



OFFICIAL NOTICE AND AGENDA

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

Notice is hereby given that the CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the:

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU

Date/Time:

Thursday, January 14, 2021 at 5:15 p.m. 5:30 p.m.

Location:

City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS

Members:

Lisa Rasmussen (C), Lou Larson, Tom Neal, Debra Ryan, Jim Wadinski

AGENDA ITEMS FOR CONSIDERATION

1. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approval of minutes of the December 10, 2020 meeting.
 - B. Action on temporary easement with Bruce Buchkoski at 1202 and 1204 North 3rd Street.
 - C. Action on Stormwater Maintenance Agreement for Nidus Holding Company LLC at 201 North 17th Avenue.
2. Public Hearing: Discussion and possible action on vacating and discontinuing Hilltop Road north of Forest Valley Road to termini.
3. Discussion and possible action on temporary or permanent parking restrictions on the 300 block of 3rd Street for Valet Parking Program.
4. Discussion and possible action on naming a segment of roadway south of Single Avenue. (Deferred from the December 10, 2020 meeting.)
5. Discussion and possible action on parking restrictions in the 500 block of Franklin Street.
6. Discussion and possible action regarding establishing parking restrictions on Myron Street from Cleveland Avenue to McCleary Street and on Emter Street from Myron Street to Thomas Street.
7. Discussion and possible action regarding establishing parking restrictions in the 1000 block of South 12th Avenue.
8. Discussion and possible action regarding establishing parking restrictions in the 1000 block of South 15th Avenue.
9. Discussion and possible action on preliminary design alternatives for street infrastructure in the North Riverfront Area near the former Great Lakes Cheese property.
10. Discussion and possible action regarding 2021 Street Reconstruction Projects.
11. Follow-up on WPS street lighting / LED lighting.
12. Future Agenda Items.

Adjournment

LISA RASMUSSEN - Committee Chair

Due to the COVID-19 pandemic, this meeting is being held in person and via teleconference. Members of the media and the public may attend in person, subject to the social distancing rules of maintaining at least 6 feet apart from other individuals, or by calling 1-408-418-9388. The Access Code is 146 540 9761 and the password is 011421. Individuals appearing in person will either be seated in the Council Chambers or an overflow room, subject to the social distancing rules. Space available will be on a first come, first served basis. All public participants' phones will be muted during the meeting. Members of the public who do not wish to appear in person may view the meeting live over the internet on the City of Wausau's YouTube Channel <http://tinyurl.com/WAAMedia>, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at <https://tinyurl.com/wausaucitycouncil>. Any person wishing to offer public comment who does not appear in person to do so, may e-mail lori.wunsch@ci.wausau.wi.us with "CISM public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Chair.

This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 01/07/21 @ 3:30 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6590 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

Distribution List: City Website, Media, Committee Members, Mayor, Council Members, Assessor, Attorney, City Clerk, Community Development, Engineering, Finance, Inspections, Park Dept., Planning, Public Works, County Planning, Police Department, Wausau School District, Becher Hoppe Associates, AECOM, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell, Residents in the 500 block of Franklin, Residents on Myron St from Cleveland to McCleary, Residents on Emter St from Myron to Thomas, Residents in the 1000 block of South 12th Ave, Residents in the 1000 block of South 15th Ave.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: December 10, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson, Wadinski, Ryan (Neal was absent)

Also Present: Mayor Rosenberg, Lindman, Wesolowski, Niksich, Alfonso; *By WebEx*: Buckner

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

CONSENT AGENDA

- A. Approve minutes of the November 12, 2020 meeting**
 - B. Action on Preliminary Resolution for 2021 Street Construction Projects**
 - C. Action on Preliminary Resolution for 2021 Alley Paving Project**
 - D. Action on No-Build Area Easement with Polywood Properties**
-

Larson moved to approve the consent agenda items. Wadinski seconded and the motion carried 3-0.

At this time, Ryan entered the meeting.

Discussion and possible action on naming a segment of roadway south of Single Avenue

Lindman explained when Townline Road was reconstructed, the driveway between the railroad tracks was closed down due to safety issues. Trucks now need to use Single Avenue and there has been some confusion on addressing. Staff felt it best to name this segment of roadway. A list of possible names was sent to Marathon County to avoid duplication. Staff recommends Precision Way.

Gordon Rohde owns the property that was 936 Townline Road. The driveway off Townline was closed off and now trucks have to be routed onto Single Avenue. There was no name for this section of street. A sign with just the addresses was going to be installed. Rohde knows the truckers will have a hard time finding it. He called Hebert and asked him to name the road. Staff wants to name it after his tenant. Rohde owns 7 acres of property from Townline Road to the residential area on Single. His tenant has 3 years left on his lease. Rohde has been there 25 years and will be there a long time. Rohde has put a lot of improvements into the property, lost the driveway and now has maintenance from vehicles coming in this way. It is a gravel road and not made for that traffic. He's hoping the road would be named Rohde. If they chose Precision because of the business, he runs two businesses in this location. His second choice would be to name after one of his businesses there; Secor or Rohde Motor Sports.

Rasmussen explained naming public facilities and infrastructure for individuals typically only happens when an individual has made a significant historic contribution to the community. In this particular area, a number of the streets are named for City founders. We do not often name municipal infrastructure for individual land owners. Rohde does not know the history of the other streets in the neighborhood. He hasn't been there for 50 years; he has been there for 25 years. Anderson Johnson was there since 1903 and he doesn't see Anderson or Johnson names in the neighborhood. Precision is a tenant of his that is not going to be there as long as he is. He would appreciate naming it Rohde or one of his two business names.

Rasmussen asked if Marathon County has vetted Precision Way for duplication. Lindman replied there is a Precise or something similar in Stratford. He hasn't checked with the County regarding Secor or Motor Sports. He does not believe there is a Rohde Way.

Rasmussen is concerned with naming a street for an individual, and particularly in this situation. In the interest of safety, this committee was asked to close the driveway off Townline Road. The driveway was closed and it caused a legal battle between Mr. Rohde and the City of Wausau. That law suit was not successful. She is someone who wants to recognize historic contributions to the public when naming a facility for an individual. A law suit against a municipality is not the history that you want to commemorate. She would like a more

generalized street name.

Ryan noted there is a Precision Body and Frame in Schofield and a Motor Sports in Brokaw; which could cause confusion. She does not know the history and suggested tabling this item. Rasmussen feels it shows integrity on the part of the City to reserve the naming of public space and there is value in maintaining history. Part of the reason we did not want to rename Stewart Avenue to University Avenue was to protect the history of the Stewarts. If there was a significant historical contribution that serves the greater good, we would be keeping with past precedence. We would go down a slippery slope when naming a public thoroughfare or access point for an individual just based on the fact that they have owned the parcel for a period of time. It is not about the longevity it is about the lifelong contribution made to the municipality. She feels it would be wise to defer action to the next meeting to allow time to research a more general name.

Wadinski agrees with holding off. He is not opposed to Precision Way but feels that would be for a larger industrial area. We could pick something related to a historical businesses that was there in the past, or relate it to the current land owner somehow. He feels a personal name and the current suggestion is not quite right.

This item will be brought back in January.

Discussion and possible action on establishing two additional temporary 15 minute parking spaces in the 300 block of North 3rd Street or relocating the existing two temporary 15 minute parking spaces within the 300 block of North 3rd Street

A request was received from Compass Properties knowing the pandemic is not going away. A number of restaurants are serving customers with carryout and curbside pickup. They need a little more space to accommodate that with the number of restaurants that are close together.

Larson asked if this was the block where Politos is located and Rasmussen confirmed. They are asking for 2 more spots and there are 2 existing.

Larson moved to approve establishing two additional temporary 15 minute parking spaces in the 300 block of North 3rd Street. Seconded by Ryan.

Wadinski feels this is a good idea. He always thought there should be more short-term, less than two-hour parking downtown to get traffic changed over. Alfonso questioned the location of the spaces. Rasmussen said the request was midblock. Lindman clarified the two spaces on the ends of the block would stay. The two temporary spaces would be placed midblock next to each other.

There being a motion and a second, motion to approve establishing two additional temporary 15 minute parking spaces in the 300 block of North 3rd Street carried unanimously 4-0.

Discussion and possible action on dedication of right-of-way for Fulton Street extended

The extension of Fulton Street was constructed this summer. Every year Engineering has to report roadway mileage to the State. Fulton Street was extended on City-owned property but was not dedicated as right-of-way. This is a formality to update the official map and designate the roadway as right-of-way. We can then collect money from the State for road mileage.

Wadinski moved to approve the dedication of right-of-way for the Fulton Street extension. Seconded by Ryan and the motion carried unanimously 4-0.

Discussion and possible action on potential capital projects using unspent 2020 funds and prioritization of funding

Staff brainstormed projects should 2020 money become available for 2021 and provided a list for a total of

\$800,000. We are not sure how much money will be left over from 2020 so this is just a starting point. Lindman explained one thought was for different departments to establish ideas if a surplus is available. Eventually the Council would determine where the money is spent. Rasmussen suspects the list provided may have to be trimmed right away as Groat is expecting the surplus to be around \$600,000. This is not knowing yet where we finish with snow. Also, we do not know what other departmental needs there are.

Rasmussen said the good thing about the 2021 budget is this is the first time that all the streets proposed made the cut. She feels we have a decent amount of road projects going forward and they are spread over town for a diverse impact. One thing on the CIP list that we wanted to fund but were unable to was the facility plan for DPW. There are employee concerns and DPW has retention and recruiting issues based on the facility.

Larson has toured the DPW facility and has been to other facilities. The facility we have for our equipment is outdated and they can't fit a lot of the equipment in. Many people think we are always giving stuff to the Fire Department and we just gave new guns to PD; we need to do something here. We have millions of dollars of equipment parked outside that should be inside. Trucks are stacked up; five to six trucks have to be moved to get one vehicle out. He feels we need to move forward with this as quickly as possible.

Rasmussen agrees and stated we already have an extensive budget for streets, asphalt overlay, pothole repair and concrete joint repair. She questioned when the facility would score its way up CIP. Mayor Rosenberg wanted the committee to know a fleet study is being completed. There has been a lot of talk about the garage and being able to use the fleet study to determine what DPW will need. The results of the study are expected early next quarter.

