OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department Committee, Agency, Corporation, Quasi-Municipal Corporation, or Sub-unit thereof.

Meeting: **PLAN COMMISSION**
Members: Mielke (C), Lindman, Peckham, Gisselman, Bohlken, Atwell
Location: Common Council Chambers, 407 Grant Street.
Date/Time: **Tuesday, May 17, 2016 at 5:00 p.m.**

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1. Welcome and Introductions.
2. Approve the minutes of the April 19, 2016 meeting.
3. Discussion and possible action on approving an amendment to the Precise Implementation Plan for 211 Lavina Drive to allow for construction of an 8-unit building, in a UDD, Unified Development District.
4. Discussion and possible action on approving an amendment to the Precise Implementation Plan for 425 Wind Ridge Boulevard to allow for the replacement of a freestanding sign, in a UDD, Unified Development District.
5. Discuss updates to the City of Wausau Comprehensive Plan – Transportation and Utilities & Community Facilities chapters.
6. Next meeting date and future agenda items for consideration.

   Adjourn

COMMITTEE CHAIRPERSON: MAYOR ROBERT B. MIELKE

Questions regarding this agenda may be directed to the City Planning Office @ (715) 261-6760.

This Notice was posted at City Hall and faxed to the *Wausau Daily Herald* newsroom on May 13, 2016 at 10:00 a.m.

It is possible that members of, and possibly a quorum of members of, other committees of the Common Council of the City of Wausau may be in attendance at the above-mentioned meeting to gather information. No action will be taken by any such group(s) at the above-mentioned meeting other than the committee specifically referred to in this notice.

Distribution: *Wausau Daily Herald*, *City Pages*, Common Council, Department Heads, Plan Commission, Hebert, Lenz, DeSantis, Parks Dept., Werth, Schock, County Planning

Please note that upon reasonable notice efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For information or to request this service, please contact the City Clerk, 407 Grant Street, Wausau WI 54403, phone 715-261-6620.

Time and Date:	The Plan Commission met on Tuesday, April 19, 2016, at 5:00 p.m. in the Common Council Chambers of Wausau City Hall.
Members Present:	Mayor Tipple, Gisselman, Atwell, Bohlken, Lindman, Oberbeck
Others Present:	Lenz, Hebert, Wagner, Higginbotham, Tobalsky, Krueger, Hoelter, Williams, Werth

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and transmitted to the *Wausau Daily Herald* in the proper manner.

Mayor Tipple called the meeting to order at 5:00 p.m. noting that a quorum was present.

Approve the minutes of the March 15, 2016 meeting.

Gisselman motioned to approve the minutes of the March 15, 2016 meeting. Bohlken seconded, and the motion carried unanimously 6-0.

PUBLIC HEARING: Discussion and possible action on rezoning 316 Sherman Street and 830 South 3rd Avenue from B1, Neighborhood Shopping District, 821 South 5th Avenue from M1, Limited Industrial District, and 828 South 3rd Avenue from B2, Community Service District, to UDD, Unified Development District, and approve a General Development Plan to allow for a food and merchandise market, restaurant, deli, and storage.

Romey Wagner, 3500 Golf View Drive, said the property has been wonderfully cleaned up. This is the Wausau World Market and this item is a housekeeping issue. Mr. Her is available for any questions. Wagner encouraged the commission to attend the grand opening.

Mayor Tipple closed the public hearing.

Lenz said a map is included in the packet and the parcels are highlighted on the map. There is a mix of zoning districts in the area. To unify the parcels to function as one, staff felt the Unified Development District would be appropriate. 830 South 3rd Avenue was recently purchased for a parking lot and would require a conditional use, if the zoning remained unchanged. Outdoor dining would also require a conditional use. With the UDD zoning, these uses would be approved with the plans. The current uses for the market and store are permitted in the existing zoning districts. Staff recommends approval.

Atwell asked if the modifications for parking and outdoor dining are already included. Lenz said that parking would be an accessory use, but outdoor dining should be specified in a motion, if that is desired. There are two items for these parcels on the agenda. The first is for the rezoning and approving the general development plan. The second is to approve the precise implementation plan. Mayor Tipple said that motion should include outdoor dining to be specific.

Atwell motioned to rezone 316 Sherman Street and 830 South 3rd Avenue from B1, Neighborhood Shopping District, 821 South 5th Avenue from M1, Limited Industrial District, and 828 South 3rd Avenue from B2, Community Service District, to UDD, Unified Development District, and approve a General Development Plan to allow for a food and merchandise market, restaurant, deli, storage, and outdoor dining area. Bohlken seconded, and the motion carried unanimously 6-0. This item will go to Common Council on May 10.

Discussion and possible action on approving the Precise Implementation Plan at 316 Sherman Street, 830 south 3rd Avenue, 821 South 5th Avenue, and 828 South 3rd Avenue to allow for a food and merchandise market, restaurant, deli, and storage.

Oberbeck asked if there would be an additional plan to cover the entire site, and if there are any stormwater requirements? He also asked if there is any thought of softening the area since it is mostly asphalt? Lindman said that the stormwater management plan has been addressed. Hebert said that at this point the rear side (5th Avenue side) is not being addressed. Lenz said there is a new landscaping plan that was handed out earlier. Hebert said that the existing building at 821 South 5th Avenue is being utilized and it was existing gravel.

Gisselman motioned to approve the Precise Implementation Plan at 316 Sherman Street, 830 south 3rd Avenue, 821 South 5th Avenue, and 828 South 3rd Avenue to allow for a food and merchandise market, restaurant, deli, storage, and outdoor dining area. Bohlken seconded, and the motion carried unanimously 6-0. This item will go to Common Council on May 10.

Discussion and possible action on approving the Precise Implementation Plan at 2130, 2121, 2201, 2221, 2301 and 2305 Northwestern Avenue to allow Phase I site preparation activities for a multi-family residential development.

Lenz said that the property in question has come to the commission several times. The current plan by the petitioner is to address the site preparations that will be taking place prior to the apartment development. The ultimate plan for the property is for a multi-family residential development and there was discussion on the site preparation activities that need to occur there. The site will need to be flattened out and buffers will be created. In at least one other case, site preparation was approved as a phase of the development prior to the building phase, which is the plan in this case. The grading plan is located in the packet.

Dan Higginbotham, 156 Kent Street, handed out larger maps to the commission members for viewing purposes. Higginbotham said that he is part owner in this parcel. This has come before the commission a few times. There was a developer who was going to build the buildings, but backed out a few days after a neighborhood meeting. There is a possibility that they may be involved after the grading work is completed. The only way to do this to control the development is to do it ourselves. Higginbotham said that REI has been hired to do the grading plan that was passed out. The buildings on the plan may not be the exact buildings. Higginbotham said that Joe Jordan, president of Wausau Supply, is present and may build the buildings along with Higginbotham. At this stage, the DNR is in the process of approving the grading plan and a chapter 30 permit is required because of the pond. The grading will start this fall and he has spoken to Christensen as a potential buyer of the rock on the hillside. Some of the material would not need to be trucked on Northwestern Avenue, as it would be transported via the water crossing in the winter. The rest of the material would be used to fill in the east side of the property. About 60,000 yards of material would be moved from the north and west sides to the south and east sides for fill. 4,000 yards of base on site is needed for the buildings and pavement surfaces. 3:1 slopes will be created and a berm would be created on the back side of the ditch. This is a good location for the apartment buildings and they are looking at a way to create value in the property. There is about 1,500 feet of frontage and they would like to give this to the city/county park department. It is a vision to see a bike trail along the river. There are 2 members of the YMCA available. We wanted to incorporate the YMCA into the plan and would want to connect with the conservancy. It won't take place in 2 years, but could happen within 10 years. Higginbotham said that he likes the visionary possibilities and would like to see the trail connection in the future.

Jack Tobalsky, 2136 Meadow Brook Way, asked if the vision would be considered without the project moving forward. Higginbotham said that he doesn't see how else it would be done. If this would be developed for single-family developments, the view is hard to envision. Most people want to carve out their piece and do not want to share the frontage with others. It will be costly and the hope is to break even on the site work.

Brian Krueger, 1903 East Troy Street, said he is representing YMCA and would like to support this. It is a great way to connect the communities and a safer travel route for bikers and pedestrians. This would benefit the youth that visit the camp each summer. It will provide more experiences, more recreational areas and parks, and benefit the whole experience.

Mayor Tipple asked how long it will take to the remove the rock and asked if it could be sped up. Higginbotham said that they would start this fall and work through 2 winters. There would be some work in the summer, but the majority of the work will be in the winter. Higginbotham said that PGA is very busy with projects and it would be a benefit to have winter work for the employees.

Romey Wagner said projects for this piece of property have been discussed for quite a while. The projects keep getting better. Wagner asked if there are time frames put on the precise plans from the commission. Four years ago, it was supposed to be an open-pit mine and a few people have called and

asked what happens if it is started and then it is determined that it is not going to be done after all. The neighbors would have to live across from a gravel pit and when the valuable land is taken it is left in that condition. It is great to be given land for parks, but would hope in a precise implementation plan there is a time-frame for completion. Wagner said that a gravel pit is a great concern for himself and neighbors that he has heard from in the last 24 hours. It is a beautiful plan, but there isn't a promise. These are 40 homes that have been paying taxes all the while.

Joel Hoelter, 2119 Meadow Brook Way, said the illustration and images keep changing and it does not show the impact of the area. This site is a regular crossing site for deer, turkeys, and all sorts of wildlife and will change. It does not show the impact of our neighborhood and to the immediate north. Hoelter asked the commission if any of the commission members live in this area or drive the area on a regular basis. The speed limit of Northwestern Avenue is 35 mph until you get to the Kraft plan and is double yellow striped and regularly see people passing on the double striped areas. Hoelter said that before anything is done, a traffic study should be done. The curves and blind spots are dangerous and something needs to be done with Northwestern Avenue. This makes everyone extremely nervous and we take civic pride in our neighborhood.

Oberbeck said that as the chair of Park and Recreation Committee, we have worked with the conservancy to develop this and would like to create access. The ways of connection to the Mountain Bay Trail has been looked at. Development along Northwestern Avenue is a good thing and there may be additional dollars that could be put into this road. The street with the hill is a concern and should be looked at. We need to look at this as a positive and look at the advantages. Hoelter said he appreciates that, but sees it differently since he lives there every day. There should be some serious study of the traffic patterns. Hoelter said he is all for the bike trails.

Atwell said that there seems to already be concerns of traffic on the street, but it is not for the Plan Commission. It should perhaps be looked at by a different committee. Mayor Tipple stated that public comment has been allowed, but this is not a public hearing. Atwell said it sounds like the original developer has backed off and this plan is Phase I and long-term. Atwell asked if the donation of the land will be held off or if it will happen in the short-term. Higginbotham said that he would have to speak to his partner, but once the precise implementation plan is approved and can move forward, something could be written up. The only concern is that the land was donated and then something doesn't work out in the future.

Oberbeck said that there are projects that take a long time that land has been prepped and ready to go. Oberbeck said he hopes these go forward.

Lenz said regarding the comments on timelines, the Plan Commission can specify timelines for completion. A condition could be stated that the site preparation is to be done by a specific date. Lenz said that the completion date is on the plans and states that it would be done by December 2017, but could be extended to early 2018. The plan is to topsoil and seed the area and to not have a state of dust and unkempt holes in the ground. Lenz said that this is something that has been done before.

Atwell said that at the county level, a letter of credit is required to be in place for remediation and asked if this has been looked at in this situation. Lenz said that it is required for contractors with street projects. Higginbotham said they would be more than willing to cover this with a bond.

Gisselman asked if the excavation will just be approved and said he has had issues with the amount of the apartments and the density. It wouldn't be good to give the permission to excavate and then to turn around and say the layout is not wanted. Lenz said this portion is for the excavation and that the General Development plan was previously approved the buildings. Additional approval of the Precise Implementation Plan would needed before the buildings are constructed.

Oberbeck asked if the city has addressed the hill and if there is time to do it. It would make a better situation. Lindman said that with a traffic study and timeline, it could be put onto a timeline. This area has been looked at. There is an issue with not enough right-of-way and would require permission or an easement. This can be worked into the budget cycle. As Weston has more and more housing and this road is used as an alternative route, it makes sense to look at it and now may be the best time. Mayor

Tipple said it does make a lot of sense.

Higginbotham said that a good solution with the need for a bond, a density range would be helpful. The current plan calls for 96 units and the previous plan had 107 units. Hebert asked how large the site is. Higginbotham answered that it is 17 acres. Hebert asked if that is minus the parkland. Higginbotham said the parkland is another 16 acres. Hebert said that based on the zoning code, the amount of units that could be built is enormous – 1,000 units could be built. Gisselman said that considering acreage and lay of the land and asked if this amount of units is a good portion. Hebert said it is 20% of what is allowed. Originally 256 units were approved, the past approval was down to 120 units, and now 96 units are on the plan. I would suspect the site can handle 100 units.

Oberbeck motioned to approve the Precise Implementation Plan at 2130, 2121, 2201, 2221, 2301 and 2305 Northwestern Avenue to allow Phase I site preparation activities for a multi-family residential development with the requirement that bonding is required and that the work is completed by Spring 2018. Bohlken seconded, and the motion carried unanimously 6-0. This item will go to Common Council on May 10.

Discussion and possible action on dedicating a sculpture along the River Edge Parkway at 146 West Washington Street.

Lenz passed out a parcel map of the proposed location for the sculpture. He said Plan Commission is the body that starts the approval process with Common Council giving final approval.

Kathleen Williams, 2404 Fern Lane, said that she is here on behalf of the Rotary Club of Wausau to address the proposal. Williams extended thanks to the commission to hear the request and staff for taking time over the past few years to review the proposal. Kathleen introduced the other members of the Rotary Club of Wausau that were present. Williams told the commission of the mission statement of the club and what the club stands for. Williams said that the club would like to serve as a catalyst for the community. Two initial projects will be located at Bluegill Bay and in the city of Wausau. The large statute will be made of stainless steel and a rare wood. 'Is it beneficial to all concerned?' will be engraved on the statute. The idea of a reflections art trail is something that could be something extraordinary in the community. Prominent citizens in the Wausau area will serve as Board of Directors to help manage the projects. The art trail could build a bigger sense of community and bridge generations together. Williams told the commission a listing of people that have agreed to serve on the Board of Directors. This display of art could draw people to the site. Williams told some history of other art trails that have economically helped communities. Williams passed out books and pamphlets of what the community could morph into. Williams asked the commission to approve placement of the sculpture and would love it if the trail could get endorsed.

Mayor Tipple said that he would need to abstain from this vote, but said it is a fabulous project.

Gisselman asked what the symbolism of the statue is. Williams said that it shows people hold each other up and work together like gears to benefit the whole community. Williams also said that she would like to have QR codes on artwork so that the pieces could be followed and that people could find out information on the artists.

Werth said that Community Development Authority just approved to have the property deeded back to the city and they are in favor of the project.

