



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, March 14, 2024 at 5:15 p.m.
Location:	City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS
Members:	Lou Larson (C), Doug Diny, Gary Gisselman, Chad Henke, Lisa Rasmussen

AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the February 8 and February 13, 2024 meetings.
2. Discussion and possible action on sale of 902 and 904 West Thomas Street. (Bids were opened by the Board of Public Works on February 21, 2024.)
3. Discussion and possible action on 15-minute parking spaces on the south side of Washington Street between 2nd Street and 3rd Street.
4. Discussion and possible action on preliminary resolution to set a public hearing to vacate an area of right-of-way south of Adams Street abutting 1012 and 1010 Everest Boulevard and 1100 Highland Park Boulevard.
5. Discussion and possible action on installation of sidewalk on the south side of West Wausau Avenue from Stevens Drive to North 10th Avenue.
6. Discussion and possible action on CISM Committee duties and responsibilities.
7. Update on the 17th Avenue Railroad Crossing.
8. Update on the proposed Fleet Maintenance Facility property.

Adjournment

LOU LARSON - Committee Chair

Members of the public who do not wish to appear in person may view the meeting live over the internet, 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, if agendized, 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 transmitted to the Daily Herald newsroom on 03/08/24 @ 2:00 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

It is possible that members of and possibly a quorum of the Common Council and/or members of and possibly a quorum of other committees of the Common Council of the City of Wausau may be in attendance at this meeting to gather information. No action will be taken by any such groups at this meeting other than the committee specifically referred to in this notice.

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) 261-6622 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, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: February 8, 2024, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Gary Gisselman, Lisa Rasmussen, Doug Diny, Chad Henke (Lou Larson was excused)

Also Present: Mayor Katie Rosenberg, Eric Lindman, Allen Wesolowski, TJ Nicksich, Anne Jacobson, Tara Alfonso, Jill Kurtzhals, Brad Lenz, Andrew Lynch, Dustin Kraege, Lori Wunsch

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

Noting the presence of a quorum, at approximately 5:15 p.m. Vice Chair Gisselman called the meeting to order.

Approve minutes of the January 11, 2024 meeting

Rasmussen moved to approve the minutes of the January 11, 2024 meeting. Diny seconded and the motion passed 4-0.

Discussion and possible action on Final Plat for Vistas at Greenwood Hills First Addition and associated easement document

This plat is for seven residential lots on the north side of the proposed Reserve Drive. Some details still need to be worked out. The final version of the easement document was presented today and staff has not had a chance to review it. The developer agreement is in draft form. Both the easement and developer agreement will be finalized before coming to Council. Staff agrees with the general layout provided.

Rasmussen moved to approve. Diny seconded and the motion passed 4-0.

Discussion and possible action on Preliminary Plat for Green Tree Meadows

This preliminary plat is east of 72nd Avenue and north of Sarissa Drive. Staff has worked with Vreeland and Associates to tweak it and they have done a good job moving things around. The layout maximizes the number of lots but also minimizes impacts to wetlands.

Henke moved to approve. Diny seconded.

Diny asked if there are any ground water runoff concerns. Wesolowski indicated there are wetlands scattered throughout. They did their best to put the roads at the narrowest crossings of the wetlands. They are trying to keep the disturbance under 10,000 square feet, which is minimal. The stormwater plan and any parkland dedication will be worked out with the final plat. Diny noted one piece of the plat that is carved out for Stettin. Wesolowski confirmed that there is a parcel in the Town of Stettin that did not annex and would remain in the Town of Stettin.

There being a motion and a second, motion to approve passed 4-0.

Discussion and possible action on Urban Nonpoint Source and Stormwater Management Planning Grant Agreement

Nicksich explained that back in March of 2023, CISM was asked to consider a resolution of support to submit for this grant. We have been awarded the full amount of \$170,000. This is a 50/50 match. If we end up spending the entire amount, \$85,000 would be the City's responsibility. This planning grant includes a stormwater quality management plan update which would include items such as Best Management Practices (BMP) alternative analysis of existing conditions, and a stormwater utility feasibility study. If approved, an RFP would be sent out to select a consultant.

Rasmussen moved to approve the grant acceptance. Henke seconded and the motion passed 4-0.

Discussion and possible action on the closure of railroad crossings

Lynch explained this is related to the development of the River Edge Trail. Back in 2023 the city purchased the former County Material property. The idea is to extend the trail from Winton Street along the river, cross over the railroad tracks to Gilbert Park. On the former County Material site there is a private railroad crossing that County Materials used to get from one side of the property to the other. The private crossing is tied to the business and effectively not ours. Staff was originally hoping that the railroad would consider that one as being removed, but that is not the case. Whenever you petition for a new railroad crossing, the railroad typically wants you to take one away. Staff looked at the Federal Railroad Administration map of all the crossings in the City of Wausau. They removed the trail crossings, sidewalk crossings, park access, business access and street crossings. That left 3 options, which are alley crossings. Lenz added that these are all on spurs and not on the main line. In terms of volume of traffic and speed they are more desirable.

Lynch clarified that they are looking to block access and remove a crossing in an alley. We would remove the material in between the tracks and put up a barrier. We are not talking about vacating the alley.

Option A is between 3rd Ave, 4th Ave, Stewart Ave, and Garfield. Access would be maintained for users on the north and south. Option B is between 8th Ave, 9th Ave, West Street and Sherman Street. This has an interesting parcel that has challenging access issues. The parcel is not accessed from 9th Ave; they have a garage in the back. He cannot speak to how they are accessing their garage, but it seems that blocking off this alley might create a less than safe option. Option C is between 3rd Ave, 1st Ave, Sherman Street and West Street. This option has a similar situation where there is a residential parcel in a unique spot. They do not have access of 3rd Ave; they access the property off the alley. With the idea of having little disruption as possible and maintaining a safe situation, placing barriers on this alley is not ideal. Staff recommends pursuing Option A. Lenz and Lynch looked at this option and checked driveway and garage access. Properties on Stewart Ave go out to Stewart Ave. There is one property with a garage setback and it uses a little bit of the alley. Properties on 4th Ave go out to 4th Ave. 3rd Ave has 2 residential units that access the alley. There are 2 commercial lots and the Marjon Motel. If we were to block off this alley access, people could still travel north or south in the alley. It may be more inconvenient if they use the alley, but it would not be impossible. With direction from this committee, staff would like to gather input from property owners and residents and bring it back to CISM possibly with a resolution. When we petition the OCR, it will be 2 petitions; one to close a crossing and another to open a crossing.

Assuming the committee would direct staff to pursue Option A, Rasmussen asked if installing a barrier and closing access would reduce the train horn. Lynch does not believe so because they go across two street crossings in this area.

Rasmussen agrees that Option A is the best option as it is less disruptive to the surrounding area.

Rasmussen moved to direct staff to begin a process on Option A and report back the results. Seconded by Henke.

Diny asked if the crossing by County Materials could be counted as closed if it is being eliminated. Lynch stated it is a private crossing and we are asking for a public crossing, which is a different use profile with different restrictions. Lynch would love to be able to count that crossing as closed, but he wants to go into the petition with the best chance for success. Lenz said staff has had ongoing discussions with the railroad for several months. They have talked about this crossing and their position was that it was a private crossing that did not transfer to new ownership. He believes they are willing to work with us and when they write the petition it can be a factor. It may not count as an official closing, but it is one that would go away. When they have talked with the railroad in the past, they have said we have to look at closing three crossings to get a new crossing. Their negotiations so far have been relatively positive. Staff will proceed with the one and see where it gets us.

Henke would like to see staff try as hard as possible to get the closed crossing to count. With closing of Option A, he asked if there would be a public input session. Lynch intends to send out a letter to make sure property

owners are notified. They have also been talking about holding a meeting of some sort but not quite sure where. Henke suggested a Werle Park meeting if staff is looking for a time and place.

There being a motion and a second, motion to direct staff to begin a process on Option A and report back the results passed 4-0.

Discussion and possible action on the purchase of icebreaker equipment for the Department of Public Works

Kraege included background information on this item in the packet. Public Works has received complaints when residential streets get ice and snow buildup. We have looked at other options such as plowing more and using more materials, but those are more costly and harder on the environment. This option came from one of our crew members who came from Colorado. Icebreakers are more common out west where they do not use salt on the roads. This would provide another option if we would like to do more on side streets when we get buildup.

Rasmussen moved to approve. Seconded by Diny.

Rasmussen is excited to see this. She has received a lot of complaints about side streets. We recently looked at the cost of additional product, curb to curb sanding, and other things that are not sustainable. She would love to have this as a treatment option. If we get a winter with a bunch of rain, a bunch of snowpack and then freeze and thaw keeps happening, sometimes streets get in a bad state beyond the corners. That is when all the complaints come from people who are trying to walk, delivery people, etc. She feels we should try at least one.

Diny asked if Kraege has seen this in operation locally. Kraege has not seen it locally; the closest is the Minnesota DOT. They have been using it on highways for about 10 years and have had good luck with them. Kraege reached out to local vendors but no one had anything like this. Diny asked where this is from and Kraege replied Canada. Diny questioned if Kraege knew how much this would offset salt/sand usage. Kraege said it depends on the winter. This unit would give the option to break up snowpack, scrape it down to pavement, and let the sun do its job. Diny asked if special training would be needed or if there is a concern about who would operate it. Kraege is confident that all the loader operators could run it as it is just an attachment to the frontend loader. It basically works like a plow where the breaker runs in front of it and there is a built-in snowplow on the backside to scrape.

Henke asked what is typically done today. Kraege said in residential areas they expect to have a hard pack and apply sand to the intersections, curves, and hills. Henke feels this would be a big win as he gets a lot of calls about sand in driveways and on medians.

Diny asked about delivery time and where would it be expensed from. If approved, Kraege will take this to Finance for a budget modification. Delivery time is a month to two so it would be late to try it this year.

There being a motion and a second, motion to approve passed 4-0.

Discussion and possible action on CISM Committee duties and responsibilities

Jacobson explained that CISM by ordinance considers requests or proposals for the sale only of city-owned property with the exception of the duties assumed by the Economic Development Committee (ED). Those duties include the sale of land in the Business Campus, land acquired by the city for redevelopment purposes, and by virtue of the property disposition program. It does not address the purchase of property, just the sale.

Rasmussen feels the processes in place for the property disposition program and the lands managed by ED make sense and believes the committee does not want to mess with that. She thought the goal was to match our duties with where we appear in ordinance. She feels like Jacobson should work with Stratz to firm up the disposition program to make sure it is clearly aligned. It seems like the pinch point of feeling left out of the mix was not so much land acquisition for development, but land acquisition for a public facility. This committee expressed an interest to be more involved when we look to acquire property for a public use that is not private sector

development. She believes confusion is generated by the name of this committee. We do more than street maintenance, and when you put capital improvements in the mix, you create conflict and confusion with the CIP Committee. She feels if the committee description is going to be rewritten the committee should be called what it is; Infrastructure and Facilities. The work we do would not be affected at all, but it would be easier for perspective council members and the public to understand. She would like to see us call it what it is and make the duties match the ordinances. She suggested bringing some proposals back to the March meeting and try to clean this up before a new council in April.

Henke is in favor of changing the name. He believes this committee is still a key part of purchasing property as there is expertise as far as utilities, what might have been there at some point, and making sure we are not unearthing something we do not want to. He suggested that as soon as something makes the CIP list, it should come to the standing committee of whoever is driving it or the chair should bring it up so we are not surprised come budget time.

Diny agrees and noted when looking at the history this committee had different names. As we evolve we should call it what it is. He also agrees this should get done before the end of this term so it is not left on a new council to sort through.

Gisselman feels strongly about the word property; how to incorporate that into the larger scheme is debatable. He believes this committee should be involved in some way with CIP, be that a listing or some form of foreknowledge of projects so there are no surprises along the way.

Rasmussen noted that CIP is wide ranging and we may have to define what specifically in CIP we are interested in. She agrees with Henke. Departments that are asking for things in CIP would be well served to talk to their committee of oversight. There are a lot of different things in CIP and not just CISM items. When we get into trouble is when CIP gets requests for land, buildings, or staffing and we feel like we miss a step. If a department feels it needs a couple of employees, they really should go to HR before the request gets to CIP. If someone needs a new building, it would be a good idea to go to the committee of jurisdiction. There are only 3 alders on CIP and we cannot rely on those alders to report back to committees on behalf of whomever is asking. We would get a long way having an agenda item before the budget for CIP planning so we do not get to the end of the budget and are surprised.

