



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Agenda

Monday, October 10, 2022

7:30 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Board of Public Works** of the City of De Pere will be held on **October 10, 2022 at 7:30 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET, DE PERE.**

The public may attend the meeting either in person in the Council Chambers or electronically/telephonically. Electronic or telephonic access to the meeting is provided below:

Computer/smart phone accessing <https://www.gotomeet.me/DePere>

OR

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(312\) 757-3117](tel:+13127573117)

Access Code: 154-883-285

This meeting may also be rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at <http://deperewi.igmp2.com/>.

I. Call to Order

1. Roll Call

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Board of Public Works. §6-3(f) DPMC

III. Items

1. Approval of the September 12, 2022 Board of Public Works Meeting Minutes
2. Discussion regarding a request from Mr. Devin Gillman to financially assist the City of De Pere with purchasing and/or leasing one or more electric vehicle charging station(s)
3. Consideration and possible action on 400 Block Reid Street and Main Avenue District Parking *
4. Consideration and possible action on Policy for Second Driveways*
5. Consideration and possible action on timing, frequency, and volume for overflow collections
6. Consider and Possible Action Regarding Amending De Pere Municipal Code Sec. 82-12 Recyclable and Garbage Common Collection Districts*
7. Consideration and possible action on 2022-2023 Sidewalk Snow & Ice Removal Rates

IV. Future Agenda Items

V. Adjournment

***Items with an asterisk require City Council approval.**

Any person wishing to attend this meeting who, because of disability, requires special accommodations should contact the Clerk-Treasurer's office at 339-4050 by Noon, Monday, October 11, 2022 so that arrangements can be made.

Agenda Sent To:

MAYOR

ALDERPERSONS

DEPARTMENT HEADS

DEFINITELY DE PERE

DE PERE CHAMBER OF COMMERCE

TV, NEWSPAPERS & RADIO

KRESS FAMILY LIBRARY

DEVIN AND CARRIE GILLMAN



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Board of Public Works

FROM: Betty Sellenheim

SUBJECT: Approval of the September 12, 2022 Board of Public Works Meeting Minutes

ATTACHMENTS:

- 2022 0912 BOPW_Draft Minutes (PDF)



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Draft Minutes

Monday, September 12, 2022

7:30 PM

Council Chambers and Virtual

I. Call to Order

The meeting was called to order at 7:30 PM by Mayor James Boyd

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Present	
Dan Carpenter	Aldersperson	Present	
Jonathon Hansen	Aldersperson	Present	
Shana Defnet Ledvina	Aldersperson	Present	
Dean Raasch	Aldersperson	Present	

Others present:

Scott Thoresen, Public Works Director

Eric Rakers, City Engineer

Tony Fietzer, Street Superintendent (virtual)

Betty Sellenheim, Recording Secretary

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Board of Public Works. Section 6-3(f) DPMC

None

III. Items

1. Approval of the August 8, 2022 Board of Public Works Meeting Minutes

Aldersperson Ledvina moved to approve the August 8, 2022 Board of Public Works Meeting Minutes, seconded by Mayor Boyd. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Shana Defnet Ledvina, Aldersperson
SECONDER:	James Boyd, Mayor
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

2. Discussion regarding a request from Mr. Devin Gillman to financially assist the City of De Pere with purchasing and/or leasing one or more electric vehicle charging station(s)

Aldersperson Hansen moved to table the request from Mr. Devin Gillman regarding electric vehicle charging stations until the October 10, 2022 meeting, seconded by Mayor Boyd. Upon vote, the motion passed unanimously.

RESULT:	TABLED
Next: 10/10/2022 7:30 PM	

3. Consider and Possible Action Regarding Clock Tower Replacement*

Scott Thoresen, Public Works Director, shared conversations with Definitely De Pere following the May Board of Public Works discussion of replacing the clock tower, where Definitely De Pere expressed interest in not replacing the clock tower, but instead

installing streetscape artwork. Mr. Thoresen also shared visibility concerns for traffic entering Main Avenue by the raised bed where the clock tower resides. Mr. Thoresen mentioned that following a storm this summer, the clock tower has begun working again. Mayor Boyd asked how the Beautification Committee responded to replacing or removing the clock tower. Mr. Thoresen explained their position to have a clock tower remain at that location. Mr. Thoresen mentioned that changes could be made in that area with the upcoming Main Avenue construction project with the Department of Transportation (DOT). Alderperson Raasch asked how long the clock tower has been in that location. Mayor Boyd and Mr. Thoresen stated it was installed in 1997 or 1998. Alderperson Raasch suggested the clock be retained if it is not repaired or replaced in kind. Alderperson Ledvina asked for clarification on the visibility concerns. Alderperson Raasch further explained the current issue. Alderperson Carpenter agreed with retaining the clock if it is not repaired or replaced in kind and added that the traffic calming effect of the curves off the bridge can be taken at the posted speed limit, potentially adding to the concerns of that intersection. Mayor Boyd asked for accident history at the intersection of Main and Third. Mr. Thoresen stated he was not aware of any and Eric Rakers, City Engineer, stated staff had not reached out to the police for these records.

Mayor Boyd recommended no action on the Clock Tower Replacement, seconded by Alderperson Ledvina. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

4. Consideration and possible action on timing and frequency for overflow collections
 Tony Fietzer, Street Superintendent, reviewed previous Board discussions on the timing/frequency and establishing limits. Mr. Fietzer explained the staff recommendations to collect quarterly on the second full week of January, April, July, and October for garbage and second and third weeks for recycling. Mr. Fietzer shared collection information from the first week of overflow collections following Labor Day. Scott Thoresen, Public Works Director, asked Mr. Fietzer to share the number of stops recorded for garbage overflow collections. Mr. Fietzer shared that 73 out of 7300 locations utilized the service (about 1%). Mr. Fietzer further shared the number of bags at the participating locations. Alderperson Carpenter asked why the bag limit was not being addressed. Mr. Thoresen explained that the information for the second week of recycling was not available at the time of the meeting and the bag limit is scheduled to be addressed during the October meeting. Alderperson Carpenter expressed concerns about taking action on the frequency and bag limit separately. Mayor Boyd asked what the harm would be if the Board does not take action on the frequency tonight. Mr. Thoresen deferred to Betty Sellenheim, recording secretary, who assured members that both topics could be addressed at the October meeting without any repercussions to getting items published in the Town Planner Calendar. Alderperson Hansen shared that a bag limit has never been shared in the past in the Town Planner and did not see an issue with taking action on the items separately. Mayor Boyd stated that due to the changes being proposed it would behoove the City to include the information, even though it never has been before. Ms. Sellenheim agreed that staff planned to include both the change in dates and established bag limit for the first year in the calendar. Alderperson Raasch expressed his thoughts on residences with excessive bags and whether the service could be removed

entirely. Mr. Thoresen provided additional information on the overflow tags offered to residents and elaborated on key points for moving the overflow off of holiday weeks. Alderperson Ledvina, Mayor Boyd, and Alderperson Carpenter shared concerns with removing the free overflow services completely. Alderperson Ledvina requested staff track the number of participating residences for each quarterly overflow collection in 2023. Alderperson Hansen asked if the new overflow schedule would interfere with other collections, such as brush or bulk. Mr. Fietzer explained they would be the same weeks in a couple of the months, but are different crews and would not create staffing conflicts. Alderperson Hansen asked why recycling is two weeks compared to garbage only being one week. Mr. Fietzer explained that allows for both the A and B weeks for recycling to get the option of overflow, since that service is provided every other week.

Mayor Boyd moved to table the timing and frequency for overflow collections until the October 10, 2022 meeting, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

RESULT: **TABLED [UNANIMOUS]**

Next: 10/10/2022 7:30 PM

MOVER: James Boyd, Mayor

SECONDER: Jonathon Hansen, Alderperson

AYES: Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

5. Consideration and possible action on City Engineer Parking and Traffic Recommendations*

Eric Rakers, City Engineer, outlined the recommended parking and traffic changes including:

1) Parking restrictions on City lot at 360 Main Avenue.

2) Restricting parking by eliminating one additional parking stall on Main Avenue at Fifth Street. Mr. Rakers explained the change being proposed due to accidents and also suggested talking with DOT about signals being installed during the Main Avenue construction project. Mayor Boyd asked for clarification on the accidents that have occurred. Mr. Rakers explained the likelihood of them occurring due to left turning vehicles from Fifth Street onto Main Avenue with parked cars blocking visibility of oncoming traffic. Alderperson Carpenter requested additional information on the accidents to verify the root cause before removing parking. Mr. Rakers ceded that staff did not have the full information on the accidents and added if signals were not warranted staff would want to work with DOT to add pedestrian bump-outs at that intersection. Alderperson Raasch requested additional information from the accident reports and shared his experience utilizing that intersection. Mr. Rakers stated staff can request the additional information and noted the one change that has occurred in the past year is an increase in parking due to the development around that intersection.

3) Including Rockland Road as a heavy truck route from STH 32/57 to CTH PP.

Alderperson Hansen questioned whether the road will be reconstructed entirely when the road is widened from Southern Bridge. Mr. Rakers stated it would be. Alderperson Carpenter asked if the current Rockland Road would hold up to truck traffic until the road is reconstructed for Southern Bridge. Scott Thoresen, Public Works Director, shared that Rockland Road was resurfaced a few years ago with heavier asphalt and staff's recommendation is based on the importance of accessibility to the entire business park including current and future development. Alderperson Carpenter asked if there were

concerns about accidents and traffic with trucks on Rockland Road, which is a higher speed limit (35 mph), especially around the Compost Facility. Mr. Thoresen stated there could be traffic implications and added that the Compost Facility is slated to be relocated with YMCA occupying the site in the future.

