

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: June 13, 2024, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Chad Henke, Lou Larson, Michael Martens, Tom Neal (Sarah Watson was excused)

Also Present: Mayor Diny, Eric Lindman, Allen Wesolowski, TJ Niksich, Tara Alfonso, Andrew Lynch, Dustin Kraege, Vicki Tierney, 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. Chair Henke called the meeting to order.

CONSENT AGENDA

A. Approve minutes of the May 9, 2024 meeting

B. Action on Stormwater Maintenance Agreement with Robert W. Monk Gardens at 1800 N. 1st Avenue

C. Action on Stormwater Maintenance Agreement with Aspirus Wausau Hospital at 333 Pine Ridge Boulevard

D. Action on Stormwater Maintenance Agreement with Wausau School District at 1200 West Wausau Avenue

A request was received to remove Item B from the consent agenda. Neal moved to approve consent agenda Items A, C, and D. Martens seconded and the motion passed 4-0.

Larson suggested tabling Item B with all the drama within the community. He recently read some positive things the last couple of days but feels entering into an agreement with Monk Gardens at this time would not be appropriate. He feels we should wait until someone from the Board or family or both are here. He does not want to get the City into a mess we do not need to be in. He suggested tabling this item until the dust settles.

Neal agrees. The plan for the parking lot area has run into considerable push back from the neighbors and lovers of the gardens as there is significant incursion into the footprint of the existing park that would result in the loss of vegetation and trees. He does not know if approving this means giving a stamp of approval to move ahead. He feels it would be good to have input from stakeholders.

Martens asked if approval of the agreement would have any effect or implication on the construction of the parking lot. Niksich said they could move ahead with construction without the agreement. This is more for post-construction and best management practices to build the ponds and storm sewer. This is just an agreement stating that they will maintain those per the plans. Niksich does not know that holding up the agreement is the correct avenue to slow or stop the construction. This is to make sure they maintain construction of their stormwater management practices. Because this is a management plan, Martens asked if the plan is dependent upon a fixed idea of what their retention pond is going to be. Martens asked if we would have to renegotiate the plan if there is substantial change to the design of the parking area or could the maintenance agreement continue as is. Niksich explained that amendments happen during construction and it does not affect the authority of the management plan. The agreement is to make sure they adhere to their stormwater management plan. That plan, which is required by our Municipal Code, is to remove 80% of total suspended solids and to limit the volume of discharge. This agreement is to make sure they follow those regulations.

Henke has heard that this project may be delayed and asked if anyone has reached out. Niksich has not heard from anyone regarding a delay.

Larson moved to table this item until we hear from stakeholders. Since Neal does not feel this is time sensitive, Neal seconded the motion. Motion approved 3-1 with Martens the dissenting vote.

Public Hearing: Vacating and discontinuing a portion of right-of-way south of Adams Street abutting 1010 and 1012 Everest Boulevard and 1100 Highland Park Boulevard (that portion known as N. 11th Street on plat H.B. Huntington's Addition to the City of Wausau, Document No. 167682)

Mark Dolenshek has lived at 1012 Everest Boulevard for 18 years. What at one time was envisioned as 11th Street never materialized and it bisects his property. They own property east and west of the area. Dr. Aschbrenner has the rest of the property. A few years ago they had a neighbor that was making an issue with this piece of land; however, that neighbor has since moved. Dolenshek thought it would be wise to put this to rest.

Mathew Aschbrenner, 1100 Highland Park Boulevard, explained that during the controversy a couple of years ago, an easement was granted to him. The easement is fine, but he thinks the vacation would eliminate all confusion as to ownership of the property. The City owns it now, but for the last 20 to 30 years it has been managed by Dolenshek and Aschbrenner. If you were to go to this area, you would not expect it to be anything but the property owner's land. Aschbrenner put a structure on it a number of years ago, it is fully landscaped, and is essentially a part of their yards. They would like to vacate it so the ownership goes to the people it abuts to.

There were no further comments and the public hearing was closed.

Discussion and possible action on vacating and discontinuing a portion of right-of-way south of Adams Street abutting 1010 and 1012 Everest Boulevard and 1100 Highland Park Boulevard (that portion known as N. 11th Street on plat H.B. Huntington's Addition to the City of Wausau, Document No. 167682)

Neal moved to accept the request for vacating the described property. Seconded by Larson.

Alfonso did speak with the City Surveyor. As far as reversion of title for a highway or street, the land may not revert to both properties. It may all revert to Aschbrenner. The City Surveyor pulled the plats. One plat is from 1915 when the west lot was platted. At that time, it looks like the 11th Street parcel belonged to the parcel to the east. In 1925 the other parcel was platted. The statute indicates if the highway or public ground is located between the lands of different owners, it shall be annexed to the lots to which it originally belonged if that can be ascertained. It may all go to Aschbrenner. The City will maintain an easement for the sanitary sewer line.

There being a motion and second, motion to accept the request for vacating the described property passed 4-0.

