

RESCHEDULED FROM JANUARY 29, 2019

ASHLAND CITY COUNCIL MEETING

Tuesday, February 5, 2019 – 5:30 PM

Ashland City Hall Council Chambers

Please silence all cell phones during the meeting

1. CALL TO ORDER

A. Roll Call

B. Moment of Silence

C. Pledge of Allegiance

2. APPROVAL OF AGENDA (Voice)

3. APPROVAL OF MINUTES

A. January 8, 2019 Council Meeting Minutes

4. CITIZEN PARTICIPATION PERIOD (Clerk reads rules prior to public comments)

5. MAYOR'S REPORT

A. Introduction of District Attorney David Meany

B. Announcements

C. Appointments

6. CONSENT AGENDA

A. Vaughn Library Board Meeting Minutes

B. Operators' Licenses

7. OLD BUSINESS

A. Creation of a Redevelopment Authority in the City of Ashland to Assist in Financing the Ashland Police Department Facility *(Roll)*

8. NEW BUSINESS

A. Approve a Resolution to Authorize the Submittal of a Community Development Investment Grant Application to financially Assist the Evergrow Learning Center *(Roll)*

- B. Approve Rescheduling the Second Public Hearing for 2017-2018 CDBG-Public Facilities Project for the Reconstruction of 6th Street East *(Voice)***
- C. Approve a Resolution to Submit an Application for a Wisconsin Department of Natural Resources Sport Fish Restoration Grant for the Ashland Ore Dock Redevelopment Phase 1: Diamond Access *(Voice)***
- D. Approve to Ratify the Previous Agenda Item Regarding the Indoor Playground at the Bretting Community Center *(Voice)***
- E. Approve a Resolution to Amend Chapter 530 (1692), Ashland City Ordinances, Sidewalk Construction, Maintenance and Use *(Voice)***
- F. Approve the Request from Evergrow Learning Center to Waive Building Permit Fees for Renovations to Provide Child Care Facilities at 417 9th Avenue West *(Roll)***
- G. Approve the Request from Partners in Recovery to Waive Development Permit Fee for Change in Use at 410 Lake Shore Drive West *(Roll)***
- H. Approve the Updated 25 x 25 Plan for Energy Independence for the City of Ashland *(Voice)***
- I. Approve to Waive the Bidding Requirements, per Ordinance 194, Ashland City Ordinances, and to Enter into a Contract with SmithGroup for Design and Engineering Services for the Ashland Ore Dock Redevelopment Phase 2: Stuntz Avenue Corridor *(Roll)***

9. ADJOURNMENT

The City of Ashland does not discriminate on the basis of sex, race, creed, color, national origin, sexual orientation, age or disability in employment or provision of services, programs or activities.

NOTE: Upon reasonable notice, the City of Ashland will accommodate the needs of disabled individuals or individuals with limited English proficiency through auxiliary aids or services. For additional information or to request this service, contact Denise Oliphant at 715-682-7071 (not a TDD telephone number) or FAX: 715-682-7048

SUBJECT: January 8, 2019 Council Meeting Minutes

RECOMMENDATION:

DEPARTMENT OF ORIGIN: City Clerk

CLEARANCES:

EXHIBITS: 1. January 8, 2019 Council meeting minutes

EXPENDITURES REQUIRED:

AMOUNT BUDGETED:

APPROPRIATION REQUIRED:

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51:

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD:

SUMMARY STATEMENT:

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PRESENT: Holly George, Richard Ketring, Sara Jackson, Kate Ullman (arrived 5:35), Ana Tochterman, David Mettillie, Charlie Ortman, Elizabeth Franek, Dick Pufall, and Jackie Moore

ABSENT: Kevin Haas

ALSO PRESENT: Mayor Debra Lewis, City Clerk Denise Oliphant, City Attorney Tyler Wickman, Police Chief James Gregoire, Finance Director Julie Vaillancourt, Parks and Recreation Director Sara Hudson, Planning and Development Interim Director Megan McBride, Public Works Director John Butler, and other concerned citizens

Agenda Item 1: Call to Order

Roll call was taken, a Moment of Silence was held, and the Pledge of Allegiance was recited.

Agenda Item 2: Approval of Agenda

Franek moved, George seconded a motion to approve the agenda. Pufall moved, seconded by Ortman, to amend Item 7A to be a discussion item only. The voice vote and show of hands was tied at 5-5, and the Mayor voted no to break the tie. This motion failed. The motion to approve the agenda passed by voice vote.

Agenda Item 3: Approval of Minutes of the December 11, 2018 Council and Committee of the Whole Meetings

Moore moved, Mettillie seconded a motion to approve the minutes of the December 11, 2018 Council and Committee of the Whole meetings. Being there was debate regarding the minutes of the Committee of the Whole meeting, Attorney Wickman recommended voting on each meeting minutes individually. The motion to approve the Council meeting minutes passed unanimously by voice vote. The motion to approve the Committee of the Whole minutes passed 6-4 by voice vote; opposed were Ortman, Franek, Pufall, and Ketring.

Agenda Item 4: Citizen Participation Period

Wahsayah Whitebird, 204 ½ West Main Street, asked of the City's resources for rehabilitative support versus incarceration for persons who live below poverty.

Donna Blazek, 222 Prentice Avenue, offered her support of letting the public determine where the proposed police facility should be located.

Eric Lindell, 204 ½ West Main Street, Apt 206, encouraged Council to consider legal action against a recent State legislature decision to reduce the time frame for early voting from five to two weeks. He also voiced his opposition to the spending limitations State legislature has

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placed upon municipalities which does not allow the City of Ashland to fund the proposed police facility.

Jim Gregoire, 812 3rd Avenue West, stated that although the municipalities are not responsible by State law to support and fund those who are homeless, the City does support the adult drug court which has been successful, supports the Brick, and offers Salvation Army vouchers among other initiatives to help citizens who are homeless and/or have an addiction. Also available to the community is the North Lakes Community Clinic, and the upcoming Sober Living home. He also noted that public hearings have been held regarding the proposed new Police department facility.

Agenda Item 5: Mayor's Report

Agenda Item 5A: Announcements

The Mayor offered condolences to the Administrator who will be returning to his office part-time at the end of the week, and full-time next week. She introduced the new Public Works Director, John Butler, and welcomed him to the City. There will be a "Speak Your Peace" project held at the Washburn Cultural Center on January 17, 2019. Council members were asked to voice their interest in attending Superior Days in Madison on February 12 and 13, 2019. The deadline to sign up is January 18, and there is a workshop planned shortly after at WITC-Ashland.

Agenda Item 5B: Appointments

Ashland Housing Authority

Stewart Holman Term expires: January 9, 2024

Public Works Committee

Jackie Moore, Council Rep. Term expires: April, 2020

Beautification Council

Penny Rutyna Term expires: February 8, 2022

Kay Saari Term expires: February 8, 2022

David Siegler Term expires: February 8, 2022

Mary Zinnecker Term expires: February 8, 2022

Mettille moved, George seconded a motion to approve the Mayor's appointments. The motion carried unanimously by voice vote.

Agenda Item 6: Consent Agenda

Agenda Item 6A: Operator's Licenses

Greta A. Oliphant, Louise M. Strycharske, Mariah L. Hipsher

Agenda Item 6B: Miscellaneous Minutes

Agenda Item 6C: Planning and Development Report - December, 2018

Mettile moved, George seconded a motion to approve the Consent agenda. The motion carried unanimously by voice vote.

Agenda Item 7: Old Business

Agenda Item 7A: Approve to Create a Redevelopment Authority in the City of Ashland to Assist in Financing a New Ashland Police Department Facility

The purpose of this discussion was to receive approval from Council to proceed with plans to create a Redevelopment Authority in the City of Ashland pursuant to Wis. Statute 66.1333 to assist with the acquisition of a USDA loan to finance a new police facility.

At the last two Committee of the Whole meetings, the Council was provided information about a legally available tool: creation and collaboration with a Redevelopment Authority (RDA) to facilitate financing of the new facility through a USDA loan arrangement.

The advantage of using this approach was that a Redevelopment Authority would not be subject to the debt limit formulas affecting the tax levy as was the City. Creation of an independent Redevelopment Authority, initially to facilitate construction of a police facility, would also have the potential to enable other redevelopment projects in the future.

Listed below is an outline of the process for development using an RDA:

1. The first steps would be to authorize creation of the RDA, to create by-laws, and to appoint seven members interested in redevelopment to serve on the RDA.
2. Once the RDA is legally formed, the next step is for the RDA to make a finding that the proposed lot (former Brownfield site) for the APD is blighted based upon statutory guidelines. This may require a public hearing. The City Council would then also need to find by a 2/3 vote that the lot is blighted currently.
3. Once the lot is declared blighted, the City can then give authority to the RDA to pursue grants/loans through the USDA or other sources. The RDA is the applicant for these sources of funding.

4. The City of Ashland would enter into a binding agreement with the RDA that would protect the interest of both the City and the Redevelopment Authority and clearly spell out liability for each party. Under the proposed arrangement, the City would temporarily transfer ownership of the police facility site to the RDA. The PD building would be constructed using loan/grant proceeds received by the RDA in its name. The APD would lease the constructed facility from the RDA at an amount sufficient to service the debt and expenses on any loan on the property. Once the debt is satisfied, the property can be returned to City ownership. (The City followed a similar process a few years ago for the former Roffers site along Beaser Avenue, when the City temporarily transferred title of the land to the Housing Authority which enabled the Housing Authority to secure a grant for remediation cleanup from the EPA which the City of Ashland was not eligible to receive. Following the cleanup, title was transferred back to the City.)

The recommendation was to approve Resolution Authorizing Creation of a Redevelopment Authority.

The item was introduced by Councilor George. George moved, Moore seconded a motion to recess for 15 minutes to allow a tour of the current police facility. Ullman called point of order. The motion to recess failed 3-6 by voice vote; opposed were Ortman, Franek, Pufall, Ketring, Jackson and Ullman. Tochtermann abstained.

A lengthy discussion ensued. Finance Director Vaillancourt presented and explained four options for funding, as well as financial projections for each. Throughout discussion those recognized and approved to speak were Finance Director Julie Vaillancourt, Police Chief James Gregoire, and Citizens Eric Lindell and Donna Blazek.

Ketring moved to postpone this item to the next Council meeting on January 29, 2019; Ortman seconded the motion. The motion carried unanimously by voice vote.

Agenda Item 7B: Approve the 2019 Council and Committee of the Whole Calendar

As discussed at the December 11, 2018 Council meeting, the Mayor and Administrator asked for additional meeting dates within the final months of the year. One additional meeting has been added in November with plans to not hold a Committee of the Whole to allow for end of the year business to be discussed.

Also, Councilpersons requested additional dates for budget review and work sessions. A date in September has been added for possible review and/or discussion, but adding earlier dates will remain optional and to be determined.

The updated proposed Council Calendar for 2019 includes consideration of the following dates:

- Council meetings held second and last Tuesdays of the month, per ordinance unless otherwise noted
- Reorganizational meeting in April on the third Tuesday, per Wisconsin Statute
- One retreat in early May
- Budget work sessions tentatively scheduled in September and October

There are 22 Regular Council meeting dates noted on the 2019 Proposed Calendar, including the April 16, 2019 Reorganizational meeting and the November 19, 2019 Public Hearing meeting. It was recommended that Council approve the meeting calendar for 2019

Moore moved, Mettillie seconded a motion to approve the 2019 Council and Committee of the Whole Calendar. The motion carried unanimously by voice vote.

Agenda Item 8: New Business

Agenda Item 8A: Approve a Resolution to Set a Public Hearing Date for the Vacation of Undeveloped Public Right-of-Way Adjacent to Lots 14 through 16, and Lots 19 through 20, in Block 8 of Commercial Addition of the City of Ashland, Wisconsin

This was a postponement of a resolution previously approved by Common Council to hold the Public Hearing on January 8, 2019. Per Wisconsin state statutes, the City Council is required to set the public hearing date for all rights-of-way discontinuance/vacation with a resolution identifying the City's intention to discontinue the rights-of-way at least 40 days prior to the public hearing. The Plan Commission will review this item at their February 5, 2019 meeting and provide a recommendation for Council to consider along with any public comments received at the Common Council Public Hearing on February 26, 2019.

Mettillie moved, Jackson seconded a motion to approve a Resolution to set the public hearing date of February 26, 2019, for the vacation of undeveloped public right-of-way adjacent to Lots 14 through 16, and Lots 19 through 20, in Block 8 of Commercial Addition of the City of Ashland, Wisconsin. The motion carried unanimously by voice vote. **(File #17489)**

Agenda Item 8B: Approval of Agreement by and between the City of Ashland and the Town of Sanborn for Fire Protection and Emergency Medical Services

The City had been providing fire and ambulance (emergency medical) services to the City and several surrounding towns for some time. Currently, the City has contracts to provide firefighting services to the Towns of Gingles, Eileen, and Pilsen. The City is also contracted to provide ambulance services to the Towns of Gingles, Eileen, Pilsen, and White River. The City's contract with the Town of Sanborn expired on December 31, 2018.

Similar terms have been negotiated with the Town of Sanborn that are consistent with those established for those townships that have ten year agreements with the City: annual fee based on population served, and 1.5% fee increases from year to year.

The Town of Sanborn had approved the 2019 agreement with the City of Ashland to continue fire protection and emergency medical services through 2020. The City Administrator was recommending approval.

Franek moved, Moore seconded a motion to approve the agreement by and between the City of Ashland and Town of Sanborn for fire and emergency medical services, with the omission of item 7 under Article 11 as this no longer applies. The motion carried unanimously by voice vote.

Agenda Item 8C: Approve to Purchase an Indoor Playground from Soft Play, LLC for the Bretting Community Center Game Room

The Parks and Recreation Department was seeking approval from the City Council to approve the purchase of an indoor playground to be installed at the Bretting Community Center in the game room.

Two private donors, plus a generous donation from the Ashland Rotary Club, made this improvement to the BCC possible. Installation of the equipment was scheduled to take place the first week in February and a grand opening ceremony would be planned at the Community Play Day event on March 30, 2019, from 10:00 a.m. – 2:00 p.m. at the BCC.

Tochterman moved, Ullman seconded a motion to approve the purchase of an indoor playground from Soft Play, LLC for the Bretting Community Center Game Room at no purchasing cost to the City. The motion carried unanimously by roll call vote.

Agenda Item 8D: Approve to Accept a Grant from the US Army Corp of Engineers for the Ashland Ore Dock Redevelopment Project

The City of Ashland requested and had been awarded assistance from the US Army Corp of Engineers, Section 154 Funding, for Phase II: Upland Gateway/Main Gathering Area of the Ashland Ore Dock Redevelopment Project.

Phase II consisted of Stuntz Avenue being extended to US Highway 2/Lake Shore Drive East, and the complete reconstruction of Stuntz Avenue to accommodate the redevelopment of the land vacated by railroad. The reconstruction of Stuntz Avenue will require new water, sanitary and storm sewer services to new and existing homes and businesses. This phase will also include the creation of a new pedestrian infrastructure where native plantings and historical ore dock artifacts will be implemented, and a new restroom facility at the north end of Stuntz Avenue.

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City staff, with approval from the Ashland Ore Dock Charitable Trust, were working with SmithGroup on an additional task authorization for this phase of the project. The recommendation was for Council to accept the grant from the US Army Corp of Engineers for the Ashland Ore Dock Redevelopment Project.

Mettille moved, Tochtermann seconded a motion to accept the grant from the US Army Corp of Engineers for the Ashland Ore Dock Redevelopment Project contingent upon approval of the Ashland Ore Dock Charitable Trust. The motion carried unanimously by roll call vote.

Agenda Item 8E: Approve Gratis Lease Renewal for Habitat for Humanity

Habitat for Humanity requested to renew their lease for office space 309 on the third floor of the Vaughn building. The City donates this space on a year-to-year basis in support of Habitat for Humanity's efforts to broaden access to affordable housing and shelter. The retail value of this donation is \$2,472.

Pufall moved, Tochtermann seconded a motion to approve the gratis lease renewal for Habitat for Humanity. The motion carried 9-0 by voice vote; Ortman abstained.

Agenda Item 9: Adjournment

Mettille moved, Ketrang seconded a motion to adjourn. The motion carried unanimously by voice vote.

Respectfully Submitted,

Denise Oliphant
City Clerk

SUBJECT: Appointments

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: Mayor

CLEARANCES:

EXHIBITS: 1. Volunteer Forms

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

The Mayor is recommending approval of the appointments as follows:

Harbor Commission

Keith Igo, replacing Tom Grosjean Term expires: July 31, 2020

Gary Leino, replacing Paul Gierczic Term expires: July 31, 2020

Beautification Council

Jeanne Spruell, replacing Carol Feldmeier Term expires: February 15, 2020

Board of Zoning Appeals

David Siegler, Second Alternate, replacing Carl Doersch Term expires: July 10, 2021

OFFER TO VOLUNTEER FORM

Mayor Debra Lewis, City of Ashland, 601 Main Street West, Ashland, WI 54806
Phone: 715-682-7071 Fax: 715-682-7048 dlewis@coawi.org

I would like to be considered a nominee for the following Committee or Committees:

Harbor Commision

Brief statement of education and training:

High School grad. WITC - auto mechanic grad.
Licensed Boat Captain Licensed Water/Waste water oper.

Biography:

(Need a sense of who you are as an individual. Examples: general background, work history, life experiences, volunteer activities, special interests, special skills, hobbies, personality, people skills, etc.)

Retired City of Ashland. Worked for Envirocon
3 years (SuperFund site) Travelling, scuba diving.
Mechanical. Construction background. Love
boats & the water. Great ability to maintain a
conversation with people.

Individual References or Referred by (include phone #):

Scott Stegman
Randy Harvey

Contact Information:	<u>Keith Igo</u>	<u>Home 715-682-8355</u>
	Name (Print)	<u>cell-209-7391</u>
		Phone Number
	<u>4301 Summit west Ashland</u>	
	Address	
	<u>Keith.C.Igo@gmail.com</u>	<u>1-20-2019</u>
	Email:	Date

OFFER TO VOLUNTEER FORM

Mayor Debra Lewis, City of Ashland, 601 Main Street West, Ashland, WI 54806
Phone: 715-682-7071 Fax: 715-682-7048 dlewis@coawi.org

I would like to be considered a nominee for the following Committee or Committees:

Ashland Harbor Commision

Brief statement of education and training:

Graduated from Washburn High School

B.S. in Rural Sociology, University of Wisconsin-Madison

Biography:

(Need a sense of who you are as an individual. Examples: general background, work history, life experiences, volunteer activities, special interests, special skills, hobbies, personality, people skills, etc.)

My wife Bonnie and I moved to Ashland after retirement. I worked for 37 years at Highline Corporation in Hurley, WI, working with people with mental health and developmental disabilities. I retired as CEO of the company.

I have served on planning committees for a regional hospital Consortium, WITC and the Hurley School District.

Individual References or Referred by (include phone #):

I served as secretary of the Iron County Resource Development Association for many years.

My interests include boating and fishing, giving me a special interest in the future development of the Ashland Harbor

I was contacted by Mayor Debra Lewis

Contact Information:

Name (Print)

Phone Number

Gary Leino

715-292-1142

Address

2601 Junction Rd, Ashland, WI 54806

Email:

Date

glleino@yahoo.com

1-22-19

OFFER TO VOLUNTEER FORM

Mayor Debra Lewis, City of Ashland, 601 Main Street West, Ashland, WI 54806
Phone: 715-682-7071 Fax: 715-682-7048 dlewis@coawi.org

I would like to be considered a nominee for the following Committee or Committees:

Beautification Council

Brief statement of education and training:

Grand parents and father helped me learn how to
garden, but most I learned by trial and error.
Master gardener training, conferences, books, & friends
Biography:

(Need a sense of who you are as an individual. Examples: general background, work history, life experiences, volunteer activities, special interests, special skills, hobbies, personality, people skills, etc.)

Daycare provider for more years than I can count.
I find my comfort and strength in my garden.
It is my favorite place to be, especially if
my family and friends can join me there.
I have volunteered as a Cubmaster and Den →

Individual References or Referred by (include phone #):

Mary Zinnecker 715-292-9642

Wendy Hudach 715-292-4975

Jessica Clark 715-292-1457

Contact Information:	<u>Jeanne Spruell</u>	<u>715-292-9642</u>
	Name (Print)	Phone Number
	<u>1104 3rd ave E - Ashland</u>	
	Address	
	<u>jeannedgardengranma.com</u>	<u>8/14/18</u>
	Email:	Date

OFFER TO VOLUNTEER FORM

Mayor Debra Lewis, City of Ashland, 601 Main Street West, Ashland, WI 54806
Phone: 715-682-7071 Fax: 715-682-7048 dlewis@coawi.org

I would like to be considered a nominee for the following Committee or Committees:

Beautification Committee

Brief statement of education and training:

B.A., Antioch College; JD, University of Wisconsin

Biography:

(Need a sense of who you are as an individual. Examples: general background, work history, life experiences, volunteer activities, special interests, special skills, hobbies, personality, people skills, etc.)

I recently retired from private law practice and now
work 1 day/week as Family Court Commissioner. The rest
of the time I like to be outside as much as possible,
often biking or in the garden. Soon I'll need to
supplement home garden projects. And, my office
building downtown received one of Ashland's First Beauty
Individual References or Referred by (include phone #): Spot awards!
715-682-4774
Sue MacKenzie Smith } friends and neighbors who can
Deb Lewis 715-682-7071 } attest that I should be kept
busy and off the streets.

Contact Information: David Siegler
Name (Print)

715-209-5701
Phone Number

700 Chapple Av
Address

david.siegler1@gmail.com
Email:

7/25/18
Date

SUBJECT: Vaughn Library Board Meeting Minutes

RECOMMENDATION: Approve

DEPARTMENT OF ORIGIN: City Clerk

CLEARANCES: Vaughn Library Board

EXHIBITS:

1. Vaughn Library Board Meeting approved minutes Nov. 8, 2018
2. Vaughn Library Board Meeting approved minutes Dec. 13, 2018

EXPENDITURES REQUIRED:

AMOUNT BUDGETED:

APPROPRIATION REQUIRED:

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51:

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD:

SUMMARY STATEMENT:

VPL Board Meeting November 8, 2018 Approved

Present were Mary Asbach, Clarence Campbell, Dinny Bolka, Janna Levings, Michelle Jardine, Sarah Adams, Jim Crandall, Jackie Moore and Bella the library dog

Meeting called to order - 5:34

Approval of agenda - Motion to approve agenda made by Dinny and seconded by Mary. Passed.

Approval of minutes - Motion made by Clarence and seconded by Jackie. Passed.

Public participation - no participants.

New Business - Policy Review - Mission Statement and goals and discussion. Will finalize in December.

Continuing Business - Cedar Corp. Task Order - November 19th will do structural analysis. Communication and Community Engagement Position - will be posted.

Director's report

Adjourn 6:40.

VPL Board Meeting December 13, 2018 Approved

Present were Mary Asbach, Clarence Campbell, Dinny Bolka, Janna Levings, Michelle Jardine, Sarah Adams, Jim Crandall,

Meeting called to order - 5:34

Approval of agenda - Motion to approve agenda made by Clarence and seconded by Mary. Passed.

Approval of Nov. 8th minutes - Motion made by Michelle and seconded by Jim. Passed.

Public participation - no participants.

New Business – Gales Courses – interactive classes offered through NWLS. Free to library card holders, Grant funded. 9 people presently taking classes.

Cedar Corp. will provide more information about the building assessment they did probably at January meeting.

New library position – Communication and Community Engagement Position – number of applications – will be interviewing for position next week.

Discussion of Policy Review

Director's report

Adjourn 6:30.

SUBJECT: Operators' Licenses

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: City Clerk

CLEARANCES: Police Department

EXHIBITS:

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51: Section 51.26 (b) of Chapter 51, Ashland City Ordinances, (Council Rules) permit the Mayor and/or Clerk to schedule items directly for Council action when a timely decision is needed by the City. The City Clerk has chosen to direct this item directly to Council pursuant to the authority granted to her in Chapter 51, Ashland City Ordinances.

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

The following individuals have applied for an operator's license:

Casey S Lind

Kristen A Ramme

Trista C Paetow

Hal P Welch

Charles T Potvin

Cory A Sutarik

SUBJECT: Creation of a Redevelopment Authority in the City of Ashland to Assist in Financing the Ashland Police Department Facility (*Roll*)

RECOMMENDATION: Motion to Authorize a Resolution to Create a Redevelopment Authority in the City of Ashland

DEPARTMENT OF ORIGIN: Mayor

CLEARANCES: City Administrator, Mayor, Police Chief, Finance Director

EXHIBITS:

1. Proposed Resolution
2. WI Statute 66.1333
3. Timeline of Police Facility Process
4. Resolution 17420

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE:

COMPLIANCE WITH ORDINANCE 51:

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD:

SUMMARY STATEMENT:

This is a continuation of discussion that began on 11/13/18. The purpose of this discussion is receive approval from Council to proceed with plans to create a Redevelopment Authority in the City of Ashland pursuant to Wis. Statute 66.1333 to assist with the acquisition of a USDA loan to finance a new police facility.

At two Committee of the Whole meetings on 11/13/18 and 12/11/18, the Council was provided information about a legally available tool: creation and collaboration with a Redevelopment Authority (RDA) to facilitate financing of the new facility through a USDA loan arrangement.

The advantage of using this approach is that a Redevelopment Authority would not be subject to the debt limit formulas affecting the tax levy as is the City. Creation of an independent Redevelopment Authority, initially to facilitate construction of a police facility, would also have the potential to enable other redevelopment projects in the future.

Listed below is an outline of the process for development using an RDA:

1. The first steps would be to authorize creation of the RDA, to create by-laws, and to appoint seven members interested in redevelopment to serve on the RDA.

1. Once the RDA is legally formed, the next step is for the RDA to make a finding that the proposed lot (former Brownfield site) for the APD is blighted based upon statutory guidelines. This may require a public hearing. The City Council would then also need to find by a 2/3 vote that the lot is blighted currently.

1. Once the lot is declared blighted, the City can then give authority to the RDA to pursue grants/loans through the USDA or other sources. The RDA is the applicant for these sources of funding.

1. The City of Ashland would enter into a binding agreement with the RDA that would protect the interest of both the City and the Redevelopment Authority and clearly spell out liability for each party. Under the proposed arrangement, the City would temporarily transfer ownership of the police facility site to the RDA. The PD building would be constructed using loan/grant proceeds received by the RDA in its name. The APD would lease the constructed facility from the RDA at an amount sufficient to service the debt and expenses on any loan on the property. Once the debt is satisfied, the property can be returned to City ownership. (The City followed a similar process a few years ago for the former Roffers site along Beaser Avenue, when the City temporarily transferred title of the land to the Housing Authority which enabled the Housing Authority to secure a grant for remediation cleanup from the EPA which the City of Ashland was not eligible to receive. Following the cleanup, title was transferred back to the City.)

At the January 8, 2019 Council meeting, the item was introduced by Councilor George. George moved, Moore seconded a motion to recess for 15 minutes to allow a tour of the current police facility. The motion to recess failed 3-6 by voice vote; opposed were Ortman, Franek, Pufall, Ketring, Jackson and Ullman. Tochterman abstained.

A lengthy discussion ensued. Finance Director Vaillancourt presented and explained four options for funding, as well as financial projections for each.

Ketring moved to postpone this item to the next Council meeting on January 29, 2019; Ortman seconded the motion. The motion carried unanimously by voice vote.

Recommendation is to approve Resolution Authorizing Creation of a Redevelopment Authority.

COMMON COUNCIL
OF THE
CITY OF ASHLAND, WISCONSIN

Resolution No. _____

RESOLUTION CREATING THE REDEVELOPMENT AUTHORITY
OF THE CITY OF ASHLAND, WISCONSIN

WHEREAS, the City of Ashland, Wisconsin (the "City") is a municipal corporation organized and existing under and pursuant to the laws of the State of Wisconsin and is authorized by Section 66.1333, Wisconsin Statutes (the "Redevelopment Authority Law"), by proper resolution of the Common Council, to declare that there is a need in the City for a redevelopment authority which, upon the making of certain findings and declarations by this Common Council, shall be a public body corporate and politic authorized to transact business and exercise any and all powers, duties and functions set out in Section 66.1333, Wisconsin Statutes for redevelopment authorities; and

WHEREAS, it is the finding, determination and declaration of this Common Council that there exists within the City a need for blight elimination, slum clearance and urban renewal programs and projects; and

WHEREAS, it is the finding, determination and declaration of this Common Council that the City would derive public benefits from the creation of a redevelopment authority and the exercise by the redevelopment authority of its powers under the Redevelopment Authority Law, including by way of illustration but not limitation, the following public benefits: the elimination or prevention of substandard, deteriorated, unsanitary, and blighted areas; the provision and retention of gainful employment opportunities for the citizens of the City; an increase in the City's tax base; and the stimulation of the flow of investment capital into the City with resultant beneficial effects upon the economy in the City; and

WHEREAS, it is the finding, determination and declaration of this Common Council that the public interest will be served if the City were to create a redevelopment authority in the City.

NOW, THEREFORE, BE IT RESOLVED:

1. On the basis of the findings and determinations herein recited, this Common Council declares that there is a need for and does hereby create a redevelopment authority in the City, to be known as the "Redevelopment Authority of the City of Ashland, Wisconsin" (the "Authority"), authorized to transact business and exercise any and all powers granted to a redevelopment authority under the Redevelopment Authority Law as amended from time to time.

2. This Resolution shall be effective immediately upon its passage and approval. Upon such approval, the City Clerk shall promptly notify the Mayor of the adoption of this Resolution by delivering a certified copy hereof to him or her, and the Mayor shall, with the confirmation of a four-fifths vote of this Common Council, appoint seven (7) qualified resident persons to serve as commissioners of the Authority for the staggered initial terms provided in Section 66.1333(3)(b) of the Wisconsin Statutes. One commissioner shall be a member of this Common Council and no more than 2 commissioners shall be officers of the City.

3. This Common Council hereby approves the Bylaws of the Authority in the form attached hereto as Exhibit A.

Adopted and approved this ____ day of _____, 20__

(SEAL)

Mayor

City Clerk

EXHIBIT A

Bylaws of the Authority

(See Attached)

**BYLAWS OF THE
REDEVELOPMENT AUTHORITY OF THE
_____ OF _____, WISCONSIN**

Adopted _____, _____

Effective _____, _____

**ARTICLE I
THE AUTHORITY**

Section 1. Name of Authority. The name of the Authority shall be Redevelopment Authority of the _____ of _____, Wisconsin.

Section 2. Seal of Authority. The Authority shall have no seal.

Section 3. Offices of the Authority. The principal offices of the Authority shall be at _____, _____, Wisconsin. In addition, the Authority may from time to time have offices at such other place or places as it deems necessary. The location of the Authority's principal offices may be changed by appropriate resolution of the Authority.

**ARTICLE II
OFFICERS**

Section 1. Officers. The officers of the Authority shall be a Chairperson, a Vice-Chairperson and a Secretary (who shall be Executive Director) who shall be elected or appointed as hereinafter set forth:

Section 2. Chairperson. The Chairperson shall preside at all meetings of the Authority. The Chairperson and Executive Director are authorized to execute on behalf of the Authority all contracts, deeds, notes and other forms of obligations or instruments when duly authorized by the Commissioners of the Authority to do so. At each meeting the Chairperson shall submit such recommendations and information as the Chairperson may consider proper concerning the business, affairs, and policies of the Authority.

Section 3. Vice-Chairperson. The Vice-Chairperson shall perform the duties of the Chairperson in the absence or incapacity of the Chairperson, and in case of the resignation or death of Chairperson, the Vice-Chairperson shall perform such duties as are imposed on the Chairperson until such time as the Authority shall appoint a new Chairperson.

Section 4. Secretary. The Secretary shall keep the records of the Authority, shall act as Secretary of the meetings of the Authority and record all votes, and shall keep a record of the proceedings of the Authority in a journal of proceedings to be kept for such purpose, and shall perform all duties incident to the office. [The Secretary shall keep in safe custody the seal, if any, of the Authority and shall have power to affix such seal to all contracts and instruments authorized to be executed by the Authority.]

The Secretary shall have the care and custody of all funds of the Authority and shall deposit the same in the name of the Authority in such bank or banks as the Authority may select. The Secretary shall sign all orders and checks for the payment of money and shall pay out and disburse such monies under the direction of the Authority. Except as otherwise authorized by resolution of the Authority, all such orders and checks shall be countersigned by the Chairperson. The Secretary shall keep regular books or accounts showing receipts and expenditures and shall render to the Authority, at least quarterly (or oftener when requested), an account of the Authority's transactions and also of the financial condition of the Authority. The Secretary shall give such bond for the faithful performance of the Secretary's duties as the Authority may determine.

Section 5. Executive Director. The Executive Director shall serve as Secretary to the Authority and shall be the chief administrative officer of the Authority and shall direct, manage and supervise the Authority's administrative operation and technical activities in accordance with and subject to the direction of the Authority. The Executive Director shall be compensated for administrative time on behalf of the Authority at a rate of \$_____ per hour.

Section 6. Deputy Executive Director. The Deputy Executive Director shall serve as the Deputy Secretary to the Authority and shall perform the duties of the Executive Director and Secretary in the Executive Director's absence.

Section 7. Additional Duties. The officers of the Authority shall perform such other duties and functions as may from time-to-time be required by the Authority or by the bylaws or rules and regulations of the Authority.

Section 8. Election or Appointment. The Chairperson and Vice-Chairperson shall be elected from among the Commissioners of the Authority immediately following adoption of these bylaws and thereafter at the first regular or special meeting of the Authority held in the month of [] in each calendar year and shall hold office until the next succeeding first day of [], or until their successors are elected and qualified.

The Executive Director and Deputy Executive Director shall be appointed by the Authority. Any persons appointed to fill the office of Executive Director or Deputy Executive Director, or any vacancy therein, shall have such term as the Authority fixes.

Section 9. Vacancies. Should the offices of Chairperson or Vice-Chairperson become vacant, the Authority shall elect a successor from its membership at the next regular meeting, and such election shall be for the unexpired term of said office. When the office of Secretary becomes vacant, the Authority shall appoint a successor, as aforesaid.

ARTICLE III MEETINGS

Section 1. Meetings. The Chairperson of the Authority may call all meetings when he/she deems it expedient. All regular and special meetings of the Authority shall be held at _____, _____, Wisconsin, or in such other public place as the Authority deems appropriate and is physically accessible to persons with disabilities. All regular and special meetings, hearings, records and accounts of the Authority shall be open to the public and in compliance with the ordinances of the _____ of _____, Wisconsin. All members of the Authority Board shall be paid a per diem of \$ [] per meeting.

Section 2. Special Meetings. The Chairperson of the Authority shall call a special meeting upon the request of two members of the Authority or the Chairperson for the purpose of transacting any business designated in the call. The call for a special meeting may be delivered to each member of the Authority or may be mailed to the business or home address of each member of the Authority at least two days prior to the date of such special meeting. At such special meeting, no business shall be considered other than as designated in the call.

Section 3. Order of Business - Agenda. The Secretary shall prepare an agenda for each meeting. The order of business shall generally be as follows:

- I. ROLL CALL - (RECOGNITION OF GUESTS OPTIONAL)
- II. APPROVAL OF MINUTES
- III. COMMUNICATIONS AND PUBLIC APPEARANCES
- IV. ROUTINE BUSINESS
- V. DETAILED BUSINESS
- VI. BUSINESS BY THE COMMISSIONERS
- VII. SECRETARY'S REPORT

Section 4. Motions. The name of the maker of the motion and the second to the motion shall be duly recorded in the minutes of the meeting.