Lenz said that the staff report outlines that some details need to be worked out. An agreement will be drafted that spells out ownership, timelines, maintenance, and liability.

Williams said that paperwork has been submitted for the organization to be incorporated.

Gisselman asked if this element could be incorporated into the Comprehensive Plan. Lenz said the Cultural Resources chapter could include language recommending an arts commission or similar group.

Oberbeck motioned to dedicate a sculpture along the River Edge Parkway at 146 West Washington Street.

Atwell seconded, and the motion carried unanimously 5-0. Mayor Tipple abstained from the vote.

Next meeting date and future agenda items for consideration.

The next meeting is scheduled for Tuesday, May 17, 2016. The commission thanked Mayor Tipple for his service.

Adjournment

Bohlken motioned to adjourn, seconded by Oberbeck. Motion carried unanimously 6-0 and the motion adjourned at 6:15 p.m.

The Plan Commission is next scheduled to meet at 5:00 p.m. on May 17, 2016.

Memorandum

From: Brad Lenz
To: Plan Commission
Date: May 12, 2016
Subject: Staff Summary of Agenda Items for May Plan Commission Meeting

Item #3 - Amend UDD at 211 Lavina Drive to allow replacement of an 8-unit dwelling

The proposed plans for a new 8-unit multi-family building are part of a Unified Development District (UDD) established on the property in the late 1970's. The proposed building would replace an 8-unit building that was located on the site until 2012 when it was destroyed by fire. The new building would be similar to the previous one in terms of location, size, and exterior colors. It would differ in terms of architectural style, with the new one incorporating more up-to-date design and features. See the attached plans and description from the petitioners for additional details.

Staff recommends approval of the proposed building as it is essentially a replacement of a previous building that was approved as part of a larger development. The updates to the new building and site are not expected to impact neighboring properties above what was there previously. Mature trees will remain in place and will be supplemented with new landscaping. The proposed lighting will be sensitive to adjacent properties. Other aspects of the development, such as parking and stormwater management, will be similar to the previous site conditions.

Staff does not feel that the proposed changes are significant enough to warrant a public hearing. The General Development Plan of the UDD remains essentially unchanged as the new building is located in the same location and has the same number of units.

Item #4 - Amend UDD at 425 Wind Ridge Blvd to allow for replacement signage

Aspirus is undertaking a signage upgrade at their Wausau location, which includes a number of buildings and properties on the west side of the city. The proposed sign would replace an existing sign at 425 Wind Ridge Boulevard (at the corner of Bridge Street and Westwood Drive).

The new sign would include a directional sign for emergency vehicles. The proposed sign would technically be located on a separate parcel than the emergency room. These "off-premises" signs are generally problematic from a zoning perspective, but signs for emergency vehicles can potentially be allowed.

UDD zoning does not provide specific sign restrictions, but instead allows Plan Commission and Council to approve signs based on a specific plan. Staff uses the sign regulations from the standard zoning districts to recommend the appropriateness of UDD sign plans. Signs for emergency facilities are addressed in the residential zoning code. They may be allowed with a conditional use permit with conditions specified by the Plan Commission and/or Council.

Although the location of the proposed sign is not located in a residential area, the purpose of allowing directional signs for emergency vehicles is for public benefit. Staff feels this precedent in the zoning code could be applied to the proposed sign in the UDD.

Item #5 – Comprehensive Plan update of Transportation and Facilities chapters

The update to the city's Comprehensive Plan continues, with two new chapters being drafted for an initial review by the Plan Commission. These chapters are: (a) Transportation, and (b) Utilities and Community Facilities. They are included in this packet.

As a review of the overall process, staff is working with North Central Wisconsin Regional Planning Commission on re-doing the entire plan. It was initially adopted by the City in early 2006. Several chapters have been drafted with others currently in the works. Once each chapter has been presented for an initial review, a draft plan in its entirety will be put together for public review and brought back to the Plan Commission. No formal approval is being sought at this time, but input into the plan is encouraged at any time.

#3

PROJECT NARRATIVE
NEW 8-UNIT BUILDING AT TAMARACK HEIGHTS
211 LAVINA DRIVE
MARCH 14, 2016

The original Tamarack Heights was constructed as a 32-unit multi-family apartment complex in 1978. The complex is currently owned and managed by National Management based in Brookfield, WI. In October of 2012, the structure at 211 Lavina Drive was destroyed by fire. The area that the building was situated was restored and is currently a grassy open space. In addition to the remaining three eight-unit buildings, there is double-wide garage, and a second double-wide garage which also houses a laundry room.

The current owners wish to construct an eight-unit, two-story building, in virtually the same location as the building that was destroyed. While the proposed building won't match the footprint and/or style of the existing structures, the color scheme will be matched as closely as possible. The existing buildings have vertical siding, while the proposed building will have horizontal vinyl siding. There is no masonry on the existing buildings. The proposed building will have a 35" high brick veneer around the base. The roofing material will consist of architectural dimensional asphalt shingles.

Per the City of Wausau zoning code, 1.5 parking stalls per unit are required. Eleven stalls are being proposed, and five existing stalls are available for use by the tenants of the proposed building.

No new landscaping is being proposed other than plantings around the foundation of the proposed building. The subject property is an existing development with mature landscape features. Two small evergreen trees will be removed for the construction of a driveway.

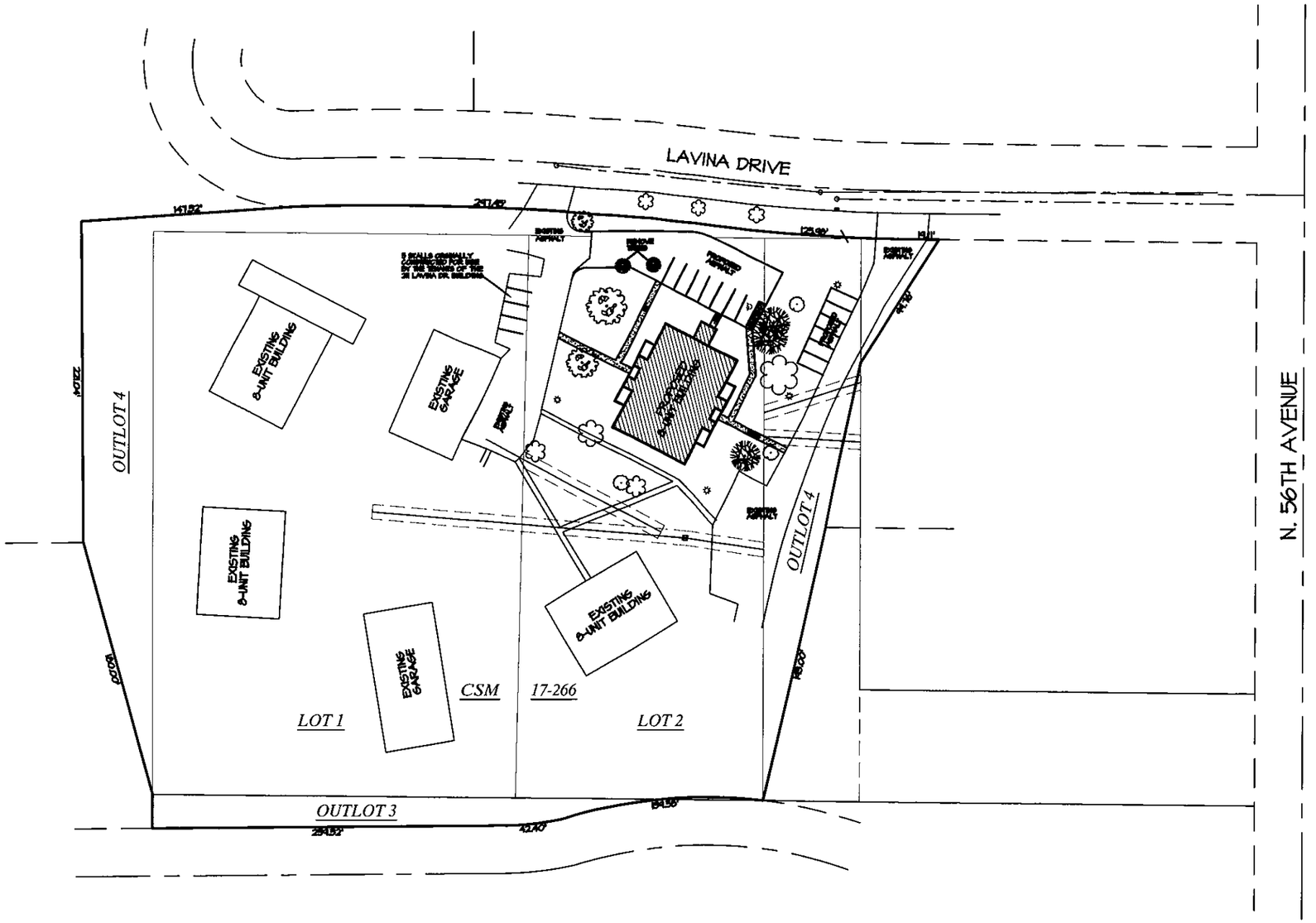
No new stormwater drainage/management features are being implemented. The intent is to match the current drainage conditions as closely as possible. Standard BMP's will be applied during construction. A Notice of Intent is not required due to the minimal size of land disturbance being anticipated.

Each entrance will be illuminated by recessed light fixtures, and coach-style lamps will be positioned by each patio door. All fixtures will be 60-watt, cutoff fixtures, set on day/night sensors. No pole-mounted lighting is being proposed.

State approval of the building plans has been obtained. Construction of the new building will begin immediately following approval of the site plan and issuance of the building permits. The total project is anticipated to take approximately 90-120 days.

TAMARACK HEIGHTS 8-UNIT APARTMENT

City of Wausau, Marathon County, Wisconsin



NOTES
TAX PARCEL NO.: 10.1
CURRENT ZONING: MULTI-FAMILY RESIDENTIAL
TOTAL LAND AREA = 208,414 SQ.FT. (4.78 ACRES)

DEVELOPMENT PLAN
SCALE: 1" = 40'

DEVELOPER:
GA PROPERTIES, LLC
333 BISHOPS WAY, STE. 141
BROOKFIELD, WISCONSIN
(262) 527-5713

CONTACT:
HARRIS & ASSOCIATES, INC.
2718 N. MEADE ST.
APPLETON, WISCONSIN
(920) 733-8377

INDEX OF DRAWINGS
C1.0 - OVERALL SITE PLAN
C2.0 - GRADING PLAN
C3.0 - UTILITIES PLAN

HARRIS & ASSOCIATES, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
2718 NORTH MEADE ST.
APPLETON, WI 54911
TEL: (920) 733-8377
FAX: (920) 733-4731

PROJECT: NATIONAL MANAGEMENT - TAMARACK HEIGHTS 8 UNIT APARTMENT BUILDING
LOCATION: 28 LAVINA DRIVE MARATHON, WISCONSIN
DESCRIPTION: OVERALL SITE PLAN
DESIGN BY: TMH
CHECKED BY:
DATE: 5-20-16
SHEET C1.0
PROJECT NUMBER 7480

TAMARACK HEIGHTS 8-UNIT APARTMENT

City of Wausau, Marathon County, Wisconsin

INSTALL 25'x50'x1' DEEP TRACKING PAD
3"-6" CLEAN STONES

LAVINA DRIVE

INSTALL SILTFENCE PRIOR TO CONSTRUCTION

297.45'

125.98'

19.11'

EXISTING ASPHALT

5 STALLS ORGINALLY CONSTRUCTED FOR USE BY THE TENANTS OF THE 211 LAVINA DR. BUILDING

PROPOSED ASPHALT

EXISTING ASPHALT

LIMITS OF CONSTRUCTION
18,200 SQ.FT.

99.76'

STAIRS
6R AT 7" = 12'-11"
4 TR AT 11" = 3'-8"

STAIRS
7R AT 6.5" = 3'-9 1/2"
6T AT 11" = 5'-6"

EL. 1220.50
EL. 1221.07
EL. 1222.20
EL. 1222.85
EL. 1223.10
EL. 1223.60
EL. 1224.10
EL. 1226.00
EL. 1226.60
EL. 1227.30
EL. 1227.41
EL. 1227.45
EL. 1227.50
EL. 1227.80
EL. 1215.50
EL. 1215.20
EL. 1219.00
EL. 1218.35
EL. 1225.95
EL. 1227.30
EL. 1227.50
EL. 1227.24
EL. 1221.41
EL. 1220.60
EL. 1227.30

PROPOSED 8-UNIT BUILDING

EXISTING 8-UNIT BUILDING

EXISTING GARAGE

EXISTING ASPHALT

EXISTING 8-UNIT BUILDING

EXISTING ASPHALT

CSM 17-266

OUTLOT 4

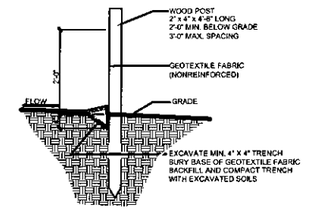
EXISTING 8-UNIT BUILDING

LOT 1

LOT 2

EXISTING GARAGE

193.00'



SILT FENCE CONSTRUCTION DETAIL
N.T.S.

