



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 PLAN COMMISSION of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the: **PLAN COMMISSION OF THE CITY OF WAUSAU**
Date/Time: **Tuesday, September 19, 2023 at 5:00 pm.**
Location: **City Hall (407 Grant Street, Wausau WI 54403) - COMMON COUNCIL CHAMBERS**
Members: Katie Rosenberg (C), Eric Lindman, Sarah Watson, Dawn Herbst, Bruce Bohlken, Andrew Brueggeman, George Bornemann

AGENDA ITEMS FOR CONSIDERATION

1. Approve the minutes from the August 15, 2023 meeting.
2. **PUBLIC HEARING:** 1200 N River Dr (General Development Plan), zoning for a 7-story building that contains 200 market rate apartments of varying sizes and floor plans. Along with five independent commercial spaces.
3. Discussion and possible action on approving the zoning for 1200 N River Dr (General Development Plan) to allow for a 7-story building that contains 200 market rate apartments and five independent commercial spaces.
4. Discussion and possible action on rezoning 519 Stark Street from TF-10, Two Flat Residential-10 Zoning District to UMU, Urban Mixed Use Zoning District. (Vreeland). (Referred back from Common Council 6/13/2023)
5. Next meeting date
6. Adjournment

MAYOR KATIE ROSENBERG - COMMITTEE CHAIR

NOTICE: It is possible that members of, and possibly a quorum of members of the Committee of the Whole or other committees of the Common Council of the City of Wausau may be in attendance at the above-mentioned meeting. No action will be taken by any such groups.

Members of the public who do not wish to appear in person may view the meeting live over the internet 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 lea.wilde2@ci.wausau.wi.us with "Plan Commission 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 emailed to the Daily Herald newsroom on **09/14/2023 @ 2:00 p.m.** Questions regarding this agenda may be directed to the Planning Department at (715) 261-6760.

In accordance with the requirements of Title II of the Americans with Disabilities Act (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 even the City of Wausau will make a good faith effort to accommodate your request.

Distribution List: City Website, Media, Committee Members, Council Members, Assessor, Attorney, City Clerk, Community Development, Finance, Metro Ride, Human Resources, Police Department, Hebert, Lenz, Lynch, Stahl, Polley, County Planning

PLAN COMMISSION

Time and Date: The Plan Commission met on Tuesday, August 15th, 2023, at 5:00 p.m. in the Common Council Chambers of Wausau City Hall.

Members Present: Mayor Katie Rosenberg, Eric Lindman, Sarah Watson, Bruce Bohlken, Andrew Brueggeman, George Bornemann, Dawn Herbst.

Others Present: Andrew Lynch, William Hebert, Brian Stahl, Tara Alfonso, Lou Larson

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

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

Approve the minutes from July 18, 2023, meeting.

Herbst motioned to approve the minutes from the July 18, 2023, meeting. Brueggeman seconded, and the motioned carried unanimously 7-0.

PUBLIC HEARING: Rezoning of 208, 210 & 214 Wyatt Street from SR-5, Single Family Residential-5 Zoning District to MRL-12, Multi-Family Residential-12 Zoning District. For a 6-Unit Apartment (Community Development Department).

Tammy Stratz Community Development Manager for the City of Wausau. This is the only parcel the City of Wausau owns that works for a smaller density project of 6 units. Previously this parcel was for 3 single family lots. When working with the housing organizations they mentioned that single family units are more in need. There is concern about traffic and with three 1 bedrooms, we are anticipating 1 car each unit. There are a total of fifteen parking stalls. With it being in the flood zone, they are going to raise the property up a bit and have the runoff go directly into the gutters and then into the storm sewer. They are making the effort for the building to fit into the neighborhood. They worked with the City planner and Zoning Administrator.

Shirley Jehn lives at 1625 Cleveland Ave and lives across the street from the proposed project. In the environmental assessment, on the 1st page it states that this site has been cleaned up. Visibly this site has not been cleaned up. There are still parts from the previous buildings and businesses. It was stated that no one in the neighborhood was really commenting on this lot until the City Surveyor was there. It was only discussed that it was going to be an apartment complex.

Tom & Kris Anne Martinez lives at 1531 Cleveland Ave. State that they are not urban; they are a neighborhood. They are not a multi-unit place; it brings property values down. Who is going to plow these driveways? There is a lot that goes into this before you consider what is going on. The homes down here should be sold to the younger people and make them available for first time home buyers.

Preston Jehn lives at 1521 Lake View Ave and just bought the lot next door at 1519 Lake View Ave. He opposes this project. Should build a 20–30-unit complex somewhere else. He picked this area because he was born and raised in Wausau. To change it pulls at the threads of the entire make up of the area. To risk peoples lives and put them in a potential flood area. There must be another place for this project. He is going to have to dodge 15-20 cars in this area now.

Bob Jehn lives at 1625 Cleveland Ave. Born and raised in Wausau. Lives across the street from the project and currently looking at beautiful trees and green space. Neighbors can't believe it; this is a flood plain, peaceful quiet neighborhood. Spot zoning on Chellis St, was turned down. Vote no on this proposal, property owners and developers will be asking for spot zoning as a result. Put apartment housing where it is permitted.

Mark Jehn, Brother of Bob Jehn and has lived here his whole life, currently lives in Appleton. The

hollow always had water in it. Not a matter of if its going to flood, it's a matter of when. With it being raised, there is concern of it running into the neighborhood. On top of it flood insurance needs to be purchased.