Section 5. Voting. The voting on all questions coming before the Authority shall be by a roll call vote.

Section 6. Parliamentary Procedure. The parliamentary procedure in Authority meetings shall be governed by Roberts Rules of Order.

ARTICLE IV SUBCOMMITTEES

Section 1. Subcommittees. The Authority may establish standing subcommittees of the Authority which shall make recommendations to the Authority on matters referred to the subcommittees by the Authority.

Section 2. Appointments. Appointments to any standing subcommittee shall be made by the Chairperson of the Authority at the first regular or special meeting of the Authority held in the month of [] in each calendar year. The Chairperson of the Authority shall designate the Chairperson of each of the standing subcommittees at the time of appointment. Standing subcommittee members shall hold office until the next succeeding first day of []; or until their successors are appointed.

Section 3. Other Subcommittees. The Authority may establish other subcommittees as may be required from time to time. Appointments to additional subcommittees shall be made by the Chairperson of the Authority and shall have such term of office as the Authority fixes.

ARTICLE V AMENDMENTS

Section 1. Amendments to Bylaws. The bylaws of the Authority may be amended after an amendment has been introduced at any regular meeting or special meeting and referred to the next regular special meeting. Adoption of an amendment shall be by a two-thirds vote of the members of the Authority, provided, however that the Common Council must also approve any amendment by 2/3 vote.

ARTICLE VI MISCELLANEOUS

Section 1. Suspension of Rules. The Authority by unanimous vote may suspend any of its rules or bylaws except as otherwise provided under the ordinances of the _____ of _____, Wisconsin or other applicable state or local law.

66.1333 Blight elimination and slum clearance.

- (1) SHORT TITLE. This section shall be known and may be cited as the "Blight Elimination and Slum Clearance Act".
- (2) FINDINGS. In addition to the findings and declarations made in ss. [66.1331 \(2\)](#) and [66.1337](#), it is found and declared that the existence of substandard, deteriorated, slum and blighted areas and blighted properties is a matter of statewide concern. It is the policy of this state to protect and promote the health, safety, morals and general welfare of the people of the state in which these areas and blighted properties exist by the elimination and prevention of these areas and blighted properties through the utilization of all means appropriate for that purpose, thereby encouraging well-planned, integrated, stable, safe and healthful neighborhoods, the provision of healthful homes, a decent living environment and adequate places for employment of the people of this state and its communities in these areas and blighted properties. The purposes of this section are to provide for the elimination and prevention of substandard, deteriorated, slum and blighted areas and blighted properties through redevelopment and other activities by state-created agencies and the utilization of all other available public and private agencies and resources. State agencies are necessary in order to carry out in the most effective and efficient manner the state's policy and declared purposes for the prevention and elimination of substandard, deteriorated, slum and blighted areas and blighted properties. State agencies shall be available in all the cities in the state to be known as the redevelopment authorities of the particular cities and carry out and effectuate the provisions of this section when the local legislative bodies of the cities determine there is a need for them to carry out within their cities the powers and purposes of this section. Assistance which may be given by cities or any other public bodies under this section is a public use and purpose for which public money may be expended. The necessity in the public interest for the provisions of this section is declared a matter of legislative determination. Nothing in this subsection contravenes, repeals or rescinds the finding or declaration of necessity before the recreation of this subsection on June 1, 1958.
- (2m) DEFINITIONS. In this section, unless the context clearly indicates otherwise:
- (a) "Abandoned highway corridor" means land in any city designated by the department of transportation for use as part of an expressway or a freeway, which is no longer designated by the department for that purpose.
- (am) "Arts incubator" has the meaning given in s. [41.60 \(1\) \(a\)](#).
- (ar) "Authority" means a redevelopment authority.
- (b) "Blighted area" means any of the following:
1. An area, including a slum area, in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare.
 2. An area which by reason of the presence of a substantial number of substandard, slum, deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of a city, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present condition and use.
 3. An area which is predominantly open and which because of obsolete platting, diversity of ownership, deterioration of structures or of site improvements, or otherwise, substantially impairs or arrests the sound growth of the community.

- (bm)** “Blighted property” means any property within a city, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provisions for ventilation, light, air or sanitation, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime, and is detrimental to the public health, safety, morals or welfare, or any property which by reason of faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair market value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of a city, retards the provisions of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use, or any property which is predominantly open and which because of obsolete platting, diversity of ownership, deterioration of structures or of site improvements, or otherwise, substantially impairs or arrests the sound growth of the community.
- (c)** “Blight elimination, slum clearance and urban renewal program,” “blight elimination and urban renewal program,” “redevelopment, slum clearance or urban renewal program,” “redevelopment or urban renewal program,” and “redevelopment program,” mean undertakings and activities for the elimination and for the prevention of the development or spread of blighted areas.
- (d)** “Blight elimination, slum clearance and urban renewal project,” “redevelopment and urban renewal project,” “redevelopment or urban renewal project,” “redevelopment project,” “urban renewal project,” and “project” mean undertakings and activities in a project area for the elimination and for the prevention of the development or spread of slums and blight, and may involve clearance and redevelopment in a project area, or rehabilitation or conservation in a project area, or any combination or part of the undertakings and activities in accordance with a “redevelopment plan,” “urban renewal plan,” “redevelopment or urban renewal plan,” “project area plan,” or “redevelopment and urban renewal plan,” either one of which means the redevelopment plan of the project area prepared and approved as provided in sub. (6). These undertakings and activities include all of the following:
1. Acquisition of all or a portion of a blighted area.
 2. Demolition and removal of buildings and improvements.
 3. Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out in the project area the objectives of this section in accordance with the redevelopment plan.
 4. Disposition of any property acquired in the project area, including sale, initial leasing or retention by the authority itself, at its fair value for uses in accordance with the redevelopment plan.
 5. Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the redevelopment plan.
 6. Acquisition of any other real property in the project area where necessary to eliminate unhealthful, insanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities.
 7. Studying the feasibility of and initial design for an arts incubator, developing and operating an arts incubator, and applying for a grant or loan under s. [41.60](#) in connection with an arts incubator.
 8. Studying the feasibility of an initial design for a technology-based incubator and developing and operating a technology-based incubator.
- (e)** “Bonds” means any bonds, including refunding bonds; notes; interim certificates; certificates of indebtedness; debentures; or other obligations.

- (g) "Local legislative body" means the board of alderpersons, common council, council, commission or other board or body vested by the charter of the city or other law with jurisdiction to enact ordinances or local laws.
- (h) "Project area" means a blighted area which the local legislative body declares to be in need of a blight elimination, slum clearance and urban renewal project.
- (i) "Public body" means the state or any city, county, town, village, town board, commission, authority, district, or any other subdivision or public body of the state.
- (j) "Real property" includes all lands, together with improvements and fixtures, and property of any nature appurtenant to the lands, or used in connection with the lands, and every estate, interest, right and use, legal or equitable, in the lands, including terms for years and liens by way of judgment, mortgage or otherwise.
- (t) "Technology-based incubator" means a facility that provides a new or expanding technically-oriented business with all of the following:
 1. Office and laboratory space.
 2. Shared clerical and other support service.
 3. Managerial and technical assistance.

66.1333(3) (3) REDEVELOPMENT AUTHORITY.

- (a)
 1. It is found and declared that a redevelopment authority, functioning within a city in which there exists blighted areas, constitutes a more effective and efficient means for preventing and eliminating blighted areas in the city and preventing the recurrence of blighted areas. Therefore, there is created in every city with a blighted area a redevelopment authority, to be known as the "redevelopment authority of the city of". An authority is created for the purpose of carrying out blight elimination, slum clearance, and urban renewal programs and projects as set forth in this section, together with all powers necessary or incidental to effect adequate and comprehensive blight elimination, slum clearance and urban renewal programs and projects.
 2. An authority may transact business and exercise any of the powers granted to it in this section following the adoption by the local legislative body of a resolution declaring in substance that there exists within the city a need for blight elimination, slum clearance and urban renewal programs and projects.
 3. Upon the adoption of the resolution by the local legislative body by a two-thirds vote of its members present, a certified copy of the resolution shall be transmitted to the mayor or other head of the city government. Upon receiving the certified copy of the resolution, the mayor or other head of the city government shall, with the confirmation of four-fifths of the local legislative body, appoint 7 residents of the city as commissioners of the authority.
 4. The powers of the authority are vested in the commissioners.
 5. In making appointments of commissioners, the appointing power shall give due consideration to the general interest of the appointee in a redevelopment, slum clearance or urban renewal program and shall, insofar as is possible, designate representatives from the general public, labor, industry, finance or business group, and civic organizations. Appointees shall have sufficient ability and experience in related fields, especially in the fields of finance and management, to assure efficiency in the redevelopment program, its planning and direction. One of the 7 commissioners shall be a member of the local legislative body. No more than 2 of the commissioners may be officers of the city in which the authority is created.
 6. Commissioners shall receive their actual and necessary expenses, including local traveling expenses incurred in the discharge of their duties.
- (b) The commissioners who are first appointed shall be designated by the appointing power to serve for the following terms: 2 for one year, 2 for 2 years, one for 3 years, one for 4 years, and one for 5 years, from the date of their appointment. After the first appointments, the term of office is 5 years. A commissioner

holds office until a successor is appointed and qualified. Removal of a commissioner is governed by s. [66.1201](#). Vacancies and new appointments are filled in the manner provided in par. [\(a\)](#).

(c) The filing of a certified copy of the resolution adopted under par. [\(a\)](#) with the city clerk is prima facie evidence of the authority's right to proceed, and the resolution is not subject to challenge because of any technicality. In any suit, action or proceeding commenced against the authority, a certified copy of the resolution is conclusive evidence that the authority is established and authorized to transact business and exercise its powers under this section.

(d) Following the adoption of a resolution, under par. [\(a\)](#), a city is precluded from exercising the powers provided in s. [66.1331 \(4\)](#), and the authority may proceed to carry on the blight elimination, slum clearance and urban renewal projects in the city, except that the city is not precluded from applying, accepting and contracting for federal grants, advances and loans under the housing and community development act of 1974 (P.L. [93-383](#)).

(e)

1. An authority has no power in connection with any public housing project.

2. Persons otherwise entitled to any right, benefit, facility, or privilege under this section may not be denied the right, benefit, facility, or privilege in any manner for any purpose nor be discriminated against because of sex, race, color, creed, sexual orientation, status as a victim of domestic abuse, sexual assault, or stalking, as defined in s. [106.50 \(1m\) \(u\)](#), or national origin.

(f) An authority is an independent, separate and distinct public body and a body corporate and politic, exercising public powers determined to be necessary by the state to protect and promote the health, safety and morals of its residents, and may take title to real and personal property in its own name. The authority may proceed with the acquisition of property by eminent domain under ch. [32](#), or any other law relating specifically to eminent domain procedures of redevelopment authorities.

(g) An authority may employ personnel as required to perform its duties and responsibilities under civil service. The authority may appoint an executive director whose qualifications are determined by the authority. The director shall act as secretary of the authority and has the duties, powers and responsibilities delegated by the authority. All of the employees, including the director of the authority, may participate in the same pension system, health and life insurance programs and deferred compensation programs provided for city employees and are eligible for any other benefits provided to city employees.

(5) POWERS OF REDEVELOPMENT AUTHORITIES.

(a) An authority may exercise all powers necessary or incidental to carry out and effectuate the purposes of this section, including the power to do all of the following:

1. Prepare redevelopment plans and urban renewal plans and undertake and carry out redevelopment and urban renewal projects within the corporate limits of the city in which it functions.

2. Enter into any contracts determined by the authority to be necessary to effectuate the purposes of this section. All contracts, other than those for personal or professional services, in excess of \$25,000 are subject to bid and shall be awarded to the lowest qualified and competent bidder. The authority may reject any bid required under this paragraph. The authority shall advertise for bids by a class 2 notice, under ch. [985](#), published in the city in which the project is to be developed. If the estimated cost of a contract, other than a contract for personal or professional services, is between \$3,000 and \$25,000, the authority shall give a class 2 notice, under ch. [985](#), of the proposed work before the contract is entered into.

3. Within the boundaries of the city, acquire by purchase, lease, eminent domain, or otherwise, any real or personal property or any interest in the property, together with any improvements on the property, necessary or incidental to a redevelopment or urban renewal project; hold, improve, clear or prepare for redevelopment or urban renewal any of the property; sell, lease, subdivide, retain or make available the property for the city's use; mortgage or otherwise encumber or dispose of any of the property or any interest in the property; enter into contracts with redevelopers of property containing covenants, restrictions and conditions regarding the use of the property in accordance with a redevelopment or urban

renewal plan, and other covenants, restrictions and conditions that the authority considers necessary to prevent a recurrence of blighted areas or to effectuate the purposes of this section; make any restrictions, conditions or covenants running with the land and provide appropriate remedies for their breach; arrange or contract for the furnishing of services, privileges, works or facilities for, or in connection with a project; temporarily operate and maintain real property acquired by it in a project area for or in connection with a project pending the disposition of the property for uses and purposes that may be deemed desirable even though not in conformity with the redevelopment plan for the area; within the boundaries of the city, enter into any building or property in any project area in order to make inspections, surveys, appraisals, soundings or test borings, and obtain a court order for this purpose if entry is denied or resisted; own and hold property and insure or provide for the insurance of any real or personal property or any of its operations against any risks or hazards, including paying premiums on any insurance; invest any project funds held in reserves or sinking funds or the funds not required for immediate disbursement in property or securities in which savings banks may legally invest funds subject to their control; redeem its bonds issued under this section at the redemption price established in the bonds or purchase the bonds at less than redemption price, all bonds so redeemed or purchased to be canceled; develop, test and report methods and techniques, and carry out demonstrations and other activities, for the prevention and elimination of slums and blight; and disseminate blight elimination, slum clearance and urban renewal information.

4.

- a.** Borrow money and issue bonds; execute notes, debentures, and other forms of indebtedness; apply for and accept advances, loans, grants, contributions, and any other form of financial assistance from the city in which it functions, from the federal government, the state, county, or other public body, or from any sources, public or private for the purposes of this section, and give such security as may be required and enter into and carry out contracts or agreements in connection with the security; and include in any contract for financial assistance with the federal government for or with respect to blight elimination and slum clearance and urban renewal such conditions imposed pursuant to federal laws as the authority considers reasonable and appropriate and that are not inconsistent with the purposes of this section.
- b.** Any debt or obligation of the authority is not the debt or obligation of the city, county, state or any other governmental authority other than the redevelopment authority itself.
- c.** Issue bonds to finance its activities under this section, including the payment of principal and interest upon any advances for surveys and plans, and issue refunding bonds for the payment or retirement of bonds previously issued by it. Bonds shall be made payable, as to both principal and interest, solely from the income, proceeds, revenues, and funds of the authority derived from or held in connection with its undertaking and carrying out of projects or activities under this section. Payment of the bonds, both as to principal and interest, may be further secured by a pledge of any loan, grant or contribution from the federal government or other source, in aid of any projects or activities of the authority under this section, and by a mortgage of all or a part of the projects or activities. Bonds issued under this section are not an indebtedness within the meaning of any constitutional or statutory debt limitation or restriction of the state, city or of any public body other than the authority issuing the bonds, and are not subject to any other law or charter relating to the authorization, issuance or sale of bonds. Bonds issued under this section are declared to be issued for an essential public and governmental purpose and, together with interest and income, are exempt from all taxes. Bonds issued under this section shall be authorized by resolution of the authority, may be issued in one or more series and shall bear a date, be payable upon demand or mature at a time, bear interest at a rate, be in a denomination, be in a form either with or without coupon or registered, carry conversion or registration privileges, have rank or priority, be payable in a medium of payment, at a place, and be subject to terms of redemption, with or without premium, be secured in a manner, and have other characteristics, as provided by the resolution, trust indenture or mortgage issued pursuant to the transaction. Bonds issued under this section shall be executed as provided in s. [67.08 \(1\)](#) and may be registered under s. [67.09](#). The bonds may be sold or exchanged at public sale or by private negotiation with bond underwriters as the authority provides. The bonds may be sold or

exchanged at any price that the authority determines. If sold or exchanged at public sale, the sale shall be held after a class 2 notice, under ch. [985](#), published before the sale in a newspaper having general circulation in the city and in any other medium of publication that the authority determines. Bonds may be sold to the federal government at private sale, without publication of any notice, at not less than par, and, if less than all of the authorized principal amount of the bonds is sold to the federal government, the balance may be sold at private sale at not less than par at an interest cost to the authority that does not exceed the interest cost to the authority of the portion of the bonds sold to the federal government. Any provision of law to the contrary notwithstanding, any bonds issued under this section are fully negotiable. In any suit, action or proceeding involving the validity or enforceability of any bond issued under this section or the security for any bond, any bond reciting in substance that it has been issued by the authority in connection with a project or activity under this section is deemed to have been issued for that purpose and the project or activity is deemed to have been planned, located and carried out in accordance with this section.

5. Establish a procedure for preservation of the records of the authority by the use of microfilm, another reproductive device, optical imaging, or electronic formatting, if authorized under s. [19.21 \(4\) \(c\)](#). The procedure shall assure that copies of the records that are open to public inspection continue to be available to members of the public requesting them. A photographic reproduction of a record or copy of a record generated from optical disc or electronic storage is deemed the same as an original record for all purposes if it meets the applicable standards established in ss. [16.61](#) and [16.612](#).
6. Authorize the chairperson of the authority or the vice chairperson in the absence of the chairperson, selected by vote of the commissioners, and the executive director or the assistant director in the absence of the executive director to execute on behalf of the authority all contracts, notes and other forms of obligation when authorized by at least 4 of the commissioners of the authority to do so.
7. Commence actions in its own name. The authority shall be sued in the name of the authority. The authority shall have an official seal.
8. Exercise other powers that may be required or necessary to effectuate the purposes of this section.
9. Exercise any powers of a housing authority under s. [66.1201](#) if done in concert with a housing authority under a contract under s. [66.0301](#).

TIMELINE OF POLICE FACILITY PROCESS

2004: City of Ashland's [Comprehensive Plan](#) (2004 – 2014): The Making of an Exceptional City, adopted by Council. Section 5-12 : **“Promote the development of modern and efficient facilities and equipment for City services providing public safety.”**

July 28, 2015: Council approved purchase of 211-6th Street West. Purchase price=\$182,000, which included \$10,000 in personal property from seller. Draft conceptual design and cost estimate for remodeling was prepared to accommodate the needs of the Police Dept. In addition to the purchase price, cost estimates for remodeling and expanding the existing building and adding a garage were placed at \$840,521. (This plan was ultimately abandoned when it was determined that the structural “bones” of the existing building, even with remodeling, would not result in a facility that met security requirements for a police facility.)

September 8, 2015: City Administrator, Mayor, Police Chief and Captain held preliminary discussion with Ashland County Administrator, Sheriff, and Board Chair to discuss feasibility of a collaborative project with Ashland County since Ashland County was actively discussing an expansion of the County jail facility.

September 29, 2015: Council approved the 2016-2020 Strategic Plan of the City. One of the strategic priorities includes facility improvements for the Police Department. This strategic priority was subsequently ratified by Council in 2016 and 2018 at their Annual Council retreat(s).

August 30, 2016: At the COW meeting, Council directed Finance Director to provide a 5-year plan and a timeline for funding a new police station. Council debated four options: 1/ remodel 211-6th Street W.; 2/ sell 211-6th Street W. and build a new facility; 3/ work with Ashland County to combine law enforcement services into one building; and 4/ do nothing.

October 11, 2016: COW instructed Mayor and City Administrator to proceed with discussions with Ashland County to explore a joint law enforcement facility. The original plan was for Ashland County to start construction in 2018.

October 25, 2016: Council passed Resolution 2179 to Proceed with Alternatives for a Police Dept. Building with a timetable: November 2016-April 2017, Administration to continue to explore feasibility of building a joint Ashland City/County law enforcement facility. May 2017: if enough information is known, Administration will recommend a course of action to the Council as to whether to proceed with a joint facility or remodel of 211-6th Street West.

February 7, 2017: Ashland County Board Law Enforcement Committee voted to proceed with plans to purchase land at a non-centrally located location on the outskirts of County limits for construction of a new County Municipal building. As a result, the Ashland Police Dept. and Administration recommended that this peripheral location was not in the best interest of the citizens of the City.

March 14, 2017: COW meeting, direction was given to Administration to prepare an RFP to secure an architectural firm to prepare up to three options as to how to develop a sustainable Ashland Police Dept. located in the core of the City of Ashland.

March 28, 2017: Council voted on a motion to proceed with the development of a Police Department building based upon the discussion on March 14, 2017. The motion carried unanimously on a roll call vote.

May 9, 2017: City Administrator presented a planning process to Council to ensure a successful project outcome to the Council. This process included forming an Internal Planning Team consisting of the Mayor, City Administrator, Police Chief, Captain, PW Director, Council Rep. Holly George, and other staff as needed. The Police Chief was named as the Project Manager for the Police Facility process.

June 27, 2017: The Police Department Internal Planning Team submitted a request for proposals soliciting several local and regional architect firms for the following services:

- Analyze current APD facilities to identify unique space needs at the existing level of services and concluding with a forecast of future space needs to achieve the right balance of space in a continuously evolving environment. This process will assist the City in identifying the needs, or gaps, between current conditions and future space needs. This will serve as a planning mechanism for developing or re-purposing an outdated structure into a facility that supports the APD mission and objectives. This will include current site evaluation, facility condition analysis, programming, and conceptual budgeting for project and construction costs.
- Act as the sole contracting party with the City for professional services of architectural and engineering documentation, ultimately through the design phase of the project.
- To be responsible for the performance of all its contracted design consultants.
- Lead the Design Team and estimate costs from the inception of the project, from programming, design and contracts documents, and provide accurate, knowledgeable estimates of potential costs.
- Working with the City, establish project budget and provide value engineering at all phases.

The RFP was sent to 14 professional service providers.

August, 2017: The City received four proposals from the following qualified firms: C&S Design/Bray Architects, Cedar Corporation, Five Bugles Design, and MSA Professional Services. After interviews with all four firms, careful review by the committee, and multiple discussions were held by the City Administrator with team members, the proposal submitted by the team of C&S Design & Engineering, Inc. and Bray Architects was chosen as the team that most closely fit with the committee's objectives of: seeking a consultant that provides an appropriate balance between design ability, technical competence, professional service, compatibility with the community's goals and cost.

August 29, 2017: The City Council requested that all cost proposals by each of the four firms be provided to Councilors prior to a vote being taken on the recommendation of the City

Administrator. The vote to approve the award of contract was postponed to September 12, 2017.

September 12, 2017: At the Council meeting, the cost proposals and proposed schedules submitted by Cedar Corp., Five Bugles Design, and MSA Professional Services were included in the Agenda packet along with the proposal from C&S Design. The Council voted to reject the recommendation of the City Administrator and the Motion to approve a contract with C&S Design & Engineering, Inc./Bray Architects failed 4-7 by roll call vote.

Following that action, a Motion was made to approve a contract with MSA Professional Services for the architectural/engineering design for the new Police station facility, and directing the City Administrator and Mayor to execute the required contractual documents. The motion passed 7-4.

September 14, 2017: Mayor Debra Lewis issued a Mayoral Veto of Council Approved Motion as to the Motion to approve a contract with MSA Professional Services on the basis that the action was not properly noticed in the Agenda for the September 12, 2017 meeting.

September 26, 2017: Council voted unanimously to allow the Mayor's veto to stand as stated.

Council voted to award contract to C&S/Bray Architects for design of a new police station and directed Administrator and Mayor to execute required documents. The contract amount was \$16,000 for pre-design fees and \$140,000 for design fees.

September 28, October 6, November 2 and December 7, 2017: Internal Planning Team met with members of C&S Design Team to organize process for investigation, planning and design.

October 2017: Tours of four facilities in similar size communities as Ashland taken (DeForest, Mount Pleasant, St. Francis, and Mt. Horeb) by members of internal planning team; Space needs analysis conducted by Chief and Captain in association with the architects. Tours of potential sites were taken in Ashland after survey of the community was done. Seven site options in the core City of Ashland area were studied and preliminary designs and cost estimates were prepared. Sites considered were: 11th Ave. W., 6th Street W., former Chequamegon Clinic, Lakeshore Drive E. (DePadua Gym), Beaser Ave. (Roffers), and Third Avenue E. (next to Fire Station). Pros and cons for each site were considered and the Internal Planning Team voted unanimously to recommend the 11th Avenue W. site as the most viable site for the new police facility, due to its location, lack of development potential for other uses, potential for future expansion, and the fact the City already owned it. For reasons of long term sustainability and permanence, as well as size and availability, other options were rejected.

January 9, 2018: Council voted 7-2 by roll call vote to approve Resolution 2263 to select the 11th Avenue West site plan for a new police facility from the seven options and directed C&S Design and Engineering to proceed with architectural plans for the site as recommended by the Internal Planning Team.

January 30, 2018: Council was asked to reconsider the January 9, 2018 vote to select the 11th Avenue West site plan. The motion failed 5-2 by roll call vote. Council voted to approve the 11th Avenue West site for a new Police facility and authorized C&S Design & Engineering, Inc.

to proceed with architectural plans for the site. The motion carried 5-4 by roll call vote, with Mayor Lewis casting the tie-breaking vote.

January 9-November 2018: Architectural and pre-construction work proceeded pursuant to the contract with C&S Design/Bray. Meetings were held with the Internal Planning team and C&S Design on May 11, July 2, August 6, August 27, and December 13, 2018. The Police Chief and Police Captain have also met numerous times with C&S staff to finalize plans. The goal has been to plan for construction to begin in 2019.

March 27, 2018: Council approved sale of building at 211-Sixth Street West to Chequamegon Veterans for \$50,000.

June 19, 2018: Plan Commission approved site plan and Conditional Use request for police station facility at the 11th Avenue West site.

June 26, 2018: Council approved Resolution 2285 to issue a Conditional Use Permit to construct a new government or community service facility/Police station in the Mixed Residential/Commercial (MRC) District, at the 11th Avenue West site. The motion carried 9-1 by voice vote.

October 2018: City awarded \$99,000 grant from PSC for installation of solar panels on new police facility.

November 13 and December 11, 2018: COW informational presentation and discussion held regarding formation of a Redevelopment Authority for purposes of securing a USDA loan to finance the cost of a new police facility.

January 8, 2019: Council asked to approve a resolution to form a Redevelopment Authority for purposes of securing a 40 year USDA loan to finance construction of a police facility at the 11th Avenue West site.

RESOLUTION

No. 17420

**RESOLUTION TO SELECT A SITE PLAN FOR A NEW POLICE FACILITY AND
AUTHORIZATION TO DIRECT C&S DESIGN AND ENGINEERING, INC. TO PROCEED WITH
ARCHITECTURAL PLANS FOR THE SITE CHOSEN**

WHEREAS, at the September 29, 2015 Council meeting, the City Council approved the 2016-2020 Strategic Plan of the City with strategic priorities including facility improvements to Police Department facilities; and,

WHEREAS, at the March 28, 2017 Council meeting, the City Council voted unanimously on a roll call vote to proceed with the development of a Police Department building; and,

WHEREAS, at the September 26, 2017 Council meeting, the City Council voted 6-4 by roll call vote to award a contract to C&S Design & Engineering/Bray Architects for the architectural and design work for the new Police station and directed the City Administrator and Mayor to execute the required contractual documents; and,

WHEREAS, after award of the contract in September, 2017, the Police Dept. Internal Planning team met on September 28, October 6, November 2, and December 7, 2017 with members of the C&S/Bray Design team, tours were taken in October, 2017 of the following police facilities: DeForest, Mount Pleasant, St. Francis, and Mount Horeb, and a space needs analysis was conducted in association with Bray Associates Architects, Inc. and C&S Design; and,

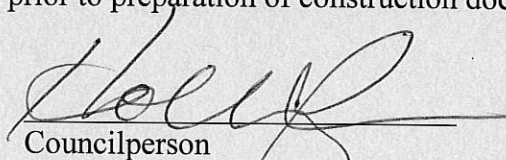
WHEREAS, in addition to the space needs analysis, members of the internal committee have toured potential sites in Ashland and a data and field investigation for each site has been conducted by C&S Design. Seven site options in the core City of Ashland area have been studied and preliminary designs and cost estimates have been prepared. After careful consideration of pros and cons for each site, the Police Dept. Internal Planning Team voted unanimously to recommend that the 11th Avenue West site plan be selected as the most viable site for the new police facility.

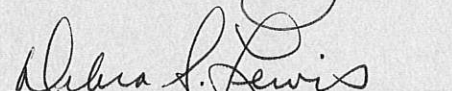
NOW, THEREFORE, BE IT RESOLVED that the Common Council for the City of Ashland has determined that improvements to Police Department facilities are a top priority, and directs that the following steps are taken to ensure that City Administration continues to move forward with this initiative:

- Design Development be undertaken for the site at 11th Avenue West;
- Final approval of design shall be given by Council prior to preparation of construction documents.

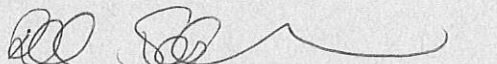
PASSED: January 9, 2018

ATTEST: 
Denise Oliphant, City Clerk


Councilperson


Debra S. Lewis, Mayor

APPROVED AS TO FORM:


David Siegler, City Attorney

SUBJECT: Approve a Resolution to Authorize the Submittal of a Community Development Investment Grant Application to financially Assist the Evergrow Learning Center *(Roll)*

RECOMMENDATION: Council Approval

DEPARTMENT OF ORIGIN: Mayor

CLEARANCES:

EXHIBITS: 1. Proposed Resolution

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51: The Mayor has approved placing this item on the Council Agenda due to the time sensitive nature of the grant process.

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD:

SUMMARY STATEMENT:

In an effort to further provide financial assistance for the redevelopment costs of the proposed Evergrow Learning Center in Ashland's core, the City of Ashland and the Planning Department have been asked by the Evergrow Learning Center, LLC to assist with an application for up to \$250,000 from the Wisconsin Economic Development Corporation (WEDC). WEDC has funds available to support small city re-development efforts by providing financial incentives for shovel-ready projects with an emphasis on downtown community-driven efforts through their Community Development Investment Grant. If awarded, these funds would go directly to the construction costs of redeveloping the former Evergreen Shopper building for purposes of a daycare facility. The City would not be required for this purpose to contribute financially to the project if the grant is awarded. The contribution of the City would be the staff time required to manage the grant funds and comply with reporting requirements for the grant. Betsey Harries, current Director of the Evergrow Learning Center, will be on hand to answer questions about this project.

RESOLUTION

No. _____

**RESOLUTION TO AUTHORIZE THE SUBMITTAL OF A COMMUNITY
DEVELOPMENT INVESTMENT GRANT APPLICATION TO FINANCIALLY
ASSIST WITH THE EVERGROW LEARNING CENTER PROJECT**

WHEREAS, Evergrow Learning Center, LLC, is planning on re-constructing the former Evergreen Shopper building in Ashland for purposes of establishing a community daycare facility and has sought the assistance of the City of Ashland to assist with applying for funds to assist in the development; and

WHEREAS, the Wisconsin Economic Development Corporation (WEDC) has funds available to support small city redevelopment efforts by providing financial incentives for shovel-ready projects with an emphasis on downtown community-driven efforts through their Community Development Investment Grant (CDIG).

NOW, THEREFORE, BE IT RESOLVED, the governing body of the City of Ashland, Wisconsin, authorizes the Department of Planning and Development to submit a WEDC grant application for CDIG funds in an amount up to \$250,000 to be used towards new construction costs for the Evergrow Learning Center in Ashland's core.

PASSED: January 29, 2019

Councilperson

ATTEST: _____
Denise Oliphant, City Clerk

Debra S. Lewis, Mayor

APPROVED AS TO FORM:

Tyler Wickman, City Attorney

SUBJECT: Approve Rescheduling the Second Public Hearing for 2017-2018 CDBG-Public Facilities Project for the Reconstruction of 6th Street East (*Voice*)

RECOMMENDATION: NA

DEPARTMENT OF ORIGIN: Planning & Development

CLEARANCES: Public Works Department
Planning & Development Department

EXHIBITS: 1. 6th Street East CDBG Project Update

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE:

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

The Public Hearing for the 6th Street East Reconstruction project partially funded through Community Development Block Grant (CDBG) funding will be postponed to the February 26, 2019 Common Council meeting to provide adequate time to give public notice of the date change.

Overview of 6th Street East Reconstruction Project

Provided by Dan Maderich, Civil Engineering Technician for the City of Ashland

The 6th Street East Project, Ellis Avenue to 7th Avenue East, was constructed in 2018. The project was constructed by Jake's Landscaping and Excavating under the supervision of the City of Ashland Engineering Department. The work included replacing the existing water main and services; replacing storm sewer, replacing sanitary sewer mains, installation of new sidewalks, and road reconstruction.

All work to date has been satisfactorily completed in accordance with the plans and specifications. A Substantial Completion Certificate was issued on October 26, 2018. There is a one year warranty on the work from the date of Substantial Completion.

The work will be further inspected during the warranty period to verify the integrity of the work. The Contractor will be required to correct deficient work during the warranty period found to be due to the Contractors negligence.

SUBJECT: Approve a Resolution to Submit an Application for a Wisconsin Department of Natural Resources Sport Fish Restoration Grant for the Ashland Ore Dock Redevelopment Phase 1: Diamond Access (*Voice*)

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: Parks & Recreation

CLEARANCES: City Administrator
Finance Director
Ashland Ore Dock Charitable Trust

EXHIBITS: 1. Proposed Resolution

EXPENDITURES REQUIRED: Estimated \$100,000 Sport Fish Restoration Grant
Estimated \$400,000 Ashland Ore Dock Charitable Trust
Estimated \$150,000 Wisconsin Coastal Mgmt Grant (Pending)
Received \$300,000 WDNR Stewardship/LWCF
Received \$150,000 Otto Bremer Trust
\$1,100,000 Estimated Total

AMOUNT BUDGETED: -0-

APPROPRIATION REQUIRED: -0-

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51:

The Mayor has consented to placement of this agenda item on the Council agenda as timely action is needed to pursue the grants.

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: This project conforms with Authentic Ashland: A Comprehensive Plan for the of Ashland 2015-2035, City of Ashland Comprehensive Outdoor Recreation Plan, City of Ashland Waterfront Development Plan and Ashland Ore Dock Redevelopment Conceptual Plan.

SUMMARY STATEMENT:

The City of Ashland is requesting to apply for assistance from the Wisconsin Department of Natural Resources

Sport Fish Restoration Fund for the Ashland Ore Dock Redevelopment Phase 1: Diamond Access.

Funds from the Sport Fish Restoration Grant will be used to continue the construction that started in 2018, of the walkway to access the end of the ore dock and the famous diamonds.

Funding from the Ore Dock Trust, Otto Bremer Trust, WDNR Stewardship/Land and Water Conservation Fund, and Wisconsin Coastal Management will be used as matching funds.