SITE GRADING & EROSION CONTROL PLAN

SCALE: 1" = 20'

HARRIS & ASSOCIATES, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
2710 NORTH MORE ST.
APPLETON, WI 54911
TEL: (920) 733-5377
FAX: (920) 733-4731

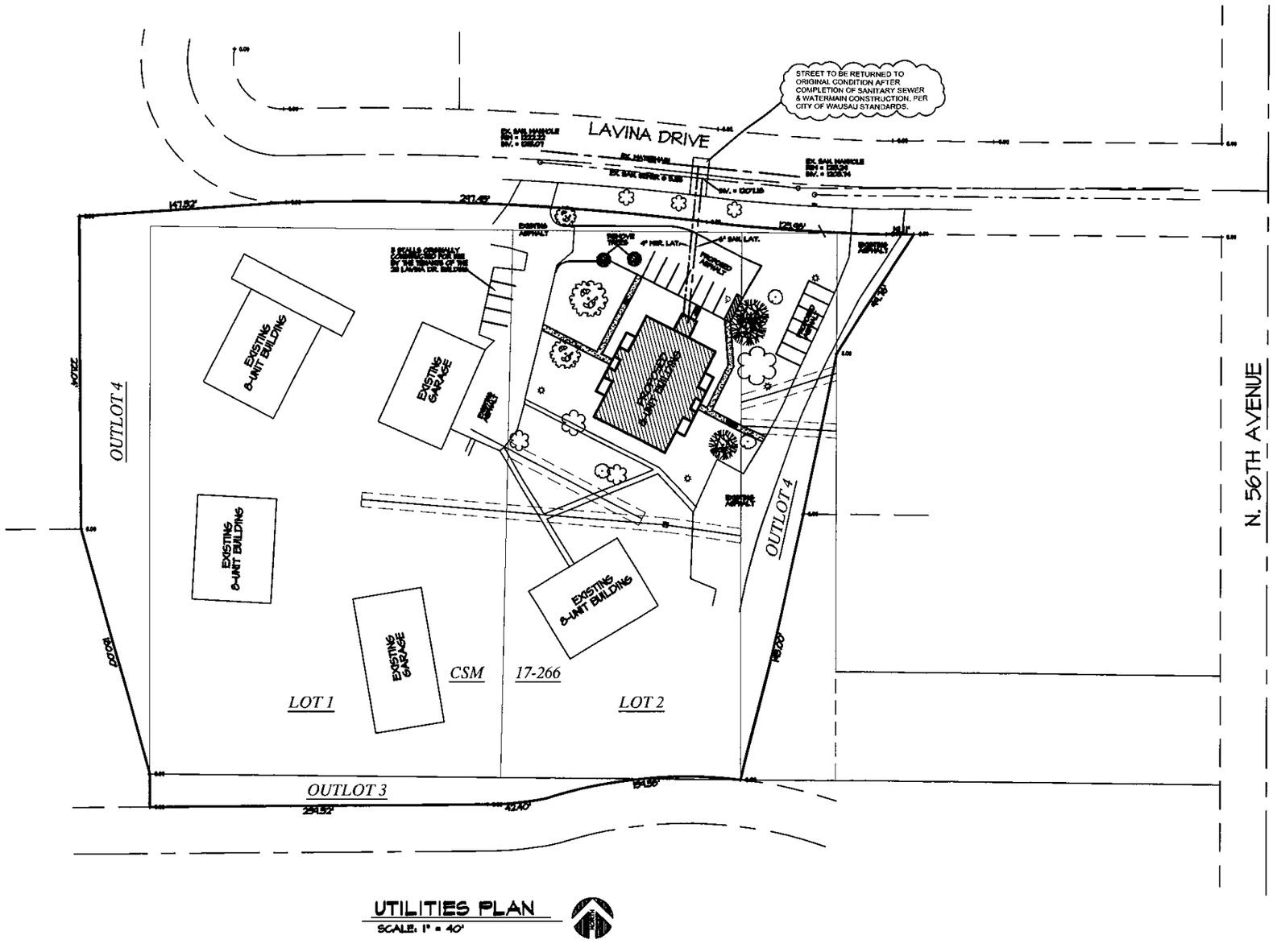
REV. NO.	DESCRIPTION	DATE	BY

PROJECT: NATIONAL MANAGEMENT - TAMARACK HEIGHTS 8 UNIT APARTMENT BUILDING
LOCATION: 211 LAVINA DRIVE WAUSAU, WISCONSIN
DESCRIPTION: SITE GRADING PLAN

DRAWN BY: TMH
CHECKED BY:
DATE: 5-30-16
SHEET: C2.0
PROJECT NUMBER: 7480

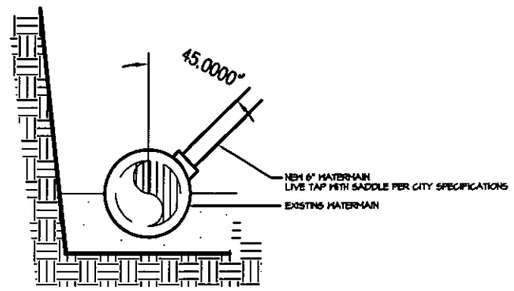
TAMARACK HEIGHTS 8-UNIT APARTMENT

City of Wausau, Marathon County, Wisconsin



UTILITIES PLAN

SCALE: 1" = 40'



CONNECTION TO EXISTING WATERMAIN

N.T.S.

NOTES

TAX PARCEL NO.: 10.1
CURRENT ZONING: MULTI-FAMILY RESIDENTIAL
TOTAL LAND AREA = 208,414 SQ.FT. (4.78 ACRES)

DEVELOPER:

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APPLETON, WI 54911
TEL: (920) 733-8377
FAX: (920) 733-4731

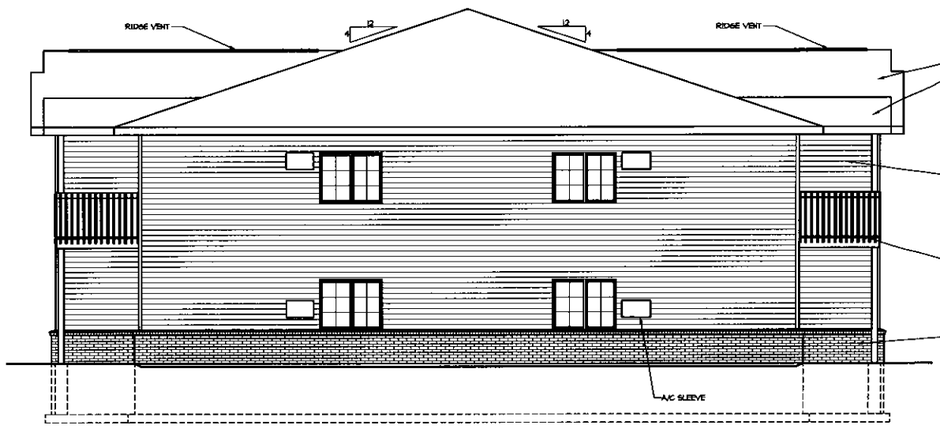
REV. NO. | DESCRIPTION | DATE

PROJECT: NATIONAL MANAGEMENT - TAMARACK HEIGHTS 8 UNIT APARTMENT BUILDING
LOCATION: 28 LAVINA DRIVE WAUSAU, WISCONSIN
DESCRIPTION: UTILITIES PLAN

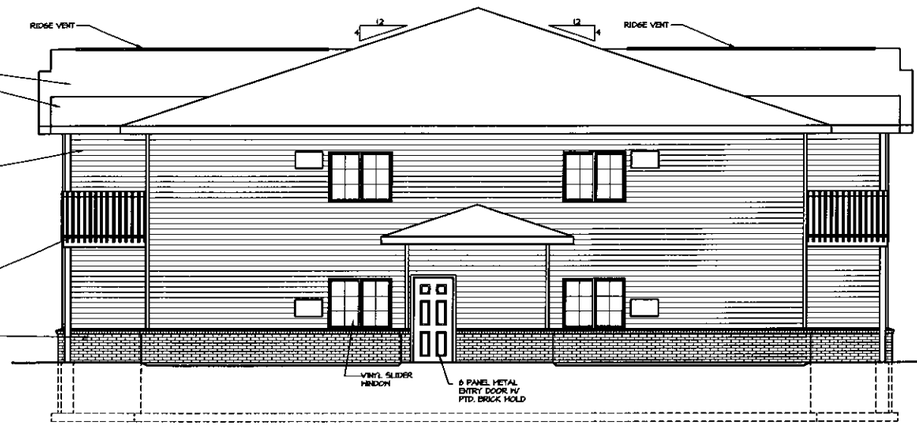
DRAWN BY: THH
CHECKED BY:
DATE: 5-20-16
SHEET: C3.0
PROJECT NUMBER: 7480

EXTERIOR COLOR SCHEDULE
SHINGLES - OWENS CORNING OAKRIDGE SHINGLES - DRIFTWOOD COLOR
ROOF EDGE - ABC SUPPLY ALCOA - WHITE
FASCIA/SOFFIT/GUTTERS - NORANDEX REYNOLDS WHITE
SIDING- NORANDEX CEDAR REFLECTIONS TIMBLEWEED 46 MIL DUTCH LAP
GABLE SIDING - FOUNDRY 7" STAGGERED HEATHERED COLLECTION- TUMBLEWEED
BRICK - HANSON BRICK TEXAS COLLECTION REDSTONE WESTERN KINGSIZE
ENTRY DOORS - BLUEBERRY RED
GARAGE DOORS - SANDSTONE
VINYL WINDOWS - ELLISON WHITE

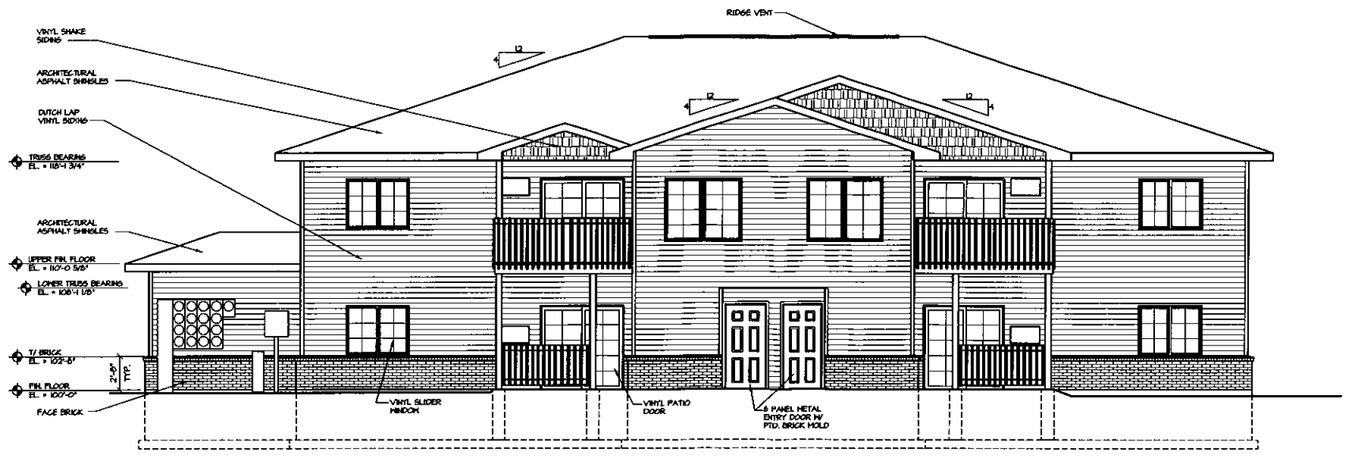
NOTE: SIDING INSTALLER TO PROVIDE J-BLOCKS PRIOR TO ROUGH IN STAGE TO FIRE SPRINKLER CONTRACTOR FOR HEADS LOCATED AT DECKS (8)
NOTE: SIDING INSTALLER TO PROVIDE HOODED STYLE 4" DRYER DUCT VENTS W/ FLAPPER (12) AND HOODED STYLE 4" BATH EXHAUST VENTS W/ FLAPPER (8) TO MATCH SIDING COLOR
NOTE: SIDING INSTALLER TO CONNECT TO BATH EXHAUST DUCT AND INSTALL SOFFIT GRILLE WITH MIDAMERICA MASTER EXHAUST VENT WHITE COLOR (12)



SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



NORTH ELEVATION
SCALE: 3/16" = 1'-0"



WEST ELEVATION
SCALE: 3/16" = 1'-0"

HARRIS & ASSOCIATES, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
2718 NORTH MEADE ST.
APPLETON, WI 54911
TEL: (920) 733-8377
FAX: (920) 733-4731

REV. NO.	DESCRIPTION	BY	DATE
1	BRICK CHANGES	DNS	05-25-16

PROJECT: NATIONAL MGT. - TAMARACK HEIGHTS 8-UNIT APARTMENT BUILDING
LOCATION: 209 LAVINA DRIVE WAUSAU, WISCONSIN
DESCRIPTION: EXTERIOR ELEVATIONS

DRAWN BY: DNS
CHECKED BY:
DATE: 03-07-16
SHEET: A2.0
PROJECT NUMBER: 7480

UPPER LEVEL FLOOR PLAN

SCALE: 3/16" = 1'-0"

N

HARRIS & ASSOCIATES, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
2718 NORTH MEADE ST.
APPLETON, WI 54911
TEL: (920) 733-8377
FAX: (920) 733-4731

REV. NO.	DESCRIPTION	BY	DATE
1	BRICK CHANGES	DNB	05-25-16

PROJECT: NATIONAL MST. - TAMARACK HEIGHTS 8-UNIT APARTMENT BUILDING

LOCATION: 2091 LAVINA DRIVE WAUSAU, WISCONSIN

DESCRIPTION: UPPER LEVEL PLAN

DRAWN BY: DNB

CHECKED BY:

DATE: 03-07-16

SHEET A1.1

PROJECT NUMBER 7480

NOTES:

TYPE 1 — INDICATES WALL TYPES AS NOTED ON SHEET A5.0

INTERIOR UNIT WALLS ARE TYPE 5 OR 6 PER DIMENSIONS UNLESS NOTED OTHERWISE.

#3 MAPLE TRIM ON DOORS

1. MAIN FLOOR UNITS ARE ALL TYPE "B" UNITS UNLESS NOTED OTHERWISE.
   UNIT #2 SHALL BE TYPE 'A' UNIT.
   TYPE 'A' UNIT REQUIRMENTS:
   COUNTER HEIGHTS TO BE 34" A.F.F.
   BATH VANITY TO HAVE REMOVABLE CABINETS.
   KITCHEN SINK TO HAVE SLIDE OUT CABINETS.
   WATER CLOSET & BATH TUB GRAB BARS PER DETAILS ON SHEET A5.0.

MAIN LEVEL FLOOR PLAN

SCALE: 3/16" = 1'-0"

N

HARRIS & ASSOCIATES, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
2718 NORTH MEADE ST.
APPLETON, WI 54911
TEL: (920) 733-8377
FAX: (920) 733-4731

DATE	BY	REV. NO.	DESCRIPTION
08-25-16	DNS	1	CHANGED BRICK

PROJECT: NATIONAL MGT. - TAMARACK HEIGHTS 8-UNIT APARTMENT BUILDING

LOCATION: 209 LAVINA DRIVE MANSAU, WISCONSIN

DESCRIPTION: MAIN LEVEL PLAN

DRAWN BY: DNS

CHECKED BY:

DATE: 03-07-16

SHEET: A1.0

PROJECT-NUMBER: 7480

#4

5/4/2016

City of Wausau
407 Grant Street
Wausau, WI 54403

Bill,

Graphic House Inc. representing Aspirus Inc. is requesting the City of Wausau to allow for the "Emergency" copy to be added to the proposed freestanding sign that will be located at 425 Wind Ridge Blvd. The current freestanding sign on the property will be removed and replaced with the proposed sign in the same location.
With Aspirus being the only Hospital and Emergency Room within the City of Wausau. Aspirus is looking to provide the public with adequate direction to the Emergency Room. With the changes to Hwy 29 & Hwy 51/I39 over the years, Bridge Street is becoming a main entrance point to the Aspirus Campus. With the Aspirus Campus beginning at the Intersection of Bridge Street and Westwood Drive (425 Wind Ridge Blvd), Aspirus feels this sign is exteremly important in order to direct the public to the correct location of the Emergency Department at Aspirus. By adding Emergency to the proposed freestanding sign at this location, could save critical time to patients or family members of whom are in dire need of emergency medical attention.
The Emergency copy will only be installed on the east side (westbound) side of the sign.

We appreciate the consideration the City of Wausau will have on this matter. Feel free to contact me with questions or concerns.

Sincerely,

Matthew Woller
Graphic House Inc.