Jacobson feels the proposed name change and the distinction between facilities for public use and acquiring land for resale for private development is very helpful. Gisselman questioned if it could be further defined. Jacobson explained if land is purchased for redevelopment purposes, that should be placed in the resolution. Gisselman noted that after a few years the purpose may have changed. He feels this needs to be more clearly defined.

Rasmussen explained that when you are purchasing property to offer it for redevelopment or private sector development, our intent is that it will be a tax generating property. When you buy for public use that is either a public amenity or public building, it does not pay tax. Whether you are acquiring property for tax generating purposes, might be where you start to define.

Jacobson noted that there was talk about having a Committee of the Whole or the Executive Committee meet on all the descriptions and then make recommendations to the full Council to adopt duties/names for all the committees. Since the chair of this committee is not present, Gisselman said we should have one more meeting regarding this.

Adjourn

Diny moved to adjourn the meeting. Henke seconded and the motion carried 4-0. Meeting adjourned at approximately 6:00 p.m.

FINANCE COMMITTEE

Date and Time: Tuesday, February 13, 2024 @ 5:00 P.M., Council Chambers

Finance Committee Members Present: Lisa Rasmussen (C), Michael Martens (VC), Sarah Watson, Doug Diny, Carol Lukens

Capital Improvements and Street Maintenance Committee Members Present: Lou Larson (C), Gary Gisselman (VC), Lisa Rasmussen, Doug Diny,

Capital Improvements and Street Maintenance Committee Members Absent: Chad Henke

Others Present: Mayor Rosenberg, MaryAnne Groat, Anne Jacobson, Matthew Barnes, Jeremy Kopp, Gerry Kline, Eric Lindman, Solomon King, Dustin Kraege, Lori Wunsch, Rick Rubow, Jamie Polley, Kody Hart, Alder Kilian, Alder Herbst

Noting the presence of a quorum Chairperson Rasmussen called the meeting to order at 5:00 P.M.

Noting the presence of a quorum Chairperson Larson called the meeting to order at 5:00 P.M.

JOINT AGENDA ITEM FOR CONSIDERATION WITH THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE - Discussion and possible action approving a counter-offer to purchase the property at 1100 West Street for the purpose of construction a Fleet Maintenance Facility.

No discussion in open session.

CLOSED SESSION pursuant to Section 19.85(1)(e) of the Wisconsin Statutes for deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session regarding approving a counter-offer for purchasing 1100 West Street.

Motion by Martens, seconded by Watson, to convene in Closed Session for the Finance Committee.

Roll Call Vote - Yes: Watson, Diny, Martens, Lukens, and Rasmussen, No: None. Motion carried 5-0.

Motion by Diny, seconded by Gisselman, to convene in Closed Session for the Capital Improvements and Street Maintenance Committee.

Roll Call Vote -Yes: Larson, Rasmussen, Diny, Gisselman, No: None. Motion carried 4-0.

Motion by Watson, seconded by Martens, to reconvene into Open Session for the Finance Committee. Motion carried.

Motion by Rasmussen, seconded by Larson, to adjourn the Capital Improvements and Street Maintenance Committee in Closed Session. Motion carried.

RECONVENED into Open Session to take action on Closed Session items.

No action taken as a result of the discussion in closed session.

Minutes of the previous meeting(s) (01/09/2024).

Motion by Watson, seconded by Lukens, to approve the minutes. Motion carried 5-0.

Discussion and possible action on Sole Source Purchasing Physical Therapy for Police Department.

Motion by Lukens, seconded by Diny, to approve. Motion carried 5-0.

Discussion and possible action on Sole Source Purchasing for Riverlife Concession Fencing.

Motion by Watson, seconded by Martens, to approve. Motion carried 5-0.

Discussion and possible action on Sole Source Purchasing for 400 Block Stage Repair and Sealant.

Motion by Martens, seconded by Lukens, to approved. Motion carried 5-0.

Discussion and possible action approving Urban Nonpoint Source and Stormwater Management Planning Grant Agreement.

Motion by Lukens, seconded by Watson, to approve acceptance of the grant. Motion carried 5-0.

Discussion and possible action on approving termination of Animal Control Services to the Everest Metropolitan Police Department, provided pursuant to an Intergovernmental Humane Officer Services Agreement.

Rasmussen stated that this may be an opportune time for the city to look at the animal control services and take a holistic look at those operations. Staff should explore how to operate without the funding provided by Everest Metropolitan agreement and how to carry out those services efficiently when there are officers unavailable.

Motion by Martens, seconded by Diny, to accept the exit from the agreement. Motion carried 5-0.

Discussion and possible action on approving Wireless Telecommunications Equipment and Service Agreement with New-Cell, LLC d/b/a Cellcom.

Motion by Lukens, seconded by Martens, to approve. Motion carried 5-0.

Discussion and possible action regarding budget modification for Short Street construction.

Rasmussen stated that the cost of the project is coming overbudget prompting the need for this modification and funds would come from the TID funding.

Motion by Diny, seconded by Watson, to approve. Motion carried 5-0.

Adjourn

Motion by Watson, second by Martens, to adjourn the meeting. Motion carried.

Meeting adjourned at 5:58 P.M.

For full meeting video on YouTube: <https://www.youtube.com/watch?v=Zv2xlPP4kE4> and <https://www.youtube.com/watch?v=dCTGzP4ligs>

AGENDA ITEM
Discussion and possible action on sale of 902 and 904 West Thomas Street
BACKGROUND
Bids for the remnant parcels were opened by the Board of Public works on Feb. 21, 2024. CISM set the minimum bid for the parcels at \$250 each. One bid was received for the minimum.
FISCAL IMPACT
The City would receive \$500 for the parcels and they would return to the tax roll.
STAFF RECOMMENDATION
Staff recommends approving the sale of the parcels.
Staff contact: Allen Wesolowski 715-261-6762

Bid to Purchase Property from City of Wausau

I hereby submit the following bid to purchase the surplus City-owned property located at 902 West Thomas Street. The parcel is approximately 0.04 acres and is not a buildable lot.

A minimum bid price of \$250 is required.

Bid price: \$ 250.00

Briefly describe your intended use of the property at 902 West Thomas Street: _____

Want to move fence
over for bigger backyard

Name: Stephanie Jager

Mailing Address: 1036 S. 9th Ave.

Wausau, WI 54401

Telephone: 715-370-6263 Date: 1-25-24

Signature of bidder: Stephanie Jager

Bids shall include a deposit of 10% of the bid price in the form of a cashier, personal, or business check.

Sealed bids shall be submitted by 4:00 p.m. on February 20, 2024, to the City Engineering Department at Wausau City Hall, 407 Grant Street, Wausau, WI 54403.

The City of Wausau reserves the right to reject any or all bids.

Bid to Purchase Property from City of Wausau

I hereby submit the following bid to purchase the surplus City-owned property located at 904 West Thomas Street. The parcel is approximately 0.04 acres and is not a buildable lot.

A minimum bid price of \$250 is required.

Bid price: \$ 250.00

Briefly describe your intended use of the property at 904 West Thomas Street: _____

Want to move fence
over for bigger backyard

Name: Stephanie Jager

Mailing Address: 1036 S 9th Ave
Wausau, WI 54401

Telephone: 715-370-6263 Date: 1-25-24

Signature of bidder: Stephanie Jager

Bids shall include a deposit of 10% of the bid price in the form of a cashier, personal, or business check.

Sealed bids shall be submitted by 4:00 p.m. on February 20, 2024, to the City Engineering Department at Wausau City Hall, 407 Grant Street, Wausau, WI 54403.

The City of Wausau reserves the right to reject any or all bids.

AGENDA ITEM
Discussion and possible action on 15-minute parking spaces on the south side of Washington Street between 2 nd Street and 3 rd Street
BACKGROUND
Compass Properties has requested that 3 stalls be marked as 15-minute parking on the south side of Washington Street near 3 rd Street. The reason for the parking restriction would be to serve the newly constructed Jimmy Johns.
FISCAL IMPACT
Minimal, cost of signs.
STAFF RECOMMENDATION
Staff is neutral on this item. The Jimmy Johns would benefit with the turnover on the stalls; however, staff is unclear on how this will impact other businesses in the area. Also, the roadway is scheduled to be reconstructed in 2025 with parallel parking on both sides of Washington Street. One option would be to put a sunset date on the stalls and reconsider the item after the roadway is reconstructed.
Staff contact: Allen Wesolowski 715-261-6762

ArcGIS Web Map

City of Wausau / DPW

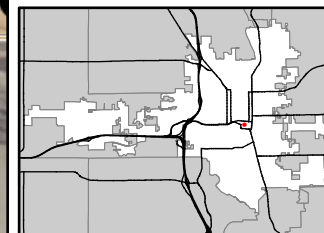
Date: 3/7/2024

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Right Of Way

Parcel

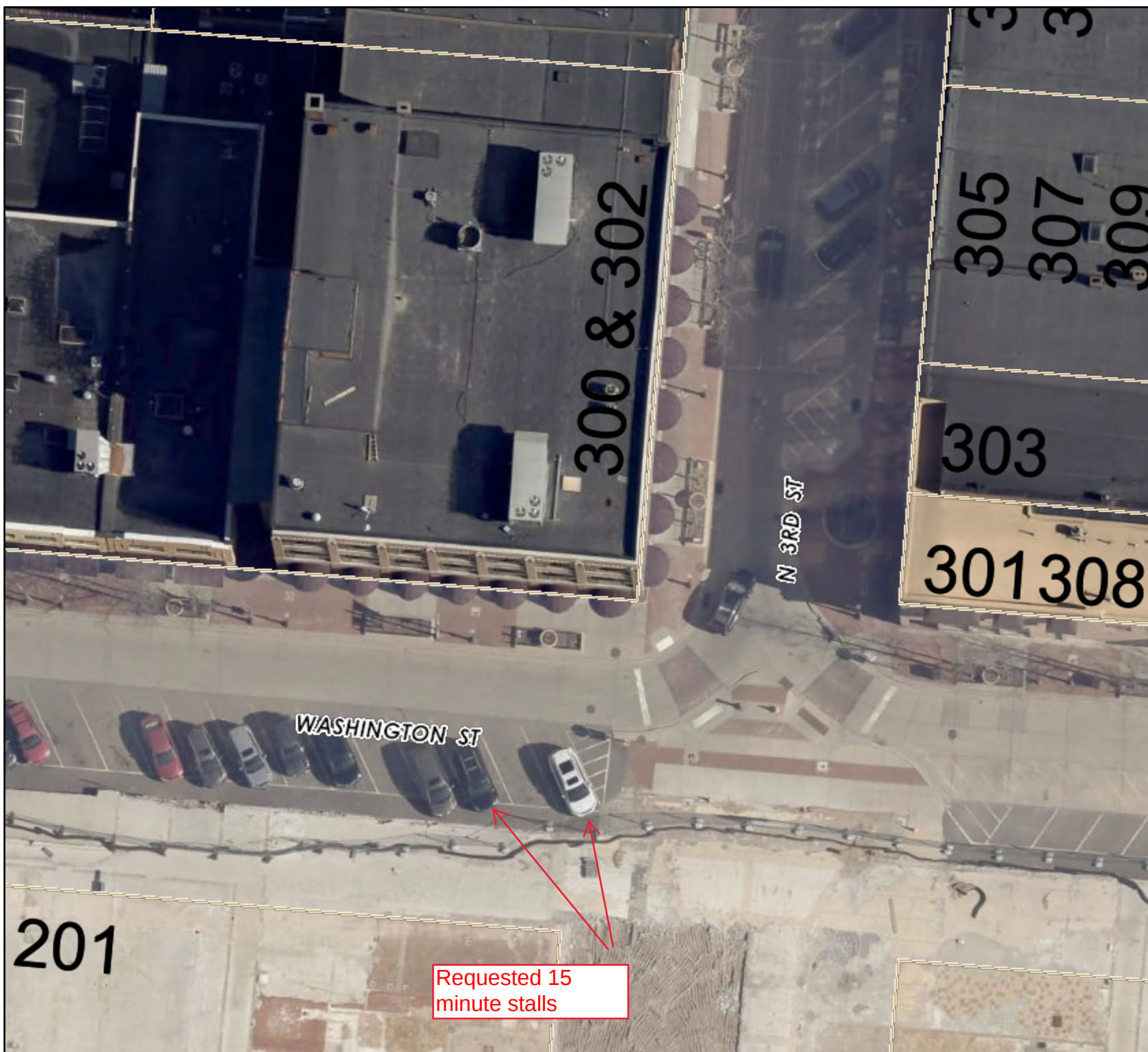


NOTES:

1. Duplication of this map is prohibited without the written consent of the City of Wausau DPW / GIS 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. City of Wausau
Public Works / GIS Division
407 Grant St
Wausau, WI 54403
www.ci.wausau.wi.us



Agenda Item No.