**RESOLUTION TO SUBMIT AN APPLICATION FOR A WISCONSIN DEPARTMENT
OF NATURAL RESOURCES SPORT FISHING RESTORATION GRANT FOR THE
ASHLAND ORE DOCK REDEVELOPMENT PHASE 1: DIAMOND ACCESS**

WHEREAS, The City of Ashland hereby requests assistance for the purpose of the Ashland Ore Dock Redevelopment - Phase 1. Funds will be used for the continued construction of the walkway, on the 1923 section, to provide access the end of the Ore Dock and fishing opportunities in the diamonds and along the edge; and,

WHEREAS, financial aid is required to carry out the project; and

THEREFORE, BE IT RESOLVED, that the City of Ashland has budgeted a sum sufficient to complete the project; and,

HEREBY AUTHORIZES Sara Hudson, Director of Ashland Parks and Recreation to act on behalf of the City of Ashland to:

- Submit an application to the State of Wisconsin Department of Natural Resources for any financial aid that may be available
- Sign Documents; and
- Take necessary action to undertake, direct and complete the approved project.

THEREFORE BE IT RESOLVED, that the Ashland Parks and Recreation will comply with State or Federal rule for the program; may perform force account work, will maintain the completed project in an attractive, inviting and safe manner; will keep the facilities open to the general public during reasonable hours consistent with the type of facility; and will obtain approval from the Wisconsin Department of Natural Resource before any changes made in the use of the project site (if applicable).

PASSED: January 29, 2019

Councilperson

ATTEST: _____
Denise Oliphant, City Clerk

Debra S. Lewis, Mayor

APPROVED AS TO FORM:

Tyler W. Wickman, City Attorney

SUBJECT: Approve to Ratify the Previous Agenda Item Regarding the Indoor Playground at the Bretting Community Center (*Voice*)

RECOMMENDATION: Approve the Amended Agenda Bill

DEPARTMENT OF ORIGIN: City Clerk

CLEARANCES: Finance Department

EXHIBITS: 1. Agenda Bill, Item 8A, 01-08-2019

EXPENDITURES REQUIRED: \$ 51,489.00 Playground Equipment
\$ 3,000.00 Renovation of the Game Room/Director's Office
\$ 54,489.00 Total

AMOUNT BUDGETED: \$ 55,000.00 Private Donations

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: The Treasurer's Office has certified on January 4, 2019 that Soft Play, LLC, is in compliance with the provisions of Ordinance 923.10 Ashland City Ordinances.

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

On January 8, 2019, Council was presented with the initial request to approve the installation of an indoor playground at the Bretting Community Center. The project was to be funded by the Ashland Rotary Club and two private donors.

The original agenda bill lacked bid information that should be made known to Council. The Director of Parks and Recreation did solicit bids from two different companies who supplied the equipment that the donors were interested in. Although the unapproved bid was less, the donors chose Soft Play, LLC, as they had the equipment more suited to their liking.

Also, the exhibit, "Letter of Interest to Army Corp of Engineering" was incorrectly attached to the agenda bill.

Council is being asked to approve the ratified agenda bill and allowing the Parks and Recreation Director to proceed with a purchase agreement with Soft Play, LLC.

SUBJECT: Approve to Purchase an Indoor Playground from Soft Play, LLC for the Bretting Community Center Game Room ROLL

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: Parks & Recreation

CLEARANCES: Finance Department

EXHIBITS:

1. Letter of Interest to Army Corp of Engineering
2. Proposal to Soft Play, April 19, 2018
3. Purchase Agreement

EXPENDITURES REQUIRED:

- \$ 51,489.00 Playground Equipment
- \$ 3,000.00 Renovation of the Game room/Director's Office
- \$ 54,489.00 Total

AMOUNT BUDGETED: \$ 55,000 Private Donations

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: The Treasurer's Office has certified on January 4, 2019, that Soft Play, LLC, is in compliance with the provisions of Ordinance 923.10 Ashland City Ordinances.

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

The Parks and Recreation Department is seeking approval from the City Council to approve the purchase of an indoor playground to be installed at the Bretting Community Center in the game room.

Two private donors, plus a generous donation for the Ashland Rotary Club have made this improvement to the BCC possible. Installation of the equipment is scheduled to take place the first week in February and a grand opening ceremony will take place at the Community Play Day event on March 30, 2019 from 10am-2pm at the BCC.

SUBJECT: Approve a Resolution to Amend Chapter 530 (1692), Ashland City Ordinances, Sidewalk Construction, Maintenance and Use (*Voice*)

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: Planning & Development

CLEARANCES: Planning & Development Department
Public Works Department

EXHIBITS: 1. 530 DRAFT Seq Ord 2019- Snow Removal 1-29-19
2. 530 DRAFT SHOWING TRACK CHANGES Property Maintenance 1-29-19

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE:

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

The Property Maintenance Specialist, now a full-time year-round position, will be responsible for enforcement of sidewalk snow clearance starting in 2019. The requested ordinance amendment to clarify the specific amount of snow accumulation (2 inches or greater) rather than the broader term of "measurable snow" will ensure transparency and a standard for enforcement. Similarly, clarifying that the entire width of the sidewalk must be shoveled is an effort to make the City's expectations clear and ensure that sidewalks are being adequately cleared to allow passage for all pedestrians.

**ORDINANCE TO AMEND CHAPTER 530 (1629), ASHLAND CITY ORDINANCES,
SIDEWALK CONSTRUCTION, MAINTENANCE AND USE**

An ordinance adopted by the Common Council for the City of Ashland at its regular meeting of January 29, 2019, for the purpose of clarifying what constitutes a “measurable amount of snow” and that the entire width of sidewalks must be shoveled in the City of Ashland, by amending Chapter 530, Ashland City Ordinances.

Section I:

Section 530.09, Winter Sidewalk Maintenance, first paragraph shall be repealed and recreated as follows:

530.09. Winter Sidewalk Maintenance. The property owner abutting a public sidewalk shall be responsible for the removal of snow from the sidewalk. Snow removal shall include the entire width of the sidewalk and shall be completed no later than 48 hours after a snowfall of two (2) inches or greater. In the case of a snow emergency declared by the City, snow removal shall be completed within 48 hours after the City has declared an end to the snow emergency. Snow removal shall be to the lowest level possible to allow safe travel by pedestrians. The Department of Public Works will be responsible for the removal of snow from sidewalks in the following situations:

Section II:

Effective Date of Ordinance. This ordinance shall take effect upon passage and publication.

Councilperson

ATTEST: _____
Denise Oliphant, City Clerk

Debra S. Lewis, Mayor

APPROVED AS TO FORM: _____
Tyler Wickman, City Attorney

Chapter No. 530

An ordinance adopted by the Common Council for the City of Ashland at its regular meeting of January 29, 2019, for the purpose of amending Chapter 530, Ashland City Ordinances.

1. Section 530.09. Winter Sidewalk Maintenance first paragraph:

530.09. Winter Sidewalk Maintenance. The property owner abutting a public sidewalk shall be responsible for the removal of snow from the sidewalk. Snow removal shall **include the entire width of the sidewalk and shall** be completed no later than 48 hours after a ~~measurable~~ snowfall **of two (2) inches or greater**. In the case of a snow emergency declared by the City, snow removal shall be completed within 48 hours after the City has declared an end to the snow emergency. Snow removal shall be to the lowest level possible to allow safe travel by pedestrians. The Department of Public Works will be responsible for the removal of snow from sidewalks in the following situations:

| 2. Effective Date of Ordinance. This ordinance shall take effect upon passage and publication.

| PASSED:

| PUBLISHED:

Councilperson

ATTEST: _____
Denise Oliphant, City Clerk

Debra S. Lewis, Mayor

APPROVED AS TO FORM: _____
Tyler Wickman, City Attorney

SUBJECT: Approve the Request from Evergrow Learning Center to Waive Building Permit Fees for Renovations to Provide Child Care Facilities at 417 9th Avenue West *(Roll)*

RECOMMENDATION: Denial of request for fee waiver

DEPARTMENT OF ORIGIN: Planning & Development

CLEARANCES: Planning & Development Department

EXHIBITS: 1. Request from Evergrow Learning Center

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: NA

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

Representatives of the Evergrow Learning Center are requesting to waive the Building Permit fee required for interior renovation of the former Evergreen Shopper building located at 417 9th Avenue West into a child care facility. The estimated value of work for the project reported on the Building Permit application is \$300,000 which requires a Building Permit fee of \$1,500 (\$5 per \$1,000 of project value).

While Planning & Development Department staff are fully in support of this project and the great community service it will provide, the recommendation is against approving this permit fee waiver. The reason for this is in no way related to the project itself, but rather is because a clear and consistent policy is not currently in place to address fee waivers of this kind, and the purpose of charging Building Permit fees is to cover the costs of inspections and review both before and during construction. Upon researching policies that other Wisconsin communities have in place related to waiving permit fees, several offered demolition fee waivers under certain circumstances (i.e. if a structure is condemned). With this exception, I was unable to find any examples of communities in Wisconsin that offer Building Permit fee waivers.



January 22, 2019

Dear City Council Members,

We respectfully submit this letter to the Ashland City Council requesting that the building permit fee associated with the EverGrow Learning Center (EGLC), a non-profit organization, be waived. The EGLC, which will be located at 417 9th Avenue West, requires substantial interior remodeling and start-up funds, which will be financed by a combination of grants, donations, and loans. A waiver of the building permit fee will decrease the amount of money that the non-profit will need to borrow by \$2,000 - 3,000. A decision by the City of Ashland to waive the fee represents a practical investment in addressing the urgent economic and social need for childcare services in our community.

Several studies and community forums indicate that a dearth of childcare in the region is negatively impacting economic growth and talent attraction efforts. According to a recent WIndicators report, there are 15.5 children per childcare establishment in Ashland County. Neighboring Bayfield County, whose residents regularly commute to Ashland County for work, has a reported 27.8 children per childcare establishment. These ratios will only continue to grow in future years as child care providers in Ashland County continue to shutter their operations. From 2008 to 2018, the number of child care providers re-certified and certified by Ashland County Health and Human Services went from 44 to 17.

In response, several community based organizations, including the Northwest Wisconsin Workforce Investment Board and the Ashland Area Development Corporation as leads, have worked together to complete a feasibility study and business plan for the EverGrow Learning Center. The EverGrow Learning Center (EGLC) is an effective and immediate solution to a critical need for child care identified in Ashland, WI. Partners have continued work on this effort and are now at the precipice of making the EGLC a reality. A new non-profit board of directors has been established to continue facilitating this needed amenity. The next phase of the EGLC's development is to remodel half of the former Evergreen Shopper building to house this operation.

Once open, the EverGrow Learning Center will be a non-profit childcare center that will provide services to 100 children with a focus on providing services to low-income families. Planned childcare services include enrollment spots for children ages birth to twelve, extended care hours, scheduled "drop-in" care, summer care, and before-and-after school programming. An emphasis of the EGLC is to have a minimum of 51% of the enrollment spots available to children who come from families at or below 185% of the Federal Poverty Guidelines. Employees will be paid above the median wage for childcare workers in the region. Because of the nature of this construction project, we are requesting the consideration be made for a waiver of the building permit application fees.

Thank you very much for your time and consideration.

Sincerely,


Betsey Harries
EGLC Board Chair


Melissa Rabska
EGLC Project Coordinator

SUBJECT: Approve the Request from Partners in Recovery to Waive Development Permit Fee for Change in Use at 410 Lake Shore Drive West *(Roll)*

RECOMMENDATION: Denial of request for fee waiver

DEPARTMENT OF ORIGIN: Planning & Development

CLEARANCES: Planning & Development Department

EXHIBITS: 1. Request for Waiver, Partners in Recovery, January 8, 2019

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE:

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: NA

SUMMARY STATEMENT:

Representatives of the non-profit Partners in Recovery are requesting a waiver of the Development Permit fee of \$75 for the change in use at 410 Lake Shore Drive West. A Development Permit is required for any change in use of a property, with the new use being classified as a "club or association use" as defined in the Unified Development Ordinance. The property will be utilized as a drop-in recovery center to provide support and a sober, social environment for individuals in recovery from alcohol or drug addiction. The building will also be used as a meeting space for support groups related to addiction (i.e. AA, NA, Alanon).

While Planning & Development Department staff are fully in support of this project and the great community service it will provide, the recommendation is against approving this permit fee waiver. The reason for this is in no way related to the project itself, but rather is because a clear and consistent policy is not currently in place to address fee waivers of this kind, and the purpose of charging Zoning Permit fees is to cover the administrative review costs. Upon researching policies that other Wisconsin communities have in place related to waiving permit fees, several offered demolition fee waivers under certain circumstances (i.e. if a structure is condemned). However, I was unable to find any examples of communities in Wisconsin that offer Zoning Permit fee waivers.

January 8, 2019,

Re: Site description and Application for development permit and Fee Waiver Request for 410 Lakeshore Drive, Ashland, WI 54806

To Whom It May Concern,

This letter is written to request a fee waiver for the development permit application for the drop-in/recovery center located at the address listed about. Partner's in Recovery is a 501c3 non-profit agency that has provided services to the community since the 1980's. We provide monies for people who need inpatient or outpatient treatment for drug and/or alcohol dependency and cannot afford to pay for treatment.

We have recently signed a lease with Theron and Demaris O'Connor for the 410 Lakeshore drive property and are in the process of developing a drop-in center for people in recovery and those who are trying to stay away from drugs and alcohol. We are providing a safe environment where people can go and not feel pressured to use drugs or alcohol, or where, when their cravings to use get so strong, they can go there and talk to someone who has had the same experience and find the time they need to reduce the cravings.

We plan on having coffee, meeting rooms upstairs for AA, NA, Alanon, and possibly other 12 step groups such as gambler's anonymous. This is also a social environment where people can meet, talk, play games, and learn how to have fun without drugs or alcohol. We know this about addiction. When a person quits using, they become isolated. Their using friends do not want to be around someone who is straight, someone who has stopped using. It makes them uncomfortable and often they will pressure the person to use again. On the same note the sober person cannot afford to hang around people who are using, the temptation is just too great. We know from experience and from similar programs in other cities that drop-in centers work. The whole community benefits from it, crime rates go down, employment and attendance go up, hospital admissions go down, and families become whole again.

We know almost every family is affected by alcohol or drug issues. By helping us help the community you are also helping your families by providing a safe and healthy place for people to go, thank you,

Partner's in Recovery Board

SUBJECT: Approve the Updated 25 x 25 Plan for Energy Independence for the City of Ashland (*Voice*)

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: Planning & Development

CLEARANCES: Sustainability Committee (Unanimously approved at November 29, 2018 meeting)
Planning & Development Department

EXHIBITS: 1. 2009 25x25 Plan - Chequamegon Bay Region
2. 25x25 Plan for Energy Independence, October 2018

EXPENDITURES REQUIRED: NA

AMOUNT BUDGETED: NA

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE:

COMPLIANCE WITH ORDINANCE 51: NA

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD:

One of the mid-range (1-3 year timeline) goals established in the City's Comprehensive Plan is to "prioritize energy efficient improvements and updates to city buildings and facilities" (p. 71). This updated 25 by 25 Plan provides an up to date, comprehensive data analysis of City energy usage and recommendations for improvements that are broken down by facility. This plan will assist staff in planning, budgeting and applying for funding to move priority initiatives forward.

SUMMARY STATEMENT:

In 2009 the City of Ashland, among other communities in the Chequamegon Bay region, became a pilot Energy Independent Community (EIC). An EIC is "a community that is willing to set a goal of "25 by 25" to increase our energy independence, and promote a sustainable energy policy for the State of Wisconsin." Due to Ashland's participation in this program, a 25 by 25 Plan for Energy Independence was developed in 2009 by the Chequamegon Bay Region Energy Independence Team through the WI Office of Energy Independence. The plan analyzed the City's energy use trends and suggested methods for reaching the overall goal of

obtaining 25% of the City's energy through renewable sources by the year 2025.

The Center for Rural Communities analyzed City energy usage to complete this update and provided numerous recommendations for energy efficiency upgrades as well as options for investment in additional renewable energy sources. With the understanding that priorities may shift as funding or other resources become available, the Sustainability Committee will work on a prioritized implementation strategy for the new 25 by 25 Plan and bring back to Council at a future date. This prioritized plan can then inform future planning and infrastructure improvement projects on City facilities.

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APPROPRIATION REQUIRED: NA

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COMPLIANCE WITH ORDINANCE 51: NA

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2009

**Wisconsin Energy Independent
Community Partnership**

**25 x 25 Plan for Energy
Independence**

Report completed by:

**Chequamegon Bay Region Energy
Independence Team**

Issue Date: December 31, 2009

Wisconsin Office of Energy Independence

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Overview

The Wisconsin Office of Energy Independence (OEI) administers energy programs to assist Wisconsin to profitably and sustainably promote energy efficiency and renewable energy resources. The goal of the Wisconsin Energy Independent Community Partnership administered by the OEI is to effectively increase energy independence for Wisconsin communities. Currently, there are many communities across the State of Wisconsin interested in implementing renewable energy and energy efficient projects. This program provided resources and support to ten pilot communities for the completion of energy independence assessments, allowing the participating communities to move forward with energy efficiency and/or renewable energy projects.

In 2009, several communities in the Chequamegon Bay partnered with the Alliance for Sustainability, University of Wisconsin-Extension and Focus on Energy to pursue the goals of energy independence as one of these ten pilot projects. The Chequamegon Bay Regional partnership includes:

- City of Ashland
- City of Bayfield
- City of Washburn
- Town of Bayfield
- Town of La Pointe
- Red Cliff Band of Lake Superior Chippewas
- Ashland County
- Bayfield County
- Bay Area Rural Transit (BART)

Definition

- Energy Independent Community (EIC) – a community that is willing to set a goal of “25 by 25” to increase our energy independence, and promote a sustainable energy policy for the State of Wisconsin
- Energy Independence Team (EI Team) – a group of representatives from partner communities that assist in collecting data and background information, identifying priorities and potential projects, and facilitating 25x25 planning efforts within their organizations

Objectives

- Increase the use of renewable energy and renewable fuels by 25% by 2025 in the State of Wisconsin.
- Promote public awareness regarding the benefits of increased energy conservation, energy efficiency, and renewable energy use by counties and municipalities around the state. These benefits include and are not exclusive to: clean air and water, intelligent land management, rural and urban economic development, as well as state and national energy independence.

Eligible Participants

Applicant must be a Wisconsin county, city, village or town that has shown willingness to improve the community's efforts related to energy conservation, efficiency and potential renewable opportunities. Applicants, if they are responsible for their own municipal water, sewer, or electrical system, must be in compliance with all appropriate state and federal regulations.

What was measured? Why?

Each participating entity collected three years of data on energy use in its buildings, including electricity, natural gas, and propane consumption. Other building information was also gathered to help determine the energy intensity of individual facilities, including building description, use, location and area (ft.²). Data from street lighting, water infrastructure, existing renewable energy installations (solar thermal panels) and liquid-fuel powered generators was also collected.

The EI Team enlisted the help of our area Focus on Energy consultant to conduct building audits of all government buildings with heat and power. The audits and walkthroughs provided targets for efficiency and conservation projects and were very helpful in prioritizing efforts and developing 25x25 plans.

Energy Independence Team partners also collected information on fuel use in fleet vehicles and equipment. The EI Team compiled a comprehensive inventory of fleet vehicles and fuel-consuming maintenance equipment, and compiled data related to types of fuel consumed, cost, and volume. The available information varied by community, utility provider, individual departments and how data was already being tracked.

The data collected was used to develop a baseline of energy use for the region that provides the first evidence-based look at overall energy consumption, specific end uses, and the related annual costs to local governments. The baseline helps identify areas and specific facilities and equipment for prioritization and will enable the partners to measure the results of energy efficiency efforts in the future. It further provides an overall picture of energy use that aids in assessing potential renewable energy opportunities.

Discoveries/Surprises

In the process of collecting data and developing energy efficiency and renewable energy projects, those involved in the effort made a few discoveries. For example, it is a fairly common practice for governments to delegate the responsibility of paying utility bills to a staff person who has little to do with tracking energy consumption. Because the information was not being routinely scrutinized, some anomalies, including significant overcharges, went unnoticed until the data was reviewed as a part of this project. As a result, partner communities now have a better idea of their total expenditures for energy per year, and many have changed operating practices to track energy information more effectively.

This was also an opportunity to update utility records with accurate addresses and descriptions. It was discovered that the utility company workers would often label premise IDs with their best guesses at addresses and descriptions, making it very difficult to match up premise IDs with actual physical locations. The EI Team also discovered a number of facilities with multiple premise IDs (as many as five separate meters on a single building). In one case, it was discovered that a building previously audited in a feasibility study for a geothermal installation has its air conditioning unit on a completely separate premise ID from the rest of the building, meaning energy consumed by the existing unit was not taken into account.

Another discovery was the difficulty in collecting energy data, especially that related to the vehicle fleet. No central department in any of the communities (BART excluded) had the whole picture. Fleet insurance inventories provided the best overall summary of the fleets, but many were not entirely up to date, and most did not differentiate between diesel, gasoline or flex-fuel vehicles. Most had no records that related estimated fuel economy to particular vehicles, making it difficult to identify the especially inefficient vehicles or equipment. Some departments that purchased fuel in bulk could quantify gallons purchased or total costs (not always both), but not necessarily miles driven, in total or per vehicle. Some communities and departments purchase fuels retail and others have a combination of retail and bulk

purchases. Fuel used in light equipment (such as chainsaws and lawn mowers) and seldom-used motorized vehicles (such as snowmobiles and boats) was often not tracked at all.

The available consumption data was compiled, but additional information and adjustments to fuel tracking methods would make planning for energy efficiency much easier. Purchasing for vehicles and, in some cases, fuel is conducted by departments rather than centrally. There is great potential for better record keeping and for efficiency upgrades as fleets turn over.

A mild surprise was how many really significant, sometimes expensive steps are needed to meet the 25x25 goals. Early on in the project, communities anticipated significantly more “low-hanging fruit” that would make the goals easier to achieve. It has become clear that more significant energy conservation measures and behavioral changes will be necessary to make installation of renewable energy systems more effective.

Total Projects Considered

Chequamegon Bay partners have used this project as a platform to investigate opportunities for regional collaboration in developing renewable energy infrastructure, in addition to developing their own community-specific projects. Several communities, including the Town of La Pointe and Bayfield County, are currently assessing the potential for wind energy in several locations. The same group has been working with a local fuel provider, Midland Energy, and others to promote the availability and use of biodiesel in municipal and private fleets, with the possibility of introducing B20 to the region in a significant way by summer 2010. Midland already provides E-85 fuel locally, and some communities are now taking this option into consideration as fleet vehicles are replaced.

In addition to EI Team efforts, the local Xcel Energy Bayfront Power Plant has already converted 2 of its 3 boilers to run on biomass, rather than coal. Xcel Energy has a goal of converting the third boiler to make the plant the largest biomass power plant in the Midwest by 2012. There are ongoing research efforts at the former UW-Ag Research Station by UW-Extension agents and the Agriculture and Energy Resource Center (in partnership with Xcel, the Department of Natural Resources, and the Office of Energy Independence) to develop sustainable, local sources of biomass that will help supply the plant in the future.

The EI Team will continue to build regional partnerships to expand the reach of these efforts and build on momentum gained during the course of the project. This will allow for collaboration with additional communities in a wider geographic range, educational institutions, utility providers, and economic interests, while providing opportunities for joint purchasing and cost sharing in infrastructure development and future projects. This will also simplify efforts to provide employee and community education about energy conservation and related issues.

Each of the participating partners in the region identified projects that will help them reduce their overall energy consumption and begin the transition to renewable energy sources. This is a dynamic list of potential projects that will change as community needs, opportunities, funding, and technology develop in coming years. At this time, over 70 individual community projects are being considered, many of which are intended for immediate implementation. These projects have varying degrees of likelihood for future implementation. This list is in no way finite or all-inclusive.

Potential projects (by EIC partner) include:

Ashland County:

1. Courthouse boiler replacement with digital controls
2. Courthouse lighting replacement
3. Courthouse window replacement

4. Courthouse attic insulation
5. Courthouse air conditioning upgrades
6. Courthouse solar electric panels
7. Jail/Public Safety lighting controls, occupancy & daylight sensors
8. Jail/Public Safety solar hot water
9. Jail/Public Safety solar electric panels
10. HHS lighting controls and modifications
11. HHS solar electric panels
12. Highway department lighting upgrades
13. Vehicle fleet sheriff's department improved efficiency
14. Vehicle fleet - E-10 blend of fuel
15. Vehicle fleet - B-20 use (warm weather)
16. Vehicle fleet - E-85 use
17. Vehicle fleet - Use of B-20 (cold weather) & B-50 (warm weather)

Bayfield County:

1. County Annex Building window replacement
2. County Annex Building HVAC controls upgrade
3. Courthouse boiler replacement with digital thermostat controls
4. Courthouse occupancy sensors
5. Courthouse variable speed drives for water system pumps
6. Courthouse low-wattage radiant heaters for employees with special heating needs
7. Exterior lighting efficiency upgrade
8. Highway Department lighting upgrade in all garages
9. Ag Station R-55 roof insulation
10. Ag Station solar hot water system
11. Fleet will include three compressed natural gas (CNG) vehicles
12. Installation of CNG fueling station

City of Ashland:

1. City Hall HVAC system retooling
2. City Hall occupancy sensors
3. City streetlight audit with Xcel Energy
4. Vaughn Library LED exit lights
5. Recreation Center lighting upgrade
6. Ellis Fire Station lighting upgrade
7. Additional insulation in multiple city buildings

City of Bayfield:

1. Old Courthouse insulating window quilts
2. Old Courthouse occupancy & daylight sensors
3. City Hall weatherization, including door sweeps
4. City Hall programmable thermostats
5. City Hall occupancy sensors
6. Insulate hot water lines in all city buildings
7. Annually inspect and repair all door and window seals
8. Waste Water Treatment Plant energy audit
9. City streetlight upgrade to LED or other comparable alternative.

City of Washburn:

1. New Public Works Garage energy efficient construction
2. New Public Works Garage solar electric panels
3. City Hall insulation
4. City Hall window replacement

5. City Hall HVAC retooling
6. Fuel tank retrofit to accommodate biofuels to be used in city fleet
7. Higher standards for vehicle efficiency in new fleet vehicles
8. Explore electric and alternative fuel options for fleet vehicles

Town of Bayfield:

1. Upgrade heating systems in all town facilities (3)
2. Town Garage insulation and new outer shell
3. Installation of solar PV units at town facilities

Town of La Pointe:

1. Continue wind energy assessments and pursue funding for implementation
2. Energy efficiency upgrade for outdoor lighting
3. Town Hall weatherization & efficiency upgrade
4. Town Library weatherization & efficiency upgrade
5. Installation of outdoor wood boilers to heat town facilities
6. Promote use of biodiesel at local marinas

Red Cliff Band of Lake Superior Chippewas:

1. Tribal Administration Building weatherization and efficiency upgrade
2. Weatherization, lighting, and efficiency upgrades in multiple tribal facilities
3. Increased use of E-85 and biodiesel in fleet vehicles

Bay Area Rural Transit:

1. Energy efficiency measures and renewable energy technologies to be employed in new transfer station and office/garage facilities (to be completed 2011-2012)
2. Existing office on-demand hot water system
3. Existing office heating system efficiency upgrade
4. Increased use of biodiesel in fleet
5. Purchase of hybrid electric buses
6. Investigation of CNG vehicle feasibility

Pathways to 25 x 25

In order to achieve the 25x25 goals, partner communities will first focus on energy conservation and efficiency to reduce overall consumption and make renewable energy installations more cost effective. This will be followed by implementation of renewable energy projects that are currently plausible and cost effective. As efficiency increases and consumption is reduced, more dramatic options for renewable energy will be investigated and implemented as technology develops and project ideas become more practical. Plans for achieving 25x25 goals will develop as conditions change, and implementation of projects will depend on funding, technology, incentives and a variety of other factors that may come into play before 2025.

Projects Selected – Explanation

At this time, all of the previously listed projects are under consideration and will be implemented as conditions allow and as funding becomes available. Several of the low-cost projects listed have already been implemented and many projects have funding allocated in 2010 budgets. Others are dependent on grant funds and incentives or future plans for infrastructure and fleet upgrades (for example, street lights may be upgraded as roads are scheduled for repairs and more efficient vehicles will be purchased in the normal course of vehicle turnover).

Potential Renewable Feedstocks

It has become obvious that a diverse combination of efficiency projects and renewable energy options will be necessary for the region to achieve 25x25 goals. At this point, biomass may be the most abundant renewable energy feedstock in the area. Biomass is already the main feedstock being utilized at the Bayfront Power Plant. Opportunities for biomass heating and electric energy production are currently underutilized. The region has vast biomass resources with thousands of acres of national and county forest land and several forestry products manufacturers in the area. The development of cellulosic ethanol from woody biomass may be crucial to developing renewable fuels from local resources.

Advances in solar photo voltaic technology is needed to increase efficiency and reduce equipment and installation costs. Even with these advances, solar availability from November through January is modest at best. Some solar hot water systems have been established in the area and are already making significant contributions to hot water needs and reducing operating costs.

The wind resources in the area are not currently considered adequate for commercial production with today's equipment, but many of the areas being assessed have the potential to supplement the energy grid at a minimum. Advances in wind energy technology that may make better use of lower wind speeds could make wind a better possibility in the future.

There is growing support in the region for installation of geothermal systems as costs decrease and technology and local expertise becomes more available. Geothermal is becoming more attractive and cost effective as existing buildings are being upgraded or replaced.

The feasibility of utilizing landfill gases or anaerobic digesters has not yet been investigated.

Existing Unknowns – Necessary Information for Future

Future costs of non-renewable fuels may ultimately be the biggest determining factor in implementing this plan. Price spikes in recent years for natural gas and other petroleum products raised alarms and prompted some changes, but currently national companies are running numerous television advertisements trying to convince Americans that "all the natural gas we'll need for generations is available right here in America". Current energy prices do not seem to contribute to the sense of urgency for immediate change, but as fuel prices are expected to increase, alternative options may become more attractive.

Technological advances that would have a huge impact on the region's energy independence are needed to improve overall energy efficiency, and to increase the benefits and feasibility of renewable energy options like cellulosic ethanol, solar PV, wind energy, and biodiesel production.

An existing unknown that contributes significantly to the success of this effort is the availability of funding in both the long and short terms. This is an extremely difficult time for small communities to make major investments when they are surrounded by so much economic uncertainty, even if these investments will save them money in the long run. This also factors in to the political climate and support for such endeavors.

Action Steps – Immediate & Long - Term

Immediate:

- Promote energy conservation efforts with employees and community members
- Complete data entry in Energy Star Portfolio Manager and continually update information
- Establish more effective tracking methods for facility and fleet energy information
- Develop standards/targets for energy efficiency in buildings and fleets
- Review the proposed energy efficiency projects
- Solicit bids/estimates for implementation and determine payback
- Prioritize projects based on feasibility, impact, cost, and potential incentives
- Budget funds necessary to complete projects
- Seek grant funding and incentives
- Implement projects

Long-term:

- Continue regional efforts to develop or increase biomass and biodiesel production and infrastructure
- Follow technological advances in energy efficiency and renewable energy options
- Continue partnership with other EI Communities and learn from their efforts

Energy Independence Team Members

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Tim Kane, UWEX CRD Educator, Bayfield County

Jeff Bierl, Ashland County Administrator

Mark Abeles-Allison, Bayfield County Administrator

Steve Sharp, City of Ashland Facilities Manager

Mayor Larry MacDonald, City of Bayfield

Billie Hoopman, City of Bayfield Clerk

Bruce Moore, City of Bayfield resident

Scott Kluver, City of Washburn Administrator

Bill Ferraro, Town of Bayfield Supervisor

Dave Good, Town of Bayfield Clerk

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Don Corbine, Red Cliff Grants Administrator

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Brian Clements, Bay Area Rural Transit Commission Chair



25 x 25 Plan for Energy Independence

City of Ashland

October 2018

Center for Rural Communities
NORTHLAND COLLEGE

Acknowledgments

The Center for Rural Communities (CRC) at Northland College completed this report on behalf of the City of Ashland. Funding was provided by the Public Service Commission of Wisconsin's State Energy Program – Planning for and Implementing Clean Energy Investments in Wisconsin Communities by way of the City of Ashland. Thank you to all City of Ashland and Xcel Energy employees who assisted the CRC with efforts to collect information for this report. We also acknowledge the work of CRC student research assistants – Laura Loucks, Evan Vollmer and Olivia Anderson – for their help collecting and organizing data used in this report. Their work and contributions were crucial to the completion of this project.

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Report prepared by:

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NORTHLAND COLLEGE

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Executive Summary

The Center for Rural Communities (CRC) at Northland College worked with the City of Ashland to assess its energy usage and update the City's 2009 25 x 25 Plan for Energy Independence. The following report summarizes the energy usage of its buildings (electricity and natural gas) and fuel usage (gasoline and diesel) by the City's vehicle fleet, and provides recommendations for achieving twenty-five percent of the City's total energy usage through renewable sources by 2025.

Key findings

- Since the early 2000s, the City of Ashland has demonstrated an interest and commitment to environmental sustainability and stewardship in a variety of ways: adopting a resolution to become an Eco-Municipality; committing to become a Green Tier Legacy Community, SolSmart Advisor Host Community, and an Energy Independent Community; and adopting a comprehensive plan that clearly embraces the values associated with sustainability.



The City could achieve its goal of acquiring 25 percent of its total energy from renewable sources by installing or purchasing subscriptions to 1,140 kilowatts of solar modules.