9204 Packer Drive
Wausau, WI 54401

Office: (715) 842-0402 ext. 228
Fax: (715) 848-9108

www.graphichouseinc.com

matthewwoller@graphichouseinc.com

PHIC HOUSE inc.
er Drive, Wausau, WI 54401 715-842-0402
www.graphichouseinc.com

CLIENT: ASPIRUS WAUSAU, WI

SALES REP:	DATE:	QUOTE NUMBER:
MATTHEW W	8-4-2015	MW-8565-6
SALES AUTHORIZATION:	JOB NUMBER:	REVISION:
	XXX	5-2-2016-P

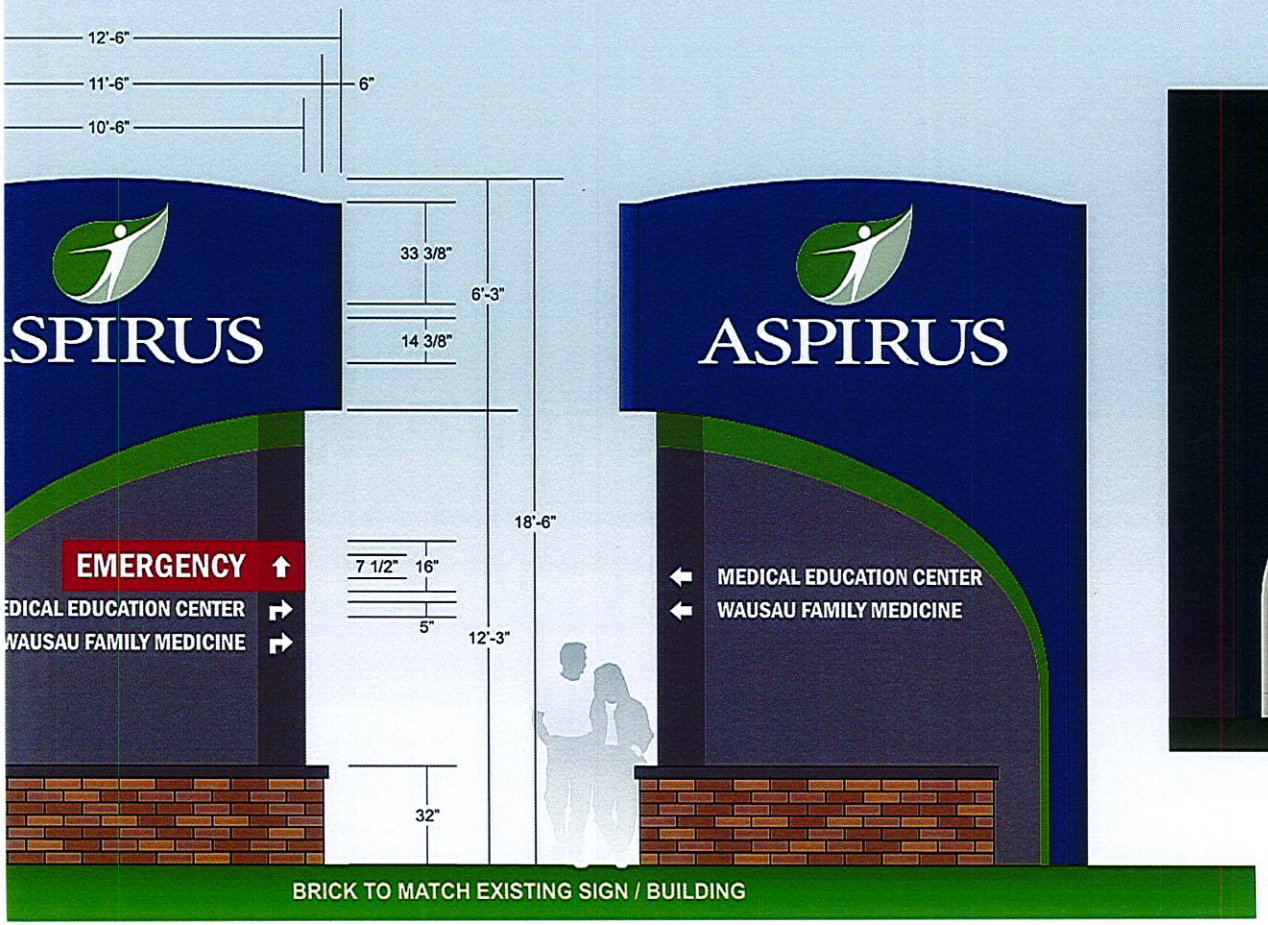
SALES DRAWINGS: ASPIRUS WAUSAU, WI- (8565) PYLON & MONUMENT SIGNS
aspirus wausau 8565_6-09-1.jpg

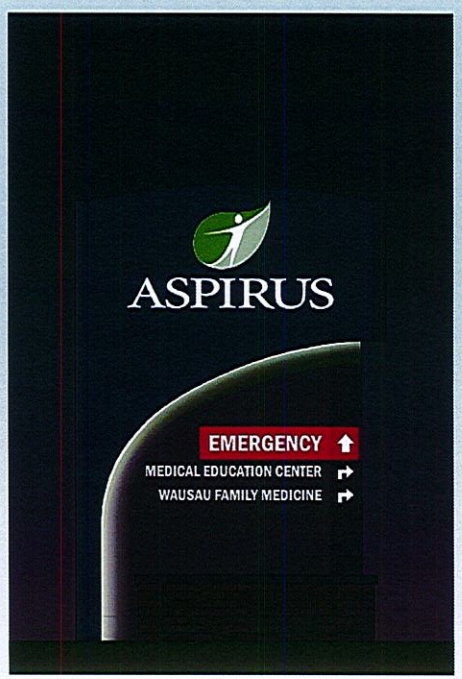
6

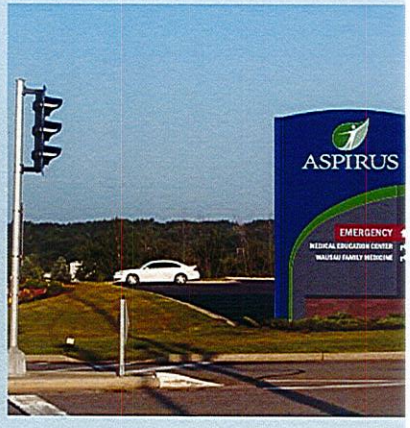
SIGN SPECIFICATIONS

(1) D/F INTERN. ILLUM. PYLON SIGN

* SIGN CABINET IS TO BE FORMED OF ALUM. & PAINTED TO MATCH PMS #295c BLUE. "ASPIRUS" & LOGO IS TO BE ROUTED OUT & BACKED w/ 3/4" CLEAR ACRYLIC (1/2" PUSH-THRU). LOGO IS TO HAVE DOUBLE PRINTED VINYL w/ LAMINATE TO MATCH PMS #363c GREEN & 63% OF PM
* SECONDARY PORTION OF SIGN IS TO BE FORMED OF ALUM. PAINTED MATTHEWS #13901 GRAYS LAKE & #951-713 IRON GREY VINYL. ACCENT STRIPE IS TO BE PAINTED TO MATCH PMS #363c GREEN & PMS #2278c GREEN.
* "EMERGENCY" BACKGROUND IS TO BE ROUTED OUT & BACKED w/ 3/16" WHITE ACRYLIC. BACKGROUND IS TO BE #8500-031 RED VINYL & #36 CARDINAL RED VINYL w/ WHITE COPY & ARROWS. ALL OTHER COPY & ARROWS ARE TO BE ROUTED OUT & BACKED w/ 3/16" WHITE ACRYLIC.
* SIGN IS TO HAVE RECESSED WHITE LED ACCENT STRIPE TO ILLUM. ONTO SECONDARY PORTION OF SIGN.
* BASE IS TO BE HERITAGE HARVARD BLEND BRICK VENEER w/ #W277 WESTERN MORTAR. PAINTED ALUM. CAP TO MATCH #951-713 IRON GREY







EXISTING SIGN

D THE LOCATION IN WHICH THE SIGNAGE IS TO BE INSTALLED. THE CLIENT HAS THE SOLE RESPONSIBILITY FOR THE STRUCTURAL INTEGRITY OF ALL EXISTING STRUCTURES TO SUPPORT THE SIGNAGE.

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RELEASE AUTH:

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Chapter 4
Transportation

Transportation infrastructure is necessary for the effective movement of people and goods within a community, as well as regionally and nationally. At the same time, car crashes are one of the leading causes of death in the United States, highlighting one of the negative effects of the transportation network and one of the greatest challenges. The transportation system includes the road network, pedestrian and bicycle facilities, railroads, airports, public transit and freight. This chapter includes an inventory of the existing transportation facilities and services within the City of Wausau.

Previous Plans

Following is a brief description of the major recent plans and studies that focused on aspects of the transportation system in the Wausau area. Much of the transportation planning in Marathon County is coordinated between the Marathon County Department of Conservation, Planning and Zoning (CPZ) staff and the Wausau Area Metropolitan Planning Organization (MPO); the body designated by the U.S. Department of Transportation to be responsible for transportation planning in the metropolitan area. Marathon County provides staff for the Wausau Area MPO.

Long Range Transportation Plan for the Wausau Metropolitan Area (LRTP)

The LRTP is prepared every five years by the MPO, the County, and WisDOT. The current LRTP was adopted in 2011 and identifies the current conditions in the area to recommend solutions to the issues regarding the deficiencies of the roadways in the area. A focus of this plan was on maintaining existing transportation infrastructure.

Transportation Improvement Program (TIP)

The TIP is updated by the Wausau MPO, annually. The TIP is developed by the MPO in cooperation with the State, affected transit operators, and local communities within the MPO boundary. The plan identifies transit and highway projects to be funded over the next four year period.

Local Arterial Circulation Plan

This 2000 vintage plan was produced by the Wausau MPO in conjunction with the Marathon County Department of Conservation, Planning, and Development and the Highway Department. The purpose of this plan is to guide public and private sector decisions concerning the infrastructure, right-of-way, land use compatibility, and safety needs of the local arterial transportation system over the next 20 to 30 years.

Central Business District Parking Analysis and Long-Term Plan

This report provides a long-term operating for managing public resources in a way that supports community well-being, community connection, and growing a sense of place. This document addresses public parking in the context of the larger vision for downtown Wausau. The study identified over 7,700 parking spaces in the downtown. At present, most of the study area has

adequate parking supply, on- and off-street, to support the economic vitality of downtown. Final draft was presented in 2014.

City of Wausau Comprehensive Plan – 2006
The plan references to transportation generally relate to the relationship between transportation and land use. Transportation is also addressed throughout the plan's discussion of land use planning principles.

Marathon County Coordinated Public Transit-Human Services Transportation Plan
This 2014 plan analyzes service gaps and needs in public transit and human services transportation then proposes strategies to address the gaps and needs. A five-year work plan was written to cover 2014 through 2018.

River Edge Master Plan
This plan laid the foundation for future bike route and trail development within the City. In June, 1995 the Wausau Common Council adopted the River Edge Master Plan as a component of the City master plan. The report identifies long- and short-term strategies for improving public access to the City's most important natural resource – the Wisconsin River. Emphasis was placed on establishing trail connections to existing points of interest within the City and to adjacent communities and trail systems.

The parkway is intended to physically link the parks located along the river by improving pedestrian and bicycle facilities in the community. Most of the recommendations focus on the continued development of the River Edge Parkway along both banks of the Wisconsin River, which would be completed over the course of 20 to 30 years. The corridor includes portions of the City bordering both banks of the Wisconsin River up to three city blocks deep in some cases. Central to the parkway's concept is a web of walkways, a network that reaches from City limit to City limit through the corridor and along the river wherever physically possible, including across bridges and islands. The walkway network is a transportation alternative allowing bicycle, pedestrian, and other non-motorized modes of travel access to and from residential and commercial segments throughout the corridor and connecting existing parks along the river edge.

Wausau MPO Bicycle and Pedestrian Plan
This 2015 20-year comprehensive bicycle and pedestrian plan evaluates the existing conditions for bicycle and pedestrian transportation and proposes recommendations and infrastructure improvements to improve the safety and connectivity of the system in the greater Wausau area. This plan also measured demand for bicycle and pedestrian travel and analyzed the traffic stress of the road network for the metro region. There were key routes and priority improvements identified. The plan also identifies the estimated cost of many improvements and various funding opportunities for pedestrians, bicyclists, and motorists.

Barriers identified include the Wisconsin River, steep topography, and some areas that do not have a connected street grid. High stress roadways identified were Grand Avenue, sections of STH 52, Bridge Street, North 41st Street, 6th Street, and smaller sections of many other roads.

Metro Ride – Transit Development Plan

This plan, completed in 2012 by AECOM, evaluated the Metro Ride transit system in the Wausau Metropolitan Area compared to peer systems in regions across the state and nation, and created a plan for the near future of the transit system. The plan found that the financial efficiency of the system was about average, while the per capita service was above average, but the span of service was lower than almost all peer systems. It also found that ridership has grown faster than Wisconsin peer systems but slower than national peer systems. More than half of riders were dependent upon the service to complete their trips, and over 85% stated no vehicle was available for their trip.

Regional Livability Plan

The 2015 Regional Livability Plan (RLP), prepared by the North Central Wisconsin Regional Planning Commission, addresses issues of livability in the areas of housing, transportation, economic development, and land use. The RLP identifies three major transportation issues.

- ✓ Modes of Transportation to Work – The region's workforce is extremely dependent on the automobile. In 2012, over 80 percent of the region's workforce drove alone to work on a daily basis. Another 10 percent carpooled, leaving less than 10 percent for the non-automobile methods such as walking, biking, and using transit. The average commute time in the central sub-region, which includes Marathon County, was 18.7 minutes.
- ✓ Age of Drivers in the Region – The region is seeing a change in the number of licensed drivers by age groups. Between 2004 and 2013, the region saw a 20 percent decrease in the number of drivers age 17 and age 19. During the same years, the region had a 20 percent increase in drivers over age 65. These changes mean communities increasingly need multimodal options for those who are unable or choose not to drive.
- ✓ Transportation Costs – It is expensive to maintain the transportation infrastructure in the region. The current reliance on fuel tax and registration fees is inadequate, unstable, and may soon be outmoded. The inability to fund improvements and maintenance on transportation infrastructure will impact the ability to transport goods and provide safe, reliable, and efficient roads. Additionally, transportation accounts for a large portion of the average household's budget, and is greatly affected by housing location. Many low income and fixed income families are unable to afford the cost of owning and maintaining vehicles, thereby limiting employment opportunities.

Connections 2030

This is Wisconsin DOT's latest long-range, statewide, multimodal transportation plan. It identifies a series of system-level priority corridors that are critical to Wisconsin's travel patterns and the state economy.

Capital Improvement Program (CIP)

The City utilizes a five-year CIP which consists of an infrastructure plan component and another significant capital projects component. The infrastructure plan is developed by the City's Public Works/Engineering Department and presented to the Capital Improvements and Street Maintenance Committee (CISM) for review and recommendation.