Ryan is not familiar with the facility plan. She would be interested in what the study comes up with and if it would be better to have a second location. She noted the Sears building as it is across the street from the jail, an area retail or housing does not want to be. Larson asked if there were still plans to purchase Wausau Engine. Lindman indicated there have been conversations with the owner, but they are just discussions at this point. Rasmussen said there is value in having Wastewater and DPW located together. DPW needs a fair amount of space and cannot just be anywhere. The site they have can be made larger with minor land acquisitions and might be a cheaper way to go rather than acquiring land for a new or secondary site. Finance just talked about LED light conversation making our way through a city-wide transition over a cycle of 5 years. If there are project savings from other areas we could look at extra asphalt overlay. Rasmussen questioned if \$150,000 would get a couple of blocks of asphalt overlay. Wesolowski said it depends upon the type of overlay – a full mill and overlay or partial mill and skin patch. He noted that Bridge Street from 3rd Avenue to 17th Avenue is 4-lanes wide and in need of an overlay. It would probably be a half million just for that stretch. Rasmussen would like to get the biggest bang for the buck. \$150,000 to overlay with a massive backlog of infrastructure would maybe get a block or two. Once the facility problem is solved it stays solved for decades. Larson added that DPW is in the process of repairing a boiler from 1960. Rasmussen said prior Councils have taken tours of the facilities, which is a benefit to understand the needs. Larson is all for setting aside money for DPW and highly recommends Council members take a tour.

Wadinski would be for putting towards that project but he thinks LED lighting should be a priority. It will save money in the long run and makes areas safer. Rasmussen said the facility plan and LED upgrades add up to \$400,000. If Groat's projection is right regarding a surplus of \$600,000, it would be aggressive to earmark \$800,000. Rasmussen suggested being conservative and if we find out we have more money than expected, we can come back to the project list. Wadinski likes that idea and if we do get more money, he would suggest putting it to the facility plan and LED lighting. The more we put LED in, the more we will save. Rasmussen added it is a one-time fix. Ryan noted that LED is not just needed downtown; in the neighborhoods it would be more of an impact. There may be some incentives from Focus on Energy. For an average home, a LED bulb has an 18 year life span and reduces electricity by 75%. She asked if City staff or WPS would complete the conversion. Wesolowski explained the \$75,000 would be used to swap out the downtown decorative lighting. This would be done by the City electricians. Ryan said 4th and Elm was swapped out within the last year or two by WPS. Wesolowski indicated the wooden poles are owned by WPS and they would swap those out. Rasmussen asked if they are cheap to convert. Wesolowski is unsure what WPS charges. He added that a LED conversion project was approved in the budget; 3rd Avenue from Stewart to Thomas will be converted to LED.

Rasmussen said LED brightens areas and enhances the perception of safety. She would like staff to come up with a plan to have a sector approach to convert areas to LED.

Wadinski spoke of a light in his neighborhood that went out. It took WPS a month to get there and only took 10 minutes to replace. He feels upgrading the decorative lights in the downtown is a good idea but would like to think about completing the entire city. Wesolowski noted that the City pays a flat rate per WPS pole. WPS decides when they change them out. We really wouldn't get a cost savings but it does provide a brighter light at the intersections. He does not believe WPS has an active plan to replace lights; when a light is burned out they replace it with LED. Wesolowski will touch base with WPS on their policy and request to have a representative at the next meeting.

Lindman stated the City has been working on this for a number of years. We have been focusing on the high density lights downtown, the low level decorative lights throughout the city and the parking ramps. All the lights have been ordered for the Jefferson Ramp and we received a Department of Energy Grant to pay for those. We are doing fairly well as far as the changeover of high dense areas. There are no mid-block lights in Larson's neighborhood. He questioned what it takes to get poles installed midblock. Wesolowski spoke of the policy that CISM established. On existing streets, the policy is to place lights at the intersection. Placing lights midblock is based upon on length between intersections. Rasmussen talked about years past when requests would come to committee. Most would get denied because the street was too short. Changing the light on the corners to LED sometimes has solved the problem. Wesolowski said the requests used to come to committee but then a policy was established. Staff uses guidelines to determine if a light should be installed. Sometimes WPS has an overhead pole a light can be placed on. It becomes expensive if there isn't an overhead pole in place. WPS will charge to put up a pole and run power. Wesolowski will send the criteria to committee members.

Wadinski noted that when the light in his neighborhood was changed to LED, the mid-block neighbor said it made a big difference. When this comes back, he wants to verify if the WPS lights are a contracted rate. He asked if the city-owned lights are different. Wesolowski replied the city-owned lights do see a savings when changed over.

Ryan thought the decorative lighting costs \$6,000 to \$8,000 a pole compared to the cost of an overhead light. She feels we should get WPS involved, renegotiate, and work on grants from WPS as they promote energy conservation. Later on Wesolowski had clarified decorative poles are about \$5,000 a pole, which includes wire and conduit.

Larson talked about the 70 decorative lights on 1st Avenue. He asked if the lights prior to the reconstruction project were city-owned. Wesolowski said if the lights were at the intersections they were WPS owned. Any new lights the City has put in within the last eight years are LED. Larson feels we could have gotten by with 35 lights in that project. Rasmussen said the area had safety concerns. The district asked Alder Nutting to look at better lighting. The shorter lights need to be closer together as they do not throw as much light as the taller poles. Rasmussen added that the River District wanted a different look from the downtown to create a sense of place and perception of safety. She noted STP Urban funding was obtained for 1st Avenue. We were able to make a more substantial investment in the aesthetics of the street.

Ryan was contacted by a constituent from 11th Avenue who does not feel safe crossing Stewart Avenue to get to Marathon Park. She wondered if a study could be considered for signal upgrades with push buttons. Per Rasmussen, 12th and Stewart has been talked about at committee a number of times. Wesolowski indicated Stewart Avenue is a connecting highway and has to go through the DOT. When a study was done several years ago, it did not meet signal warrants. The signal upgrades on the staff report were referring to existing signals. He provided the example of Townline Road and Grand Avenue. The left turn signal for eastbound only operated between 3:00 and 5:00 pm. New technology was tried where pucks are placed in the ground versus the signal loops. It cost about \$7,000. If we had to put in loop detectors it would cost a lot more. The electricians would like more money to place pucks at other intersections. Ryan's constituent had asked about reducing speed on Stewart Avenue as an alternative to signals. Rasmussen said we could revisit the discussion on 12th and Stewart at some point.

Future Agenda Items

Alderman Kilian has been contacted by residents looking for a two-hour parking restriction at 5th and Franklin. This may come forward in January.

Ryan drove by the proposed alley paving project along Cedar Street. There are springs in this area and people are directing their water into the alley. She questioned if the spring needs to be addressed before paving. Niksich explained this was brought forward during the reconstruction of Cedar Street. During that project, a 12” storm pipe was stubbed out to the alley. We will be getting property owners an area to tie their sump pumps into it. The alley paving project is taking into account the stormwater issues.

Rasmussen noted the January meeting will start at 5:30 pm.

Adjourn

Larson moved to adjourn the meeting. Ryan seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:15 p.m.

Agenda Item No.
1B

STAFF REPORT TO CISM COMMITTEE – January 14, 2021

AGENDA ITEM
Action on temporary easement with Bruce Buchkoski at 1202 and 1204 North 3 rd Street
BACKGROUND
The City owns the parcels described above. This is a renewal of an existing temporary limited easement which allows the owner of 1206 N. 3 rd Street to access the back side of his property across the City lots.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the temporary limited easement.
Staff contact: Allen Wesolowski 715-261-6762

**TEMPORARY EASEMENT AGREEMENT FOR THE USE OF CITY PROPERTY FOR TEMPORARY
ACCESS TO PROPERTY OWNED BY BRUCE BUCHKOSKI**

THIS AGREEMENT (the "Temporary Easement Agreement") made this ____ day of _____, 2021, by and between City of Wausau, a municipal corporation of the State of Wisconsin, herein referred to as "CITY," and Bruce Buchkoski, herein referred to as "GRANTEE".

WITNESSETH:

WHEREAS, GRANTEE wishes to establish, operate, and maintain temporary access to GRANTEE'S land over land owned by CITY at 1202 AND 1204 N. 3rd Street; and

WHEREAS, CITY will allow such access as a temporary easement on CITY's property upon certain terms and conditions as hereinafter enumerated.

NOW, THEREFORE, the parties hereto agree as follows:

1. CITY hereby grants to GRANTEE, at no charge, a temporary nonexclusive easement (the "Easement") over and across the area outlined on attached map at 1202 and 1204 N. 3rd Street, Wausau, Wisconsin, as delineated on "Exhibit 1" which is attached hereto and incorporated herein by reference (the "Temporary Easement Area"), for the purpose of establishing, operating, and maintaining temporary access for the benefit of the GRANTEE to land owned by GRANTEE at 1206 N. 3rd Street.
2. GRANTEE shall be responsible to maintain the improvements in the Temporary Easement Area and, if GRANTEE fails to adequately maintain the Temporary Easement Area and its improvements, CITY may provide GRANTEE with a written notice setting forth the needed repairs, improvements, or maintenance. If it is determined that work is, in fact, needed in the Temporary Easement Area and if GRANTEE does not commence such work within five (5) working days from the date of receipt of the aforesaid written notice and such failure to commence such maintenance or repair work is not due to a cause beyond GRANTEE's control, then CITY may perform such work and GRANTEE shall reimburse CITY for all costs which are reasonably incurred by CITY in performing such work.
3. GRANTEE shall maintain in effect at all times during the term of this Temporary Easement Agreement a policy of commercial general liability insurance to insure against injury to property, person, or loss of life arising out of use of the Temporary Easement Area with limits of coverage that are reasonably acceptable to CITY. GRANTEE shall provide CITY with a certificate of insurance showing that CITY is an additional insured under such commercial general liability insurance. The policy of commercial general liability insurance shall contain a supplemental endorsement covering contractual liability voluntarily assumed by GRANTEE under this Temporary Easement Agreement. No such policy of commercial general liability insurance shall be terminated except after thirty (30) days' prior written notice to CITY. At least thirty (30) days prior to the expiration of such policy of commercial general liability insurance, GRANTEE shall furnish CITY with evidence of the renewal of such policy.
4. GRANTEE agrees to release, indemnify, and hold harmless CITY, and CITY's employees, agents, and officers, from and against any and all judgments, damages, losses, costs, claims, expenses, suits, demands, actions, and/or causes of action of any kind or of any nature which may be sustained or to which they may be exposed by reason

of injury or injuries to anyone, or of the death or deaths of anyone, or by reason of any personal injury and/or real or personal property damage, or by reason of any other liability imposed by law, or by anything or by anyone else upon the above-referenced entities and/or individuals as the result of and/or due to the operations, actions, or omissions of GRANTEE or the public in connection with the use of the Temporary Easement Area; or on any adjacent premises owned by CITY and/or as a result of and/or due to the presence of CITY on the Temporary Easement Area; specifically included within this release, indemnification, and hold harmless are attorneys' fees and other costs of defense which may be sustained by and/or occasioned to the above-referenced entities and/or individuals.