Aldersperson Hansen moved to approve recommendations 1 & 3 and table item 2 for more accident information, seconded by Aldersperson Raasch. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jonathon Hansen, Aldersperson
SECONDER:	Dean Raasch, Aldersperson
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

6. Discuss City Engineer Recommendations for No-Action Parking and Traffic Discussion Items

Eric Rakers, City Engineer, outlined the discussion items for no-action parking and traffic including:

- 1) Restricting parking on Pine Street near Ninth Street. Aldersperson Raasch expressed his appreciation and elaborated on the concerns he received from residents in the area.
- 2) Restricting parking on one side of Honey Court-due to trucks and potential pedestrian conflicts. Mayor Boyd asked for additional information regarding the concerns from the business. Aldersperson Hansen shared the information he heard from Turriff reaching out to Aldersperson Gantz. Mayor Boyd asked if staff considered restricting parking directly by Turriff. Mr. Rakers explained situations where staff has restricted parking because there was not enough space for semi trucks to access businesses. Mr. Rakers explained that the trucks they are using in this area would not require additional space and much of the cul de sac remains open due to the number of driveway entrances. Scott Thoresen, Public Works Director, added that installation of sidewalks would be much more beneficial if pedestrian conflicts is the main concern. Aldersperson Hansen questioned the process for getting sidewalks installed. Mr. Thoresen explained it would be included in the annual sidewalk orders if it was deemed appropriate for installation. Aldersperson Hansen asked if sidewalks would be extended to the apartments at the end of Pershing Road. Mr. Thoresen stated the potential was there. Aldersperson Hansen asked if staff was comfortable that the driveway and space was wide enough for Turriff truck movements. Mr. Rakers displayed an aerial of Honey Court and highlighted the minimal areas of conflict that vehicles could potentially park, thus providing much of the cul de sac for vehicular movement.
- 3) Installing Rapid Rectangular Flashing Beacon on Broadway Street at Cass Street. Aldersperson Ledvina asked if additional consideration is added since Broadway is curved leading up to the intersection. Mr. Rakers explained that each intersection is assessed based on the same criteria. Aldersperson Ledvina shared her personal experiences utilizing this intersection as a pedestrian. Aldersperson Hansen asked if the crosswalk and median could be modified similar to Broadway and Bomier. Mr. Rakers stated it was something staff could look into.

Discussion only. No action necessary.

RESULT: DISCUSSED

7. Consider and Possible Action Regarding Intergovernmental Cooperative Agreement for the Wisconsin Recycling Consolidation Grant*

Scott Thoresen, Public Works Director, explained the annual recycling grant application and recent changes to the requirements for intergovernmental cooperative agreements.

Mayor Boyd moved to approve Intergovernmental Cooperative Agreement for the Wisconsin Recycling Consolidation Grant, seconded by Alderperson Raasch. Upon vote, the motion passed unanimously.

RESULT: ADOPTED [UNANIMOUS]

MOVER: James Boyd, Mayor

SECONDER: Dean Raasch, Alderperson

AYES: Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

8. Consideration and possible action on Policy for Second Driveways*

Eric Rakers, City Engineer, outlined the second driveway policy developed by staff and the circumstances that would allow and/or prohibit them.

Alderperson Carpenter expressed concerns with second driveways that dead-end onto property for storage of large vehicles such as motorhomes. Mr. Rakers explained staff's process of establishing the guidelines that maintain the neighborhood looking good but also allow for functionality of resident's lots. Alderperson Carpenter asked if the driveways would be concrete. Mr. Rakers stated they would be required to be concrete in the right-of-way per ordinance. Scott Thoresen, Public Works Director, added that Sustainability Commission plans to consider allowing permeable brick paver driveways in the future. Alderperson Carpenter expressed concerns regarding a lack of regulations and second driveways turning into mud pits if they are not paved and requested requiring hard surfaces for second driveways. Alderperson Raasch explained his desire for a requirement that the second driveways access an accessory structure or attached garage and not allow for a parking lot feel when the second driveway dead ends into the yard. Mr. Thoresen recapped the changes alderpersons suggested including requiring hard surfaces and accessing a structure. Alderperson Raasch added that he would suggest hard surfaces must conform with existing surfaces in the neighborhood. Mr. Rakers suggested requiring all new driveway construction be concrete or permeable pavers, if approved. Mayor Boyd and Alderperson Raasch agreed. Mr. Rakers added that staff will work together across departments to determine who can approve that change for personal property.

Alderperson Raasch moved to refer the policy for second driveways back to staff, seconded by Mayor Boyd. Upon vote, the motion passed unanimously.

RESULT: REFERRED BACK TO STAFF [UNANIMOUS]

Next: 10/10/2022 7:30 PM

MOVER: Dean Raasch, Alderperson

SECONDER: James Boyd, Mayor

AYES: Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

IV. Future Agenda Items

None

V. Adjournment

Mayor Boyd moved to adjourn the meeting at 8:48 PM, seconded by Alderperson Ledvina. Upon vote, the motion passed unanimously.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discussion regarding a request from Mr. Devin Gillman to financially assist the City of De Pere with purchasing and/or leasing one or more electric vehicle charging station(s)

ATTACHMENTS:

- Memo - EV Charging Station Request (PDF)
- ChargePoint Overview (PDF)
- CT4000 - Spec Sheet (PDF)
- CT4000 Brochure (PDF)
- Document1 (PDF)

Memo Re: Electric Vehicle Charging Station Request

To: Board of Public Works

From: Ald. Jonathon Hansen

Meeting Date: September 12, 2022



De Pere resident Mr. Devin Gillman is interested in financially assisting the City with installation of one or more electric vehicle (EV) charging stations in the downtown area. He has reached out to ChargePoint, which manufactured the EV charging stations that are installed in the Titledown District by Lambeau Field. Information from ChargePoint is included in the agenda packet. ChargePoint offers the option of purchasing the charging station upfront or leasing it for 5 years at a time.

Mr. Gillman plans to attend the meeting and will provide more information at that time.

###

ChargePoint as a service

Description and Ordering Information

A solution for every business model

ChargePoint's subscription solution, ChargePoint as a service, is an easy way for businesses to offer ChargePoint's Electric Vehicle (EV) charging solutions. You're probably familiar with other "as a service" models, such as Software as a Service (SaaS), which offer access to smart solutions at a reduced cost through subscription pricing. Choosing to implement your ChargePoint solution as a service brings all the benefits of this popular model to charging solutions.

The control you want, with less overhead

Just as when you purchase ChargePoint, with ChargePoint as a service, you have all the control over how you set up your solution, control access, and how much you charge for charging. We implement the right configurations for you. And because we retain ownership, we are able to provide everything you need for a low annual fee once your site is prepared.

Comprehensive ongoing support

Hardware, software, installation, and setup are included to get you up and running as quickly as possible. Ongoing support for businesses, drivers and stations means low overhead and high uptime.

- + Easiest way to add EV Charging
- + Lowest cost of entry
- + Future-proof against technical obsolescence
- + Predictable operation and maintenance costs
- + Conserve CapEx funds and use annual OpEx funds to pay for your charging infrastructure
- + Highest quality, most comprehensive solutions available



Highlights

Feature		Description
Flexible terms of service		1, 3 and 5 year options to fit any business model.
Pre Installation	Site plan and evaluation	We provide site plan and evaluation for you at no additional charge, ensuring that your site setup will support your business objectives.
	Site qualification survey	Ensures a properly designed installation.

During	Delivery, installation and setup included	Once the site is ready, your work is done. ChargePoint takes care of delivery, installation and setup to get you up and running as quickly as possible.
	Station installation and validation services	Ensures that your charging solutions are properly installed and validated.
	Activation and configuration	Ensures you can meet your charging goals with help setting up smart features, including pricing, access controls, administration rights, advertisements and much more.
	Access control	Empowers station managers to specify who can plug into their stations and when.
Ongoing	Unlimited station configuration and policy changes	Our team makes unlimited station configuration and policy changes for you, meaning that our solution can easily adapt to support any changes to your business model over time.
	Software upgrades	All software upgrades are managed for you, ensuring the latest features are always available.
	Proactive 24x7 hardware monitoring and service dispatch	Ensures minimal downtime. Coverage includes parts and labor for repairs (including vandalism, abuse and accidents), so there are no unanticipated costs to worry about.
	Ongoing operator and driver support	24/7 Driver Support: Assists EV drivers with questions about charging. Station Manager Support: Supports station managers over the phone (5 AM – 6 PM PT) or via email.
	Charging data and analytics	Reports on key station metrics, including status, power and energy use, charging session details and more.
	Always on supported hardware	Confidence against technical obsolescence. We will ensure you are always on supported hardware, replacing if necessary.
Features	Flex Billing	Gives station managers the option to set prices that drivers pay to use their stations. Funds collected from drivers are automatically transferred to a designated bank account once a month.
	Waitlist	Lets drivers get in line to use ChargePoint stations.
	Power Management	Manages available power at a circuit, panel or site level so more charging stations can be installed without upgrading existing electrical facilities; also reduces electricity costs by managing the load.
	Valet services	Maximizes the number of vehicles you can charge in a day without increasing your number of ports. Optimized map proactively alerts valets to swap out fully charged vehicles for cars that need charging.
	Automatic station software updates	Downloads software upgrades over the air so the latest features and performance enhancements are always available.

	98% annual uptime guarantee	Ensures your stations stay up and running so drivers can charge at your site.
	One-business-day response time	Proactively responds to fix the stations, should there be any issues.
	Labor cost coverage for repairs	Covers the cost of labor and repairs so you don't have to worry about them.
	Dual-Port CT4000 charging station	Delivers 25 miles of range per hour and can charge most electric vehicles in under four hours.
	Two 18-foot charging cables	Allows one station to service up to four parking spaces, regardless of parking style or car size.

Sample Ordering Information

Description	Order Code
ChargePoint as a service, Dual-Port Station, 5 years	CPAAS-DUAL-5
ChargePoint as a service, Dual-Port Station, 3 years	CPAAS-DUAL-3
ChargePoint as a service, Dual-Port Station, 1 year	CPAAS-DUAL-1



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CT4000 Level 2 Commercial Charging Stations

Specifications and Ordering Information

Ordering Information

Specify model number followed by the applicable code(s).
The order code sequence is: **Model-Options. Software, Services**
and **Misc** are ordered as separate line items.