4

STAFF REPORT TO CISM COMMITTEE – March 14, 2024

AGENDA ITEM

Discussion and possible action on preliminary resolution to set a public hearing to vacate an area of right-of-way south of Adams Street abutting 1012 and 1010 Everest Boulevard and 1100 Highland Park Boulevard

BACKGROUND

A petition was received to vacate the above right of way. A map is included with the petition.

FISCAL IMPACT

None

STAFF RECOMMENDATION

Staff recommends approving a preliminary resolution to set a public hearing on this issue.

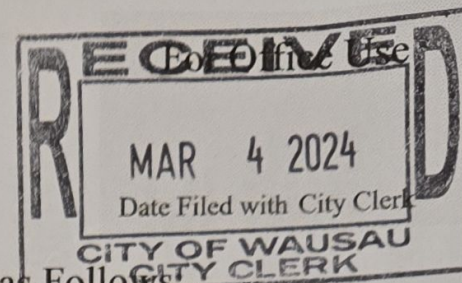
Staff contact: Allen Wesolowski 715-261-6762

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☒ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☐ Other as Follows: _____
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change _____



The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

VACATE THE RIGHT OF WAY SOUTH OF ADAMS STREET LYING
WEST OF 1010 + 1012 EVEREST BLVD.

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1.	VIULIUS M. LESKYS	1010 EVEREST BLVD 54403	02 MAR 24
2.	Matthew W. Ashbrenner	1100 Highland Park Blvd	02 March 24
3.	Scott Johnson	1014 Everest Blvd	31 3 / 24
4.			
5.			
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13.			
14.			
15.			

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU MARK DOLENSHTEK being duly sworn disposes and says that he is a resident of the affected area, residing at 1012 EVEREST BLVD WAUSAU WI 54403 in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to
before me this 4 day of MARCH, 2024

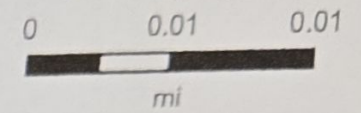
Signature of City Clerk or designee

(Signature of Circulator)

1012 EVEREST BLVD WAUSAU WI
(Address of Circulator) 54403

City of Wausau / DPW

Date: 1/31/2024



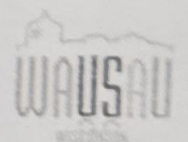
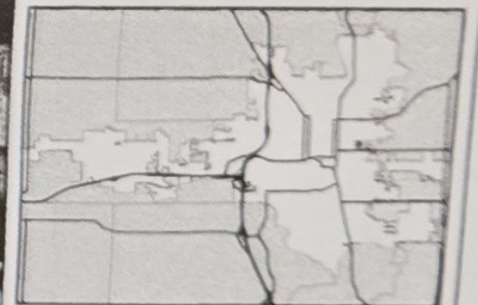
Right Of Way

Parcel

Red: Band_1

Green: Band_2

Blue: Band_3



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3. City of Wausau
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AGENDA ITEM

Discussion and possible action on installation of sidewalk on the south side of West Wausau Avenue from Stevens Drive to North 10th Avenue

BACKGROUND

The City has received STP Urban funding from the WDOT to reconstruct West Wausau Avenue from Stevens Drive to 10th Avenue. The City has hired the engineering group EMCS to design the project and coordinate with the WDOT. The project is in the early design phases right now with construction scheduled for 2026.

The existing cross section for West Wausau Avenue includes sidewalk on the north side of West Wausau Avenue along Wausau West High School. The south side does not currently have sidewalk.

The current design is considering placing sidewalk on both sides of West Wausau Avenue. A public involvement meeting was held on February 29th at City Hall. Notices were posted on the city website and mailings were sent to all abutting properties. The meeting was only attended by one representative of the Wausau School District. Two written comments about the sidewalk were received. Both comments were against the installation of sidewalk on the south side. The Wausau School District has a concern over sidewalk on the south side creating the need for a mid-block cross walk, which may interfere with the bus drop off and loading.

At the time of this staff report Newman School had not provided comment. A large segment of this sidewalk would abut the back side of Newman. Staff will continue to reach out for comment and provide any updates at the meeting.

FISCAL IMPACT

The fiscal impact includes the actual cost of the sidewalk and any associated real estate costs.

STAFF RECOMMENDATION

Staff will discuss the impacts of the sidewalk on the south side to enable CISM to make an informed decision.

Staff contact: Allen Wesolowski 715-261-6762

Agenda Item No.

7

STAFF REPORT TO CISM COMMITTEE – March 14, 2024

AGENDA ITEM
Update on the 17 th Avenue Railroad Crossing
BACKGROUND
The CISM committee gave staff the direction to petition the OCR for determine the adequacy of the current RR crossing facilities at 17 th Ave.
FISCAL IMPACT
Unknown, it will depend on the OCR findings.
STAFF RECOMMENDATION
None, staff will provide an update at the meeting.
Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Update on the proposed Fleet Maintenance Facility property

BACKGROUND

Both the Finance and CISM Committee met in closed session on Feb 13, 2024. The Committees requested staff to make a formal offer to the property owner at 1100 West St, the property owner declined the offer and are no longer interested negotiating with the city for selling their property.

I have attached the Alternate Site Evaluation Study previously completed and approved. This was the basis for looking at several different sites across the city and some adjacent to the city for a new fleet maintenance facility. The Committee will need to reevaluate the sites previously looked at and possibly any new sites that may now be available.

One site, brought up recently, is the site on 28th Ave, noted on GIS as Menards Plaza. I attached a map of this property for your review. The property is approximately 7-acres and is a bit oddly shaped. Some of the other items that would need to be considered are the ingress/egress options for this property as well as turn radii for trucks onsite.

Other properties that ranked high on the list are the properties to the east of the city center on Cnty Z. These are larger properties that would allow future build out of the entire DPW operations. These properties could be annexed to the city and be provided with water and sewer facilities. None of these properties are currently for sale.

Distances for some of these properties to the existing DPW site, also depicted on the map in the attached study:

- West St Property to DPW Site – 1.5 mi
- Menards Plaza Site to DPW Site – 2.7 mi
- Cnty Z Property to DPW Site – 4.5 mi

FISCAL IMPACT

None at this time.

STAFF RECOMMENDATION

Committee discussion and direction related to next steps.

Staff contact: Eric Lindman 715-261-6745



CITY OF WAUSAU

Department of Public Works

Alternate Site Evaluation Study

January 31, 2022



WAUSAU DEPARTMENT OF PUBLIC WORKS

ALTERNATE SITE EVALUATION STUDY

November 16, 2021

BACKGROUND

A *Facility Assessment and Space Needs study* was developed by Barrientos Design in August 2018. It assessed The City of Wausau's current facilities and made recommendations on optimal space needs, associated cost estimates, and provided conceptual layouts for proposed facilities at the current site. In June 2020, Barrientos Design provided a *Phased Conceptual Design Package* analyzing a three-phase buildout plan for proposed facilities on the current site with cost estimates for the first two phases.

In April 2021 a *Fleet Management Study Report* was conducted by Mercury for The City of Wausau. Among the recommendations of the report, was a direction that found the operations of Wausau's Motor Pool Division and Department of Public Works would be more efficient if separated between two respective facility buildings.

SCOPE OF STUDY

This *Alternate Site Evaluation Study* further developed previous study analysis with the understanding that additional space is needed to operate the Department of Public Works (DPW) efficiently in the long term. It also took the recommendations of the *Fleet Management Study Report* into consideration, separating the Motor Pool Division from other operations, with a stand-alone Repair Garage.

This study consists of two parts. Part One diagrams the optimal plans for the Repair Garage and DPW Garage, and an optimal plan for The DPW yard as a whole. Part One also includes a concept plan on the existing site and a preliminary cost estimate.

Part two analyzes potential alternative sites for The DPW yard. The site selection criteria summarizes various considerations that come into play when selecting a site for the City's Department of Public Works.

A list is given of sites that were initially considered but not further analyzed with descriptions of each. The sites that were selected, were analyzed further and a test-fit site plan was developed for each site along with a site description.

The study will assist in selecting a site for the Department's long-term planning, as it looks to make necessary capital investments to its facility.

PART ONE

Optimal Space plans

Part One diagrams the optimal plans for the Repair Garage and DPW Garage and an optimal plan for The Department of Public Works yard as a whole. Also included is a concept plan on the existing site and a preliminary cost estimate based on the optimal plan.

UPDATED FACILITY PLANS

REPAIR GARAGE

As recommended in the *Fleet Management Study Report* the Motor Pool Division should be housed in separate building than the rest of the Department of Public Works to best operate efficiently. Previous plans were reviewed with the Public Works Superintendent and Mechanics Staff and altered to an optimal conceptual layout.

The Repair Garage would house the Motor Pool Division for:

- 13 Staff (currently 9)
- 8 Heavy Duty Repair Bays (currently 6)
- 2 Light Duty Repair Bays
- 1 Welding Bay
- 1 Machining Bay

Total SF: 28,000 (with 2,700 SF Mezzanine)

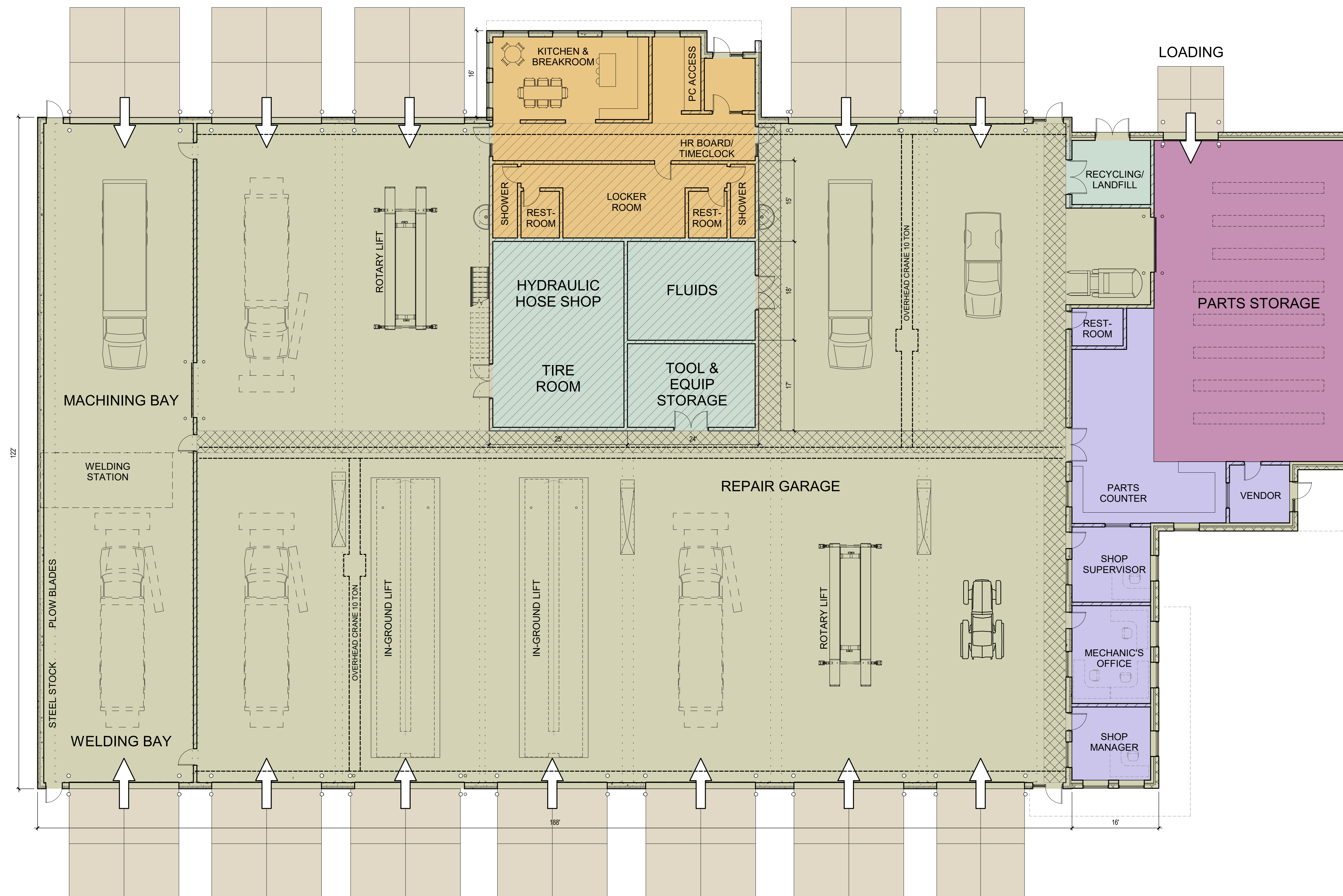
DPW MAIN GARAGE

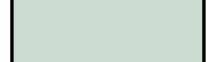
The remaining Department of Public Works facilities would be housed in a main facility. Planning for such a new facility breaks down into four primary DPW component operations: administration and crew, parking garage, shops, and wash bays.

