70 to 90 feet most of them. And so I said, well, I've got room there, actually, I can have 70 foot lot on the south side of my house. So I could get by with being, for the lot, but where my house is, I don't mind that, but like I say, I've got this other one, and at my sister's, when they put the water by her place, well she, they said, well I'm gonna leave it go you know, so I don't know if this is something I'm bringing up, 'cause it's quite a chunk of money. When you're on a limited income, with the governments, it's oh boy, you can get \$28 increase on your social security, when you get the social security, I got \$19 not \$28, \$9 went towards Medicare. So that leaves me \$238 a year. The interest on this water bill, 800 and some dollars a year, just for the interest. You've got five years to pay for this. And then I got my wife, she's on insulin and that for, it's about \$679 a month for her diabetes, so you take that, my taxes, and this water bill, you can hardly afford to pay all this, it's just it's tough. I don't know if there's anything that could be done, I don't know.

- I just had a general question, Steve. If you have a number of property owners along a stretch of road, if you have four that say yes and two that say no, what, generally, what happens in something like that?

- That is the, what we're dealing with is, either a go or a no-go on the project. At the end of the day, that's what we're faced with.

- All right.

- In this particular case, and I'm gonna speak very briefly on behalf of Water Utility, but I see we've got some Water Utility reps back there, so if I misspeak, I'm definitely gonna ask them to jump in and stop me. My understanding is that the Public Service Commission, which oversees the Water Utility, different than the Department of Public Works. PSC obligates Water Utility to levy the assessments, and when they levy the assessments, they do not have a deferral clause built in. Their assessments have to be paid either way. So, if the project were to move forward, let's assume that for a moment just so we can have the discussion. If the project were to move forward, Water Utility needs to gather that revenue from those assessments. If the Council were looking to do something to help

provide some relief for these folks through a deferral or something like that, then Public Works would have to come out of our funds to pay Water Utility's assessments, which leaves us with less money to do our projects for the year.

- Has that happened often in the past?

- No.

- Okay.

- I know that with the subdivision last year, the Council did elect to defer the water on the unimproved properties on the west side of Spartan Road, and DPW had to cover those assessments, so we'll be carrying that cost until those properties wind up being developed. So I wouldn't say it's a frequent or a common occurrence, but it has happened.

- Mark, do have any questions for the gentleman here?

- No I don't.

- 'Cause I'd like to--

- Yeah, that's fine.

- Would you like to state anything else?

- [Dick] No, I think he's kinda answered my question, and maybe we can take it from there and see what happens.

- Okay, well we'll continue taking public comment and then we discuss it after the fact, Director Grenier?

- Yes sir.

- Okay, thank you.

- [Dick] Yeah, thank you.

- Our next speaker.

- The next individual would be Zac Ehlers.

- [Zac] My name is Zac Ehlers. I live at 1433 Hillcrest Drive. I'm not against the road, I just don't think it's been thought through well enough yet. If we're gonna do it, I think we should do it right. There hasn't been a real good answer to the water problem. And they say because the road is protected wetland, right up to the road edges, that they can't do anything. And maybe we need to hear from somebody at the DNR who can answer some of our finer-tuned questions about the water? They're ditches that have been there forever, before it was wetland. They need to be cleaned out, reset. The culverts which are gonna be put in, we need to make sure that they flow properly into the plan that

they have. I'm just not sure that that's gonna happen, and we're not gonna be back here in 10 years, with a brand new road that's been swamped with water, just like this road's done. I also noticed on the designs, that I just discovered upstairs, that there's a culvert that directs a whole ton of water, and it's been there forever, from south of my property, several of the houses down the hill, around the turn, under the street, and then through my yard. They don't know that culvert exists, and the new plan has a bunch of water run-offs, directing more water into my yard. I think it's a flaw in the design because they didn't know about the culvert already directing all that water into my yard. I think that needs to be addressed before they go through with these plans, I guess that's...

- Are you okay with the questions then?

- [Zac] Are you connected to municipal water now?

- [Zac] I am.

- You are, so you have no assessment of water connection to your property, you're just concerned that the road isn't--

- [Zac] No, I have it in my property. I'm the end of the line pretty much.

- Gotcha, okay, thank you. Any questions from the committee?

- Not now.

- All right, thank you, Zac.

- That's all the slips that have.

- Does anyone else want to speak to the committee public hearing? We'll ask, anyone else, Mr. Lewis, yes, you can come up. Name and address for the record.

- [Paul] My name's Paul Lewis. Address is 3194 Renaissance Lane. We just had a meeting before about the plans and everything, and I agree with the gentleman about the water flow. I don't think it's really thought out. They said that the big final plan is final but the details of it, it's not, and it really bothers me. We have water, we're at the end of Renaissance and Hillcrest, so we have water, but now the piping and everything else is going through our lawn. We have a berm that parallels with Hillcrest, and they're taking that berm off, and now I'm getting a big ditch, and all the water is now gonna flow towards me, and I'm not real confident that it's a thought-out plan. So I've got some concerns, and this is the first chance that we had to look at the details of the plan, is right now, before we had a chance to go to this meeting.

- Sure, Director Grenier, if you could just explain the process that the committee makes a recommendation, then it goes to the full council, and the plan itself, I know there was a hearing or a public meeting before this, but just for the sake of the committee, if you could explain?

- Well, what will happen tonight is the committee will deliberate, and they will either make a decision to go forward with one or both or neither of these projects. And generally speaking, tonight the action would be to move the project forward and to order the assessments levied. We will then

continue and finish off the design work, bid the project, and before the project goes out for construction, we will have to take those bids back, and the committee will make a recommendation to award to a low responsive bidder or not.

- Yeah, and then for clarity's sake, this project had been presented two years ago?

- Correct.

- And at that time, permitting and engineer work had been discussed, and for the folks who don't realize it, this committee, this very committee has discussed the flooding of that area quite extensively, and we had not done anything with the intent that it would all be corrected here. So whatever water drainage, flowage issues that are appearing, we're aware of it, as the City and Public Works, and through this plan, all those things would be corrected.

- And the individuals who have spoken tonight have also spoken with our staff at the Public Information Meeting, so we will be reviewing those comments with the designer that we hired to do this plan.

- Okay, thank you. Mr. Lewis, any other comments?

- [Paul] That's it.

- All right.

- Could I bother you for your address again, Mr. Lewis?

- [Paul] 3194 Renaissance Lane.

- Renaissance?

- Anyone else like to address the committee, first time? And the other project too, again, Gray Street, anyone for that? Mr. Diederich, if you want to add any comments?

- [Dick] Well I was just gonna say, the park that Zac was talking about is on, it's on West Point Road, before you get to Hillcrest. That little dip in the road, there's a culvert going across there, and that's what he was saying, all the water comes down Hillcrest, comes down the hill, and then crosses the road and goes through his yard. He's got kind of a flood over there. That's what I just...

- Thank you.

- Okay, thank you. Zac?

- [Zac] I guess everything that I've seen, you plan to build our new road, and then come around the corner onto West Point a little ways there. And then you have the four lane section that was done a ways back, on West Point up there, the nicer section, you're missing a gap of a couple hundred yards that hasn't been addressed, and that culvert is right in that. It's gonna be a smashed up little piece of road that's forgotten about between a fairly good road and a brand new road, that's just gonna continue to fall apart.

- So the culvert is on the piece of West Point that's not being touched by--

- That little short patch.

- [Zac] It's just past it.

- Right, and that's probably why it's not being discussed as part of the project. We only bring, because the project was originally Haven Place and Hillcrest Drive, when we do Hillcrest Drive, we only come back around the corner to what we call the radius returns, and that's, as a policy, that's where our project stops. When we do that section of West Point, that's when those concerns will be taken care of.