Amber Brezinski lives at 224 Wyatt St. In that area there is 5 kids under the age of 10 that play in the area. This area has traffic going through and there will be additional traffic that goes through as well. She bid \$20,000 over to have her property and is paying flood insurance. There is water in the basement, taxes have doubled, but this is where she wants to be. This will change the whole demographic of the area. It would be easier if it was put anywhere else.

Jake Sabatke lives at 224 Wyatt St. This is like a campground in the summertime. Putting it up will cause a lot of traffic and he doesn't think it would be a great idea. Most likely they would be disabled tenants and the bus stop is 2 blocks away on 3rd Avenue. If the 2-3 bedrooms are single moms or dads, the bus doesn't come there for the schools.

Luke Sternberg lives at 220 Wyatt St. Worries him that the City is going to be maintaining this property. The apartment building will be built 4-6 feet above the ground level. Interested to see how its being developed, to help stop his basement from being under water. What's going to stop all that water from going into his basement or his neighbors? What's stopping it from being temporary living quarters for the jail or putting a sex offender in there. To put a community garden there, he was told no, because of the contaminated soil there. But now the city is saying that it is clean.

Belvin Bolgren 205 Wyatt and has lived there since 1981. He watched that property dilapidate when Eddy Baranowski had it. They would jam a 12-foot pipe into the ground through the tank that they would put oil from the engines, and hydraulic fluid. He's concerned regarding all the contaminated soil, just like on Highway 29 east they moved the whole highway because it was on contaminated soil from the locomotives. When they removed the 3-4 car lifts, they had big rams that they just let the oil out into the ground. The high water in the lake, the water weeps into the lake along the water edge and you can see it coming out of the storm sewers along with the sand.

Brianna Salkowski who spends a lot of time in the area, because of her family living there. Spot zoning definition of is the process of singling out a small parcel of land for a use classification totally different of the surrounding area for the benefit of the owner of the property and to the detriment of the other owners. Regarding safety, there are no sidewalks, no area to take your kids and you are on the street. Allowing spot zoning is opening every residential neighborhood. Those that signed the petition before you who support the denial of this apartment complex. Build apartments in the proper zoning areas.

Lou Larson 904 S 21st Place, Alderman for District 10. In front of you is the petition that was signed by over 60 people in the neighborhood. You just listened to the neighborhood, give various reasons why this isn't appropriate for this neighborhood. He must stand with his constituents, He's not for this and urges your vote to keep the zoning as it is. He's sure the neighborhood wouldn't have a problem with single family homes.

Shane Ley owns property there. The friendlier we are as a neighborhood starts with us and ends with us. This is a good neighborhood don't mess with it. He tried to buy the property and the city didn't want to sell it because they wanted to protect the corner traffic. Trying to develop a lot like that will be expensive. Are they going to still do the clean up? What would you use that property for if this doesn't go through?

Mayor Rosenberg closed the public hearing.

Motion from Bohlken and Seconded from Brueggeman

Discussion and possible action on rezoning 208, 210 & 214 Wyatt Street from SR-5(Single Family Residential 5) to MRL-12(Multi-Family Residential 12). For a 6-unit Apartment.

Stratz stated there is a copy of the close out from the DNR to indicate they did everything they asked us to do regarding the cleanup. Now it is ready to be redeveloped, and the main stipulation is if the soil is disturbed, we would have to remove that soil and bring in clean soil. Bohlken stated that by putting a cap on it, wouldn't that prevent a disturbance and prevent run off from that site.

Hebert stated that the site is in the flood plain so it would have to be raised 2 feet out of the flood elevation and fifteen feet around it would have to be a foot out of the flood plain. Brueggeman asked regarding elevation, from where it's at now, how high does it have to come up? Hebert stated the elevation is 1167 feet of the flood elevation, so it is 2 feet above that. When looking at the parking lot there is 1167 feet of contouring there, so roughly 2.5 feet above the existing.

Bohlken states he understands that change is difficult. It's not going to stay vacant, its not bringing in any tax money that way. He thinks this is good on several reasons, it conforms to guidelines of the ARPA funds. He doesn't understand why people are opposed to a 6-unit complex when there are 3 lots. The density is not going to change at all. It doesn't increase traffic much.

Lynch stated that regarding traffic, it is a local road. Third avenue would be the next level up. There maybe peak times when there is more traffic as with any road. This development will have sidewalks, on the West side of Cleveland and North side of Wyatt. If there is a major safety concern, there is a process where the neighborhood could request a sidewalk. Lindman stated that there would be a petition that would come forward to put in sidewalks and then that decision would be made by Public Works.

Lynch went over the site plan and parking spots.

Larson questioned how high off the street level is this building going to be? What is the drainage going to be? Who is going to maintain sidewalk? Stratz stated there would be gutters and the downspouts will go directly into storm sewer. Northcentral Community Action would be maintaining and renting out the property.

Watson asked what the income threshold would be for these tenants. Stratz explained that with HUD we can go up to 80% for the median income, so for 1 person it would be \$41,000 and it would increase based on family size.

Watson stated that people who live in rental units typically have fewer vehicles. Stratz stated that when they talked with Northcentral Community Action, who was also a part of the whole design process, they stated that they will never fill up the parking spots. We wanted to have enough parking for guests, so they don't have to park on the street.

Herbst questioned will these residents be handicap or will it be accessible? Stratz stated it will be visitable and on the first level there would be a zero-threshold entrance. If someone is in a wheelchair they can visit. Visit ability doesn't mean that the cabinets will be lower or an accessible shower. If there is someone that is handicap, we can adjust for them.

Stratz stated that Northcentral Community Action will screen the tenants, run the credit reports, and do what they can just like any other landlord does.

Mayor Rosenberg states that we need places to live. There are great developments that have had a lot of push back. What she is not interested in is passing another rezone and then having it returned by council.

