

## CHAPTER 8

### Intergovernmental Cooperation

Cooperation between neighboring and overlapping units of government is one of the primary goals of the Wisconsin Smart Growth Law, and it is a very important aspect of the City of De Pere Comprehensive Plan. As De Pere develops and redevelops over the next 20 years, it is important for the City to work with the school districts, surrounding communities, Brown County, the state, and other units of government. Working cooperatively is especially important since many issues do not recognize municipal boundaries.

The purpose of the Intergovernmental Cooperation Chapter is to analyze the existing relationships the City has with other units of government and identify means of working cooperatively toward the goal and objectives identified in the Issues and Opportunities Chapter of the plan.

#### Analysis of Governmental Relationships

##### Unified School District of De Pere and the West De Pere School District

###### Unified School District of De Pere

In an effort to accommodate its rapidly increasing student population, the residents of the Unified School District of De Pere approved a referendum in 2000 that enabled the district to expand Dickinson Elementary School and De Pere High School and renovate the former middle school at the intersection of Broadway and Merrill Street. These expansions provided temporary relief to the district's capacity constraints and were an efficient use of existing property and facilities within De Pere, but the district will likely have to consider creating additional capacity in the near future as more people move to Ledgewiew, Rockland, and other communities in the district.

**Figure 8-1: Enrollment and Building Capacity Summaries for the Unified School District of De Pere: 2009-2010**

<b>Building</b>	<b>Grade</b>	<b>Enrollment</b>	<b>Capacity</b>
Altmayer Elementary	K-4	419	600
Dickinson Elementary	K-4	481	600
Heritage Elementary	K-4	444	650
Foxview Intermediate	5-6	605	600
De Pere Middle School	7-8	577	650
De Pere High School	9-12	1,215	1,400
<b>District Total</b>		<b>3,741</b>	<b>4,500</b>

Source: Unified School District of De Pere September Third Friday Report, 2009.

Following adoption of the 2004 City of De Pere Comprehensive Plan, the Unified School District of De Pere constructed the Susie C. Altmayer Elementary School on the far

southeast part of the City at the intersection of Ryan Road and Diversity Drive to address long-term elementary school enrollment capacity issues at the existing elementary schools and planned residential growth in this area of the district. In addition to the land upon which Altmayer Elementary School sits, the school district owns approximately 20 acres of buildable land immediately south of Diversity Drive for future school district needs. Considering the planned growth identified in Chapter 2, it is critical the City of De Pere and De Pere School District meet on a regular basis to discuss opportunities for cooperation as well as any potential needs as growth occurs.

Another issue that could affect the De Pere district and residents of the City over the next several years is the sharing of outdoor recreational facilities. The school district currently allows youth baseball, softball, and soccer leagues to use the fields behind Dickinson and Heritage Elementary Schools, but league organizers have asked to use additional school property because participation in these leagues is growing rapidly.

Recommendations

De Pere should encourage the Unified School District of De Pere to continue allowing residents to use the district’s indoor and outdoor recreational facilities, and the City should make sure it continues to allow the school district to hold district events at city parks and other community-owned facilities. The City should also encourage the school district to continue its practice of placing schools in areas that can be easily and safely reached by young pedestrians and bicyclists and to include De Pere representatives in discussions about future school sites. This cooperative effort should occur even if the sites are not within the city limits because new schools will likely affect the placement of students who live in De Pere. Additionally, the City of De Pere should encourage both school districts to continue to identify ways to increase efficiencies through shared facilities, resources, and staff.

**West De Pere School District**

In 1999, the West De Pere School District proposed the construction of an elementary school, a high school, and a park on the site where the City’s park/sports complex will soon be developed. This proposal was narrowly defeated in a referendum, and the district residents instead approved a measure in 2000 that allowed the expansion of the existing high school to accommodate the growing student population.

**Figure 8-2: Enrollment and Building Capacity Summaries for the West De Pere School District: 2009-2010**

<b>Building</b>	<b>Grade</b>	<b>Enrollment</b>	<b>Capacity</b>
Hemlock Creek Elementary	K-5	700	720
Westwood Elementary	K-5	668	805
West De Pere Middle School	6-8	531	700
West De Pere Charter School	7-12	24	60
West De Pere High School	9-12	796	950
<b>District Total</b>		<b>2,719</b>	<b>3,235</b>

Source: West De Pere School District September Third Friday Report, 2009.