- [Zac] Okay, but then you're pretty much doubling me up on water then, because one project isn't working with the other project then. Because the brand new project has another water flowing right there shooting all this water, where this one's shooting all this water into my yard, and you've got a line between the two that you're looking at one and not looking at the other.

- No no, I will admit to you that I don't know the details of this project, okay. But if you've made those comments to the staff upstairs at the PIM, we're going to be sitting down tomorrow and meeting to talk about what came out at the PIM, so we will take a look at that, absolutely.

- [Zac] One or the other I guess is all I'm...

- Well the last thing in the world we want to do is make things worse for you guys than what you have already, the intent of the project is to correct it and make things better out there.

- Thank you.

- Thank you.

- Sir, I see two hands. If you could come up, you have to identify your name and address for the record though.

- [Dale] Dale Braun, B-R-A-U-N, 1610 Hillcrest Drive. So Steve, you kinda said your intention is that that water is going to improve, like you said, it won't be sitting in the ditch down there, right, so you're aware of it, and Jesse, you said that too, so you're aware, so that will be gone, because I know John was worried about it.

- We had presented some short term ideas to fix a lot of the flooding. This project would alleviate a lot of that, so the short term fixes probably wouldn't have been much of a fix at all, and we had debated this quite a bit, and so the intent was that this project would be done this year and a lot of those things, they probably wouldn't have made a difference, and that's why we're here, so we all realize the road needs to be done, and the flooding and the water flow--

- [Dale] Because the elevation out there, there's no reason to have a water problem, and John and some of the fellas have got water in their basement. Thank God I don't have that problem, I'm up a little higher.

- And we've been told--

- [Dale] That's nice to hear it, because I don't think we heard that in the other meeting, that it was your intention to solve the water problem, and they really never said that, they said their intention was to keep the water elevation right where it is. Well that's not gonna solve it. If that's right, the water's at this elevation, and it's there when you're done, you're still gonna have the same problem.

- No, my understanding is a lot of what's going on out there is the ditches have had some issues, so what we're doing as part of the project is re-ditching, correct, Matt?

- [Matt] Right, a lot of it we are re-ditching. There are some areas to the north of Westway where we are limited by the existing wetlands that are out there that will limit us to doing ditching in those areas.

- [Dale] But if the water level elevation is lower by a foot or two, that's not gonna solve everything.

- Again, I wish I could say that I could speak intelligently about the finer details of the project.

- [Dale] You did kind of say you were attempting to solve it, so that's good to hear.

- Yeah, the attempt is to correct things.

- [Dale] Okay, 'cause I think it only takes a foot or two, and the water will be gone.

- Sir, you had raised your hand, if you could?

- [Nathan] Yes, my name is Nathan Burton. I'm a member of the church that meets in the building there on Hillcrest, but I don't live on Hillcrest, I don't live in Green Bay. Two things--

- It doesn't matter that you don't live in Green Bay. Could we still get your address?

- [Nathan] Sure, N5139 Lakeview Road, Bonduel.

- Thank you.

- [Nathan] And we're a little bit like Dick here, in that we have a really good well, perfectly good. On Sundays we have about 40 people that meet there. It varies up and down, sometimes we get visitors, especially on Packer Sundays, but other times too, so at the most, I think maybe 50 people on Sunday. On Wednesday nights we have a Bible study, and it lasts an hour, so people are in the building a little bit more than an hour. I don't think we use, not that many people use the restrooms in that period of time, so I doubt if we use 100 gallons of water a week. And we have a well that we have no problems with. No one complains about the water, the water tastes good, it looks good and so forth. And we're on the sanitary sewer system. So that's one point, is just for whatever it's worth. And the other is a question, is the dollar cost that we've been provided, is that set?

- That is our best estimate of what the project is going to cost at this point.

- [Nathan] Something unexpected that turns up could change it one way or the other?

- That is correct, however, relative to assessments, as a general statement overall, we bring through, we do work with Water Utility to determine what their assessment rates are going to be, and when we set the assessment rates for the year, those assessments are set, so in this instance, it's a water charge. If we were talking about the Gray Street, it's actually a charge for the pavement, okay? If perchance something unfortunate happened, and the cost of the project escalated, we cannot turn around and bill more than what we've told you the assessment rate for the year would be. However, on the flip side, if the project came in substantially under, to the point that the collection of assessments would result in more than what the project cost, state statute obligates us to come back and reduce the assessments to no more than what the project costs are. So residents who do pay special assessments are protected against cost increases, and they realize the benefit if the costs come in lower than anticipated. But, more often than not, and I will say, almost 100% of the time, in my 12 years here, the assessments only cover a fraction of what the true costs are. There are costs above and beyond that that are borne either by the Department of Public Works as the city or through the Green Bay Water Utility.

- [Nathan] Okay, and a question that maybe I should've thought of upstairs, earlier in the PIM, but from the right-of-way, the water line, that if we're forced to hook up, that cost is ours from the right-of-way to the connection point to the building?

- [Kristin] Correct.

- And that's not in this number?

- [Kristin] Correct.

- [Nathan] Thank you.

- Okay, sir, anyone else? Okay.

- No, he took care of it.

- Okay, any other comments for the committee? Any other comments?

- [Leanne] Just a quick, what are the timelines for both of these projects, like four months, five months?

- We are anticipating bidding them out as soon as we can. The hope is to be constructing them this summer.

- [Leanne] Once it starts though, like say it starts in March, do you hope to have it done in four months, or is it gonna be one of those like Mather Street, where it went for almost to December when they did that section?

- Given the complexity of this project as opposed to Mather, I would not expect it to be that long, no. I would say probably in the three to four month range.

- [Matt] Yeah, maybe up to five months they'll see. On Gray, if you're talking Gray.
- Gray, yes, Gray will go a lot longer.
- [James] Gray, yeah, might be more in the way of six months, Hillcrest you're probably talking four months.
- [Leanne] Oh, it's gonna go longer than that?
- Gray will probably be about a six month project.
- [Leanne] Wow.
- We're taking all the pavement out, so from back of curb to back of curb. Everything comes out, and then we'll do the improvements to the water system, the sanitary, and the storm sewer. And then once that's done then we have to come back in and repave it, so it does take a long time.
- Okay. One last time, any more comments for the committee? Okay, if I could get a motion to...
- Motion to close the floor.
- [Barb] You have to say it three times.
- Ask three times.
- I did, but then all of a sudden, I'll do it again. Any other comments for the committee? Any comments for the committee. One last time, any comments for the committee and public hearing?
- Thank you.
- No problem, Director, so would it be appropriate to close the floor, and then?
- Well, with the hearing, you don't really open the floor, you just declare the hearing complete.
- Okay, so the public hearing is complete. Now, Director Grenier, do we deliberate here?
- Now you can deliberate and come to a decision.
- There's no, necessarily, is there an action item that can come from this?
- There would be an action item, and the action item, should you so desire to do so, would be to order the improvements constructed and levy assessments as necessary.
- Okay. Any comments or questions from the committee?
- Well, I know, Jesse, you've been looking at this for quite some time, and I've been privy to a few of the meetings, but I will defer a little bit to you as far as how you feel on this. Especially with the wells

and sewer service area, that type of thing, there's a couple of things, rural area, there's a couple of different factors going on here. So I'll be interested in what you have to say on that.