We need places for people to live, what do we need to get there?

Brueggemann states everyone has concerns about change in their neighborhood. We need housing especially low-income housing and there are not a lot of opportunities.

Bornemann states that this plan has been brought to us. We are supposed to judge it based on certain things like; whether it passes the rules of the Wisconsin Dept of Administration, and FEMA, and it does. Whether it is in harmony with the comprehensive plan, and it is. The impact on this regarding the number of beds is the same as if it were 3 houses. The density isn't going to change, and the consistency of the land use is still residential.

Once it's reviewed by City Council it would need 2/3 vote, since the city received a petition from the neighbors.

The motion carried 6-1 and will go to Common Council on September 12, 2023

Discussion and possible action on approving the conditional use at 1408 Cherry St to allow for a second detached garage in a single-family residential zoning district.

Lisa Riggle, property owner of 1408 Cherry St. They need a second garage on their property because the original one is deteriorating.

Hebert stated that when they did an analysis of the total impervious surface of the lot, it's a little bit over the maximum. Staff can work with the owners to come into compliance with impervious surface requirements. They recommend approving the garage as requested and pave the driveway with the approach to the alley.

Motion to approve from Watson second from Brueggeman, 7-0 motioned carried.

Discussion and possible action on approving a projecting sign at 501 North 3rd St.

Motion by Brueggeman and seconded by Watson.

Motion approved unanimously 7-0

Discussion and possible action on vacating and discontinuing an area of right-of-way abutting 505 South 21st Avenue, a portion of 509 South 21st Avenue, a portion of 514 South 21st Avenue and a portion of 2111 Stewart Avenue.

Hebert stated this is the initial vacation of right of way. They will come back with more precise plans of the expansion of the parking lot, screening, and landscaping. This came from CISM and it was approved.

Motion to approve by Brueggeman and seconded by Herbst. Approved unanimously 7-0

Discussion and possible action on vacating and discontinuing a portion of the alley north of Wegner Street abutting 503 South 22nd Avenue and a portion of 514 South 21st Avenue.

Motion to approve by Brueggeman and seconded by Herbst. Approved unanimously 7-0

Discussion and possible action on vacating and discontinuing an area of right of way abutting 503 South 22nd Avenue, a portion of 2111 Stewart Avenue, and a portion of 2205 Stewart Avenue.

Motion to approve by Brueggeman and seconded by Herbst. Approved unanimously 7-0

Adjournment.

Herbst motioned to adjourn, seconded by Bornemann. The motion carried unanimously 7-0 and the meeting adjourned at 5:10 p.m.

The Plan Commission is next scheduled to meet at 5:00 p.m. on September 19, 2023.



Memorandum

From: Brad Lenz
To: Plan Commission
Date: September 14, 2023
Subject: Amend PUD at 1200 N. River Drive to allow for a mixed-use development

Introduction

SC Swiderski is proposing a mixed-use building along the riverfront that would contain 200 residential units as well as five commercial spaces. The commercial spaces would be small and oriented toward the river, totaling 5,500 square feet. They would be located on the ground floor of the building, along with indoor parking for residents and some ancillary spaces.

Floors two through seven of the building would be a mix of apartment units and common spaces for residents. The majority of the units would be studios or 1-bedrooms. No units would contain more than two bedrooms. An exact breakdown of the unit mix is shown on the enclosed floor plans.

A parking structure is being proposed along River Drive to support the mixed-use building. The structure would contain 283 parking spaces for residents and employees working in the building. The site plan shows 30 outdoor, surface-level parking spaces for customers and the general public. Inside the mixed-use building would be 43 parking stalls for residents. The total number of indoor parking stalls (both buildings included) would be 326. Please see the enclosed plans.

Background

The previous general development plan was approved in 2021 for a similar mixed-use development. That proposal included three mixed-use buildings without a separate parking structure. Both projects showed public access to the wharf, commercial space on the ground floor with multi-stories of residential units above the first floor.

The City has been interested in developing this portion of the riverfront, having released Request for Proposals (RFPs) to find developers. The financial incentives for this project have gone through City committees and the Common Council.

The plan shown in Image 2 below is the original general development plan (approved in 2017) for the area north of the stream. The plan shows a single building where the stream meets the Wisconsin River, with other sites open for future development. The proposed development would take up all development sites (i.e., “Lot 7” and “Lot 8” in addition to “Lot 6”) between the stream and the WOW building.