The Department of Public Works Garage would house:

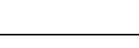
- 28 Heavy, 20 Medium, 24 light vehicles in heated parking
- A Carpentry Shop
- A Sign Shop
- 2 Wash Bays (1 Automatic, 1 Manual)

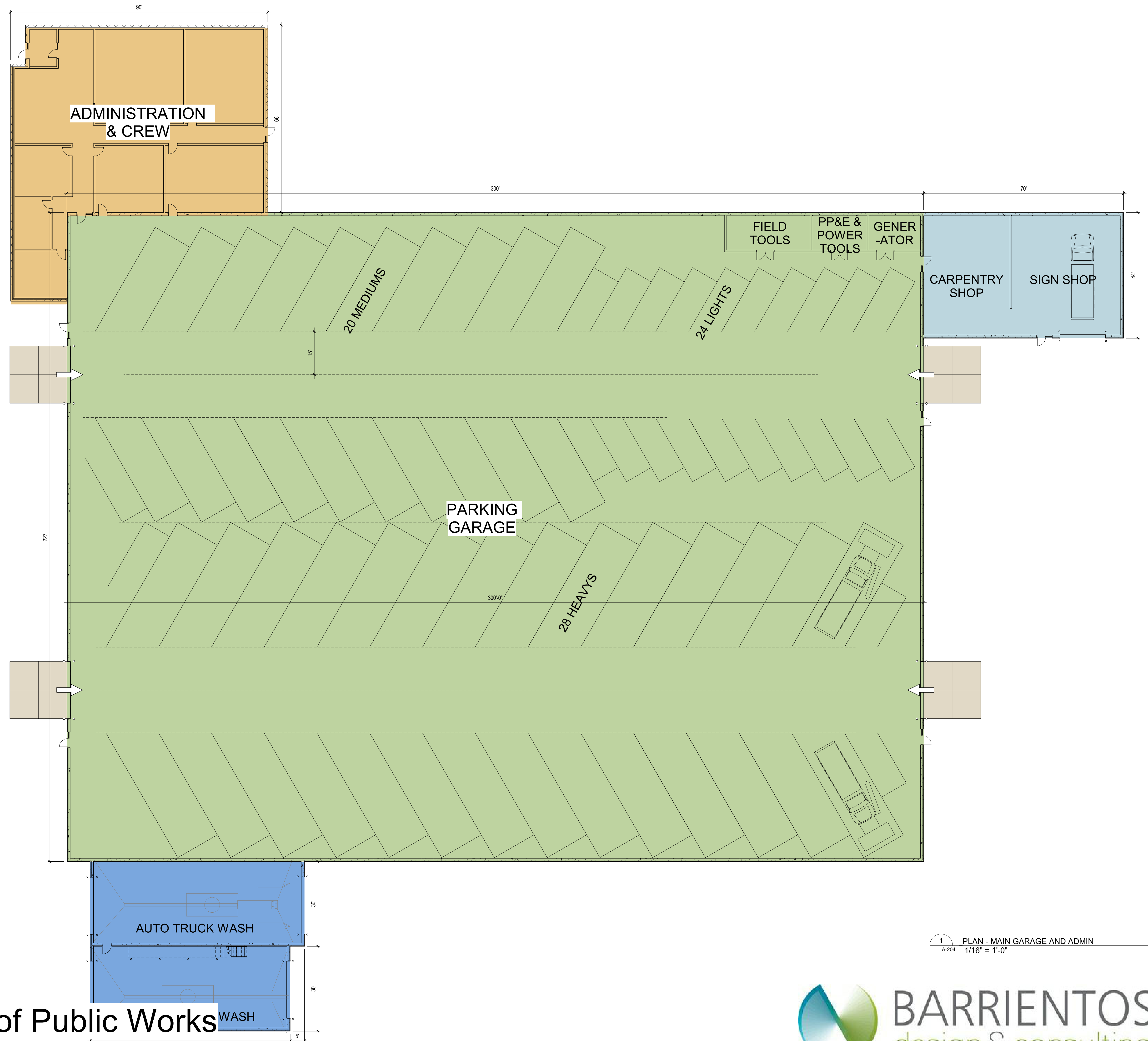
Total SF: 81,500

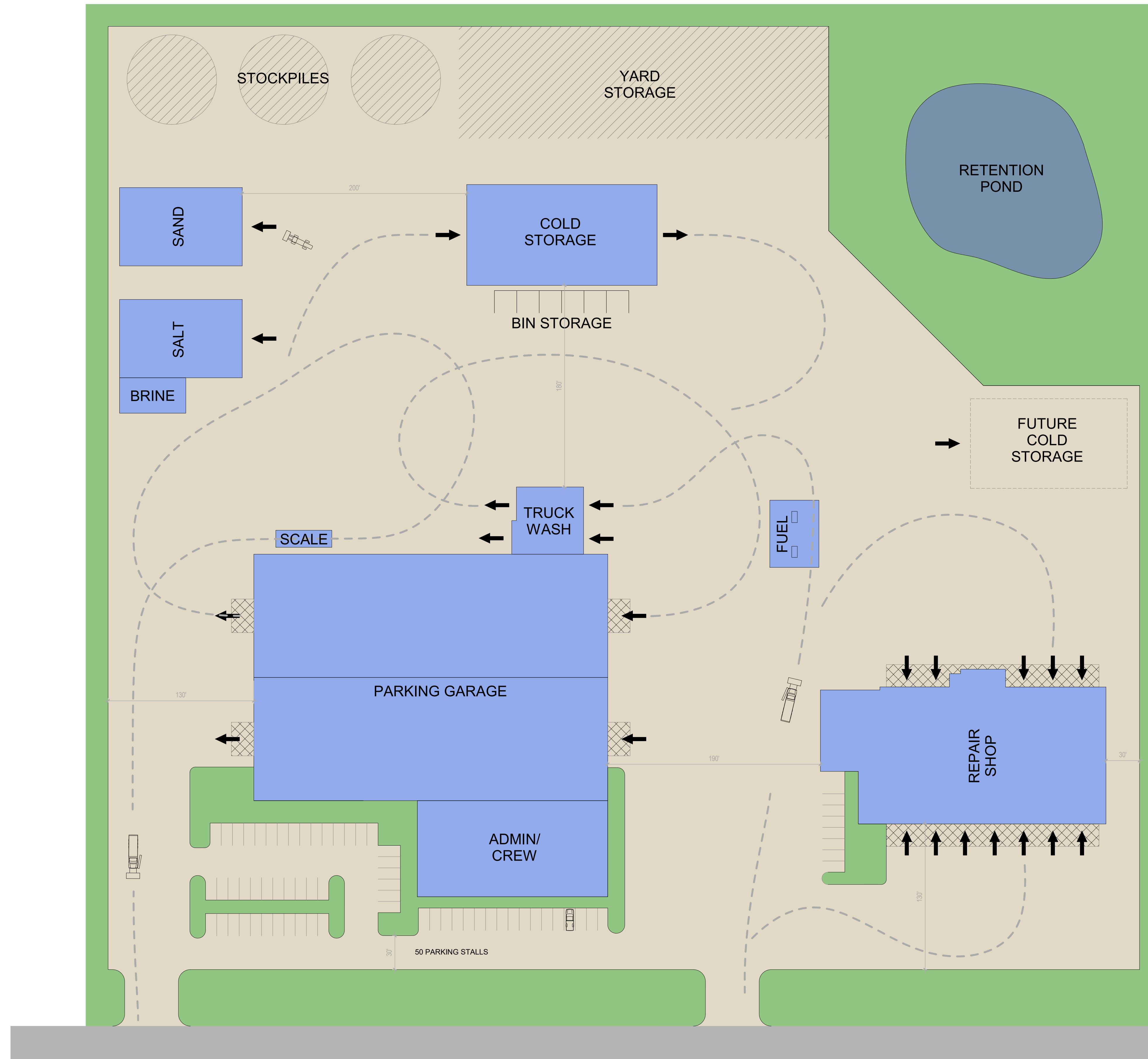


20,800 S.F.		REPAIR
1,700 S.F.		CREW
1,900 S.F.		STORAGE
2,100 S.F.		PARTS
1,500 S.F.		OFFICES
28,000 S.F.		TOTAL
2,700 S.F.		MEZZANINE

1 PLAN - REPAIR GARAGE
1" = 10'-0"

68,000 S.F.		PARKING GARAGE
6,500 S.F.		ADMIN. / CREW
2,700 S.F.		SHOPS
4,300 S.F.		WASH BAYS
81,500 S.F.		TOTAL





OPTIMAL PLAN
SUMMARY:

TOTAL SITE AREA:	19.5 ACRES
TOTAL YARD AREA:	16.0 ACRES
NEW BUILDING AREA:	134,000 SF
NEW PAVED AREA:	505,000 SF (11.5 ACRES)

OPTIMAL SITE PLAN Wausau Department of Public Works

11.15.21

Construction Cost Estimate - Optimal Plan

City of Wausau

Main Garage Precast, Repair Garage Precast, Storage Buildings Pre-Engineered

	SF/Quantity	Cost per SF	Total
Main Garage			
Vehicle Parking	68,000	222 \$	15,096,000
External Truck Wash	4,300	222 \$	954,600
Sign & Carpentry Shops	2,700	222 \$	599,400
Crew Quarters	3,500	255 \$	892,500
Administrative Areas	3,000	264 \$	792,000
	81,500	Total \$	18,334,500

Repair Garage (Motor Pool Division)				
Repair Shop	20,800	260	\$	5,408,000
Parts Department	2,100	233	\$	489,300
Storage	1,900	222	\$	421,800
Crew Quarters	1,700	255	\$	433,500
Administrative Areas	1,500	264	\$	396,000
	28,000	Total	\$	7,148,600

Site Construction				
Site Work - developed land	19.5	\$	190,000	\$ 3,705,000
Fuel Station			allow	\$ 350,000
Tempered Storage Building	1,800	\$	90	\$ 162,000
Utility (Brine & Salt Storage Sheds)	14,000	\$	122	\$ 1,712,550
	15,800	Total	\$	5,929,550

New Furniture				
Workstations	10	\$	10,000	\$ 100,000
Assembly Room	1	\$	35,000	\$ 35,000
Safety Training	1	\$	20,000	\$ 20,000
Conference Room	1	\$	20,000	\$ 20,000
	13	Total	\$	175,000

Total Construction Cost \$ 24,439,050

Notes

**Estimate does not include, site acquisition costs, moving/relocation expenses, or plan approval and review fees

* Includes soft costs, construction managing contingency, architecture & engineering fees and permitting fees.

CONCEPT A

Concept A utilizes the current site on Myron St. along with the purchase of four additional parcels along Myron St. This option accommodates both the Main Garage and the Repair Garage buildings on one site. In addition, it utilizes building 2 and the current salt shed.

- Would require the purchase of four parcels along Myron St.
- Existing Building 2 and the Salt Shed would remain.
- Would require demolition of other Wausau Facilities
- Would require demolition of structures on acquired parcels
- Significant infill required to raise the yard above the floodplain (approximately 4' above current level)
- Significant stormwater drainage piping at old creek bed
- Retention Bioswale/ pond required for new building footprints
- New Brine tank shed
- New Scale and fuel station
- New Sand Shed

Total site acres: 16.0

Total useable acres: 14.5

Benefits

- Having the Main Garage and Repair Garage on the same site is optimal for operations
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- The site is in a floodplain and new buildings would require significant infill
- There is poor existing fill (possibly landfill material) in ground that would need to be analyzed and possibly remediated
- An old creek runs through the site so substantial stormwater drainage would be required
- Although all facilities would fit on site, the traffic flow and yard storage are not optimal
- There is minimal room for future building/ storage needs

Long term plans on the current site should further analyze soil remediation, foundation suitability, and floodplain levels.