Discussion and possible action on State/Municipal Agreement for Transportation Alternatives Program (TAP) Project – 72nd Avenue Trail South Extension, Sunnyvale Park to Stewart Avenue

Niksich stated this would be an extension of the newly constructed trail that goes from Stewart Avenue north to International Drive. The trail would extend south from Stewart Avenue to Sunnyvale Park. This section of trail was included in the original project and would have been constructed as the 72nd Avenue Trail, but the process was during COVID. Due to inflation the project came in way over budget. When bid the first time, we looked for ways to save money and removing this portion of the trail was one of the items we decided to go with. This portion of the project is already designed. Which is fortunate for us because about two months ago the DOT indicated there is additional funding in the TAP program, but it has to be used within fiscal year 2024, which is the end of September. A typical DOT TAP project takes more than two years to design and get out to bid because of the requirements of a DOT project. The program is beneficial as it is an 80/20 match, which is 80% DOT and 20% City. The plans have to be submitted to the DOT by July 1st with approval expected about a month later. We would bid out in early August. The contracts would have to be executed before the end of the DOT's fiscal year. The project would be constructed in 2025. The City's estimated costs are \$230,639, which includes some contingency.

Henke asked if this would complete the business district as far as bike and ped trails. Niksich explained there is a master plan that includes more trails. We are designing the east/west connector trail that goes from 72nd Avenue to 84th Avenue. The next trail would be from 84th Avenue to Hwy O. There is a proposed subdivision that connects to 72nd Avenue. Those residents would have a direct walkable/bikeable link to the park.

Martens mentioned the 20% match and asked if any balance would come out of the TID. Niksich said this project is expected to be funded by the TID. If we do go over the estimated amount, it would be 100% on the City. Martens likes being able to extend the route to Sunnyvale Park and feels it will be a great asset to the entire network of trails in the Business Campus.

Larson supports this as the existing trail is already there. With the intersection and the interstate on/off ramps, it would enhance safety for pedestrians.

Niksich indicated when the project was originally bid, this portion was approximately \$550,000. Right now we have around \$950,000 for the budget.

Neal asked for the Mayor's option on committing \$230,000 for this. Mayor Diny feels that some grants are better than others. This is an 80/20 grant and would be worth taking advantage of. It is a shovel ready project that connects and provides what our industrial park is looking for. He believes it is well worthy of applying for and taking advantage of.

Neal moved to approve. Martens seconded and the motion passed 4-0.

Discussion and possible action on parking restrictions on Norton Street east of North 1st Avenue

Wesolowski was contacted by UMR who requested no parking in front of their sprinkler system hookup. They met with the Fire Department and the Fire Department felt it was a good idea.

Neal moved to approve. Seconded by Larson and the motion passed 4-0.

Discussion and possible action on parking restrictions on Stettin Drive from Stewart Avenue to 44th Avenue

There are businesses and residences on the west side of Stettin Drive. The park is on the east side, which is highly used. No parking is currently posted on the east end to Stewart Avenue but is not in ordinance. A request has been received to post no parking on the west side. It is proposed to have no parking on the west side from 44th Avenue to Stewart Avenue and then codify the section on the east side that is currently marked no parking. People are parking on both sides during certain events. With parking on both sides, it gets tight and there is a concern about safety.

Tierney said it is a safety hazard. The park is widely used even when there are no events. When there is parking on both sides it makes Stettin Drive very narrow. It is a busy road and people do not go 25 MPH. People walk in the area because of the park atmosphere. For safety reasons, they are asking for no parking on one side of the street to 44th Avenue. There are a lot of kids in the area during events when the lot is full.

Larson drives this street and can see how it would be a safety hazard with children running out. He asked how the neighbors feel. Tierney was contacted by neighbors asking for the no parking. Larson said there are houses on the west side, but they have big driveways and would not be losing parking. Tierney added that there is very little room on the shoulders.

Larson moved to approve no parking on the west side of Stettin Drive from 44th Avenue to Stewart Avenue and to codify the current no parking posted on the east side. Seconded by Neal and the motion passed 4-0.

Discussion and possible action on preliminary resolution to vacate certain right-of-way along East Thomas Street abutting a portion of 700 Grand Avenue, and vacating a portion of right-of-way formerly known as 804-806 Grand Ave, 810 Grand Ave, 814 Grand Ave, and 816 Grand Ave

This item was pulled from the agenda.

Discussion and possible action on dedication of right-of-way, acceptance of a utility easement, and acceptance of easement for temporary cul-de-sac west of Old Coach Road and west of Birchwood Drive (STS Investments, LLC)

Wesolowski referred to the overall map that shows the layout. Birchwood Drive and Old Coach Road currently dead end. The developer is proposing to extend sewer and water and create 4 lots by CSM. The CSM shows the right-of-way to be dedicated to serve the 4 lots. The CSM also shows the utility easement between Birchwood and Old Coach for sewer and water. Because these are not permanent dead ends, there would be temporary cul-de-sacs built on the end of Birchwood and Old Coach. The developer would extend sewer and water and build the road so a developer agreement will be coming forward.