Image 1. Proposed Site Plan from SCS

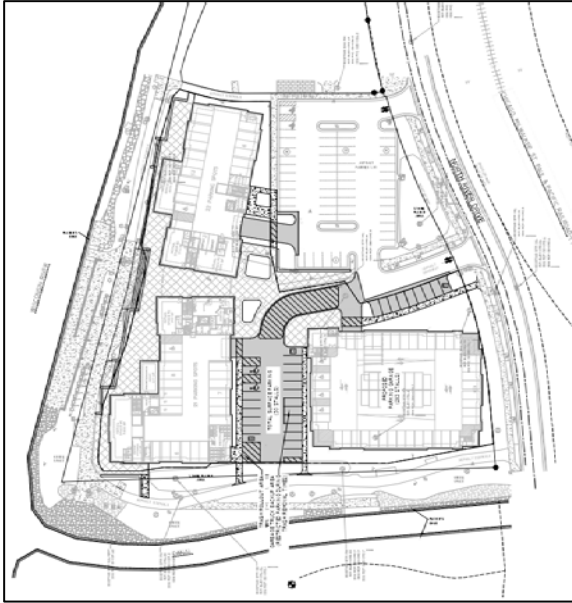
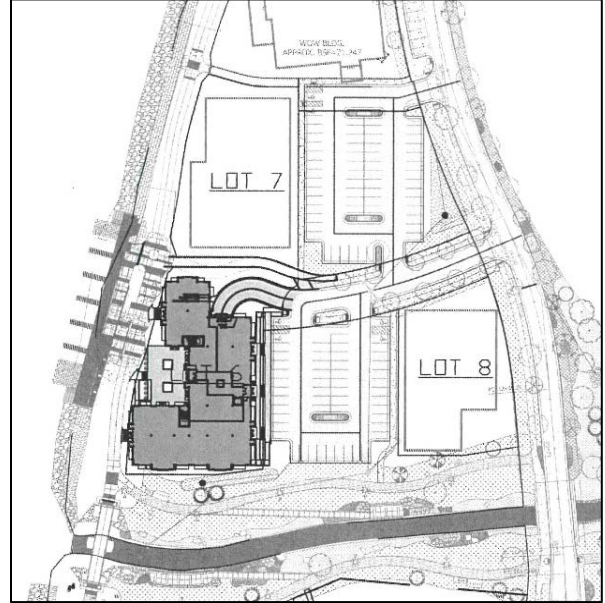


Image 2. Original Development Plan



The East Riverfront Master Plan, adopted by the city in 2015 prior to redevelopment of the area, conceived of the area, particularly north of the stream, as being mixed-use (with residential and small-scale commercial). The buildings are shown oriented mainly toward the river and stream, with some surface parking on the interior.

The public green spaces in the area were designed in a linear fashion along the river and stream, with private development filling in behind the public multi-use paths along the waterways. The narrow green space at the north end of the site (left side of plan below) became RiverLife Park.

Image 3. Illustrative Concept from the East Riverfront Master Plan (2015)



The plan included a study that showed strong preference for multi-family residential use. The plan noted that the area could reasonably accommodate 40-45 new units per year, for eight to ten years, in addition to new commercial square footage. The actual density of development in the East Riverfront/RiverLife area, even with the current mixed-use proposal, is tracking to be under the targets set in the original master plan.

Criteria for Approval

Section 23.10.45(f) of the zoning code outlines the criteria for approval of a Planned Unit Development (PUD). It states that in its review of an application for a PUD the plan commission shall make findings with respect to ten criteria (below). Some of the criteria pertain more to establishment of a new PUD (versus amending an existing), while others relate more to the specific plans instead of the general plans. Staff comments follow each of the criteria.

1. The proposed Planned Unit Development project is consistent with the overall purpose and intent of this title.

The planned unit development zoning was established in the East Riverfront/RiverLife area before the first redevelopment project was undertaken. The district rightfully provides zoning flexibility in order to promote a unique, urban riverfront district.

2. The proposed Planned Unit Development project is consistent with the City's Comprehensive Plan and other area plans. (It is the responsibility of the City to determine such consistency.)

A housing objective in the Comprehensive Plan is to encourage a variety of housing types throughout the city. The proposed mixed-use buildings along the riverfront would add to the diversity of housing in the city.

Under the economic development goal of stimulating community and economic growth and development, the Comp Plan encourages the use of Planned Unit Development zoning to encourage and facilitate high-quality, mixed-use development. This ties into the Downtown objective of creating more residential use in order to make downtown a multi-use activity center.

Similarly, the East Riverfront Master Plan envisions this area as a vibrant urban neighborhood that is anchored by new housing choices and supports high quality entertainment, retail, and office uses.

3. The proposed Planned Unit Development project would maintain the desired relationships between land uses, land use densities and intensities, and land use impacts in the environs of the subject site.

The proposed mixed-use project fits with the original master plan for the area in creating a vibrant, urban, mixed-use riverfront that maintains public access to the river. The intensity of land use is consistent with the original plan, and will add to the experience of people living and visiting there.

4. **Adequate public infrastructure is or will be available to accommodate the range of uses being proposed for the Planned Unit Development project, including but not limited to public sewer and water and public roads.**

Public infrastructure was added during the remediation and site preparation phase of this brownfield redevelopment project.

5. **The proposed Planned Unit Development project will incorporate appropriate and adequate buffers and transitions between areas of different land uses and development densities/intensities.**

No buffering between uses is necessary as the uses will be compatible and complementary to each other.

6. **The proposed Planned Unit Development project design does not detract from areas of natural beauty surrounding the site.**

The project would not alter the linear public green spaces that exist adjacent to the waterways. Detailed landscaping plans for areas adjacent to the buildings will be part of the subsequent specific implementation plans.

7. **The proposed architecture and character of the proposed Planned Unit Development project is compatible with adjacent/nearby development.**

The architecture of the buildings is intended to fit with the existing urban fabric, which includes historically industrial structures as well as new commercial and residential buildings.

8. **The proposed Planned Unit Development project will positively contribute to and not detract from the physical appearance and functional arrangement of development in the area.**

The arrangement of the proposed buildings is in line with both the previous general development plan and the original master plan for the area. The site plan maintains public access to the river and stream, and arguably enhances the public connection to the wharf. The small commercial spaces will improve the visitor experience and provide amenities to residents of the area.

9. **The proposed Planned Unit Development project will produce significant benefits in terms of environmental design and significant alternative approaches to addressing development performance that relate to and more than compensate for any requested exceptions/base standard modifications variation of any standard or regulation of this title.**

The developer stated in the application narrative that they are not seeking any exceptions to the zoning regulations. While the PUD district has flexible zoning regulations, staff look to the standard zoning districts for guidance. The setback distances shown on the site plan are tight, but in the Downtown Periphery Mixed-

Use (DPMU) district, which is closest to the subject property, setbacks can range from 0 to 10 feet, depending on what is considered the rear yard.