- Well, as we know the road needs to be done, it was presented two years ago and this committee as well as the full city council, we delayed the project a year, held it. The Wheel Tax was passed so the special assessments for the road was eliminated, but some folks, they're not all here, but some, have the assessments for the Water Utility. Kristin from the Water Utility Department has been in contact with several of them. They have received a letter. There are options of payment plans. So obviously my opinion is that people should not have to connect to municipal water if they don't want it, but I understand that there are ordinances and rules in cities and policies and guidelines that guide this. And so I would ask the constituents to continue to work with the Water Utility, and I will continue to accept public comment because we still have to vote on this at the full city council. So my feeling is the road needs to be done, obviously. It's unfortunate that the cost of the assessments are so high for a lot of folks, and that I'm really having a hard time with, as would anyone, 'cause I don't want people to be in a financial hardship because of it. So Kristin and Public Works have been very good through the years of working on payment plans and working through these issues with people. So, does that answer your question?

- Yes.

- Yes?

- Yes.

- Thank you.

- If I may, sir, I definitely don't want to increase your work load on you, but if you do take a look at the Assessment Ordinance, there is a provision in there that talks about deferral due to indigency. So you may want to explore that to see if that may apply to anybody out here.

- Sure.

- And obviously you're gonna be holding those conversations, likely, with your constituents again. I don't want to lump a bunch of work on your shoulders.

- No, I appreciate that, well you've always been great in accepting those calls and whatnot. Alder Wery, any comments?

- Thanks, Mr. Chairman. How many homes are affected with switching over from well to city water?

- Total number of services?

- [Kristin] Nine for assessments, but seven that have to deal with getting off of well.

- So if water is brought there, do they have to switch off, or is it just, here's city water, you can switch over if you want or stay on the well?

- Again, I'm gonna defer to Water Utility.

- [Kristin] They have 120 days after the water is available to switch onto the municipal.
- Okay, so it's a requirement?
- It's a statutory.
- Have we heard back from anyone else? In your office, or your office, or email, calls?
- To the best of my knowledge, nobody in our office has received much in the way of any comments at all relative to either of these projects.
- [Matt] We had a few that weren't able to attend and I think they had some water questions that I think were deferred to you guys at the Water Utility.
- [Kristin] Everyone that I've spoken to is here, with the exception of Ryan Dempsey, who I spoke with, I think three times today, to get all of his questions, he had indicated he would come, I don't see him. Otherwise I've talked to, at some point.
- Thanks, did they have any opinion of, was anybody firmly against it? Or definitely, I need, we want the water? You talked to them, but did they give you an opinion either way?
- [Kristin] Well, no one wants to pay for a water assessment. Everybody understood the project. He has a special scenario because he has two parcels, one fronts Hillcrest and one fronts Royal Crown.
- Did anyone say, yes, I am firmly in favor of this. Give me that city water? I just like to know as much as possible as I can. Do we know how long the wells are good for? If we put in this new road, it would last 20, 30, 40 years. Would the wells last that long? Anything to predict that?
- [Brian] No, that's pretty impossible to predict, like how long a well... Several things could happen to a well. The well itself could fail, it could have pump problems. The worst probably would be water quality.
- That's right, sorry.
- [Brian] So water quality, so that's really the unknown, because it's well documented around the area wells, once they go, there's no coming back. You have Door County, you have other wells with PFOS, you name it, there's other things that can contaminate ground water, and you have no control over that.
- [Nathan] In general, wells last quite a while. The pumps may need to be replaced. My pump is 21 years old and it's the original pump. But pumps are not a major expense.
- And I should have clarified, and there's the water quality.
- [Nathan] If you have a number of houses where there is a well and a septic, and a well and a septic, and a well and a septic, there's some, that's where, depending on the strata, depending on soils and mineral, you can develop contamination in wells that way. Or if there is livestock or some other, but

otherwise, wells are... If they're good water, if they're a well put in, no pun intended, a well put in well.

- Thank you.

- [Dick] Well are most of them are sealed and they're under rock.

- The only caveat that I would offer to that, one of the things that's gaining a lot of exposure worldwide now is what they're referring to as these PFOS chemicals. And to put it in terms we can get our hands around, PFOS, they're a group of hydrocarbons that have been used historically for, Teflon is one. So those types of applications. Gore-tex, that which makes the Gore-Tex water repellent are the PFOS chemicals. Firefighting foams contain PFOS chemicals. Up until nine months ago, nobody cared about PFOS. Now all of a sudden it's a major contaminant of concern, worldwide, and they've found a global distribution of it, it's everywhere, and there's a huge rush to treat and get PFOS out of drinking water across the world. Back in the '90s, we weren't looking for boron. Boron, nobody cared about boron. Suddenly the DNR came out with a regulation, and boron had a number to it. We don't know what that next PFOS is going to be, and God help us that, a year from now, two years, three years from now, DNR comes out and says, compound X is now a human health concern, and that's been in this water out here since the glaciers left the water there, and suddenly that water is deemed not good by the DNR due to a change in regulation that we have no control over, that would mandate these folks get off their wells, and we would have to run out there and extend water. So, yes, I agree, generally wells do last a long time. However, it's not unprecedented, it's happened a lot recently where all of a sudden DNR comes out with a new reg and now we've gotta meet that, and those kinds of things which, these folks have been drinking water outta those wells forever, and it's not harmed anybody, but the DNR says it's a contaminant and you've gotta deal with it. So there's those unknowns that, again, that's why Brian is saying it's almost impossible to predict the life of a well.

- [Dick] And you've gotta look at all the big farms around, those farmers don't get their water from Lake Michigan for their cows, they're hooked on some wells. So that's all regulated pretty much there.

- We're getting a little out of order. We had closed the floor, we can always reopen it, but if I could allow Alderman Wery.

- Thank you, Mr. Chairman. Does this project, now Haven doesn't have city water, right, that's all wells?

- Haven was a resurface.

- But they have wells, right?

- [Female Audience Member] We have wells.

- So if they would ever want city water they would have to go through Hillcrest or come up through whatever subdivision that is, with Crusade Lane and Gothic, I would assume that's all city water?

- [Female Audience Member] It's city water for those.

- This project doesn't prevent someone else from getting it, other than maybe Haven?
- [Brian] That would be correct.
- And then up to the city limit, yep?
- So what was the number of homes that had wells versus those that don't in that area, the project area?
- [Dick] Well I think if--
- I'm talking, yeah you gotta, I'm sorry.
- He's speaking to the Water Utility.
- The Water Utility.
- [Dick] Yeah, okay.
- [Kristin] Nine properties have a water main that would be running past and them being assessed. Of those, two already are connected to the side streets. So then there's just seven remaining that are currently on wells that would be switching over.
- Well, I know folks that have wells in other areas of the city, state, I should say, and it's a bit of a roll of the dice. Like you said, I appreciate the comment you made about we have no issue, no problems and that, but as time goes on, it could be a problem. You might not have a problem, but there always is that problem. So I would tend to lean more toward connecting.
- [Nathan] Cities could have problems with--
- Oh yeah, no doubt, no doubt.
- Any other comments.
- Yeah, I'm still kind of digesting this still. I would really like to know, I wish all the residents were here, and you could ask them, do you want to roll the dice for 20, 30 years, and rely on your well, or if things go wrong, there goes your beautiful new road because it's gonna have to be dug up. And then we look like real geniuses, right? Or 30, 40 years go by and everything's fine, and then we look like, hey, saved some people some money, didn't have to put the water in. So far one we've heard one person pretty adamantly against it. And the other ones sound like, I don't know if they knew there was another option, that they didn't have to accept it, or they didn't sound pleased about it. I don't know, Alderman Brunette, if you can put any light on that about how the other ones feel, but I'm still kind of stymied on this decision, and I don't want to be someone who decides to put it in and force someone to take it, or go the other way and have something wrong with the water.
- Do you want to open the floor again?

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

- Second.

- Motion by Alder Wery, second by Alder Steuer to open the floor to hear from interested parties. Obviously it's a big issue for a lot of you folks, so we're happy to hear from you again. Mr. Diederich, do you want to address the committee?