Hardware

Description		Order Code
Model	1830 mm (6') Single Port Bollard Mount	CT4011
	1830 mm (6') Dual Port Bollard Mount	CT4021
	1830 mm (6') Single Port Wall Mount	CT4013
	1830 mm (6') Dual Port Wall Mount	CT4023
	2440 mm (8') Dual Port Bollard Mount	CT4025
	2440 mm (8') Dual Port Wall Mount	CT4027
Options	Integral Gateway Modem - USA	-GW1
	Integral Gateway Modem - Canada	-GW2
Misc	Power Management Kit	CT4000-PMGMT
	Bollard Concrete Mounting Kit	CT4001-CCM

Software & Services

Description	Order Code
ChargePoint Commercial Service Plan	CTSW-SAS-COMM- <i>n</i> ¹
ChargePoint Service Provider Plan	CTSW-SAS-SP- <i>n</i> ¹
ChargePoint Assure	CT4000-ASSURE ⁿ ²
Station Activation and Configuration	CPSUPPORT-ACTIVE
ChargePoint Station Installation and Validation	CT4000-INSTALLVALID

Note: All CT4000 stations come with 1 year of ChargePoint Assure coverage at no charge for qualified installations. Other conditions apply. All CT4000 stations require a network service plan.

¹ Substitute *n* for desired years of service (1, 2, 3, 4, or 5 years).

² Substitute *n* for the duration of the additional coverage (1, 2, 3, or 4 years).

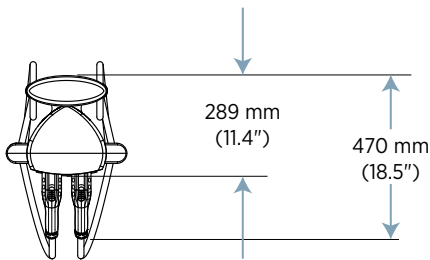
Order Code Examples

If ordering this	the order code is
1830 mm (6') Dual Port Bollard USA Gateway Station with Concrete Mounting Kit	CT4021-GW1 CT4001-CCM
ChargePoint Commercial Service Plan, 3 Year Subscription	CTSW-SAS-COMM-3
ChargePoint Station Installation and Validation	CT4000-INSTALLVALID
2 Additional Years of Assure Coverage	CT4000-ASSURE2
1830 mm (6') Single Port Wall Mount Station	CT4013
ChargePoint Commercial Service Plan, 5 Year Subscription	CTSW-SAS-COMM-5
4 Additional Years of Assure Coverage	CT4000-ASSURE4
Station Activation and Configuration	CPSUPPORT-ACTIVE

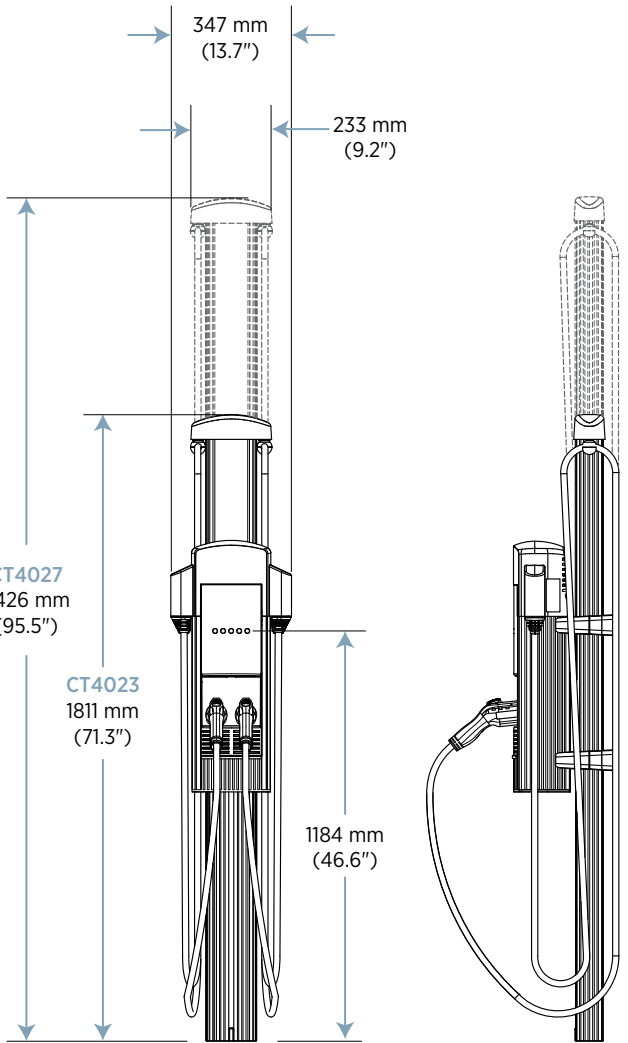
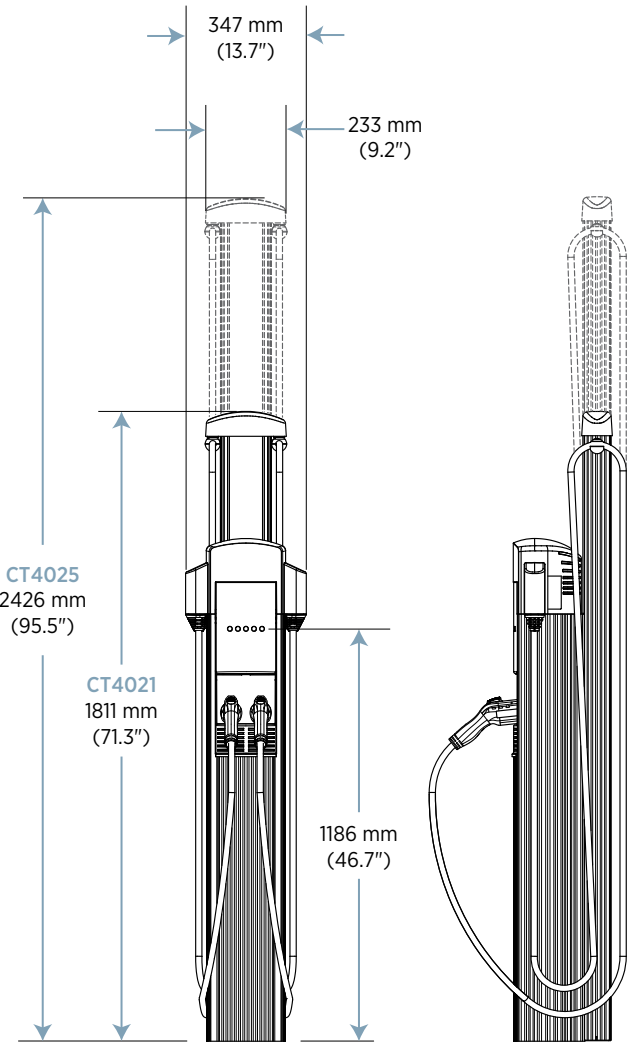
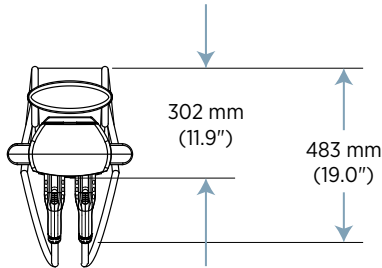


CT4021

CT4021 1830 mm (6')
CT4025 2440 mm (8')
Bollard



CT4023 1830 mm (6')
CT4027 2440 mm (8')
Wall Mount



CT4000 Family Specifications

Electrical Input	Single Port (AC Voltage 208/240V AC)			Dual Port (AC Voltage 208/240V AC)		
	Input Current	Input Power Connection	Required Service Panel Breaker	input Current	Input Power Connection	Required Service Panel Breaker
Standard	30A	One 40A branch circuit	40A dual pole (non-GFCI type)	30A x 2	Two independent 40A branch circuits	40A dual pole (non-GFCI type) x 2
Standard Power Share	n/a	n/a	n/a	32A	One 40A branch circuit	40A dual pole (non-GFCI type)
Power Select 24A	24A	One 30A branch circuit	30A dual pole (non-GFCI type)	24A x 2	Two independent 30A branch circuits	30A dual pole (non-GFCI type) x 2
Power Select 24A Power Share	n/a	n/a	n/a	24A	One 30A branch circuit	30A dual pole (non-GFCI type)
Power Select 16A	16A	One 20A branch circuit	20A dual pole (non-GFCI type)	16A x 2	Two independent 20A branch circuits	20A dual pole (non-GFCI type) x 2
Power Select 16A Power Share	n/a	n/a	n/a	16A	One 20A branch circuit	20A dual pole (non-GFCI type)
Service Panel GFCI	Do not provide external GFCI as it may conflict with internal GFCI (CCID)					
Wiring - Standard	3-wire (L1, L2, Earth)			5-wire (L1, L1, L2, L2, Earth)		
Wiring - Power Share	n/a			3-wire (L1, L2, Earth)		
Station Power	8W typical (standby), 15W maximum (operation)					

Electrical Output

Standard	7.2kW (240V AC @ 30A)	7.2kW (240V AC@30A) x 2
Standard Power Share	n/a	7.2kW (240V AC@30A) x 1 or 3.8kW (240V AC@16A) x 2
Power Select 24A	5.8kW (240V AC@24A)	5.8kW (240V AC@24A) x 2
Power Select 24A Power Share	n/a	5.8kW (240V AC@24A) x 1 or 2.9kW (240V AC@12A) x 2
Power Select 16A	3.8kW (240V AC@16A)	3.8kW (240V AC@16A) x 2
Power Select 24A Power Share	n/a	3.8kW (240V AC@16A) x 1 or 1.9kW (240V AC@8A) x 2

Functional Interfaces

Connector(s) Type	SAE J1772™	SAE J1772™ x 2
Cable Length - 1830 mm (6') Cable Management	5.5 m (18')	5.5 m (18') x 2
Cable Length - 2440 mm (8') Cable Management	n/a	7 m (23')
Overhead Cable Management System	Yes	
LCD Display	145 mm (5.7") full color, 640x480, 30fps full motion video, active matrix, UV protected	
Card Reader	ISO 15693, ISO 14443, NFC	
Locking Holster	Yes	Yes x 2

Safety and Connectivity Features

Ground Fault Detection	20mA CCID with auto retry
Open Safety Ground Detection	Continuously monitors presence of safety (green wire) ground connection
Plug-Out Detection	Power terminated per SAE J1772™ specifications
Power Measurement Accuracy	+/- 2% from 2% to full scale (30A)
Power Report/Store Interval	15 minute, aligned to hour
Local Area Network	2.4 GHz Wi-Fi (802.11 b/g/n)
Wide Area Network	3G GSM, 3G CDMA

Safety and Operational Ratings

Enclosure Rating	Type 3R per UL 50E
Safety Compliance	UL listed for USA and cUL certified for Canada; complies with UL 2594, UL 2231-1, UL 2231-2, and NEC Article 625
Surge Protection	6kV @ 3000A. In geographic areas subject to frequent thunder storms, supplemental surge protection at the service panel is recommended.
EMC Compliance	FCC Part 15 Class A
Operating Temperature	-30°C to +50°C (-22°F to 122°F)
Storage Temperature	-30°C to +60°C (-22°F to 140°F)
Non-Operating Temperature	-40°C to +60°C (-40°F to 140°F)
Operating Humidity	Up to 85% @ +50°C (122°F) non-condensing
Non-Operating Humidity	Up to 95% @ +50°C (122°F) non-condensing
Terminal Block Temperature Rating	105°C (221°F)
Charging Stations per 802.11 Radio Group	Maximum of 10. Each station must be located within 45m (150') "line of sight" of a gateway station.

ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.

Contact Us

To order your CT4000 charging station:

-  Visit chargepoint.com/sales
-  Call +1.408.705.1992
-  Email sales@chargepoint.com



ChargePoint, Inc.
254 East Hacienda Avenue | Campbell, CA | 95008-6617 USA
+1.408.841.4500 or toll free +1.877.370.3802
chargepoint.com

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Listed by Underwriters Laboratories Inc. 

CT4000 Family

ChargePoint® Level 2 Commercial Charging Stations

The CT4000 family is the latest generation of ChargePoint commercial charging stations. Refined yet rugged, these stations set the industry standard for functionality and aesthetics.

The CT4000 full motion color LCD display instructs drivers and supports dynamic updates of custom branded videos and advertisements.

Intelligent power management options double the number of parking spaces served by allowing two charging ports to share a single circuit. Sites with single port EV stations can upgrade to dual port stations without requiring additional electrical services.

The CT4000 is the first ENERGY STAR® certified EV charger because it charges efficiently and conserves power when not charging. As an ENERGY STAR certified EV charger, the CT4000 uses significantly less energy than a standard EV charger when in standby mode to help you save money on your utility bill.

All CT4000 models offer one or two standard SAE J1772™ Level 2 charging ports with locking holsters, each port supplying up to 7.2kW. With this standard connector, ChargePoint level 2 stations can charge any EV.

Stations are available in bollard and wall mount configurations for easy installation anywhere. All stations are fully software upgradeable remotely over the air.

Stations come in both 6' and 8' tall models with 18' and 23' cords, respectively. With multiple options for size and cord reach, your station can service up to four parking spaces, reach all car models regardless of parking style or car sizes and increase the usability of your EV spots.

Driver Friendly User Interface

- + Instructional video shows how to use the station
- + Multi-language: English, French, Spanish
- + Touch button interface; works in rain, ice and with gloves
- + Backed by ChargePoint's world class 24/7 driver phone support

Easily Communicate with Your Drivers

Whether you're a retail establishment wanting to advertise your latest product, a workplace looking to communicate with employees or a municipality wanting to welcome visitors, ChargePoint's prominent LCD screen makes it easy to reach EV drivers:

- + Daylight readable, with auto brightness control
- + 640 X 480 resolution active matrix
- + Full motion 30fps video support
- + Upload up to 60 seconds of high quality video on a color LCD screen to individual stations as often as desired
- + Brand your charging stations to communicate with drivers
- + Instructional video in English, Spanish or French



The First
ENERGY STAR®
Certified EV Charger

Service Products and Support

ChargePoint offers world-class service products and support that help ensure quality of work, save time and money, protect your investment and enhance the productivity of your charging stations. From site planning to installation and setup, to ongoing care and management, when you choose ChargePoint, you're covered.

- + **ChargePoint Configuration and Activation:** customized setup and activation of your stations
- + **ChargePoint Assure:** the most comprehensive EV Station maintenance and management in the industry

Energy Measurement and Management

- + Real-time energy measurement
- + 15 minute interval recording
- + Time of Day (TOD) pricing
- + Load shed by percentage of running average or to fixed power output

Minimize Costs with Flexible Power Management Options

In the vast majority of applications, a full power configuration is the best choice for both station owners and drivers. However, when drivers are parked for a longer time, an intelligent, lower power output can save station owners considerable installation cost while still providing drivers a great charging experience. With flexible power options, station owners can meet the needs of drivers while lowering costs:

Power Select (Patent Pending)

- + Allows for a lower capacity (less than 40A) circuit to power each port
- + Cuts installation costs by reducing the cost or even avoiding the need to upgrade panels or transformers

Power Sharing

- + Dynamically share one 40A, 30A or 20A circuit between two parking spaces
- + Doubles the number of parking spots served while reducing installation and operating costs
- + Allows station owners to upgrade a single port station to dual port to serve more drivers with no electrical upgrade

Clean Cord Technology

- + Keep charging cords off the ground
- + Standard on all models
- + Ultra-reliable second-generation gravity operated mechanism
- + Flexible over entire -40°F to +122°F product temperature range

Safe, Reliable, Energy Efficient Hardware

- + UL listed, meeting the stringent requirements of the nation's leading safety standards organization
- + Stations are rugged, built to withstand the elements
- + Safe, Reliable and Energy Efficient
- + ENERGY STAR certified, charges efficiently and conserves power when not charging

When Charging is Mission Critical, Protect Your Investment with ChargePoint Assure

- + **Minimize downtime:** ChargePoint Assure provides the most comprehensive EV Station maintenance and management in the industry
- + **Get up and running quickly and flawlessly:** Professional guidance for station configuration saves you time, and unlimited changes to station policies flexibly supports your business
- + **Eliminate unexpected future expenses:** Cost for parts and on-site labor to install is covered for all Assure eligible repairs
- + **One less thing to worry about:** Proactive station monitoring provides you with regular reporting
- + **Reduced risk of downtime:** We guarantee 98% annual uptime and one business day response to requests
- + **Support when you need it:** We're there for you *and* your drivers. Phone support available for station owners Monday to Friday from 5 AM to 6 PM Pacific. Phone support for drivers is 24/7/365, so you never need to field a driver call

Ultra-reliable second-generation gravity operated mechanism.

18' and 23' cords to reach all car models and serve more parking spaces.

World-class 24/7 driver phone support.

Instructional video shows how to use the station. Multi-language charging instructions, giving drivers the choice of English, French or Spanish.

Driver interaction is supported in any weather by five rugged, back-lit buttons with audio feedback.

Strong and rugged design materials built to withstand the elements.

CT4000 stations come with 18' or 23' cords to increase the usability of your charging spots, on 6' and 8' tall models respectively.

CT4021

Dual-port bollard charging station with 18' charging cables. Standard *EV Charging Only* sign without optional custom branding.



Promote Your Brand and Business

Having your stations installed in a visible location makes a bold statement about your business' commitment to sustainability and shows that you care about your customers. ChargePoint CT4000 stations are built for customization so you can conveniently promote your brand as well. With custom signage and video you can:

- + Increase brand recognition
- + Attract EV drivers by making sure your stations are highly visible
- + Ensure EV charging installations are consistent with the look and feel of your brand
- + Differentiate your stations from standard ChargePoint stations to make them easily identifiable by your driver base



Branded CT4021
Shown with optional
branding on bollard.
18' cords on 6' model.

Easily customizable branding area.
All stations come with *EV Charging Only* sign, which can be replaced with your custom signage.

5.7" color LCD display for customizable video content.

Upload up to 60 seconds of high quality video to individual stations as often as desired.

Daylight readable with auto brightness control.

OPTIONAL:
Additional customizable branding areas.

All stations have standard extrusions to hold your custom signage.

Artwork templates and material specifications are conveniently downloadable from chargepoint.com



Branded CT4025
Shown with optional
branding on back.
23' cords on 8' model.

Bollard Charging Stations

CT4011



CT4021



CT4025



Wall Mount Charging Stations

CT4013



CT4023



CT4027



Contact Us

-  Visit chargepoint.com
-  Call +1.408.705.1992
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City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action on 400 Block Reid Street and Main Avenue District Parking *

ATTACHMENTS:

- 2022 1010-CI-Reid-Main District Parking (DOCX)
- Reid Main District Parking Exhibit (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works

From: Eric Rakers, P.E., City Engineer

Date: October 10, 2022

RE: Consideration and possible action on 400 Block Reid Street and Main Avenue District
Parking *

The purpose for this item is to implement parking restrictions for the newly created parking stalls on the alley between Reid and Main from Fifth to Fourth Street. This will be called the 400 BLK Reid St and Main Ave District. This project will be completed in the next week or two and open for traffic. The project involved the creation of new parking stalls for public and private use. The private stalls were negotiated with the property owners to obtain parking easements. A diagram highlighting the changes below has been attached.