Parking on the site is more than adequate for this development. For 200 residential units (all under three bedrooms), the basic standard is 1.5 parking spaces per unit, which would equate to a minimum of 300 parking spaces. As noted above, the plans show 326 indoor parking spaces for residents and employees, with 30 outdoor spaces for customers and the general public. The small commercial spaces would only require a handful of parking spaces, but mixed-use buildings actually get a 25% reduction in the total number of spaces required. As noted with the previous proposal for this site, when trying to develop a walkable urban environment, too much parking, especially surface-level, can be detrimental to an area.

A zoning standard that appears to need an exception is the step-back from the façade of 15 to 20 feet above the third floor on a building taller than three stories. The DPMU district also has a maximum building height of 60 feet and five stories. The Downtown High Rise Mixed-Use (DRMU) district, by comparison, does not have a maximum height or number of stories. This district is located in close proximity to the subject property.

The Specific Implementation Plans will determine whether significant benefits, in terms of environmental design and development performance compensate for the variation from the base zoning standards.

10. For Planned Unit Development projects that are proposed to be developed in phases, the applicant can provide a timeline for development and can demonstrate that the project would be successful even if all phases were not or could not be completed.

This project would essentially be developed in a single phase.

The developer is seeking approval of the General Development Plan at this time. Staff recommends approval. Upon a recommendation from Plan Commission, the Common Council will review the General Development Plan. A Specific Implementation Plan with more details would need to be reviewed by the Plan Commission at a later date.



September 11, 2023

Project Description
Attn: City of Wausau - Planning & Zoning



Subject:

General Development Plan Submittal
Project: SCS Wausau Riverfront
Location: 1200 N River Dr. Wausau, WI

Client Response to GDP Written Description and Project Information:

General signage plan (Refer to General Signage Plan) - SCS Wausau will have a sign affixed to the structure which identifies the building. The exact position of the sign on the building is still being configured and the design is not finalized. The address of the building will also be highly visible to the public, likely elevated on the structure. There will also be a monument sign near the parking structure to help make the public aware that the parking ramp is owned by SCS and is not public.

General outline of property owner's associations, covenants, easements, and deed restrictions - The Riverlife District was designed to allow developers to have relative freedom in their design and building layouts therefore there are no associations or restrictive covenants that SCS is aware of. The site is polluted from previous industrial and commercial land use so the only site restrictions will be in regard to environmental contamination. There are currently 2 open RR cases on this property which are on track to be closed prior to the transfer of ownership. After the contamination cases are closed, there will be continuing obligations in order to satisfy the WDNR's conditions of closure. Those conditions will be specified when the open case transitions to a closed case. SCS will then be responsible for meeting those conditional requirements which will ensure environmental and public safety.

Description of the proposed Planned Development - The Sterling building was created by the SCS Design Team to tie together elements of Wausau's past and present with a look to its future. Wausau area designers collaborated on the concept and designed it to fit the unique size and shape of the site. SCS Wausau is a proposed mixed-use development featuring the newly designed, 7-story Sterling building that presents 200 market rate apartments of varying sizes and floor plans. Offerings include studios, studio suites, 1-and-2 bedrooms, and penthouse suites. There will be five independent commercial spaces encompassing around 5,500 square feet, so the development will be a blend of commercial and residential land uses.

The approximate residential density is 62 units per acre and the commercial density is around 1.5 units per acre. The landscape surface area ratio is challenging to calculate at this time as we are still defining the interface between our building and the public walkway. The city of Wausau



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desires the highest possible density of public parking spaces for this development so green space gets reduced in order to achieve this goal.

The current natural state of this site consists of impervious parking areas and grass. SCS Wausau will be constructed in the grassy portion of the site as to retain the public parking. The public river trail walkway borders the western edge of the property and buffers the Wisconsin River from our development site. The river views will be a highlight for the commercial vendors as well as our residents.

Since this is a redevelopment site in the downtown area the building will be in close proximity to many adjacent structures. Wausau on Water will be just to the north of SCS Wausau with N River Dr directly to the east. The other two boundaries consist of water features which include a stormwater ditch to the south and the Wisconsin River to the west.

The comprehensive plan regards the redevelopment of this site as a priority in order to expand the city's tax base and to utilize undeveloped properties downtown. The city also desires higher densities to minimize the cost of providing services to the community. The comprehensive plan expresses the need for more dense units and mixed-use units, particularly downtown. Wausau has an objective to promote programs and policies that provide housing opportunities for all residents. There is another objective to support development and redevelopment to ensure that downtown is a livable, accessible environment for all people. The comprehensive plan encourages full use of land within the City boundaries, including redevelopment and infill development of underutilized areas. Wausau has also created an East Riverfront District Plan which strives to redevelop this site into a high quality, riverfront housing district with public gathering spaces and commercial buildings. SCS Wausau will provide that high quality housing which is desired as well as public opportunities to engage in the Riverwalk or commerce.

Proposed exceptions: SCS is not seeking any exceptions for our development. This site is zoned as PUD to allow for flexibility in design which allows SCS to cater to the overall goals and objectives of the city. Setbacks may be condensed more than normal developments of this size, but that is driven by the number of amenities SCS is siting on a small tract of land. Building aesthetic will be taken into consideration in the areas where public walkways will be in close proximity to the structures. The city of Wausau wanted to retain as much public parking as possible, so SCS intentionally designed structures around the existing parking. There will be adequate parking for our tenants within SCS buildings which will allow the public to utilize all of the parking spaces outside.