- [Dick] The only other think you could do is resurface from Westway to Haven Place and reconstruct the rest of the road which is really in bad shape. From Westway to Haven, that road isn't in as bad a shape as the rest, but there's really no wetlands there.

- That is not an option, that is not an option. The base underneath the road has failed. Resurfacing will not work out there, the road will fail. It needs to be reconstructed.

- Okay, Mr. Braun.

- [Dale] I guess I realize, I don't really need it, but I think fire protection, I can't argue, that's gonna be improved, and it sounds like, King of Arms needs that loop around, so it sounds like the rest of the water system will benefit. And I agree with you as far as, my pump has failed once, and I pulled it myself and put a new one down, even though my well's like 400 feet. And I get it tested, it's good water. And the water level has come up since Ashwaubenon and the surrounding communities have gotten their water from Manitowoc, 'cause there was a time when my pump wasn't in the water, and I had to put a new one and lower it further, so I'd agree with that, and I think sometimes we've gotta benefit our neighbors with fire protection, and maybe better water quality with the loop. But it is expensive, if it was half the cost, it would be really easy, so that, I can see your dilemma, I'm not for or against it. If you vote for it, I'm okay, if you vote against it. It's a tough call, 'cause like tomorrow, I could go home tonight, my pump could be bad, or the well could go bad, so.

- [Female Audience Member] I wish there wasn't any interest on the assessment, that would be nice.

- [Dale] For the community it might be better, but, the cost is high now, but that's the way things are.

- Any other comments? Anyone else would like to address the committee? With that, I'd entertain--

- Close the floor.

- Second.

- Motion by Wery, second by Steuer to close the floor. All those in favor?

- [All] Aye.

- Opposed, motion carries. Mr. Wery?

- Thanks, I was gonna ask Water staff again, whoever wants to handle it, is there any truth that connecting it around like that in a loop, does that help, is that part of the goal, or doesn't it?

- [Brian] Sure, anytime you hook up two dead ends it's gonna help improve the system. There's good water quality, but it makes it better. It makes fire protection better. It increases the pressure a little bit. So it does have some system improvements.

- All right, thanks. I don't want to grasp for straws, but it sounds like it helps.

- [Brian] Yeah, but that's not the driving force. The water is still impeding, but it does help.

- Alder Steuer.

- Thank you, Chair. Steve, did we talk, each of the homes are a little bit bigger in terms of frontage and such. Was there a price that was put on for each of these homes, as far as what this assessment will be with this project? I don't know if that was brought forward?

- Is there an assessment roll by property?

- Well, I know you're gonna be working on that, but I just want to kind of get a general--

- No, there's actually an assessment roll that's been run per property, absolutely.

- So I'm just trying to get a handle on what each home will be paying, and I don't know if we're gonna be privy to that.

- That I would have to defer to--

- [Dale] Mine's \$26,000.

- Okay, if I could just get a general feel for that, and what that might be?

- Kristin, do you have those numbers?

- As the residents, you've heard a couple of times tonight, the size of the lots, that's a function of the zoning, and the zoning district that it falls into, we have the urban area, you have the Urban Expansion, and then you have the Urban Reserve, and with the Zoning ordinance that's administered by Community and Economic services, with the Urban Expansion and especially in the Urban Reserve districts to stop urban sprawl while you're still in Urban Reserve and in Urban Expansion there are minimum lot sizes. So you don't want to be out on Hillcrest, for instance, and have it in 1/4 acre lots, and then have this big gap of large empty land, and then get into Urban again. So that's why the Zoning ordinances are set up that way. And in this case, by and large, I think a lot of the folks live out there where they do, because--

- They like the lots.

- That's the lifestyle they want, that big, open lot.

- Right, I understand.

- But in this case, when assessments come around, that's one of the few times where having that big lot is not a good thing because the assessments are calculated on a frontage basis.
- I was just looking for a general top to bottom as far as what the most expensive would be and--
- Do you have a range, Kristin?
- Yep.
- Just a range.
- [Kristin] Well the lowest assessment is \$7,500.00 and the highest is \$26,000.00.
- 26,000?
- [Female Audience Member] You're the big winner.
- Mr. Braun is the winner here.
- [Terri] And the \$7,500.00 is for our lot that already has city water, but they have to go through to connect to the main on Renaissance, so we're the least among them.
- [Dale] Do you want some of ours?
- Alder Steuer?
- Well, I was just trying to reason through this too. It's a hard one, because you've got the rural area, you've got different zoning, you've got road that needs improving or redoing. I'm looking at the longterm issue here. If we kept going like this for the next four or five years, eight years, 10 years, it might work, it might not work, but that's a roll of the dice. It's difficult, I had to repay for my road some years ago, and it is what it is, so I have a tendency to lean toward approval of the project, so, I mean as far as if we need to vote that way.
- Yeah, thanks, Mr. Chairman, thanks, Alderman Steuer. I just wanted to address a lot of people who were talking about the drainage, and tonight we're really just talking about the water. So it'd really be off-topic for me, but we're putting a lot of trust and faith in your department, and I know you've talked a lot from us, and I'm sure you'll do a fine job, but if you don't, you're gonna be hearing from a lot of people.
- Well, and again, this is one of the projects that we did let out for consultant design, so staff has taken those comments and we're gonna be sitting down with those consultants and going through this stuff.
- And I trust you will, but that's why we're maybe not addressing that tonight, is we're talking about the water, so we're not ignoring it.
- Do we need a motion here?

- Boy, anybody running for office, this is why you get the big bucks, right? Unless I hear, this goes to council, right, next week?
- It will go to council--
- So things can change between now and city council next week, but I think it'd be poor planning on our part not to put it in. If something happens a year from now, five years, 10 years, 15 years from now, and we have to dig up this brand new street, they'll say, you had a chance when you did the street and that to put it in, and extend it, and get the better fire protection. Believe me, I'd rather find a way not to, but I think if you're doing this in planning, you should do it right away, so I'm...
- Well, let's do the relatively easier one now, first, the first one, the Gray Street, could I get a motion on the Concrete Pavement, Gray Street, Mather Street to Velp?
- Move to approve.
- Second.
- Motion to approve, second by Wery. All those in favor of Gray Street, Concrete Pavement, say aye?
- [All] Aye.
- Opposed, motion carries. Now, Water Main and or Water Services motioned by?
- I'll move to approve.
- Motion by--
- Motion made reluctantly, but--
- Sure.
- I will second that.
- A motion made by Wery, second by Steuer. Open for discussion.
- I would say look into that indigency deferral.
- Yes.
- Do we have to make a motion now about the empty lot if we defer that?
- I guess there's two lots?
- It's all or nothing?
- Do we have to?

- When we levy assessments, it's an all in.
- Okay, even if they own two lots and one was empty?
- Yep.
- All right. Any other discussion?
- No.
- I'll just say, I represent the area, so I'll say that today I'll vote in the affirmative. They road needs to be done now. In between now and the full city council, there's a whole week, less than a week, I think we meet at Tuesday.
- Tuesday.
- Right next door here, same building, right next door, room 207 at 6:00 o'clock, so the full city council will be voting on this issue next Tuesday the?
- 4th.
- 4th, and so between now and then, anyone here, contact myself, I'd be happy to hear your thoughts, and of course any decision we make tonight can be overridden by the city council. And I may change my mind based on this, or out of the very minimum I'll try my best to alleviate some of the concerns. So with those comments, all those in favor say aye?
- [All] Aye.
- Opposed, motion carries. Thank you, folks, for those who live within my boundaries, district, feel free to call me or contact me, okay?
- Go back to number five.
- Okay, we are returning to the agenda items. Item five, consideration with possible action on the Department of Public Works Capital Improvement Program for 2020.
- I'm gonna give you a supplement to what's in your packet already. Historically we just told you about the resurfacing program. This year we're actually giving you the streets that are in the resurfacing program for 2020. So we are trying to do a better job of communicating and getting you guys the information you need.
- Looks good.
- Perfect.
- So, we're gonna do part of this like we've done in the past and part of it is gonna be different than what we've done in the past, and the difference is, we do not have the financial statement on the last, that you historically got on the last page, so we have not figured out what the bond request that

would be necessary from this is. Part of that is because we are still, we're coming to you with the capital program earlier in a very real attempt to get you guys information early in the year to make good decisions. However, that puts us into a spot where the financials have not gone through audit yet, so we're working off of tentative numbers and getting some of the data that we needed has been a little bit of a challenge out of the financial software. I am hoping to try to get the financials done prior to council, but I can't guarantee that, so I just want to be upfront with that.

