

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: September 12, 2024, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Chad Henke, Lou Larson, Michael Martens, Sarah Watson, Tom Neal

Also Present: Mayor Diny, Eric Lindman, Anne Jacobson, Allen Wesolowski, TJ Niksich, Jillian Kurtzhals, Dustin Kraege, Lori Wunsch, Mark Thuot – City of Schofield, Dan Borchardt – MSA, Eric Jones – CIP

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.

Discussion and possible action approving Temporary Lease Agreement with Woodson YMCA Foundation Inc. (Yawkey Park)

This item was taken out of agenda order.

Jacobson explained that recently the City sold a portion of the vacated Franklin Street right-of-way to the YMCA for their upcoming expansion project. They had a permanent lease agreement with the City for the use of their childcare facility on the west end of Franklin Street. That lease was terminated since the entire area that was being leased to them was contained within the property we just sold to them. Now they need to move their childcare facility temporarily while they stage their construction project south of The Landing. They needed a minimum of 870 square feet to meet childcare regulations. A map is attached to the proposed lease showing 1,960 square feet that would not encumber any access, the sidewalk or fountain. This will be temporary. They expect to finish in the spring and the proposed lease ends in May. The YMCA paid the City approximately \$2,900 a year under the old lease. They proposed one dollar for consideration and that we do not charge them a monthly lease payment for the temporary lease since they are providing a critical service to our community. Approval of the temporary lease is recommended to move their childcare facilities during their construction.

Neal moved to approve. Larson seconded and the motion passed 5-0.

Discussion and possible action on Development Agreement with STS Investments LLC, west of Birchwood Drive and west of Old Coach Road

This item was taken out of agenda order.

This item comes back to committee from Council to give the developer a chance to speak. Sid Sorensen explained that in past agreements the lift station and park fees were paid when the property was sold. The problem he has with paying upfront is he will have a lot of expense into the property. There is no expense to the city other than originally collecting about \$50 per parcel versus \$1,000 a year in property tax after he puts \$30,000 to \$40,000 into the parcel for sewer, water, gas, electric, etc. By putting off the fees it is not such a burden to him or any other developer.

Wesolowski stated we have not had a lot of developer agreements with subdivisions lately. It is true that in the past some of the fees were collected later. This did change with the latest agreement at Greenwood Hills and the fees were paid ahead of time. The reason behind this change is bookkeeping and tracking. If the lots do not sell for 3, 5, 10 years, etc. we do not have a great way to track. It is a bookkeeping thing to try and catch the properties when they sell. For this development, the park land dedication fee is \$1,600, and the lift and booster station fees are \$2,800 for the four lots. A precedent was set with the Greenwood Hills agreement, which was followed with this agreement.

Neal asked if this is a unique situation or setting a new precedent. Wesolowski explained that in the past when a subdivision came in fees were due when the lot sold or developed. Every time a lot sold, the outstanding fees would have to be noted on the checking letter/property questionnaire. The fee would then be paid at the time the

lot sold. It becomes a tracking nightmare. When the developer agreement came through for Green Vistas, it was changed to have the fees paid upfront. Wesolowski has seen some past agreements where fees were due in five years if the lots have not sold. That is less of a tracking issue but is still something that needs to be caught when a lot is sold.

Since there are dollars attached to this, Neal asked if it should go through Finance. Lindman explained that the developer agreement came before this committee because it is a subdivision. It is up to the committee to recommend having the fees paid upfront or as lots are sold. These fees are not like special assessments where they can be tracked automatically.

Neal asked if others have paid up front fees. Lindman said the only one has been Green Vistas, which came through recently. There is another subdivision in process. It would be up to the committee whether they want to change this agreement.

Neal moved to approve delaying payment until the lots are sold and to send to Finance for their consideration. Seconded by Larson.

Martens said there is already a monetary amount attached to the agreement and that is not changing. He is unsure if there is a need for it to go to Finance. However, if this committee would like Finance to bless delaying the fees, we can take it there.

Watson is hesitant to venture away from a process that staff wants to implement to help streamline a process. If we haven't had subdivisions in a number of years, having a new process go into effect is not a bad thing and would make it more efficient. She is not sure delaying collection is great unless there is undue financial hardship.

There being a motion and a second, motion to approve delaying payment until the lots are sold and to send to Finance for their consideration passed 3-2 with Watson and Henke the dissenting votes.

CONSENT AGENDA

- A. Approve minutes of the August 8, 2024 meeting**
 - B. Action on authorizing Downtown Snow/Ice removal**
 - C. Action on Stormwater Maintenance Agreement with ABC Supply Co. Inc. at 102 Fulton Street**
 - D. Action on Easement with Frontier Communications at 725 Woods Place**
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There was a request to remove Item B from the consent agenda.

Watson moved to approve consent agenda Items A, C, and D. Neal seconded and the motion passed 5-0.

Item B – Neal questioned if the sidewalk on 2nd Street between Washington Street and Forest Street and the sidewalk in front of the Imaginarium and HOM Furniture should be added. Lindman explained this is contracted work and the businesses pay for it at the end of the year. Staff can reach out to those businesses to see if they will pay for it or if they want to take care of it themselves.

Neal moved to approve as presented and instructed staff to look at adding, if necessary, sections on 2nd Street and 3rd Street. Larson seconded and the motion passed 5-0.

Presentation by City of Schofield and MSA regarding the Eau Claire River Pedestrian Trail and Bridge

Mark Thuot, City of Schofield, and Dan Borchardt, MSA, presented on the Eau Claire River Pedestrian Trail and Bridge project. The entire presentation can be viewed at <https://www.youtube.com/watch?v=SYN0i7O-Bkk>.