Key findings

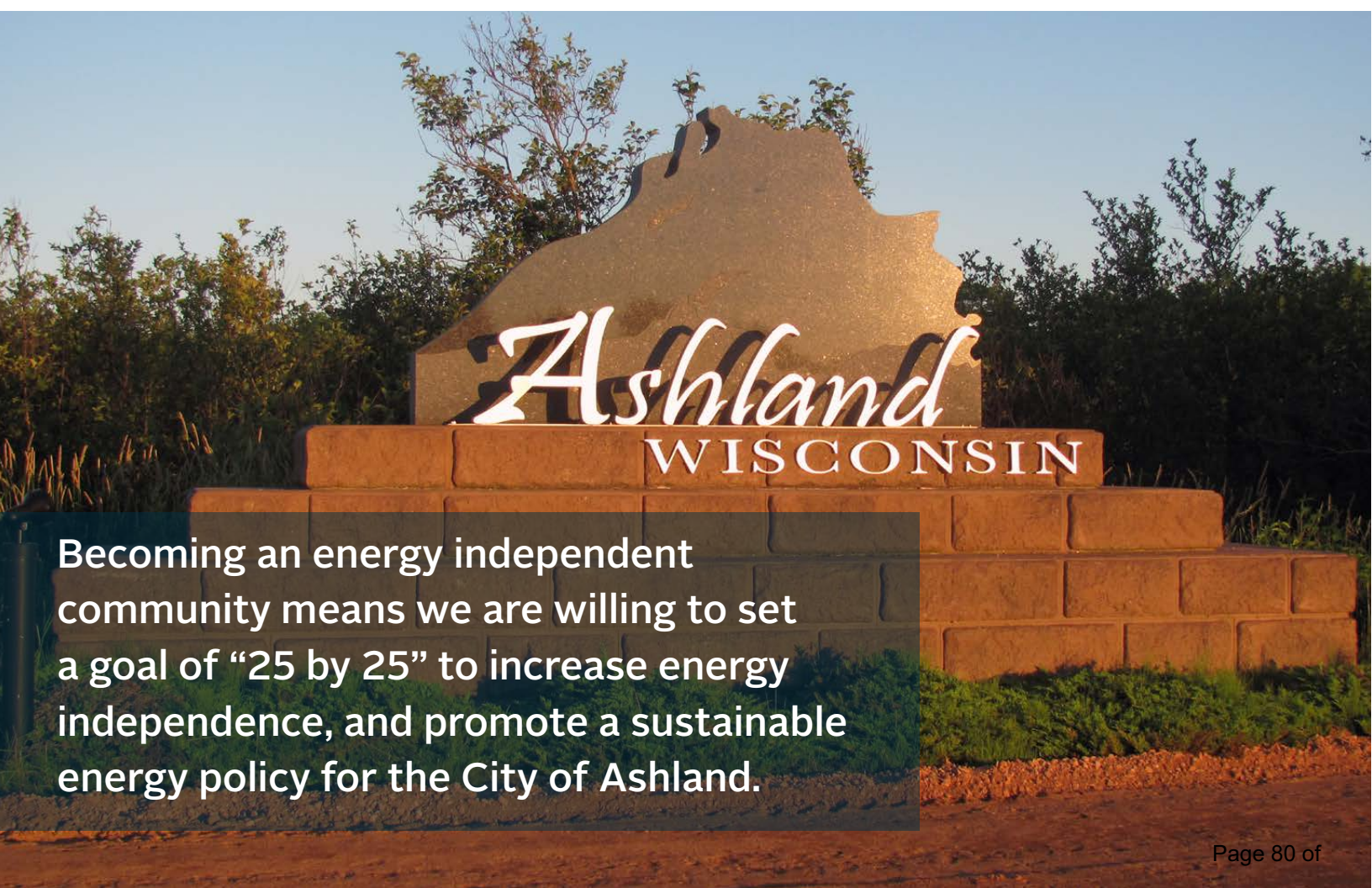
- Over the last two years, overall electricity and fleet fuel usage remained flat seeing no noticeable increase in consumption. Over the same period, natural gas usage increased slightly continuing an upward trend in consumption since 2011.
- City facilities staff who oversee the maintenance and operation of city-owned buildings are generally well-informed, and actively pursuing basic energy-saving strategies (e.g., replacing lights, upgrading HVAC systems, and installing motion sensors) when they are able and as older products or systems need replacing. Biggest hurdles to the timely replacement of these older systems or products are staff time to implement changes and money required to purchase new products.
- Over the last year, the City of Ashland used 1,831,462 kilowatt hours (kWh) of electricity, 82,180 therms of natural gas (which is equivalent to 2,408,531 kWh), and 44,624 gallons of gasoline and diesel for the City's vehicle fleet (which equals roughly 1,558,875 kWh)². The sum of these three forms of energy is approximately equal to 5,800,000 kWh per year. Without additional conservation measures (e.g., increased building insulation, improved energy efficiency practices and equipment, and occupant education), the City of Ashland would require 1,450,000 kWh of electricity through renewable sources (such as solar) to reach its goal of achieving 25 percent of its overall energy usage from renewables.
- The City could achieve its goal of acquiring 25 percent of its total energy (including electricity, natural gas, gasoline, and diesel) from renewable sources by installing or purchasing subscriptions to 1,140 kilowatts of solar modules. If accomplished solely through subscriptions, such as the Xcel Solar*Community Connect program, it would cost approximately \$1.8 million; if through city-owned solar modules, it would cost approximately \$2.9 million, (using a bulk-rate installation cost of \$2.50/watt). It should be noted that the needs of the City (1.14 MW) exceeds Xcel's current offering through the Solar*Community Connect program (a total of 1.0 MW).
- The City should consider additional energy efficiency improvements of its buildings including additional insulation, better windows, high-efficiency HVAC systems, lower-energy lighting systems, energy efficient office equipment and appliances, and other energy saving measures and policies to help lower its overall energy usage. For example, if the City were to achieve 10 percent reduction in energy consumption through these measures, it would save over \$50,000 on an annual basis, and reduce the expense associated with attaining its renewable energy goal by up to \$200,000.

²We converted therms to kWh by multiplying the number of therms by 29.308. We converted fleet fuel to kWh by estimating the proportion of overall gallons used for gasoline and diesel. Our estimates assume that roughly two-thirds of the total gallons of fuel were from gasoline and the remaining one-third for diesel. We then converted these proportions to kWh through the following formula – $\frac{2}{3} \times 44,624 \text{ gal} \times 29.308 \text{ kWh}/0.877 \text{ gal} = 994,177 \text{ kWh}$; $\frac{1}{3} \times 44,624 \text{ gal} \times 29.308 \text{ kWh}/0.772 \text{ gal} = 564,698 \text{ kWh}$; Total = 1,558,875 kWh.

Introduction

In 2005, the City of Ashland became one of the first communities in the country to pass a resolution to become an Eco-municipality. Later, Ashland became a Green Tier Legacy Community, SolSmart Advisor Host Community, and an Energy Independent Community. The values and principles associated with each label are part of the City's image and demonstrate its commitment to protecting and respecting the natural environment of the Chequamegon Bay region. Most recently, the City's updated comprehensive plan, Authentic Ashland: A Comprehensive Plan for the City of Ashland 2015-2035, clearly embraces the values environmental sustainability and stewardship.

Similarly, these same values show up in this report, which is an energy independence assessment of the City of Ashland's electricity, natural gas, and vehicle fuel usage. In this report, we examine energy usage trends and provide recommendations for how the City of Ashland can move closer to becoming an energy independent community. Specifically, we explore ways the City can obtain twenty-five percent of its energy usage through investing in alternative energy sources (e.g., solar photovoltaic), reducing energy usage and increasing energy efficiency of high consuming building, and upgrading part of its fleet to electric or hybrid vehicles.



Becoming an energy independent community means we are willing to set a goal of “25 by 25” to increase energy independence, and promote a sustainable energy policy for the City of Ashland.

Methodology

This report relies on a variety of sources to assess energy usage and to provide recommendations for becoming an energy independent community. First, we utilize available records for electricity consumption (kWh, dollars) and natural gas (therms, dollars) provided by Xcel Energy for 36 properties from April 2011 to March 2018. For the seven highest consuming properties, we conducted walk through energy audits to supplement energy usage data. We also consulted knowledgeable City and Xcel employees regarding questions of energy usage patterns, buildings, and policies.

Finally, as part of the 2009 energy assessment report completed for the Chequamegon Bay area communities, one of the main suggestions was to improve tracking and monitoring systems for City-owned fleet data. The City of Ashland has been tracking fleet fuel (gallons) and cost (dollars) for thirteen departments and divisions since 2011. We utilize this information for assessment of City fleet data.

Table 1. Department Tracking Fleet Fuel Usage

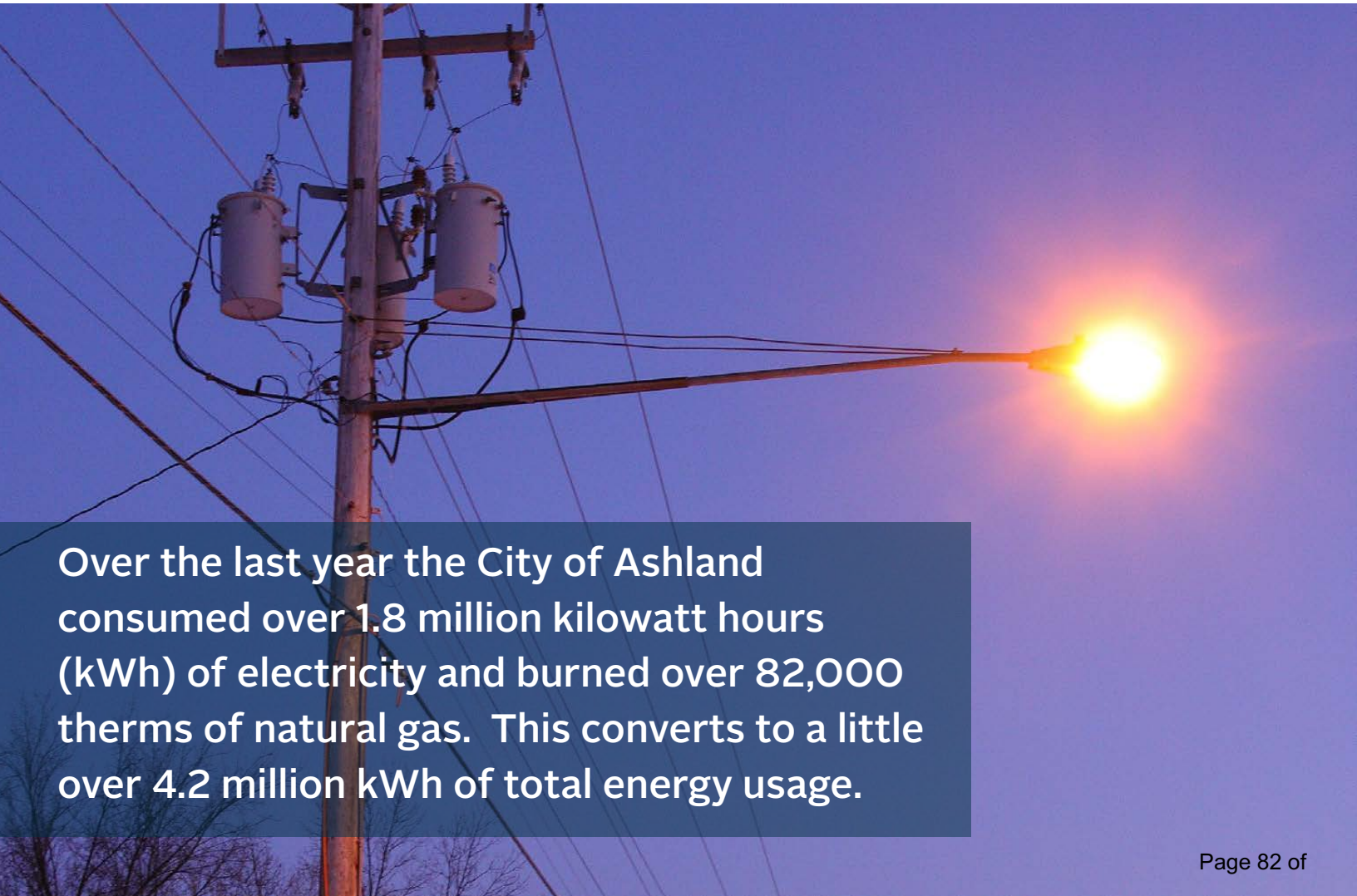
DEPARTMENT OR DIVISION
Ashland Housing Authority
Ashland County Aging Unit
Bay Area Rural Transit
Bay Area Rural Transit
Ashland Ambulance
Ashland Police Department
Department of Public Works
Engineering Division
Parks Department
Animal Warden
Facilities Maintenance
City Hall and Library
Water and Wastewater Utilities

Table 2. City Owned Properties

ID	NAME	ADDRESS
303417099	Sm Gen Svc	211 6th St W
302190096	Airport Maintenance Building	50511 St Hwy 112
302335868	Kreher Park Restroom	310 Prentice Ave N
302347645	Hodgkin's Park South	1222 7th St E
302449200	Prentice Park Camp	515 Turner Rd
302552596	Little League Park	700 14th Ave W
302562103	Sm Gen Svc	423 6th St W
302562242	East End Skate Rink	1612 5th St E
302644433	Hangar	50511 St Hwy 112
302982746	Bandshell	131 Lake Shore Dr W
302984816	Vaughn Library	502 Main St W
302991848	Terminal Building	50511 St Hwy 112
303093843	Penn Park	901 7th Ave E
303105193	Cold Storage Building	2020 6th St E
303112466	Bretting Rec Center	400 4th Ave W
303197007	Maslowski Beach Restroom	3215 Lake Shore Dr W
303307401	Hodgkin's Park Lights	1200 7th St E
303335742	Prentice Park Restrooms	517 Turner Road
303389302	Kreher RV Park	310 Prentice Ave N
303494786	Maslowski Beach Pavilion	3225 Lake Shore Dr W
303518678	Penn Park Restrooms	922 Willis Ave
303580956	Public Works Building	2020 6th St E
303590846	City Hall	601 Main St W
303603030	Bayview Park Restroom	1809 Lake Shore Dr E
303705559	Marina	300 Ellis Ave N
303820841	Hodgkin Park Equipment Rm	1120 7th Street E
303825973	West End Rink	601 Main St W
303963830	Airport	50511 St Hwy 112 Gate
304178140	St Lt Svc	825 Main Street W
304500475	Fire Station	215 6th Street E
304520171	Sm Gen Svc	323 Stuntz Ave N
302154453	Wastewater Utility	1901 Knight Rd
302152769	Wastewater Utility	314 11th Ave E
302152769	Wastewater Utility	523 Lake Shore Dr
303562018	Wastewater Utility	2614 Lake Shore Dr
303648977	Wastewater Utility	524 Turner Rd

Electricity and Natural Gas

In this section, we discuss electricity and natural gas usage trends for all City of Ashland properties. We do so for overall electricity and natural gas usage as well as usage by select properties (i.e., the highest energy consuming buildings). For the highest energy consuming buildings, we supplement the energy usage data with insights from field visits where we conducted an informal energy audit for each of these properties. We include specific recommendations for increasing energy efficiencies and reducing energy consumption for these high energy consuming properties.

A photograph of a utility pole with transformers and a street light at dusk. The sky is a deep purple and blue, and the street light is glowing brightly. The utility pole is in the foreground, and the street light is in the background.

Over the last year the City of Ashland consumed over 1.8 million kilowatt hours (kWh) of electricity and burned over 82,000 therms of natural gas. This converts to a little over 4.2 million kWh of total energy usage.

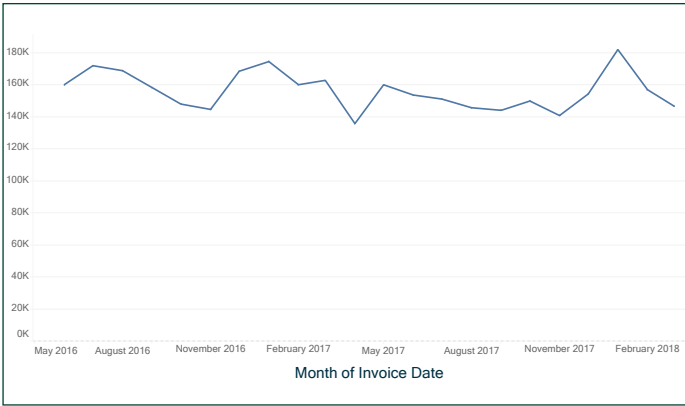
Overview

Over the last year and across all City owned properties, the City of Ashland consumed over 1.8 million kilowatt hours (kWh) of electricity. Similarly, the City burned over 82,000 therms of natural gas. When converted into kWh, we estimate that the total energy used by City properties and buildings from April 2017 to March 2018 is a little over 4.2 million kWh of energy. The total cost to the City over this period of time was approximately \$234,960 (or about \$20,000 per month).

Table 3. Electricity and Natural Usage, April 2017-March 2018

KILOWATT HOURS	ELECTRICITY INVOICE (\$)	THERMS	GAS INVOICE (\$)	TOTAL (\$)
1,831,462	180,236	82,180	54,724	234,960

Figure 1. Total Electricity Usage (kWh) by Month, June 2016-March 2018³

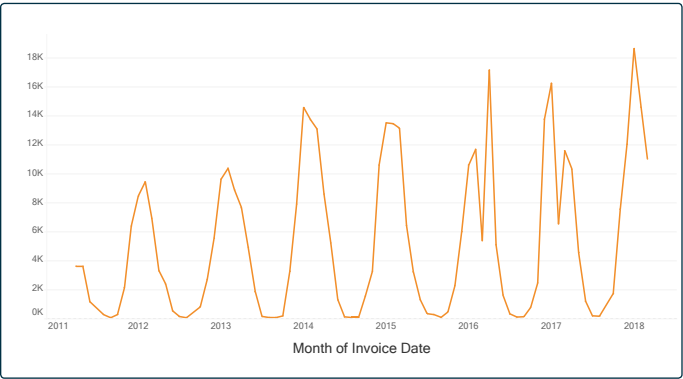


Between June 2016-March 2018, electricity usage within the City remained flat with no evidence of an upward or downward trend.

³We show trends for overall usage from June 2016 to March 2018 due to having complete data for all properties back to this date. We were not able to get data for the wastewater treatment plant farther back than this date. We have data for all other properties dating back to January 2011.

The City of Ashland saw an increase in natural gas usage from its 2011 baseline. Although the overall use of natural gas for City owned properties as a whole remained flat between 2014 and 2017 (figure 2).

Figure 2. Total Natural Gas Usage (Therms) by Month, January 2011-March 2018

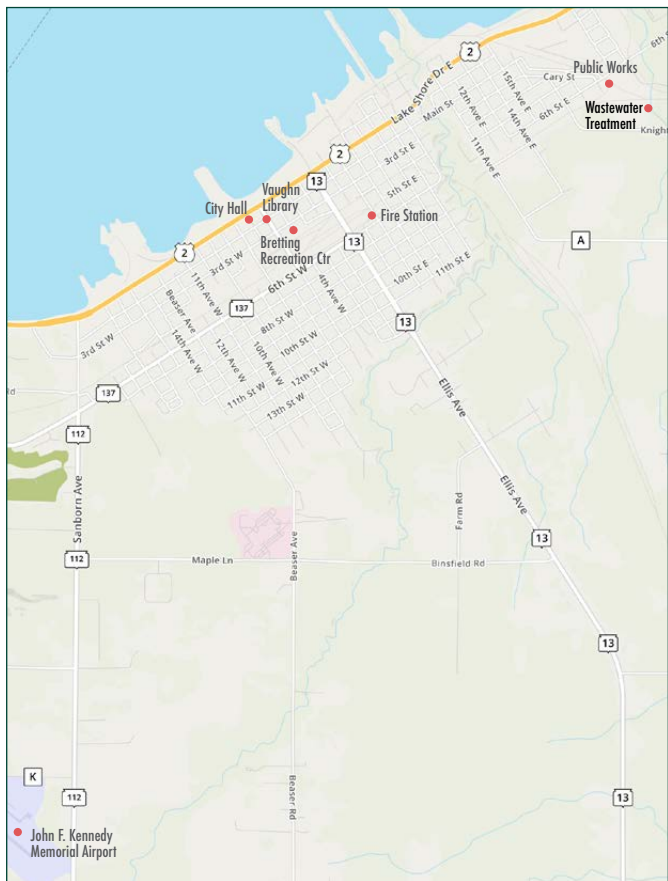


Top Consuming Buildings

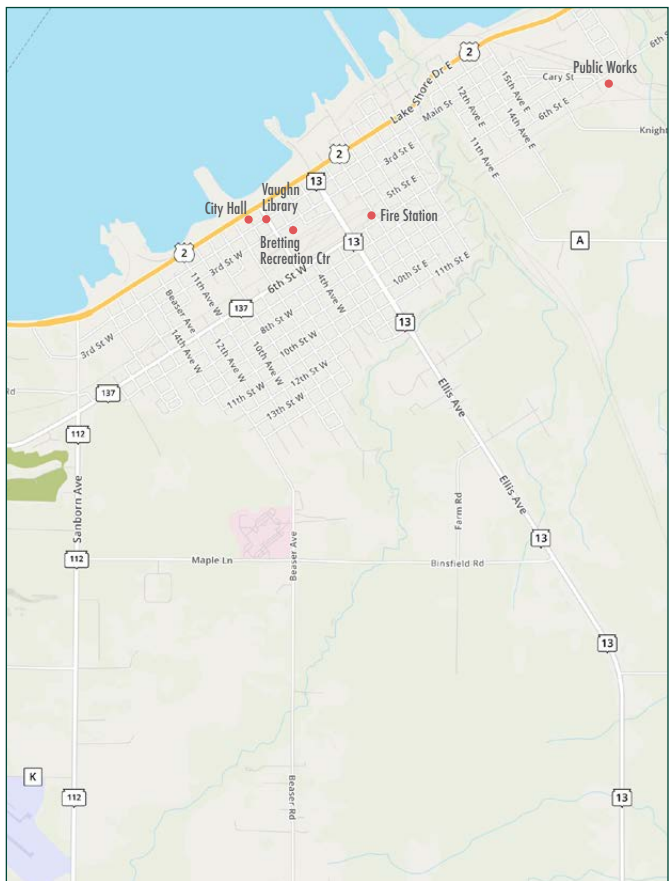
The top electricity consuming properties are wastewater treatment facilities (including several lift stations at various locations around Ashland), the fire station, city hall, the public works building, Bretting Recreation Center, airport facilities, and Vaughn Public Library (map 1).

The same buildings, with the exception of the wastewater treatment buildings and JFK Memorial Airport are the top natural gas consuming properties (map 2).

Map 1. Top Electricity Consuming Buildings



Map 2. Top Natural Gas Consuming Buildings



We estimate that the top seven electricity consuming locations and the top five natural gas consuming locations account for nearly all of the City's usage – approximately 99.5 percent of the electricity (kWh) and 98.1 percent of the natural gas (therms). In figure 3, we add electricity (kWh) and natural gas (therms converted into kWh) to identify the seven highest consuming buildings. To better understand energy consumption patterns and provide more specific recommendations, the CRC conducted informal energy audits of all of these buildings with qualified individuals who were able to describe the projects already implemented and some of the reasons for the high energy usage. From these tours, we observed that the facility staff who oversee the maintenance and operation of the City's buildings appear to be aware and well-informed of basic energy-saving strategies, with the following already in progress:

1. Replacing incandescent and fluorescent bulbs with more efficient and longer lasting LED bulbs. These are generally done as time and funding allows, particularly when existing bulbs burn out.
2. Upgrading old HVAC systems with more efficient variable air volume (VAV) systems. In some instances, however, problems exist between where the conditioned air is delivered and the location of the thermostat. To optimize comfort and energy efficiency, separate controls and additional ductwork may be required.
3. Replacing fixed-on lights (e.g. in restrooms) with motion sensors that automatically turn off lights when the room is unoccupied.
4. Covering single-pane windows with storm windows or interior plastic to reduce air infiltration and uncomfortable drafts.

Figure 3. Total Energy (kWh and Therms) by Top Consuming, April 2017-March 2018

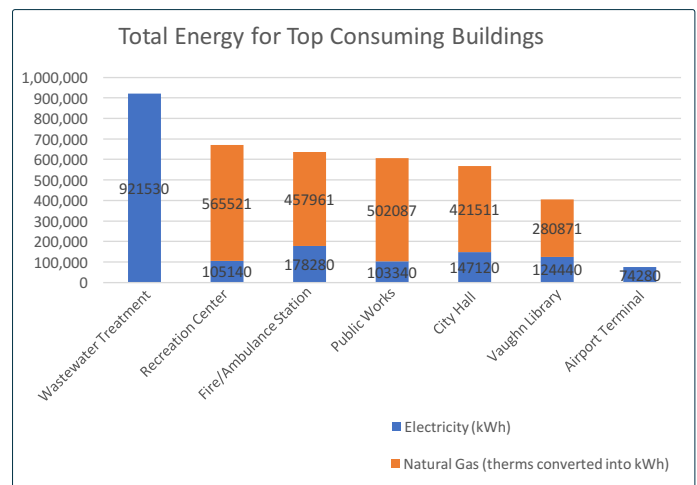
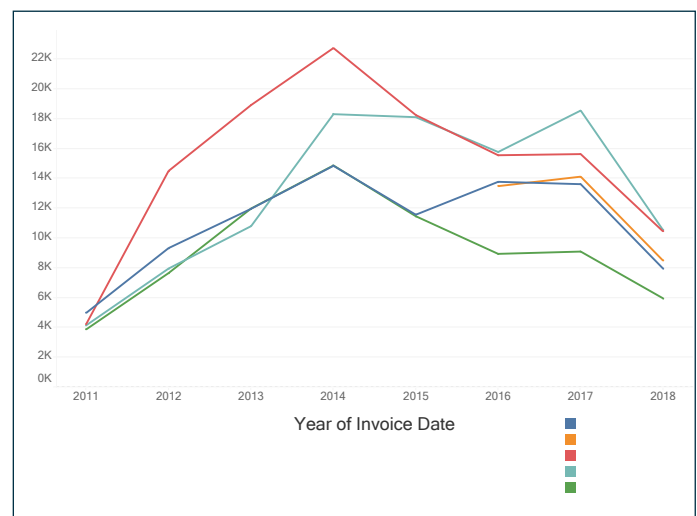


Figure 4. Natural Gas Usage (therms) by Top Consuming Buildings, January 2011-March 2018



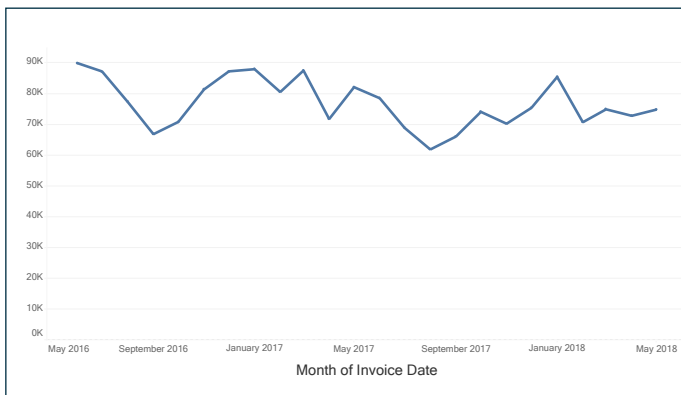
Wastewater Treatment Plant

1901 Knight Road

The highest consumer of electricity for the City of Ashland is the wastewater treatment facility. Accounting for nearly 50 to 60 percent of the City's overall electricity consumption, the treatment plant operates pumps, aeration units, and an ultra-violet sterilization system that runs 24/7, day and night. The City has already invested in significant energy efficiency measures, including:

1. The majority of the pumps have been upgraded with variable frequency drives (VFD) to minimize their energy usage. The facility uses a variety of pumps of differing capacities to allow for efficient control under varying demands.
2. The facility employs a Supervisory Control and Data Acquisition (SCADA) software system that networks computers and graphical interfaces to improve the efficiency of monitoring and operational control.
3. The aeration units for the oxidation tanks have been upgraded from large bubble jets to smaller, more energy-efficient fine-bubble diffusers.
4. Submerged ultraviolet (UV) bulbs sterilize the outflow without the use of chemical additives.
5. Upgrades to the HVAC system are in progress.
6. Some fluorescent have been converted to LED.

Figure 5. Waste Water Treatment Plant Electricity Usage (kWh) by Month, June 2016-May 2018



Recommendations

The wastewater treatment facility could further advance its energy efficiency by investing in these improvements:

1. Reduce the amount of water entering the plant by promoting water conservation from residential and commercial customers.
2. Separate the City's storm water system from its septic system so that storm water does not arrive at the treatment facility. The facility director indicated that at present they do not have the staff or resources to investigate where storm water is entering the sewer system.
3. Better educate City residents against flushing problem items (e.g. "disposable wipes") into the sewer system. These items can clog pumps and require time-consuming labor to remove.
4. The water treatment plant backflushes its filtration system on a daily basis to remove silt carried in from Chequamegon Bay. Currently, this backflushing fluid, which remains uncontaminated, is sent to the wastewater treatment plant, where it mixes with sewage. We recommend assessing whether this backflushing fluid can be safely returned directly to Chequamegon Bay, thereby reducing demands on the wastewater treatment facility.
5. Conduct a feasibility study for the implementation of anaerobic digestion to create combined heat and power (CHP) for the facility. The digested sludge could also be sold as compost or animal bedding to provide revenue for the City.

Fire Station

215 6th Street East

The fire and ambulance station is the newest building owned by the City of Ashland. Built in 2015 with modern energy efficient systems, the building accounts for less than ten percent of the City's annual electricity usage and just under twenty percent of its annual natural gas usage.

The fire station employs in-floor hydronic heat loops for the entire footprint of the vehicle bays and along the perimeter of the administration building. High efficiency natural gas boilers and energy efficient pumps circulate the heated fluid.

For the vehicle bays (including equipment storage), heat is supplied only by the in-floor system, which works well in winter to melt snow and keep the floor dry. The HVAC system serving the administration building does not extend to the vehicle bays, which have no cooling system for summer months. A separate ventilation system circulates fresh air through the vehicle bays and heats the air (using hot water from the boiler) if the outside temperature is below 45°F. The intake for this ventilation air is on the roof of the administration building, which consists of black rubber membrane (EPDM) and can get quite hot in the summer. Hence, during the summer months the fresh air for the vehicle bays can become uncomfortably warm. The vehicle bays are equipped with an exhaust system that attaches flexible ducts to the tailpipes of vehicles. Automatic fans draw the exhaust fumes outside. However, the system does not include make up air, resulting in negative pressure within the vehicle bays when this system is in use. Furthermore, the bays are not equipped with heat exchangers to extract energy from either the stale air of the bays themselves or from the vehicle exhaust ducts.

The HVAC system serving the administration building includes electric heating elements within the ductwork to supplement the primary system supplied by natural gas. These electric heating elements allow individuals to adjust the temperature of particular offices separate from the



Figure 6. Fire Station Electricity Usage (kWh) by Month, October 2015-March 2018

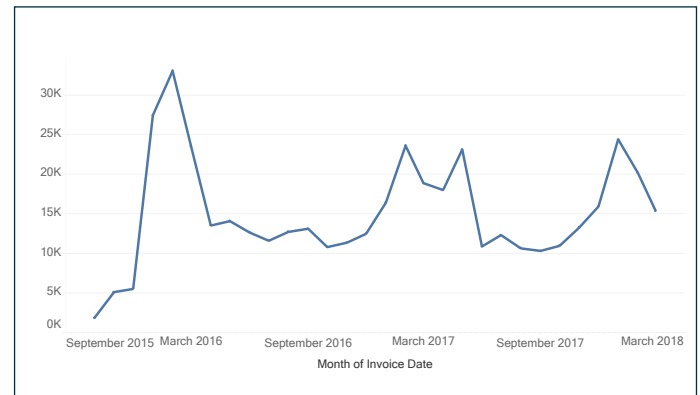
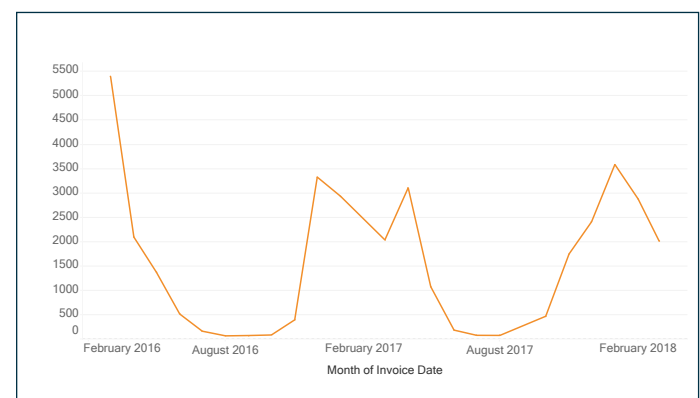


Figure 7. Fire Station Natural Gas Usage (therms) by Month, March 2016-March 2018



set point of the main system, thereby minimizing frequent adjustments and improving efficiency. The HVAC system utilizes seven variable air volume (VAV) thermostats in different areas of the building, another feature that improves overall efficiency.

(continued on next page)

Fire Station (continued)

215 6th Street East

Recommendations

1. Consider installing a heat exchanger to extract and save energy from the vehicle bays.
2. Assess the possibility of including make-up air for the vehicle exhaust system to prevent negative pressure. This system should also include heat exchanging properties (or be incorporated into a larger system).
3. Paint the EPDM roof of the administrative building white to reduce summer heating of the vehicle bay ventilation air. Alternatively, assess the possibility of creating a living roof to assist with cooling.
4. Insulate the aluminum frames of the windows in the administrative building, which currently get quite cold in the winter.
5. Convert existing fluorescent bulbs with LED bulbs as opportunities arise.



City Hall

601 Main Street West

City hall is a historic building constructed of brownstone blocks, which offer poor insulation. We estimate that city hall consumes about seven percent of the City's total electricity and nearly 20 percent of its natural gas. Since natural gas boilers are used to circulate heated water through wall-mounted radiators, the large seasonal use of natural gas suggests that the building suffers from inadequate insulation. Furthermore, the high ceilings and the absence of any form of destratification results in excessive heating to maintain comfort.

The City has already invested in some energy efficiency measures by:

1. Replacing single pane windows with triple-pane windows in the council chamber and covering the windows with cellular (honeycomb) shades.
2. Replacing some of the old lights with LEDs.

Recommendations

1. Assess the feasibility of insulating exterior walls. This may require significant interior renovation.
2. Replace single-pane windows with insulating windows, prioritizing as resources permit.
3. Consider more efficient (perhaps centralized) air conditioning systems.
4. Investigate large sources of electricity use. Monthly electricity usage has a baseline of nearly 10,000 kWh, plus higher seasonal variations. Consider hiring a company to install real-time energy monitoring devices to track down usage.
5. Add insulation to the roof. The roof appears to be insulated with R-19 fiberglass batts with no vapor barrier. Buildings in this climate benefit from two to three times as much insulation. However, the high levels of air-infiltration from leaky windows may limit the effectiveness of adding ceiling insulation without first correcting the worst of the windows.



Figure 8. City Hall Electricity Usage (kWh) by Month, April 2011-March 2018

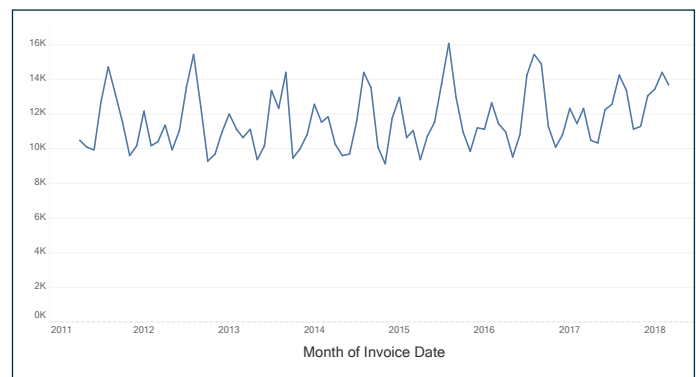
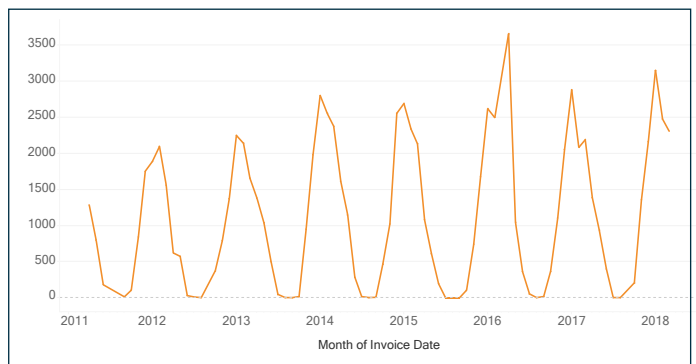


Figure 9. City Hall Natural Gas Usage (therms) by Month, April 2011-March 2018



Vaughn Public Library

502 Main Street West

The Vaughn Public Library is a 138-year old building occupying 20,400 square feet and accounts for 7 percent of the City's overall electricity usage, and 12.9 percent of its natural gas consumption.

The building was remodeled in 1983, moving the entrance from Main Street to Vaughn Avenue. The main library utilizes the first floor and basement, while the second floor provides meeting rooms, computers, and a children's room. The third floor is rented office space. Recent improvements include two new boilers, some LED lighting on the third floor, and the replacement of several windows. The basement and first two stories are heated by two high-efficiency natural gas boilers using wall-mounted radiators. The first floor (but not second floor) benefit from central air conditioning. The third floor offices have their own HVAC system.