- I printed this up, this is what you're looking at, right?

- Right, but normally the last page of it would be the financial analysis, and what we're asking for in the bond request, and we do not have that completed yet. I'm still working on it. So we can go through all the projects, and what the costs of the individual project is, but we haven't determined what the bond request would be.

- So if you don't have this by council, what do we do then?

- Well what I'm looking for is approval of the program--

- The program itself?

- Then we'll come to you with the financials at a different meeting.

- A later, yep.

- Correct.

- All right.

- Will that tie in, then, I'm sorry, Mr. Chairman, with the Wheel Tax? How it's broken down?

- Yes, correct.

- Will that come with the financials?

- With the financials, yes.

- Okay.

- So then you would then put all together.

- Yes.

- Good.

- So, going to the... Page one of seven, new subdivisions. All the subdivisions that you see, with the exception of Largo Ridge Phase II, are carry-over projects from last year. As is the case with those types of projects, you will see that for pavement and sanitary sewer, there is no cost to the city, this is all extension cost. Again, we have always talked about the but for test, and but for that subdivision,

there's no reasons for these utilities to go in, so the full cost of the utilities and the road is borne by the subdivision developer. Again, Largo Ridge is a new one. That is an extension that the Bunkers are extending out there, and we've actually initiated discussions, Largo Ridge, this Phase II extension, comes out and then it kind of dead-ends about 650 feet out, up against some farm field that's owned by the Basten family, and if you've part of this committee for a while, the Bastens were one of the families that had some pretty large assessments for payment when we did Humboldt Road. This has fostered some discussion between Bunkers and Bastens about potentially doing some additional development in the Basten property and getting some additional home lots for sale out there. So we are getting developers talking to each other to try to maximize some of these projects. They have a small body of water on their property, don't they, Bastens, is that off of Humboldt?

- Not on this property.

- Not on that one, okay.

- Not that one. So again, what we're looking at is Bradly Estates, Sitka Heights, possibly starting in on Grandview Place. Excalibur, that's finishing that one off, right?

- Fourth addition, yep.

- Okay, and then Largo Ridge. Then we go into our local streets. So we're talking about Howard Street between Ashland and Chestnut. Part of the driving force for that is actually the storm sewer upgrades. So that's all part of that Basin 106 lift station project. We do have to replace some pretty significant storm sewer out there and Water Utility has some aging infrastructure that they need to replace. Those two utility projects are gonna result in pretty much the bulk of the street being destroyed, so it's a good time to go in and reconstruct that. We are looking at doing some design work on Country Club. Country Club, I believe that's your district, Alder Brunette, that was a project that was done in the, I believe the '80s, and it's a concrete street, and without getting all engineer on you, the technology that was used at the time was cutting edge. It proved itself not to be very good and it's not used any longer, however, we're left with a street that's deteriorating well before its time because of the technology. So we are planning on going ahead and reconstructing that. The additional benefit on Country Club is with the adoption, when the common council adopted the Bike Ped Plan, that's also gonna extend bike ped accommodations through that area and is intended to tie in with a joint project we are working on between ourselves and the Oneida Nation to provide bike ped access, not only up Country Club, but also into and serving NWTC. So NWTC is also working with us on that. Again, Hillcrest is the project we just had a public hearing on. Doty Street was originally part of a resurfacing in 2018, and that was pulled out. That has been re-scoped after we got comment at the public hearing that night, and it's actually a full reconstruct. Again, that one's being driven by lead service replacement. There's over, I think, 60 or so lead services. What?

- 63.

- 63 lead services along that stretch.

- Oh wow.

- This is a pretty aggressive, that's right in the neighborhood of a mile in length. We typically don't do a reconstruct that long, but because of the lead service issue and Water Utility has made that commitment to have all the lead services replaced by the end of 2020.

- This is not something that the citizens say, no we don't want that, it has to go forward, because of the lead, is that part of it?

- Yeah, with the lead, and again, the reason Hillcrest was being assessed for water is 'cause water does not exist there at this point. With water, sanitary, and storm, you only pay the assessments on initial installation. Any replacement or rehabilitation that's necessary in the future is covered by the utility. So there are no assessments.

- So it's one time?

- The problem we had out here on Doty was, again, it was the assessments that were part of the resurfacing or reconstruct program, and now that we have the Vehicle Registration fee, those residential assessments are gone. So there's no need for a public hearing, but if you remember at the public hearing we had, that was the big concern, was folks didn't want to pay the assessments.

- Okay.

- Edgewood and Harvest are kind of lumped together. There are two streets that come up and sort of dead end. This is the horseshoe that loops those two streets together. There's about seven or so platted lots that cannot be sold or serviced because the road is not in, so we're simply finishing that. This is something that probably should've been finished off around 2008, but that's when the housing bust went in, and there was no demand from the lots, so again, moving forward, a lot of that, because it's new road, there is assessments that will be levied toward that. Going to page three, we now get into our NHS Routes and STP Routes. Again, NHS is things that are on the National Highways System and STP is part of the Surface Transportation Program. So these are, generally speaking, collector and above streets. What we have is Gray Street, finishing off paying for the design on that, again, we hired a consultant for that. And then starting the construction on the northern segment. Because of the length of that project or the fact that it's a concrete street as opposed to asphalt, it was very difficult for us to bond for the entire thing in one year. So we looked at potentially doing all of the underground one year and doing all the pavement the other year, but that would've had all the people on the road inconvenienced for two years. So we try not to do that as much as possible. So sitting down talking to staff, we decided it was better to split the street north-south, and do all of the work on a segment and then reopen it, and then all the work on the southern segment and reopen it so people in that individual segment would only be inconvenienced for one year at a time.

- When was the last time that road was done, in the '50s, correct?

- I believe so.

- '52?

- Yeah, give or take. Moving down to page four, we get into the West Mason Street traffic signal replacement and LED signal lamp replacement. Those are the projects that we brought to you last year that we are in participation and is being done with DOT, so most of the DOT funding on that,

but we do have cost component for us. We had money in there for traffic signal repairs, but given the fact that we had to put so much into the two DOT projects, it's kind of hard to walk away when DOT's putting that much of the money in, so we're delaying those two traffic signal repairs, Mason Street at Abrams, and Dousman at Ashland to 2021. We do have some money in there for, what you see is it's called City Wide Survey Monuments. I have talked in the past, about the datum that we use, the vertical elevations we use for designing and maintaining records here in the city. The city's datum, there are many different agencies that hold vertical data, there is IGLD, there is NAD, which is run through National Geodetic Survey, NGS. There's not good correlation between the city's datum and NAD, and normally it doesn't matter what that number is if you've got a conversion factor, and the two data are coplanar, they're parallel with each other. There is a slight vertical skew in the city's data. The further you go away from the zero point, the bigger that bust gets. Now at its maximum, we're probably talking in the neighborhood of a 1/10th of a foot, maybe 2/10ths, so a couple of inches, okay. Doesn't seem like a whole lot until you're designing sewers that flow at tenths of a percent or less. There inches matter, and what we're finding is we sometimes get into the design, and we're working off of the numbers we have on our records documents, and we'll go out into the field to actually build. That's not jiving, there's a bust. And we wind up with sewers that lie dead flat. Sometimes we've actually had stuff that flowed backwards, and we had to try and scramble in the field to try to make the correction. And this goes back to the origin of the city datum that goes back easily, easily, 60 years, maybe more.