Neal moved to approve the proposal. Seconded by Larson and the motion passed 4-0.

Discussion and possible action on the closing of 28th Avenue from Madonna Drive to Mary Ann Lane

Last month the committee discussed design alternatives for 28th Avenue. One of the options was to close 28th Avenue. The north end would have a cul-de-sac at Mary Ann Lane. On the south end, traffic could be sent up Madonna or Maple Creek. The concern with using Maple Creek is that it gets steep and is not a road within the city.

Larson asked if any surveys were sent out to the residents. Wesolowski indicated that has not been done yet. Larson said the road is bad and he would hate to see anyone get hurt. All it would take is one negligent driver going down the hill at night and lose control and crash. Last month DPW indicated how bad it is. Larson sees this as a safety hazard but does not want to act until we get feedback from the neighbors. He recommends tabling this until we get feedback.

Neal moved to approve the plan using Madonna Drive and the north closing at Mary Ann Lane. This way we have approved a plan that can be shared with the neighbors. Seconded by Larson.

Wesolowski stated this is proposed for reconstruction in 2026. We can close it temporarily but funds are not available to build a permanent cul-de-sac at Mary Ann Lane and at Maple Creek until 2026. Wesolowski would also like a timeframe regarding closing the street.

Henke suggested getting flyers to residents that includes the recommendation of turning onto Madonna Drive. He would also like the option of Maple Creek included to show residents the option. Larson believes we do not need permanent cul-de-sacs as his main concern is somebody getting hurt. Henke suggested bringing it back closer to winter if we want to seriously consider it. For a motorcycle or bicycle, Larson said it is not safe.

Wesolowski asked for clarification so staff can formulate a letter for the residents. Larson suggested including that we are looking at temporarily closing the road due to safety issues and the road will be reconstructed in 2026. Neal is open to temporary barriers/signs for the winter season along with showing the plan to the neighbors to get feedback. Temporary means temporary. If there is too much resistance and we need a Plan B, we can pull the barriers. This would be our recommendation for the best way to handle what we see is a public safety issue. It should be clear with timelines that it will be closed effectively by winter with reconstruction in 2026.

Motion to move ahead with the street turning onto Madonna Drive and getting flyers out and obtaining feedback passed 4-0.

Discussion and possible action on amending annexation ordinance no. 497-93E (annexing territory from the Town of Weston to the City of Wausau – Greenwood Hills)

This is to correct the measurements of the annexation. The east right-of-way is 24.75 feet and not 41.25 feet. The County will not correct the map until this is done. Wesolowski noted that it would be detaching part of what is now connected to the City. Lindman further explained that the annexation was recorded as 41.25 feet. The actual footage is 24.75. This would make that correction to accurately describe the property. Martens asked if we

would have to reannex the sliver that will be detached. Lindman explained that annexations usually come from the owners. If the property owner wanted to annex the piece that will now be detached, they could apply to do so.

Larson moved to approve. Seconded by Martens and the motion passed 4-0.

Discussion and possible action on amending annexation ordinance no. 497-01L (annexing territory from the Town of Weston to the City of Wausau – Gilbertson – Poplar Lane)

Martens moved to approve. Seconded by Neal and the motion passed 4-0.

2025 proposed DPW Streets capital projects

Last month 2025 capital projects proposed for facilities were brought forward. These are capital projects proposed by the Streets Division for 2025. The staff report also shows projects proposed for years 2026 through 2029. Henke feels it is a good idea to review these projects so we are aware of what will be coming forward.

Update on WisDOT Standalone Curb Ramp Improvement Project #6999-19-00/70

Wesolowski received confirmation from the DOT that they plan to update every curb ramp along Business 51 and along State Highway 52. State Highway 52 comes in on East Wausau Avenue, which will be reconstructed, then continues onto 5th and 6th Streets. 52 now goes out Bridge Street and Business 51 uses 1st and 3rd Avenues. This project will include replacement of curb ramps on Bridge Street, 1st Avenue, 3rd Avenue, and Grand Avenue. Thomas Street was recently reconstructed, so those curb ramps are good. The Federal Highway Administration is making the DOT look at all curb ramps on connecting highways. Wesolowski does not anticipate this project for 5 to 6 years. The city's financial responsibility would be zero.

Henke asked if this included the new Highway 52 and Wesolowski confirmed. Larson asked when 52 by Lamb's Market would be fixed. Wesolowski indicated the DOT will be redoing East Wausau Avenue in 2028 or 2029. They are trying to advance the project. They are starting preliminary design and we have a State/Municipal Agreement for the project.

Since Highway 52 is not expected until 2029, Martens asked if they would go ahead with other ramps as time allows or if they would be bundled together. Wesolowski said the reconstruction of East Wausau Avenue is a standalone project and the ramps would be completed when 52 is reconstructed.

Adjourn

Larson moved to adjourn the meeting. Neal seconded and the motion carried 4-0. Meeting adjourned at approximately 6:05 p.m.