Recommendation: Amend the Section 150-23. Schedule G of the Ordinance for parking lots as follows:

Under table for Three-hour parking, 9:00 a.m. – 6:00 p.m. Mon.-Sat., insert the following:

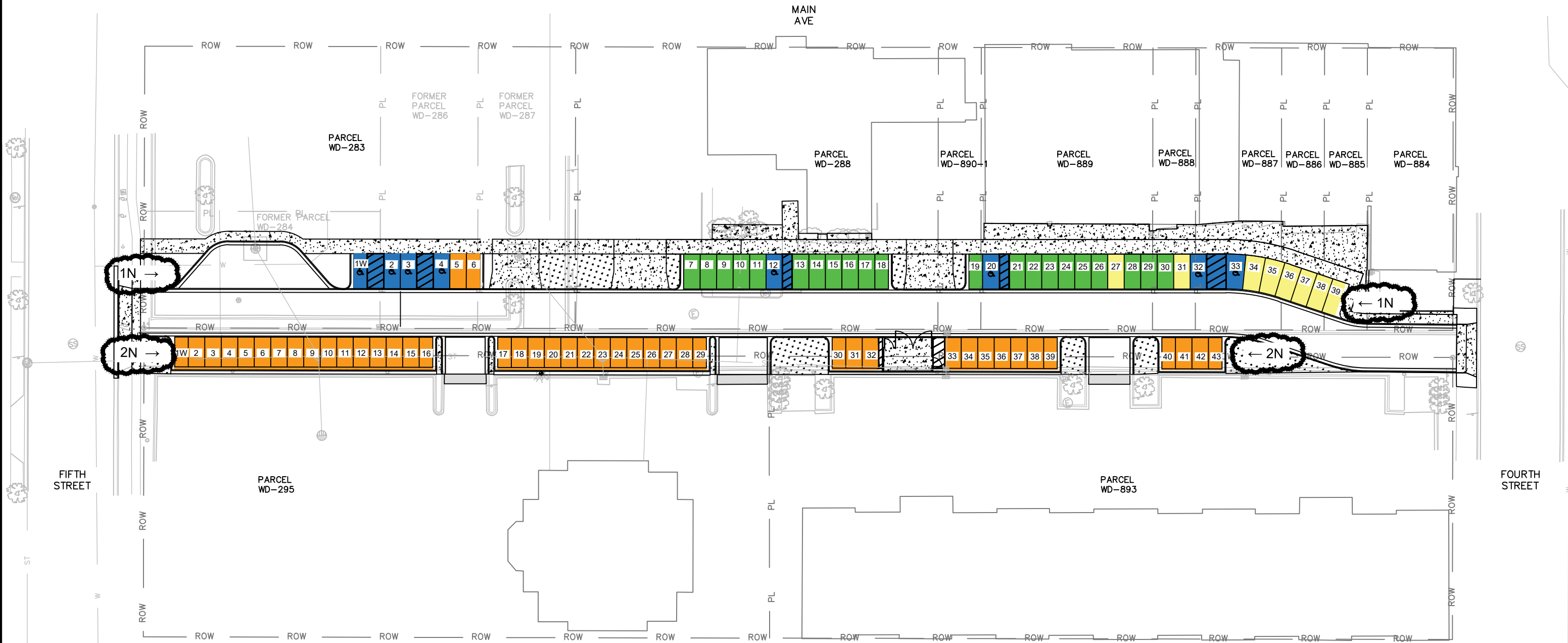
Parking Lot	No. Stalls	Parking ROW/From Dir.	Located No. of Stalls/ From Dir.
400 BLK Reid St and Main Ave District	5	1/N	7/W thru 11/W
400 BLK Reid St and Main Ave District	7	1/N	13/W thru 19/W
400 BLK Reid St and Main Ave District	6	1/N	21/W thru 26/W
400 BLK Reid St and Main Ave District	3	1/N	28/W thru 30/W
400 BLK Reid St and Main Ave District	2	1/N	32/W thru 33/W

Under table for Long Term Parking, insert the following:

Parking Lot	No. Stalls	Parking ROW/From Dir.	Located No. of Stalls/ From Dir.
400 BLK Reid St and Main Ave District	2	1/N	5/W thru 6/W
400 BLK Reid St and Main Ave District	43	2/N	All stalls

Under Table for Handicap Parking, insert the following:

Parking Lot	No. Stalls	Parking ROW/From Dir.	Located No. of Stalls/ From Dir.
400 BLK Reid St and Main Ave District	4	1/N	1/W thru 4/W
400 BLK Reid St and Main Ave District	1	1/N	12/W
400 BLK Reid St and Main Ave District	1	1/N	20/W
400 BLK Reid St and Main Ave District	2	1/N	32/W thru 33/W



PARKING LEGEND

	PUBLIC PARKING - 3 HOUR LIMIT
	PUBLIC PARKING - UNRESTRICTED PARKING
	PUBLIC PARKING - ADA ACCESSIBLE
	PRIVATE PARKING

NOTE:

THE CITY RESERVES THE RIGHT TO CHANGE THE RESTRICTIONS ON THE PUBLIC PARKING.



CITY OF DE PERE

ENGINEERING DIVISION 925 S. SIXTH ST DE PERE WI 54115
OFFICE 920-339-4061 FAX 920-339-4071

MAIN AND REID ALLEY
FIFTH STREET TO FOURTH STREET
EXHIBIT "A" PARKING SPACE DESIGNATIONS

	BY	DATE	REVISIONS / ISSUES			EXHIBIT
			NO.	DATE	REMARKS	
SURVEYED	SRL	03-2020				
DRAWN	SRL	04-2021				
DESIGNED	SRL	04-2021				
CHECKED	EPR	04-2021				



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action on Policy for Second Driveways*

ATTACHMENTS:

- CI-Second Driveways (DOCX)
- De Pere Code 14-55 (PDF)
- Second Driveway Information (XLSX)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric Rakers, P.E., City Engineer
Date: October 10, 2022

RE: Consideration and possible action on Policy for Second Driveways*

Over the last several years, the Board of Public Works has received requests to construct second driveways. Under our current Municipal Code, second driveways are not permitted. The Board has indicated the desire to create a standard policy under which second driveways may be permitted. This item was discussed at the September Board meeting. The Board expressed concerns at the last meeting including:

- Destruction of lawns and tracking of mud without a hard surface.
- Parking nuisances associated with second drives, particularly with large campers.

Background

Driveways are covered under Section 14-55 Off-Street Parking in the City's Code. A copy has been attached. There are several restrictions placed on driveways in single family residential zones.

The width of driveways is covered under Section (8) (a) 1) *Width restrictions*. The maximum driveway width is 25 feet at the right of way with up to two five foot flares for a maximum total width of 35 feet at the curb.

The location of driveways on the lot is covered under Section (8) (a) 3) *Separation of location*. Restrictions under this section include:

- Driveways measured at the curb line shall not be less than 25 feet from the intersection with the street right-of-way line
- Driveway flares shall not extend beyond the lot line.

The number of curb cuts permitted is covered under Section (8) (a) 4) *Number of curb cuts permitted*. For residential zones, R-1 District, a single family residence is allowed one two-way or two one-way drives for each lot of record.

Discussion

As indicated at the beginning of this memo, the policy for second driveways was discussed at the September Board meeting. The Board expressed concerns related to impacts of second drives if not paved and nuisance parking if the driveway does not go to a garage.

We discussed three properties that have recently requested second drives as shown below.

Location	Comments
1964 Lost Dauphin Road	Corner lot. Current drive is located on Lost Dauphin. Property has a detached garage that will be accessed off Stevens Street
1809 Edgar Street	Property is two lots combined into one. There are two curb openings to the property because of this. The second curb opening is only grass but would be used to access the fenced back yard.
1002 Meadow View Lane	Corner lot. Both driveways would be off Meadow View Lane. The second drive will provide access to a detached garage.

Two of these properties do have detached garages. Staff performed a detailed review of the second driveways in the City. At the last meeting we presented information on the number of second drives installed in the City. That list has been reattached. The vast majority of second driveways are located off of alleys, followed by 18 properties on corner lots, and finally 10 with driveways on the same street. The properties that have second drives on corner lots and on the same street as the primary drive go to garages. Most are paved.

Recommendation

Staff recommends a policy of allowing consideration for a second driveway for single family residential development with the following requirements be included in the upcoming ordinance update:

- The second driveway shall be constructed to the driveway standards for location and width per the City Code.
- All driveways shall be constructed with concrete, asphalt, or permeable pavers on private property.
- Driveway aprons in public right of way shall conform with City standards
- The second driveway extend to a building.

14-55. - Off-street parking.

- (1) *Location.* All parking spaces required to serve buildings or uses erected or established after the effective date of this [the] ordinance [from which this appendix is derived] shall be located on the same zoning lot as the building or use served, except that parking spaces to serve business or industrial buildings or uses may be located within 300 feet, if such spaces are permitted in such zone.
- (2) *Size.*
 - (a) Eighty percent (80%) of the required parking spaces shall be at least eight and one-half feet (8.5') wide, eighteen and one-half feet (18.5') long, and seven feet (7') high, exclusive of access drives or aisles, ramps, or columns.
 - (b) Parking spaces, in addition to those specified in (2)(a), shall be clearly marked for the use of small cars only and be at least eight feet (8') wide, sixteen feet (16') long, and seven feet (7') high, exclusive of access drives or aisles, ramps, or columns.
 - (c) Parking spaces for the use of the physically handicapped shall be at least thirteen feet (13') wide and twenty feet (20') long for cars and sixteen feet (16') wide and twenty feet (20') long for vans, exclusive of access drives or aisles, ramps, or columns, and meet all other applicable requirements of the Americans with Disabilities Act (ADA).
 - (d) Aisles shall be at least:

Twenty-four feet (24') wide for ninety (90) degree parking;

Eighteen feet (18') wide for sixty (60) degree parking; and

Fifteen feet (15') wide for forty-five (45) degree parking.