5. CITY agrees to release, indemnify, and hold harmless GRANTEE, and GRANTEE's employees, agents, officers, and officials (whether hired, appointed, or elected), from and against any and all judgments, damages, losses, costs, claims, expenses, suits, demands, actions, and/or causes of action of any kind or of any nature which may be sustained or to which they may be exposed by reason of injury or injuries to anyone, or of the death or deaths of anyone, or by reason of any personal injury and/or real or personal property damage, or by reason of any other liability imposed by law, or by anything or by anyone else upon the above-referenced entities and/or individuals as the result of and/or due to the operations, actions, or omissions of CITY on the Temporary Easement Area; specifically included within this release, indemnification, and hold harmless are attorneys' fees and other costs of defense which may be sustained by and/or occasioned to the above-referenced entities and/or individuals.
6. This Temporary Easement Agreement shall be effective as of the day and year first above written and, unless earlier terminated by CITY, shall expire as of December 31, 2022 or shall terminate and become null and void should the GRANTEE no longer own the property, whichever comes first. CITY reserves the right to cancel this Temporary Easement Agreement at its sole discretion upon thirty (30) days' prior written notice to GRANTEE. Upon receipt of such notice, GRANTEE will have thirty (30) days to cease its use of the Temporary Easement Area, to remove all improvements which GRANTEE has installed on the Temporary Easement Area, and to restore the Temporary Easement Area to the condition which it was in as of the day and year first above written.
7. This Temporary Easement Agreement shall be construed and enforced in accordance with the internal laws of the State of Wisconsin.
8. All notices to either party to this Temporary Easement Agreement shall be delivered in person or sent by certified mail, postage prepaid, return receipt requested, to the other party at that party's last known address. Either party may change its address for notice by providing written notice to the other party.
9. Enforcement of this Temporary Easement Agreement may be by proceedings at law or in equity against any person or persons violating or attempting or threatening to violate any term or condition in this Temporary Easement Agreement, either to restrain or prevent the violation or to obtain any other relief. If a suit is brought to enforce this Temporary Easement Agreement, the prevailing party shall be entitled to recover its costs, including reasonable attorney fees, from the nonprevailing party.
10. Nothing in this Temporary Easement Agreement shall be deemed to be a gift or dedication of any portion of the Temporary Easement Area to the GRANTEE whatsoever.

IN WITNESS WHEREOF, this Temporary Easement Agreement has been duly executed the day and year first above written.

CITY OF WAUSAU

Bruce Buchkoski

Katie Rosenberg, Mayor

Leslie M. Kremer, City Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2021, the above named Bruce Buchkoski, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin
My commission: _____

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2021, the above named Katie Rosenberg, Mayor, and Leslie M. Kremer, City Clerk for the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin
My commission: _____

This instrument was drafted by Anne L. Jacobson,
City Attorney for the City of Wausau,
407 Grant Street, Wausau, WI 54403-4783

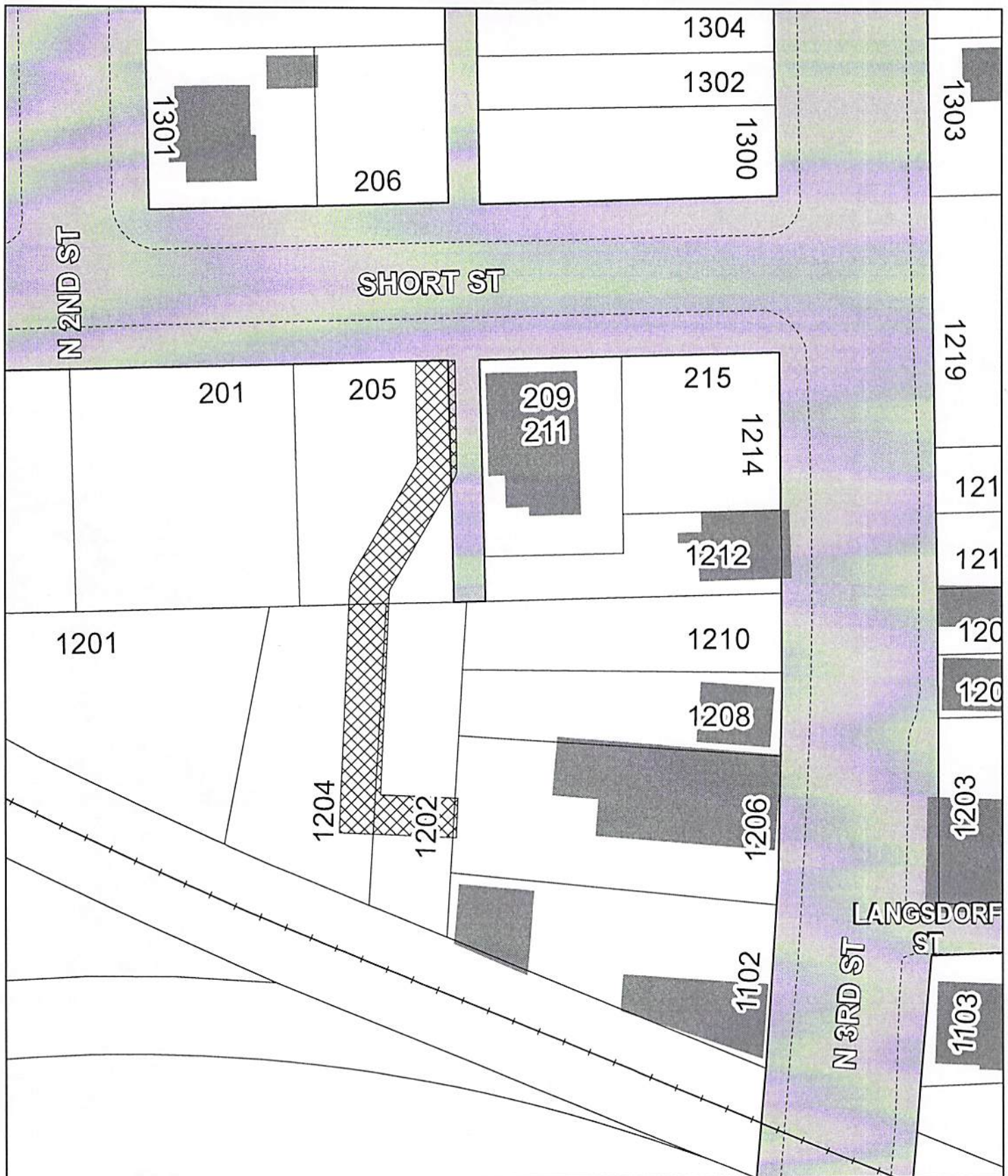
**Legal Description for Proposed Easement
City of Wausau to Bruce Buchkoski
291-2907-252-0322
291-2907-253-0991
291-2907-253-0992**

Part of Block 10, A. Warren Jr's. Second Addition to Wausau, and part Lot 1 of Certified Survey Map No. 6940 recorded in the Office of Register of Deeds for Marathon County in Volume 26 of Certified Survey Maps on Page 133, and part Lot 1 of Certified Survey Map No. 7345 recorded in the Office of Register of Deeds for Marathon County in Volume 28 of Certified Survey Maps on Page 118, all in Section 25, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

A 15 foot wide strip of land centered on the following described centerline:

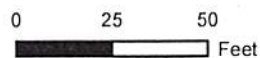
Commencing at the Northeast corner of Lot 24, said Block10;

Thence S88°20'15"W, along the North line of said Lot 24, along said North line extended Westerly, and along the North line of Lot 1, said Block 10, 131.00 feet to the point of beginning of said centerline; thence S01°05'51"E, 41.00 feet; thence S30°21'30"W, 51.12 feet; thence S02°33'57"W, 87.00 feet; thence S87°26'03"E, approximately 37 feet to the easterly line of said Lot 1 of Certified Survey Map No. 6940, and the end of said centerline. .



Map Date: January 14, 2020

City of Wausau
Marathon County Wisconsin



Legend

-  Proposed Easement
 Parcels
 Building Footprints
 Road Edge
 Right-of-Way
 Railroad

Map Location



AGENDA ITEM
Action on Stormwater Maintenance Agreement for Nidus Holding Company LLC at 201 North 17 th Avenue
BACKGROUND
Nidus Holding Company, LLC is planning to construct an addition and redevelop portions of the existing Plaza Hotel. This consists of maintaining the existing circular hotel portion of the building, north parking lot and existing driveway entrance. Additionally, the project will include a building addition to the south, additional parking and greenspace. To meet city stormwater requirements, site stormwater will be managed through a combination of catch basins with sumps and a biofilter device. To ensure properly functioning post-stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a biennial basis. The attached maintenance agreement is attached for your review.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approval of the stormwater maintenance agreement.
Staff contact: TJ Niksich 715-261-6748

AGREEMENT FOR THE MANAGEMENT AND
MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this _____ day of _____, 20__, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and _____,

a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

WHEREAS, CITY has an interest in and an obligation for the development, management, and maintenance of stormwater facilities within the corporate limits of the City of Wausau, which interest and obligation is evidenced in CITY's stormwater management ordinance and in this agreement which is being entered into pursuant to that ordinance; and

WHEREAS, OWNER wishes to construct certain buildings on land in the City of Wausau, and as an inducement for CITY to grant to OWNER a permit to construct these improvements, OWNER wishes to enter into this agreement for the management and maintenance of a stormwater facility; and

WHEREAS, the specific provision of the Wausau Municipal Code which provides for stormwater management is Chapter 15.56 of the Wausau Municipal Code, which code provides for the routine and extraordinary post construction maintenance of a stormwater management facility, and such a facility is being herein installed for the use and benefit of the development of OWNER's property, and this agreement will specifically provide for the management and maintenance of that stormwater facility.

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.
3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

Recording Area

Name and Return Address

City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER:

By: Jay Car

By: _____

CITY OF WAUSAU:

By: _____
Katie Rosenberg, Mayor

By: _____
Leslie Kremer, Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 10th day of December, 2020, the above-named Jay Seet Manik ^{Guardian}
~~and~~ VIA of Nidus Holding Company LLC, to me known to be
the person(s) who executed the foregoing instrument and acknowledged the same.

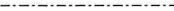
CALLIE L FULLINGTON
NOTARY PUBLIC
STATE OF WISCONSIN

Callie L Fullington
Notary Public, Wisconsin
My commission: Expires 01/26/2021

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20____, the above-named Katie Rosenberg, Mayor,
and Leslie Kremer, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument
and acknowledged the same.