The City's Finance Committee evaluates the Capital Budget and Plan and recommendations are presented to the Common Council for consideration and approval. Annually, the Common

Council also reviews and approves department requests to carry forward project budgets to the next year. The CIP emphasizes the preservation and maintenance of existing assets.

Transportation System

The transportation system is Wausau consists of the local, county and state road networks, as well as transit, bike & pedestrian facilities, air transportation, among others.

Street Network

Functional classification

A functionally classified road system is one in which streets and highways are grouped into classes according to the character of service they provide, ranging from a high degree of travel mobility to land access functions. See WDOT Facilities Development Manual for more information.

At the upper limit of the system (principal arterials, for example), are those roads that emphasize traffic mobility (long, uninterrupted travel) such as USH 51, whereas at the lower limits are those local roads and streets that emphasize access, such as most residential area roads. Roadway facilities, including classification and jurisdictions (i.e., U.S., State, and County highways) are shown in Figure 5-1.

The functional classifications are generally defined as:

- Principal Arterials serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally serve all urban areas with populations greater than 5,000 or connect major centers of activity. They carry the highest traffic volumes and are designed to accommodate longer trips.

- Minor Arterials, like principal arterials, serve cities, large communities, and other major traffic generators providing intra-community continuity and service for trips of moderate length, with more emphasis on land access than principal arterials.

- Collectors provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. The collector system distributes trips from the arterials through the area to the local streets. The collectors also collect traffic from the local streets and channel it onto the arterial system.

- Local Streets comprise all facilities not on one of the higher systems. They serve primarily to provide direct access to abutting land and access to higher order systems. Local streets offer the lowest level of mobility, and high volume through-traffic movement on these streets is usually discouraged.

Road Jurisdiction

Roads are commonly classified in one of two ways: by ownership or by purpose. Jurisdictional responsibility refers to ownership of a particular road, while functional classification, as described above, identifies the road by the level of service (LOS) it provides.

Jurisdiction refers to governmental ownership, not necessarily responsibility. For example, some State-owned roads are maintained by local jurisdictions. Ownership is divided among the Federal, State, and local governments. States own over 20 percent of the national road network. The Federal Government has responsibility for about five percent, primarily in national parks, forests, and Native American reservations. Over 75 percent of the road system is locally controlled.

In some cases, local municipalities are responsible for conducting routine maintenance and minor repairs on State and Federal highways within their jurisdictional boundaries. In return, the State generally provides financing to those jurisdictions. However, major repairs and reconstruction are generally still the responsibility of the State Department of Transportation.

USH 51 and STH 29 are the primary routes through the metro area and are owned and operated by WisDOT. Marathon County performs most maintenance on these facilities, under a contract with WisDOT. Most other State and U.S. signed roads in the urban area are owned and maintained by the community where the street is located. In Wausau, the City owns and maintains most of Business 51 and STH 52. These are classified by WisDOT as connecting highways. As such, the City receives additional State Transportation Aid funds to maintain these types of streets and, when reconstruction is needed, the State pays for most of the cost, with the City making a relatively minor financial contribution.

County roads that enter Wausau include CTH U, CTH W, CTH Z, and CTH N. Only CTH N is signed through the City. The other County trunks end inside the City limits. Ownership of most of these signed County roads within Wausau is currently the responsibility of the City. As such, Wausau taxpayers are financially responsible for maintenance and improvement of these streets that serve City residents and many residents from the rural areas. However, in the rural areas, maintenance and improvement of these County trunks is the financial responsibility of all County taxpayers, including the City. Thus, Wausau property owners pay the full cost of maintaining their major streets and also pay a portion of the costs to maintain county highways throughout the County.

Major Street Facilities

A brief description of the major road facilities located in the City is provided below. Functional classification, jurisdiction, and Annual Average Daily Traffic (AADT), when available, are summarized for all major roads.

- USH 51/STH 29 The City has convenient access to USH 51/STH 29 which provides interstate access to the south (I-39) and northern access to Merrill via USH 51 expressway. STH 29 provides convenient expressway access to the east to Green Bay and west to Eau Claire and the Twin Cities. All of these roads that make up the freeway system through the Wausau area are classified as principal arterials. USH 51/I-39 is designed as a freeway through Marathon County. STH 29 is designed as a freeway through the metro area and an

expressway with at-grade intersections in the rural areas of Marathon County. The combined USH 51/STH 29 freeway section is the most heavily traveled section of highway in the County. The highest 2010 AADT volume on USH 51/STH 29 was between the CTH N and the USH 51/STH 29 east interchanges, which had about 54,900 vehicles per day, a slight decline from the 2000 AADT of 58,000.

- **Business 51** is also a principal arterial providing north and south access through Wausau. Before the construction of the new USH 51, Business 51 was the main highway through the metropolitan area. Business 51 still serves as a major north-south route. In the southern part of Wausau, Business 51 (Grand Avenue) is a four-lane undivided arterial that also provides property access to many homes, apartments, and businesses south of the downtown. The large number of business driveway/access points and the limited number of dedicated left-turn lanes create safety hazards as well as traffic congestion and related delays.

  Because right-of-way is limited and the corridor is lined with homes and viable businesses, acquiring the right-of-way along the corridor to widen the street with turn lanes would likely be difficult and costly. As one of the only through north-south routes on the east side of the Wisconsin River, it is also a significant barrier for bicyclists and pedestrians due to the volume and speed of traffic and the width of the road for pedestrian crossings. Traffic counts of approximately 20,000 vpd on Business 51 are near the upper recommendations of 25,000 vpd for successful road diets, so a corridor analysis would need to be performed to determine the viability of reducing travel lanes to add a left turn lane and bicycle lanes, however there have been successful road diets on roads with over 26,000 vpd.

- **STH 52** is a principal arterial. From west to east, STH 52 starts at the USH 51/STH 29 interchange, follows Stewart Avenue across the river via the one-way pair of Washington Street (eastbound) or Scott Street (westbound). One-way roads make a loop through downtown Wausau, consisting of Scott Street, 6th Street, Forests Street, and 5th Street. STH 52 continues as the 5th Street/6th Street one-way pair to Wausau Avenue, where it continues as a minor arterial along Wausau Avenue to the eastern limits of the city. Parts of Highway 52, particularly Stewart Avenue, present barriers for pedestrians due to the volume and speed of traffic, width of the road, and limited signalized intersections. Additional pedestrian crossing signals would likely improve the safety of this road. The most recent AADT counts from 2010-2013 range from 6,000 vpd to 21,000 vpd on various portions of STH 52, indicating many portions of this road are candidates for successful road diets.

  Explanation of Road Diets in this Box

- CTH N is a principal arterial from west to east via S. 17th Avenue, Thomas Street to Grand Avenue to Town Line Road, and eastward out of Wausau. As previously discussed, although the road is signed as a County trunk, it is a City street and the City receives no financial assistance from the County to maintain or improve this facility.

Connectivity

Connectivity of the transportation network is important for all modes of transportation, motor vehicles, transit, bicycles and pedestrians. A well connected grid style road network provides alternative routes when an arterial or collector road becomes congested, increasing the capacity of the road network, reducing travel times and providing alternative routes for emergency vehicles. A well connected grid also makes transit, bicycling and walking more efficient and more attractive. The majority of Wausau that was developed prior to the 1970s is on a well-connected, grid-style road network. There are some sections of Wausau that have a curvilinear road network, which can be more difficult to navigate even if they are well connected.

Without a connected network, even very short trips that could be easily made by walking become long and circuitous and exceed the distance that most people are comfortable walking. In some cases connectivity is difficult to achieve due to topography such as steep slopes or rivers. However, in many cases it is the result of fragmented development, as can be seen in the Stewart Avenue/Highway 51 commercial corridor. Much of the developed area west of Highway 51 exhibits a disconnected street pattern. An example is that someone living on the end of Wegner Street, despite living an easy walking distance of 200-400 feet from numerous commercial services, must walk over 1/3 of a mile or drive 1.25 miles to reach those services. This puts unnecessary traffic on the arterial road network, increasing trip distances, emissions, and road maintenance costs.

Illustration of grid pattern vs. curvilinear vs. dead ends and cul de sacs

Road Improvement Needs

Due to uncertain and constrained funding for transportation infrastructure, the City's first priorities and greatest needs will be in maintaining and improving its existing infrastructure and on travel demand management. Future road expansions will only exacerbate these costs and reduce the funding available for maintenance and safety improvements. As stated in the 2011 Long Range Transportation Plan, road expansions should be considered only after alternative capacity improvements and travel demand techniques have been analyzed and considered. New roads should enhance the connectivity of the existing street network and provide alternative routes to congested streets.

The 2011 LRTP identified few segments of road that are expected to be capacity deficient by 2035, but the surface condition of numerous roads were identified as poor or worse. Additionally, unnecessary road expansions often have the undesired side effect of increased

motor vehicle speeds and reduced safety and comfort for bicycling and walking. This causes many people to drive, who would otherwise choose to bicycle or walk, thereby increasing traffic and reducing the effectiveness of the expansion.

CTH Z (Franklin Street) is a major connecting road to CTH X (Camp Phillips Road). However, this road has an exceptionally steep grade near the east City border. As a result, speeding traffic coming down the hill into the City is a common complaint of residents in the area. Also, trucks using this route sometimes use engine or "Jake" breaks coming down the hill, which has generated many noise complaints. Traffic calming strategies may be helpful for addressing these issues.

28th Avenue is another road with an exceptionally steep gradient (approximately 22-24 percent grade). A plan for reducing the slope of 28th Street may be warranted. Reducing the slope could require more right-of-way in which case it would be advantageous to address the grade issue before adjacent lands are developed.

Pedestrian Transportation

Everyone is a pedestrian at some point in their trip, whether they are walking to their car, bus stop, or make the entire journey on foot. Pedestrian facilities are designed to improve the safety of pedestrians and reduce conflicts between the various road users. These include sidewalks, crosswalks, paved shoulders, traffic signals, street lighting, median islands, terraces, multi-use paths, and other treatments. These types of facilities are especially important for at-risk populations, including children, the elderly, and those with physical disabilities. Without designing the transportation network to accommodate these individuals, the network is incomplete.

- Existing Sidewalks – The older sections of the City have sidewalks, generally on both sides of the street. However, many of the newer areas that have been developed since 1960 do not have sidewalks. Currently, 50 percent of the cost of constructing new sidewalks or replacing sidewalks is assessed to property owners.

Photo examples of pedestrian infrastructure here, curb extensions, midblock/ unsigned intersection crossing lights, median islands.

- City Sidewalk Plan – The City's Sidewalk Plan includes a sidewalk inventory and establishes criteria for adding sidewalks. New sidewalks are also added according to requests of property owners or when properties are annexed. Construction of sidewalks is often a contentious issue since many property owners do not want to pay the 50 percent assessment cost, experience the inconvenience that accompanies construction, or maintain them in winter. Given that a connected sidewalk system provides numerous public benefits, it may be beneficial to reevaluate current sidewalk financing and construction policies.

- River Edge Parkway – The planned parkway identified in the *River Edge Master Plan* generally focuses on recreational uses and economic development opportunities. However, it is also intended to serve as a transportation corridor for pedestrians and bicyclists. Given the proximity to downtown and residential areas, the potential for use of the parkway for utilitarian trips, as well as recreational trips, is significant. Much of the east side trail has been constructed. An extension north to Bridge Street will occur as part of the redevelopment efforts along the river. There is planning underway for the trail on the west side of the river. See the Transportation Map.

- Street Crossings – Street crossings are an important component of the pedestrian transportation system. Because Wausau already has a fairly robust network of sidewalks, most pedestrian-vehicle conflicts are likely to occur when crossing streets. Higher volume and higher speed roads are both more difficult and more dangerous for pedestrians to cross. Research has shown that pedestrians are at much more risk of severe injuries as vehicle speeds increase, with about 10% severe injury rate at 16 mph, 25% at 23mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. These risks are much higher for elderly pedestrians. Crossing infrastructure is very important to improve the safety of pedestrian crossings, particularly on high speed and high volume roads. This includes medians and curb extensions to reduce crossing distance, adequate lighting at crossings, crosswalks that are painted, colored, raised, or a different paving material, pedestrian crossing signals that are activated automatically or by push button, audible crossing signals for the visually impaired, and signal timing that allows adequate crossing times for elderly, children, and disabled pedestrians.

Bicycle Transportation

Bicycle facilities consist of a wide range of infrastructure ranging from low traffic neighborhood streets to separate multi-use paths, from bicycle specific traffic signals to traffic lights that simply detect stopped bicyclists. Facilities also include destination amenities such as secure bicycle parking, showers and lockers. There is a wide range of bicycle facilities in part because there is a lot of variation in those who ride bicycles. Children, commuters, recreational cyclists, the elderly, low income, and high income people all use bicycles. Different riders have different preferences and comfort levels. An individual who prioritizes speed and efficiency is likely to prefer riding on a road with relatively few stops, while a family that prioritizes low stress riding is likely to prefer a separated path. Generally, those who prefer lower stress facilities are also the most likely to choose another mode of transportation if low stress facilities do not exist or connect to their destinations, so designing primarily for this population is likely to yield the greatest benefits for all users. Gaps in the system are identified in the recently created Wausau MPO Bicycle and Pedestrian plan, which should be implemented by the City of Wausau.

Bike Routes and Lanes

Since the last comprehensive plan there have been numerous improvements to the bicycle routes and lanes in the City of Wausau. Part of this is due to an interconnected bicycle route system that traverses the entire metropolitan region. Other important streets such as Fifth Street and Third Avenue have seen the addition of bicycle lanes, and streets such as Sixth Street and First Avenue have had shared lane markings, or "sharrows" added. Stewart Avenue is to be resurfaced

with bicycle lanes in 2016 and Thomas Street is to receive bicycle lanes with a reconstruction in the near future, improving two major east-west routes through Wausau. Other communities surrounding Wausau, such as Rib Mountain have also been making improvements to the bicycle and pedestrian network. Connecting routes across these communities will create a network across the metro region that will open up more destinations for bicycling.

The MPO Bicycle and Pedestrian plan includes numerous recommendations for continuing to make improvements in the connectivity and safety of the bicycle and pedestrian network in the Wausau area. The Wausau MPO also recently received the Bronze Bicycle Friendly Rating from the League of American Bicyclists, which provides recommendations for continuing to enhance the safety of bicycling in the area.

Trails

The City's *River Edge Master Plan* calls for the creation of a multi-use trail system along the Wisconsin River. The City would like to see a future trail network that connects the parkway with trails in other communities (e.g., Villages of Weston and Rothschild). Even though these trails are generally designed as recreational facilities, they serve utilitarian and commuter bicycle trips if appropriate connections are made to major trip destinations. Extending the parkway north to Merrill could also help attract tourists and greatly expand the availability of bicycle facilities for City residents. Connecting multi use paths with other communities, such as Rib Mountain and Weston is a priority to create a regional bicycle and pedestrian network.