Since the 2003 Comprehensive Plan, the West De Pere School District constructed Hemlock Creek Elementary School in the Town of Lawrence near the intersection of Williams Grant Drive and Potter Drive. Hemlock Creek was built to accommodate additional residential growth in this area of the school district and relieve potential crowding at Westwood Elementary.

### Recommendations

The City of De Pere should encourage the West De Pere School District to continue allowing residents to use the district's indoor and outdoor recreational facilities, and the City should make sure it continues to allow the school district to hold district events at city parks and other community-owned facilities. The City should also encourage the school district to ensure schools outside of De Pere can be easily and safely reached by young pedestrians and bicyclists by including sidewalks or multi-use trails in surrounding developments.

Additionally, the City of De Pere should encourage both school districts to continue to identify ways to increase efficiencies through shared facilities, resources, staff, and administrative processes.

### **School District Consolidation**

The primary school-related issue raised during the comprehensive plan's public outreach activities was the need to consider consolidating the two school districts. This issue was last studied in 1986 by a consultant who was hired by the Wisconsin Department of Public Instruction (DPI)<sup>7</sup>, and the consultant concluded that district consolidation is not a panacea and that many financial and non-financial issues must be thoroughly studied before the districts consider merging. This conclusion led the consultant to recommend that a second study be completed that examines the maximum financial advantages, educational opportunities, and other impacts on the residents of both school districts before a merger is pursued. In spite of this recommendation, a second study was not completed.

According to representatives of the Wisconsin DPI, school districts that consolidate in Wisconsin often have relatively small student populations, minimal financial and other resources, and limited curricula, and mergers are seen as the best method of providing adequate educational opportunities for students. But the De Pere and West De Pere districts each offer a wide variety of courses and extracurricular activities. The districts currently share an English as a Second Language (ESL) instructor, and they might share athletic facilities in the future. Although it is possible that consolidating the two districts could reduce certain costs, it is also possible that other costs could increase following a merger. Basically, it appears that both districts are viable entities that should not be consolidated merely because their situation is unusual. Figure 8-3 depicts De Pere area school districts.