SUMMARY:

TOTAL SITE AREA:	16.0 ACRES
TOTAL YARD AREA:	14.5 ACRES
NEW BUILDING AREA:	120,000 SF
NEW PAVED AREA:	325,000 SF (7.5 ACRES)

1 1. SITE LAYOUT - MYRON ST
 1/4"=200' 1"= 50'-0"

Wausau Department of Public Works

11.15.21

PART TWO

Alternate Site Selection

Part two analyzed a series of potential sites for relocating The Department of Public Works yard. It aims to find the most suitable site options for a long-term placement of the Public Works facilities.

Site Selection Criteria

Referencing the prior studies that analyzed Wausau's facility needs, building sizes were determined and an Optimal Site Plan was developed. The optimal site plan allots 19.5 acres in order to suit the long-term needs of the Public Works Department.

A proper site location for a long-term facility is vital to the success of the department's work. Factors such as proximity to service-area, fit with neighboring properties, and access to arterial roads and utilities should be thoughtfully considered.

The following criteria are listed in order of importance.

Criteria:

- 19 + acres
- Access to Main (Arterial) Roads and Bridges
- Proximity to Service-Area Center (see map)
- Within City limits or on edge of City limits to be annexed-in
- Environmental Justice
- Good fit with neighboring properties
- Cohesive with City's long-term masterplan
- City Utilities (water and sewer)
- Access roads without steep inclines
- A site without wetlands
- A Site with flat Topography
- Proper Zoning or ability for Zoning Change

Sites

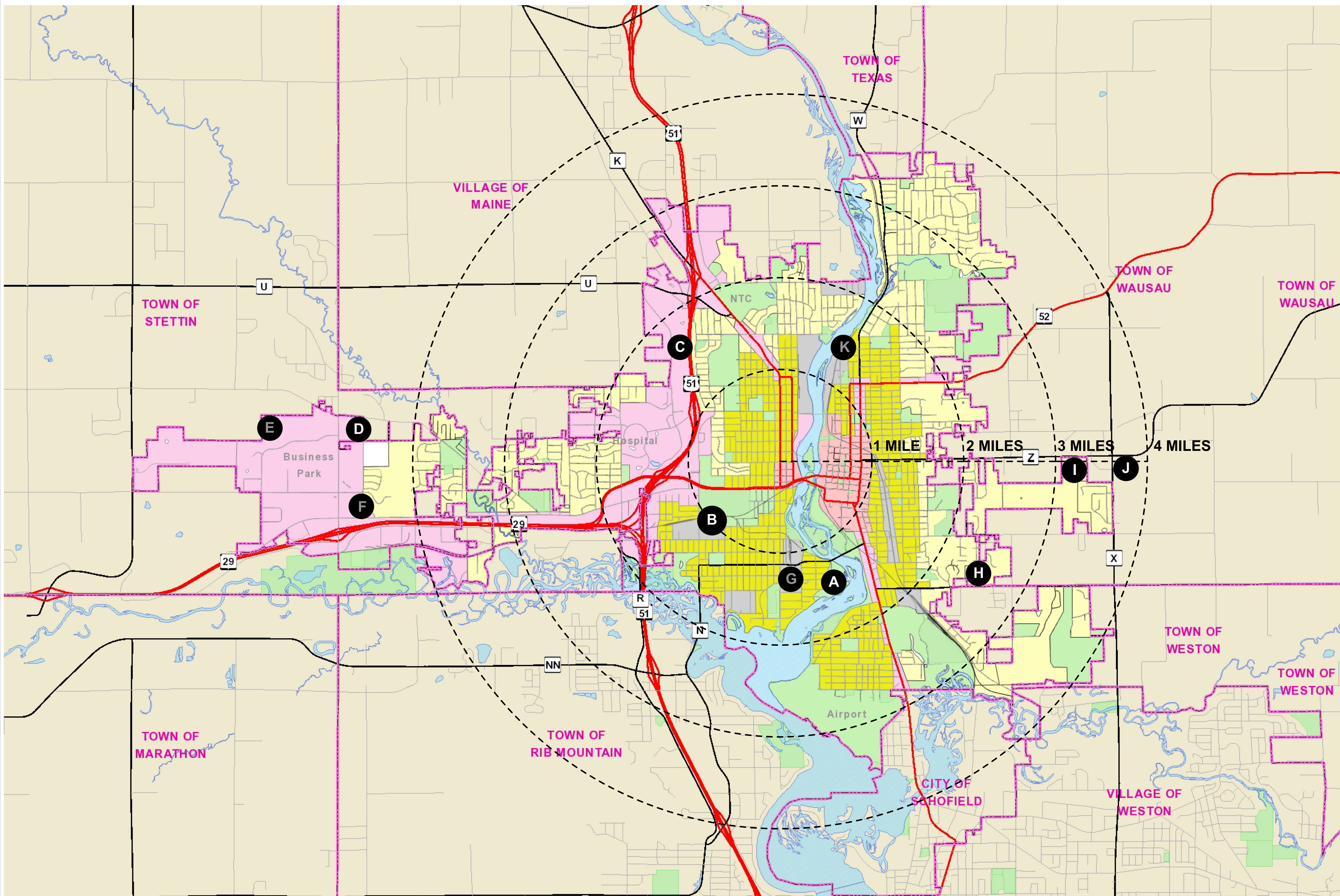
The following preliminary sites were selected for aligning with the above criteria. Site statistics and GIS data are gathered on each site. The table on the following page outlines the selection criteria for each site. Further benefits and drawbacks are described for each selected site.

Sites:

- A: Existing Department of Public Works (Myron St.)
- B: Current County Highway Department (West St.)
- C: Westwood Drive
- D: Settin Drive
- E: International Drive
- F: Stewart Ave.
- G: Kolbe & Kolbe Site (Cleveland Ave.)
- H: County Road N (Townline Rd.)
- I: County Road Z (Franklin St.)
- J: County Road Z & X
- K: County Materials Corp (Winton St.)

The sites below were not further considered for the listed reasons:

- E: International Drive – Committee determined that sites in the Business Park should remain available for taxable development.
- F: Stewart Ave. – Committee determined that sites in the Business Park should remain available for taxable development.
- G: Cleveland Ave. – Aldermen determined the Cleveland Ave. site should not be used for DPW.
- K: Winton St. – Committee determined the site along the river did not align with city development plans/ not suitable for DPW.



Legend

- Park - City
- Park - County
- Future Land Use**
 - City Center
 - Legacy Industrial
 - Public / Open Space
 - Railroad
 - Suburban Commercial and Industry
 - Suburban Residential
 - Urban Residential

North Arrow

WAUSAU
WISCONSIN

Site Selection Criteria Ranking

City of Wausau Department of Public Works

	A	B	C	D	E	F	G	H	I	J	K
	Existing DPW Site	Current County HWY Dept. (West St.)	Westwood Drive	Settin Drive	International Drive	Stewart Ave	Kolbe & Kolbe Cleveland Ave	County Road N	County Raod Z	County Road Z & X	County Materials Corp (Winton St.)
Rating 3 = Best, 2 = Ok, 1 = Poor											
Sufficient Site Size (19 + acres)	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0
Distance to Service Areas	3.0	3.0	3.0	1.0	1.0	1.0	3.0	3.0	2.0	2.0	2.0
Access to Main Arterial Roads/ Bridges	3.0	3.0	2.0	1.0	1.0	2.0	3.0	3.0	3.0	3.0	2.0
No Floodplain or Wetlands	1.0	3.0	3.0	2.0	2.0	1.0	3.0	3.0	3.0	3.0	3.0
Environmental Justice	1.0	2.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	3.0	2.0
Access Road without steep inclines	3.0	3.0	2.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	3.0
Sufficiently flat Site Topography	3.0	3.0	3.0	3.0	2.0	1.0	3.0	3.0	3.0	3.0	3.0
Fit with Neighboring Properties & City Masterplan	3.0	3.0	3.0	2.0	3.0	3.0	2.0	1.0	3.0	3.0	1.0
Existing Zoning Conformance	3.0	3.0	2.0	1.0	3.0	3.0	3.0	1.0	2.0	2.0	3.0
Extra Site Development Costs	1.0	1.0	3.0	3.0	1.0	1.0	2.0	3.0	3.0	3.0	1.0
Total Ranking	23.0	26.0	27.0	22.0	22.0	21.0	27.0	24.0	26.0	26.0	21.0
Total Ranking (Selected Sites)	23.0	26.0	27.0	22.0				24.0	26.0	26.0	

A: Existing Department of Public Works (Myron St.)

The existing site is described in Part One.

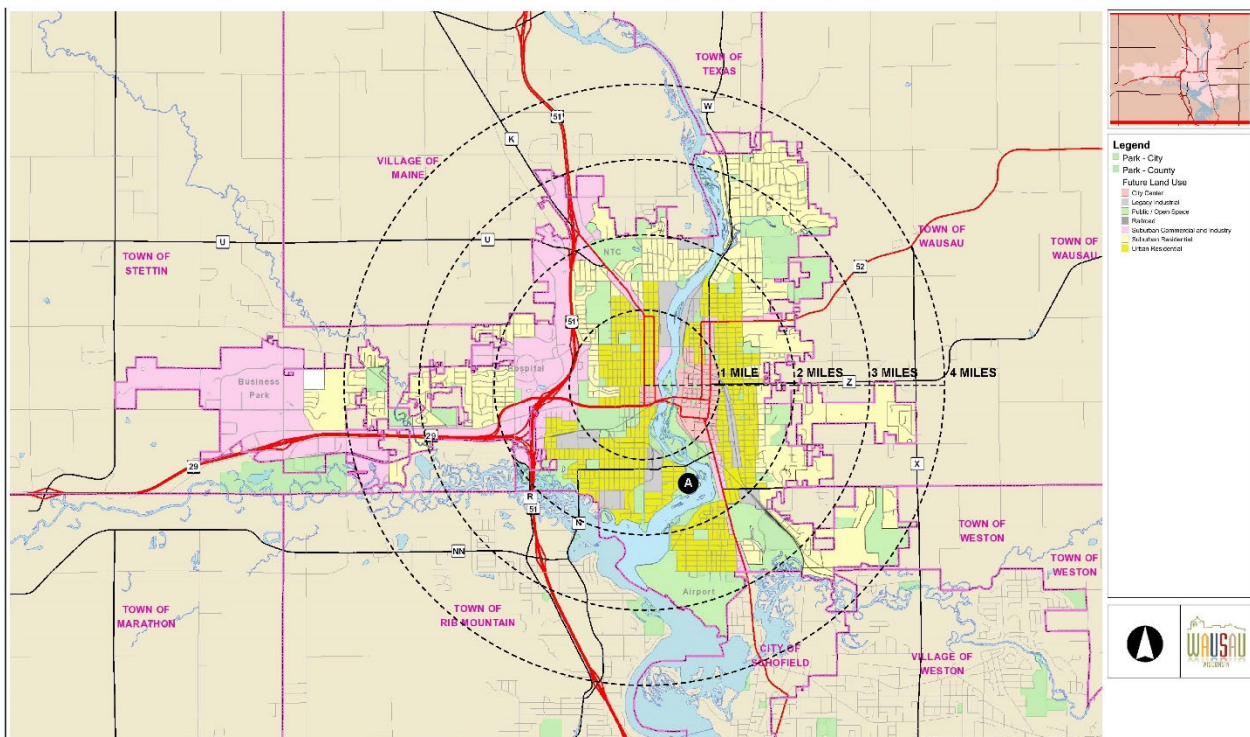
- City owned
- Brownfield Site
- 16.0 Acres

Benefits

- Centrally located site
- Having the Main Garage and Repair Garage on the same site is optimal for operations
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- The site is in a floodplain and new buildings would require significant infill
- There is poor existing fill (possibly landfill material) in ground that would need to be analyzed and possibly remediated
- An old creek runs through the site so substantial stormwater drainage would be required
- Although all facilities would fit on site, the traffic flow and yard storage are not optimal
- Minimal room for future building/ storage needs



B: Current County Highway Department (West St.)

The Current County Highway site is being vacated by the Highway Department in the next 2-5 years. The County recently purchased 1212 West storage warehouse buildings so it is anticipated that they would be incorporated in the layout. Selective demolition would be required however, reuse of existing facilities is beneficial.