Transit

The Metro Ride system provides fixed route transit and on-demand paratransit service in the City of Wausau. Metro Ride is owned by the City of Wausau and operates on a "hub and spoke" pattern within the City limits, with the centralized transfer station located in downtown Wausau. The service operates 7 routes with 30 minute headways during weekday hours and has an express service that operates during the school year to alleviate congestion on the regular routes. See Transportation Map.

There is no nighttime or weekend service at this time. All fixed route buses have wheelchair lifts or ramps to serve people with mobility challenges. The buses are also equipped with bicycle racks to support multi-modal transportation and effectively increase the reach of the transit system. The Metro Ride system provides an important service for people that cannot or choose not to drive a vehicle, offering access to services, employment, and recreation. This provides a benefit of reducing congestion and improving the economic and physical mobility of Wausau residents. However, key gaps in the system exist due to the lack of service to regional destination in other municipalities and declining funding for transit. The service also does not extend to the Wausau Business Campus, which is a major employment center in the area. Ridership fell between 2009 and 2013 from 794,121 to 675,612 annually.

The most recent plan for Metro Ride was prepared in 2012. This plan found that there is demand for service to Rib Mountain, but the Town of Rib Mountain has been unwilling to financially support a route. At the time the plan was prepared there were some fixed routes to Weston and Rothschild, however those routes have been since discontinued, and they were viewed as very valuable at the time of the plan. The plan states the most significant

opportunities were implementing new services to Rib Mountain Drive and maintaining services to Weston, considering the need for evening services to improve access to employment and shopping, and that these expansions would have a positive impact on ridership even on the least productive routes.

Transit and Land Use

Land use decisions are critical if transit is to play a viable role in providing transportation choices in the community. Development patterns that have occurred since the middle of the 20th century are generally oriented toward the automobile, while older areas of Wausau were designed for multiple modes, including bicycles, pedestrians and transit. Wausau historically had transit service, with a streetcar system that ran from the early 20th century until about 1940.

Downtown Wausau provides a pedestrian-friendly, and thus transit-friendly, environment that greatly enhances transit's ability to attract choice riders (i.e. non-transit dependents). Wausau, like many other downtown areas, also contains a large supply of relatively inexpensive parking. This can make driving downtown for employees and visitors more attractive and thus reduce incentives to use transit services. Lower density commercial development, excessive parking and disconnected street networks seen in much of the newer development in Wausau makes transit less effective and less efficient.

Express Service

Metro Ride provides express route service during the school year to alleviate crowding on regular routes. Most of these routes are designed to get passengers to their destinations by eliminating the need to transfer downtown. All express routes are open to the public.

Paratransit Service

Metro Ride provides a door-to-door van service for persons who, because of a disability, are unable to use Metro Ride's accessible bus service. Paratransit users must be certified by WATS and reservations are required at least one day prior to the trip. The paratransit service area includes any area that is within 3/4 of a mile from a regular bus route, leaving a gap in service for the far west side of Wausau, including the Wausau business campus. The paratransit service ridership increased significantly between 2004 and 2007.

Regional Service

Privately operated intercity bus service is available from the Metro Ride Transit Center in downtown Wausau. Lamers currently operates two regional routes 7 days a week, one to Madison and one to Milwaukee. Jefferson Lines currently operates two regional routes, one to Minneapolis and one to Green Bay/Milwaukee.

Airports

Two airports provide service to the City of Wausau, the Central Wisconsin Airport and the Wausau Downtown Airport. Central Wisconsin Airport (CWA) in Mosinee or about a 10 to 15 minute drive from Wausau, has scheduled passenger air service. Three airlines – American, Delta and United – provide daily flights to Minneapolis, Chicago, and Detroit. The Wausau Downtown Airport is located within the City of Wausau along the southern boundary shared with the City of Schofield. Business 51/Grand Avenue is the primary access route to the airport.

The Wausau Downtown Airport provides general aviation services to Wausau and the surrounding area and is fully equipped to receive large corporate jets, charters, and privately owned aircraft. The airport is entirely owned and managed by the City. Air charter, flight instruction, aircraft rental, scenic rides, as well as aviation line services such as refueling, transportation, lodging, and catering, are some of the services available. Recent investment has included the construction of new hangers.

In many communities, airports create noise and safety conflicts with neighboring land uses. This does not appear to be an immediate problem for the Wausau Downtown Airport. Neighborhood meetings held at the airport have not generated any concerns about land use conflicts between the airport and nearby residents. In the past there have been plans to move the Wausau airport or consolidate general aviation services at the CWA in order to utilize the valuable riverfront property that is the current home of the airport. There are building height limitations near the Wausau airport. This facility also hosts various community events, such as the Balloon Glow.

Freight

Truck Routes

The City of Wausau has designated truck routes to discourage heavy vehicle traffic on neighborhood streets and other roads where they may present conflicts. Generally, the truck routes include state and county trunk highways that pass through the City, and local streets in industrial districts or business parks.

The design of designated truck routes generally accommodates larger vehicles with longer wheelbases that need a larger turning radius to make a turn. This road design also has the undesirable side effect of increasing straight line and turning speeds of smaller vehicles and increasing crossing distances and decreasing safety for pedestrians. These tradeoffs need to be weighed when designing roads and intersections on truck routes, and traffic calming and bicycle and pedestrian safety enhancements should be made to reduce the negative impacts of truck routes.

Rail

Maintaining freight rail access and service is important to reduce the volume of heavy truck traffic on the roads and maintain an efficient mode of bulk freight transportation. Rail service is provided by the Canadian National. The mainline of the railroad is located on the east side of the Wisconsin River and extends from near Gilbert Park on the north to the abandoned Holtz-Krause Landfill on the south. Some switching and rail car storage occurs near Townline Road and Northwestern Avenue. The rail corridor cuts through several residential neighborhoods which creates motor vehicle and pedestrian access issues, as well as noise concerns. The alignment of the tracks relative to the street create special concerns for bicycles and wheelchairs at crossings, often needing special alignment or track treatments to reduce the risk of getting stuck or crashing due to the tracks.

Rail spurs provide rail access to the Wausau West Industrial Park and several other industrial areas around the City. Noise and traffic are a lesser concern on these spurs since rail traffic moves more slowly and is less frequent than on the mainline.

Transportation Issues

- **Aging Local Streets** – The City of Wausau has over 200 miles of streets within its municipal boundaries. The cost of construction, repair, and ongoing maintenance is extremely high and the City's capital budget has not always provided sufficient funds to complete needed improvements and maintenance in a timely manner. Much of the cost for maintenance and improvement of the local street system is paid for with property taxes.

- **Street Extensions/Reserving Street Corridors** – Identifying the location of streets and the need for widening existing street corridors is a sensitive issue in the community since it often involves purchasing private property for these purposes and possibly changing the land use and traffic circulation in the immediate area.

- **High Traffic Speeds** – Speeding traffic on many of the City's arterial and residential collector streets is a major concern of residents in these areas. Residents frequently complain about speeding traffic and reckless drivers and express concerns about the hazards these motorists represent to bicyclists, pedestrians, and small children in the residential neighborhoods.

- **Truck Traffic in Residential Neighborhoods** – Semi-truck traffic in residential areas has been a concern expressed at many of the neighborhood meetings held by City officials over the last ten years. While the City has been responsive to these concerns and has taken steps to reduce the conflicts between large trucks and residential land uses, changes in land use in the City's commercial and industrial areas create new places where conflicts occur between residences and semi-truck traffic.

- **Railroad Traffic** – Railroad traffic through the community and trains at railroad spurs present several concerns. First, due to freight car switching, Town Line Road and Thomas Street are often blocked for extended periods of time, causing extensive traffic delays. Second, noise from train whistles and freight trains traveling through certain residential neighborhoods are a concern of nearby residents. Residents are also concerned about the potential for a train derailment and possible toxic emissions, which might result from various types of spills.

- **Street Lights** – Street lighting has been a concern of residents in certain parts of the City. In some places the issue is an insufficient amount of light provided in the area while in other areas residents express concerns about too much light in the neighborhood. A street lighting plan for dealing with these issues that provides information on the type of light fixtures available, costs to operate, and alternatives for entire night lighting has not been prepared. Dark sky ordinances and motion sensors on street lights can help alleviate these issues.

- **Bicycle Facilities** –The City should work with Marathon County, surrounding communities, and local bike interests to develop a network of connected routes and trails throughout the

area. The City should adopt and implement the Wausau MPO Bicycle and Pedestrian Plan, and updates.

- **Sidewalks** – Pedestrian safety is particularly a concern in areas around schools when students are arriving and leaving. Sidewalks are of significant importance to transit users who must traverse between their origin or destination and a bus stop location. The lack of sidewalks presents a significant safety hazard for transit patrons who are forced to navigate and wait in the street in order to access the transit service. This is a particularly critical safety issue for school-aged children and the disabled who use mobility devices such as wheelchairs.

- **Limited Transit Service** – The limited transit service provided by Metro Ride is a mobility impediment for some transit system customers and discourages others from using transit service. Metro Ride service is not provided in the evenings, on weekends, or on holidays. Service frequencies are 30 minutes, depending upon the time of day, which can inconvenience some customers and limit choice riders. Due to the lack of participation by surrounding communities, there are many destinations within the larger metro region that are not accessible by transit, further impairing the mobility of transit dependent citizens. This problem may be exacerbated by larger demographic shifts showing an aging population and fewer young people getting driver's licenses, leading to more dependence on transit services.

Transportation Goal, Objectives and Action Steps

Transportation Goal: ***The City of Wausau will provide a safe and efficient transportation network that will facilitate the movement of people and goods throughout the community.***

Objectives and Action Steps:

A. Improve the safety and efficiency for all modes of transportation through street design and land use.
    a. Continuously monitor crash data and complaints to identify problem areas and work to correct problems.
    b. Continue to use the Official City Map to reserve new street corridors and identify land needed for widening and realigning existing streets.
    c. Require new development to reserve future street connections.
    d. Eliminate the use of cul-de-sacs and dead end streets, except when necessary due to topography or natural features.
    e. Continue to enhance the regulatory and warning signs used on the City's arterial street system to reduce congestion and improve safety on these streets.
    f. Continue to conduct annual evaluations to identify areas of the existing street system that warrant maintenance, upgrades or safety improvements to handle existing and projected traffic.
    g. Continue to develop and implement access management strategies along the City's major arterial streets to maintain the level of service provided and reduce the potential for accidents.
    h. Encourage Marathon County and the State of Wisconsin to continue with planning and design of the Eastern Arterial (CTH X) and a northern bridge crossing the Wisconsin River.

B. Create an environment that is safe and conducive to walking and bicycling throughout the entire city.
    a. Assure that existing and future land uses are adequately served by the various modes of transportation, including bicycle, walking, and transit.
    b. Improve and enhance the pedestrian environment to create a more walkable community.
    c. Continue to build a network of various types of bicycle facilities that are utilized by a wide range of people for transportation, recreation, and fitness purposes.
    d. Prioritize bicycle and pedestrian improvement projects that enhance connectivity between important destination within the community, and to regional bicycle and pedestrian networks.
    e. Plan and design for bicycle and pedestrian use in all street resurfacing and reconstruction projects.
    f. Adopt and implement the Wausau MPO Bicycle and Pedestrian Plan
    g. Create and maintain bicycle and pedestrian accommodations on all arterial streets.
    h. Maintain existing sidewalks.
    i. Plan and install new sidewalks in targeted areas where they do not exist.
    j. Evaluate and revise current sidewalk requirements for new developments and annexations to prioritize safe pedestrian movement.

k. Create bicycle and pedestrian connections between dead end streets, cul de sacs, and disconnected street networks.
l. Consider reducing commercial parking area requirements to better utilize urban land and create a denser network of destinations to facilitate transit, walking, and bicycling.
m. Develop a sidewalk construction plan and policy that focuses on improving pedestrian access to high traffic sites (e.g., schools, shopping centers, parks) and on enhancing safety along the City's arterial and collector streets.
n. Develop a City street lighting plan and install new lighting in conjunction with road reconstruction.
o. Prioritize the safety of vulnerable users over motor vehicle speed.
p. Incorporate bicycle parking requirements for commercial uses into the zoning code.
q. Evaluate all street projects for opportunities to improve the safety of vulnerable users.
r. Implement road diets on city streets that have excess capacity. Consider and evaluate road diets on any street that carries less than 20,000 vehicles per day.

C. Design and improve the transportation system to facilitate the interaction of various land use activities while protecting those land use activities from many of the adverse effects associated with the transportation system (noise, air pollution, safety, congestion, speeding, energy consumption, etc.).
    a. Continue to work with representatives of Canadian National to:
        i. Reduce the time that freight cars block the City's arterial streets;
        ii. Minimize the noise created by railroad traffic, especially train whistles; and
        iii. Reduce the risk of toxic emissions from train derailments.
    b. Improve public access to the downtown, including improvements in traffic circulation, mass transit, pedestrian and bicycle circulation, commuter and excursion rail, parking, and community way-finding.
    c. Route major traffic flows, especially truck traffic, around residential neighborhoods through designation of appropriate truck routes.
    d. Continue to work to minimize the negative impacts of truck traffic on Wausau neighborhoods.
    e. Implement traffic calming measures in residential areas where cut-through traffic and speeding are negatively impacting neighborhood safety and livability.
    f. Implement traffic calming measures in walkable commercial districts
    g. Consider reducing commercial parking requirements in all commercial zoning districts to facilitate redevelopment in older sections of the City and increase the attractiveness of land in Wausau.
    h. Due to smaller lot sizes in higher densities in older areas of the City, consider relaxing restrictions on street parking in residential areas to facilitate redevelopment and increase the attractiveness of land.
    i. Work with Federal, State, and railroad officials to develop a program for installing automatic gates where railroad tracks cross arterial streets. This program should focus on hazard mitigation, collision prevention, and train whistle noise reduction.
    j. Require information regarding projected traffic volume of proposed uses when examining requests for zone changes or new development that would result in more intensive land uses.

D. Support transit-oriented development and the operations of public transit services in the metropolitan area.
    a. Evaluate and revise the zoning code to support transit oriented development.
    b. Promote the role of public transit in the overall community transportation system.
    c. Support a sound public transit system.
    d. Serve the public transportation needs in an efficient, safe, comfortable, and reliable manner.
    e. Carefully consider the operations of the Metro Ride and other travel modes during community planning and development activities.
    f. Continue to offer the opportunity for adjacent communities to purchase transit service from Metro Ride.
    g. Enhance the availability of long-distance and metropolitan area bus service within the City and improve its connections to Metro Ride routes.
    h. The City supports and encourages the use of transit to reduce traffic congestion, air pollution, and the need for parking spaces and to conserve energy.
    i. Encourage private developers to incorporate transit and pedestrian-friendly features into new residential, commercial, and industrial projects.
    j. Explore the feasibility of expanding transit service to include evenings and weekend days.
    k. Encourage higher density housing development in close proximity to transit routes and stations through implementation of appropriate zoning.
    l. Work with private landowners to encourage joint use of commercial parking lots for transit users.
    m. Identify suitable Park 'n' Ride sites and evaluate the feasibility of developing these facilities.
    n. As a long-term objective, work with the Wisconsin Department of Transportation and other agencies to bring passenger rail service to Wausau.