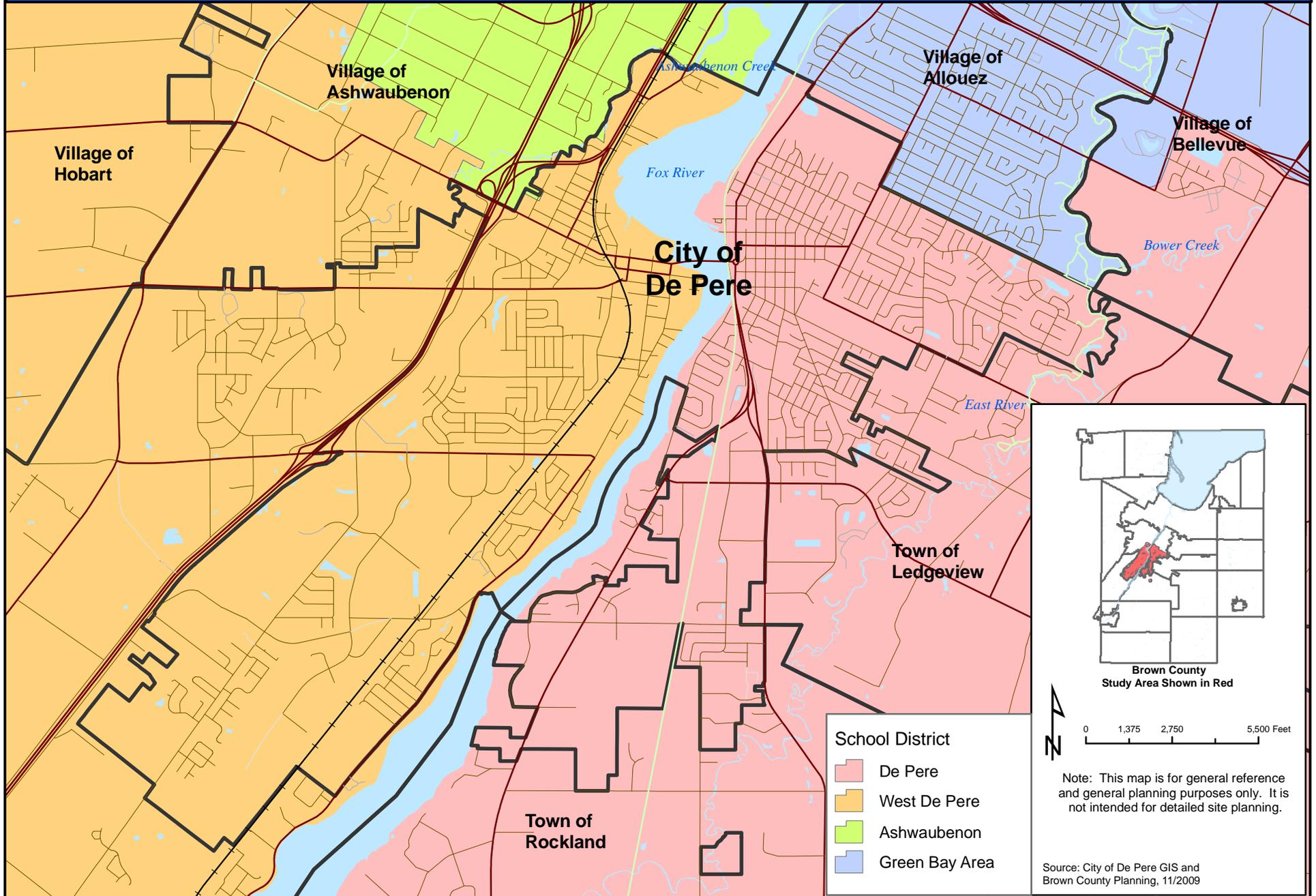
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<sup>7</sup> Impact Study: Consolidation of the East and West De Pere School Districts was published on June 12, 1986, by the Wisconsin Department of Public Instruction.



# Figure 8-3 De Pere and West De Pere School Districts

City of De Pere, Brown County, WI



### Recommendation

Although the general perception of many De Pere residents appears to be that consolidation would be beneficial, this issue is very complex, and based upon the research presented, may not be particularly applicable to the Unified School District of De Pere and West De Pere School Districts. However, the City should encourage the school districts to continue their practice of sharing instructors and other resources to maintain their strong programs and minimize costs.

### Private and Parochial Schools in De Pere

De Pere contains several private and parochial schools that serve students from throughout the area. Specifically, the International School provides private educational opportunities, while Creekside Christian Montessori School, Our Lady of Lourdes Catholic School, and Notre Dame Middle School provide parochial education. Notre Dame Middle School also serves as a polling place, but very few other public events are currently held at either the private or parochial schools unless a participant is affiliated with the schools or churches. Although these facilities are private, they might be willing to open their doors and grounds to the public for recreational programs, meetings, or other purposes in the future, and the City should support these outreach efforts.

## **Adjacent Communities**

### Village of Allouez

The Village of Allouez representatives who were interviewed for this plan chapter indicated that the City and Village have a very good working relationship and that problems do not exist between the two communities. In fact, the relationship is so solid that De Pere and Allouez often share garbage trucks and other equipment. The most significant issue between the two communities appears to be Lebrun Street, which currently contains a gap in the eastern portion of the street segment. The Allouez representatives told Planning Department staff that Lebrun Street should be extended in the near future to create a connection between the two existing street sections.

Another issue that has been discussed for several years is the addition of bicycle lanes along Libal Street in De Pere and Allouez. The lanes were originally recommended in the *Brown County Bicycle and Pedestrian Plan Update* that was published by the Brown County Planning Commission in 1998, but the Allouez Village Board chose to not add bicycle lanes to the street following a public hearing that was attended by approximately 30 Libal Street residents. This action prompted De Pere to abandon its plans to stripe Libal Street between Chicago Street (CTH G) and the Allouez boundary until the Village finished its part of the project.