- Public entity owned
- Brownfield Site
- 17.0 Acres

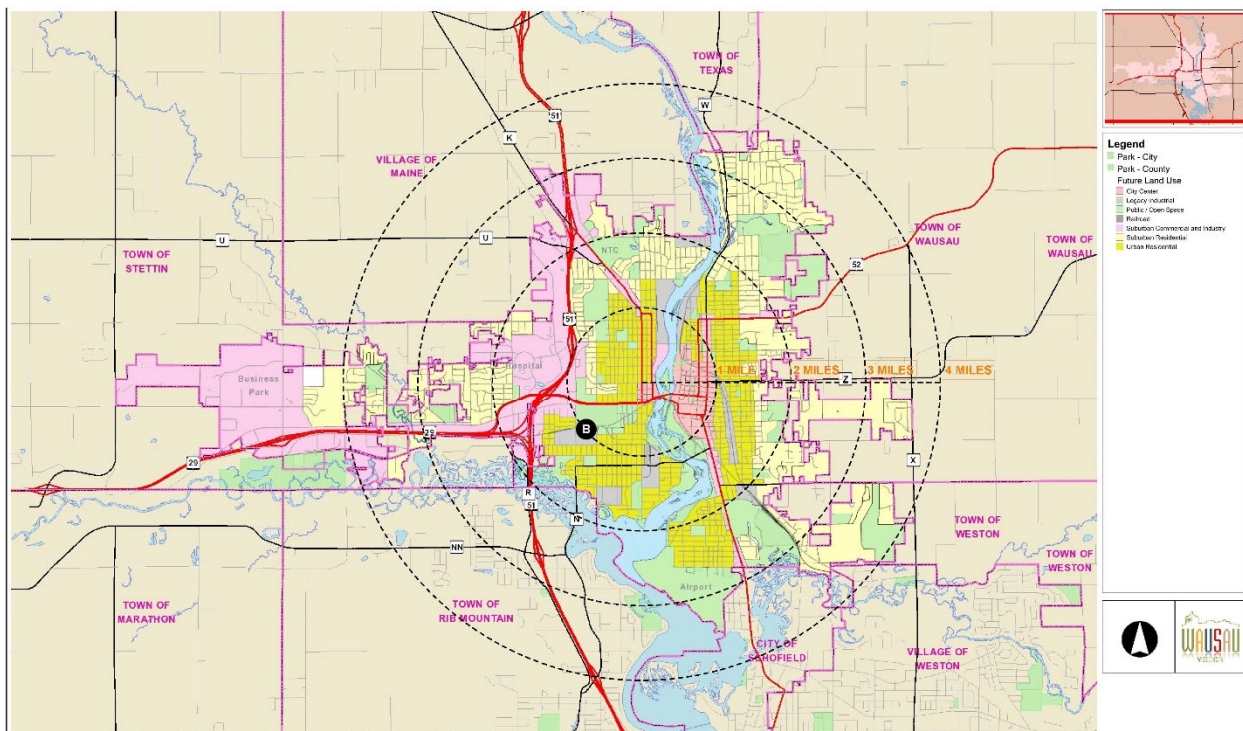
Benefits

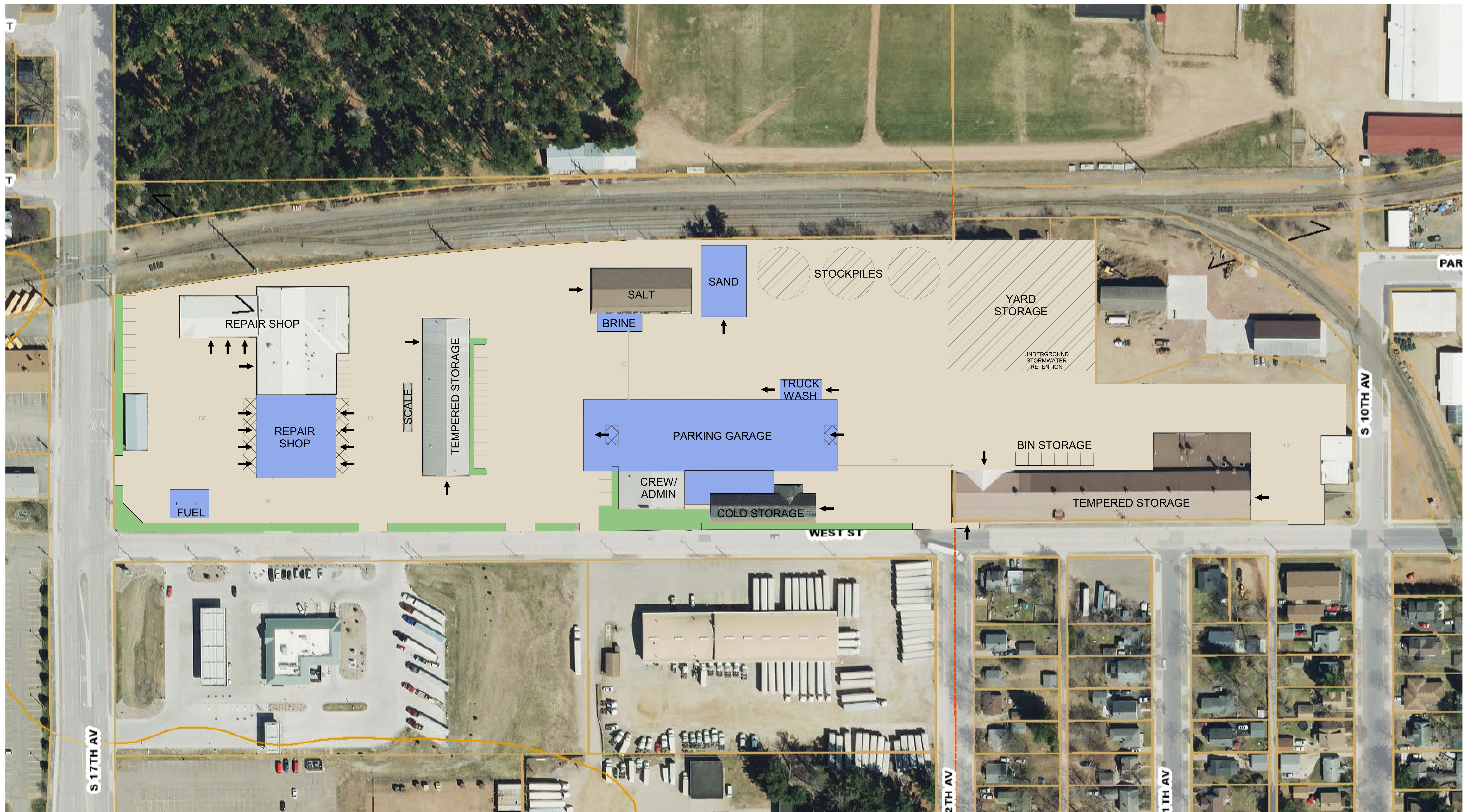
- Centrally located site
- Similar building uses as existing owner
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- Some Demolition Required
- Coordination with current tenant vacating
- Minimal room for future growth
- Would require underground stormwater management of retention pond

Further analysis needed to determine if city gutter can be used in place of retention pond.





B-2: Current County Highway Department (West St.)

The City asked to review the West St. site for its usefulness given the currently owned land (This option: B-2 differs from option B because it was previously assumed the parcel to the East could be utilized).

The site is being vacated by the Highway Department in the next 2-5 years. The County recently purchased 1212 West storage warehouse buildings so this portion of the site is incorporated.

Given the current extents of the site it would fit the Repair Garage, fuel station, cold storage, and the sand / salt storage. It could also house 44,000 SF of Heated Vehicle Parking and utilize the existing tempered storage for 17,000 SF of Vehicle Parking which combined makes up 98% of the optimal parking needed. What does not fit on the site is yard storage, stockpiles, a retention pond, and 11% of Vehicle Garage space.

- Public entity owned
- Brownfield Site
- 12.5 Acres

Benefits

- Centrally located site
- Similar building uses as existing owner
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- Demolition Required
- Coordination with current tenant vacating
- Minimal room for future growth
- Not all facilities fit on site
- Would require underground stormwater management or retention pond

Further analysis needed to determine if city gutter can be used in place of retention pond.



Wausau Department of Public Works

01.31.22

C: Westwood Drive

This site is a greenfield property with the proper size to fit the optimal plan. It borders interstate 51 and has a four-lane access road with routes to the north and south of the city. The site topography is suitable and drains to an existing retention pond at the north-east. If the County Highway Department relocates to the CTH U site (half a mile from this site) some overlapping uses could be shared.

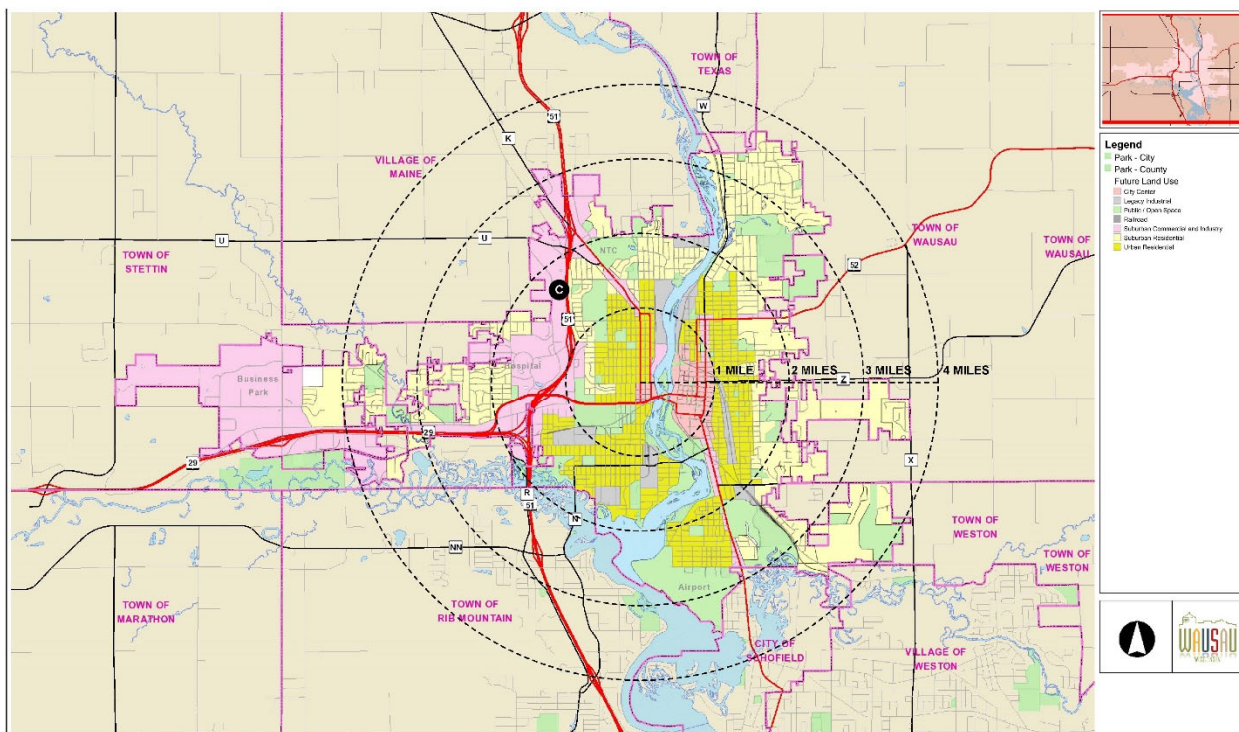
- Privately owned
- Greenfield Site
- 23.3 Acres