E. Fairly and equitable fund the maintenance and improvement of the transportation system.
    a. Request that Marathon County assume some level of financial responsibility for maintaining and improving many of the City's local arterial streets, especially those providing direct access to the surrounding areas.
    b. Maintain close contact with elected officials and State and Federal agency representatives to provide Wausau with financial assistance for specific transportation improvements.
    c. Consider amending assessment policies to reduce the assessment burden on individual property owners, possibly through reduced assessment proportions or an extension of the payment period of the assessment.
    d. Use borrowing to fund transportation projects to fairly distribute the costs of the project over current and future users.
    e. Continue to seek funding for transportation facility improvements from the Federal, State, and County levels of government.

DRAFT

Map #

Transportation

City of Wausau, Wisconsin

Legend

- US Highway
- State Highways
- County Highways
- Local Roads
- Railroad
- Airport
- Runways
- Bike Routes
- WATS Bus Service
- River Edge Trail

MERRILL AV
BUS HWY 51
MERRILL AV
WESTWOOD DR
STEVENS DR
N 6TH ST
BROWN ST
E WAUSAU AV
N 5TH ST
N 6TH ST
E BRIDGE ST
STARK ST
W BRIDGE ST
N 28TH AV
PINE RIDGE BLVD
PLAZA DR
N 3RD AV
N 1ST AV
N 1ST ST
GRANT ST
SCOTT ST
FRANKLIN ST
STEWART AV
S 17TH AV
FOREST ST
N 7TH ST
WASHINGTON ST
KICKBUSCH ST
GRAND AV
PROSPECT AV
MCINTOSH RD
S 72ND AV
STEWART AV
S 66TH AV
S 60TH AV
SHERMAN ST
W THOMAS ST
BOPF ST
CLEVELAND AV
S 3RD AV
TOWNLINE RD
IMM ST
RUDER ST
GRAND AV
WESTON AV
MALLARD LN
PARTRIDGE AV
KENT ST
E KENT ST
CAMP PHILLIPS RD
NORTH MOUNTAIN RD
ROBIN LN
EAGLE AV
RIB MOUNTAIN DR
LAKE VIEW DR
NORTHWESTERN AV
HUMMINGBIRD RD

NORTH

0 0.25 0.5 1 1.5 Miles

Comprehensive Plan

This map is neither a legally recorded map nor a survey of the actual boundary of any property depicted. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

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Chapter 5
Utilities and Community Facilities

Utilities and community facilities, provided by either public or private entities, are critical for community development. Utilities include electrical service, natural gas, and telephone service and cable communications, among others. Community facilities include educational institutions, libraries, services like police, fire, and emergency medical services, and health care facilities. Many of the utilities and community facilities in Wausau are designated on Map X.

Map X – Utilities and Community Facilities

Previous Plans and Studies

2025 Wausau Urban Area Sewer Service Plan

The Sewer Service Area Plan helps communities look at wastewater collection systems to adequately accommodate growth, to protect the communities' water supply through sound planning, and to assure that growth occurs in a cost-effective manner. The plan was written in 2007, and includes the City of Wausau as well as six other area municipalities.

Comprehensive Stormwater Management Plan

The Comprehensive Stormwater Management Plan is intended to improve area water quality by preventing harmful pollutants from being carried by stormwater runoff into local water bodies, and proposes specific solutions for areas of the City.

Comprehensive Outdoor Recreation Plan

The City of Wausau Comprehensive Outdoor Recreation Plan is intended to provide guidance to City staff and officials in the acquisition, development, and programming of parks, playgrounds, and special recreation areas throughout the City. The Plan focuses on the adequacy of existing facilities and the opportunities for future recreational facilities.

Utilities

Sewer and water services in the City of Wausau are provided by City-owned utilities. The utilities operate as a financially self-supporting enterprise fund with user charges paying for operation and maintenance costs and part of the capital improvement costs. As an enterprise operation, the utilities do not rely upon property taxes to support any of their activities. The utilities are governed by a five-member commission that includes three citizens, a Wausau Common Council member, and the Mayor. The water utility and the sewerage utility are maintained as two separate entities, although the same five individuals serve on each of the two utility commissions.

Wausau Water Works, the local sewer and water utility, has two divisions — a drinking water division and a wastewater division. The mission of the drinking water division is to provide clean, safe drinking water for the residents of Wausau. The mission of the wastewater division is to return clean water to the environment in compliance with all discharge requirements.

Wausau Water Works also strives to provide these essential services in the most efficient manner possible.

Sanitary Sewer Service

Wastewater generated by the City of Wausau, the City of Schofield, and a small portion of the Town of Stettin is conveyed to the Wausau wastewater treatment plant via approximately 200 miles of sanitary sewers. Although Wausau treats the wastewater generated in Schofield, it is not responsible for the wastewater collection system. The City of Schofield operates its own sewerage utility for this purpose. The Schofield utility also operates an independent water utility, which supplies water throughout the community. All wastewater from the Schofield system enters Wausau in a pipe near the Downtown Wausau Airport. Schofield's wastewater is monitored and a single bill is sent to the Schofield utility according to the amount of wastewater it generates.

Wausau has operated the entire Stettin wastewater system since 1986, when most of the Stettin Sanitary District was annexed to the City. Each of the remaining Stettin sewer customers have their own private wells, which prevents the City from monitoring the amount of water used by these customers. As a result, Stettin customers are billed for sewer service on a flat fee basis, while bills for City of Wausau customers are based upon the amount of wastewater produced.

Sewer Service Area

The City of Wausau has been part of local sewer service area planning, in conjunction with several other local communities, since the early 1980s. Having a current Sewer Service Area Plan is a requirement of the Wisconsin Department of Natural Resources (DNR) to receive wastewater treatment facilities' grants and administrative approval of sewer extensions.

The primary purpose of the plan was to establish a sewer service boundary for the Wausau Urban Area. The area encompassed by the City's sewer service boundary in 2004 is shown on Figure 6-1. The boundary sets the 20-year maximum limit for the extension of sanitary sewer services in a cost effective, environmentally sound manner. The sewer service boundary also functions as a community growth boundary for Wausau since all development in the City must have sanitary sewer service.

It should also be noted that the WDNR must approve all engineering plans for extending City sanitary sewers. Furthermore, the area these sewers will serve must be located within the City's sewer service or growth boundary, or the WDNR will not approve the engineering plans and, hence, the City will not be allowed to extend sanitary sewers into that area. In addition, the WDNR does not allow sewer extensions into wetlands, floodplains, or certain other environmentally sensitive areas unless there are no other cost effective alternatives and the WDNR is assured that there will not be any development within environmentally sensitive areas served by the sewer extensions. Thus, through the sewer service planning process, environmentally sensitive areas are protected and utilities are extended in a planned, cost effective manner.

Sewage Treatment and Collection Facilities

The Wausau Wastewater Treatment Plant is located on Adrian Street, on the west bank of the Wisconsin River. Prior to 1940, wastewater was discharged, untreated, into the Wisconsin

River. The primary treatment plant was built in 1940, with additions and upgrades over the years to improve the water treatment capabilities and improve the quality of water discharged into the Wisconsin River.

The current treatment plant is designed to accommodate an average annual daily flow of 8.2 million gallons. It operates at approximately 60 percent capacity, which is adequate to serve anticipated future development within the service area.

The wastewater collection system (pipe network and lift stations) is generally in good condition. Sewer pipes and mains are replaced and upgraded in conjunction with road reconstruction or in response to known problems. Generally, when the City extends its water distribution lines, sewer mains are also installed at the same time. The utility currently has 24 lift stations. Additional lift stations will be necessary to serve new annexations or developments that do not naturally drain to the waste water treatment facility.

Public Water Service

The Wausau Water Works has been providing safe, clean drinking water to City residents since 1885.

Service Areas and Supply

The utility serves only City of Wausau customers; water is not currently sold to any of the communities adjacent to Wausau. The City is working with the Town of Rib Mountain to provide them with an emergency back-up water supply. The City has also considered selling water wholesale to the Town of Weston. Nearly every year the utility extends service into new territory that was recently annexed to the City from the adjacent towns.

The water supply system consists of six wells and a central water treatment plant. All of the wells are located near the Wisconsin River. These wells range in depth from 95 feet to 160 feet and pump anywhere from 900 to 3,000 gallons per minute. The treatment plant helps ensure uniform water quality and is used to remove iron and manganese from the water. The plant also provides corrosion control, disinfection, and fluoridation. Air stripping towers remove any volatile organic compounds that might be present in the groundwater.

Currently, the water system is capable of delivering up to 10 million gallons of drinking water daily with peak hourly loading to 12 million gallons. In 2016, the utility served approximately 16,000 households and the utility pumped, on an average day, 5 million gallons of treated water through over 200 miles of water mains.

In the long run, Wausau Water Works hopes to extend the municipal well recharge area zoning district into portions of the adjoining Town of Maine, which is presently not regulated by this City zoning ordinance.

Water Storage Facilities

Water storage facilities consist of one elevated water tower, three ground reservoirs, and one clear well. There is one water reservoir on the east side of the Wisconsin River on Brown Street and three on the west side: at 12th Avenue and Elm Street, at 28th Avenue and West Wausau Avenue, and in the 6400 block of Highland Drive in the Industrial Park. A second elevated

water tower with the capacity of 250,000 gallons is located at 28th Avenue and West Wausau Avenue to meet the water service needs of this area of the City.

Water Distribution Systems

Water distribution is accomplished through a network of mains and water storage units that continuously supply water to all users. This distribution system consists of about 200 miles of various-sized water mains as well as valves, fire hydrants, reservoirs, and related appurtenances. The distribution system is in good working condition. Old mains are replaced in conjunction with road reconstruction where the service history of the main indicates replacement is warranted. The City has a capital improvement program to schedule funding for replacement of older water mains and other worn out system components.

Adequate water pressure is maintained throughout the distribution system by the water storage facilities and booster stations. Booster pumps are needed as the City expands to the east to provide water pressure in areas where the surface elevation approaches or exceeds 1400 feet above sea level.

Stormwater Management

The storm sewer system in the City of Wausau collects storm water from our streets and carries it, untreated, into local waterways. Stormwater management practices are put in place to do two things: 1) reduce the rate and/or volume of water and 2) remove pollutants from runoff. Reducing the rate and/or volume of water helps to prevent flooding when large volumes of water enter the storm sewer system at one time. Removing pollutants is essential to protect our natural waters, because runoff water picks up pollutants such as cigarette butts, trash, used oil, fertilizers, and garden clippings from streets and yards and carries them into the lakes and rivers.

To enforcing the Clean Water Act, the Wisconsin Department of Natural Resources developed the Wisconsin Pollutant Discharge Elimination System Storm Water Discharge Permit Program (WPDES). This program regulates discharge of stormwater from construction sites, industrial facilities, and some municipalities, including Wausau. Under this program, Wausau has a Phase II stormwater discharge permit, which requires the City to implement several different measures to educate residents and control pollution, among other things.

In 2009, the City adopted a Storm Water Management ordinance, which is Chapter 15.56 in the Wausau Municipal Code. The purpose of the ordinance is to "establish runoff management requirements that will diminish the threats to public health, safety, welfare, and the aquatic environment." Additionally, the City has a Stormwater Management Plan.

In April 2015, Wausau residents voted down a referendum asking "May the City of Wausau institute a fee for stormwater management, while removing the cost for this service from the tax levy?". The fee based approach would fund the conveyance, management, and pollution treatment of stormwater runoff by charging properties according to the amount of runoff they have. The referendum did not pass, and the system of funding the stormwater management program under the general revenue budget remains unchanged.

Wausau is a member of the North Central Wisconsin Stormwater Coalition (NCWSC), along with Marathon County, the Cities of Baraboo, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, and Wisconsin Rapids; the Villages of Kronenwetter, Rothschild, and Weston; and the Town of Rib Mountain. The Coalition works to address stormwater issues in these areas, coordinate and collaborate on education and outreach activities, and recommend policy and operational changes for cooperating local governments.

The Clean Water Act's Section 303(d) established the Total Maximum Daily Load (TMDL) program. The TMDL program identifies and restores polluted waters by detailing in a quantitative assessment the water quality problems and contributing sources of pollution. The TMDL determines how much a pollutant needs to be reduced to meet water quality standards, and provides the foundation for taking actions locally to restore a waterbody to fishable and swimmable standards. The Upper Wisconsin River TMDL is scheduled for completion in 2017. This plan specifies pollutant allocation limits for all dischargers in the watershed to achieve statewide water quality goals. Complying with the TMDL will require a reduction in stormwater runoff pollutants.

Natural Gas and Electric Utilities

Natural gas and electric service in the City of Wausau is provided by Wisconsin Public Service Corporation (WPS). WPS is based in Green Bay, WI and operates four power plants (Weston 1, 2, 3, and 4) located in the Villages of Kronenwetter and Rothschild. These plants provide up to 896 megawatts of coal-fired capacity. Weston 4, which began operating in 2008 uses clean coal technology, and is one of the cleanest power plants of its kind in the county.

Telecommunication Facilities and Services

Telecommunications services in the City of Wausau are provided by private companies such as T-Mobile, Verizon, AT&T, Cellcom, and TDS. Charter Communications is the largest provider of cable television in the area. There are three FCC Registered cell phone towers located in the City of Wausau and several cell phone antennae located on other towers, buildings, steeples, etc. around the City.

Solid Waste Management

The City of Wausau contracts with Harter's Fox Valley Disposal for garbage waste pick-up service. Garbage service is weekly and is coordinated with the bi-weekly recycling pick-up. Commercial and industrial properties contract for their own private waste management. Municipal, commercial and industrial waste is accepted at the Marathon County Landfill in Ringle. User fees collected at the landfill defray the cost of landfill operations.

The Marathon County Solid Waste Management Department is in charge of waste management for non-hazardous solid waste. It consists of the 575-acre landfill, recycling programs, composting, and waste-to-energy. The Marathon County Hazardous Waste Collection Site is the landfill in Ringle, where most County residents can drop off hazardous waste free of charge. Since 2005, Wausau residents must pay $75 per visit to this facility because the City no longer has its domestic solid waste taken to the County Landfill.

The City operates a yard waste drop-off site for City residents. The yard waste site is a gated facility and is open from April 1 through mid-November. Materials accepted at the site include

leaves, pine needles, grass, garden debris, tree branches, and brush. The City also has an annual Fall Leaf Pick-Up Program, usually from mid to late October depending on weather conditions.

Recycling

Recycling pick-up for residential property is provided by a private contractor (also Harter's) on a bi-weekly basis. Commercial and industrial property owners contract for their own private recycling services.