An example of cooperation between De Pere and Allouez is the recent extension of the East River Trail. In 1999 and 2000, representatives of the City and Village worked with Brown County Planning Commission staff and a representative of the Town of Ledgewiew to develop an extension plan for the East River Trail in Allouez, De Pere, and Ledgewiew. In 2002, De Pere and Allouez were able to obtain grant funds to extend the

trail through De Pere to the Ledgeview border, and the trail's base was installed at the end of the year. The trail extension was paved in the spring of 2003.



Lebrun Street



East River and the East River Trail

As of 2009, the City of De Pere and Village of Allouez continue to cooperate on an informal basis with primary communication occurring on a department to department basis for individual projects.

### **Town of Ledgeview**

De Pere and Ledgeview have worked well together for several years, and the 14 intergovernmental agreements that currently exist between the two communities are evidence of this cooperation. The two communities also meet monthly to discuss issues of mutual interest and have worked together on trail, water, and other projects along and near the City's eastern boundary. As the communities develop over the next 20 years, it is important that they continue to meet regularly to discuss issues that affect them and to revise (if necessary) and renew the intergovernmental agreements when they approach their expiration dates.

One of the services that is not currently provided to Ledgeview by the City is police protection. However, Ledgeview's desire to incorporate recently prompted Town officials to ask the City to submit a proposal for the provision of police services, and the City is considering this request. If an arrangement can be developed that enables De Pere to be adequately compensated for providing police services to the Town following incorporation, the City should consider providing these services. Even if the Town's incorporation attempt is not successful, the City should consider developing a compensated arrangement that will enable it to provide services to the urbanizing portion of the Town (primarily west of CTH GV and the area surrounding the potential school site near Bower Creek Road).

Another issue that De Pere and Ledgeview should address in the near future is recreational facilities. Ledgeview is in the process of building a large park south of Dickinson Road (CTH G) on the west side of the East River, and the City and Town are discussing an arrangement that will enable De Pere recreation leagues to use the park's facilities in exchange for waiving non-resident fees for Ledgeview residents who participate in City recreation programs. This arrangement could be beneficial to both communities and should be thoroughly investigated.

A third issue that De Pere representatives should discuss with Ledgeview during the planning period is having the Town provide supplementary fire protection services to the southeast portion of the City. Ledgeview's fire station at the intersection of Swan Road and Heritage Road (CTH X) is very close to the City's industrial park and the residential development that will soon occur south of Rockland Road, and this station could respond very quickly to fires in this area.

In addition, if the Town and City decide to formalize the intergovernmental agreements into a comprehensive boundary agreement, the Town "island" located entirely within the De Pere city limits should become a part of the City of De Pere. The current situation provides for generally inefficient provision of public service and utilities and should be rectified through a negotiated boundary agreement.

As of 2009, the City of De Pere and Town of Ledgeview continue to hold intergovernmental meetings on an as needed basis to discuss particular projects or services.

### **Town of Rockland**

De Pere and the Town of Rockland have worked together in the recent past to identify the location of a southern bridge and connecting arterial street, and the two communities have met to discuss the framework of a boundary agreement. To date, no agreement has been reached however the two communities should continue to meet to ensure an open line of communication should an opportunity or desire to restart boundary agreement negotiations present itself. A comprehensive boundary agreement that meets the City of De Pere's needs to house a growing population and expand its tax base while meeting Rockland's goal of maintaining its rural atmosphere should be the basis for discussion if/when they restart.

### **Town of Lawrence**

The Town of Lawrence Comprehensive Development Plan's recommendations for the land adjacent to the southwest portion of De Pere are very similar to what is currently planned for this part of the City, and these recommendations are consistent with Lawrence's long-term goal of creating a seamless transition between the Town and City. The Lawrence plan recommends a large area of single-family residential development west and immediately east of Lawrence Drive and industrial development between the residential area and rail line. These land uses appear to be consistent with what is currently planned for the southwest portion of De Pere, but the intensity of Lawrence's industrial uses is unknown. Lawrence's comprehensive plan also does not show American Boulevard extending south into the Town to serve the planned industrial development.