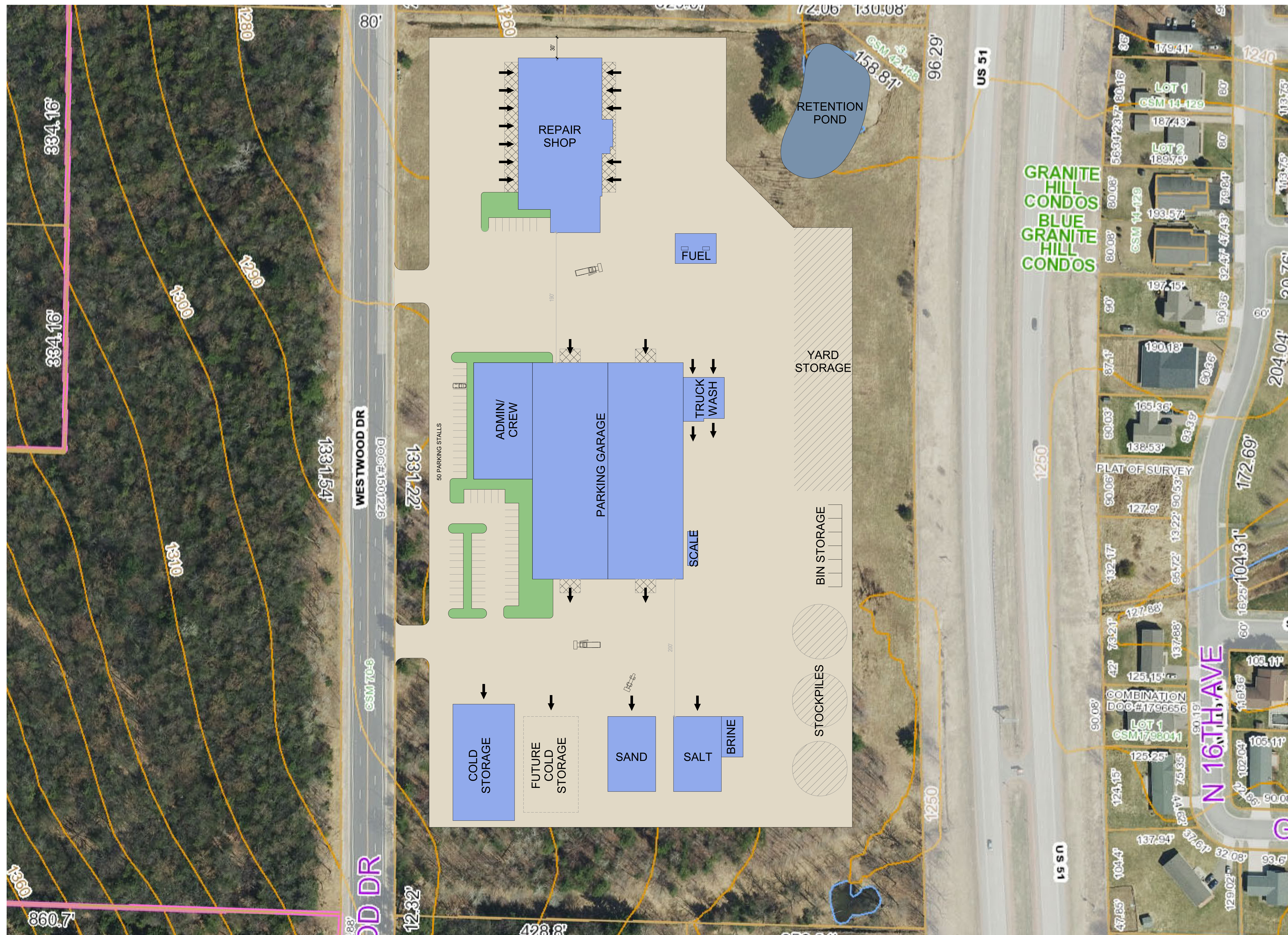
Benefits

- Centrally located site
- Adequate space for optimal plan
- Good access road/routes
- Good topography with existing retention pond
- Overlapping uses could be shared with County facility

Drawbacks

- Land must be acquired
- Access road to the south has some incline





1 2. SITE WESTWOOD DR
A-216 1/64" = 1'-0"

Wausau Department of Public Works

11.15.21

D: Settin Drive

The Settin Drive site was previously considered for the County Highway Department relocation. It was determined suitable for them, although small for their operations, it has adequate space for the City. It is on a narrow country road that would need to be partially re-paved for heavy equipment. The site has some wetland distinction on GIS maps.

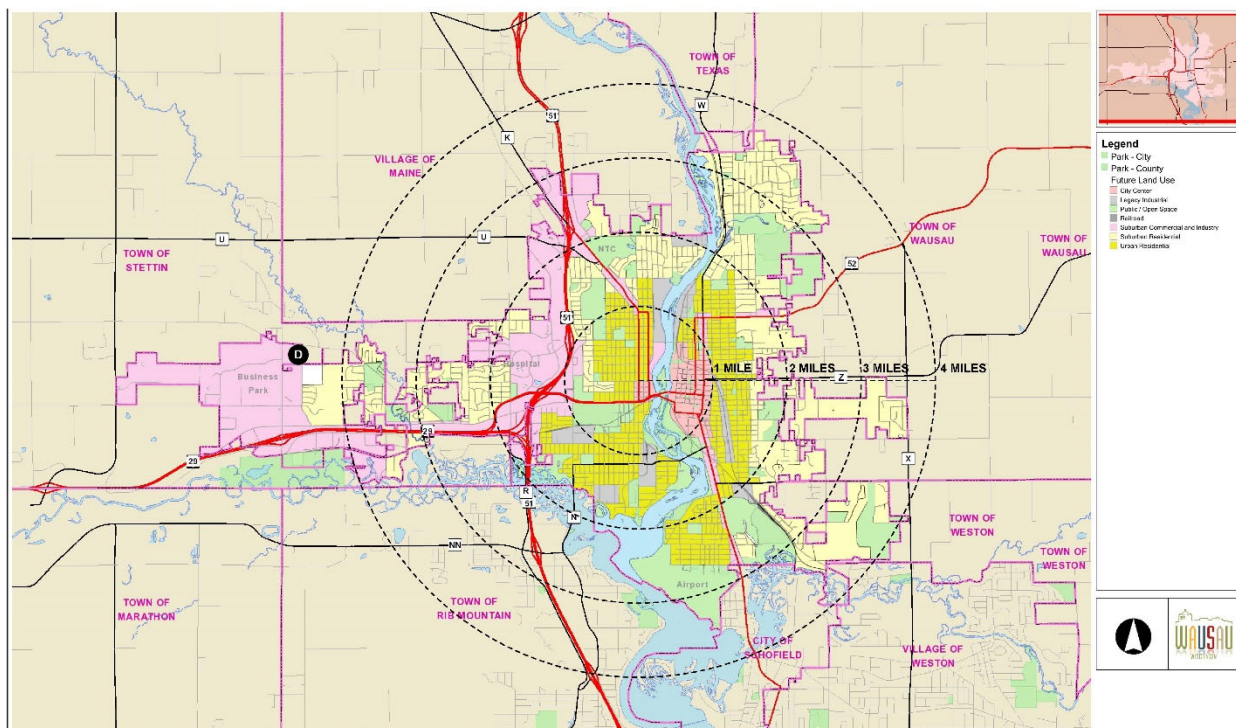
- Privately owned
- Greenfield Site
- 22.0 Acres

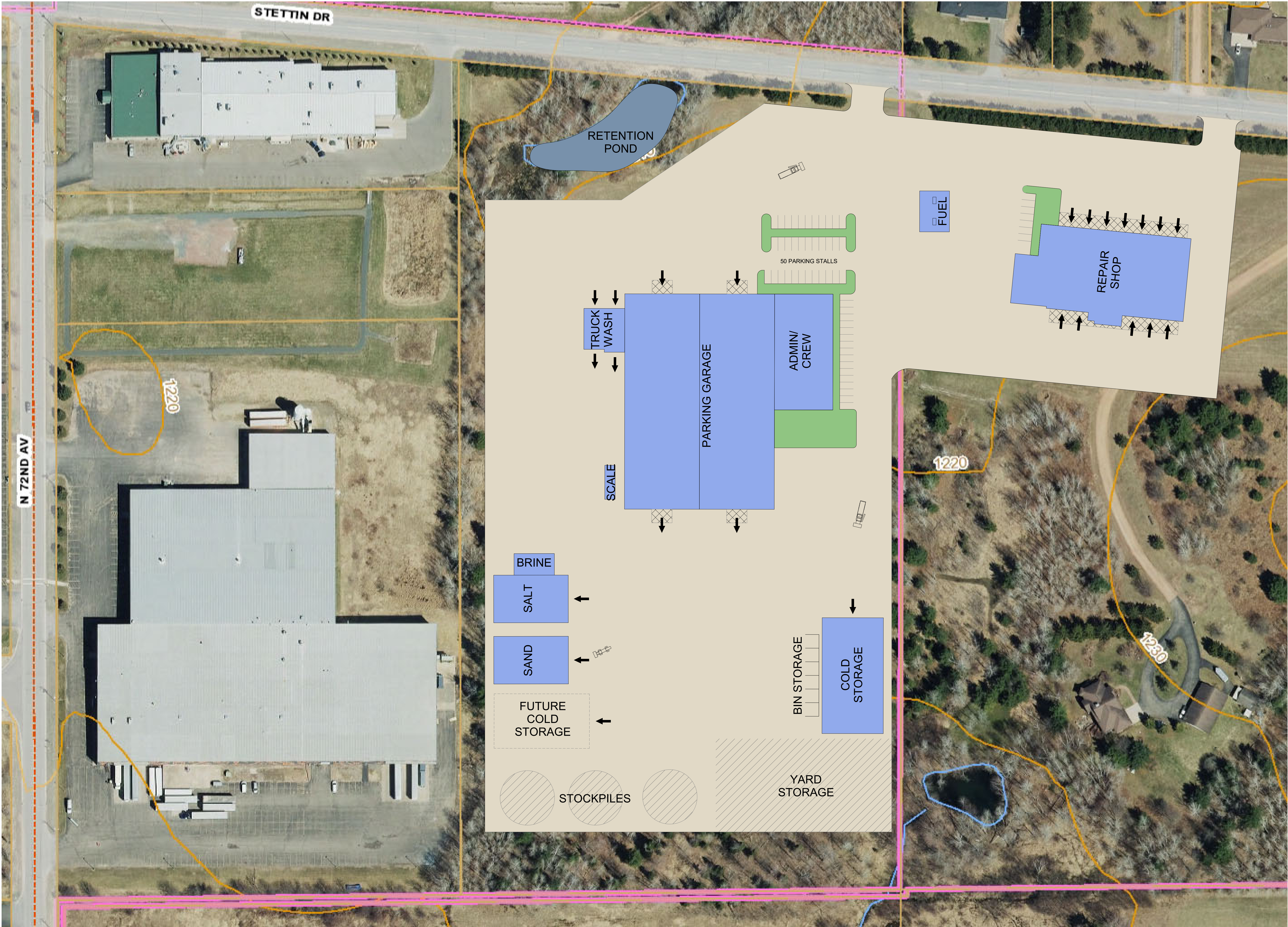
Benefits

- Adequate space for optimal plan
- Site neighbors new business district

Drawbacks

- Far from service area
- Land must be acquired
- Some wetland distinctions
- Access road would require improvement





1 2. SITE STETTIN DR
A-217 1/64" = 1'-0"

H: County Road N

The site along County Road N has substantial size and good topography for the optimal plan. However, two major drawbacks are the aggressively inclined access road and that the parcel sits in an area surrounded by residential development. It would require a zoning change that would be contested by neighbors and it does not align with the City's masterplan.

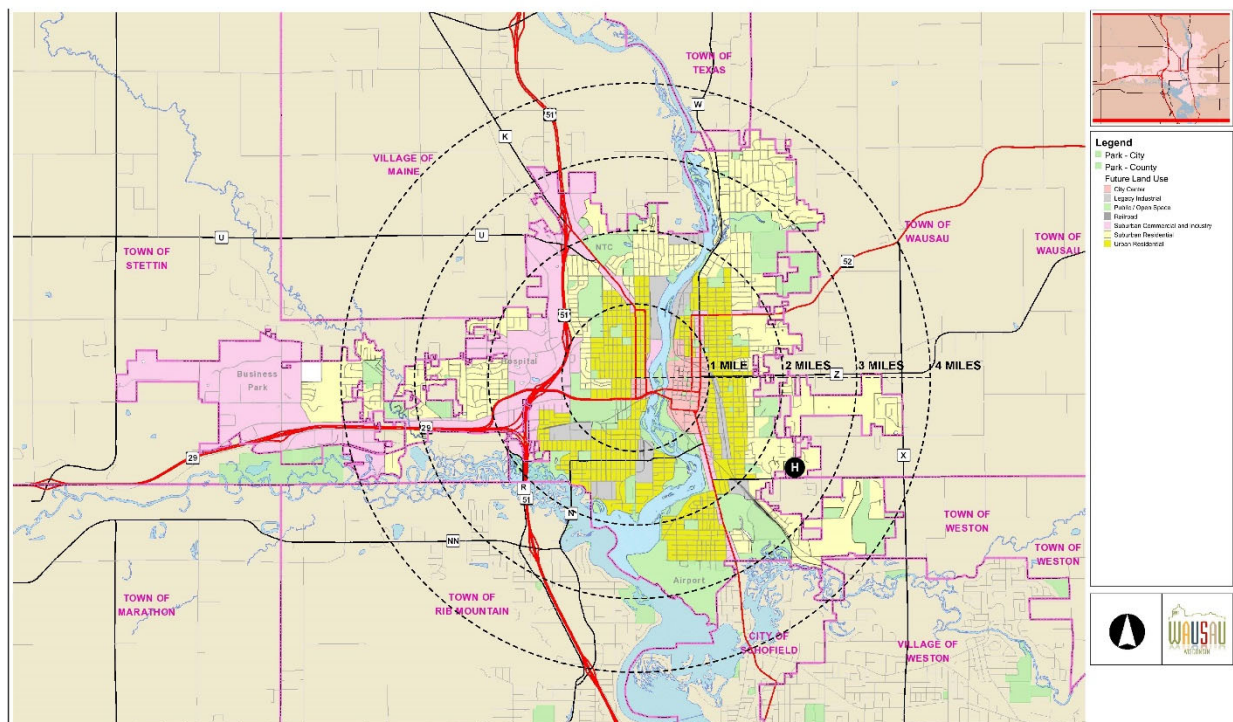
- Privately owned
- Greenfield Site
- 34.0 Acres

Benefits

- Adequate space for optimal plan
- Good topography

Drawbacks

- Substantially inclined access road
- Surrounded by residential development
- Land would require contested rezoning approval





I: County Road Z (Franklin St.)