**SCS WAUSAU
RIVERFRONT**

**GENERAL
LOCATION MAP**

GDP SUBMITTAL

WAUSAU,
WISCONSIN

09.11.2023

PROJECT NUMBER • 10900

PI00



LEGEND

THE OVERALL PROJECT INTENDS TO ACCOMMODATE ALL LANDSCAPE REQUIREMENTS AS REQUIRED BY THE CITY PER WAUSAU ZONING CODE.

1 BUILDING FOUNDATION

- DIVERSITY OF NATIVE SPECIES
- DECIDUOUS/EVERGREEN SHRUBS
- ORNAMENTAL GRASSES & PERENNIALS

2 PAVED AREA

- DIVERSITY OF NATIVE SPECIES
- DECIDUOUS TREES/SHRUBS
- ORNAMENTAL GRASSES & PERENNIALS

3 STREET FRONTAGE

- DIVERSITY OF NATIVE SPECIES
- DECIDUOUS TREES

4 YARDS

- DIVERSITY OF NATIVE SPECIES
- DECIDUOUS TREES/SHRUBS
- ORNAMENTAL GRASSES & PERENNIALS

A RIVERFRONT TERRACE

- PATIO/OPEN SPACE
- OUTDOOR DINING/GATHERING
- MOVABLE CHAIRS & TABLES
- SEATWALLS/RAISED PLANTERS
- OUTDOOR LIGHTING
- VERTICAL SUPPORT ELEMENTS FOR LIGHTING, SIGNAGE AND/OR POTENTIAL SHADE SAILS
- LOW PROFILE DECORATIVE RAILINGS TO SEPARATE PUBLIC VS PRIVATE SPACE
- SAWCUT EXISTING RIVERFRONT PATH CURVES TO PROVIDE OPPORTUNITY FOR SOFTSCAPE AND MAXIMIZE FUNCTIONALITY OF PATIO/OPEN SPACE WITHIN TERRACE ABOVE. REINCORPORATE CITY BENCHES ALONG TERRACE/ RIVERFRONT TRAIL WITHIN SOFTSCAPE BEDS.

B BREEZEWAY

- PEDESTRIAN PLAZA/CORRIDOR THROUGH BUILDING
- SEATWALLS/RAISED PLANTERS
- OUTDOOR LIGHTING
- VERTICAL SUPPORT ELEMENTS FOR LIGHTING, SIGNAGE