De Pere, Lawrence, and the Brown County Planning Commission have been discussing boundary and sewer service issues for the last several years, and the City and Town established a boundary agreement at the beginning of 2004. Now that this agreement is in place, the City should discuss extending American Boulevard into Lawrence as this part of the Town develops to improve regional connectivity and to encourage the Town to improve its section of Lawrence Drive in a manner consistent with the design of De

Pere's section of the street. The City and Town should discuss the possibility of cooperatively developing the large park/sports complex in the southwest portion of the City, should work with the West De Pere School District to identify school sites as the number of residents in this part of the district grows, and should agree to meet every month to coordinate services and discuss issues of mutual concern (such as development near the planned US 41/Southbridge Drive interchange).

As of 2009, the City of De Pere and Town of Lawrence continue to hold intergovernmental meetings on an as needed basis to discuss particular projects or services. Coordination between the two communities will be particularly important during the USH 41 expansion to ensure adequate coverage and response time for emergency services.

### **Village of Ashwaubenon**

In addition to the potable water discussions that De Pere and Ashwaubenon have been involved in over the last several years, the two communities recently began discussing the possibility of pooling their public safety resources to enhance coverage and efficiency. The City and Village also intend to address transportation issues in the future, such as access to Ashland Avenue near Ashwaubenon Creek.

In 2004, Ashwaubenon constructed bicycle lanes along Broadway that will connect to the existing Fort Howard Drive lanes. The completion of this project will provide bicyclists with an uninterrupted route between Main Avenue in De Pere and the south end of Green Bay, and bikers will be able to reach the west side of Green Bay's downtown after South Broadway is reconstructed with bicycle lanes in the near future. These on-street bicycle lanes will complement the Fox River Trail by providing a north/south bicycle corridor along the west side of the river.

In addition to the bicycle lanes, Ashwaubenon plans to construct a multi-use trail along the Fox River that will extend to the De Pere boundary. The City and Village should work together to ensure that the Ashwaubenon trail will connect to the trail that is planned to extend from the City's northern boundary to the land behind International Paper in the downtown.

As of 2009, the City of De Pere and Village of Ashwaubenon continue to cooperate on an informal basis with primary communication occurring on a department to department basis for individual projects, such as the reconstruction of the Ashland Avenue / Glory Road / Eighth Street intersection.

### **Other Entities**

#### **Åmål, Sweden**

As discussed in the Issues and Opportunities Chapter, Åmål was designated as a sister city to the City of De Pere on November 8, 2007. Having a sister city partnership with a community such as Åmål provides a model for the City to emulate in terms of sustainable community development while also enhancing economic development

opportunities and cultural interaction. The City of De Pere should continue to build its mutually beneficial relationship with Åmål in order for both communities to learn from each other.

### **St. Norbert College**

Representatives of St. Norbert College currently meet with De Pere staff every two months to discuss issues of mutual concern, and City staff also attends the monthly meetings of the Fourth Street Neighborhood Association to address issues raised by association members. In addition to these meetings, St. Norbert College sponsors several community outreach events, hosts cultural and sporting events that are open to the public, allows residents and others to use its library and some athletic facilities at no cost, and offers access to other college events and facilities for a fee. In the future, the City should continue to meet with representatives of the college and encourage residents to attend school-sponsored events. The City should also encourage the college to continue allowing the City's residents to use the school's facilities and the community's youth sports leagues to use its indoor and outdoor recreation facilities.

As of 2009, the City of De Pere and St. Norbert College continue to meet once every two months and the college continues to meet with the Fourth Street Neighborhood Association.

### **Green Bay MPO**

The Green Bay Metropolitan Planning Organization (MPO) is a federally-designated transportation planning agency for the Green Bay urbanized area. Green Bay's MPO is a component of the Brown County Planning Commission, and the MPO was extensively involved in the development of the City's comprehensive plan. The MPO also works with the City each year to develop the urbanized area's Transportation Improvement Program (TIP). The Green Bay MPO is currently developing a bike and pedestrian plan for the City of De Pere as part of the comprehensive plan update.