Angle shall be measured between center line of parking space and center line of aisle.
 - (e) Parallel parking spaces shall be at least twenty-three feet (23') long and twelve feet (12') wide.
- (3) *Access.* All off-street parking facilities shall be designed in accordance with the requirements contained in Section 14-55(8), Driveways, and in a manner that will provide the least interference with traffic movement. All lots developed shall have a minimum of one (1) driveway unless waived by the Plan Commission.
- (4) *Collective provision.* Off-street parking facilities for separate uses may be provided collectively if the total number of spaces so provided is not less than the sum of the separate requirements. No parking spaces or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the Plan Commission.
- (5) *Computation.* When determination of the number of off-street parking spaces required by this ordinance results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space. Parking spaces required on an employee basis shall be based on the average number of employees on

duty or residing, or both, on the premises at any one time. It is recognized that multiple uses within close proximity to each other may be served by the same parking spaces. Such joint usage of required parking spaces may be approved by the Plan Commission, subject to the following conditions:

The applicant clearly show:

- (a) The different uses have nonconcurrent peak parking demands;
 - (b) The parking spaces are located within an acceptable walking distance less than 500 feet from the uses generating the parking demand; and
 - (c) They have a right to utilize the parking spaces either through a deed or long-term lease, and they meet or will meet all requirements of Section 14-55(12).
- (6) *Utilization.* Required accessory off-street parking facilities provided for uses listed in Part B of this Article [this Section, Section 14-56, and Section 14-57] shall be solely for the parking of passenger automobiles of patrons, occupants, or employees of such uses, except as may otherwise be provided for the parking of trucks in the granting of conditional uses.
- (7) *Design and maintenance.*
- (a) *Plan.* Except for uses designated by this ordinance and residential uses, the design of parking lots or areas shall be subject to the approval of the Director in accordance with the standards approved by the Plan Commission.
 - (b) *Drainage and grade.* All parking areas shall have adequate drainage and shall be provided with bumper guards where required by grade.
 - (c) *Surfacing.* Parking areas and drives providing access thereto for single family and two-family dwellings and all other off-street parking areas and drives providing access thereto shall be hard surfaced with concrete, asphalt, or brick.
 - (d) *Screening and landscaping.* All open automobile parking areas containing more than three (3) parking spaces shall be effectively screened on each side adjoining or fronting any property situated in a residence district or any institutional premises by a wall or fence.
 - (e) *Lighting.* Any lighting used to illuminate off-street parking areas shall be directed away from residential properties and public streets in such a way as not to create a nuisance.
 - (f) *Signs.* Accessory signs shall be permitted on parking areas in accordance with the provisions specified under the sign ordinance.
 - (g) *Sales, repair, and service.* No sale, storage, repair work, or servicing of any kind shall be permitted in any parking facility, except by permission of the Common Council.
 - (h) All parking stalls shall be marked with painted lines not less than four (4) inches wide.
- (8) *Driveways.*
- (a) Before a driveway or curb cut for a driveway is made, a permit shall be obtained from the Director of Public Works after first obtaining approval of the parking plan and upon

compliance with the provisions of Chapter 22, of the Municipal Code. All driveways shall meet the following requirements:

1) *Width restrictions.*

Zone	Maximum Width at Property Line	Maximum Flare	Maximum Opening
Residential Zones	25'	5'	35'
Residential Zones (Single Driveway Duplex) (Driveway width shall not exceed 50% of lot width)	40'	2.5'	45'
Business (One-way)	15'	10'	35'
Business (Two-way)	25'	10'	45'
Industrial (Curb & Gutter)			
One-way	20'	20'	45'
Two-way	35'	20'	75'
Industrial (No curb & gutter)			
One-way	20'	45'	85'
Two-way	35'	45'	100'
Semi-trailer Delivery Drives (in any zone where permitted)	(See Industrial)		

- 2) Width restrictions may be exceeded behind the front yard right-of-way line/front lot line and into the front yard setback provided:
- (i) That the use is not a single or two-family residence with a center driveway; and
 - (ii) The increased width encroaches only the front yard setback which is adjacent to the nearest interior side-yard setback; and
 - (iii) The outer edge of the widened surface as so closer than two feet from the adjoining lot line; and
 - (iv) The widened portion is tapered into the original maximum width at the property line over a distance of 36 inches or more; and
 - (v) Such width increase is approved by the Building Inspector or his/her designee. Denial of any such request is appealable to the Zoning Board of Appeals within 14 days of the denial.
- 3) *Separation of location.*
- a) Except in the case of center drive duplexes complying with the provisions of this Section, curb cut openings, including alley curb cuts and driveways on the bulbs of cul-de-sacs shall not be less than 15' apart at the curb line.
 - b) Corner lots. Driveways measured at the curb line shall not be less than the following

distance from the intersection with the street right-of-way line:

Use	Street Type	Distance
Residential	All	25'
Business	Local	25'
Business	Arterial or Collector	100'
Industrial	All	100'

Interior lot lines. Driveway flares at the curb line shall not extend beyond the lot line.

4) *Number of curb cuts permitted.*

a) *Residential zones.*

- i. R-1 District. In the case of a single family residence, one two-way or two one-way drives for each lot of record, and all other uses permitted in R-1 Districts shall be subject to those provisions that apply to commercial districts.
- ii. R-2, R-3, and R-4 Districts. In the case of a single family residence, the rule as applies in R-1 District. In the case of all other uses permitted in R-2, R-3, and R-4 Districts, except as provided in cc., below, the rule applicable to commercial districts shall apply.
- iii. Duplexes. One standard residential driveway (25' maximum at property line) per dwelling unit, or one center driveway of a 40-foot maximum width from the garage to the property line per duplex. If a center driveway in excess of 25 feet at the property line is utilized, the following conditions must be met:
 - aa. A divider island of a width of not less than one (1) foot at the curb line and not less than three (3) feet at the exterior sidewalk line shall be constructed on the driveway apron. Said divider island shall be curbed and raised to an elevation not less than 6 inches at the curb and shall taper at a constant slope from the curb to the sidewalk grade at the exterior sidewalk line.
 - bb. A landscaped median of not less than 3 feet in width commencing at the interior sidewalk line and running to the garage shall be constructed. For purposes of this paragraph, landscaped means planted in grass, or a combination of decorative stone and plants or grass.
 - cc. Upon complying with the above two conditions, a driveway so constructed shall be considered and constitute one curb cut for purposes of Section 14-51(8)(b)(1).
- iv. Commercial. One two-way or two one-way drives for each 100 feet of total lot frontage.
- v. Industrial. One two-way or two one-way drives for each 200 feet of total lot

frontage unless otherwise approved by the Plan Commission in site development plan review.

- 5) *Waiver requests.* Notwithstanding the provisions of Section 62.23(7), Wis. Stats. [Wis. Stats. § 62.23(7)], appeals of this provision shall be through the Board of Public Works in the manner provided at Chapter 22 of this Code.
- (9) *Increased size.* When the intensity of use of any building, structure, or premises shall be increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, parking and loading facilities as required herein shall be provided for such increase in intensity of use and for at least 50% of any exiting deficiency in parking or loading facilities.
- (10) *Changed use.* Whenever the existing use of a building or structure shall hereafter be changed to a new use, parking or loading facilities shall be required for such new use.
- (11) *Damage or destruction.* For any conforming or legally nonconforming building or use in existence on the effective date of this [the] ordinance [from which this appendix is derived], which subsequently is damaged or destroyed by fire, collapse, explosion, or other cause, and which is reconstructed, reestablished, or repaired, off-street parking or loading facilities shall be provided as required by this ordinance.
- (12) *Control of off-site parking facilities.* In cases where parking facilities are permitted on land other than the zoning lot on which the building or use served is located, such facilities shall be in the same possession as the zoning lot occupied by the building or use to which the parking facilities are accessory. Such possession may be either by deed or long-term lease, the term of such lease to be determined by the Plan Commission, and such deed or lease shall be filed with the Register of Deeds for Brown County. The deed or lease shall require such owner or his/her heirs and assigns to maintain the required number of parking facilities for the duration of the use served or of the deed or lease, whichever shall terminate sooner.
- (13) *Submission of plot plan.* Any application for a building permit or for an occupancy certificate where no building permit is required shall include therewith a plot plan, drawn to scale and fully dimensioned, showing any off-street parking or loading facilities to be provided in compliance with this ordinance.

(Ord. No. 03-21, § 1, 9-2-2003; Ord. No. 17-17, § 13, 9-5-2017)

City of De Pere
Second Driveway Location Review
October 6, 2022

#	Street Name	Lot location	Driveway 1 street	Driveway 2 street	Comments/Notes
622	FAIRVIEW AVE	Mid block	Fairview	Fairview	Mid-block location with two driveways off Fairview. Second driveway to access detached garage
803	MORNING GLORY LN	Corner	Morning Glory	Morning Glory	Corner lot. Both driveways off Morning Glory. Second driveway to access detached garage
813	N BROADWAY ST	Mid block	N Broadway	N Broadway	Mid-block location with two driveways off N. Broadway
823	N BROADWAY ST	Mid block	N Broadway	N Broadway	Mid-block location with a one-way driveway and second access to lower garage
903	N BROADWAY ST	Mid block	N Broadway	N Broadway	Mid-block location with a one-way driveway and second access to lower garage
915	N BROADWAY ST	Mid block	N Broadway	N Broadway	Mid-block location with a one-way driveway and second access to lower garage
324	N SIXTH ST	Mid block	N. Sixth	N. Sixth	Mid-block location. Two driveways off N. Sixth St accessing detached garages
1293	OUTWARD AVE	Corner	Azalea Trl	Azalea Trl	Corner lot. Two driveways from Azalea Trl. Second driveway to access detached garage
746	PINE STREET	Corner	N. Eighth St	N. Eighth St	Corner lot. Two driveways from N. Eighth St. One driveway shared with 738 Pine St
723	REID STREET	Corner	Allard St	Allard St	Corner lot. Both driveways off Allard Street. Second driveway to access detached garage
218	ALLARD ST	Corner	Park St	Allard St	Corner lot. Second driveway accessing detached garage
902	AMHART	Corner	Lee Ave	Amhart Dr	Corner Lot. Second driveway behind home
235	AUTUMN	Mid block	Rainbow	Rainbow	Corner lot with three curb cuts. One one-way driveway off Rainbow and one two-way driveway at the corner of Autumn and Rainbow
847	CEDAR ST	Corner	N. Ninth St	Cedar St	Corner lot. Second driveway accessing detached garage
804	ELM ST	Corner	N. Eighth St	Elm St	Corner lot. Second driveway for parking and accessing detached garage
1410	FORT HOWARD AVE	Corner	Fort Howard	Fairview	Corner lot. Three driveways-two off Fort Howard and one off Fairview. Third driveway to access detached garage
1166	GRANT ST	Corner	S. Ninth	Grant	Corner lot. Driveway access from Grant and S. Ninth
802	HELENA	Corner	Estes Dr	Helena St	Corner lot with second curb cut behind home but not paved
701	MAIN AVE	Corner	Main	Seventh	Corner lot. One driveway on east side from S. Seventh Street with second access from Alley
301	N EIGHTH ST	Corner	N. Eighth St	Pine St	Corner lot. Second driveway accessing detached garage
610	N NINTH ST	Corner	N. Ninth St	Spruce St	Corner lot. Second driveway accessing detached garage
603	N WISCONSIN ST	Corner	N Wisconsin	Fulton St	Corner lot. One driveway off Fulton Street and second driveway off N. Wisconsin accessing behind home
844	PINE STREET	Corner	N. Ninth St	Pine St	Corner lot. Second driveway accessing detached garage
1106	RIDGEWAY BLVD	Corner	N Winnebago	Ridgeway Blvd	Corner lot. One one-way driveway accessing from Ridgeway Blvd and N. Winnebago and second driveway access from N. Winnebago
1517	SUBURBAN DR	Corner	Suburban	Countryside	Corner lot. Second driveway accessing detached garage
2072	W VISTA CIR	Corner	W Vista Cir	Aero Dr	Corner lot. One driveway off W. Vista Cir and another off Aero Dr
133	S WASHINGTON ST	Corner	S Washington	Charles	Mid-block location. One driveway in front off S. Washington and second access from Charles
134	S WASHINGTON ST	Corner	S Washington	Charles	Corner lot. One driveway in front off S. Washington s second access off of Charles, and a third access from Alley
817	CHICAGO ST	Corner	Chicago	Alley	Corner lot. One driveway in front off Chicago and second driveway on west side off Alley