- So--

- Do you have a question?

- I was gonna ask about that.

- That's called BZ. BZ, before zoning. That's how we refer to that.

- I thought Before Zimmer was the glaciers.

- That's right.

- You've been around a long time.

- Sorry I cut you off there, Mark.

- I can't follow that.

- So what we're looking at doing is setting up on major corridors. So your Mason Street, your Velp, your Military, and on the west side it's hard to describe because we don't have a whole lot that go north-south of the city limit, so we may break them up and do part of it on Ashland, part of it on something else, Oneida. But the intent is to make major corridors and engage with a local survey company to put high accuracy vertical datum in that's permanent that'll be encased in concrete, doesn't go anywhere, not susceptible to frost. That's the first step is to create that backbone. And the intent is never to be more than a 1/4 of a mile or so off of one of those high accuracy points. Then as we do projects, we do reconstructs, we do re-surfacings, whatever, the surveyors will tie into that high accuracy monument and translate local datum off onto side streets and we'll grow the network over time. The second phase of the project is something we're gonna be proposing next year, and

that is to engage a survey company to go out and shoot every manhole that's in the city. So there's over 14,000 sanitary and storm manholes, scattered across 46 square miles of city. Somebody's gonna have to go out there and shoot all of that stuff and get us high accuracy data of where it is today so we can take that, revise all of our sheets, and make sure we've got good data to design from in the future. We're talking about some serious expense. Just to build this backbone we're talking about a 1/2 a million dollars, so we're proposing to split that 1/3, 1/3, 1/3. 1/3 of it coming out of the levy supported borrowing, 1/3 from the sanitary, and 1/3 from the storm. So those numbers are reflected in the CIP.

- I was gonna ask, how many monuments are we looking at for the city? You said a 1/4 of a mile that, you want it within a 1/4 of a mile radius, correct?

- Well what we're gonna do, again, we're gonna use major backbones, so along Mason Street, from the city limits to the city limits. Every couple of blocks there will be a monument the entire length of Mason Street.

- Okay, so then you'll build off of that?

- Right, and then over time, we'll expand. This is only intended to get that backbone in along the major corridors.

- So in the past when, like you said, it hasn't been done for 60 years, but when there were projects done without this system in place, how do you, you knew about this, right, this is something that, I mean it's out there. So was there any pressing need some years back, to say we've gotta get this done?

- It has been discussed on and off since before I got here. We were talking about it 2007 when I got here, but it's never risen to the level of urgency.

- Okay, well I dunno, just some of the things you brought up sound like there might be some urgency there.

- We're starting to see it.

- Okay, well, I think it's important.

- Part of it, to be real honest with you, part of it was because we had staff who had been here for 30 years, they knew about it, and they knew how to do the reconciliation. And as we've had that staff turnover, that institutional knowledge has been lost, and folks are just taking stuff as gospel.

- But the reconciliation was good enough to get by?

- Yeah.

- Okay.

- And I don't know, what are the commercials that are out there now that good enough isn't good enough?

- Yeah.

- Have you seen those?

- Okay.

- Yeah, they're--

- There's a doctor that comes in, are you nervous?

- Oh yeah, I like that one.

- Don't worry, we'll figure it out.

- [Matt] When I started with the city in 1990, I remember discussions in Engineering division about the circuits of these, and they were getting pretty good closure on their survey loops in the individual project areas. I don't recall any big concern. But yeah, in the last 10 to 20 years, projects and items only last so long. The only constant thing in the universe is change.

- And what we had was, you'd have a loop here, and then a couple of blocks away there'd be a loop here. And then you'd have a project in between it, and when you'd try to tie the two loops together, because of the skew, there was a bust. So you would sit there and try to figure that out and reconcile it, and okay, well, we'll take this one and lift it a little bit and take this one and drop it a little bit.

- That's time too.

- Yeah. And 20 years ago that worked.

- Yeah.

- Okay. Well I think it's important.

- Okay, then we get into bridge repairs. So general bridge maintenance citywide, \$30,000. We've got design of the steel for the East River Ped Bridge, that's over by East High School. Bridge design for West Mason over Beaver Dam Creek. Nice little project for us because DOT is picking a lot of that cost up because it's on a state trunk highway. Main Street Bridge at the Fox River, okay, that's our Ray Nitschke Memorial Bridge. The hydraulic system there... We cross our fingers daily when we push the button to make sure that that thing goes up. It's simply that the motors and the pumps in there have served their useful life. The bridge is designed to last 75 years, but not necessarily the hydraulics that drive it, which is why not a lot of hydraulic bridges are in operation today, most of them are electric. Unfortunately, we inherited one that is a hydraulic design, so we're at a point that we really need to get in there and do some replacements.

- So that's about a 20 year shelf life you were saying? That was built in what, '97?

- '98.

- '98 it was all built.

- Mason Street over the East River, there's an overlay there that we're gonna do. So if you saw the project we did on Atkinson Drive over the railroad within the last two years, similar project on East Mason Street over the East River. We are in a biennium, so we are coming up on our required biannual bridge inspections. We are also looking at some design for the Chantel Street Bridge over Beaver Dam Creek. And we got a zero in here for Taylor Street?

- We have?

- Yeah.

- Yeah, you're right.

- Okay, I'm looking at Jim, he punched the numbers in. Throwing my--

- Taylor Street is another DOT design.

- But we do have some costs associated.

- Minor costs, it's about 15 grand.

- So yeah, figure about 15,000 as the city cost on that Taylor Street Bridge, not zero.

- So it should be not zero?

- Right. Asphalt resurfacing, local streets, again, we gave you that handout with the streets that are in the program for this year. Pavement repairs for the resurfacing program, that's things like curb and gutter that's broken or sidewalk, curb ramps that need to be addressed that are not compliant with the ADA, things of that nature. Again, that's a normal cost, that's in every year. We also have about \$60,000 that we have as a set-aside for patches that are, the street doesn't necessarily need to be resurfaced yet, but it's not something that our crews can go in and patch. So for instance, last year when, out of nowhere, Velp Avenue just fell apart on us, and we had to go in there and do some emergency repairs, that's where that money comes from. We've got this set-aside for those types of things. Concrete repairs, citywide, is 550,000. We've got 40,000 in there for mudjacking. We try to be judicious in where we use that and where we don't, because it doesn't always work. But sometimes if we've got a situation, like with a curb and gutter or a city responsibility sidewalk, something is settled and it's ponding water, we're able to get in there and mudjack it, bring it back up and get the water to flow before we have to tear it out and replace it, curb and gutter's like \$17 a foot or something like that. And then the sidewalk contract, that's the conventional sidewalk program, and at a recent meeting we talked about expanding that program. Again, we'll start the inspections this year with implementation anticipated for '21, so that's not reflected in the cost this year. Going to page five, then we start getting into more of the sewer and utility related projects. So again, the basin televising, that's the first item on the list. We pick out basins across the city on our sanitary system and sequentially we're working our way around. So we've got a 1/2 million dollars in there to do basin televising again this year. The East Mason siphon elimination, there is kind of over in that same area, the same general area, where the East Mason Street Bridge over the East River is, where the flooding occurred last year, there is what's called the siphon. And did we talk about that

recently? Okay, so this is the construction that will eliminate that siphon, which is a good thing. And then East Shore lift station... So sanitary station upgrades that are necessary out on East Shore Drive, with the sanitary lift station out there. So I'm sure Alder Dorff would be in support of that.