Notary Public, Wisconsin
My commission: _____

SITE LINE LEGEND	
	PROPERTY LINE
	SETBACK LINE
	EASEMENT LINE
	EXISTING INTERMEDIATE CONTOUR
	EXISTING INDEX CONTOUR
	NEW INTERMEDIATE CONTOUR
	NEW INDEX CONTOUR
	PAVEMENT
	FENCE
	STORM DRAIN
	SANITARY SEWER
	WATER
	GAS
	ELECTRICAL POWER
	UNDERGROUND ELECTRICAL POWER
	UNDERGROUND FIBER OPTIC
	TELEPHONE
	UNDERGROUND TELEPHONE
	CABLE
	EDGE OF TREES OR SHRUBS

NOTE: ALL LINE TYPES MAY NOT BE USED IN THIS SET



WISCONSIN STATUTE 182.0175 (1974) REQUIRES A MINIMUM
OF THREE (3) WORKING DAYS NOTICE PRIOR TO EXCAVATION.

1. CONTRACTOR TO OBTAIN RIGHT-OF-WAY EXCAVATION PERMIT PRIOR TO BEGINNING SITE WORK.
2. CONSTRUCTION FENCING TO BE INSTALLED AROUND ENTIRE CONSTRUCTION SITE. COORDINATE WITH OWNER FOR FENCING, GATE LOCATIONS AND APPROPRIATE SIGNAGE INSTALLATION.
3. REFER TO OTHER PROJECT PLANS AND INFORMATION RELATED TO THIS PROJECT PRIOR TO BEGINNING ANY GRADING WORK.
4. CONTRACTOR SHALL LOCATE ALL UTILITIES THAT MAY AFFECT THEIR WORK AND NOTIFY OWNER OF ANY POTENTIAL CONFLICTS.
5. CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED ELEVATIONS PRIOR TO START OF CONSTRUCTION. VERIFY CRITICAL ELEVATIONS TO ENSURE CONFORMANCE WITH GRADING PLAN PARTICULARLY WITH WALK AND DRIVEWAY PAVEMENTS TO REMAIN. MEET EXISTING GRADES ALONG STREETS, PROPERTY LINES AND DRIVEWAY ENTRANCES. RESTORE ALL EXISTING PAVEMENTS THAT REMAIN TO THEIR ORIGINAL, IF NOT BETTER CONDITION. NOTIFY OWNER OF ANY CONFLICTS.
6. CONTRACTOR SHALL COORDINATE GRADING AND INSTALLATION OF DRAIN IN RIGHT-OF-WAY (R.O.W.) WITH APPROPRIATE GOVERNMENT AGENCIES. OBTAIN APPROPRIATE PERMITS FOR GRADING AND DRAINAGE IN ALL R.O.W.
7. ANY PROPERTY IRONS THAT ARE DISTURBED IN THE GRADING PROCESS SHALL BE RESET BY A LICENSED LAND SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.

[illegible]

C301

EXHIBIT B

STORM WATER FACILITIES MAINTENANCE SCHEDULE AND PROCEDURES

FOR

Plaza Hotel Addition and
Alteration
201 North 17th Avenue
Wausau, WI

Lot 2 of Parcel 1 of CSM 8538 Recorded May 15, 2020 as Document Number 1803980, in Volume 33 of CSM, page 106, in the office of Register of Deeds for Marathon County, WI; being located in the NE ¼ of the SE ¼ of Section 27, T29N, R7E, City of Wausau, County of Marathon, State of Wisconsin

The Land Owner, Jayjet Govardhan, their successors, and assigns, shall inspect and maintain the following structural and/or non-structural storm water treatment measures. Maintenance inspections by the Owner shall take place at a minimum of twice per year, typically spring and fall, following Owner's acceptance of the Project from the Site Contractor. Owner shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed within the storm water facilities depicted in **Exhibit A**.

1. DEBRIS:

- a. Removal of trash, debris, and noxious weeds should be done on a regular basis to maintain aesthetics and functionality of the stormwater facilities on the site.

2. STORM SEWER PIPES AND STRUCTURES:

- a. Remove accumulated sediment and/or debris from the storm sewer structures, piping, sumps, curb gutters, inlets and outfalls on the site.
- b. Repair inlet/outlet areas that are damaged or show signs of erosion.
- c. Any repairs must restore component to the specifications of the original plan.

3. RIPRAP:

- a. Inspect riprap and repair/replace as needed to protect from erosion and maintain function of riprap.
- b. Any repairs must restore component to the specifications of the original plan.

4. BIORETENTION BASIN

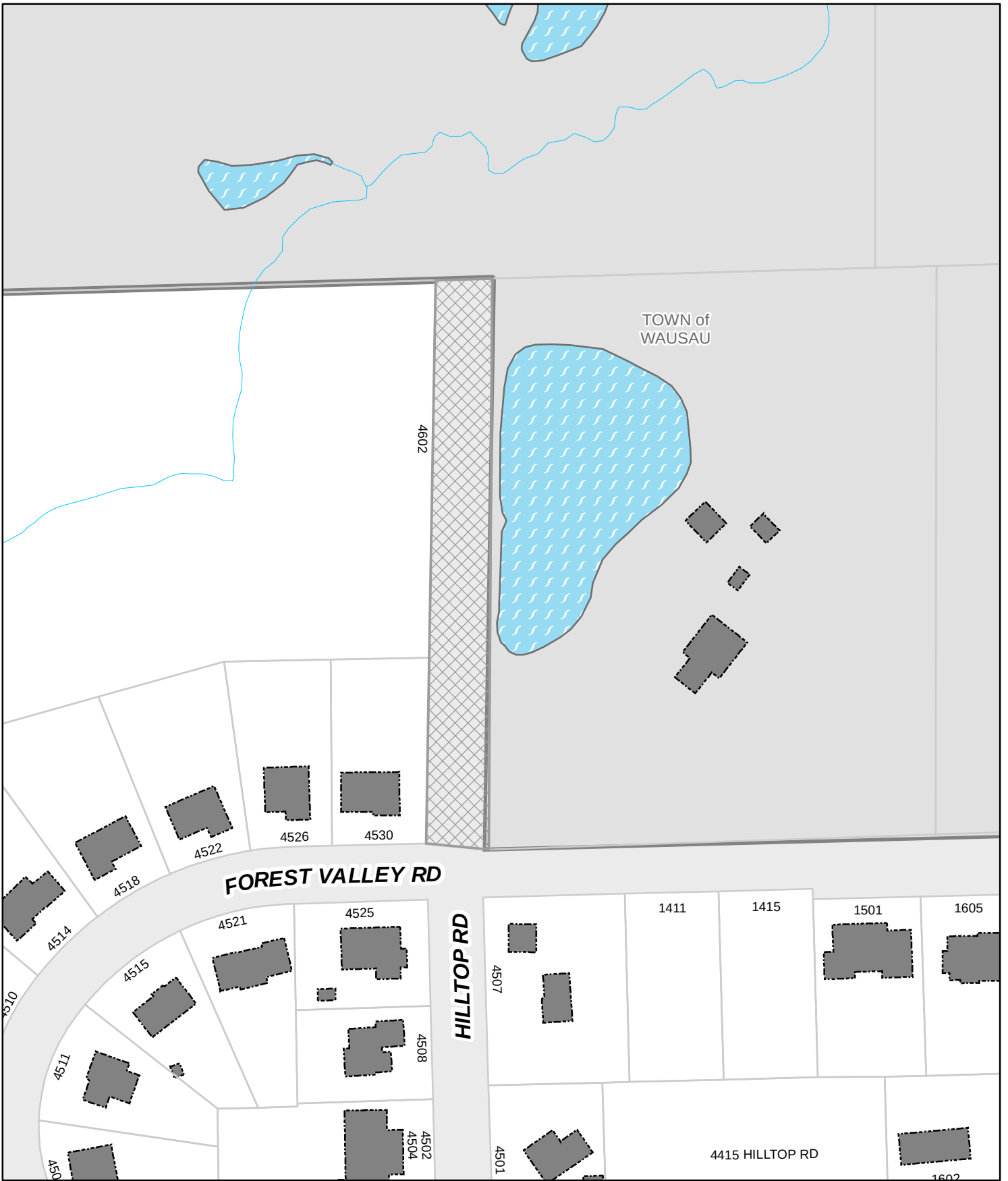
- a. In the first spring and summer after construction, water the area once per week during the first 8 weeks if rainfall has not occurred within the previous 7 days. At least 1 inch of water is recommended per week.
- b. Inspect and record status of components of biofilter basin including surface mulch, plug plants, basin overflow, and emergency drawdown. Also, record days since last rainfall and approximate rainfall depth.
- c. Basin shall be considered compromised if surface water remains ponded greater than 24 hours after termination of previous rainfall event.
- d. If compromised, basin shall be restored per specifications of originally approved plan or modified as approved by City Engineer.
- e. If basin receives runoff from areas to be salted in winter, it is recommended that emergency drawdown is open during winter months to promote bypassing snowmelt with high sodium content. Emergency drawdown cap or plug must be reinstalled in spring.
- f. Regular mowing is prohibited in Biofilter, except that vegetation shall be cut down and removed once a year in the spring or fall.
- g. All vehicular or equipment is prohibited from driving onto or across basin.

- h. Pedestrian traffic is prohibited from crossing basin.
- i. Snow shall not be dumped directly into Biofilter.

5. BIORETENTION PLANTING TREATMENTS:

- a. Replacement of dead plant life with new plant plugs of a mesic or wet prairie type designation per the WDNR approved plant list should be done as necessary to help maintain infiltration rates as the roots will assist with this.
- b. Replace or restore hardwood mulch within the bottom of the pond following rainfall events. The mulch will only be required during the first two growing seasons until the plantings are established.