### **Central Brown County Water Authority (CBCWA)**

Over the last 27 years, De Pere and other Brown County communities have worked with consultants to determine the best method of satisfying the need for a reliable drinking (potable) water source, free from radium contamination. Between 1998 and 2004, the Central Brown County Water Authority (which in 1998 was the Central Brown County Water Commission) held several meetings with the City of Green Bay to determine if the authority should build its own pipeline to Lake Michigan or purchase water from the City. The authority also contacted the City of Manitowoc in 2003 to assess the potential for purchasing water from this community in the future. Subsequently, a water purchase agreement between the authority and Manitowoc was signed in 2005 and water began to flow to the City of De Pere in 2007. As a reliable source of potable water is crucial to any community, De Pere should continue to support and participate in the Central Brown County Water Authority.

### **Green Bay Metropolitan Sewerage District (GBMSD)**

The Green Bay Metropolitan Sewerage District provides wastewater treatment for the City of De Pere and many other Brown County communities. For many years the De Pere Wastewater Treatment Facility treated waste from the City of De Pere, parts of the Villages of Ashwaubenon, Bellevue, and Hobart, and parts of the Town of Lawrence under contract with the Green Bay Metropolitan Sewerage District (GBMSD). Following detailed negotiations, the City of De Pere sold its wastewater treatment facilities to GBMSD effective January 1, 2008. De Pere should continue to cooperate with GBMSD regarding wastewater treatment and facility improvements and inform GBMSD of any major developments as soon as possible.

### **Bay-Lake Regional Planning Commission**

The Bay-Lake Regional Planning Commission has served De Pere for several years by completing pavement evaluation studies for the City, offering Geographic Information System (GIS) assistance, and enabling De Pere to be eligible for federal Economic Development Administration (EDA) grants by including the City in the Comprehensive Economic Development Strategy (CEDS) for the Bay-Lake region. In the future, De Pere should continue to cooperate with the Bay-Lake RPC on these and other projects within the community.

### **Brown County**

The two County departments that currently have the most significant presence in the City are the Brown County Highway Department and Brown County Facility and Park Management Department.

#### **Highway Department**

The plan's Transportation Chapter recommends that the City continue to use roundabouts and other traffic calming techniques to maximize safety, efficiency, and accessibility for all De Pere residents. Since the Brown County Highway Department has jurisdiction over many of the major streets and intersections in the City, it will be very important to continue to cooperate with the department over the next 20 years to study and implement the street and intersection improvements recommended in the comprehensive plan. The City should also work with the Highway Department and Brown County Planning Commission to continue to develop the environmental impact statement (EIS) for the southern bridge to determine the proper location to cross the river and ensure appropriate street approaches (as discussed in the Transportation Chapter).

#### **Facility and Park Management Department**

The Brown County Facility and Park Management Department manages the Brown County Fairgrounds, located at the far northern part of the City on the Fox River. The fairgrounds are utilized a number of weekends out of the year for various festivals and gatherings in addition to providing urban camping when the midway area is not being utilized. The current fairgrounds master plan was completed in March 2000, is severely outdated, and needs to be revised. Considering the fairgrounds' prominent place along

the river at the City's northern entryway, the City of De Pere needs to ensure it participates in any future update to the fairgrounds master plan.

### **State of Wisconsin**

#### **Wisconsin Department of Transportation (WisDOT)**

The WisDOT project which will have the most impact upon De Pere through the planning period is the expansion of USH 41 and conversion to interstate status. Preliminary work regarding design, real estate acquisition, and relocation of utilities has already begun. Construction of the USH 41 segment from Orange Lane to Glory Road is expected to begin in 2010 and continue through 2015. De Pere will need to coordinate the design of the access points to USH 41 at Main/Ashland and Scheuring Road to ensure improved vehicle, pedestrian, and bicycle access.

WisDOT is currently soliciting public input into community sensitive design aspects of the project including design of the bridges, abutments, overpasses, and sound barriers. The USH 41 corridor is oftentimes a visitor's first impression of the area and City of De Pere. Therefore, design of the corridor is critical to providing a positive first impression of the community. De Pere should actively participate in encouraging quality design of this major public investment.