#	Street Name	Lot location	Driveway 1 street	Driveway 2 street	Comments/Notes
508	N BROADWAY ST	Mid block	N. Broadway	Alley	Mid-block location. One driveway from N. Broadway with second access from Alley
620	N BROADWAY ST	Mid block	N. Broadway	N. Wisconsin St	Mid-block location. One driveway from N. Broadway with second access from N. Wisconsin St
806	N BROADWAY ST	Corner	N Broadway	Alley	Corner lot. One driveway off N. Broadway and second access from Alley
121	N ERIE ST	Mid block	N Erie	Alley	Mid-block location. One driveway in front off N. Erie and second access from Alley
124	N ERIE ST	Mid block	N. Erie St	Alley	Mid-block location. One driveway in front off N. Erie and second access from Alley
430	N ERIE ST	Mid block	N. Erie St	Alley	Mid-block location. One driveway in front off N. Erie and second access from Alley
121	N HURON ST	Mid block	N Huron	Alley	Mid-block location. One driveway in front off N. Huron and second access from Alley
127	N HURON ST	Mid block	N Huron	Alley	Mid-block location. One driveway in front off N. Huron and second access from Alley
509	N HURON ST	Mid block	N Huron	Alley	Mid-block location. One driveway in front off N. Huron and second access from Alley
430	N MICHIGAN ST	Mid block	N Michigan	Alley	Mid-block location. One driveway in front off N. Michigan and second access from Alley
436	N MICHIGAN ST	Mid block	N Michigan	Alley	Mid-block location. One driveway in front off N. Michigan and second access from Alley
442	N MICHIGAN ST	Mid block	N Michigan	Alley	Mid-block location. One driveway in front off N. Michigan and second access from Alley
632	N MICHIGAN ST	Mid block	N Michigan	Alley	Mid-block location. One driveway in front off N. Michigan and second access from Alley
109	N ONTARIO ST	Mid block	N Ontario	Alley	Mid-block location. One driveway in front off N. Ontario and second access from Alley
114	N ONTARIO ST	Mid block	N Ontario	Alley	Mid-block location. One driveway in front off N. Ontario and second access from Alley
214	N SUPERIOR ST	Mid block	N. Superior	Alley	Mid-block location. One driveway in front off N. Superior and second access from Alley
437	N SUPERIOR ST	Mid block	N Superior	Alley	Mid-block location. One driveway in front off N. Superior and second access from Alley
602	N SUPERIOR ST	Corner	N. Superior	Alley	Corner lot. One driveway in front off N. Superior and second access from Alley
620	N SUPERIOR ST	Mid block	N. Superior	Alley	Mid-block location. One driveway in front off N. Superior and second access from Alley
626	N SUPERIOR ST	Mid block	N. Superior	Alley	Mid-block location. One driveway in front off N. Superior and second access from Alley
639	N SUPERIOR ST	Corner	N Superior	Alley	Corner lot. One driveway in front off N. Superior and second access off Alley
711	N WISCONSIN ST	Mid block	Alley	N. Wisconsin St	Mid-block location. One driveway in front off N. Wisconsin and second access from Alley
237	NICOLET AVE	Mid block	Nicolet Ave	Alley	Mid-block location. One driveway from Nicolet with second access from Alley
120	S ERIE ST	Mid block	S Erie	Alley	Mid-block location. One driveway in front off S. Erie and second access from Alley
215	S ERIE ST	Mid block	S Erie St	Alley	Mid-block location. One driveway in front off S. Erie and second access from Alley
408	S ERIE ST	Mid block	S Erie	Alley	Mid-block location. One driveway in front off S. Erie and second access from Alley
333	S HURON ST	Mid block	S Huron	Alley	Mid-block location. One driveway in front off S. Huron and second access from Alley
415	S HURON ST	Mid block	S Huron	Alley	Mid-block location. One driveway in front off S. Huron and second access from Alley
427	S HURON ST	Mid block	S Huron	Alley	Mid-block location. One driveway in front off S. Huron and second access from Alley

#	Street Name	Lot location	Driveway 1 street	Driveway 2 street	Comments/Notes
631	S HURON ST	Mid block	S Huron	Alley	Mid-block location. One driveway in front off S. Huron and second access from Alley
332	S MICHIGAN ST	Mid block	S Michigan	Alley	Mid-block location. One driveway in front off S. Michigan and second access from Alley
633	S MICHIGAN ST	Mid block	S Michigan	Alley	Mid-block location. One driveway in front off S. Michigan and second access from Alley
118	S ONTARIO ST	Mid block	S. Ontario	Alley	Mid-block location. One driveway in front off S. Ontario and second access from Alley
126	S ONTARIO ST	Mid block	S. Ontario	Alley	Mid-block location. One driveway in front off S. Ontario and second access from Alley
314	S SUPERIOR ST	Mid block	S Superior	Alley	Mid-block location. One driveway in front off S. Superior and second access from Alley
408	S SUPERIOR ST	Mid block	S Superior	Alley	Mid-block location. One driveway in front off S. Superior and second access from Alley
615	S SUPERIOR ST	Mid block	S Superior	Alley	Mid-block location. One driveway in front off S. Superior and second access from Alley
620	S SUPERIOR ST	Mid block	S Superior	Alley	Mid-block location. One driveway in front off S. Superior and second access from Alley
108	S WASHINGTON ST	Mid block	S Washington	Alley	Mid-block location. One driveway in front off S. Washington and second access from Alley
115	S WASHINGTON ST	Mid block	S Washington	Alley	Mid-block location. One driveway in front off S. Washington and second access from Alley
133	S WINNEBAGO ST	Corner	S Winnebago	Alley	Corner lot. One driveway in front off S. Winnebago and second access off Alley
134	S WINNEBAGO ST	Corner	S Winnebago	Alley	Mid-block location. One driveway in front off S. Winnebago and second access from Alley
1012	THIRD ST	Mid block	Third St	Fourth St	Mid-block location with one driveway in front of house and one in back



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Public Works

FROM: Tony Fietzer

SUBJECT: Consideration and possible action on timing, frequency, and volume for overflow collections

ATTACHMENTS:

- Review Quarterly overflow 10-10-22 (PDF)
- Review Quarterly overflow collection (DOCX)
- Overflow limits (DOCX)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works

From: Tony Fietzer, Street Superintendent

Date: October 10, 2022

RE: **Discussion and possible action on overflow household waste dates**

As a follow up from the August 8, 2022, and September 12, 2022, meetings, staff is recommending free overflow household waste be allowed quarterly in the City. Staff recommends the collection to occur the second full week in January, April, July, and October. This recommendation would guarantee the additional collection wouldn't fall on a holiday shortened week.

In addition, staff documented the number of overflow bags for collection during the post Labor Day collection. Staff also recommends placing a limit to the number of bags allowed to be placed outside the cart during overflow collections.

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works

From: Tony Fietzer, Street Superintendent

Date: September 12, 2022

RE: **Consideration and possible action on timing and frequency for overflow collections**

As a follow up from the August 8, 2022 Board of Public Works meeting, staff is recommending overflow household waste be allowed quarterly in the City. Staff recommends collection occurs in January, April, July, and October. The recommended collection dates wouldn't fall on a holiday shortened week. Staff recommends the collections occur the second full week of those months for garbage and the second and third weeks for recycling. The second full week is consistent with brush and rubbish collection weeks.

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works

From: Tony Fietzer, Street Superintendent

Date: August 1, 2022

RE: **Consideration and possible action on implementing a post-Holiday overflow collection bag limit**

The City of De Pere Public Works Department currently collects overflow solid waste; household garbage and recycling the first collection period following a city recognized National holiday. This overflow occurs following New Years, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

While the intent behind this overflow collection is for residents to place out waste generated from holiday events or gatherings, staff has been routinely coming to homes with 10, 15, and sometime 20+ bags of garbage during overflow week.

During collection, our staff dump the cart and then exit the truck, pick up and place the overflow trash in the garbage cart and dump it again. These properties with excess amounts of bags, slow down our collection routes, risk injury to the staff by lifting bags that are very heavy; being poked with sharp objects; and slip, trips and falls.

With our city growing with developments on both sides of the city, the routes are getting larger and our garbage trucks are filling up faster. De Pere is the only community in the area that allows overflow collection after a holiday and staff is asking the Board to review and establish a limit to the volume being placed out for collection during overflow week.

Establishing a limit will allow for a better understanding and expectation for residents. Residents can still purchase overflow tags outside of the post-holiday overflow collection however, establishing the limits set expectations with the intent of the service provided.