AGENDA ITEM
Public Hearing: Discussion and possible action on vacating and discontinuing Hilltop Road north of Forest Valley Road to termini
BACKGROUND
Staff has received a request to vacate the portion of Hilltop Road north of Forest Valley Road as shown on the attached map. This public hearing will give anyone the opportunity to speak on this issue.
FISCAL IMPACT
Minimal, if the segment of right of way is vacated it would revert back to private property.
STAFF RECOMMENDATION
Staff has no objection to vacating this portion of Hilltop Road. CISM should consider all testimony on this issue before making any decisions.
Staff contact: Allen Wesolowski 715-261-6762



0 50 100 200
 Feet

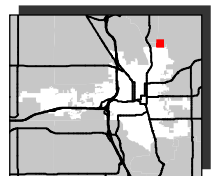
Map Date: October 30, 2020

CITY OF WAUSAU

Marathon County, Wisconsin

Legend

-  Existing Building
-  Existing Right-of-Way
-  Proposed Vacation



AGENDA ITEM
Discussion and possible action on temporary or permanent parking restrictions on the 300 block of 3 rd Street for Valet Parking Program
BACKGROUND
The Resolution authorizing the extension of temporary parking restrictions on the 300 block of 3 rd Street to facilitate the establishment of a Temporary Pilot Valet Parking Program is attached. This expires January 9. In order to continue the valet parking program, discussion should be held to extend the temporary parking restrictions or make permanent.
FISCAL IMPACT
Minimal, if any.
STAFF RECOMMENDATION
Staff recommends extending this 6 months and reevaluating for permanent in the spring.
Staff contact: Allen Wesolowski 715-261-6762

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

RESOLUTION OF CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Authorizing Extension of Temporary Parking Restrictions on the 300 Block of 3rd Street to Facilitate Establishment of Temporary Pilot Valet Parking Program Committee Action: CISM Approved 5-0 Fiscal Impact: Minimal, if any	
	Date Approved: July 9, 2020

FISCAL IMPACT SUMMARY				
COSTS	<i>Budget Neutral</i>	Yes ☐	No ☒	
	<i>Included in Budget:</i>	Yes ☐	No ☐	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes ☐	No ☐	<i>Amount:</i>
SOURCE	<i>Fee Financed:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes ☐	No ☐	<i>Amount</i> <i>Annual Retirement</i>
	<i>TID Financed:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>TID Source: Increment Revenue ☐ Debt ☐ Funds on Hand ☐ Interfund Loan ☐</i>			

WHEREAS, Wausau Municipal Code Section 10.52.140(b) provides that the Capital Improvements and Street Maintenance Committee ("CISM") may make and enforce temporary regulations concerning traffic and parking to cover emergencies or special conditions; and

WHEREAS, in January, 2020, Ciao, located at 307 N. 3rd Street, requested the City allow the use of two (2) parking stalls on the 300 block of N. 3rd Street in order to allow Ciao to provide valet parking to its customers; and

WHEREAS, Ciao intended to utilize these two (2) parking stalls for such purposes from 4:00 p.m. to 10:00 p.m. Thursday through Saturday; and

WHEREAS, Ciao management had indicated that the service would also be available in the downtown area for use by vehicles and their operator's desiring to use the services but who are not customers of Ciao; and

WHEREAS, this Committee approved a temporary pilot valet parking program for six (6) months utilizing two (2) parking stalls on N. 3rd Street for such purposes from 4:00 p.m. to 10:00 p.m. Thursday through Saturday and the posting or use of temporary signs designating such use of these stall

during this period; and

WHEREAS, such pilot valet parking program will expire on July 9, 2020; and

WHEREAS, a number of weeks subsequent to the approval of the pilot valet parking program, the COVID-19 coronavirus pandemic resulted in the State of Wisconsin, Department of Health Services ("DHS"), under the authority of Wis. Stat. §252.02(3) and (6) and powers vested pursuant to Executive Order #72, and at the direction of Governor Tony Evers issued Emergency Order #12 Safer at Home Order ("Safer at Home Order") on March 24, 2020 resulting in the "shut down" of "non-essential business" or significantly curtailed their normal business operations;" and,

WHEREAS, the extension of the Safer at Home Order by Secretary-designee Andrea Palm of DHS under Emergency Order 28 continued the closure of non-essential businesses or continued the curtailment of the normal operation of many businesses including restaurants such as Ciao; and,

WHEREAS, due to these extraordinary occurrences, the effects of the temporary pilot valet parking program were not able to be evaluated to determine whether valet parking in the downtown area would provide benefits to the community and downtown businesses as a whole; and,

WHEREAS, Ciao has requested the City extend the temporary pilot valet parking program for an additional six (6) months so that its impact and possible benefits can be evaluated; and,

WHEREAS, the City continues to desire to determine whether valet parking in the downtown area would provide benefits to the community and downtown business as a whole;

NOW THEREFORE BE IT RESOLVED, that the CISM Committee approves extension of the temporary pilot valet parking program for an additional six (6) month period until January 9, 2021, utilizing two (2) parking stalls on N. 3rd Street for such purposes from 4:00 p.m. to 10:00 p.m. Thursday through Saturday and the posting or use of temporary signs designating such use of these stalls during this period; and

BE IT FURTHER RESOLVED, that the CISM Committee hereby authorizes the City of Wausau Police Department or the traffic division as appropriate, to enforce existing parking restrictions necessary to implement this temporary pilot valet parking program.

Approved:


Lisa Rasmussen
Chairperson

AGENDA ITEM

Discussion and possible action on naming a segment of roadway south of Single Avenue (Deferred from the December 10, 2020 meeting.)

BACKGROUND

A segment of roadway south of Single Avenue is not named. See the attached map. 805, 809 and 811 Single Avenue have access off this segment of roadway but have Single Avenue addresses. A request has come to name this segment of roadway to assist in finding the parcels. A recommendation by staff to name the segment of roadway Precision Way was not accepted by the CISM committee and the item was deferred to this month.

Staff reviewed the original plat for the subdivision. The original owner of the plat was the Chicago Excelsior Company. The original plat is dated 1892. Staff has reviewed maps back to 1892 which do not show any name on any mapping. Staff has the following suggestions for names of the roadway:

- Name it Excelsior Drive after the original company who platted the land
- Name it, Trostel Way, after the President of the Excelsior Company, this gentlemen signed the original plat.

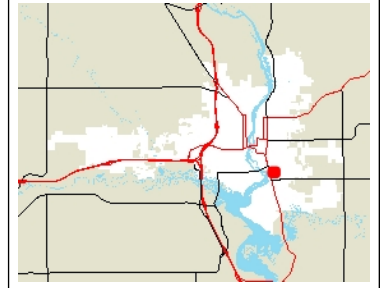
FISCAL IMPACT

Minimal, placement of a pole and signs.

STAFF RECOMMENDATION

Staff is ok with any of the options, above suggestions were given as background. CISM can choose to use one of the above or choose a different name.

Staff contact: Allen Wesolowski 715-261-6762



Legend

- Parcel
- Section Line/Number
- Municipality

Map Created: 12/3/2020

50.00 0 50.00 Feet



NAD_1983_HARN_WISCRS_Marathon_County_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

AGENDA ITEM

Discussion and possible action on parking restrictions in the 500 block of Franklin Street

BACKGROUND

A petition was received to limit the 500 block of Franklin Street to 2 hour parking from the hours of 8:00 am to 6:00 pm. The petition is attached. This is currently the same restrictions as placed on the downtown business district which is defined at 1st Street to 5th Street and Washington Street to McIndoe Street. The 500 block of Franklin Street borders this business district.

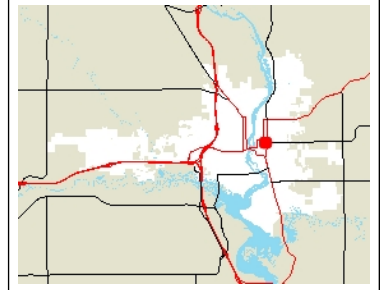
FISCAL IMPACT

Minimal, placement of signs.

STAFF RECOMMENDATION

Staff does not recommend approving this parking restriction. The Central Business District was defined as above with the approved 2 hour parking restrictions. Staff has reviewed this segment of Franklin Street and has not observed excessive parking. The concern staff has is the creep of the 2 hour parking restrictions and it becoming segmented as it was in the past. If this restriction is passed it may prompt other segments of streets to request the same and the 2 hour restriction will become a patch work as it was in the past.

Staff contact: Allen Wesolowski 715-261-6762



Legend

- Parcel
- Section Line/Number
- Municipality

Map Created: 1/6/2021

50.00 0 50.00 Feet



NAD_1983_HARN_WISCRS_Marathon_County_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

22 November 2020

To: Alderperson Tom Killian

Subject: Parking Regulations on 500 block of Franklin St, Wausau, WI 54403

Dear Sir,

Most of the downtown area has on street parking that is restricted to 2 hours from 8am to 6pm with reparking not allowed. The 400 block of Franklin Street has said restrictions. The 500 block does not have any posted restrictions other than a restriction from parking closer to the corner than posted.

This situation allows some people that apparently work in the downtown area to park on Franklin Street from early morning until evening. This situation creates a hazard for us when we back out of my driveway due to a car being parked between the driveway and the end of the street. The intersection of 5th and Franklin is a very busy one and a lot of traffic turns from 5th Street not Franklin. A large number of heavy trucks go both ways on Franklin.

I would like to request that the 500 block of Franklin Street be posted as a 2 hour parking zone. It is my understanding that it was a 2 hour zone at some time in the past.

Sincerely,

Clif Gidlund
504 Franklin St

Jean Gidlund
504 Franklin St

The undersigned property owners agree to the request to redesignate the 500 block of Franklin as a 2 hour parking zone with appropriate signage being posted.

Signature	Name	Address
	Barbara Ann Force	515 Franklin St Wausau
	James M. Force	515 Franklin St Wausau
	Patrick N. Peterson	524 Franklin St. Wausau
	Christine M. Peterson	524 Franklin St. Wausau
	Rod Carlson	528 FRANKLIN
	Sam M. Corbett Elizabeth B. Corbett	529 Franklin St Wausau
	John Andrus	523 Franklin St Wausau
	DeAnn Schubring	516 Franklin St Wausau
	Kurt Schubring	516 Franklin St Wausau
	DAVID T. BURKE	520 FRANKLIN ST Wausau