Community Facilities

Community facilities include an array of services and their associated facilities, associated with schools, libraries, public protection, and health care. This section describes the existing community facilities and services located in or used by the City of Wausau.

Primary and Secondary Schools

The vast majority of the City of Wausau is served by the Wausau School District. The remainder (a small portion of the southeast side of the City) is within the D.C. Everest School District. In 2015, the Wausau School District had 8,443 students, 184 fewer than in 2014. In 2015, the D.C. Everest School District had 5,926 students, 69 more than in 2014.

The Wausau School District has a pre-school center, 14 elementary schools (grades K-5), 2 middle schools (grades 6-8), 2 high schools (grades 9-12), and three charter schools. The district reports that most students attend the middle and high school on the side of the Wisconsin River where they reside. Residents who live on the west side of the river attend John Muir Middle School at 1400 Stewart Avenue and Wausau West High School at 1200 West Wausau Avenue, while residents who live on the east side of the river attend Horace Mann Middle School at 3101 North 13th Street, and Wausau East High School at 2607 N.18th Street.

In addition to the public school districts, there are several private schools located in the City of Wausau. Private schools include religious schools such as Faith Christian Academy, Hillside Christian School, Newman Catholic Schools, Our Savior's Evangelical Lutheran Grade School, and Trinity Lutheran Grade School. Private schools also include charter schools and other institutions such as Mountain View Montessori School. These schools had a combined enrollment of 916 students in 2014.

Post-Secondary Educational Facilities

Opportunities for post-secondary education in the Wausau area are provided by two state schools, the University of Wisconsin-Marathon County and Northcentral Technical College, and two private schools, Globe University and Rasmussen College. The University of Wisconsin-Stevens Point is the nearest four-year university, located about 40 minutes from Wausau, and offers a full range of undergraduate and graduate degree programs.

The University of Wisconsin-Marathon County (UW-MC) is located on Wausau's west side just off Stewart Ave and offers lower level (freshman and sophomore) college classes, leading to a baccalaureate degree. Associate Degrees are offered in Arts and Sciences, and Bachelor's Degrees (through collaborative degree programs with UW Oshkosh and UW Stevens Point) are

offered in Business Administration, General Studies, and Nursing. Enrollment in 2010-2011 was approximately 1,300 students.

Northcentral Technical College, (NTC), located on the northwest side of Wausau, has over 170 program offerings including two-year associate degrees that combine technical skills with general education, one- and two-year technical diplomas that provide hands-on-learning, and short-term certificates to improve jobs kills. Programs focus on business, technical, health, and industrial fields. Approximately 2,300 full- and part-time students attend classes, although more than 16,000 people take at least one class annually.

Libraries

Libraries promote lifelong learning, supporting populations not reached by traditional education including very young children and older adults. Libraries also increase access to computers and technology. The Marathon County Public Library (MCPL) system offers service to residents throughout the County. The MCPL is a member of the Wisconsin Valley Library Service. The MCPL main library is located in downtown Wausau.

The City of Wausau is served by the Marathon County Public Library system. The Wausau Headquarters Library, located on First Street in downtown Wausau, completed an expansion to 82,000 square feet in 1995. This new main Wausau Library is open seven days a week and offers over 555,800 volumes, including books, magazines and other materials, as well as internet access.

Public Protection

Police

The Wausau Police Department consists of three major components: patrol service, investigations bureau, and administrative services. The patrol service is responsible for responding to calls for service; in an average year the Department receives over 30,000 calls for service. The City is divided into six patrol sectors, which are covered 24 hours a day. Priority response time is within three minutes. The investigations bureau conducts crime scene and evidence management, criminal identification, intelligence, crime analysis, undercover operations, and follow up investigations. Administrative services establishes policy, manages expenses, holds public presentations, and fosters a positive public relations effort.

To improve communications between police and residents, the City utilizes a "Community Policing" philosophy. Under community policing, one officer is assigned a specific neighborhood as his or her regular beat. By working in one neighborhood, the officer gets to know the homeowners, families, and shopkeepers, and vice versa. Engaging the community and networking with citizens can help build mutual trust and cooperation.

The Department has a number of community programs that improve the quality of life for people in Wausau. These include child seat safety checks, the Citizen's Academy, CodeRED Alert notifications, school education programs including Safety City, and school safety zones.

In addition, the Police Department has an Emergency Police Unit which assists the department with traffic and crowd control. This all volunteer unit puts in over 3,000 hours of service each year assisting with parades, races, the Wisconsin Valley Fair, and other events as needed.

Fire and Emergency Response

The Wausau Fire Department responds to both fire and emergency medical calls, as all fire department members are cross-trained as Emergency Medical Technicians (EMTs) and some have Paramedic or Critical Care Paramedic certifications. In 2014 the Department responded to 4,491 Emergency Medical Services (EMS) requests and 2,117 responses with fire apparatus.

The Fire Department operates 24 vehicles, including the regional hazardous materials response vehicles. These vehicles are distributed in three strategically located fire stations across Wausau, making the average response time to in-City calls only four minutes. The City of Wausau maintains a Class 3 fire insurance rating.

In addition to the fire suppression, EMS, and hazardous materials services, the Department also has fire prevention services including fire safety education in the Wausau Public School System and an evacuation and fire safety speaker program for local groups and organizations. The Department has an Inspection Bureau which conducts fire inspections twice a year on all public buildings and places of employment and at special events and large gatherings. In 2015, this Bureau conducted 4,138 inspections.

E-911 Dispatch Service

The Marathon County Sheriff's Department Communications Division provides E-911 Dispatch for all Police, Fire, and EMS agencies in Marathon County, including the City of Wausau. The Communications Division services 84 user agencies and also provides alert paging support for the Emergency Management Office, District Attorney, and Medical Examiner's Office.

The communications system consists of 20 towers, 19 of which are linked by microwave and one by fiber optic cable. The towers provide radio service as well as high speed connectivity to the county's computer and phone network. The communications center is also responsible for activating public warning systems.

Health Care Providers

Wausau is served by two major hospitals and a number of other excellent clinics and medical facilities. The Aspirus Wausau Hospital is located in Wausau just west of Highway 51. The Ministry St. Clare's Hospital is located in nearby Weston. Marshfield Clinic has a large facility in Wausau, located near the Aspirus Wausau Hospital. In addition, primary care clinics and specialty clinics are located through the area.

Residents who are uninsured or underinsured have access to health, dental, and behavioral health services through a federally qualified health clinic, Bridge Community Health Clinic, in

Wausau. Eligible veterans can receive medical care and treatment through the United States Department of Veterans Affairs healthcare system which includes an outpatient clinic in Wausau.

Wausau is also home to North Central Health Care (NCHC), which provides outpatient, day hospital, community support, and inpatient services for mental/emotional problems; vocational, life skill training, early intervention, housing and care management services for the developmentally disabled; and assessment, individual and outpatient group counseling, intensive programming, day hospital, referral for residential and inpatient treatment, and education for alcohol and other drug problems. Services for detoxification and for persons suffering from problems with gambling addiction are also offered.

Parks

The City of Wausau has an extensive park system with mature parks as well as new park projects under development. The City park system is managed by the Wausau and Marathon County Parks, Recreation, and Forestry Department. Under the terms of this partnership between the City and County, the City of Wausau owns and pays for the costs of maintaining parks in Wausau, while the parks staff is organized as a Marathon County department. In addition, the City of Wausau has developed a policy of partnership with the Wausau School District on the use and maintenance of school recreational facilities. Parks in Wausau have one of two aims, to serve primarily the local neighborhood or to serve the entire City.

The Parks, Recreation, and Forestry Department maintains a Comprehensive Outdoor Recreation Plan, which is updated every five years. This Plan makes Wausau eligible for resources and grants to implement park improvement programs. For detailed information on the 33 parks located in Wausau, as well as recreational facilities needs, parks issues, and action items, see the Comprehensive Outdoor Recreation Plan.

Utilities and Community Facilities Issues

- **Utility Service Extensions** – Because current City policy only allows provision of public utility services after annexation, a schedule for utility extensions can only be developed on a short-term basis after a majority of residents and property owners in an area commit to annexing their land to the City. The locations of most of the anticipated 15- to 20-year utility extensions have been identified based upon the staff's knowledge of the area adjacent to the City and long-term growth trends. In most cases, however, the improvements will not be constructed unless those areas are annexed to the City. As discussed in the *Land Use* section, the City has very little control over the timing of annexations since the process relies entirely upon the desires of a majority of the residents and property owners in a particular area. The City cannot, by State law, initiate an annexation.

- **Groundwater Quality Protection** - Potential contamination of the City's municipal water supply at its source remains a concern of Wausau Water Works. Through broadening its public education and awareness programs, as well as expanding the City's regulatory land use controls beyond the current municipal limits, the probability of groundwater contamination should be mitigated.

- **Aging Infrastructure Replacement** – Many of the sewer collection and water distribution facilities in the City are quite old and replacing these facilities is a constant, costly endeavor for Wausau Water Works. Not only are older infrastructure facilities more likely to fail, they can also pose health risks, such as the lead lateral water lines to many older homes throughout Wausau. In addition, water main breaks require unscheduled improvements to the water main as well as unanticipated street repairs.

- **Sewer Service Area Plan Update** – As part of the comprehensive planning process, the City's WDNR-approved sewer service area plan should be updated to incorporate elements of the comprehensive plan and to also provide guidance for the City's development into the adjacent rural communities. The most recent update of the plan was approved by the WDNR in June, 1993, and many changes in the City's growth pattern, transportation facilities, industrial park development, and high school and middle school construction have contributed to the need to update this important growth area plan. In the update, there will be a projection or forecast of the additional territory that is likely to be annexed and sewered during the 20-year planning period, to 2025. Due to the overall uncertainty as to which parts of the adjacent towns are likely to be taken into the City, an expanded area within the sewer service boundary should be considered for adoption by the City and approval by the WDNR.

- **Limited English as a Second Language (ESL) Programs** - The Wausau School District and DC Everest School District both provide ESL programs. Given the increase in residents (and students) whose first language is not English, other districts in the County should provide ESL in their curriculum.

Utilities and Community Facilities Goal, Objectives, Actions

Utilities and Community Facilities Goal: ***The City of Wausau will provide high quality utilities and community facilities to all residents in a cost-effective and cost-efficient manner.***

A. Expand and improve the City's sewer and water utility systems in an efficient and cost-effective manner.

   a. Update the State-mandated sewer service area plan to include all land within the City's long-term (2050) growth area.
   b. Continue to implement the State and Federal mandated storm water management programs that are intended to reduce flooding and improve surface water quality.
   c. Continue efforts to establish a stand-alone stormwater utility.
   d. Implement policies and programs to meet the Wisconsin River TMDL requirements.
   e. Continue to develop and implement a variety of programs that will help to protect the City's municipal groundwater supplies from contamination.
   f. Continue to repair and replace elements of the sewer and water utility systems rather than responding strictly to emergency and crisis situations.
   g. Reduce health risks related to water and sewer infrastructure.
   h. Continue to coordinate utility improvement projects with street reconstruction projects.
   i. Explore opportunities to provide water booster systems and/or elevated storage facilities to serve areas of the City that cannot be served by the current public water system.
   j. Provide quality solid waste management services to residents of Wausau at a reasonable cost.
   k. Identify the need for new sewer lift systems to serve developing areas of the City and budget for associated costs to construct and maintain these facilities.
   l. Conduct annual inspections and evaluations of the existing sewer and water systems to assess and prioritize needed maintenance and improvements.
   m. Develop and implement an asset management system to help insure the integrity and reliability of the City's public sanitary sewer, potable water and storm water management utility systems.
   n. Reduce the cost to customers by working with other sewer and water service providers in the urban area to consolidate services or various elements of utility services.
   o. Continue to only provide utility services to vacant land and developed property after it is annexed to the City.

B. Locate and maintain public utility infrastructure, community facilities, and public services that improve the quality of life in Wausau.

   a. Continue to provide a high level of police, fire, and ambulance services.
   b. Consider the costs of providing police and fire protection when evaluating annexation requests, including potential negative impacts on the existing level of service to areas within the City's current boundaries.
   c. Explore the feasibility of developing a public community center that can be used by

many different groups for a variety of recreation, education, entertainment, meeting and other activities.

d. Support the Wausau School District and D.C. Everest School District in their efforts to provide educational services in a cost-effective manner, including the redefining of school district boundaries.
e. Participate in the Wausau School District and D.C. Everest School District long range planning activities for the development of facilities to meet changes in the student population.
f. Encourage other school districts within the Wausau Urban Area to offer English as a Second Language (ESL) as part of their educational curriculum.
g. Identify and evaluate locations for a possible public community center.
h. Provide park and recreation facilities that are safe, clean, attractive, and accessible.
i. Provide handicapped accessible, barrier-free recreation facilities where feasible.
j. Continue to implement the recommendations contained in the River Edge Master Plan Update.

DRAFT

Map #

Utilities & Community Facilities

City of Wausau, Wisconsin

Legend

- US Highway
- State Highways
- County Highways
- Local Roads
- Railroad

Airports

- Large General Aviation
- Grass Strip (Private)
- Public Water Supply
- Waste Water Treatment Plant
- High Voltage Powerline

- Substations
- Ambulance
- Boy Scout Camp
- Cemetery
- City Hall
- College
- Courthouse
- Emergency Operations Center
- Fire Station
- Girl Scout Camp
- Health Services
- Hospital

- Industrial Park
- Library
- Museum
- National Guard Armory
- Police Station
- Post Office
- School
- Sheriff Department
- Tech School
- Town Hall
- WI State Patrol
- Youth Camp

MERRILL AV
BUS HWY 51
WESTWOOD DR
STEVENS DR
N 6TH ST
BROWN ST
E WAUSAU AV
N 5TH ST
E BRIDGE ST
STARK ST
W BRIDGE ST
N 3RD AV
N 1ST AV
N 28TH AV
PINE RIDGE BLVD
PLAZA DR
FRANKLIN ST
GRANT ST
SCOTT ST
N 1ST ST
N 7TH ST
WASHINGTON ST
FOREST ST
KICKBUSCH ST
STEWART AV
S 17TH AV
GRAND AV
PROSPECT AV
MCINTOSH RD
S 72ND AV
S 66TH AV
SHERMAN ST
W THOMAS ST
BOPF ST
CLEVELAND AV
S 3RD AV
TOWNLINE RD
RUDER ST
IMM ST
WESTON AV
GRANDVIEW
KENT ST
E KENT ST
MALLARD LN
PARTRIDGE AV
NORTH MOUNTAIN RD
LAKE VIEW DR
NORTHWESTERN AV
CAMP PHILLIPS RD
ROBIN LN
EAGLE AV
RIB MOUNTAIN DR
HUMMINGBIRD RD

NORTH

0 0.25 0.5 1 1.5 Miles

Comprehensive Plan

This map is neither a legally recorded map nor a survey of the actual boundary of any property depicted. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

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