- [Barb] Mm hm, for sure.

- Right now we've got a placeholder in there for \$2-1/2 million coming out of the storm sewer fund for maintenance on the dike. We're still evaluating what is possible and what's not out there. But at least we're anticipating a minimum expenditure of 2-1/2 million. It's looking like some of the lesser cost alternatives that we were pursuing are not going to be possible based on how that dike was constructed. I don't think it's possible to get all of the dike work done this year because of the permitting requirements that are gonna be out there, but I do think that this will put a good dent in getting us started, at least on the most critical areas.

- And this cropped up because of the damage from last year, right, there wasn't a whole lot of time.

- And actually, when we did the inspection in May, everything was fine. When we went back out and reinspected it after the December 1 storm, it was damaged, so it literally, that December storm was really a killer. That one did a significant amount of damage. Howard Street, again, that's the, that is...

- That should be a lift station.

- That's the lift station, that's the one that we were talking about--

- That was the lift station.

- What's that?

- That made a lift station and then the storm sewer from Pearl to I believe it's Ashland, or Chestnut.

- Yeah, South Chestnut.

- Yep.

- Okay, we're looking at doing some up-sizing on Danz and Farlin, that goes back to the Preble study that we reference routinely here. Stormwater facility vegetation management, again, we put out several million dollars into building these stormwater ponds. We've gotta make sure that the vegetation around those ponds continues to function properly so the ponds work. Street sweeper de-watering basins. When the street sweepers are out, they wind up picking up grit and water based on how we do our sweeping. We have to hold that water off and send that to a wastewater treatment plant, and then we dispose of the sweepings themselves in a landfill. DNR has been gracious in allowing us to do the de-watering the way that we have been, but they gently chide us every now and then that you guys need to have a better system, so this is intended to create that better system to de-water those solids. Grandview, again, we're anticipating that the Grandview project is going to go forward. But that would be a developer funded. Again, it's kind of that item that Alder Nicholson asked to hold tonight, so we'll see how that goes. Basin 106 lift station replacement, that's the second, that's the one on Hubbard, or on Howard?

- Howard.

- Howard and Pearl?

- Yep.

- By the school district. That's been in the works for a while. The Museum Place storm lift station is the one on Hubbard that will address Antoinette. So that's about a 1/4 of a million dollars there. We get into the annual projects. So sewer repairs, citywide, that is things that just pop up. So for instance, last summer, we had a sanitary, a 24 inch sanitary sewer in front of the Riverside Ballroom, that just collapsed on us and caused backups. We were out there for about a week repairing that, that's where that came from. We got money set aside for stuff that just fails during the course of the year. And yes, those numbers are about what we spend on an annual basis on stuff that we hadn't anticipated that just falls apart. Then we've got the TV inspection of sewers, 2019. So that is doing closed-circuit television inspection of projects that we anticipate to build in 2021. So inspection of sewers should probably be 2021, not 2019.

- Yep.

- Okay?

- Yep.

- Sewer rehabilitation for the resurfacing program, as the name implies, that's the sewer modifications that we're doing to ensure that we don't have to dig out our resurfacing streets before the resurfacing comes up. Mini-storm, citywide, it's about \$650,000 program. Root treatment, citywide, we've got about \$70,000 set aside because of street trees, obviously the street trees provide great benefit to the city, but one of the negatives is the roots do invade our sanitary sewer, so we use a company that goes in and chemically treats those roots to get them out of the sewers. And then chronic sewer repairs, citywide. When we do the basin televising, so the very first item on the top of this list, that \$500,000 expenditure, while we're doing the televising, we will find things that need to be corrected that are not part of a street project. So it's simply a sanitary sewer issue, that's what that \$800,000 expenditure is, we're fixing things this year that we identified from basin televising last year.

- That seems to be helpful, because I think when you go in and redo a street, if you have that information ahead of time, then--

- Right, well, we do both.

- I think that's very important.

- So we televise the streets that are part of the program, but we televise other basins that aren't gonna be part of any program just for maintenance purposes to keep up on our... I was gonna figure out the SEMA, the SEMA on the sanitary MS4 is the storm sewer. So we previously, we were getting through our sanitary sewer on about an 11 or 12 year rotation. And with doing some of this basin televising, some of the other activities, buying some equipment, adding some staff in the sewer section, changing our MO on how we do things over there, we're down to about a five year rotation

getting through all the sanitary sewers. The hope is, obviously we'd like to always do better on sanitary, but what we're doing is now we're gonna try to bring our storm sewer program up on par with our sanitary. A little harder because the storm sewer's underwater, but you've gotta have a goal. Then we get into our TIF projects. So all of, I take it back, not all. The Grandview East Side Interceptor, that's gonna open up additional land for the expansion of the I-43 industrial park. In my opinion, and my opinion only, one of the primary reasons, when TIDs were formed, was to be able to fund infrastructure. That's what we're doing here, we're putting the infrastructure in utilizing TID funding, to help keep the costs down on site development, which I guess in a way provides an incentive, but it's gonna help develop our business parks without direct financial incentive to businesses. So both of these are common. The Grandview Interceptor is the actual deep interceptor. Because we're coming by with an interceptor, there's a couple of houses out there that are on failing septic, so they're gonna have to hook up and try to keep things, those houses are eventually targeted for redevelopment as the industrial park. So we're gonna run the sewer out to those folks, and they will have to pay their connection charges, but we're using the TID to help get that infrastructure in and help lessen the blow on some of these folks. Kellogg Street extension, again, that's the Railyard Program that's been going on since last year. This is to finish it off, so it's a carryover. Shipyard, we've been talking about. So what we've got in here is the Arndt Street and some of the Bridge Street reconstructs that are necessary. One of the ones that is new for this year is the Legends District sidewalk. Those of you who have to deal with Packer game day issues down there, you notice that there are always people walking in the street, and the interaction between the folks walking in the street and the cars trying to get in or out of the game, that's just a very, very dangerous situation. That TID has money in it, so we're utilizing that money to get those sidewalks in and get folks outta the road and make it safer for everybody. So that's our program that we're proposing for the year.

- Any questions from the committee?
- Yeah, I do. Yes, thanks, Mr. Chair.
- Alderman Wery.
- Thanks for the presentation. Resurfacing projects.
- Yes sir.
- It's like 1.7 million and 18,466 feet mentioned there?
- Yes.
- What did we do last year, are we doing more, the same?
- A little over 16,000 lineal feet.
- 16,000, okay.
- Yes.
- So we're gonna do more.

- We are.
- You know I was gonna ask you that.
- Yes, we are ramping up. And the intent is to continue to ramp that up year by year.
- And I know it's our first year with a full year of collections, right?
- Correct.
- Do we have an idea of how much we collected with the?
- We have not received the--
- The Wheel Tax, for those who are online.
- I don't think we've received the December final numbers from...
- DMV?
- DMV, thank you. But based off of what we were receiving coming into the year and where we expect December to come out, it looks like about \$1.7 is gonna be our number.
- Nice.
- And we do it, there's always fluctuations, the total number of cars, but at 20 bucks a vehicle, give or take, I think 1.7 is gonna be a legit number to plan on it going forward.
- And what might that cover, the 1.7? I like to kinda equate it to things, so is there a?
- Alder, all the dollar amounts in the projects are in there.
- They're all listed, for what, this?
- No, the Capital Improvement Plan.
- Oh, the Capital Improvement Plan.
- You can look at it, yeah.
- All right.
- It's not gonna be limited to just resurfacing streets, that'll also be used to ramp up some of the reconstructs as well.
- I guess that was part of my question as well.