Long-term occupants of the library indicate that the building is rarely comfortable. Poor insulation (some of which results from the brownstone construction), air infiltration (including leaking windows), inadequate HVAC systems, and the relative isolation of the second floor—all contribute to high energy consumption and compromised comfort.

Energy efficiency measures in progress:

1. A new high-efficiency natural gas boiler was installed three years ago.
2. Central air conditioning for the first floor eliminates the use of less efficient alternatives.
3. Some of the third-floor fixtures have been switched to LED lighting.
4. Main entrance opens into a foyer, rather than directly into the library, reducing heat loss.

Figure 10. Vaughn Library Electricity Usage (kWh) by Month, April 2011-March 2018

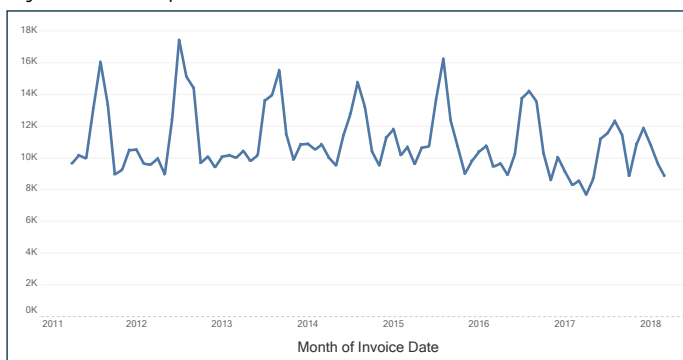
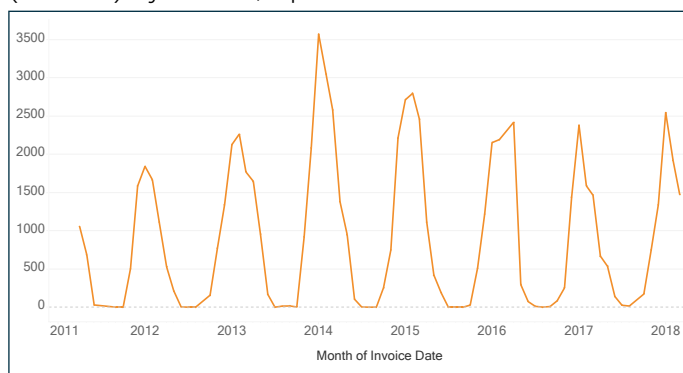


Figure 11. Vaughn Library Natural Gas Usage (therms) by Month, April 2011-March 2018



Recommendations

1. Consider replacing existing lighting fixtures with LED alternatives where appropriate.
2. Upgrade the HVAC system to provide air conditioning for the second floor, eliminating the need for less-efficient window-mounted units.
3. Replace windows where most needed, such as on the second floor.
4. During interior renovations, add insulation to walls and ceiling and improve windows.
5. Ensure that unnecessary electronics are shut down when not in use (e.g. when closed), including second floor computer room.
6. Ceiling fans to reduce air conditioning needs.

Bretting Recreation Center

400 4th Avenue West



The Bretting Recreation and Community Center is a large building (17,600 square feet) that houses the Parks and Recreation Department, and includes a large open gym with basketball and volleyball courts, a gymnastics room, and a youth recreation area. We estimate that the recreation center consumes about five percent of the City's overall electricity usage but over 23 percent of its natural gas usage—the largest proportion of any City property. This may indicate insufficient insulation, inefficient heat exchangers, excessive heating due to poor circulation, or a combination of issues. The gym, a large multipurpose space, utilizes its own heating and ventilation system that does not include air conditioning. As a result, the gym can become hot and humid in the summer, limiting its seasonal usefulness. The gymnastic room, recreation area, and offices include a full HVAC system. However, the ductwork delivering conditioned air appears to be inappropriately sized for the various spaces. Office workers report that they regularly have to turn on electric space heaters during the summer to keep from being overly cooled by the AC system, a highly inefficient situation. One problem may be that the thermostat controlling the system is located in the recreation area, a room that undergoes larger temperature fluctuations than the more centralized offices due to many large windows unprotected from summer sunshine.

Energy efficiency measures in progress:

1. Some older light fixtures have been replaced with LED bulbs.
2. LED fixtures have been purchased for the gym, though they have not yet been installed. Since the gym lights are kept on all day during the “open gym” period, replacing these lights should offer significant savings in electricity costs.

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Figure 12. Bretting Recreation Center Electricity Usage (kWh) by Month, April 2011-March 2018

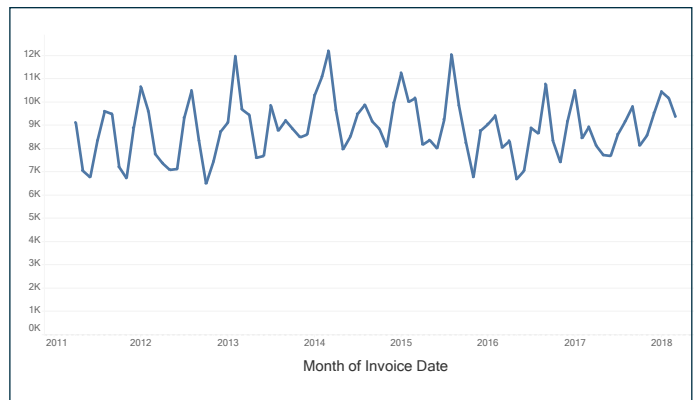
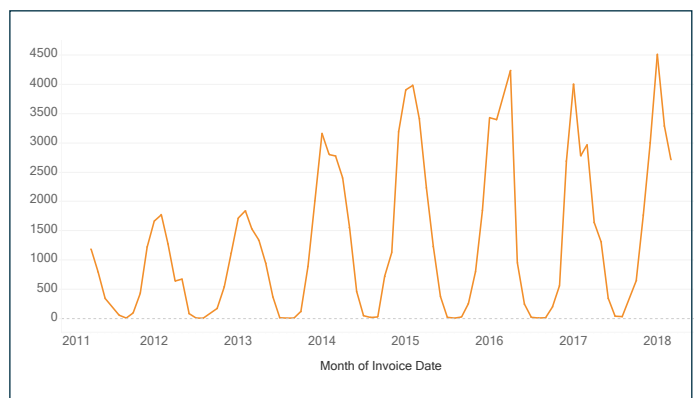


Figure 13. Bretting Recreation Center Natural Gas Usage (therms) by Month, April 2011-March 2018



Bretting Recreation Center (continued)

400 4th Avenue West

Recommendations

1. Consider installing dampers on the conditioned air ducts into the office so that office workers can better regulate temperature. Adjust the HVAC system so that space heaters are not used.
2. Evaluate heat loss throughout the center. Consider using thermal imaging to find areas of insufficient insulation (which may include the entire roof/wall system). Insulate as necessary.
3. Assess the operation and efficiency of the existing heat exchangers on the HVAC systems.
4. Consider the feasibility of installing high windows or roof-mounted daylighting to allow indirect natural light into the gym and gymnastics room. This could significantly reduce the need for artificial lighting during daylight.
5. Consider installing large ceiling fans in the gym and gymnastics room. These could provide low-energy cooling for the summer and reduced heating requirements in the winter by destratifying warm air near the ceiling.



Public Works

2020 6th Street East

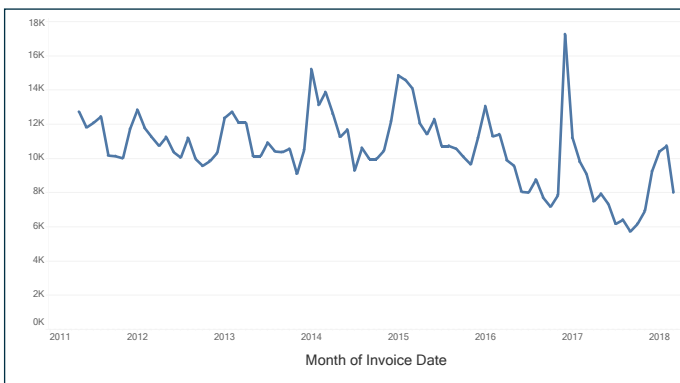
The public works building occupies 40,172 square feet and accounts for about five percent of the overall electricity consumption and 21 percent of the natural gas consumption of City owned properties. Over the last two years for which data is available (2016 and 2017), the Public Works building has seen roughly a 34 percent decrease⁴ in electricity usage from its historical high in 2015.

At the heart of the public works building are the large garages, workshops, and vehicle washrooms. Not surprisingly, the garage doors are neither well insulated nor well sealed against drafts. As a result, overhead natural gas radiant heaters are frequently running during the winter months. Doors into administrative spaces open directly onto work spaces and garages, allowing unimpeded transfer of air (and possibly contaminants). Single-paned windows, set in concrete walls, provide inadequate insulation. Some of the larger administrative windows are covered with Plexiglas to improve comfort levels.

Energy efficiency measures already in progress:

1. Some of the lights have been replaced with LED bulbs, and some are on motion sensors.

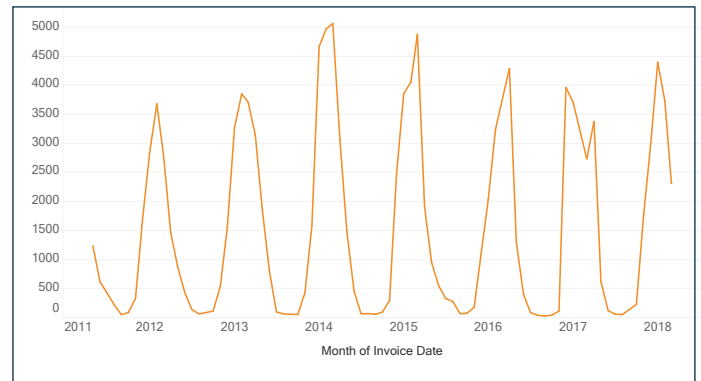
Figure 14. Public Works Electricity Usage (kWh) by Month, April 2011-March 2018



⁴The decrease is measured by 2017 meter read date of 93,400 kWh versus the invoice date of 84,160 kWh reflected in public works electricity usage figure.



Figure 15. Public Works Natural Gas Usage (therms) by Month, May 2011-March 2018



2. Office equipment that is not essential tends to be turned off during the night.
3. The old HVAC system is slated to be replaced.
4. The thermostat controller has been updated.
5. Garage doors are left open as briefly as necessary during the winter months.

Recommendations

1. Continue to reduce lighting costs through replacement of older bulbs with LEDs, particularly in the garages that require extensive lighting.
2. Insulate or replace single-paned windows.
3. Consider upgrading HVAC controls to allow temperature adjustability between office spaces. Some employees report that the air conditioner makes the spaces too cold during the summer.
4. Assess feasibility of improving insulation in the roof and exterior walls.
5. Replace doors separating garages and administrative spaces with better sealing models.

JFK Memorial Airport

50511 State Highway 112

The airport is one of the most energy intensive locations because of the hundreds of incandescent runway lights, which are required by aviation law to be operational from sunset to sunrise. Each of the 104 bulbs currently use 30 watts.

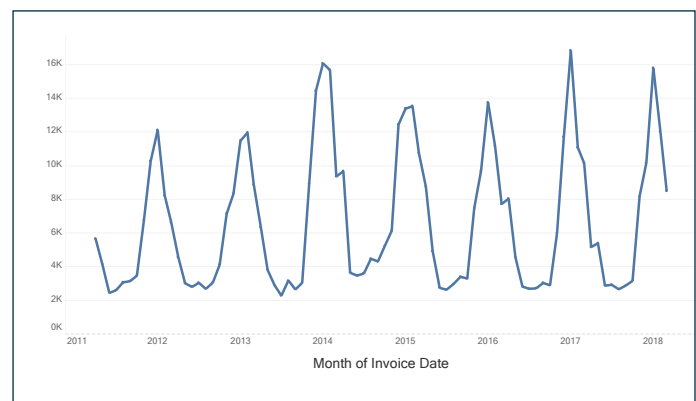
The replacement of incandescent light bulbs with LED bulbs could be economically installed when the runway is redone (proposed to take place in 2020). However, the airport director pointed out that FAA regulations currently require that if incandescent bulbs are replaced with LED bulbs then each LED bulb, which generates too little heat to adequately melt off snow and ice, must be equipped with a supplemental 40-watt heater. Although LED bulbs with 40-watt heaters might still save electricity over the current 30-watt incandescent bulbs—because the heaters would only need to be used during freezing conditions—the FAA requirement significantly limits the economics of their installation. The taxi lights are already LED and are off until the pilot turns them on prior to landing. The terminal building itself, an aesthetic design, is made out of logs without supplemental insulation. The building is heated using an inefficient electric in-floor system. Due to the poor insulation of the building, the floor frequently becomes uncomfortably warm before the building itself warms to a comfortable temperature.

Energy efficiency measures in progress:

1. The taxi lights already use 5-watt LED bulbs rather than incandescent bulbs.
2. Storm windows have been added to the existing single-pane windows to reduce drafts and improve insulation.
3. Light sensors automatically turn off lights to the beacon and wind cone during daylight hours.
4. Equipment storage hanger is reportedly kept at a cool 40-45°F during the winter except when work is being done (at which point the temperature is increased to 60 °F).



Figure 16. JFK Airport⁵ Electricity Usage (kWh) by Month, April 2011 – March 2018



Recommendations

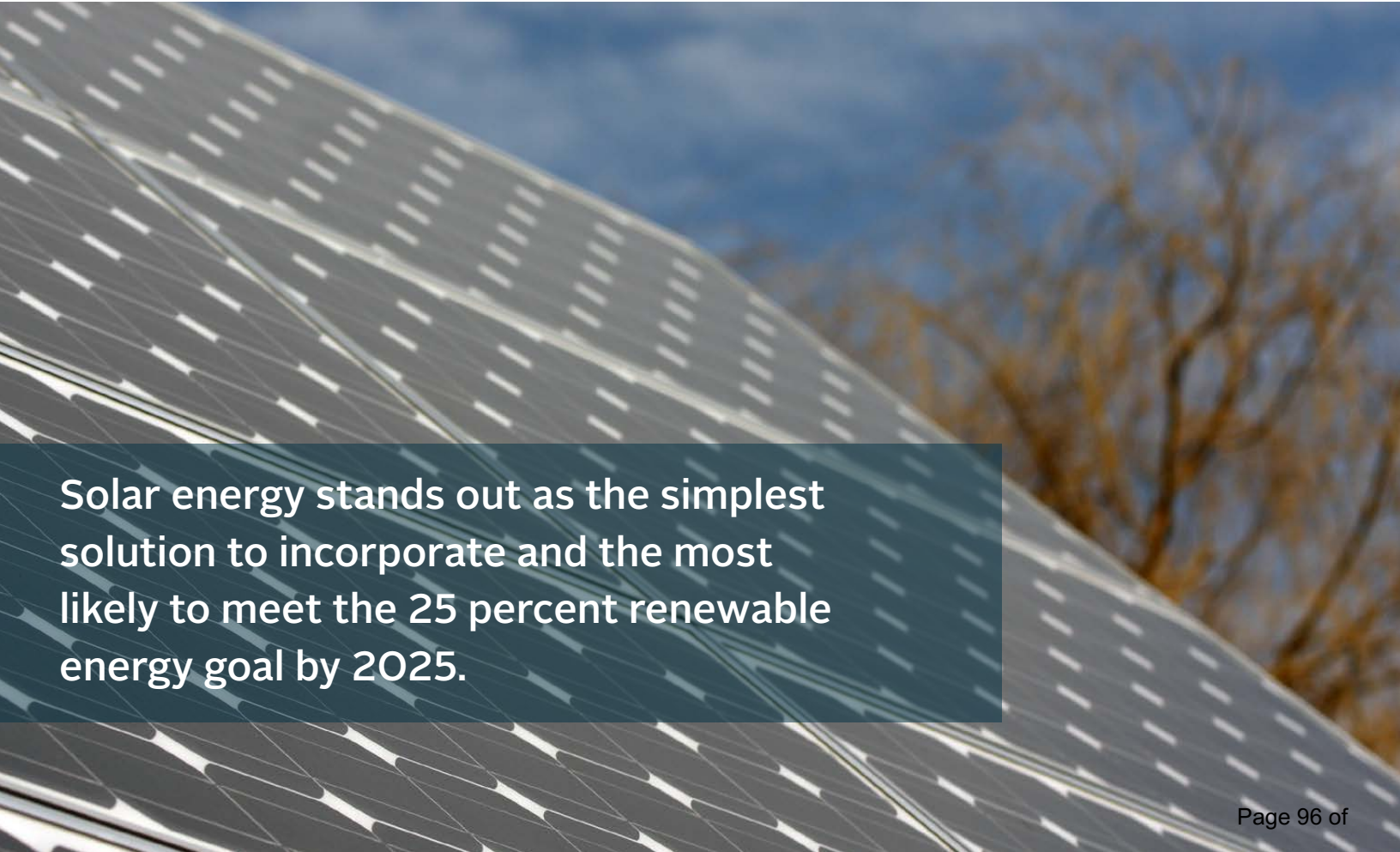
1. Investigate the possibility of installing LED bulbs for the airport runway lights. Research snow/ice sensors to reduce the need to operate the FAA-required 40-watt heating coils during clear conditions. Consider alternate solutions to keeping runway lights clear without energy-intensive heating.
2. Consider improvements to the electric in-floor system, possibly supplementing with a natural gas system to improve occupant comfort and reduce demands on the in-floor system.
3. Consider upgrades to the old and inefficient boiler in the equipment storage hanger.
4. Look into aesthetic methods of better insulating the log cabin construction.

⁵Airport includes Airport (303963830), Airport Maintenance Building (302190096), Hangar (302644433), and the Terminal Building (302991848).



Renewable Energy Options

The three most promising options for harnessing renewable energy in the Chequamegon Bay region are: solar, wind, and biomass. Of these, solar energy stands out as the simplest solution to incorporate and the most likely to meet the 25 percent renewable energy goal by 2025. Numerous studies of wind potential (e.g. see reports from the Northern Great Lakes Visitor Center, Bad River Reservation, and Madeline Island) indicate that this region lacks a consistent, adequate-strength, turbulence-free wind resource to make large-scale wind power economical. The final option, biomass—either from the anaerobic digestion of sewage or the combustion or gasification of wood chips—promises abundant resources but also entails greater start-up costs, more expensive maintenance and operation requirements, and may be difficult to complete by the hopeful 2025 date. For these reasons, this report focuses on solar photovoltaic energy, describing two available options. These two options are: (1) subscribing to Xcel Solar*Connect Community and (2) installing City-owned solar modules.



Solar energy stands out as the simplest solution to incorporate and the most likely to meet the 25 percent renewable energy goal by 2025.

OPTION 1: Xcel Solar*Connect Community Program

Xcel Energy announced at the beginning of May 2018 that they received enough subscriber interest to move forward with plans to construct a one-megawatt community solar garden in Ashland. This solar garden would include a field of solar arrays located on land Xcel owns on Highway 13 south of town. Residents and businesses of Ashland have the opportunity to buy portions of this garden in 200-watt shares and will receive credit on their energy bills each month proportional to their number of shares. This is not a direct purchase of solar modules – a company contracted by Xcel Energy owns, operates, and maintains the array. The purchase is valid for 25 years, after which customers must buy a new subscription. Because the modules are not bought outright, subscribers bear no responsibility for the operation or maintenance of the array. In

other words, after the initial purchase, the only impact on customers would be a monthly reduction on their energy bills for 25 years. As soon as Xcel receives full payment, subscribers begin receiving credits. If electricity costs remain constant in the years to come, the simple pay-back time for the investment is estimated to be 15.2 years. However, assuming a more realistic 2 percent escalation in electricity costs, the payback time would decrease to less than 12 years, after which the customer increasingly benefits from the investment. Participation in this program would demonstrate the City's commitment to sustainability and move it forward toward its goal of procuring 25 percent of its electricity from renewable sources as required by the City's 25x25 energy plan.

Table 4. Xcel Solar*Connect Community Program Estimates (4/17-3/18)⁶

Cost (\$)	kWh	% Offset	Subscription Size (kWh)	Deposit (\$)	Balance (\$)	Total (\$)	Annual Credit (\$)	Credit/ 25 Yrs	Credit/25 (Yrs) 2% escalation	Payback (Yrs)	Payback (Yrs) 2% escalation
233,066	2,151,141	25	384	32,888	580,932	613,820	40,282	1,007,048	1,290,230	15.2	11.9
		15	230	19,733	348,559	368,292	24,169	604,229	774,138	15.2	11.9
		5	76.8	6,578	116,186	122,764	8,056	201,410	258,046	15.2	11.9
		200 kW	200	40,000	280,000	320,000	21,000	525,000	672,630	15.2	11.9
		400 kW	400	80,000	560,000	640,000	42,000	1,050,000	1,345,260	15.2	11.9

⁶ See appendix for cost breakdown per property and overall. Note, although the upper limit per customer is 400 kW, there is currently (as of June 21) only 200 kW available for subscription. That means the City Of Ashland would only be able to purchase around 13 percent of total electricity usage.

Table 5. Xcel Solar*Connect Community Program Estimates per Property (2/16-3/18)

Name Address	Avg \$/yr	Avg kWh/yr	% Offset	Subscription Size (kWh)	Deposit (\$)	Balance (\$)	Total (\$)	Annual Credit (\$)	Credit/ 25 Yrs	Credit/25 (yrs) 2% escalation
Wastewater Utility 1901 Knight Rd	77,279	91 21,530	100	658.2	131,647	921,530	1,053,177	63,586	1,589,639	2,036,646
			75	493.7	987,35	691,148	789,883	47,690	1,192,229	1,527,484
			50	329.1	658,24	460,765	526,589	31,793	794,820	1,018,323
			25	164.6	329,12	230,383	263,294	15,896	397,410	509,162
Wastewater Utility 314 11th Ave E	47,207	261,058	100	186.5	37,294	261,058	298,351	18,013	450,324	576,955
			75	139.9	27,970	195,793	223,764	13,510	337,743	432,717
			50	93.2	18,647	130,529	149,176	9,006	225,162	288,478
			25	46.6	9,323	65,264	74,588	4,503	112,581	144,239
Fire Station 215 6th St E	17,150	178,280	100	127.3	25,469	178,280	203,749	13,193	329,818	422,563
			75	95.5	19,1019	133,710	152,811	9,895	247,364	316,922
			50	63.7	12,7349	89,140	101,874	6,596	164,909	211,281
			25	31.8	6,3679	44,570	50,937	3,298	82,455	105,641
City Hall 601 Main St W	14,909	147,120	100	105.1	21,017	147,120	16,8137	10,887	272,172	348,707
			75	78.8	15,763	110,340	12,6103	8,165	204,129	261,530
			50	52.5	10,509	73,560	8,4069	5,443	136,086	174,353
			25	26.3	5,254	36,780	4,2034	2,722	68,043	87,177
Vaughn Library 502 Main St W	14,014	124,440	100	88.9	17,777	124,440	142,217	9,209	230,214	294,950
			75	66.7	13,333	93,330	106,663	6,906	172,661	221,213
			50	44.4	8,889	62,220	71,109	4,604	115,107	147,475
			25	22.2	4,444	31,110	35,554	2,302	57,554	73,738
Rec Center 400 4th Ave W	11,102	105,140	100	75.1	15,020	105,140	120,160	7,780	194,509	249,205
			75	56.3	11,265	78,855	90,120	5,835	145,882	186,904
			50	37.6	7,510	52,570	60,080	3,890	97,255	124,603
			25	18.8	3,755	26,285	30,040	1,945	48,627	62,301
Public Works 2020 6th St E	9,233	103,340	100	73.8	14,763	103,340	118,103	7,647	191,179	244,939
			75	55.4	11,072	77,505	88,577	5,735	143,384	83,704
			50	36.9	7,381	51,670	59,051	3,824	95,590	122,469
			25	18.5	3,691	25,835	29,526	1,912	47,795	61,235
Airport 50511 State Hwy 112	7,348	74,280	100	53.1	10,611	7,4280	84,891	5,497	137,418	17,6060
			75	39.8	7,959	5,5710	63,669	4,123	103,064	13,2045
			50	26.5	5,306	3,7140	42,446	2,748	68,709	8,8030
			25	13.3	2,653	1,8570	21,223	1,374	34,355	4,4015



Solar*Connect Per Building

If the City chose to buy subscriptions for the Xcel Solar*Connect program, they would be purchasing credits per building, not overall energy usage. However, assuming the City could purchase up to 25 percent of its electricity usage or its total overall energy usage in a given year through this program, we estimate an upfront investment of just under \$614,000 to cover electricity and just over \$1.6 million for its overall energy usage with a 25 year payback of approximately \$1.3 million and \$3.5 million respectively.

Figure 17. Xcel Solar*Connect Program Estimates for Overall Electricity Usage

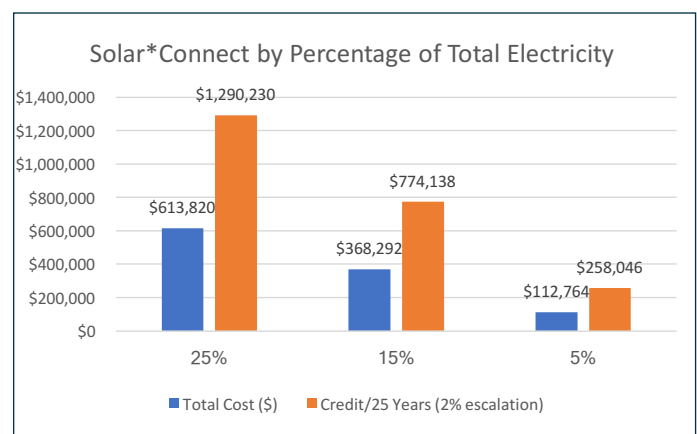
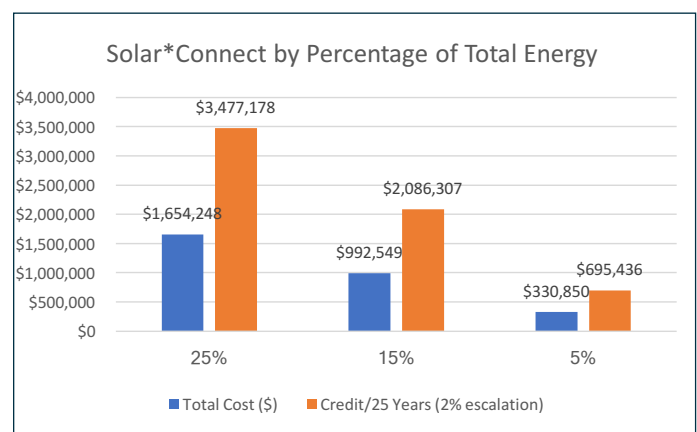


Figure 18. Xcel Solar*Connect Program Estimates for Overall Energy Usage



Solar*Connect by Building

Wastewater Treatment Plant (1901 Knight Rd)



The top energy consumer is the wastewater treatment plant with an annual usage of 921,530 kWh (an annual cost of \$77,279.30). A 100 percent offset for electricity would require a subscription through Solar*Connect equal to 658.2 kW and cost a total of \$1,053,177. With an annual bill credit of \$64,000, the payback time would be 12.9 years including a 2 percent energy cost inflation. At the end of 25 years, the City would have saved a total of \$2,037,000 in energy payments. If the City chose 75 percent, 50 percent, and 25 percent energy offset subscriptions, the overall savings would be \$1,527,000, \$1,018,000, and \$509,000 respectively, all with a simple pay-back of 12.9 years. Because this building uses so much electricity, the credit rate with Xcel is \$0.069 instead of the standard \$0.074, making the annual credit less and payback time longer than other City buildings.

Main Lift Station (314 11th Ave E)



The second highest energy consumer is the main lift station with an annual usage of 261,057 kWh and annual electrical invoice of \$47,207. Due to the annual usage, this building also qualifies for a lower \$0.069 credit, making the payback time 12.9 years. To offset 100 percent of the annual electricity consumption, a subscription of 187 kW is needed, which would cost a total of \$298,000 and offer an annual bill credit of \$18,000. After the 25-year contract expires, the City would have saved a total of \$577,000 (adjusted for a 2 percent energy cost inflation). Offsets at 75 percent, 50 percent, and 25 percent would save the City a total of \$433,000, \$288,000, and \$144,000 respectively, over the 25 years.

Fire Station (215 6th St E)



The City's new fire and ambulance station uses 178,280 kWh of electricity annually, amounting to \$17,150 in annual invoices. If this building were to offset 100 percent of the electricity needs, it would cost \$203,748. This investment would produce an annual credit of \$13,000, saving the City a total of \$330,000 over the lifetime of the contract. Since the fire station would be credited at the standard \$0.074 rate, its payback time is slightly faster than the wastewater treatment facilities at 12.1 years.

Vaughn Publi Library (502 Main St)



City Hall (601 Main St)



City Hall uses an average of 147,120 kWh annually, with a bill of \$14,909. Purchasing a Solar*Connect subscription to cover 100 percent of the electricity needs would cost a total of \$168,137, with an annual credit of \$11,000, and would save the City \$349,000 over the lifetime of the contract (payoff after 12.1 using the \$0.074 credit rate). Purchasing 75 percent, 50 percent, and 25 percent coverage would save the City \$262,000, \$174,000, and \$87,000 respectively at the end of 25 years.

Vaughn Library uses 124,440 kWh annually with an annual electric invoice of \$14,014. At 100 percent offset of annual electricity usage, the City would require a subscription size of 89 kW, which would cost a total of \$142,217. The payback period is 12.1 years with the annual credit of \$9,000, saving the City a total of \$295,000 over the lifetime of the contract. Purchasing 75 percent, 50 percent, and 25 percent coverage would save the City \$221,000, \$147,000, or \$74,000 respectively.

Solar*Connect by Building

Bretting Recreation Center (400 \$th Ave W)



Bretting Recreation Center uses 105,140 kWh of electricity per year and has an annual energy bill of \$11,102. Covering 100 percent of the electricity needs for this location would cost \$120,160, offer an annual credit of \$8,000, and save the City \$249,000 over the 25 years. Purchasing a 75 percent offset would save \$187,000, a 50 percent offset would save \$125,000, and 25 percent would save \$62,000 over the lifetime of the contract.

Public Works (2020 6th St E)



Ashland Public Works uses an average of 103,340 kWh for its electricity needs and pays \$9,233 in electricity costs per year. Covering 100 percent of this buildings electricity usage needs would cost \$118,103 upfront, with an annual credit of \$8,000. This would produce a payback rate of 12.1 years, saving the City \$245,000 over the life of the contract.

JFK Memorial Airport (50511 State Highway 112)



Lastly, the City's airport uses an average of 74,280 kWh per year costing \$7,348. Offsetting 100 percent of this electricity consumption with Solar*Connect would cost \$84,891 and generate an annual credit of \$5,000. The payback time for this, like the other buildings rated at \$0.074 credit, would be 12.1 years. A total offset of energy would save the City \$176,000. With 75 percent, 50 percent, and 25 percent, the City would save \$132,000, \$88,000, and \$44,000 over the lifetime of the contracts, respectfully.

OPTION 2: City Owned Solar Installation

Another option for the City to consider is to install solar modules itself on City owned buildings and property. The cost of purchasing and installing its own solar arrays, as well as the economic benefits, are summarized in the appendix. Owning its own solar arrays would probably require larger upfront costs⁷ but may provide greater long-term economic returns. Rather than receiving credits on electricity bills as would be the case with subscribing to Xcel's solar garden, the electricity created by City-owned arrays would be used on site and net metered, with any surplus sold to Xcel at a negotiated rate.

Three important differences between City-owned arrays and a subscription to the Xcel solar garden include:

1. ongoing maintenance costs must be borne by the City
2. a longer duration of benefit
3. a greater rate of return

Although maintenance requirements for solar arrays tend to be the smallest of any form of electricity generation, annual maintenance and operation costs may amount to between 0.5 percent and 1.5 percent of total system cost. Despite this added expense, the lifespan of solar modules is conservatively estimated at 40 years, considerably longer than the 25-year subscription offered by Xcel, and solar arrays generally outlive this conservative estimate. As a result, the savings from City-owned arrays could accumulate over the years to become substantially more than the benefits achieved through the Solar*Connect program. In addition, City-owned arrays directly

offset electricity that would otherwise need to be purchased at the full retail rate (currently \$0.12/kWh). Hence, the City would effectively be paying itself \$0.12/kWh rather than receiving a \$0.074/kWh credit as offered through the Solar*Connect program.

Xcel's current energy policy does not allow a customer to "overproduce" in any one location. This policy limits the benefits that the City might realize by creating a single large solar field, since electricity from this installation could not offset the combined electricity consumption of multiple City-owned premises. At best, the energy would be sold back at a much lower commercial rate (currently 3-4 cents per kWh) for any installation over 100 kW. In order for Xcel to offer net-metering, each solar array must be located on the premise it serves. Hence, building-specific arrays that reduce the net electricity requirements of the building appear to be the most favorable option. These arrays may be roof mounted or located adjacent the building. As noted earlier, most of the City's energy is used by only a few buildings. Integrating solar into these select sites may offer the most economical benefits. These installations could be done in stages, employing the savings from one installation to help fund the next, creating ongoing economic returns. Buildings that offer poor solar options, such as City Hall, would do better to reduce energy demands of the building and/or buy into a solar garden program.