WisDOT is also planning for the installation of a roundabout at the intersection of Ashland Avenue and Eight Street in 2010 to correct design deficiencies associated with the current intersection. De Pere should continue to stay in contact with WisDOT to coordinate any utility reconstruction, detour routes and other redevelopment activities in the area.

#### **Wisconsin Department of Natural Resources**

The Wisconsin DNR has awarded several grants to De Pere in the past to purchase land for parks and to construct trails, and the right-of-way for the Fox River Trail was purchased by the DNR in 1998. In the future, the City should attempt to acquire additional grant funds through the DNR to improve recreational opportunities along the east side of the Fox River between the existing lock (north of the bridge) and James Street and elsewhere in the community. One area of particular interest to the City is providing pedestrian access to Government Island and increased recreational fishing opportunities.

The City should also work with the DNR and the adjacent communities that are impacted by the East River to improve the river's water quality and increase recreational opportunities on and along the river.

### **Summary of Recommendations**

#### **Unified School District of De Pere**

De Pere should encourage the Unified School District of De Pere to continue allowing residents to use the district's indoor and outdoor recreational facilities, and the City should make sure it continues to allow the school district to hold district events at City

parks and other community-owned facilities. The City should also encourage the school district to continue its practice of placing schools in areas that can be easily and safely reached by young pedestrians and bicyclists and to include De Pere representatives in discussions about future school sites. This cooperative effort should occur even if the sites are not within the city limits because new schools will likely affect the placement of students who live in De Pere.

The City of De Pere and Unified School District of De Pere will need to closely coordinate in order to meet the potential increase in students from the City's anticipated growth areas. It is critical the administrators from the City and School District meet on a quarterly basis to discuss growth issues to ensure a coordinated, cost-effective response.

### **West De Pere School District**

In the event of a future need for school expansion, the West De Pere School District should consider a site within or near the southwest portion of the City to enable children to walk and bike to school as this part of the community grows over the next several years. A school in this area would also provide another formal meeting place that would enhance the neighborhood's cultural value. In addition to addressing these issues, the school district should work with other district municipalities to ensure development near its schools occurs in a manner that is conducive for students to walk or bicycle to school. Furthermore, both school districts should continue to search for added efficiencies in cooperative sharing of resources, facilities, staffing, and administrative processes.

### **School District Consolidation**

Although the general perception of many De Pere residents appears to be that consolidation would be beneficial, this issue is very complex and should be studied thoroughly before the school districts pursue consolidation. Based upon research done as part of the 2003 comprehensive plan, without further study it does not appear as if consolidation would be applicable in this situation. However, the City should encourage the districts to continue their practice of sharing instructors and other resources to maintain their strong programs and minimize costs.

### **Private Schools in De Pere**

Although these facilities are private, they might be willing to open their doors and grounds to the public for recreational programs, meetings, or other purposes in the future, and the City should support these outreach efforts.

### **Village of Allouez**

De Pere should continue to share equipment with Allouez and work with the Village on recreational and other projects over the next 20 years. Some of the specific projects that the two communities should pursue in the future include the completion of Lebrun Street, the addition of bicycle lanes on Libal Street, and the development of a multi-community recreational facility near Lebrun Street and the East River.

### **Town of Ledgeview**

As De Pere and Ledgeview develop over the next 20 years, it is important that they continue to meet regularly to discuss issues that affect them and to revise (if necessary) and renew their intergovernmental agreements when they approach their expiration dates. Furthermore, the two communities should consider formalizing their multiple intergovernmental agreements into one comprehensive agreement that also addresses permanent boundaries, including the future of the “island” of Ledgeview fully within the City of De Pere. In the interest of the efficient provision of public services and utilities, this area should become part of the City of De Pere as part of any comprehensive agreement.

De Pere should also consider providing police services to Ledgeview in the future if the City is adequately compensated for the services. In addition the two communities should strongly consider an arrangement that will enable De Pere recreation leagues to use Ledgeview’s new park near the East River in exchange for waiving non-resident fees for Town residents who participate in City recreation programs. The two communities should also discuss having Ledgeview provide supplementary fire protection services to the southeast portion of the City.