- Hopefully next meeting, will we have that breakdown for the Wheel Tax, here's what we're gonna collect, what we collect up, and roll it over?
- That's my hope, yes.
- Okay. Are all these streets a three?
- Yes sir.
- They are, okay. I know I keep pestering you about Hickory Hill, but man, from 12th to Oneida, it's gotta like a 3.9. I swear.
- Can I ask what Bond is, Steve?
- Holy moly
- Bond is a three.
- Bond is a three.
- Yes. And I'll be honest with you, Bond probably would rate lower, but westbound is in much worse shape than eastbound, and when you get the rating, it's for the street, for the width.
- The whole length of the street?
- No, it's block by block.
- Okay.
- But I did look, from Military to Morley is concrete.
- Yeah, that's not too bad.
- And it's actually in pretty good shape.
- To the tracks.
- Right.
- And after that--
- And then after that, that turns to an asphalt street, and when I was talking about that contract patching, that \$60,000, you can see the patching in the eastbound lanes, Dave Erdahl and I did a lot of that, we poured tens of thousands of dollars into Bond Street in the mid-2000s, 2007, 2009, in that time period, and that's why those eastbound lanes look so much better than the westbound lanes, we did that contract patching.
- Well you've been there, so you've seen it.

- Oh, absolutely.
- You've seen it.
- Absolutely, so that message has been passed along to staff that it qualifies, it's in the three range. So that is being tossed into the shuffle to see where it stacks up against other projects.
- But that won't be this year?
- No.
- Okay.
- More questions? Alder Steuer?
- I'm good.
- I would actually, if I could make a motion to approve with two minor corrections. One would be to add \$15,000 under bridge repairs, Taylor Street over Beaver Dam, and then correct the date, for the year of TV inspection, from 2019 to 2021, is that what you said, Director?
- Yes sir.
- Okay. There are a few minor corrections when we were going through it that I caught.
- A few spellings too, that I have. You want me to go through those?
- We'll skip the spelling.
- We're engineers, Alderman, not English professors.
- I guess.
- I can't help it, I was a good speller.
- Can I get a second on that motion?
- Sure, I heard to add Hickory Hill and Bond, I second.
- Disregard that.
- No.
- I'm glad you're serious.
- I'll second.

- Second by Alder Steuer. All those in favor say aye?
- [All] Aye.
- Opposed, motion carries. Item six, consideration with possible action on the review and award of the contract Bridge I-20, Main Street Bridge, center and tail lock adjustments.
- Where's I-20, we were not able to provide that in the packet because we just opened it yesterday.
- Thank you.
- Four bids received, low responsive responsible bidder is Lunda Construction, definitely a contractor we are familiar and comfortable with. And the bid came in under budget, so recommendation is to award to Lunda Construction in the amount of \$77,600.
- Motion to award to Lunda Construction, \$77,600.
- Second.
- Motion made by Wery, second by Steuer, all those in favor say aye?
- [All] Aye.
- Opposed, motion--
- Just a quick aside on that, we do anticipate that at least some of that money will be eligible for reimbursement under the state Lift Bridge program. Can't guarantee it, but we do expect that we're gonna get something back.
- Thanks. Item seven, consideration with possible action on applications for Sidewalk Builder Licenses by the following, Bryan McEwen Concrete, Green Bay Concrete, and IEI General Contractors.
- All good, recommend approval.
- Move to approve.
- Second.
- Motion by Wery to approve, second by Steuer. All those in favor say aye?
- [All] Aye.
- Opposed, motion carries. Item eight, consideration with possible action on applications for Tree and Brush Trimmer Licenses by the following, Asplundh Tree Expert, Consciously Fresh Tree Service, butchered that, Economy Tree Service, Holtger Brothers, Monster Tree Service of Northeast Wisconsin, and Urban Tree Service.
- All have had licenses in the past. All do a good job, we recommend approval.

- Motion to approve.
- Second.
- Motion to approve by Alder Wery, second by Alderman Steuer. All those in favor say aye?
- [All] Aye.
- Opposed, motion carries. Item nine, consideration with possible action on an application for Underground Sprinkler System License by The Sprinkler Company, Inc.
- Again, has held licenses in the past, does good work, we recommend approval.
- Motion to approve.
- Motion to approve by Wery.
- Second.
- Second by Steuer, all those in favor say aye?
- [All] Aye.
- Opposed, motion carries. Item one under Informational, Director's Report on recent activities in the Public Works Department.
- Only had two things to share with you tonight, first of which is Christmas tress and brush, I'm sure you guys have been getting as many calls as I have. We have completed our first round through the city, so Christmas tress should be picked up. We completed west side last week, and we just completed the east side today. If there are people out there who still have something, we do request that if folks can use the request for service tab on the city's website, that goes directly to the supervisor's desk, that's the quickest way to get action, but as always, if they want to call in and talk to somebody, we'll take calls.
- Some would come down and knock on Chris' door.
- [Chris] Yep.
- Second one that we have, it's a little bittersweet for me to announce, but Jon Mueller, Assistant City Engineer in Special Projects, Jon has tendered his retirement notice. He will be retiring on February 17th at the end of the day. Jon has been with us for over 24, about 24-1/2 years. Jon has handled some of the most complex, out-of-the-box type projects that we've had in the last several years. He took over as the Assistant City Engineer when Ray Kurth retired, and nothing has dropped off in that time, so Jon has been the lead on a variety of things. Ray did the upland portion of CityDeck, but when we started doing the in-water stuff, that was Jon. I had the pleasure of working with Jon for the last 12 years, and some of the projects that he and I have worked on together have included taking the old Washington Commons wall down, working with Schreiber Foods on their GTC and home

office, cleaning up the two ends of Washington Street so that CityDeck Landing and Metro could go in, building the Pippin, one of the best projects, that's a lifelong project I'll hold dear to my heart, because not every engineer gets to work on a roller coaster in their time, but Jon and I spent a lot of time out at the Beach. And just more projects than I care to count, and especially stuff that's really unique, not things you do everyday. Jon's been fantastic at it. If anybody deserves a retirement and our well-wishes, he's it. So we've lost some really, really good, strong people at DPW this year. We've had a good run, we have our normal turnover, like everybody does, but fortunately we've been able to hang onto some longterm guys over the past couple of years. We had a run a few years back after Ed Weisner retired, where we lost a lot of seasoned folks, a lot of 30 plus year individuals, and that hurts a department, there's a lot of that institutional knowledge that we rely on. But we've been doing a good job of picking Jon's brain over the last couple of years because we figured something like this might be on his horizon.

- So who's gonna take over the red shoes thing?

- We're gonna have to find somebody whose knees and hips aren't shot.

- I did it once, it's not good, not a good thing.

- Yeah, Jon had a tendency to take that one right to the nth degree, he was dressed in a dress, and a fur coat, and former Mayor Schmitt didn't know who it was, and came up to give him a hug, he was trying to figure out who that woman in a red hat was.

- And sadly, I was there, I saw it.

- And that is my Director's Report.

- Okay.

- Motion to receive and place on file.

- Second.

- Motion by Wery to receive and place on file, second by Steuer, all those in favor say aye?

- [All] Aye.

- Opposed, motion carries. Just for the record, we wish him well in retirement.

- Yes, by all means.

- I saw the job posting, I was curious who it was, and definitely a big loss for the city, so wish him well.

- You still have a lot of oldsters on staff?

- Yeah, unfortunately, we're it.

- There's the institutional knowledge.
- There it is, right there.
- So, next I and S meeting, obviously, Chair Nicholson will determine, but it's tentatively set for February 12th.
- And I believe there is public hearings on the 12th as well, I think, again.
- So likely February 12th. Motion to adjourn?
- Motion to adjourn.
- Made by Steuer, second by Wery. All those in favor say aye?
- [All] Aye.
- Opposed, motion carries.