⁷ For this report we use \$2.50 per watt, rather than the \$1.60 per watt offered by Xcel Solar*Connect program

Table 6. City Owned Solar Modules⁸ (4/17-3/18)

Cost (\$)	kWh	% Offset	Installation Size (kWh)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Savings /25 Yrs	Savings /25 yrs (0.5% annual degradation)	Savings /25 yrs (2% escalation)	Savings /25 yrs (degradation & escalation)	Savings /40 yrs	Savings /40 yrs (0.5% annual degradation)	Savings /40 yrs (2% escalation)	Savings /40 yrs (degradation & escalation)	Payback (yrs)	Payback with degradation & escalation
233,066	2,151,141	100	1,537	3,842,796	233,066	5,826,639	5,140,379	7,607,337	7,569,300	10,201,826	7,622,419	12,109,342	14,274,008	16.5	12.7
		75	1,153	2,881,782	174,799	4,369,979	3,855,284	5,700,301	5,671,800	9,232,642	5,711,603	9,072,198	10,695,746	16.5	12.7
		50	768	1,920,776	116,533	2,913,320	2,570,190	3,796,249	3,777,268	18,262,592	3,803,777	6,040,680	7,123,083	16.5	12.7
		25	384	959,093	58,266	1,456,660	1,285,095	1,890,799	1,881,345	7,268,999	1,894,545	3,045,080	3,547,796	16.5	12.7

Table 7. City Owned Solar modules Estimates per Property (2/16-3/18)

Name Address	Avg \$/yr	Avg kWh/yr	% Offset	Subscription Size (kWh)	Total (\$)	Annual Savings (\$)	Simple Savings /25 yrs	Complicated Savings /25 yrs	Simple Savings /40 yrs	Complicated Savings /40 yrs	Payback (yrs)	Payback 2% escalation (yrs)
Wastewater Utility 1901 Knight Rd	77,279	921,530	100	658.2	1,645,589	77,279	1,931,982	2,512,161	3,471,217	4,737,373	21.3	16.4
			75	493.7	1,234,192	57,959	1,448,987	1,884,120	3,059,820	3,553,030	21.3	16.4
			50	329.1	822,795	38,640	965,991	1,256,080	2,648,423	2,368,687	21.3	16.4
			25	164.6	19,320	19,320	482,996	628,040	2,237,025	1,184,343	21.3	16.4
Main Lift Station 314 11th Ave E	47,207	261,057.5	100	186.5	466,174	47,207	31,180,182	1,534,593	1,995,954	2,893,900	9.9	7.6
			75	139.9	349,631	35,405	885,1367	1,150,945	1,879,410	2,170,425	9.9	7.6
			50	93.2	1233,087	23,604	590,091	767,297	1,762,866	1,446,950	9.9	7.6
			25	46.6	116,544	11,802	295,046	383,648	1,646,323	723,475	9.9	7.6
Fire Station 215 6th St E	17,150	178,280	100	127.3	318,357	17,150	428,761	557,519	759,542	1,051,356	18.6	14.3
			75	95.5	238,768	12,863	321,571	418,139	679,952	788,517	18.6	14.3
			50	63.7	159,179	8,575	12,734	278,759	600,363	525,678	18.6	14.3
			25	31.8	79,589	4,288	214,381	107,190	139,380	520,774	18.6	14.3
City Hall 601 Main St W	14,909	147,120	100	105.1	262,714	14,909	372,731	484,663	657,043	913,965	17.6	13.6
			75	78.8	197,036	11,182	279,548	363,497	591,364	685,474	17.6	13.6
			50	52.5	131,357	7,455	186,365	242,331	525,685	456,983	17.6	13.6
			25	26.3	65,679	3,727	93,183	121,166	460,007	228,491	17.6	13.6
Vaughn Library 502 Main St W	14,014	124,440	100	88.9	222,214	14,014	350,356	455,569	611,890	859,101	15.9	12.2
			75	66.7	166,661	10,511	262,767	341,676	556,336	644,325	15.9	12.2
			50	44.4	111,107	7,007	175,178	227,784	500,782	429,550	15.9	12.2
			25	22.2	55,554	3,504	87,589	113,892	445,229	214,775	15.9	12.2
Rec Center 400 4th Ave W	11,102	105,140	100	75.1	187,750	11,102	277,552	360,902	487,444	680,580	16.9	13.0
			75	56.3	140,813	8,327	208,164	270,676	440,506	510,435	16.9	13.0
			50	37.6	93,875	5,551	138,776	180,451	939,569	340,290	16.9	13.0
			25	18.8	46,938	1,945	69,388	90,225	346,631	170,145	16.9	13.0
Public Works 2020 6th St E	9,233	103,340	100	73.8	184,536	9,233	230,830	300,149	411,947	566,015	20.0	15.4
			75	55.4	138,402	6,925	173,1223	225,112	365,813	424,511	20.0	15.4
			50	36.9	92,2678	4,617	115,415	150,075	319,679	283,007	20.0	15.4
			25	18.5	46,134	2,308	57,708	75,037	273,545	141,504	20.0	15.4
Airport 50511 State Hwy 112	7,348	74,280	100	53.1	132,643	7,348	183,689	238,852	324,536	450,420	18.1	13.9
			75	39.8	99,483	5,511	137,767	79,139	291,376	1337,815	18.1	13.9
			50	26.5	66,322	3,674	91,845	119,426	258,215	225,210	18.1	13.9
			25	13.3	33,161	1,837	45,923	59,713	225,054	112,605	18.1	13.9

⁸ See appendix for cost breakdown per property and overall. These estimates do not include cost of maintenance. Prices can vary greatly depending on decisions made about type of panel and related parts as well as placement and installation requirements.

Direct Solar Install Per Building

As with the Solar*Connect program, the City of Ashland may choose to install solar modules on or near selected building. Assuming the City were to cover 25 percent of its electricity needs on an annual basis, we estimate an upfront cost of approximately \$1 million and a payback of \$1.8 million over 25 years. Similarly, if the City were to install enough solar energy to cover 25 percent of its total energy needs, we estimate an investment of approximately \$2.6 million and a 25-year payback of \$4.8 million.

Based on energy usage and roof design, property location, or land availability we suggest beginning discussions and further investigation for direct install at the properties shown below. Beginning with the largest energy users like the wastewater treatment plant will allow the City of Ashland to progress more quickly toward the overall goal of 25 percent renewable energy by 2025. Assuming no outside financial assistance, the solar resource of the Chequamegon Bay region offers a simple pay-back of approximately 17 years for City-owned installations.

Figure 19. Direct Solar Installation Estimates for Overall Electricity Usage

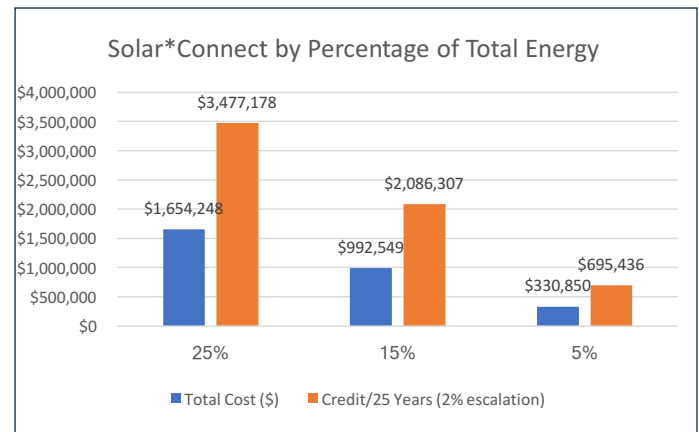


Figure 20. Direct Solar Installation Estimates for Overall Energy Usage

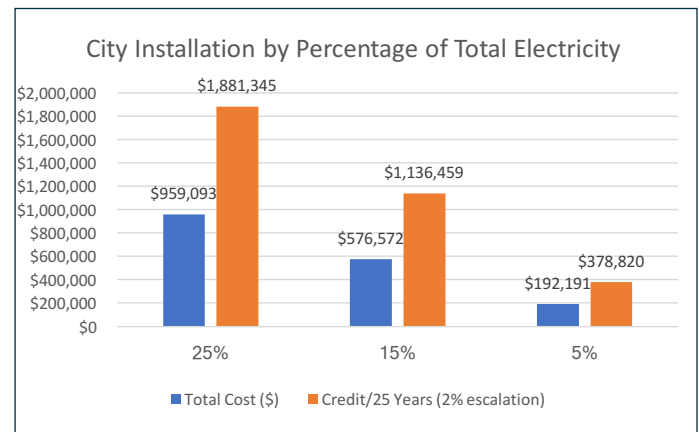
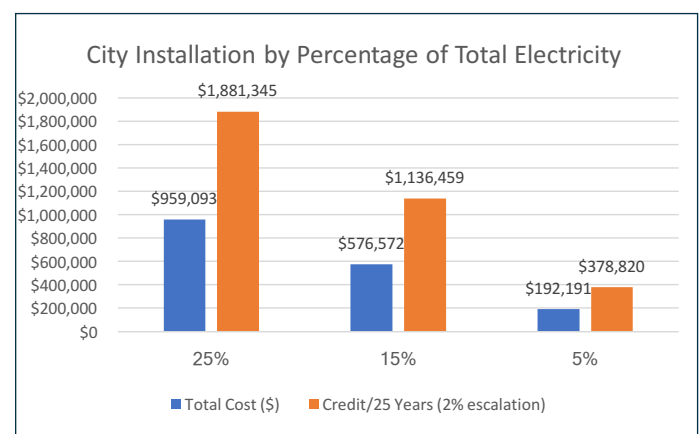


Figure 21. City Owned and Installed Solar Modules by Top Electricity Consuming Building



Direct Solar by Building

Wastewater Treatment Plant

The wastewater treatment plant is the City's largest user of electricity, consuming 921,530 kWh annually and costing the City \$77,279 per year. Offsetting 100 percent of this location's electricity needs would cost approximately \$1,600,000. The City would save roughly \$3.1 million in avoided electricity bills over the 40-year anticipated life of the system. Covering 75 percent, 50 percent, or 25 percent of energy usage would save \$2.3 million, \$1.5 million, or \$770,000 over the 40 years. Because this location makes up such a large proportion of the City's overall electricity needs, we estimate that by offsetting even 60 percent of the wastewater treatment plant's electricity requirements through solar modules would cover 25 percent of the entire City's electricity. To also account for other forms of energy (natural gas, gasoline, and diesel fuel, as well as electricity), then offsetting all of the wastewater treatment plant's electrical consumption as well as an additional 536,491 kWh would be required to provide 25 percent of the City's total energy through solar electricity alone.

Fire Station

The new fire and ambulance station consumes an estimated 178,000 kWh of electricity annually, costing the City \$17,000. If the City were to install solar modules to cover 100 percent of the energy needs, it would cost approximately \$318,357 and provide an annual savings of \$17,000. After the

investment is paid off, the City would save \$17,000 per year for a total profit of \$732,998 after the 40-year life of the system. Installing a system to offset 75 percent, 50 percent, or 25 percent of the usage would result in a total profit of \$550,000, \$366,000, and \$183,000 respectively.

Bretting Recreation Center

Installing sufficient solar modules on the Bretting Recreation Center to offset 100 percent of its net electricity demands would require the installation of a 75 kW array and cost the City roughly \$188,000 up front. A 75 kW array can be expected to generate the 106,000 kWh hours that are annually needed. The electrical generation of this array would save the City an estimated \$11,000 every year, the cost of their current electricity invoice, and would break even with the investment after the 13th year (adjusted with a 2 percent energy inflation and 0.5 percent panel degradation per year). Over the 40 year estimated lifespan of the panels, the energy generated would save the City a total of \$681,000 for a total profit of \$492,000. Installing solar panels to cover roughly 75 percent, 50 percent, or 25 percent of total energy usage would result in a total profit of \$370,000, \$246,000, and \$123,000 respectively over the 40-year life.

Public Works

The City of Ashland Public Works department uses roughly 103,000 kWh per year, costing the City \$9,000 in electricity annually. Offsetting 100 percent of the usage with solar modules would cost a total of \$184,000, with an estimated payback period of about 15 years. During the 40-year life of the modules, the City would save \$381,000. Similarly, offsetting 75 percent, 50 percent, and 25 percent of the electricity usage would generate a net profit of \$286,000, \$110,000, and \$95,000 respectively over the 40-year life.



Recommendations for Solar

Even though the Solar*Connect program offers stability with its guaranteed rates and no hidden costs (e.g. for maintenance), the 25-year contract limits the duration of the benefits and the City loses out on an additional 15 years or more of possible savings that could be achieved through installing its own solar arrays.

Installing photovoltaic modules on City-owned property would provide a better “credit” rate, as the credit would be the full retail value of the electricity (currently \$0.12/kWh) rather than the lesser rate offered by Xcel (\$0.074/kWh).

Both options (subscribing to Xcel’s Solar*Connect program versus City-owned and maintained systems) require significant upfront capital. For the Solar*Connect program, no grants are available for purchasing solar production. However, grants may be available for installing solar on municipal buildings that could significantly help offset the costs (e.g., the Wisconsin Public Service Commission recently began a \$5 million dollar grant pool to be used in energy innovation projects).

Other potential opportunities for grants include Focus on Energy and sustainability-focused loans such as the PACE (Property Assessed Clean Energy) administered by WECC (Wisconsin Energy Conservation Corporation). Power Purchase Agreements, or PPAs, are becoming more popular with solar installation, where a third party agrees to pay for the installation of the arrays, and the City would pay them through the savings the arrays produce. After an agreed-upon amount of time, the payments would cover the cost of the installation and the ownership would be transferred directly to the municipality.

Figure 22. Estimated Breakeven and Accumulated Payback for Wastewater Treatment

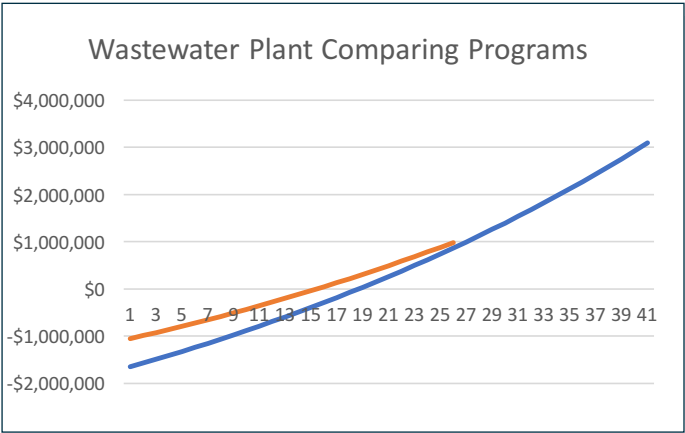


Figure 23. Estimated Breakeven and Accumulated Payback for the Fire Station

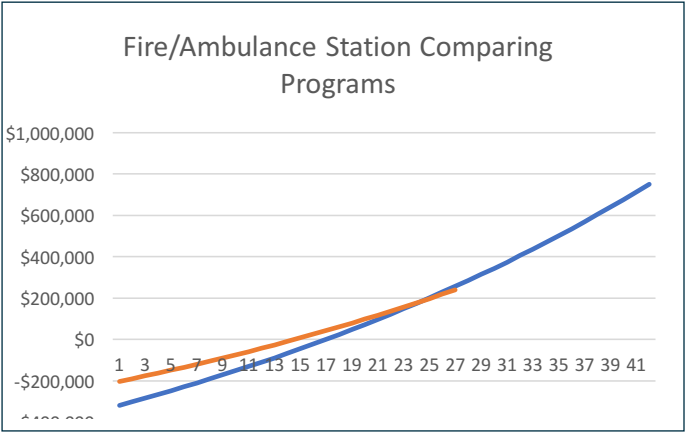


Figure 24. Estimated Breakeven and Accumulated Payback for City Hall

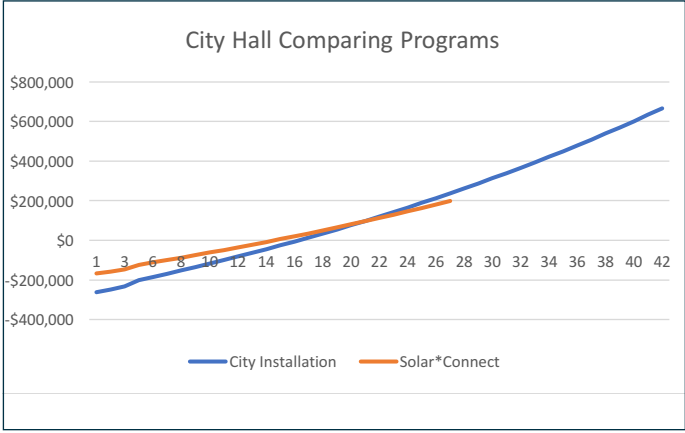


Figure 25. Estimated Breakeven and Accumulated Payback for Wastewater Treatment

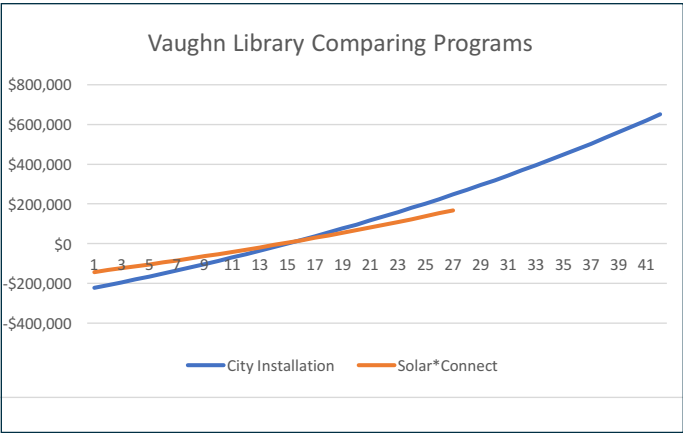


Figure 26. Estimated Breakeven and Accumulated Payback for the Bretting Center

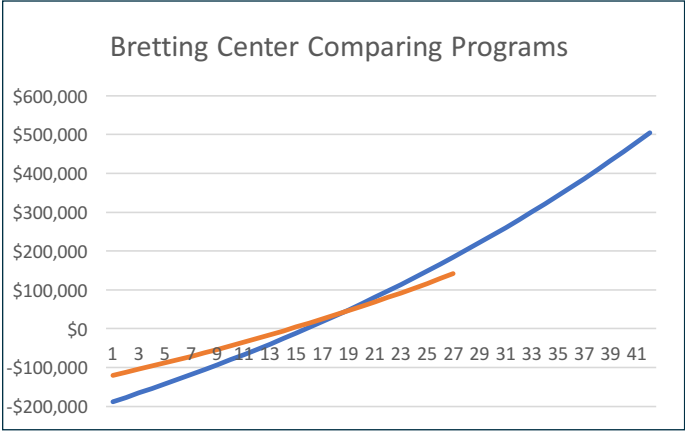


Figure 27. Estimated Breakeven and Accumulated Payback for Public Works

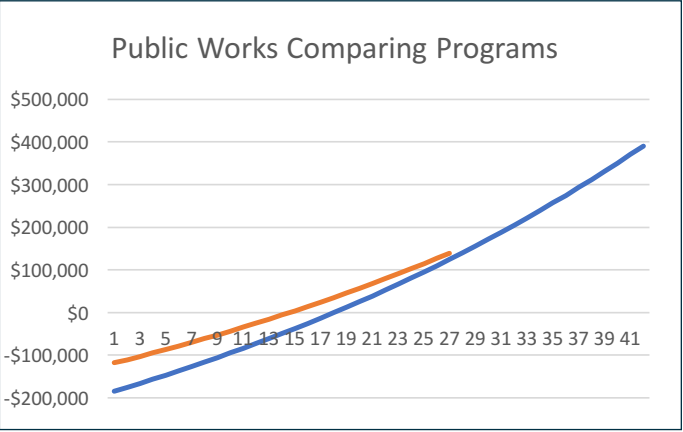
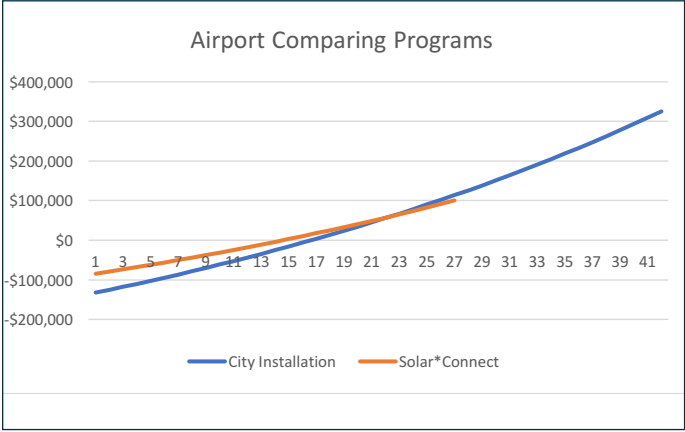


Figure 28. Estimated Breakeven and Accumulated Payback for the Airport





Fleet

In this section, we discuss the City of Ashland's fleet usage data. The City has been tracking fuel usage since 2011 using thirteen codes to categorize expenditures and quantity. Most but not all categories are complete. For example, the code "UTILITY" refers to water and wastewater utilities, and the data for these vehicles is only tracked when fuel is used or purchased from certain locations. Therefore, the data for this department is not completely accurate. However, to the best of our knowledge, most of the other department categories reflect correct fuel usages. We begin this section with an overview summary of fuel usage for the City since 2011. Next, we examine trends in the largest fuel consuming departments or divisions within the City. Finally, we end with recommendations for reducing fuel usage and improving fuel consumption.

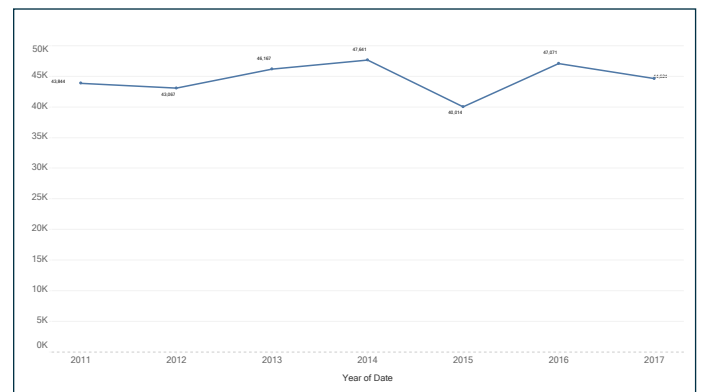


Between 2011 and 2017, fuel usage by the City of Ashland remained relatively flat with between 40,014 and 47,641 gallons of fuel consumed per year.

Table 8. City of Ashland Departments and Codes for Tracking Fuel Usage

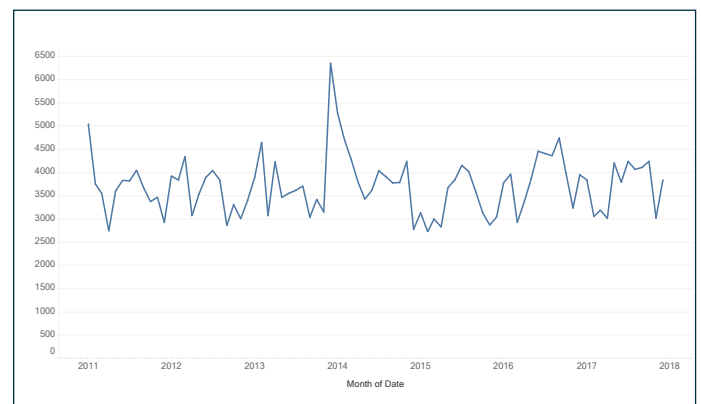
DEPARTMENT OR DIVISION	CODE
Ashland Housing Authority	AH
Ashland County Aging Unit	ACAU
Bay Area Rural Transit	BART
Bay Area Rural Transit	AFD
Ashland Ambulance	AMBL
Ashland Police Department	APD
Department of Public Works	DPW
Engineering Division	ENG
Parks Department	PARKS
Animal Warden	AW
Facilities Maintenance	FM
City Hall and Library	STAFF
Water and Wastewater Utilities	UTILTY

Figure 29. Total Fuel Usage (Gallons) by Year, January 2011- December 2017

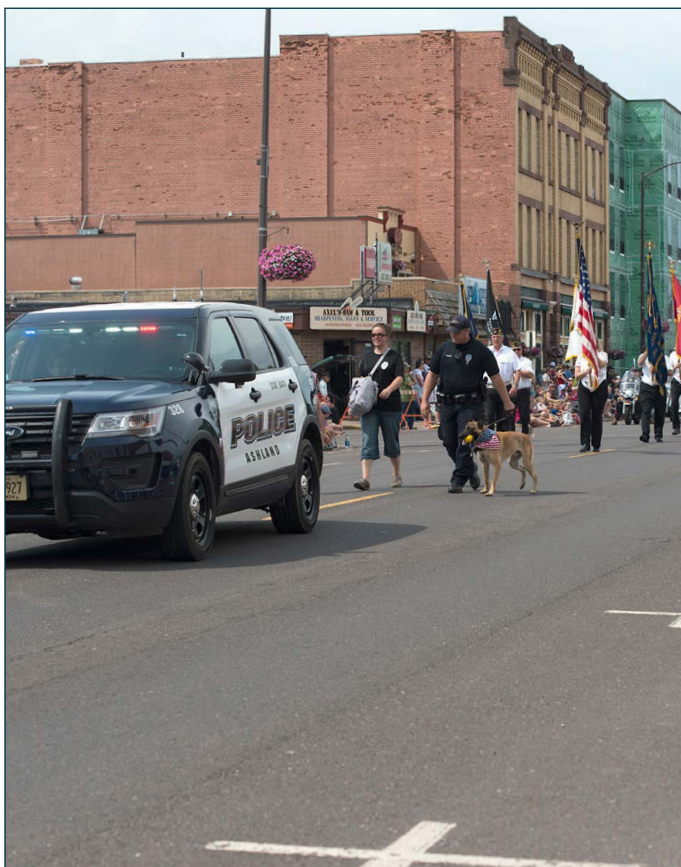


Between 2011 and 2017, fuel usage by the City of Ashland remained relatively flat with between 40,014 and 47,641 gallons of fuel consumed per year.

Figure 30. Total Fuel Usage (Gallons) by Month, January 2011- December 2017



Monthly usage, again, remains consistent from 2011 to 2017 with annual highs typically occurring over the summer months. Occasionally, heavy snowfall months show a significant increase in fuel usage – e.g., the historical high in fuel consumption was December of 2013 with 6,357 gallons, which was the same month Ashland experienced snowfall in excess of thirty inches in a three-day period.

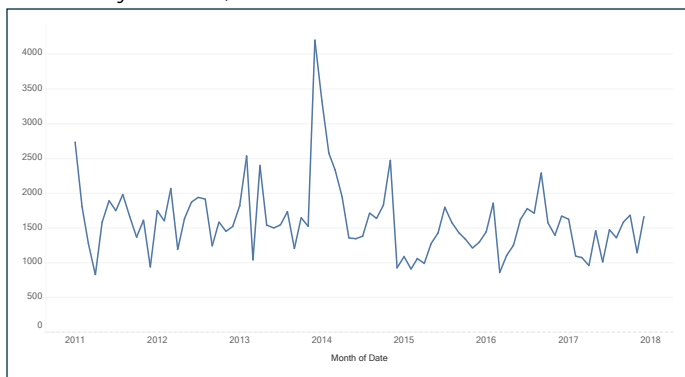


Top Consuming Departments

Isolating the top five largest users of fuel for vehicles, we discuss noticeable trends for each of these departments and provide recommendations for reducing fuel usage.

Public Works

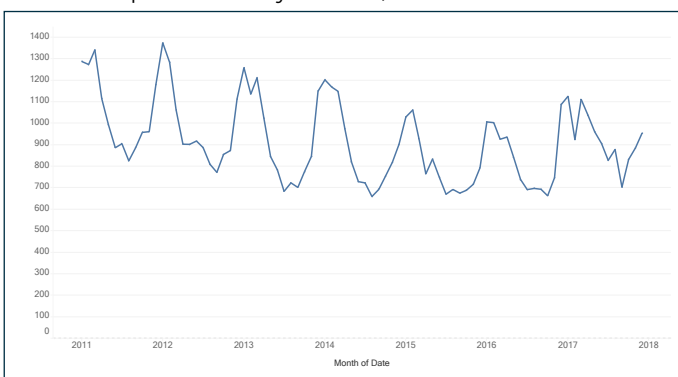
Figure 31. Total Fuel Usage (Gallons) for Public Works by Month, Jan 2011- Dec 2017



The Public Works Department has decreased its average fleet fuel use between 2011 and 2017. Other than the spike to over 3,000 gallons of use in January 2014, there is a decrease in usage from 2,700 gallons in January 2011 to 1,600 in January of 2017.

Ashland Police Department

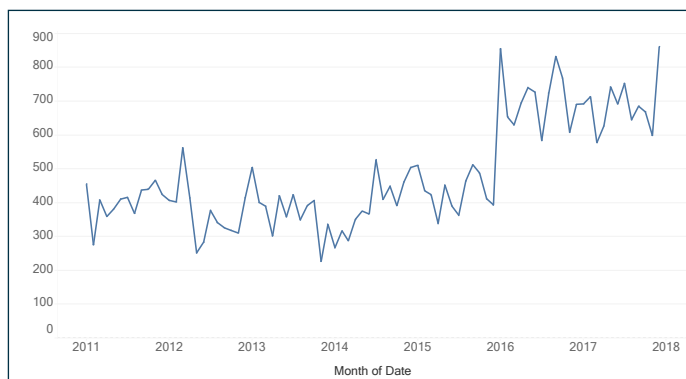
Figure 32. Total Fuel Usage (Gallons) for Ashland Police Department by Month, Jan 2011- Dec 2017



Ashland Police Department also has seen a decrease in overall fuel consumption between 2011 and 2017. The Department used 1,286 gallons in January 2011, whereas In January 2017 the department used 1,125 gallons. The lowest consuming months tend to be in August and September (e.g. in August 2014 only 658 gallons were used).

Ashland Police Department

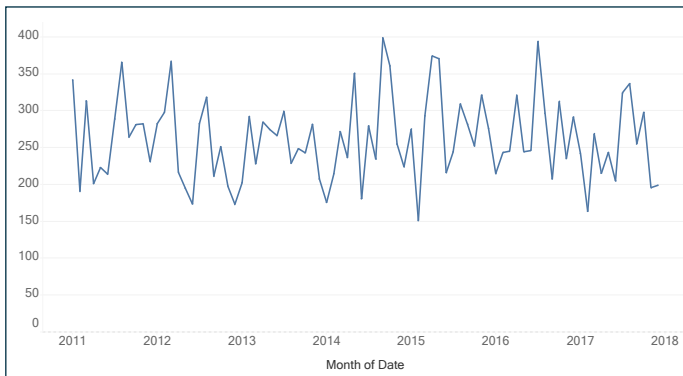
Figure 33. Total Fuel Usage (Gallons) for Ambulance Services by Month, Jan 2011- Dec 2017



Ambulance fuel usage in the City of Ashland has remained fairly consistent with the exception of the new ambulance station coming on-line in 2016 causing a jump in baseline from 393 gallons in December 2015 to 855 gallons in January of 2016. Before the ambulance station was completed, the department used an average of 4,726 every year (2011-2015); after the station was completed the facility used an average of 8,377 gallons a year (in 2016 and 2017).

Ashland Fire Department

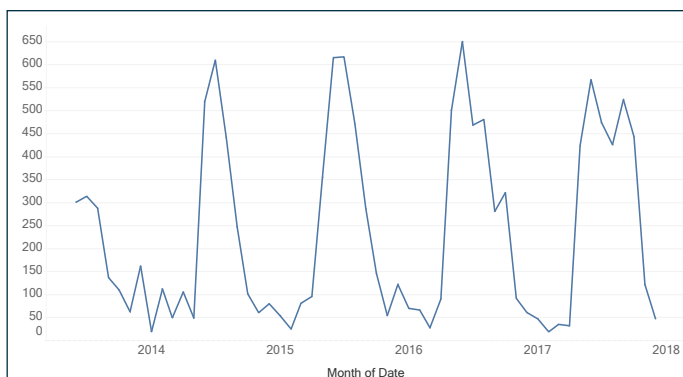
Figure 34. Total Fuel Usage (Gallons) for Ashland Fire Department by Month, Jan 2011- Dec 2017



The Ashland Fire Department has had extremely consistent usage of fleet gasoline between 2011 and 2017. Their lowest-consuming month was in February of 2015 when they used only 150 gallons, whereas their highest-consuming month in the 6 years studied was during July 2016 when the department used 393 gallons of fuel. On average, the Fire Department uses 263 gallons per month.

Parks and Recreation

Figure 35. Total Fuel Usage (Gallons) for Parks and Recreation by Month, Jun 2013- Dec 2017



Ashland Parks and Recreation department has wide annual fluctuations in fleet usage. The month with the lowest usage is consistently February, where in 2017 the department used 19 gallons of fuel, compared to June of 2016 when the usage topped 650 gallons. This trend conforms to the department's activities, most of which are during the summer.

Fleet Recommendations

To prevent unnecessary waste, City employees could undergo energy efficiency training that includes efficient management and deployment of vehicles, reduced idling times, proper and timely vehicle maintenance, prompt closing of doors in heated garages during cold weather, isolating garages from workshops and offices with well-sealing doors, and replacing inefficient vehicles when possible.

The possibility of incorporating electric vehicles into the City's fleet provides opportunities to save energy, as electric vehicles tend to be much more efficient than gasoline or diesel vehicles, requiring as little as one-third as much energy for the same output. City-owned electric vehicles could not only reduce fleet energy consumption, it could also demonstrate to the community the City's commitment to sustainability. However, it should be noted that the greater efficiency of electric vehicles means that they provide significantly less engine heat, an often essential benefit in the cold winter months. In order for vehicle occupants to remain comfortable during the winter, supplemental electric heat would likely be required, quickly eroding the benefits in energy efficiency. Hence, electric vehicles would most economically serve the City during the summer.

Another consideration is that rapid advances in electric vehicle technology promises to offer less expensive vehicles with greater travel ranges in the near future. Investing in electric vehicles now may be far more costly than in the near future and the vehicles may prove less functional and more problematic than continuing to use the City's existing fleet. Any investment in electric vehicles should be strategic and include consideration of seasonal constraints.