This project falls within Martens district and he is familiar with the routes. He knows the importance of getting bicycle traffic off Grand Avenue and creating routes that gives cyclists reasons to go places. He loves the idea of connecting East Kent Street through the Eau Claire River to Grossman and also extending the trail along Northwestern. The hill on Northwestern Avenue is a pinch point. Alternative 1 has box culverts on the north and

south sides of the railroad trussell. He asked if the south box culvert gives the City of Schofield opportunity for future development along the trail. Borchardt confirmed as they are looking to improve recreational access along that stretch of the river. Right now anyone who goes underneath there is technically trespassing. Martens asked if putting both culverts in at the same time is a lot cheaper and Borchardt confirmed. This is a long route and Martens asked if there would be stops along the route for people to enjoy the scenery. Borchardt said that is open for discussion. From a DOT or transportation perspective, they are not worried about viewing stops at this stage, but rather looking at feasibility.

Borchardt referred to the cost for no build. The DOT puts a value of life at \$10 million per fatality. The number of fatalities on Business 51 that were bike or pedestrian related is valued at \$20 million in the last 10 years. That is why they are interested in this study; we are getting to a point where life is more valuable than the cost of the improvements.

Martens asked about lighting. He understands the safety aspect of street lighting but is concerned of the effect on wildlife and maintaining a dark sky exposure. If lighting does come into play, he suggested having a primary downward throw and also a color temperature that is more acceptable to wildlife and maintaining a dark sky.

Neal asked what keeps the box culverts passable in terms of incursion of water from heavy rain. Borchardt said there is a sloped side to them and they would be slightly above the floodplain. Neal questioned if the railroad is still adamant about not wanting crossings. Borchardt said they are willing to work on this crossing as it is not a direct crossing to the track, it is underneath the track. Crossing the track level would be trespassing.

Wesolowski questioned the cost breakdown. He noted the engineer/administrative cost is almost double the cost of the actual project. He also asked how MSA arrived at the 60.6% cost share for the City of Wausau. He asked why the City of Wausau has \$5 million in contingencies and the other two municipalities have \$1.2 million and \$1.9 million. Borchardt has this broken out in a detailed estimate that he can provide to Wesolowski.

A gentleman from the audience asked if MSA has done this type of evaluation anywhere else in Wisconsin. MSA has done feasibility studies for other communities in the State. He asked how the amount projected for those projects compared. Borchardt stated every site situation is different. This is a longer span bridge than most bridges. He asked how the final costs on the other projects came in. Borchard said the cost is based on the current bid average and he could not think of an instance where they were off on their estimate.

Update on construction of the Lead Service Line Replacements

Eric Jones, CIP, stated they have currently replaced about 257 service lines. The goal for this first year is 553. They have identified 545 lines for replacement and are still canvassing to find the rest. 505 consent forms have been returned, so they are getting closer to the goal of 553. They are continuing to knock on doors. Next week Five Star Energy Services plans to bring in another crew and some administrative support. For the most part they are on schedule. They are currently working in the GD Jones and Werle Park areas. They are doing a couple of replacements tomorrow on 1st and 3rd Avenues. They will have flaggers and plan to take safety seriously. They do have a bi-monthly newsletter that just came out. They are sending out letters to unverified homes and leaving door stickers. They attend events at Community Partners Campus during the food bank. This has also been a great opportunity to try to employ some Wausau residents.

As the budget season approaches, Henke suggested providing an update in front of the full Council. Lindman will work with CIP to determine the best time for that update; it will probably be after the funding source comes out with the DNR.

Discussion and possible action on first revision to the State/Municipal Agreement for Grand Avenue, Kent Street to Thomas Street

This item was pulled from the agenda.

Discussion and possible action on State/Municipal Agreement for North 3rd Avenue, West Union Avenue to West Bridge Street

When looking at streets for concrete pavement repair, staff noticed this section of 3rd Avenue had significant decay for its age. Staff met with the DOT and did core samples. The pavement was exhibiting ASR, which degrades the concrete faster. The DOT has agreed to replace the section of roadway.

Neal moved to approve. Seconded by Watson and the motion passed 5-0.

Discussion and possible action on closing 28th Avenue between Madonna Drive and West Wausau Avenue

Wesolowski indicated that 28th Avenue is closed from Maryann Lane on the north end and Maple Creek Road on the south end. There are road closed notifications and detours posted at West Wausau and at Madonna Drive. In talking with Henke, it was suggested to move the detour down to Madonna Drive instead of Maple Creek. Madonna Drive brings people to 32nd Avenue. 32nd Avenue is reconstructed and in better shape. The issue with using Maple Creek is traffic is going up 29th Avenue or 30th Avenue, which are not in great condition.

Henke has received comments from people on Maple Creek and 29th Avenue saying the road is deteriorating and they do not like the extra traffic. If the closure is moved to Madonna, it would be a good test run of what Option 2 would look like in the future. The current closure has been a good test of Option 1. Henke is putting an article in the newsletter to lay this out. This will probably be discussed at every meeting going forward. There will be a presentation at the Werle Park December meeting.

Larson assumes the neighborhood is acclimated to the road being closed and using alternative routes. He is concerned that this might make it more of an inconvenience. It is a matter of 100'. Henke is going off what residents in the area have told him. Even though the detour signs say to use 32nd Avenue, traffic is still using 29th Avenue and cutting down Maple Creek Drive. Neither of those roads are in the greatest condition.

Larson moved to accept. Seconded by Neal.

Martens asked if moving the road closure south a block would affect any businesses or properties. Wesolowski said there are no driveways off 28th Avenue between Maple Creek and Madonna.

There being a motion and a second, motion to accept passed 5-0.

Adjourn

Watson moved to adjourn the meeting. Larson seconded and the motion carried 5-0. Meeting adjourned at approximately 6:30 p.m.