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The three small saloon windows facing Broadway are considered critical to the historic integrity of the now-vacant building on the corner of Broadway and Dousman Street in downtown Green Bay. Daniel Kramer Photo



Artist's rendering of the proposed addition of storefront windows. Submitted Rendering

Pains over panes stall remodel of historic downtown saloon

Windows a point of contention in plans for redevelopment at corner of Broadway and Dousman

BY NICK WOOD ACTING EDITOR

GREEN BAY – A plan for complete renovation of the former Baxter's and Bangkok Garden building at the corner of Broadway and Dousman Street in downtown Green Bay ran into

a snag with the Green Bay Landmarks Commission Oct. 19 over the plan to replace three small but historic saloon windows facing Broadway with three large storefront windows.

According to the commission's historian and engineer, Jason Flatt, the

building was constructed by Felix DuChateau in 1909 primarily as a saloon with three other storefronts for rental income and apartments upstairs.

The building is part of the Broadway-Dousman historic district and was placed on the state and na-

tional registers of historic places in 1999.

According to Flatt, the building retains a high level of historic integrity.

"The primary concern here is that the corner store was a saloon and intended to be a saloon, so a character-defining feature

is the three small windows along Broadway," Flatt told commission members. "Those windows are up high enough such that you can't see in — you can't see who's in there drinking at the saloon or what they're up to — but it lets in light."

Owner Garritt Bader of

BFAM, LLC in Green Bay argued that the now-vacant building is in bad shape, and the worst thing would be to do nothing.

His overall plan calls for first floor renovations to create at least two commercial

See WINDOWS page 9

RSV infection hitting children hard this season

Lingering threat of COVID-19, flu presents dangerous combination

BY KEVIN DAMASK CORRESPONDENT

GREEN BAY – Another flu season is upon us, but unlike past years, residents in the Green Bay area will have to brace for a triple threat of viruses that's even more potent in children: Influenza, COVID-19 and RSV.

The flu bug is nothing new, and COVID-19 has been part of daily life for almost three years, but not many people are familiar



Rai

with RSV, otherwise known as respiratory syncytial disease.

In recent weeks, hospitals across the nation have seen a rise in RSV cases, especially among young children.

However, RSV, a common cause of respiratory illness, can affect people of any age.

Dr. Ashok Rai, president and CEO of Prevea Health in Green Bay, said RSV has

been around for decades.

"I think people are a little less familiar with it because when it comes to dealing with severe disease, such as being taken to the emergency department at the hospital, that brings the population down to really small children, newborns, premature babies or babies with heart and lung issues," Rai said. "But we all have probably had RSV — it's pretty common in adults, too — but with us, it's just a bad cold. For a kid, it's a lot more significant."

In his blog, Dr. Michael Meyer, medical director for the Pediatric Intensive Care Unit at Children's Wisconsin, said most children have already contracted RSV by age 2.

See RSV page 6

Food truck community seeks streamlined regulation

BY JOSH STALOCH CORRESPONDENT

GREEN BAY – The mobile eateries of Brown County are gaining in both numbers and popularity.

The ability of food trucks to bring a wide variety of cuisine to different locations makes rolling restaurants like Boss Dogs, Taco Tone's, Carjacks Paddywagon, Captain Quesadilla and Scrapyard Smoker BBQ an invaluable part of farmers' markets and other big events around the area.

But as the food truck community grows, so does the need for a uniform set of rules and regulations for them to follow, operators said.

More than two dozen food trucks operate in the



Area food truck operators are hoping to streamline permitting. Josh Staloch Photo

Green Bay area, and making sure they're operating within the letter of the law can be a daunting task.

Some are hoping for clarification.

For a broad look at how fees for the food truck com-

munity are structured, consider that every food truck in business in Brown County pays a \$330 (or \$550, depending on the size of the operation) yearly fee to the county health department.

See FOOD TRUCKS page 7

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NEWS BRIEFS

NEWS BRIEFS from page 6

received the Alliance for Water Stewardship (AWS) Standard, becoming the first airport in the world to be certified for responsible water management and stewardship.

GRB joined the ranks of companies like Coca-Cola, Apple, Google and Miller-Coors in earning the certificate.

"The GRB team continues to be incredibly proud of the AWS certification, so I'm honored to represent our team at the Going Green Conference and join airport leaders from around the world in this important conversation," Piette said. "Our goal is to

continually improve water quality in Northeast Wisconsin, so I encourage community stakeholders to join us in our Water Stewardship Strategy."

Airports Going Green® (AGG) is the aviation industry's leading forum on sustainability led by the Chicago Department of Aviation and co-hosted by the American Association of Airport Executives.