Appendix

Xcel Solar*Connect Community Estimates (2/16-3/18)

Name Address ID	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Deposit Amount (\$)	Remaining Amount (\$)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Credit/ 25 Yrs	Credit/25 (yrs) 2 % escalation	Payback (yrs)	Payback with 2 % escalation (yrs)
Sm Gen Svc 211 6th St W 303417099	1,548	11622	100	8.3	1,660	11,622	13,282	872	21,790	27,918	15.2	11.9
			75	6.2	1,245	8,716	9,961	654	16,343	20,938	15.2	11.9
			50	4.2	830	5,811	6,641	436	10,895	13,959	15.2	11.9
			25	2.1	415	2,905	3,320	218	5,448	6,979	15.2	11.9
Airp Mintc Bldg 50511 State Hwy 112 302190096	863	5740	100	4.1	820	5,740	6,560	425	10,619	13,605	15.4	12.1
			75	3.1	615	4,305	4,920	319	7,964	10,204	15.4	12.1
			50	2.1	410	2,870	3,280	212	5,3010	6,803	15.4	12.1
			25	1.0	205	1,435	1,640	106	2,655	3,401	15.4	12.1
Krhr Pk Rstrm 310 Prentice Ave N 302335868	2,512	19752	100	14.1	2,822	19,752	22,574	1,462	36,541	46,817	15.4	12.1
			75	10.6	2,116	14,814	16,930	1,096	27,406	35,112	15.4	12.1
			50	7.1	1,411	9,876	11,287	731	18,271	23,408	15.4	12.1
			25	3.5	705	4,938	5,643	365	9,135	11,704	15.4	12.1
Hodkns Prk S. 1222 7th St E 302347645	427	2040	100	1.5	291	2,040	2,331	151	3,774	4,835	15.4	12.1
			75	1.1	219	1,530	1,749	113	2,830	3,626	15.4	12.1
			50	0.7	146	1,020	1,166	75	1,887	2,418	15.4	12.1
			25	0.4	73	510	583	38	944	1,209	15.4	12.1
Prntc Prk Camp 515 Turner Road 302449200	1,411	10180	100	7.3	1,454	10,180	11,634	753	18,833	24,129	15.4	12.1
			75	5.5	1,091	7,635	8,726	565	14,125	18,097	15.4	12.1
			50	3.6	727	5,090	5,817	377	9,417	12,064	15.4	12.1
			25	1.8	364	2,545	2,909	188	4,708	6,032	15.4	12.1
Lttle Lgu Prk 700 14th Ave W 302552596	198	176	100	0.0	0	0	0	0	0	0	N/A	N/A
			75	0.0	0	0	0	0	0	0	N/A	N/A
			50	0.0	0	0	0	0	0	0	N/A	N/A
			25	0.0	0	0	0	0	0	0	N/A	N/A
Sm Gen Svc 423 6th St W 302562103	2,918	23260	100	16.6	3,323	23,260	26,583	1,721	43,031	55,131	15.4	12.1
			75	12.5	2,492	17,445	19,937	1,291	32,273	41,348	15.4	12.1
			50	8.3	1,661	11,630	13,291	861	21,516	27,566	15.4	12.1
			25	4.2	831	5,815	6,646	430	10,758	13,783	15.4	12.1
E End Skt Rnk 1612 5th St E 302562242	366	1546	100	1.1	221	1,546	1,7667	114	2,860	3,664	15.4	12.1
			75	0.8	166	1,160	1,325	86	2,145	2,748	15.4	12.1
			50	0.6	110	773	883	57	1,430	1,832	15.4	12.1
			25	0.3	55	387	442	29	715	916	15.4	12.1
Hangar 50511 State Hwy 112 302644433	212	235	100	0.2	34	235	269	18	441	565	15.2	11.9
			75	0.0	0	0	0	0	0	0	N/A	N/A
			50	0.0	0	0	0	0	0	0	N/A	N/A
			25	0.0	0	0	0	0	0	0	N/A	N/A
Bandshell 131 Lake Shore Dr W 302982746	479	2542	100	1.8	363	2,542	2,905	188	4,702	6,024	15.4	12.1
			75	1.4	272	1,906	2,178	141	3,526	4,518	15.4	12.1
			50	0.9	182	1,271	1,452	94	2,351	3,012	15.4	12.1
			25	0.5	91	635	726	47	1,175	1,506	15.4	12.1
Vaughn Lbr 502 Main St W 302984816	14,014	124440	100	88.9	17,777	124,440	142,217	9,209	230,214	294,950	15.4	12.1
			75	66.7	13,333	93,330	106,663	6,906	172,661	221,213	15.4	12.1
			50	44.4	8,889	62,220	71,109	4,604	115,107	147,475	15.4	12.1
			25	22.2	4,444	31,110	35,554	2,302	57,554	73,738	15.4	12.1

Name Address ID	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Deposit Amount (\$)	Remaining Amount (\$)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Credit/ 25 Yrs	Credit/25 (yrs) 2 % escalation	Payback (yrs)	Payback with 2 % escalation (yrs)
Trml Bldg	7,348	74280	100	53.1	10,611	74,280	84,891	5,497	137,418	176,060	15.4	12.1
50511 State			75	39.8	7,959	55,710	63,669	4,123	103,064	132,046	15.4	12.1
Hwy 112			50	26.5	5,306	37,140	42,446	2,748	68,709	88,030	15.4	12.1
302991848			25	13.3	2,653	18,570	21,223	1,374	34,355	44,015	15.4	12.1
Pn Prk Csns	242	462	100	0.3	66	462	527	35	865	1,109	15.2	11.9
901 7th Ave E			75	0.2	49	346	396	26	649	831	15.2	11.9
303093843			50	0.0	0	0	0	0	0	0	N/A	N/A
			25	0.0	0	0	0	0	0	0	N/A	N/A
Cld Stg Bldg	1,149	8153	100	5.8	1,165	8,153	9,317	603	15,082	19,323	15.4	12.1
2020 6th St E			75	4.4	873	6,114	6,988	452	11,312	14,492	15.4	12.1
303105193			50	2.9	582	4,076	4,659	302	7,541	9,662	15.4	12.1
			25	1.5	291	2,038	2,329	151	3,771	4,831	15.4	12.1
Rec Cntr	11,102	105140	100	75.1	15,020	105,140	120,160	7,780	194,509	249,205	15.4	12.1
400 4th Ave W			75	56.3	11,265	78,855	90,120	5,835	145,882	186,904	15.4	12.1
303112466			50	37.6	7,510	52,570	60,080	3,890	97,255	124,602	15.4	12.1
			25	18.8	3,755	26,285	30,040	1,945	48,627	62,301	15.4	12.1
Mas Bch Rstm	571	3201	100	2.3	457	3,201	3,658	240	6,001	7,688	15.2	11.9
3215 Lake Shore			75	1.7	343	2,400	2,743	180	4,501	5,766	15.2	11.9
Dr W			50	1.1	229	1,600	1,829	120	3,000	3,844	15.2	11.9
303197007			25	0.6	114	800	914	60	1,500	1,922	15.2	11.9
Hdk Pkgts	705	1645	100	1.2	235	1,645	1,880	123	3,084	3,952	15.2	11.9
1200 7th St E			75	0.9	176	1,234	1,410	93	2,313	2,964	15.2	11.9
303307401			50	0.6	118	823	940	62	1,542	1,976	15.2	11.9
			25	0.3	59	411	470	304	771	988	15.2	11.9
Prtc Prk Rst	544	2995	100	2.1	428	2,995	3,423	222	5,541	7,099	15.4	12.1
517 Turner Rd			75	1.6	321	2,246	2,567	166	4,156	5,324	15.4	12.1
303335742			50	1.1	214	1,498	1,711	1101	2,770	3,549	15.4	12.1
			25	0.5	107	749	856	55	1,385	1,775	15.4	12.1
Krhr Rv Prk	6,9712	54080	100	38.6	7,726	54,080	61,806	4,002	100,048	128,182	15.4	12.1
310 Prentice			75	29.0	5,794	40,560	46,354	3,001	75,036	96,136	15.4	12.1
Ave N			50	19.3	3,863	27,040	30,903	2,001	50,024	64,091	15.4	12.1
303389302			25	9.7	1,931	13,520	15,451	1,000	25,012	32,045	15.4	12.1
Mas Bch Pvl	296	940	100	0.7	134	940	1,074	70	1,738	2,227	15.4	12.1
3225 Lake Shore			75	0.5	1001	705	805	52	1,304	1,670	15.4	12.1
Dr W			50	0.3	67	470	537	35	869	1,113	15.4	12.1
303494786			25	0.0	0	0	0	0	0	0	N/A	N/A
Penn Prk Rst	312	1081	100	0.8	154	1,081	1,235	81	2,026	2,596	15.2	11.9
922 Willis Ave			75	0.6	116	810	926	61	1,519	1,947	15.2	11.9
303518678			50	0.4	77	540	617	41	1,013	1,298	15.2	11.9
			25	0.0	0	0	0	0	0	0	N/A	N/A
Pbl Wks Bld	9,233	103340	100	73.8	14,763	103,340	118,103	7,647	191,179	244,939	15.4	12.1
2020 6th St E			75	55.4	11,072	77,505	88,577	5,735	143,384	183,704	15.4	12.1
303580956			50	36.9	7,381	51,670	59,051	3,824	95,590	122,469	15.4	12.1
			25	18.5	3,691	25,835	29,526	1,9112	47,795	61,235	15.4	12.1

Xcel Solar*Connect Community Estimates (2/16-3/18) *continued*

Name Address ID	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Deposit Amount (\$)	Remaining Amount (\$)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Credit / 25 Yrs	Credit/25 (yrs) 2 % escalation	Payback (yrs)	Payback with 2 % escalation (yrs)
City Hall 601 Main St W 303590846	14,909	147120	100	105.1	21,017	147,120	168,137	10,887	272,172	348,707	15.4	12.1
			75	78.8	15,763	110,340	126,103	8,165	204,129	261,530	15.4	12.1
			50	52.5	10,509	73,560	84,069	5,443	136,086	174,353	15.4	12.1
			25	26.3	5,254	36,780	42,034	2,722	68,043	87,177	15.4	12.1
Bvw Prk Rst 1809 Lake Shore Dr E 303603030	876	5763	100	4.1	823	5,763	6,586	426	10,662	13,660	15.4	12.1
			75	3.1	617	4,322	4,940	3120	7,996	10,245	15.4	12.1
			50	2.1	412	2,882	3,293	213	5,3301	6,830	15.4	12.1
			25	1.0	206	1,441	1,647	107	2,665	3,415	15.4	12.1
Marina 300 Ellis Ave N 303705559	4,495	22280	100	15.9	3,183	22,280	25,463	1,649	41,218	52,809	15.4	12.1
			75	11.9	2,387	16,710	19,097	1,237	30,914	39,606	15.4	12.1
			50	8.0	1,591	11,140	12,731	824	20,609	26,404	15.4	12.1
			25	4.0	796	5,570	6,366	412	10,305	13,202	15.4	12.1
Hgn Pk Eq Rm 1120 7th St E 303820841	319	1125	100	0.8	161	1,125	1,285	84	2,108	2,701	15.2	11.9
			75	0.6	120	843	964	63	1,581	2,026	15.2	11.9
			50	0.4	80	562	643	42	1,054	1,351	15.2	11.9
			25	0.2	40	281	321	21	527	675	15.2	11.9
W End Rnk 601 Main St W 303825973	402	1929	100	1.4	276	1,929	2,205	145	3,617	4,634	15.2	11.9
			75	1.0	207	1,447	1,653	108.9	2,713	3,475	15.2	11.9
			50	0.7	138	965	1,102	72	1,808	2,317	15.2	11.9
			25	0.3	69	482	551	36	904	1,158	15.2	11.9
Airport 50511 State Hwy 112 Gate 303963830	288	880	100	0.6	126	880	1,006	66	1,650	2,114	15.2	11.9
			75	0.5	94	660	754	450	1,238	1,585	15.2	11.9
			50	0.3	63	440	503	33	825	1,057	15.2	11.9
			25	0.0	0	0	0	0	0	0	N/A	N/A
St Lt Svc 825 Main St W 304178140	775	10404	100	7.4	1,486	10,404	11,890	770	19,247	24,660	15.4	12.1
			75	5.6	1,115	7,803	8,918	577	14,436	18,495	15.4	12.1
			50	3.7	743	5,202	5,945	385	9,624	12,330	15.4	12.1
			25	1.9	372	2,601	2,973	192	4,812	6,165	15.4	12.1
Gen TOD Svc 215 6th St E 304500475	17,150	178280	100	127.3	25,469	178,280	203,749	13,193	329,818	422,563	15.4	12.1
			75	95.5	19,101	133,710	152,811	9,895	247,364	316,922	15.4	12.1
			50	63.7	12,734	89,140	101,874	6,596	164,909	211,281	15.4	12.1
			25	31.8	6,367	44,570	50,937	3,298	82,455	105,641	15.4	12.1
Sm Gen Svc 323 Stuntz Ave N 304520171			100	0.0	0	0	0	0	0	0	N/A	N/A
			75	0.0	0	0	0	0	0	0	N/A	N/A
			50	0.0	0	0	0	0	0	0	N/A	N/A
			25	0.0	0	0	0	0	0	0	N/A	N/A
Wstwtr Utility 1901 Knight Rd 302154453	77,279	921530	100	658.2	131,647	921,530	1,053,177	63,586	1,589,639	2,036,646	16.6	12.9
			75	493.7	98,735	691,146	789,883	47,689	1,192,229	1,527,484	16.6	12.9
			50	329.1	65,824	460,765	526,589	31,793	794,820	1,018,323	16.6	12.9
			25	164.6	32,912	230,383	263,294	15,896	397,410	509,161	16.6	12.9
Main Lftstn 314 11th Ave E 302152769	47,207	261058	100	186.5	37,2934	261,058	298,351	18,013	450,324	576,955	16.6	12.9
			75	139.9	27,970	195,793	223,764	13,510	337,743	432,717	16.6	12.9
			50	93.2	18,647	130,529	149,176	9,006	225,162	288,478	16.6	12.9
			25	46.6	9,323	65,264	74,588	4,503	112,581	144,239	16.6	12.9

Name Address ID	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Deposit Amount (\$)	Remaining Amount (\$)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Credit/ 25 Yrs	Credit/25 (yrs) 2 % escalation	Payback (yrs)	Payback with 2 % escalation (yrs)
6th Ave Lftstn	4,080	33380	100	23.8	4,769	33,380	38,149	2,470	61,753	79,118	15.4	12.1
523 Lake Shore Dr			75	17.9	3,576	25,035	28,611	1,853	46,315	59,338	15.4	12.1
302307545			50	11.9	2,384	16,690	19,074	1,235	30,877	39,559	15.4	12.1
			25	6.0	1,192	8,345	9,537	618	15,438	19,779	15.4	12.1
27th Ave Lftstn	750	4354	100	3.1	622	4,354	4,976	322	8,055	10,320	15.4	12.1
2614 Lake Shore Dr			75	2.3	467	3,266	3,732	242	6,041	7,740	15.4	12.1
303562018			50	1.6	311	2,177	2,488	161	4,027	5,160	15.4	12.1
			25	0.8	1556	1,089	1,244	81	2,014	2,580	15.4	12.1
Trnr Rd Lftstn	1,111	7193	100	5.1	1,028	7,193	8,221	532	13,307	17,049	15.4	12.1
524 Turner Rd			75	3.9	771	5,395	6,165	399	9,980	12,787	15.4	12.1
303648977			50	2.6	514	3,597	4,110	266	6,654	8,525	15.4	12.1
			25	1.3	257	1,798	2,055	133	3,327	4,262	15.4	12.1
TOTAL	102,638	924627	100	1537.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			75	1152.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			50	768.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			25	383.6	32,888	580,932	613,820	40,282	1,007,048	1,290,230	15.2	11.9
		200KW Max		200.0	40,000	280,000	320,000	21,000	525,000	672,630	15.2	11.9

City Owned Solar Installation (2/16-3/18)

Name Address ID	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Savings/25 Yrs	Savings/25 yrs (0.5% annual degradation)	Savings/25 yrs (2%escalation)	Complicated Savings/ 25 yrs (degradation & escalation)	Simple Savings/40 yrs (conservative est. of life modules)	Savings/40 yrs (0.5% annual degradation)	Savings/40 yrs (2% escalation)	Complicated Savings/ 40 yrs (degradation & escalation)	Payback(yrs)	Payback with 2 % escalation (yrs)
Sm Gen Svc	1,548	11622	100	8.3	20,753	1,548	38,700	34,149	50,586	50,333	66,726	50,682	95,393	94,916	13.4	10.3
211 6th St W			75	6.2	15,565	1,161	29,031	25,612	37,939	37,750	61,538	38,011	71,545	71,187	13.4	10.3
303417099			50	4.2	10,376	774	19,354	17,075	25,293	25,166	56,350	25,341	47,697	47,458	13.4	10.3
			25	2.1	5,188	387	9,677	8,537	12,646	12,583	51,162	12,670	24,235	23,729	13.4	10.3
Airp Mintc Bldg	862.57	5740	100	4.1	10,250	862.57	21,564	19,024	28,181	28,040	36,870	28,234	53,143	52,877	11.9	9.1
50511 State Hwy 112			75	3.1	7,688	647	16,173	14,268	21,136	21,030	34,308	21,176	39,857	39,658	11.9	9.1
302190096			50	2.1	5,125	431	10,782	9,512	14,090	14,020	31,745	14,117	26,571	26,439	11.9	9.1
			25	1.0	2,563	216	5,391	4,756	7,045	7,010	29,183	7,059	13,501	13,219	11.9	9.1
Krhr Plk Rstrm	2,511.59	19752	100	14.1	35,271	2,512	62,790	55,394	82,056	81,646	108,609	82,211	154,739	153,965	14.0	10.8
310 Prentice Ave N			75	10.6	26,454	1,884	47,092	41,547	61,542	61,234	99,792	61,659	116,054	115,474	14.0	10.8
302335868			50	7.1	17,636	1,256	31,395	27,697	41,028	40,823	90,974	41,106	77,370	76,983	14.0	10.8
			25	3.5	8,818	628	15,697	13,849	20,5134	20,411	82,156	20,553	39,313	38,491	14.0	10.8
Hodkns Prk S.	427	2040	100	1.5	3,643	427	10,684	9,425	13,962	13,892	17,935	13,988	26,329	26,197	8.5	6.6
1222 7th St E			75	1.1	2,732	321	8,013	7,069	10,471	10,419	17,025	10,491	19,747	19,648	8.5	6.6
302347645			50	0.7	1,821	2134	5,342	4,713	6,981	6,946	16,114	6,994	13,165	13,090	8.5	6.6
			25	0.4	911	107	2,671	2,356	3,490	3,473	15,203	3,497	6,689	6,549	8.5	6.6
Printc Prk Camp	1,411	10180	100	7.3	18,179	1,411	35,279	31,124	46,104	45,873	60,645	46,191	86,942	86,507	12.9	9.9
515 Turner Road			75	5.5	13,634	1,058	26,459	23,343	34,578	34,405	56,100	34,643	65,206	64,880	12.9	9.9
302449200			50	3.6	9,089	706	17,640	15,562	23,052	22,937	51,555	23,096	43,471	43,253	12.9	9.9
			25	1.8	4,545	353	8,820	7,781	11,526	11,468	47,011	11,548	22,088	21,627	12.9	9.9
Lttle Lgu Prk	198	176	00	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
700 14th Ave W			75	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
302552596			50	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
			25	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
Sm Gen Svc	2,918	23260	100	16.6	41,536	2,918	72,942	64,351	95,323	94,846	126,299	95,504	179,758	178,859	14.2	10.9
423 6th St W			75	12.5	31,152	2,188	54,706	48,263	71,492	71,135	115,915	71,628	134,818	134,144	14.2	10.9
302562103			50	8.3	20,768	1,459	36,471	32,175	47,661	47,423	105,532	47,752	89,879	89,429	14.2	10.9
			25	4.2	10,384	729	18,235	16,088	23,831	23,712	95,148	23,876	45,669	44,715	14.2	10.9
E End Skt Rnk	366	1546	100	1.1	2,761	366	9,154	8,075	11,962	11,902	15,283	11,985	22,558	22,445	7.5	5.8
1612 5th St E			75	0.8	2,071	275	6,865	6,057	8,972	8,927	14,593	8,989	16,918	16,834	7.5	5.8
302562242			50	0.6	1,380	183	4,577	4,038	5,981	5,951	13,903	5,992	11,279	11,223	7.5	5.8
			25	0.3	690	92	2,288	2,019	2,991	2,976	13,213	2,996	5,731	5,611	7.5	5.8

City Owned Solar Installation (2/16-3/18) continued

Name Address	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Savings/25 Yrs	Savings/25 yrs (0.5% annual degradation)	Savings/25 yrs (2%escalation)	Complicated Savings/ 25 yrs (degradation & escalation)	Simple Savings/40 yrs (conservative est. of life modules)	Savings/40 yrs (0.5% annual degradation)	Savings/40 yrs (2% escalation)	Complicated Savings/ 40 yrs (degradation & escalation)	Payback(yrs)	Payback with 2 % escalation (yrs)
Hangar	212	235	100	0.2	420	212	5,37	4,682	6,935	6,901	8,590	6,948	13,070	13,013	2.0	1.5
50511 State Hwy 112			75	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
302644433			50	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
			25	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
Bandshell	479	2542	100	1.8	4,538	479	11,986	10,575	15,664	15,586	20,226	15,694	29,539	29,391	9.5	7.3
131 Lake Shore Dr W			75	1.4	3,404	360	8,990	7,931	11,748	11,689	19,092	11,770	22,154	22,043	9.5	7.3
302982746			50	0.9	2,269	240	5,993	5,287	7,832	7,793	17,957	7,847	14,769	14,696	9.5	7.3
			25	0.5	1,135	120	2,997	2,644	3,916	3,896	16,822	3,923	7,505	7,348	9.5	7.3
Vaughn Lbr	14,014	124440	100	88.9	222,214	14,014	350,356	309,091	457,858	455,569	611,890	458,725	863,418	859,101	15.9	12.2
502 Main St W			75	66.7	166,661	10,511	262,767	231,818	343,393	341,676	556,336	344,044	647,563	644,325	15.9	12.2
302984816			50	44.4	111,107	7,007	175,178	154,546	228,929	227,784	500,782	229,363	431,709	429,550	15.9	12.2
			25	22.2	55,554	3,504	87,589	77,273	114,464	113,892	445,229	114,681	219,358	214,775	15.9	12.2
Trml Bldg	7,348	74280	100	53.1	132,643	7,348	183,689	162,054	240,051	238,851	324,536	240,506	452,683	450,420	18.1	13.9
50511 State Hwy 112			75	39.8	99,482	5,511	137,767	121,541	180,039	179,138	291,375	180,3806	339,513	337,815	18.1	13.9
302991848			50	26.5	66,321	3,674	91,844	81,027	120,026	119,426	258,214	120,253	226,342	225,210	18.1	13.9
			25	13.3	33,161	1,837	45,922	40,514	60,013	59,713	225,054	60,127	115,008	112,605	18.1	13.9
Pn Prk Csns	242	462	100	0.3	824	242	6,047	5,335	7,903	7,863	9,869	7,918	14,903	14,828	3.4	2.6
901 7th Ave E			75	0.2	618	181	4,535	4,001	5,927	5,897	9,663	5,938	11,177	11,121	3.4	2.6
303093843			50	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
			25	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
Cld Stg Bldg	1,149	8153	100	5.8	14,558	1,149	28,725	25,342	37,539	37,351	49,322	37,610	70,790	70,436	12.7	9.7
2020 6th St E			75	4.4	10,919	862	21,544	19,006	28,154	28,013	45,682	28,207	53,092	52,827	12.7	9.7
303105193			50	2.9	7,279	575	14,362	12,671	18,769	18,676	42,043	18,805	35,395	35,218	12.7	9.7
			25	1.5	3,640	287	7,181	6,335	9,385	9,338	38,403	9,402	17,985	17,609	12.7	9.7
Rec Cntr	11,102	105140	100	75.1	187,750	11,102	277,552	244,862	362,715	360,902	487,444	363,402	684,000	680,580	16.9	13.0
400 4th Ave W			75	56.3	140,813	8,327	208,164	183,647	272,037	270,676	440,506	272,552	513,000	510,435	16.9	13.0
303112466			50	37.6	93,875	5,551	138,776	122,431	181,358	180,451	393,569	181,701	342,000	340,290	16.9	13.0
			25	18.8	46,938	2,776	69,388	61,216	90,679	90,225	346,631	90,851	173,776	170,145	16.9	13.0
Mas Bch Rstm	571	3201	100	2.3	5,715	571	14,276	12,595	18,657	18,563	24,162	18,692	35,182	35,006	10.0	7.7
3215 Lake Shore Dr W			75	1.7	4,286	428	10,707	9,446	13,993	13,923	22,733	14,019	26,387	26,255	10.0	7.7
303197007			50	1.1	2,858	286	7,138	6,297	9,328	9,282	21,304	9,346	17,591	17,503	10.0	7.7
			25	0.6	1,429	143	3,569	3,149	4,664	4,641	19,876	4,673	8,938	8,752	10.0	7.7

City Owned Solar Installation (2/16-3/18) continued

Name Address	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Savings/25 Yrs	Savings/25 yrs (0.5% annual degradation)	Savings/25 yrs (2%escalation)	Complicated Savings/ 25 yrs (degradation & escalation)	Simple Savings/40 yrs (conservative est. of life modules)	Savings/40 yrs (0.5% annual degradation)	Savings/40 yrs (2% escalation)	Complicated Savings/ 40 yrs (degradation & escalation)	Payback (yrs)	Payback with 2 % escalation (yrs)
Hdk Pkigts 1200 7th St E 303307401	705	1645	100	1.2	2,938	705	17,615	15,540	23,020	22,905	28,862	23,063	43,410	43,193	4.2	3.2
			75	0.9	2,203	528	13,211	11,655	17,265	17,178	28,128	17,297	32,557	32,395	4.2	3.2
			50	0.6	1,469	352	8,807	7,770	11,510	11,452	27,393	11,532	21,705	21,596	4.2	3.2
			25	0.3	734	176	4,404	3,885	5,755	5,726	26,659	5,766	11,029	10,798	4.2	3.2
Prtc Prk Rst 517 Turner Rd 303335742	544	2995	100	2.1	5,348	544	13,603	12,001	17,777	17,688	22,999	17,810	33,523	33,355	9.8	7.6
			75	1.6	4,011	408	10,202	9,000	13,332	13,266	21,662	13,358	25,142	25,016	9.8	7.6
			50	1.1	2,674	272	6,801	6,000	8,888	8,844	20,325	8,905	16,761	16,678	9.8	7.6
			25	0.5	1,337	136	3,401	3,000	4,444	4,422	18,988	4,453	8,517	8,339	9.8	7.6
Krhr Rv Prk 310 Prentice Ave N 303389302	6,972	54080	100	38.6	96,571	6,972	174,298	153,769	227,779	226,640	301,179	228,210	429,540	427,392	13.9	10.7
			75	29.0	72,429	5,229	130,723	115,327	170,834	169,980	277,037	171,158	322,155	320,544	13.9	10.7
			50	19.3	48,286	3,486	87,149	76,885	113,889	113,320	252,894	114,105	214,770	213,696	13.9	10.7
			25	9.7	24,143	1,743	43,574	38,442	56,945	56,660	228,751	57,053	109,128	106,848	13.9	10.7
Mas Bch Pvl 3225 Lake Shore Dr W 303494786	296	940	100	0.7	1,678	296	7,412	6,539	9,672	9,622	12,245	9,705	18,237	18,145	5.7	4.4
			75	0.5	1,258	222	5,559	4,904	7,253	7,217	11,826	7,279	13,677	13,609	5.7	4.4
			50	0.3	839	148	3,706	3,270	4,835	4,811	11,406	4,852	9,118	9,073	5.7	4.4
			25	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
Penn Prk Rst 922 Willis Ave 303518678	312	1081	100	0.8	1,929	312	7,812	6,892	10,209	10,158	12,945	10,229	19,253	19,156	6.2	4.7
			75	0.6	1,447	234	5,859	5,169	7,657	7,619	12,463	7,672	14,439	14,367	6.2	4.7
			50	0.4	965	156	3,906	3,446	5,105	5,079	11,980	5,114	9,626	9,578	6.2	4.7
			25	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
Pbl Wks Bld 2020 6th St E 303580956	9,233	103340	100	73.8	184,536	9,233	230,830	203,643	301,658	300,149	411,947	302,229	568,859	566,015	20	15.4
			75	55.4	138,402	6,925	173,123	152,732	226,243	225,112	365,813	226,672	426,644	424,511	20	15.4
			50	36.9	92,268	4,617	115,415	101,822	150,829	150,075	319,679	151,115	284,429	283,007	20	15.4
			25	18.5	46,134	2,308	57,708	50,911	75,414	75,037	273,545	75,557	144,523	141,504	20	15.4
City Hall 601 Main St W 303590846	14,909	147120	100	105.1	262,714	14,909	372,731	328,831	487,098	484,663	657,043	488,021	918,558	913,965	17.6	13.6
			75	78.8	197,036	11,182	279,548	246,623	365,324	363,497	591,364	366,016	688,919	685,474	17.6	13.6
			50	52.5	131,357	7,455	186,365	164,415	243,549	242,331	525,685	244,010	459,279	456,983	17.6	13.6
			25	26.3	65,679	3,727	93,183	82,208	121,775	121,166	460,007	122,005	233,367	228,491	17.6	13.6
Bww Prk Rst 1809 Lake Shore Dr E 303603030	876	5763	100	4.1	10,291	876	21,891	19,313	28,608	28,465	37,403	28,662	53,949	53,679	11.8	9.0
			75	3.1	7,718	6567	16,418	14,485	21,456	21,349	34,830	21,497	40,462	40,259	11.8	9.0
			50	2.1	5,146	438	10,946	9,656	14,304	14,233	32,257	14,331	26,974	26,840	11.8	9.0
			25	1.0	2,573	219	5,473	4,828	7,152	7,116	29,684	7,166	13,706	13,420	11.8	9.0

City Owned Solar Installation (2/16-3/18) continued

ID	Name Address	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Savings/25 Yrs	Savings/25 yrs (0.5% annual degradation)	Savings/25 yrs (2% escalation)	Complicated Savings/ 25 yrs (degradation & escalation)	Simple Savings/40 yrs (conservative est. of life modules)	Savings/40 yrs (0.5% annual degradation)	Savings/40 yrs (2% escalation)	Complicated Savings/ 40 yrs (degradation & escalation)	Payback (yrs)	Payback with 2 % escalation (yrs)
	Marina	4,495	22280	100	15.9	39,786	4,495	112,379	99,143	146,861	146,127	188,995	147,139	276,947	275,562	8.9	6.8
	300 Ellis Ave N			75	11.9	29,839	3,371	84,284	74,357	110,146	109,595	179,048	110,354	207,710	206,672	8.9	6.8
	303705559			50	8.0	19,893	2,248	56,189	49,571	73,430	73,063	169,102	73,570	138,473	137,781	8.9	6.8
				25	4.0	9,946	1,1234	28,095	24,786	36,715	36,532	159,155	36,785	70,361	68,891	8.9	6.8
	Hgn Pk Eq Rm	319	1125	100	0.8	2,008	319	7,972	7,033	10,418	10,366	13,219	10,438	19,646	19,547	6.3	4.8
	1120 7th St E			75	0.6	1,506	239	5,979	5,275	7,813	7,774	12,717	7,828	14,734	14,661	6.3	4.8
	303820841			50	0.4	1,004	159	3,986	3,516	5,200	5,183	12,215	5,219	9,823	9,774	6.3	4.8
				25	0.2	502	80	1,993	1,758	2,604	2,591	11,713	2,609	4,991	4,887	6.3	4.8
	W End Rnk	402	1929	100	1.4	3,445	402	10,054	8,870	13,139	13,074	16,882	13,164	24,778	24,654	8.6	6.6
	601 Main St W			75	1.0	2,583	302	7,541	6,653	9,854	9,805	16,021	9,873	18,583	18,490	8.6	6.6
	303825973			50	0.7	1,722	201	5,027	4,435	6,570	6,537	15,160	6,582	12,389	12,327	8.6	6.6
				25	0.3	861	101	2,514	2,218	3,285	3,268	14,299	3,291	6,295	6,163	8.6	6.6
	Airport	288	880	100	0.6	1,571	288	7,210	6,3601	9,422	9,375	11,899	9,440	17,768	17,679	5.4	4.2
	50511 State			75	0.5	1,179	216	5,407	4,771	7,067	7,031	11,506	7,080	13,326	13,260	5.4	4.2
	Hwy 112 Gate			50	0.3	786	144	3,605	3,180	4,711	4,688	11,113	4,720	8,884	8,840	5.4	4.2
	303963830			25	0.0	0	0	0	0	0	0	0	0	0	0	NA	NA
	St Lt Svc	775	10404	100	7.4	18,579	775	19,383	17,100	24,677	24,553	34,925	25,378	46,535	46,302	24.0	18.9
	825 Main St W			75	5.6	13,934	581	14,537	12,825	18,508	18,415	30,280	19,033	34,901	34,726	24.0	18.9
	304178140			50	3.7	9,289	388	9,691	8,550	12,338	12,277	25,635	12,689	23,267	23,151	24.0	18.9
				25	1.9	4,645	194	4,846	4,275	6,169	6,138	20,991	6,344	11,822	11,576	24.0	18.9
	Gen TOD Svc	17,150	178280	100	127.3	318,357	17,150	428,761	378,262	560,320	557,519	759,542	561,382	1,056,639	1,051,356	18.6	14.3
	215 6th St E			75	95.5	238,768	12,863	321,571	283,696	420,240	418,139	679,952	421,037	792,479	788,517	18.6	14.3
	304500475			50	63.7	159,179	8,575	214,381	189,131	280,160	278,759	600,363	280,691	528,320	525,678	18.6	14.3
				25	31.8	79,589	4,2878	107,190	94,565	140,080	139,380	520,774	140,346	268,447	262,839	18.6	14.3
	Sm Gen Svc			100	0.0	0	0	0	0	0	0	0	0	0	0	N/A	N/A
	323 Stuntz Ave N			75	0.0	0	0	0	0	0	0	0	0	0	0	N/A	N/A
	304520171			50	0.0	0	0	0	0	0	0	0	0	0	0	N/A	N/A
				25	0.0	0	0	0	0	0	0	0	0	0	0	N/A	N/A
	Wstwt Utility	77,279	921530	100	658.2	1,645,589	77,279	1,931,982	1,704,434	2,524,785	2,512,161	3,471,217	2,529,568	2,524,785	4,737,373	21.3	16.4
	1901 Knight Rd			75	493.7	1,234,192	57,959	1,448,987	1,278,325	1,893,588	1,884,120	3,059,820	1,897,176	1,893,588	3,553,030	21.3	16.4
				50	329.1	822,7945	38,640	965,991	852,217	1,262,392	1,256,080	2,648,423	1,264,784	1,262,392	2,368,687	21.3	16.4
	302154453			25	164.6	411,397	19,320	482,996	426,108	631,196	628,040	2,237,025	632,392	631,196	1,184,343	21.3	16.4

City Owned Solar Installation (2/16-3/18) continued

ID Name Address	Average Annual Electric Invoice (\$)	Average Annual Usage (kWh)	% Offset	Solar Subscription Size (kW)	Total Investment (\$)	Annual Bill Credit Estimate (\$)	Savings/25 Yrs	Savings/25 yrs (0.5% annual degradation)	Savings/25 yrs (2% escalation)	Complicated Savings/ 25 yrs (degradation & escalation)	Simple Savings/40 yrs (conservative est. of life modules)	Savings/40 yrs (0.5% annual degradation)	Savings/40 yrs (2% escalation)	Complicated Savings/ 40 yrs (degradation & escalation)	Payback (yrs)	Payback with 2 % escalation (yrs)
Main Lfstn	47,207	261057.5	100	186.5	466,174	47,207	1,180,182	1,041,181	1,542,305	1,534,593	1,995,954	1,545,227	2,908,442	2,893,900	9.9	7.6
314 11th Ave E			75	139.9	349,631	35,405	885,137	780,886	1,156,729	1,150,945	1,879,410	1,158,920	2,181,332	2,170,425	9.9	7.6
302152769			50	93.2	233,087	23,604	590,091	520,590	771,152	767,297	1,762,866	772,614	1,454,221	1,446,950	9.9	7.6
			25	46.6	116,544	11,802	295,046	260,295	385,576	383,648	1,646,323	386,307	738,912	723,475	9.9	7.6
6th Ave Lfstn	4,080	33380	100	23.8	59,607	4,080	101,991	89,979	133,286	132,620	176,952	133,539	251,348	250,091	14.6	11.2
523 Lake Shore Dr			75	17.9	44,705	3,060	76,494	67,484	99,965	99,4645	162,051	100,154	188,511	187,568	14.6	11.2
302307545			50	11.9	29,804	2,040	50,996	44,989	66,643	66,310	147,149	66,769	125,674	125,045	14.6	11.2
			25	6.0	14,902	1,020	25,498	22,495	33,323	33,155	132,247	33,385	63,857	62,523	14.6	11.2
27th Ave Lfstn	750	4354	100	3.1	7,775	750	18,754	16,545	24,508	24,386	31,802	24,555	46,217	45,986	10.4	8.0
2614 Lake Shore Dr			75	2.3	5,831	563	14,066	12,400	18,381	18,289	29,858	18,416	34,663	34,480	10.4	8.0
303562018			50	1.6	3,888	375	9,377	8,273	12,254	12,193	27,915	12,277	23,109	22,993	10.4	8.0
			25	0.8	1,944	188	4,689	4,136	6,127	6,096	25,971	6,139	11,742	11,497	10.4	8.0
Tmr Rd Lfstn	1,111	7193	100	5.1	12,845	1,111	27,778	24,506	36,301	36,120	47,411	36,370	68,456	68,114	11.6	8.9
524 Turner Rd			75	3.9	9,633	833	20,834	18,380	27,226	27,090	44,200	27,278	51,342	51,085	11.6	8.9
303648977			50	2.6	6,422	556	13,889	12,253	18,151	18,060	40,989	18,185	34,228	34,057	11.6	8.9
			25	1.3	3,211	278	6,945	6,127	9,075	9,030	37,778	9,093	17,392	17,028	11.6	8.9
TOTAL	233,066		100	1537.1	3,842,796	233,066	5,826,639	5,140,379	7,607,337	7,569,300	10,201,826	7,622,419	12,109,342	14,274,008	16.5	12.6
			75	1152.7	2,881,782	174,799	4,369,979	3,855,284	5,700,301	5,671,800	9,232,642	5,711,603	9,072,198	10,695,746	16.5	12.6
			50	768.3	1,920,776	116,533	2,913,3120	2,570,190	3,796,249	3,777,268	8,262,592	3,803,777	6,040,680	7,123,083	16.5	12.6
			25	383.6	959,093	58,266	1,456,660	1,285,095	1,890,799	1,881,345	7,268,999	1,894,545	3,045,080	3,547,796	16.5	12.6



Center for Rural Communities

NORTHLAND COLLEGE

The Northland College Center for Rural Communities applies research-based solutions to social and economic challenges, partners with community members to build on local knowledge, and promotes the long-term health and vitality of rural communities in the north woods region.