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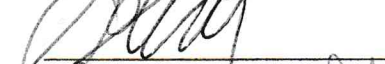
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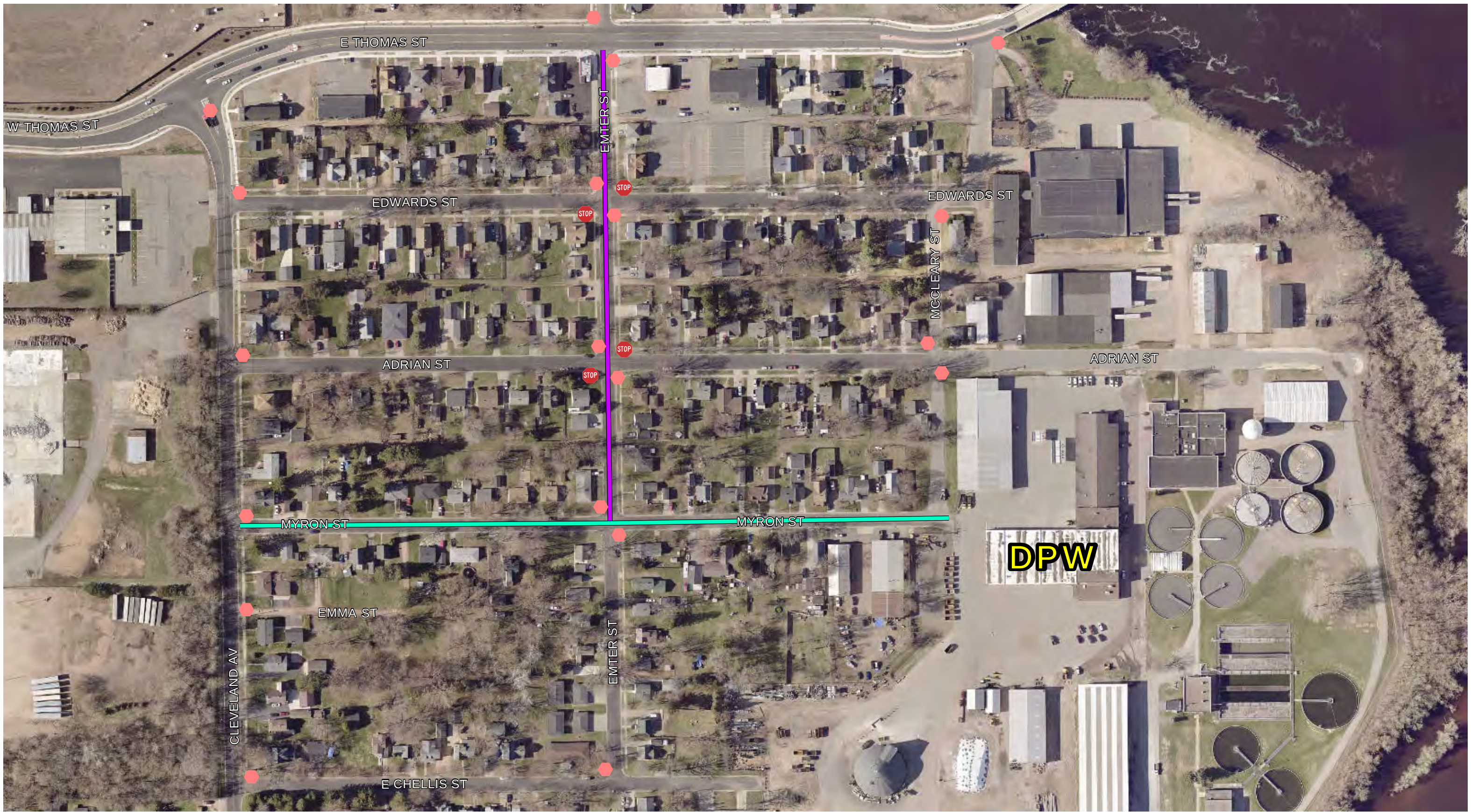
Signature	Name	Address
	KRISTA M. SALAS	511 FRANKLIN STREET, WAUSAU
	CARRIE E. STEFFEN	530 FRANKLIN ST. Wausau
	Grey Schield	507 McIntyre Way
	Suzanne Schield	507 McIntyre St
	Grey Schield	512 Franklin St
	Suzanne Schield	512 Franklin St.
	Maureen Driebel	715 N 5 th St. Wausau
	Daniel Driebel	715 N 5 th St Wausau



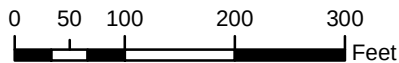
FRANKLIN ST
N 5TH ST

ONE
WAY
→

AGENDA ITEM
Discussion and possible action regarding establishing parking restrictions on Myron Street from Cleveland Avenue to McCleary Street and on Emter Street from Myron Street to Thomas Street.
BACKGROUND
The DPW shop is located at the end of Myron Street at McCleary Street. DPW trucks use Myron Street and Emter Street to get to and from the DPW shop. Ric Mohelnitzky, Public Works Superintendent, has asked this committee to consider placing parking restrictions on the above streets to help facilitate the flow of traffic in the area. Both streets are constructed with 31 feet of roadway from back of curb to back of curb. If cars are parked on both sides of the roadway it limits traffic to basically one lane of traffic. Limiting parking to one side of the street would eliminate this issue and help facilitate the DPW traffic on these two streets. See the attached map. As a note, stop sign placement will also be looked at by Engineering in the spring when snow melts and traffic counters can be placed.
FISCAL IMPACT
Minimal, placement of signs.
STAFF RECOMMENDATION
Staff recommends approving the parking restrictions. Mailings to all residents along the impacted streets have been sent out. CISM should take any comments from the residents into consideration.
Staff contact: Allen Wesolowski 715-261-6762



NOTES:
1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.



DRAFT

PROPOSED PARKING RESTRICTIONS & STOP SIGNS

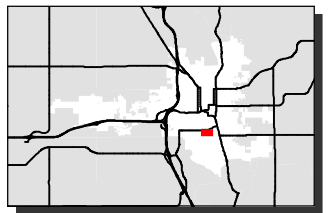
DRAFT

*** To help with the flow of emergency vehicles during winter ***

Legend

- Proposed Stop Signs
- Current Stop Signs
- Proposed Parking Restriction**
 - No Parking Anytime - South Side
 - No Parking Anytime - West Side

Map Location



Lori Wunsch

From: carl hayenga <carlhayenga@hotmail.com>
Sent: Tuesday, January 12, 2021 1:03 PM
To: Lori Wunsch
Subject: [EXTERNAL] Myron St.

Allen,

My name is Carl Hayenga, I live at 135 Myron St. In Wausau. I received a letter today stating that the city is thinking of restricting parking to one side of our street. My concern with this is that our road has been somewhat of a highway/race track for city vehicles and city employee vehicles once done with work since we moved in 5 years ago. This would open our street to most, if not all, of the traffic from the DPW site. We have employees from the site speeding past our house in city vehicles as well as personal vehicles. This proposed change will only make things on our street worse. It will also direct all heavy trucks down our street, damaging the roadway. This last summer with all the cement and dump trucks flying down our street, the road way took a beating. If they leave it the way it is Myron at least shares the traffic with Adrian St. and receives a bit of a break.

Thanks,
Carl

Lori Wunsch

From: Allen Wesolowski
Sent: Wednesday, January 13, 2021 9:41 AM
To: Kevin Holmes
Cc: Lori Wunsch
Subject: RE: Emter St Parking

Kevin,

Thank you for your comments on this issue. Your comments will be given to the CISM committee members for consideration.

You can contact me if you wish to speak directly on the issue.

Allen M. Wesolowski, P.E.
City Engineer
City of Wausau
Office: 715-261-6762
Cell: 715-581-5774

From: Kevin Holmes [mailto:holmesenterprise@msn.com]
Sent: Wednesday, January 13, 2021 9:28 AM
To: Allen Wesolowski <Allen.Wesolowski@ci.wausau.wi.us>
Subject: [EXTERNAL] Emter St Parking

Dear Mr. Wesolowski,

I received the letter from the City of Wausau regarding the revised parking proposal for Emter St and Myron St. I live at 1215 Emter St.

I guess my first question is, how does this affect alternate side parking at night? Will night parking be allowed every night on the east side of Emter St if the proposal goes through?

I am assuming you will not receive a lot of comment on Emter St since it seems like there are a lot of rental properties in the area of Emter St you are requesting changes to the parking.

Emter St has residential properties on both the east and west sides of the street. On the other hand, Cleveland Ave has residential on the east side of the street and commercial properties on the west side of the street. Also, the west side of Cleveland Ave does not have any stop signs for the three blocks to Myron St. Cars do not park on the west side of Cleveland Ave to the best of my knowledge. Cleveland Ave already has a very nice intersection at Thomas St for large vehicles since the Thomas St reconstruction. It seems to be a much better alternative to direct all City of Public Works large vehicles (not cars and pickup trucks) to use Cleveland Ave to access Myron St.

I notice that stop signs are to be added at the east west points of the intersections along Emter St. This slows down traffic but also increases the noise levels at these intersections particularly due to large vehicles stopping and starting on Adrian St. The wiser thing to do would be to make Emter St a residential street and

have the sewer trucks and large city trucks and contractor trucks all use Cleveland Ave and Adrian St to access the waste water treatment plant.

Thank you for your consideration in this matter.

Sincerely,
Kevin Holmes
262-339-5192

AGENDA ITEM

Discussion and possible action regarding establishing parking restrictions in the 1000 block of South 12th Avenue

BACKGROUND**INTRODUCTION:**

A request by 10th district alderperson Lou Larson was made to review parking conditions in the 1000 block of S.12th Ave. The specific request was toward a section of 12th Ave. within approximately 100 ft. north of the intersection with Thomas St. (herein “section”).

The aforementioned section now contains multiple driveway approaches, some pre-dating new housing construction, and one as a result of new housing construction located near the intersection of Thomas St. The section is also heavily used during school hours. With the combination of existing traffic volume, driveway approaches and the potential demand for curbside parking in the section, the available safe and/or legal spaces to park have been reduced.

When vehicles are parked on one side, or both sides of the section, the following examples of unsafe and/or illegal parking have been observed:

- Parking too close to driveway(s) – i.e., within four (4) feet.
- Parking too close to crosswalk/intersection – i.e., within fifteen (15) feet.
- Difficulty navigating section when turning to, or from, Thomas St.

REQUEST:

- No Parking Here to Corner (posted on west side of S. 12th Ave. approximately 85’ from Thomas St.)
- No Parking Back to Corner (posted on east side of S. 12th Ave. approximately 95’ from Thomas St.)

FISCAL IMPACT

None

STAFF RECOMMENDATION

Wausau Police Department recommends stated restrictions.

Staff contact: Wausau Police Department, Lt. Cord Buckner, 715.261.7803



S 12th Ave. approaching
Thomas St.