C SURFACE PARKING

D CANOE/KAYAK STORAGE

E PEDESTRIAN CROSSWALK

F TERRACE STEPS

- WIDE/SHALLOW TRANSITION TO RIVERFRONT
- POURED CONCRETE, 24" TREADS
- DECORATIVE HAND RAILINGS

G LOW RETAINING WALLS

- CONCRETE OR LARGE PROFILE LIMESTONE BLOCKS TO MATCH EXISTING RIVERFRONT

H REFUSE ROLLOUT AREA



SCS WAUSAU
RIVERFRONT

CONCEPTUAL
LANDSCAPE
PLAN

GDP SUBMITTAL

WAUSAU,
WISCONSIN

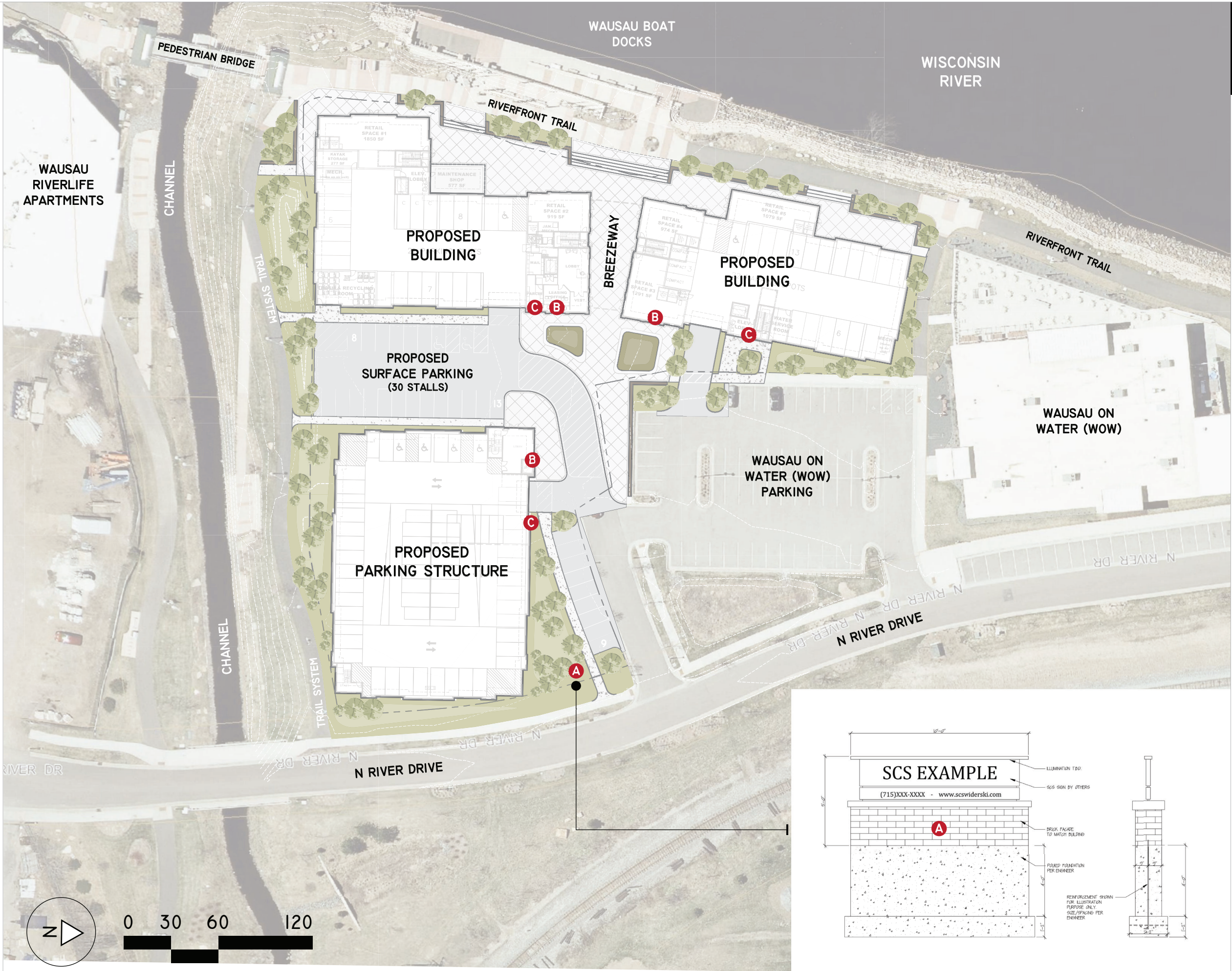
09.11.2023

PROJECT NUMBER • 10900

P200

LEGEND

- A MONUMENT SIGN**
- LOCATED NEAR ENTRANCE
 - REFER TO SAMPLE IMAGE
- B BUILDING SIGNAGE**
- MOUNTED TO BUILDING
 - EXACT LOCATIONS TBD
 - VISIBLE FROM ROAD AND WATERFRONT
- C BUILDING ADDRESS**
- LARGE/HIGHLY VISIBLE
 - EXACT LOCATION TBD