### **Town of Rockland**

The City and Town should agree to meet at least once every three months to coordinate services and discuss issues of mutual concern such as road repair, snowplowing, and other issues which could benefit from ongoing discussions, such as a formal boundary agreement. Furthermore, both communities need to continue to be involved in the southern bridge environmental impact statement process to ensure proper placement of the bridge, approach roads, and future land uses.

### **Town of Lawrence**

Now that a boundary agreement is in place, the City should discuss extending American Boulevard into Lawrence as this part of the Town develops to improve regional connectivity and encourage the Town to improve its section of Lawrence Drive in a manner consistent with the design of De Pere’s section of the street. The City and Town should also discuss the possibility of cooperatively developing the large park/sports complex in the southwest portion of the City, work with the West De Pere School District to identify school sites as the number of residents in this part of the district grows, and agree to meet every month to coordinate services and discuss issues of mutual concern (such as development near the planned US 41/Southbridge Drive interchange).

The City of De Pere and Town of Lawrence will need to closely coordinate efforts during the USH 41 expansion to ensure adequate public safety response times.

### **Village of Ashwaubenon**

De Pere and Ashwaubenon should address public safety, transportation, and other issues of mutual concern over the 20-year planning period. The City and Village should also work together to ensure that the Ashwaubenon trail will connect to the trail that is

planned to extend from the City's northern boundary to the land behind International Paper in the downtown.

The Ashland Avenue / Eighth Street / Glory Road intersection will require close coordination among the City, Village and WisDOT in terms of detour routes and coordination of emergency response services.

### **Åmål, Sweden**

The City of De Pere and Åmål, Sweden should continue their mutually beneficial sister city relationship in order to continue to build cultural, economic, and environmental linkages between the two communities.

### **St. Norbert College**

The City should continue to meet with representatives of the college and encourage residents to attend school-sponsored events. The City should also encourage the college to continue allowing the City's residents to use the school's facilities and the community's youth sports leagues to use its indoor and outdoor recreation facilities.

### **Green Bay MPO**

De Pere should continue to work with the Green Bay MPO to plan and develop a comprehensive multi-modal transportation system for the City and region.

### **Central Brown County Water Authority**

The City should continue to contract with the Central Brown County Water Authority as its source of potable water.

### **Green Bay Metropolitan Sewerage District (MET)**

De Pere should continue to cooperate with GBMSD regarding wastewater treatment and facility improvements and inform GBMSD of any major developments as soon as possible.

### **Bay-Lake Regional Planning Commission**

De Pere should continue to cooperate with the Bay-Lake Regional Planning Commission as a technical resource on various projects within the community.

### **Brown County**

De Pere should cooperate with the Brown County Highway Department over the next 20 years to study and implement the street and intersection improvements recommended in the comprehensive plan. The City should also work with the Highway Department and Brown County Planning Commission to identify, plan, and implement projects that fit within the context of their surrounding areas, including the southern bridge

environmental impact statement (EIS). In addition, the City should be involved in any update of the Brown County Park Department's Fairgrounds Master Plan.

### **State of Wisconsin**

#### **Wisconsin Department of Transportation**

The City of De Pere will need to remain in close contact with the Wisconsin Department of Transportation over the next number of years due to the USH 41 expansion and Ashland Avenue / Eighth Street reconstruction.

#### **Wisconsin Department of Natural Resources**

The City should attempt to acquire additional grant funds through the DNR to improve recreational opportunities along the east side of the Fox River between the existing lock (north of the bridge) and James Street and elsewhere in the community. The City should also work with the DNR and the adjacent communities that are impacted by the East River to improve the river's water quality and increase recreational opportunities on and along the river. Of particular importance to the City is pedestrian access to Government Island and the potential for increased recreational fishing activities

### **General Recommendations**

De Pere should cooperate with Brown County, Advance, and the Bay-Lake Regional Planning Commission to develop coordinated strategies to enhance the economic vitality of the City, Brown County, and the region as a whole.

De Pere should work with the surrounding communities to develop an interconnected series of greenways and trails.

De Pere should work with the surrounding communities, Brown County, and WisDOT to coordinate the development of a consistent and cohesive bicycle, pedestrian, transit, and street/highway system that enables all City residents to travel throughout the region easily and safely.