Driveway approaches within short distance of intersection and with minimal boulevard gap between approaches

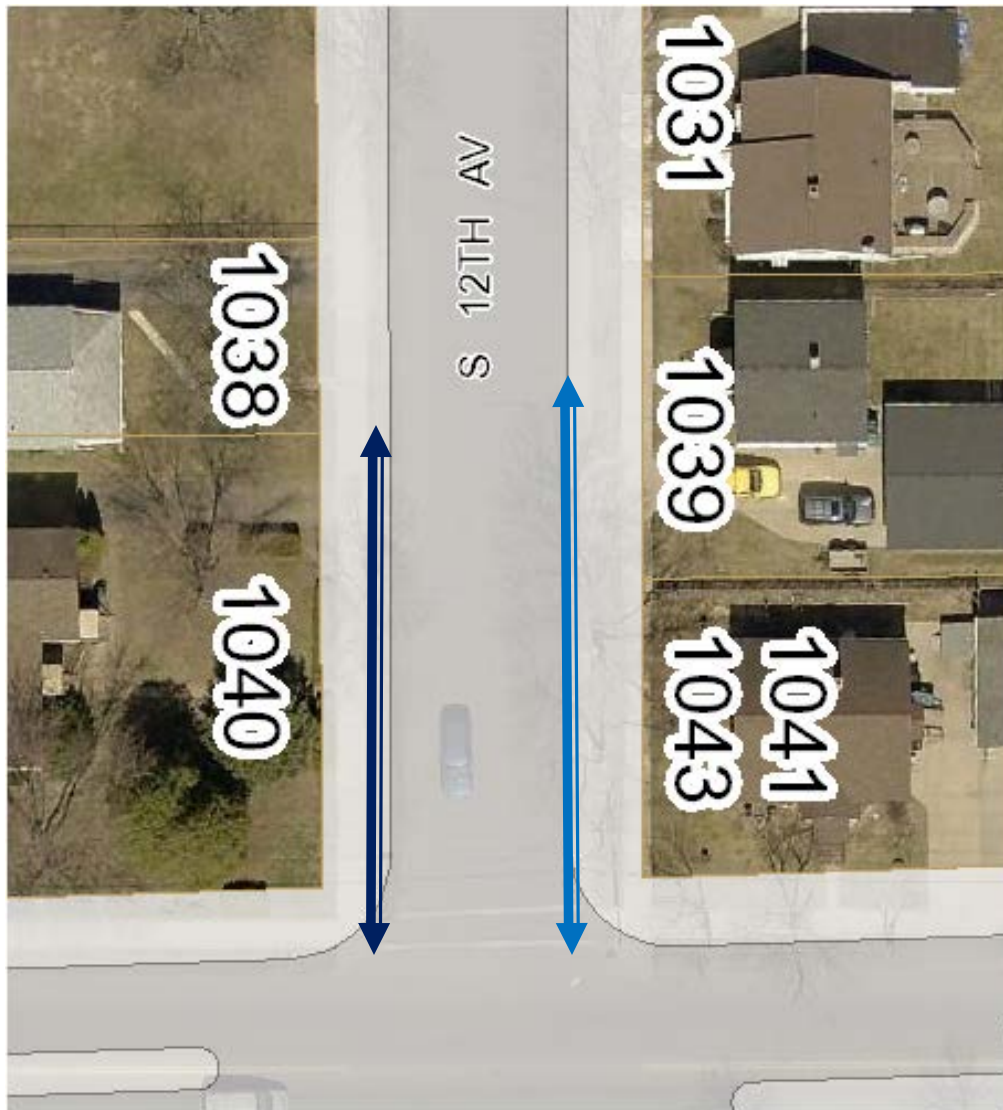






(Southbound view – opposite side)

Driveway approach within short distance of intersection – NPHTC would be north of the driveway approach



NO PARKING HERE TO CORNER (approx. 83 ft. from Thomas St.)



NO PARKING BACK TO CORNER (approx. 94 ft. from Thomas St.)

AGENDA ITEM
Discussion and possible action regarding establishing parking restrictions in the 1000 block of South 15 th Avenue
BACKGROUND
INTRODUCTION: The above location was brought to attention through the Wausau Police Department patrol division. A request was made to review parking conditions in the 1000 block of S.15th Ave. The specific request was toward a section of 15th Ave. within approximately 120 ft. north of the intersection with Thomas St. (herein “section”). The aforementioned section now contains multiple driveway approaches, some pre-dating new housing construction and some as a result of new housing construction located near the intersection of Thomas St. The section configuration has also changed to include a curved and slightly inclined roadway. With the combination of existing traffic volume, road configuration, additional driveway approaches and the potential demand for curbside parking in the section, the available safe and/or legal spaces to park have been reduced. When vehicles are parked on one side, or on both sides of the section, the following examples of unsafe and/or illegal parking have been observed: • Parking too close to driveway(s) – i.e., within four (4) feet. • Parking too close to crosswalk/intersection – i.e., within fifteen (15) feet. • Difficulty in navigating the “serpentine” configuration when vehicles are parked on both sides of the street. • Difficulty navigating the section when turning to, or from, Thomas St. REQUEST: • No Parking Here to Corner (posted on west side of S. 15th Ave. approximately 118’ from Thomas St.) • No Parking Back to Corner (posted on east side of S. 15th Ave. approximately 92’ from Thomas St.) ATTACHMENTS: 1. Four (4) photos of section 2. One (1) map schematic
FISCAL IMPACT
None
STAFF RECOMMENDATION
Wausau Police Department recommends stated restrictions.
Staff contact: Wausau Police Department, Lt. Cord Buckner, 715.261.7803

Parked vehicles creates a narrow path and slalom effect for vehicles navigating location





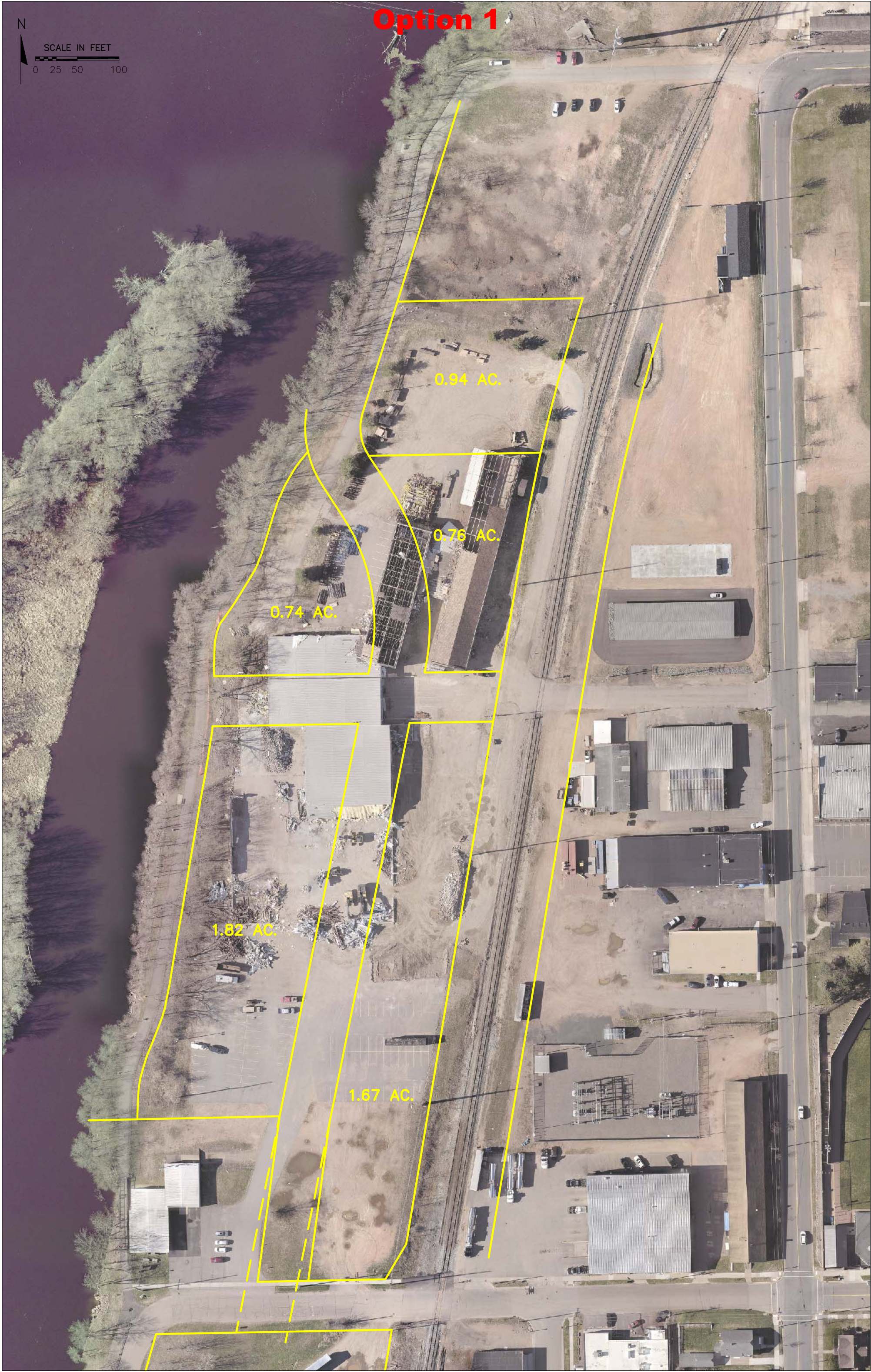
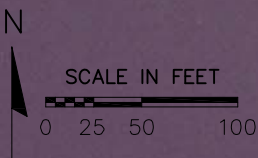


↔
NO PARKING HERE TO CORNER (approx. 118 ft. from Thomas St.)

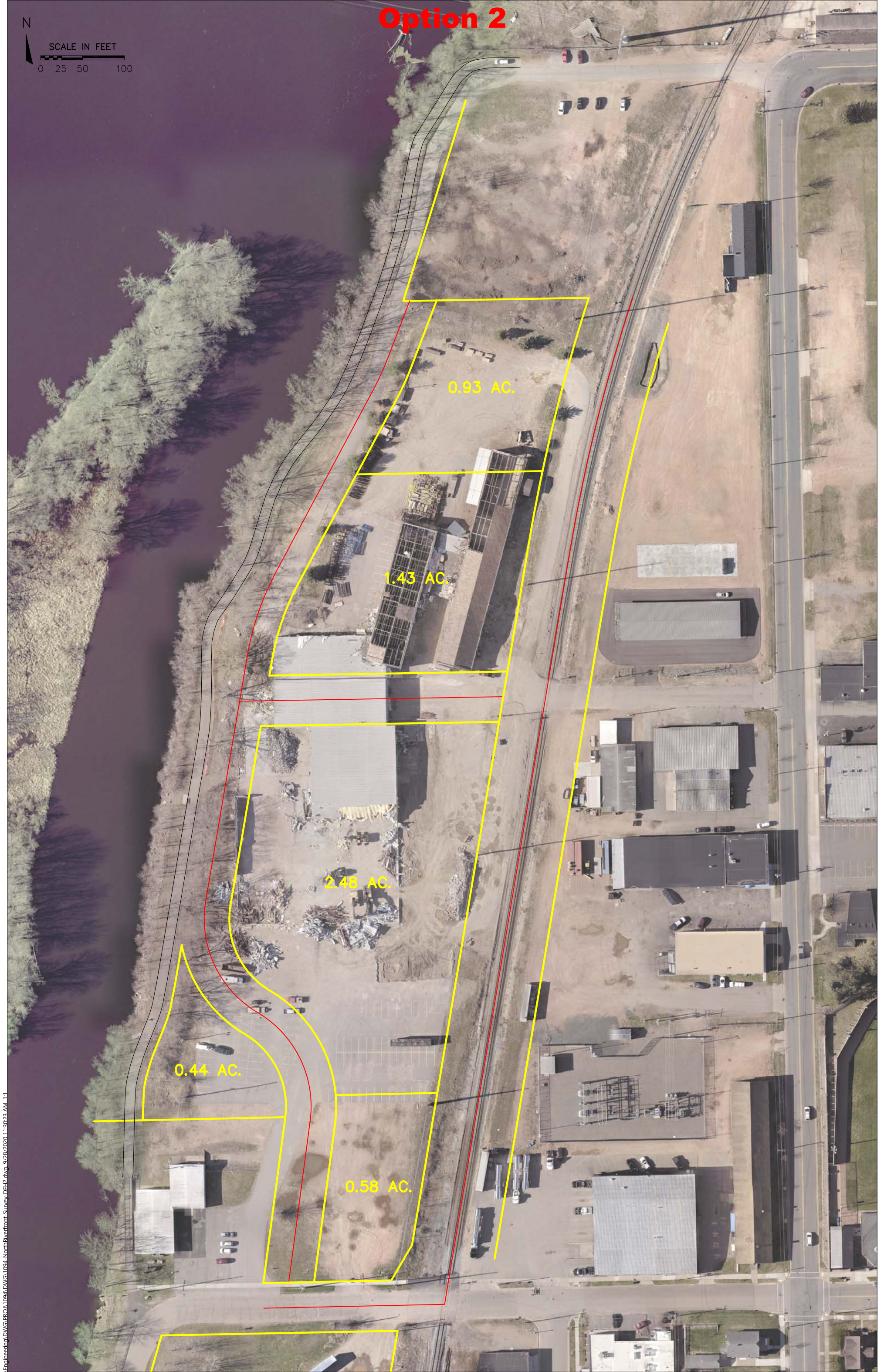
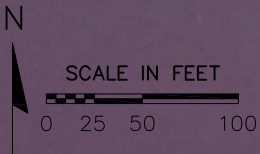
↔
NO PARKING BACK TO CORNER (approx. 92 ft. from Thomas St.)