GRB received an honorable mention for Outstanding Sustainability Program from the Chicago Department of Aviation and Airports Going Green Judging Committee in October and will be recognized at the AGG Conference on Nov. 15.



Lopez

SNC cadets compete in Army Ranger Challenge

DE PERE - St. Norbert College ROTC cadets Andrew Lopez, Anton Bruley and Joshua Martin participated in the Task Force McCoy 2022 Army Ranger Challenge on Oct. 15-16 at Fort McCoy, a military training center in Monroe County.

Eight teams competed

in tests covering a broad range of skills, including physical strength, endurance, weapons qualifications, knot tying and more.

Cadet Andrew Lopez, a junior at St. Norbert College majoring in economics, was part of the team that placed second at the event.

Local shop wins Main Street Makeover Contest

DE PERE - The Market Street Boutique in De Pere has been named a winner of the Wisconsin Economic Development

Corporation's (WEDC's) annual Main Street Makeover Contest.

Based on the popular See NEWS BRIEFS page 8

FOOD TRUCKS from page 1

This fee covers the county's responsibilities for randomly inspecting trucks and other clerical functions and is largely considered to be just an expected cost of doing business.

But then consider the other fees that have to be paid: to operate a truck in the Village of Allouez will cost an extra \$70, while the City of De Pere requires an extra \$300 per year.

The Village of Ashwaubenton asks for another \$350, down from \$500 last year plus another \$100 or more each time a truck wants a spot at the popular Ashwaubomay Food Truck Rally.

"As far as licensing goes, it was extremely easy to get a permit for Green Bay," said Mac Miller, food service manager at the Ashwaubenton Hy-Vee and owner of Speedy Eats Food Trailer. "In Ashwaubenton, it's a different story. They're a little more difficult to deal with. For them, it's \$500. So, I never got licensed in Ashwaubenton; I've never vended in Ashwaubenton, and that includes Brown County Fairgrounds. It was just not to my advantage to pay \$500 for a permit."

It would appear as if the folks in charge of making the decisions are listening.

In addition to the Village of Ashwaubenton dropping its yearly fee by \$150, the City of Green Bay has reduced its yearly fee from \$500 in December of 2021 to \$50 for 2022 and going forward.

The cost reduction is much appreciated in the food truck community, but many are still wondering why county-wide regulations aren't in place to consolidate paperwork and make fees more sensible.

"I think it's kind of ridiculous that we pay to have our permit in the city we work and live in,



Nemard Wilson of Lil' Jamaica restaurant and food truck.

Josh Staloch Photo

our licenses are through the county health department and they can come and inspect us anytime they want to, and things aren't consistent across the board," said Rachelle O'Donnell-Lance, proprietor of Blue Suede Foods. "Why is Green Bay \$50, Ashwaubenton is \$350, Howard-Suamico is nothing, and they're all in Brown County? It makes no sense for us to have to pay to do business in each individual village."

Ashwaubenton Village Manager Joel Gregozeski said the village's recent reduction in the license fee was a move to cut down on redundancy.

"There are a couple of reasons for that," Gregozeski said of the fee decrease. "Other municipalities have reduced their fees recently and then, in

review of our ordinance, the mobile food establishment acts very similarly to a direct sellers permit. We wanted to make it the same. We want to verify through an application that they're licensed through Brown County Public Health and that they can operate their food truck legally."

As far as the extra fee to be a vendor at the Ashwaubomay Food Truck Rallies, Gregozeski said it exists primarily because the event provides a guaranteed crowd, and space at the event is officially spoken for.

Leah Weycker, Executive Director of the Military Avenue Business District, said the move made by the city of Green Bay to drastically cut the yearly fee makes a lot of sense.

"It seems to me that

there are a few different groups collecting fees from the food trucks, and it's making it difficult for some of them to do business. If the city's going to charge another layer of inspection, then I could see having that fee," Weycker said. "But to charge a fee just to say you can operate in our city, (the food trucks) are already paying a fee to Brown County. We're in Brown County. It seems redundant to me."

Though it's a work in progress, area food truck operators are hopeful that municipal leaders will develop a road map for them to follow that will keep everyone happy and profitable.

"I like the idea of one fee covering everything county-wide," said Nemard Wilson, who owns Lil' Jamaica on Broadway and its corresponding food truck. "They need to come up with a game plan for regulating things that makes sense. We don't want to go to the health department and have them say one thing then go to the city and have them say something different. Then, you're stuck in the middle arguing. It makes it difficult to get things done."

Even though there are problems in the food truck community that need solutions, most agree that Green Bay is a good place to be if you're in the business of offering interesting eats wherever they may be needed.

"I feel like we, the food truck community, and the city, get along fairly well," O'Donnell-Lance said. "I feel like, for the most part, especially with law enforcement, I think they want to see us succeed."

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