The site along County Road Z has substantial size and good topography for the optimal plan. Although County Road Z has good access to the city, it has substantial inclines that challenge heavy truck traffic. The site is far from the service area center.

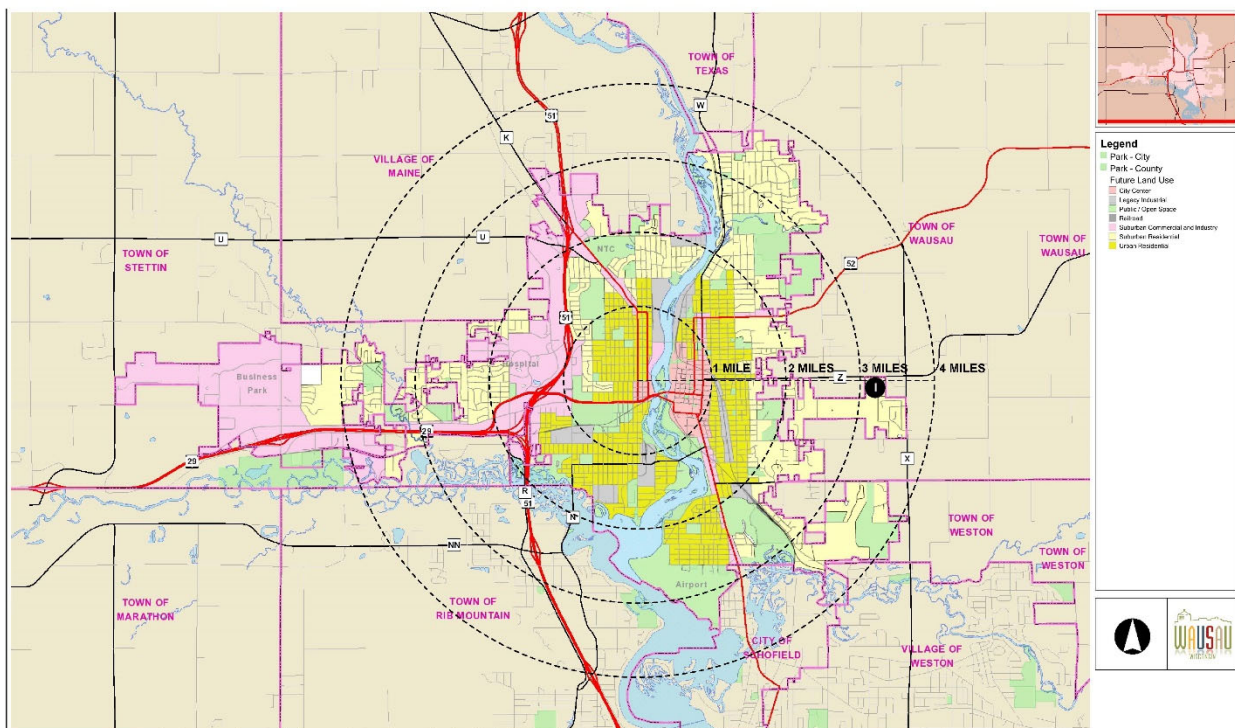
- Privately owned
- Greenfield Site
- 39.3 Acres

Benefits

- Adequate space for optimal plan
- Good topography

Drawbacks

- Substantially inclined access road
- Far from service area
- Land would require rezoning





J: County Road Z & X

The site at the corner of County Roads Z and X has substantial size and good topography for the optimal plan. Although County Road Z has good access to the city, it has substantial inclines that challenge heavy truck traffic. The site is far from the service area center.

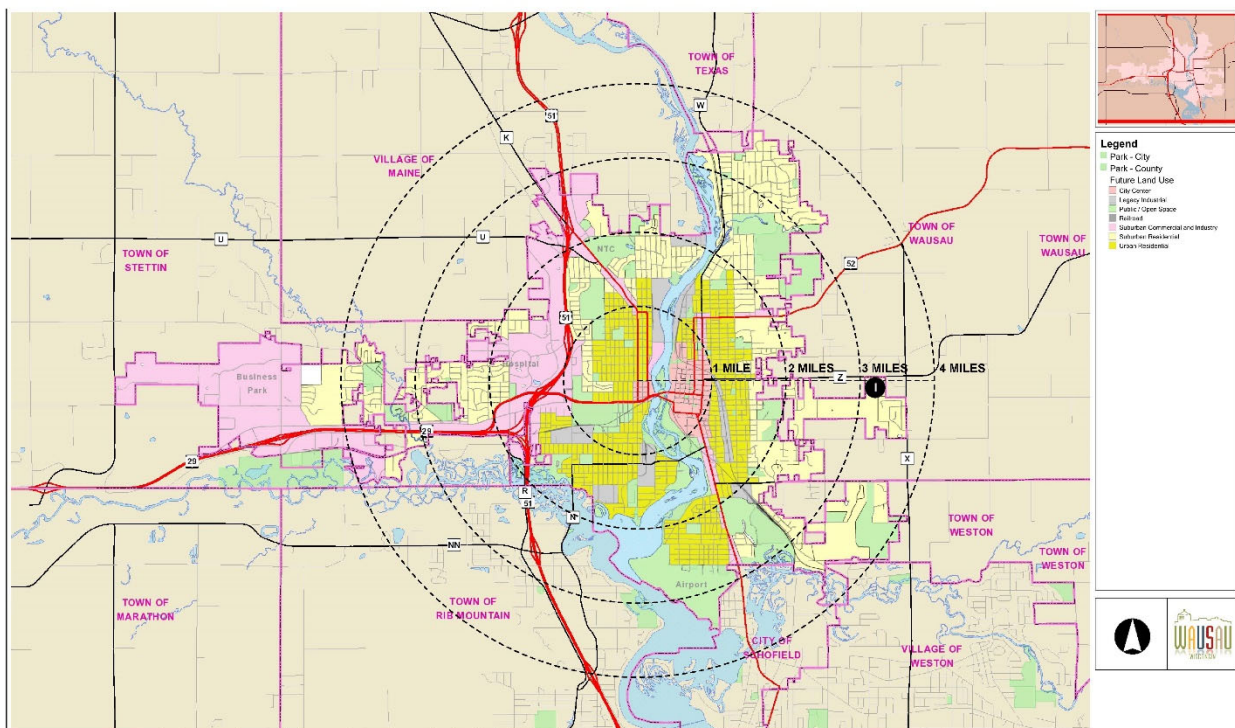
- Privately owned
- Greenfield Site
- 38.5 Acres

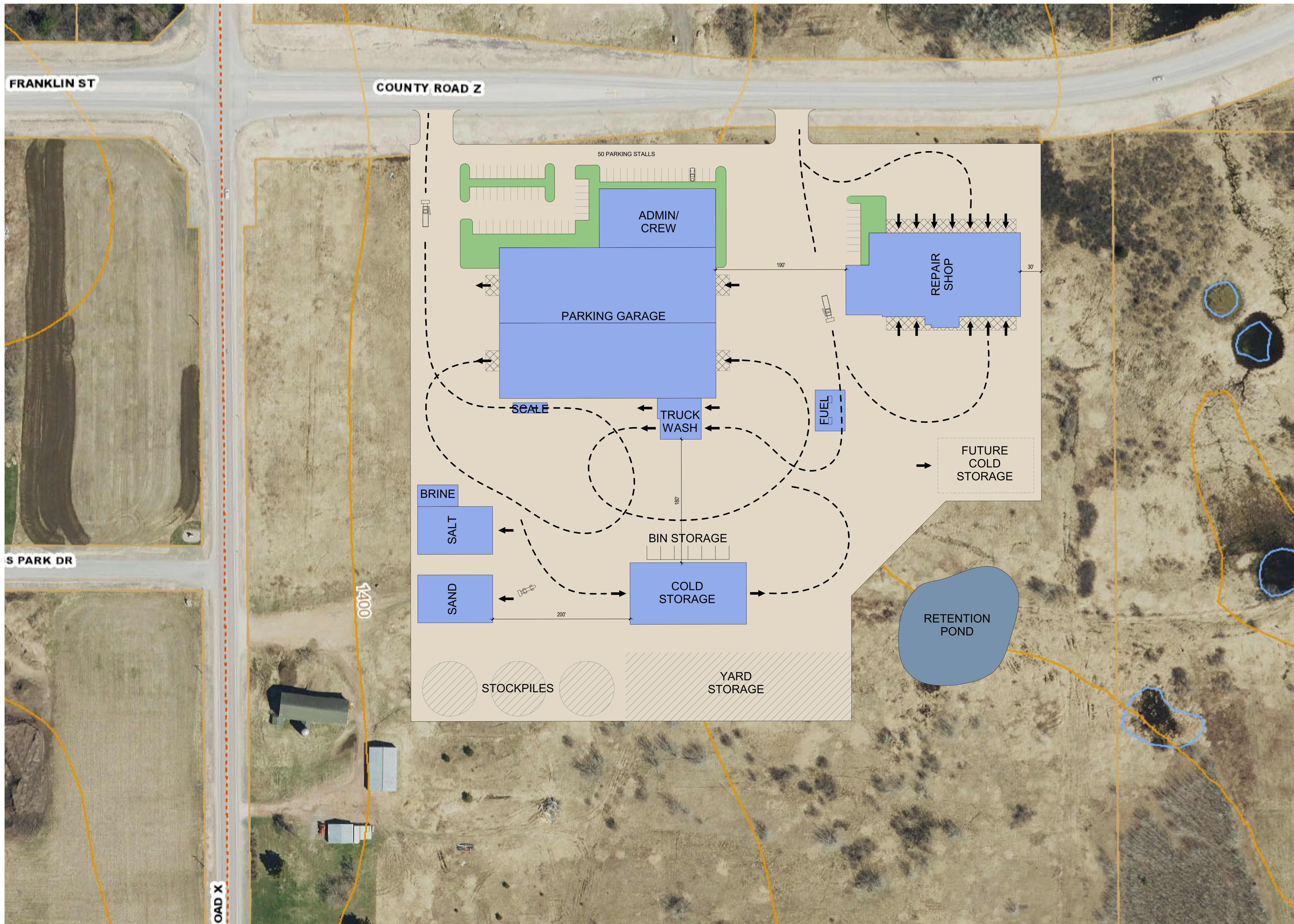
Benefits

- Adequate space for optimal plan
- Good topography

Drawbacks

- Substantially inclined access road
- Far from service area
- Land would require annexing into City





1. SITE CO. Z & X
1/64" = 1'-0"

Wausau Department of Public Works

11.15.21

SUMMARY

This *Alternate Site Evaluation Study* further developed previous study analysis with the understanding that additional space is needed to operate the Department of Public Works efficiently in the long term. It also took recommendations of the *Fleet Management Study Report* into consideration.

The study developed optimal plans for the Motor Pool division, the Main DPW Garage, and an optimal site plan. The estimated total cost based on the optimal site plan is \$24,439,000.

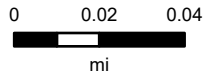
The study evaluated eleven potential sites, within the City of Wausau limits, based on various site selection criteria. Seven of the sites were evaluated further with test-fit yard plans. Descriptions of each give the benefits and drawbacks, and the selection matrix ranks each site by the site selection criteria.



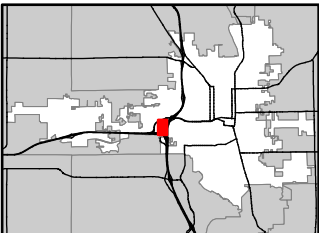
ArcGIS Web Map

City of Wausau / DPW

Date Printed: 3/4/2024



- Right Of Way
- Parcel



- NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau DPW / GIS 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. City of Wausau
Public Works / GIS Division
407 Grant St
Wausau, WI 54403
www.ci.wausau.wi.us