AGENDA ITEM
Discussion and possible action on preliminary design alternatives for street infrastructure in the North Riverfront Area near the former Great Lakes Cheese property
BACKGROUND
The former Great Lakes Cheese property (at 101 Devoe Street) is now clear of former industrial structures and is being planned for redevelopment. Part of the redevelopment process includes extending street infrastructure through the site. Staff had worked with a consultant to come up with preliminary designs, taking into consideration redevelopment proposals that were received as part of an RFP process. Based on preliminary concepts, city engineering put together street layouts that included measurements for street right-of-way, railroad right-of-way, and a buffer for the river edge trail. The initial layout, with the new street running through the middle of the site, showed parcels east of the street that were not ideal for development, particularly in terms of their size and shape. A second layout was drawn with the street along the river. This design maximized the development potential of the overall area while providing greater public access to the river. It is also more in line with the city's urban design standards. The first two layouts were discussed previously at the city's Economic Development committee. From that meeting, a third option was discussed – to create perpendicular streets at the south end of the site, around a privately-owned business (rather than a curved street connecting to Wausau Ave). The third layout is in the packet which shows this concept.
FISCAL IMPACT
Based on one of these layouts, staff would be able to prepare cost estimates of the street(s).
STAFF RECOMMENDATION
Staff recommends moving forward with either the second or third option, or a variation of one of these two.
Staff contact: Brad Lenz 715-261-6753

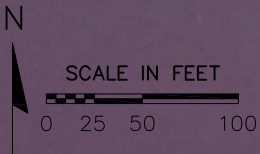
Option 1



Option 2



Option 3



0.93 AC.

1.43 AC.

2.67 AC.

0.51 AC.

AGENDA ITEM

Discussion and possible action regarding 2021 Street Reconstruction Projects.

BACKGROUND

Wausau Municipal Code:

12.16.010 Minimum requirements. (b) Residential Street Widths. New construction or reconstruction of residential streets shall provide for a roadway thirty-two feet to thirty-six feet wide, as measured between the faces of the curbs.

12.28.020 When required. (a) The board of public works may order sidewalks to be constructed where none previously existed, along any street, irrespective of whether the abutting lands have been improved, whenever in the judgment of the board the safety and welfare of the public requires it.

N. 3rd Avenue; W. Randolph Street to W. Bos Creek Drive

Existing street width: 40 feet

Proposed street width: 36 feet

Existing walk on east side of street from Randolph St. to 20 ft short of W. Bos Creek Dr.

Existing walk on west side of street from Randolph to midblock between Clayton St. and Lucille St.

Propose adding sidewalk on east side of street from northern termini to 1st drive north of W. Bos Creek Dr (approximately 50 feet / \$1,500).

Propose adding sidewalk of west side of street from northern termini to W. Bos Creek Dr. (approximately 820 ft. / \$18,500)

S. 5th Avenue; West Street to Garfield Avenue

Existing street width: Varies 30 to 32 feet

Proposed street width: 32 feet

Existing walk on both sides of road within project limits.

No additional sidewalk is proposed.

Rosecrans Street; S. 22nd Avenue to S. 17th Avenue

Existing street width: Varies 20 to 26 feet (no curb)

Proposed street width: 32 feet

No existing sidewalk within project limits.

No sidewalk is proposed.

McIntosh Street; Prospect Avenue to S. St. Paul Street

Existing street width: 33 feet

Proposed street width: 36 feet

Existing walk on both sides of road within project limits.
No additional sidewalk is proposed.

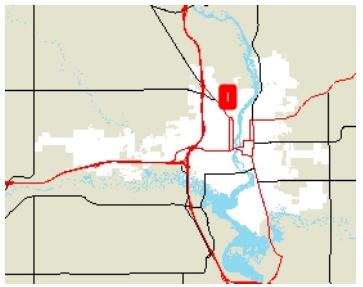
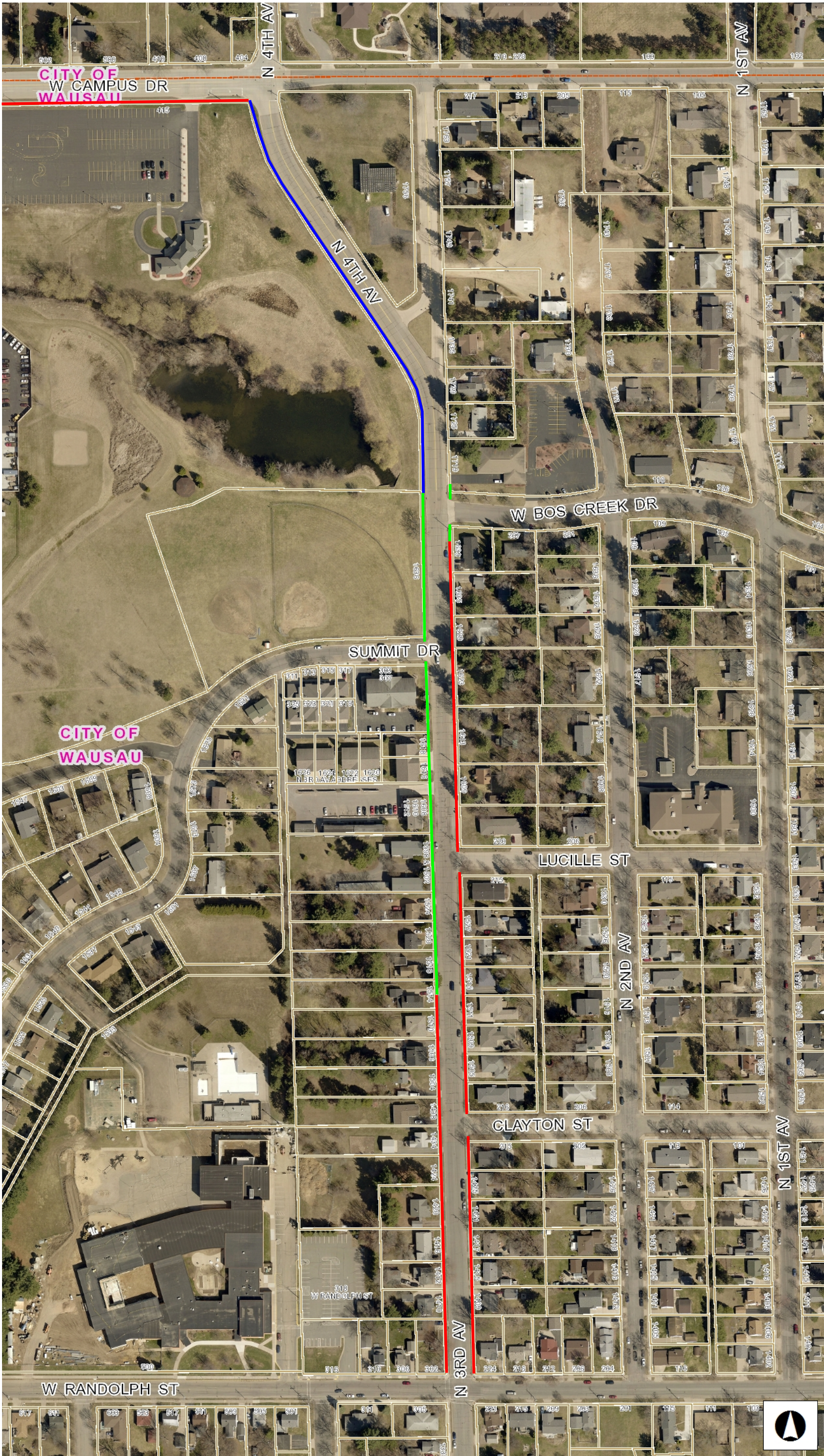
FISCAL IMPACT

N/A

STAFF RECOMMENDATION

Staff recommends moving forward with projects as described.

Staff contact: TJ Niksich 715-261-6748



Legend

- Parcel
- Section Line/Number
- Municipality

Existing Sidewalk

Proposed Sidewalk

Future Sidewalk

Map Created: 1/5/2021

100.00 0 100.00 Feet



NAD_1983_HARN_WISCRS_Marathon_County_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

AGENDA ITEM
Follow-up on WPS street lighting / LED Lighting
BACKGROUND
Staff spoke with WPS representative, David Schneider, regarding the WPS street lights within the City of Wausau and the potential to convert to LED and if cost savings could be realized if the change was made. The policy of WPS is to convert existing HPS lights to LED when the HPS lights fail. WPS does not have enough resources to change out all the HPS lights in the City. The city is charged a monthly flat fee for each street light. The City would not see any savings if the lights were converted to LED. Mr. Schneider was not able to make this meeting due to a prior commitment.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends to keep up with the current policy of converting city owned street lights to LED.
Staff contact: Allen Wesolowski 715-261-6762