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consider and Possible Action Regarding Amending De Pere
Municipal Code Sec. 82-12 Recyclable and Garbage Common
Collection Districts*

Staff is recommending changes to the solid waste ordinance Sec 82-12 which will allow for dumpster service collection for 400 Block of Reid Street and Main Avenue District. (See attached)

ATTACHMENTS:

- Ord22-XX Amending Sec._82_12.____Recyclable_and_garbage_common_collection_districts (DOCX)

Sec. 82-12. Recyclable and garbage common collection districts.

- (a) *Purpose.* The common council finds that city curbside collection of commercial source recyclables and garbage has led to the proliferation of recycling and garbage carts in the city's downtown commercial areas, resulting in access restrictions to businesses and public parking areas and sanitary and aesthetic concerns. Further, commercial building footprints in the historic downtown commercial areas typically encumber the entire parcel, leaving little or no room for public or private refuse container storage or screening, allowing few options to avoid the detrimental impact caused by the presence of individual recycle and garbage carts on collection days or when stored between collection days.

Wis. Stats § 66.0405 authorizes the city to create district(s) for the collection of refuse defined by type of property. The city's commercial business areas exhibit the detrimental impact on aesthetics and access caused by multiple containers on public parking property each collection day. The initial common collection service area of the Nicolet Square area has shown common collection services to be an efficient and effective in alleviating aesthetic blight and access problems while delivering quality services to property owners. The common council therefore creates common collection districts in the city. In circumstances where the provisions of this section are in conflict with other sections of this chapter, the provisions of this section shall control.

- (b) *Definitions.* When used in this section, the following definitions shall apply:

- (1) *Common area* means the location(s) identified by the city where it will place dumpster(s) for collecting commercial source recyclables and garbage from each District.
 - (2) *Common collection districts (also called district herein).* The city hereby creates the following common collection districts:
 - a. *Marquette Square District* means those real properties identified as: ED- 857, ED-850, ED-848, ED-847, ED-842, ED-841, ED-840, ED-837 and ED-836, except those parcels which may have opted out as permitted under § 82-12(d)2 of this chapter.
 - b. *Nicolet Square District* means those real properties abutting Main Ave to the North, Third Street to the East, Reid Street to the South and Fourth Street to the West, in particular the following Parcels: WD-906, WD-907, WD-908, WD-909, WD-910, WD-911, WD-912, WD-913, WD-915, WD-917, WD-918, WD-919, WD- 920, WD-921, WD-922, WD-923, WD-925, WD-930 and WD-931, except for those parcels which may have opted out as permitted under § 82-12(d)2 of this chapter.
 - c. 400 Block of Reid Street and Main Avenue District means those real properties identified as: WD-884, WD-885, WD-886, WD-887, WD-888, WD-889, WD-890-1, and WD-288, except for those parcels which may have opted out as permitted under § 82-12(d)2 of this chapter.
 - (3) *Dumpster* means a container designed and used for dumping, receiving and transporting recyclable materials and garbage. In this section, dumpster does not include polycart(s).
 - (4) *Waste generator rate* means the rate assigned to the commercial use of the parcel as determined by Waste Management Practices-Municipal, Hazardous, and Industrial - Second Edition.
- (c) *City to provide common collection services.*
- (1) City shall provide common area(s) to place dumpster(s) for receiving and disposing of normal accumulations of commercial source recyclables and garbage generated by the owners and/or tenants of the parcels comprising the each common collection district. Further, city shall provide or contract to provide collectable recyclable and garbage dumpster collection and transportation services therefore. City shall allow owners of establishments in each district to place necessary grease collection

containers in the common area(s), who shall be responsible for maintaining that area in a clean and orderly manner and for the proper and sanitary collection of the same by a service contractor.

- (2) Dumpsters in the common area shall be serviced by city or its contractor at such times and frequencies as necessary to maintain the area in a good, clean and sanitary condition. The collection limits and frequency found in section 82-2 of this chapter do not apply to the common collection districts.
- (3) Only commercial source collectable recyclables and garbage, as defined in this chapter shall be placed in the appropriate dumpsters, except that restaurant grease is permitted when placed in the appropriate grease container provided as specified above.
- (4) The dumpsters in the common area(s) shall be used only by the owners and tenants of each respective district as defined in this section.
- (5) The city shall collect all previously city issued polycarts from all properties in each district. No polycart shall be distributed to any parcel in any common collection district after the city collects the polycarts in that district. All parcels shall receive common collection services unless a property owner qualifies for and provides notice to city of their intent to opt out of such service under paragraph (d)2. Regulations found in subsections 82-4(a)(2), (c)(2), and (c)(4) of this chapter regarding polycarts do not apply to this section.

(d) *Participation in city provided collection service.*

- (1) Except as provided herein, all parcels in a common collection district shall be provided common collection services. A property owner meeting all of the requirements of paragraph (2) below may provide written notice of their intent to opt out of the city provided common collection service and to be responsible for their own safe and sanitary collectible recyclable and garbage collection service. Notice shall be as provided in paragraph (2) below.
- (2) A property owner may opt out of the Common Collection Service provided by the city only if all of the following apply:
 - a. The parcel for which the owner opts out is of sufficient size and shape such that all private collection receptacles and the enclosure therefore are located entirely upon such parcel and enclosed in accordance with all of the following requirements:
 - i. Use of such enclosure shall be limited to the storage of private collection receptacles.
 - ii. The enclosure shall be 100 percent impervious to sight.
 - iii. The enclosure shall be equipped with a gate, and both the gate and the enclosure shall be constructed of vinyl, brick, masonry or composite wood which matches the primary structure. Chain link fence with slats is not permitted.
 - iv. The enclosure shall be at least one foot higher than the receptacle(s) but no higher than six feet. No refuse or recycle may be stored higher than the enclosure.
 - v. The refuse recycle storage area shall have a compliant hard surface (gravel is not allowed).
 - vi. Landscaping is required around screening walls wherever they abut a non-paved surface or a required landscape area.
 - b. The parcel owner shall provide written notice of opt out to the director of public works on or before October 1 of the year preceding the effective date of the opt out. Once the opt out is effective, the opt out shall continue until the owner of the parcel provides the director of public works with a request to terminate the opt out on or before October 1 of any year. If the termination request is approved by the director of public works (whose approval shall not be unreasonably withheld), the termination shall be effective January 1 of the subsequent year.

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- (e) *Assessment for city common collection services.* All property owners in a common collection district except those opted out shall be charged for all costs associated with providing and maintaining the common areas for recyclables and garbage and for all costs associated with providing collection, transportation and disposal services for recyclables. The director of public works shall annually determine the costs of providing the common collection service utilizing the waste generator rate determined by the most current edition of Waste Management Practices - Municipal, Hazardous, and Industrial. The charge for services rendered to the parcels as described shall be placed as a special charge against the tax roll for such parcel each year as provided by Wis. Stats. § 66.0627.

(Ord. No. 16-12, 7-19-2016; Ord. No. 16-32, § 1, 12-20-2016; Ord. No. 19-21, § 3, 10-15-2019)



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: October 10, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action on 2022-2023 Sidewalk Snow & Ice Removal Rates

ATTACHMENTS:

- 2022-2023 snow & ice removal rates 10-4-2022.doc (DOCX)
- 2022-2023 Snow & Ice Removal Rates(PDF)

CITY OF DE PERE

MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Scott J. Thoresen, Public Works Director
Date: October 4, 2022

RE: **Consideration and possible action on 2022-2023 Sidewalk Snow & Ice Removal Rates**

The City's Snow Removal Ordinance Sec. 22-18 (f), regulating snow removal from sidewalks, requires the Director of Public Works to report the cost for the removal of snow and compacted snow and ice to the Board of Public Works. The Board is then required to establish snow and ice removal rates that will be in effect for the year 2022-2023 snow season. These rates are charged to property owners who fail to remove snow and ice from the sidewalk resulting in the City performing the work.

After review of the labor and equipment utilized for sidewalk snow removal during last year's storms, I have computed (see attached spreadsheet) the following unit costs for inspection, billing and removal utilizing a projected 5.0% increase in 2022 labor rates in addition to updating the equipment rates and salt rates. It takes on an average approximately one hour to perform the inspections, removal of snow and ice, and billing for each lot.

Item	2022 Unit Cost	2023 Unit Cost	2022 Cost Per 90 Ft Lot	2023 Cost Per 90 Ft Lot
Snow Removal	\$1.09	\$1.12	\$98.10	\$100.80
Compacted Snow/Ice Removal	\$1.71	\$1.77	\$153.90	\$159.30

- Recommended minimum charge of \$80.00 per lot. The minimum charge has been \$80.00 per lot since 2021.

Staff recommends the above-mentioned 2022-2023 rates be approved.

2022-2023 Snow Removal Rates

Labor	Equipment Operator	Office Assistant	City Forester	Total
Hours	0.5	0.25	0.5	
**Rate (hourly wage & benefits)	\$43.29	\$34.29	\$59.72	
Labor Cost	\$21.64	\$8.57	\$29.86	\$60.08

Equipment	Trackless		Pickup Truck	Total
Hours	0.5		0.5	
Rate	\$67.24		\$13.68	
Equipment Cost	\$33.62		\$6.84	\$40.46

Total Cost				\$100.54
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Compute Unit Cost Per 90 Foot Lot for Snow Removal

Unit Cost = Total Cost / 90

\$1.117

2022-2023 Ice Removal Rates

Labor	Equipment Operator	Office Assistant	City Forester	Total
Hours	1	0.25	0.5	
**Rate (hourly wage & benefits)	\$43.29	\$34.29	\$59.72	
Labor Cost	\$43.29	\$8.57	\$29.86	\$81.72

Equipment	Trackless		Pickup Truck	Total
Hours	1		0.5	
Rate	\$67.24		\$13.68	
Equipment Cost	\$67.24		\$6.84	\$74.08

Salt				Total
Quantity	50 pounds			
Cost per Ton	\$70.96			\$1.77
Salt Cost				\$1.77

Total Cost				\$157.58
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Compute Unit Cost Per 90 Foot Lot for Ice Removal

Unit Cost = Total Cost / 90

\$1.751

**Note: Rate = 1.4(for benefits) * hourly rate

Equipment Operator hourly rate =		\$30.92
Office Assistant hourly rate =		\$24.49
City Forester hourly rate =		\$42.66