For more information, visit us at:

northland.edu/sustainability/crc

CRC Staff

- **Brandon Hofstedt**, Faculty Director of the Center for Rural Communities, Associate Professor of Sustainable Community Development
- **Robin Kemkes**, Faculty Research Associate at the Center for Rural Communities
- **Sean Akerman**, Faculty Research Associate at the Center for Rural Communities

You can reach us at:

Center for Rural Communities
Northland College
1411 Ellis Avenue
Ashland, WI 54806
crc@northland.edu

SUBJECT: Approve to Waive the Bidding Requirements, per Ordinance 194, Ashland City Ordinances, and to Enter into a Contract with SmithGroup for Design and Engineering Services for the Ashland Ore Dock Redevelopment Phase 2: Stuntz Avenue Corridor (*Roll*)

RECOMMENDATION: Approval

DEPARTMENT OF ORIGIN: Parks & Recreation

CLEARANCES: City Administrator
Mayor
Finance Director
Oredock Trust

EXHIBITS:

1. SmithGroupJJR Master Agreement - Ore Dock Design Services, 11-24-2015
2. SmithGroup Amendment to Owner Contract - Draft, 01-21-19

EXPENDITURES REQUIRED: \$ 67,000 - SmithGroup
\$ 33,000 - Extra for unexpected expenditures
\$100,000 - Total

AMOUNT BUDGETED: \$1,000,000.00 Army Corp of Engineering Grant
\$ 333,333.33 Ashland Ore Dock Charitable Trust
\$1,333,333.33

APPROPRIATION REQUIRED: NA

TREASURER'S CERTIFICATE: The Treasurer's Office has certified on January 22, 2019, that SmithGroup, is in compliance with the provisions of Ordinance 923.10 Ashland City Ordinances.

COMPLIANCE WITH ORDINANCE 51:

Section 51.26 (b) of Chapter 51, Ashland City Ordinances, (Council Rules) permit the Mayor and/or Clerk to schedule items directly for Council action when a timely decision is needed by the City. The Mayor has chosen to direct this item directly to Council pursuant to the authority granted to her in Chapter 51, Ashland City Ordinances, due to the need for timely action.

STATEMENT OF CONFORMANCE WITH COMPREHENSIVE PLAN OF RECORD: The proposed development conforms to the goals and community values identified in the City of Ashland's Comprehensive Plan. This work also complies with the Ashland Ore Dock Redevelopment Concept Plan.

SUMMARY STATEMENT:

In 2015 the Common Council and Ashland Ore Dock Charitable Trusted approved the City signing a Master Agreement for Ore Dock Design Services with SmithGroup (formerly SmithGroupJJR). City staff has been pleased with the design, engineering, project coordination, project oversight, and document creation that the SmithGroup has provided in the past. SmithGroup will be charging the City 8.5% of the total project cost (estimated at \$1,333,333.00) which is a very competitive percentage rate for a project of this magnitude.

Ashland Ore Dock Redevelopment Phase 2: Stuntz Avenue Corridor would consist of Stuntz Avenue being extended to US Hwy 2, and the complete reconstruction of Stuntz Avenue to accommodate the redevelopment of the land vacated by railroad. The reconstruction of Stuntz Avenue would require new water, sanitary and storm sewer services to new and existing homes and businesses. This phase would also include the creation of new pedestrian infrastructure, where native plantings and historical Ore Dock artifacts would be implemented. This project also includes a drop off area/pick up area and public restrooms at the Stuntz Avenue North terminus.

The City is also hoping this project can be a catalyst to get additional grant funding to implement green infrastructure and restoration riparian habitat in the Bay City Creek area.

Council is requested to approve to waive the bidding requirements, per Ordinance 194, Ashland City Ordinances, and enter into a contract with SmithGroup for design and engineering services for the Ashland Ore Dock Redevelopment Phase 2: Stuntz Avenue Corridor.



MASTER AGREEMENT – ORE DOCK DESIGN SERVICES

November 24, 2015

Transmitted – Via eMail

Ms. April Kroner
Planning & Development Director
601 Main Street West
Ashland, Wisconsin 54806
akroner@coawi.org

RE: Proposal of Professional Services
Ashland Ore Dock

Dear Mr. Kroner:

On behalf of SmithGroupJJR, Inc., ("SmithGroupJJR") we are pleased to have the opportunity to assist the City of Ashland with the planning, design and engineering of the Ore Dock project. The following will serve as the Master Agreement for services provided in support of this project. Individual task authorizations will be used to define the specific Scope of Services and Compensation requirements for activities completed under this Master Agreement.

UNDERSTANDING OF THE PROJECT

The SmithGroupJJR team has been selected by the City of Ashland to assist with planning, design and engineering for rehabilitation of the historic Soo Line Ore Dock. Monies from the Ore Dock Trust Fund have been set aside to cover the project consulting and construction costs, however, it is the hope of the community that these funds can be leveraged to increase the available resources. An Ad-hoc Committee consisting of members of City staff, the Ore Dock Trust and the community at large has been established to help determine and guide decisions throughout the process and determine the ultimate vision for enhancing the dock's remaining substructure.

SCOPE OF SERVICES

Task authorizations specifically identifying the Scope of Work will be developed and separately executed.

ASSUMPTIONS & OWNER RESPONSIBILITIES

Specific assumptions and responsibilities will be included within each task authorization.

USE OF ANY SPECIALIZED EQUIPMENT

SmithGroupJJR may, on occasion, use laser scanning equipment for data gathering purposes. Use of such equipment is for the limited purpose of assisting SmithGroupJJR in processes associated with the delivery of its services and is not a survey or inspection of existing conditions.

City of Ashland

Ore Dock Design Services
Ashland, Wisconsin

SmithGroupJJR

PREPARATION OF DIGITAL DATA

In the event SmithGroupJJR is requested to prepare digital data for transmission to the Owner's consultants, contractors or other Owner authorized recipients ("Digital Data"), the Owner acknowledges that due to the limitations of the digital data software, not all elements of SmithGroupJJR's services may be represented in the Digital Data, this being in the sole discretion of SmithGroupJJR. Accordingly, although SmithGroupJJR will endeavor to represent all material elements of SmithGroupJJR's services in the Digital Data, any use shall not relieve the Owner's consultants, contractors, or other Owner authorized recipients or their respective obligations. The Owner agrees that it will include this provision in any agreements with its consultants, contractors, or other Owner authorized recipients, in which Digital Data is provided.

SCHEDULE

A schedule will be included within each task authorization.

CONSULTANTS

SmithGroupJJR anticipates using the following consultant(s) for this project and the costs will be borne by SmithGroupJJR and are included in SmithGroupJJR projected fee.

1. Westbrook Associated Engineers, Inc.

COMPENSATION

The combined total of all task authorizations established under this Master Agreement shall not exceed \$243,909. This cap may be modified in the future with specific approval of the City of Ashland. Each task authorization will include specific compensation requirements for the corresponding scope of services. Hourly services, if requested and approved of by the City of Ashland, shall be compensated per SmithGroupJJR's Standard Fee and Reimbursement Schedule included as Attachment 'A.'

REIMBURSABLE EXPENSES

Individual task authorizations shall identify if cash costs are in addition to, or included in, the compensation outlined within the individual agreement. The following cash costs shall be reimbursed if not included under the terms of the individual task authorization.

1. Travel expenses related to this project;
2. Printing and/or reproduction of presentation materials, sketches, drawings, specifications, reports and other project related documents, either digitally or in hard copy;
3. Long distance telephone and facsimile charges, postage, express charges and other similar items;
4. Models, renderings, photography and other special presentation material for other than the Architect's own use;
5. Regulatory Agency review fees; and
6. Employment of, with client's prior approval, special consultants other than those listed in this proposal.

Compensation for these reimbursable expenses will include a 10% management fee.

ADDITIONAL SERVICES

Requests for additional services or staff will be documented by SmithGroupJJR (if given verbally), and the work will commence upon City of Ashland approval of an estimated fee for that effort.

INDEMNIFICATION

It is agreed to by City of Ashland in the event documents prepared by SmithGroupJJR are incorporated by City of Ashland as a part of the construction contract, SmithGroupJJR will be provided an opportunity to review the proposed general conditions of the construction contract. Any terms and conditions that are beyond those normally and customarily provided by design professionals similarly situated will not be a part of SmithGroupJJR's obligations. Further, such general conditions shall contain the following indemnification provision extending from the Contractor to both (Client Name) and SmithGroupJJR:

Ashland mt
To the fullest extent permitted by law the Contractor shall indemnify and hold harmless the Owner, Architect, Architect's consultants, and agents and employees of any of them from and against claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of or resulting from performance of the Work, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the Work itself), but only to the extent caused by the negligent acts or omissions of the Contractor, a Subcontractor, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, regardless of whether or not such claim, damage, loss or expense is caused in part by a party indemnified hereunder.

Also, both City of Ashland and SmithGroupJJR shall be named as an Additional Insured on Contractors general liability insurance.

PAYMENTS

Invoices will be prepared monthly on the basis defined within the specific task authorization.

All payments due to SmithGroupJJR shall be made monthly upon presentation of the statement of services rendered. All payments due SmithGroupJJR under this agreement shall bear interest at one-and one-half (1½%) percent per month commencing thirty (30) days after the date of billing.

DELIVERY OF CADD GRAPHIC FILES

Any electronic/data/digital files (Files) from SmithGroupJJR shall be deemed Instruments of Service, and/or Work Product, as the case may be, for the Project identified above. City of Ashland covenants and agrees that: 1) the Files are Instruments of Service of SmithGroupJJR, the author, and/or Work Product of SmithGroupJJR, as the case may be; 2) in providing the Files, SmithGroupJJR does not transfer common law, statutory law, or other rights, including copyrights; 3) the Files are not Contract Documents, in whole or in part; and 4) the Files are not As-Built files. City of Ashland agrees to report any defects in the Files to SmithGroupJJR, within 45 days of the initial Files transmittal date (Acceptance Period). It is understood that SmithGroupJJR will correct such defects, in a timely manner, and retransmit the Files. City of Ashland understands that the Files have been prepared to SmithGroupJJR's criteria and may not conform to City of Ashland's drafting or other documentation standards. City of Ashland understands that, due to the translation process of certain CADD formats, and the transmission of such Files to City of Ashland that SmithGroupJJR does not guarantee the accuracy, completeness or integrity of the data, and that the City of Ashland will hold SmithGroupJJR harmless for any data or file clean-up required to make these Files usable. City of Ashland

City of Ashland

Ore Dock Design Services
Ashland, Wisconsin

SmithGroupJJR



understands that even though SmithGroupJJR may have computer virus scanning software to detect the presence of computer viruses, there is no guarantee that computer viruses are not present in the Files, and that City of Ashland will hold SmithGroupJJR harmless for such viruses and their consequences, as well as any and all liability or damage caused by the presence of a computer virus in the Files. City of Ashland agrees, to the fullest extent permitted by law, to indemnify and hold SmithGroupJJR harmless from any and all damage, liability, or cost (including protection from loss due to attorney's fees and costs of defense), arising from or in any way connected with and changes made to the Files by City of Ashland.

Under no circumstances shall transfer of Files to City of Ashland be deemed a sale by SmithGroupJJR. SmithGroupJJR makes no warranties, express or implied, of merchantability or fitness for any particular purpose.

LIMITATION OF LIABILITY

NOTWITHSTANDING ANYTHING TO THE CONTRARY AND TO THE FULLEST EXTENT PERMITTED BY LAW, CITY OF ASHLAND AGREES THAT THE TOTAL LIABILITY OF SMITHGROUPJJR IN CONNECTION WITH THIS AGREEMENT, WHETHER IN CONTRACT, TORT, NEGLIGENCE, BREACH OR OTHERWISE, SHALL NOT EXCEED AND SHALL BE LIMITED TO \$2,000,000.

MISCELLANEOUS PROVISIONS

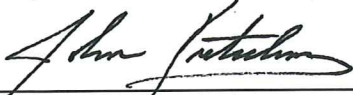
SmithGroupJJR will use reasonable professional efforts and judgment in responding in the design to applicable federal, state and local laws, rules, codes, ordinances and regulations. City of Ashland acknowledges that certain state and local laws, rules, codes, ordinances and regulations may reference standards that are outdated and/or contrary with today's industry requirements. SmithGroupJJR cannot and does not warrant or guarantee that the Project will comply with all such outdated and/or contrary federal, state and local laws, rules, codes, ordinances and regulations

Notwithstanding anything to the contrary, nothing contained herein shall be construed: i) to constitute a guarantee, warranty or assurance, either express or implied, that the SmithGroupJJR's Services will yield or accomplish a perfect outcome for this Project; or ii) to obligate the SmithGroupJJR to exercise professional skill or judgment greater than the standard of care exercised by other similarly situated design professionals currently practicing in the same locale as this Project, under the same requirements of this Agreement; or iii) as an assumption by the SmithGroupJJR of liability of any other party.

SmithGroupJJR will use reasonable professional efforts and judgment to interpret applicable ADA requirements and other federal, state and local laws, rules, codes, ordinances and regulations as applicable to this Project. City of Ashland acknowledges that requirements of ADA, as well as other federal, state and local laws, rules, codes, ordinances and regulations, will be subject to various and possibly contradictory interpretations. SmithGroupJJR cannot and does not warrant or guarantee that the Project will comply with all interpretations of the ADA requirements and/or the requirements of other federal, state and local laws, rules, codes, ordinances and regulations



This document will serve as an agreement between us, and you may indicate your acceptance by signing in the space provided below and returning one (1) signed copy for our files.



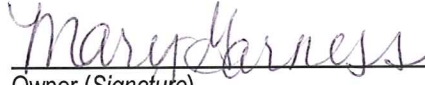
SmithGroupJJR (Signature)

John Kretschman, Director of Operations

(Printed name and title)

November 24, 2015

Date



Owner (Signature)

Mary Garness, City Admin.

(Printed name and title)

Dec. 22, 2015

Date

Janice Anderson, City Clerk
12/22/2015

Barbara Curren 12/22/15
Treasurer/Comptroller
Funds from Ore Dock Trust



Attachment 'A' - Standard Fee and Reimbursement Schedule
Madison, Wisconsin
February 28, 2015

PROFESSIONAL AND TECHNICAL STAFF

Principal/ Level 5	\$215.00/hour
Principal/ Level 4	\$210.00/hour
Principal/ Level 3	\$195.00/hour
Principal/ Level 2	\$175.00/hour
Principal/ Level 1	\$165.00/hour
Professional Staff/ Level 11	\$165.00/hour
Professional Staff/ Level 10	\$155.00/hour
Professional Staff/ Level 9	\$140.00/hour
Professional Staff/ Level 8	\$130.00/hour
Professional Staff/ Level 7	\$120.00/hour
Professional Staff/ Level 6	\$110.00/hour
Professional Staff/ Level 5	\$100.00/hour
Professional Staff/ Level 4	\$95.00/hour
Professional Staff/ Level 3	\$90.00/hour
Professional Staff/ Level 2	\$85.00/hour
Professional Staff/ Level 1	\$80.00/hour
Technical Staff/ Level 2	\$85.00/hour
Technical Staff/ Level 1	\$70.00/hour

These billing rates are subject to semi-annual review and revision.

A surcharge of fifty percent (50%) will be added to hourly rates for expert witness testimony and/or for participation at hearings, depositions, etc.

REIMBURSABLE EXPENSES

Mileage	\$.575/mile
Travel and Subsistence	Cost
FedEx, Postage, etc.	Cost
Copies (8-1/2" x 11")	\$0.10/copy
Color Copies (8-1/2" x 11")	Cost + 10%
Color Copies (11" x 17")	Cost + 10%
Plotting	Cost + 10%
Reproduction and Printing	Cost + 10%
Materials	Cost + 10%
Equipment Rental	Cost
Subcontract Services	Cost + 10%

INVOICES

Progress invoices shall be issued monthly and payment is due upon receipt. Balances remaining unpaid after thirty (30) days are subject to a monthly finance charge of 1% (12% annually) until paid.

City of Ashland

Ore Dock Design Services
Ashland, Wisconsin

SmithGroupJJR

SMITHGROUP

AMENDMENT TO OWNER CONTRACT – DRAFT 1/21/19

SG Project Title: Ashland Oredock Design Services
SG Project Location: Ashland, WI
SG Project Number: 21094.001

Amendment No.: 2

Client City of Ashland
601 Main Street West
Ashland, WI 54806

By signing below, the parties agree that SmithGroup will provide Task 1 outlined in the below Scope of Services below, in conjunction with our Agreement dated **8/21/2017**, and expend an additional **\$67,000 (inclusive of SmithGroup labor and expenses)** in design and engineering fees.

Additionally, SmithGroup will coordinate the following subconsultant services as a reimbursable expense which are in addition to compensation noted above:

Geotechnical investigations and report (if none exist):	\$11,000
Traffic study (if requested by WisDOT):	\$11,000
NEPA Supplementary Documentation (if none exists):	\$11,000

I. Project Understanding

The project includes the construction, restoration, and enhancement of the Stuntz Avenue corridor between US Highway 2 (Lake Shore Drive) and Water Street, including a cul-de-sac turnaround north of Water Street, where the Stuntz Avenue right-of-way terminates at the Chequamegon Bay waterfront. The design, engineering, and construction for this project will be partially funded by the USACE through a \$1M Section 154 program grant. The City of Ashland's required match for the appropriated grant is \$333,333.33.

The grant monies are intended to,

“provide assistance to northern Wisconsin public entities in the form of design, construction and reconstruction assistance for water-related environmental infrastructure, resource protection and development projects. These include navigation and inland harbor improvement and expansion, wastewater treatment and related facilities, water supply and related facilities, environmental restoration, and surface water resource protection and development.”

Per conversations with the USACE, the above is understood to include many, but not all, of the improvements in the outline that follows.

Whereas the USACE grant and the project extents are well-defined, the condition of the city's below grade infrastructure is not fully-known, future development needs have not been projected, and additional contributions to the total project budget (from the City of Ashland, the Oredock Trust, other grants, and other donations) are not yet known. As such, this proposal includes a detailed scope and fee for two initial tasks. These tasks will define the specific improvements that will be funded by the USACE grant and ensure these improvements will meet future needs. It will also advance the design of Oredock related pedestrian improvements to a design development level to

SMITHGROUP

ensure their coherence with the Stuntz corridor reconstruction and identify where and how the project may be expanded to better serve city residence if additional funds are brought to the project.

Complete design and engineering (construction documentation), bidding, and construction administration services are outlined in Part III of this proposal. However, the scope for these tasks will be revisited upon completion of Task 1.

Task 1 will focus on the following:

Stuntz Corridor Surface Improvements

The segments of the 2.5 block-long Stuntz corridor described above and identified in the attached Vicinity Map (Attachment A) will include:

- curb and gutter
- vehicular pavements
- sidewalks (one or both sides)
- curb ramps and striped crosswalks
- on-street parking (one or both sides of Stuntz)
- stormwater and water quality improvements within street-adjacent bioretention/infiltration basins (GI improvements)
- stormwater inlets/structures as needed
- new light poles (at street intersections and turnaround only)

Stuntz Corridor Infrastructure

Per direction from city staff, the redevelopment of the Stuntz Avenue corridor will also include complete reconstruction of storm, sanitary, and water service systems. The sizing of these services, and the extent to which up-stream and down-stream system components are reconstructed, will be determined in Task 1.

Water Service

6" and 12" ductile iron (DI) water service lines run beneath Stuntz between US Highway 2 and Water Street. This Scope of Services assumes:

- the water service beneath Stuntz will be replaced unless determined otherwise during Task 1
- new water service will be provided for the proposed restroom building (see below)
- existing hydrants will be reset in their approximate, existing locations, or replaced as needed; additional hydrants will be added as determined through coordination with Ashland Fire and Public Works
- needs of potential future redevelopment will be examined to ensure water service lines are adequately sized

Sanitary Sewer

A combination of reinforced concrete and PVC sanitary lines run beneath Stuntz Avenue between US Highway 2 and Water Street. A lift station is located at the north end of Stuntz. This Scope of Services assumes:

- all existing sanitary lines beneath Stuntz will be replaced unless determined otherwise during Task 1
- new sanitary will be provided for the proposed restroom building (see below)
- the existing lift station at the north end of Stuntz will remain

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Storm Sewer

There are currently no storm sewer laterals beneath the Stuntz corridor north of US Highway 2. Storm laterals will be installed beneath Stuntz to capture runoff from new street pavements and route water to and from the proposed GI improvements. It is assumed these laterals will connect to the storm main collector beneath St Claire Street.

Other Improvements

In addition to the typical Stuntz corridor streetscape and infrastructure improvements described above, the project will include:

- a new Stuntz – US Highway 2 intersection which is, from a traffic design standpoint, consistent with other city street – US Highway 2 intersections in the vicinity of Stuntz
- an Oredock “gateway” at the new Stuntz – US Highway 2 intersection
- a small arrival space and Oredock overlook at the Stuntz turnaround
- a restroom structure at the Stuntz turnaround
- stair and accessible walkway connections between the Stuntz turnaround and restroom structure and the Tri-County Corridor Trail and Oredock below

II. Scope of Services

The improvements described above will be analyzed, designed, engineered, and documented as follows:

Task 1: Project Definition, Analysis, Schematic Design (SD)

Background Information

SmithGroup will coordinate the production of a detailed project survey. This survey will include property lines, surface features and topography within and adjacent to the Stuntz Avenue right-of-way (ROW) corridor, and above and below grade utilities within and adjacent to the Stuntz Avenue ROW.

In addition to coordinating the project survey, SmithGroup will coordinate and solicit proposals for subconsultant services if deemed necessary as the project advances. These subconsultant services are not included in the base compensation. Potential services include:

- Geotechnical investigation if recent and pertinent information is not available through the City of Ashland. This investigation will identify subsurface conditions and inform the design of pavements, foundations, and GI improvements.
- If required by WisDOT, SmithGroup will coordinate a proposal for a traffic study for the proposed Stuntz – US Highway 2 intersection.
- If a Phase 1 Environmental Site Assessment does not exist, SmithGroup will coordinate a proposal from a qualified environmental consultant to develop supporting materials for USACE’s required NEPA approval process.

Infrastructure Analysis

Using the project survey and City of Ashland GIS data and assessments for existing utilities, SmithGroup will create a project basemap and analyze existing utilities.

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Based on guidance from the City of Ashland, future upland redevelopment will be considered to inform sizing of new utilities.

Stormwater calculations will identify runoff quantities and inform sizing of GI improvements. Upstream and downstream storm system components will be examined to understand the site's impact, as well as the GI improvements' potential to serve areas beyond project site.

Stuntz Corridor, Gateway, and Terminus SD-Level Design

SmithGroup will study options for the Stuntz Avenue corridor, including its intersection with US Highway 2. These options will investigate various cross sections and alignments for Stuntz and will examine parking, GI improvements, sidewalk configurations, street tree planting, and other streetscape features.

SmithGroup will study the Oredock "gateway" at the intersection of Stuntz and US Highway 2, as well as the Stuntz terminus arrival space, turnaround, and Oredock / Tri-County Trail connections. The *Ashland Ore Dock Concept Design* (Attachment B) will serve as a basis of design for these areas. Improvements may include:

Oredock Gateway

- salvaged Oredock relics
- gateway / monument signage
- lighting
- planting

Stuntz Terminus

- restroom building
- paved arrival space with seating
- stairs and accessible connection to Oredock / Tri-County Trail
- interpretive / welcome signage or kiosk, potentially integrated with restroom building
- lighting
- planting

SmithGroup will review the SD options with city staff and advance the preferred concept to a DD-level of documentation.

SmithGroup will begin to develop a cost opinion based on the preferred SD designs and the infrastructure analysis. This estimate will be detailed and completed in Task 2.

SmithGroup will initiate regulatory permitting processes during Task 1.

Task 2: Design Development (DD), Opinion of Probable Construction Cost (OPCC)

Stuntz Corridor, Gateway, and Terminus DD-Level Design

Based on city staff input, SmithGroup will advance the Stuntz corridor, gateway, and terminus design to a DD-level to inform future task scope and construction costs. The DD plans will include the preliminary utilities design.

The program and budget for the restroom building will be defined by benchmarking the structure relative to other, comparable SmithGroup projects, and setting a program for the structure.

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Cost Opinion

SmithGroup will translate the above products to an Opinion of Probable Construction Cost (OPCC). The minimum total project construction cost, as defined by the USACE Section 154 program grant, is \$1,333,333.33. The amount of additional grant monies, available city funds, or Oredock Trust contributions are not yet known. It is assumed that the upper end of the total project cost may be approximately \$2 million.

Task 1 + 2 Deliverables

- Project survey
- Infrastructure analysis and summary
- Stormwater analysis and preliminary GI design
- SD-level Stuntz Avenue corridor options
- gateway and terminus studies
- Preliminary design of utilities
- DD-level design for Stuntz corridor, gateway, and terminus
- Restroom building benchmarking, program, and budget
- OPCC and associated design and engineering fees for the improvements defined in Task 1

Task 1 +2 Meetings

- Task 1 Kickoff Meeting – WebEx
- Design Review Meeting #1 – City of Ashland
- Design Review Meeting #2 – WebEx
- City Council Presentation – City of Ashland

Task 1 + 2 Schedule

SmithGroup will begin background work and coordinate the project survey upon approval of the proposed contract amendment. Whereas the surveying of existing surface features (ie, pavements, topography, landscape bed edges, etc) may not be possible until spring, information on underground utilities and utility structures may be collected over the winter as weather permits. Task 1 work will be contingent on the partial completion of the project survey and is expected to proceed as follows:

- 22 January: City Council reviews proposed contract amendment
- 28 January: SmithGroup initiates project survey; anticipated delivery of boundary information and utility locations 1.5 – 2.5 months from notice to proceed, contingent on weather
- week of 11 March: Task 1 Kickoff Meeting
- 11 March – 5 April: Infrastructure analysis, Stuntz corridor options, preliminary design of gateway and terminus
- week of 8 April: Design Review Meeting #1
- 15 April – 10 May: Preliminary infrastructure design, schematic design of Stuntz corridor, gateway, and terminus
- week of 13 May: Design Review Meeting #2
- 20 May – 7 June: Final survey completed; design development; OPCC; prepare Council Presentation
- 11 June: City Council Presentation
- 17 June – 12 July: Revisions as needed; finalize deliverables

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III. Future Scope of Work:

SmithGroup's Task 2 – 4 Scope of Services will be finalized, and associated fees will be developed, based on Task 1 outcomes. Total design and engineering fees for this project, inclusive of those identified for Task 1, anticipated to be 9% to 12% of the total project cost. Additional required consulting services – ie, architectural design, electrical engineering, etc – will be identified in the refined Task 2 – 4 scope. Currently anticipated tasks, deliverables, and meetings are as follows:

Task 3: Construction Documentation and Permitting

SmithGroup will develop Construction Documents and Specifications for the improvements identified in Task 1.

Based on the approved Design Development Documents and the construction budget developed in Task 1 and authorized by the Client, SmithGroup will prepare Construction Drawings and Specifications setting forth in detail the requirements for the construction of the Project.

Assist the Client to determine the most suitable type of construction contract and appropriate methods of measurement and payment.

Assist the Client in the preparation of the necessary Bid Forms, Form of Agreement and General/Special Conditions of Contract.

Compile the Bid Forms, Form of Agreement, General Conditions, Special Conditions and Specifications into the Project Manual, which together with the Construction Drawings will be used for bidding and awarding a construction contract.

Prepare a final opinion of probable construction cost, advising the Client of any adjustments to previous estimates/budgets due to changes in project requirements or general market conditions.

Assist the Client in connection with the Client's responsibility for filing documents required for the approval of governmental authorities having jurisdiction over the Project.

Submit required Permit Applications and Environmental Review documents at such time as to align with anticipated construction.

Task 3 Deliverables

- 60% Drawings, outline Specifications
- 80% Drawings, draft Specifications
- 95% Drawings, complete Specifications
- Permit Drawings and Applications
- Bid Documents

Task 3 Meetings

- Task 2 Kickoff Meeting – WebEx
- Initial Permitting Coordination – WebEx
- 60% Review Meeting – WebEx
- Pre-Application Permitting Review – WebEx

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- 80% Review Meeting / Page Turn – City of Ashland

Task 4: Bidding

Assist the City of Ashland in preparing and advertising the bid.

Issue bid documents to local plan reviewing rooms.

Distribute bid documents to bidders who have delivered the appropriate deposit or paid the appropriate fee.

Attend the Client's prebid conference to receive technical questions from the bidder's and respond as appropriate.

Issue addenda to the bid documents as necessary to clarify document intent.

Attend the Client's bid opening, review bid tabulation and supporting documents with the Client and offer recommendation of action.

If required, attend a briefing with the low bidder and the Client to clarify any uncertain issues.

Assist the Client in obtaining bids or negotiated proposals and assist in awarding and preparing contracts for construction.

Task 4 Deliverables

- Bid addenda as required

Task 5: Construction Administration (CA) Services

Consult with and advise the Client, and act as Client's representative as provided in the general conditions of the construction contract. All of Client's instructions to Contractor should be issued through SmithGroup, who should have authority to act on behalf of Client to the extent provided in the General Conditions of the Construction Contract except as otherwise provided in writing.

Review and approve shop drawings, samples and other data which the Contractor is required to submit, but only for conformance with the design concept of the project and compliance with the information given in the Construction Contract Documents. Such reviews and approvals or other action will not extend to means, methods, techniques, sequences or procedures of construction or to safety precautions and programs incident thereto.

Issue necessary interpretations and clarifications of the Construction Contract Documents and prepare bulletins, work directive changes, and change orders as required.

Evaluate and determine the acceptability of substitute materials and equipment proposed by the Contractor to the extent provided in the General Conditions of the Construction Contract.

Make visits to the site at intervals appropriate to the various stages of construction in order to observe the progress and quality of the various aspects of the Contractor's work. Based on information obtained during such visits and on such observations, SmithGroup will endeavor to determine, in general, if such work is proceeding in accordance with the Construction Contract Documents.

The number and timing of site visits will be set after the project is further defined in Task 1. SmithGroup will prepare and distribute a site observation report for each site visit.

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Based on site observations, SmithGroup will disapprove of or reject Contractor's work while it is in progress if SmithGroup believes that such work will not produce a completed project that conforms generally to the contract documents, or that it will prejudice the integrity of the design concept of the project as reflected in the Construction Documents.

As the Client's representative, SmithGroup may require special inspection or testing of the work by the Clients' testing agency, and will receive and review all certificates of inspections, testing and approvals required by laws, rules, regulations, ordinances, codes, orders or the Contract Documents. A copy of the testing agency reports will be distributed to the Client, SmithGroup, and the Contractor.

Act as initial interpreter of the requirements of the contract documents, judge of the acceptability of the work, and render an opinion on all claims of Client and Contractor relating to the acceptability of the work or the interpretation of the requirements of the Contract Documents pertaining to the execution and progress of the work.

Based on on-site observations and review of applications for payment, with the accompanying data and schedules, SmithGroup will determine the amounts owing to the Contractor and recommend, in writing, payments to Contractor. Recommendation of payment will constitute a representation to the Client, that the work has progressed to the point indicated, and that the quality of such work is generally in accordance with the contract documents. By recommending any payment, SmithGroup does not represent that exhaustive, continuous or detailed reviews or examinations have been made to check the quality or quantity of the Contractor's work.

Receive and review maintenance and operating instructions, schedules, guarantees, bonds and certificates of inspection, tests and approvals which are to be assembled by the Contractor in accordance with the Construction Contract Documents. Such review will only be to determine that their content complies with the requirements of, and in the case of certificates of inspection, tests and approvals the results certified indicate compliance with, the Construction Contract Documents.

SmithGroup will conduct an inspection to determine if the work is substantially complete and prepare a punch list of uncompleted or unacceptable work items. Upon notice that all punch list items are complete, a final inspection will be held to determine if the completed work is acceptable. SmithGroup will recommend, in writing, final payment to Contractor and/or give written notice to the Client and the Contractor that the work is acceptable.

Task 5 Deliverables

- Clarifications, sketches, and revised drawings as required to resolve Contractor questions
- Reviewed shop drawings, test reports, material samples, and other submittals
- Site visit reports
- Final punch list

Task 5 Meetings

- SmithGroup will participate in weekly construction progress meetings via WebEx
- the number and timing of site visits is contingent on the project scope as defined in Task 1

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All other provisions of our Agreement remain unchanged.

Client (*Signature*)

(*Printed name and title*)

Date

SmithGroup (*Signature*)

(*Printed name and title*)

Date

City of Ashland Base Map



12/6/2018, 10:41:15 AM

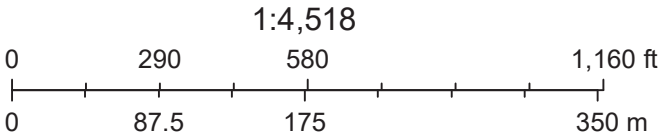
- COAElectricalResponsibilityArea
- Hydrants**
- Red 100-499
 - Orange 500 - 999
 - Green 1000 - 1350
 - Unknown Flow
- Water Structures**
- <all other values>

- Ashland Water Tower
- Binsfield Rd Booster Station
- Binsfield Rd Standpipe
- Water Treatment Plant
- Water Main
- Lift Station Valves
- Sanitary Manholes
- Sanitary_Discharge

- Lift Stations
- Monitoring Wells
- Sanitary Structures
- Sanitary Main
- Sanitary_Forcemain
- Manhole
- Outlet
- Outfall

- StormMain**
- Collector
 - Lateral
 - Culvert
 - Open Channel
 - Under Drain
 - BMP

- Parcel Labels
- Parcel Mapping
- FEMA Flood Ways**
- Floodway
 - Floodway Fringe (100 Year)
 - Approximate 100 Year Flood Boundary
 - 500 Year Flood Boundary



City of Ashland Public Works Department, GIS Division
Sources: Esri, HERE, Garmin, Intermap, increment P Corp.,
GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL,
Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong),
swisstopo, © OpenStreetMap contributors, and the GIS User

4.1 UPLAND GATEWAY

Stuntz Avenue is extended to Highway 2. Native landscaping along a wide terrace cleans stormwater from upland development and hosts a trail that links to Bay City Creek and nearby neighborhoods leading to downtown. Restored light towers from the historic Ore Dock line Stuntz Avenue with views of the lake in the distance. Formerly undeveloped land vacated by the former trestle and approach are home to new residents and shops. Researchers at the new collaborative facility partner with federal agencies and international experts to develop new policies and recommendations key to defining a new “blue economy” and inform nearshore freshwater restoration efforts. New infrastructure including accessible walkways, drop-offs and parking areas support use of the Ore Dock by visitors of all ages and abilities and is part of the daily lives of Ashland residents and hosts large regional events and festivals.



- ❶ Lakeshore Gateway
- ❷ Redevelopment
- ❸ Filtration Terrace
- ❹ 8th Avenue Extension
- ❺ Research Center
- ❻ Drop-Off
- ❼ Trestle Overlook
- ❽ Amphitheater
- ❾ Kreher Drop-off

Existing Elements

- a Wetland
- b Tri-County Trail
- c Residences