WWW.REIENGINEERING.COM
715 • 675 • 9784

4080 N 2TH AVE
WAUSAU, WI, 54401

THIS EXHIBIT IS INTENDED
FOR CONCEPTUAL PURPOSES ONLY
• NOT FOR CONSTRUCTION •

SCS WAUSAU
RIVERFRONT

GENERAL
SIGNAGE PLAN

GDP SUBMITTAL

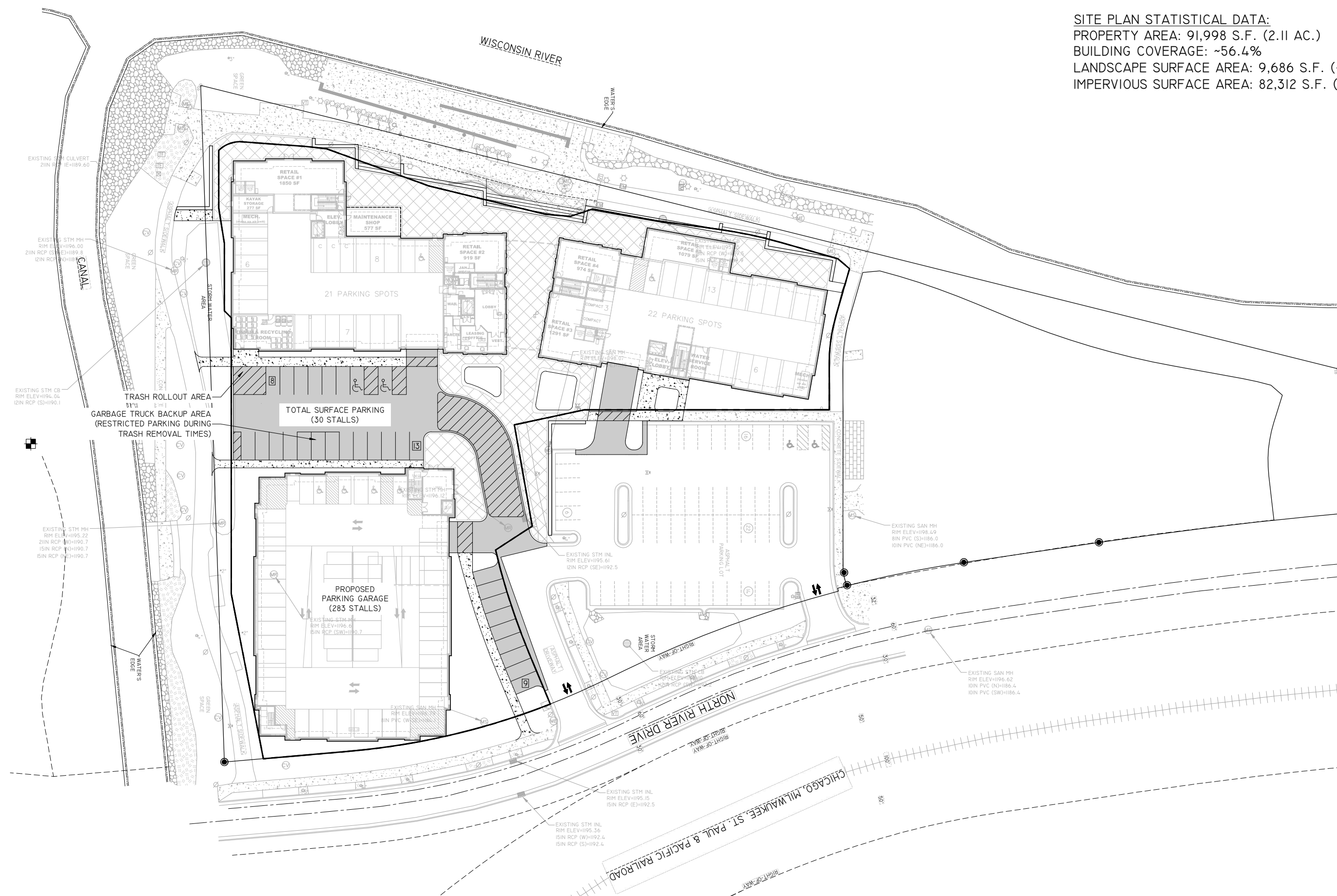
WAUSAU,
WISCONSIN

09.II.2023

PROJECT NUMBER • 10900

P300

SITE PLAN STATISTICAL DATA:
PROPERTY AREA: 91,998 S.F. (2.11 AC.)
BUILDING COVERAGE: ~56.4%
LANDSCAPE SURFACE AREA: 9,686 S.F. (~10.5%)
IMPERVIOUS SURFACE AREA: 82,312 S.F. (89.5%)



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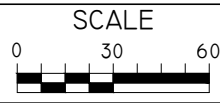
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PLOTTED: SEP 11, 2023 - 5:20PM PLOTTED BY: KURT

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784 FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



REI

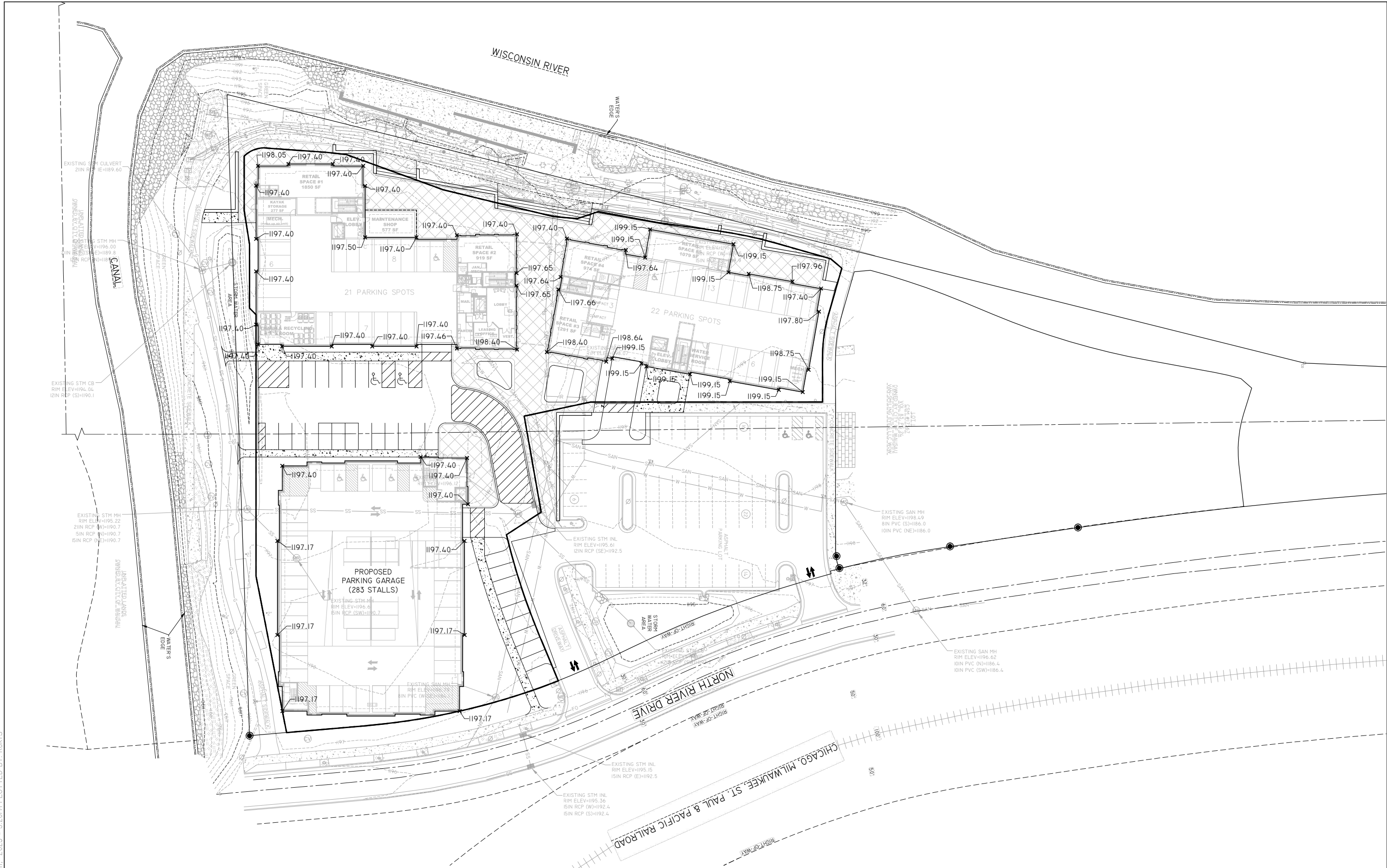
**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**



DATE	REVISION	BY	CHKD	SURVEYED BY:	DESIGNED BY:	SURVEY DATE:
				SURVEY CHKD BY:	CIVIL CHKD BY:	CIVIL DATE: 09/11/23
				SURVEY APVD BY:	CIVIL APVD BY:	DRAWN BY: LAZ

GRADING EXHIBIT
SCS WAUSAU RIVERFRONT
1000 N RIVER DR.
WAUSAU, WISCONSIN 54403

REI
REI No. 10900
SHEET C200



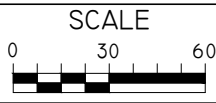
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PHONE: 715.675.9784 FAX: 715.675.4060
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REI

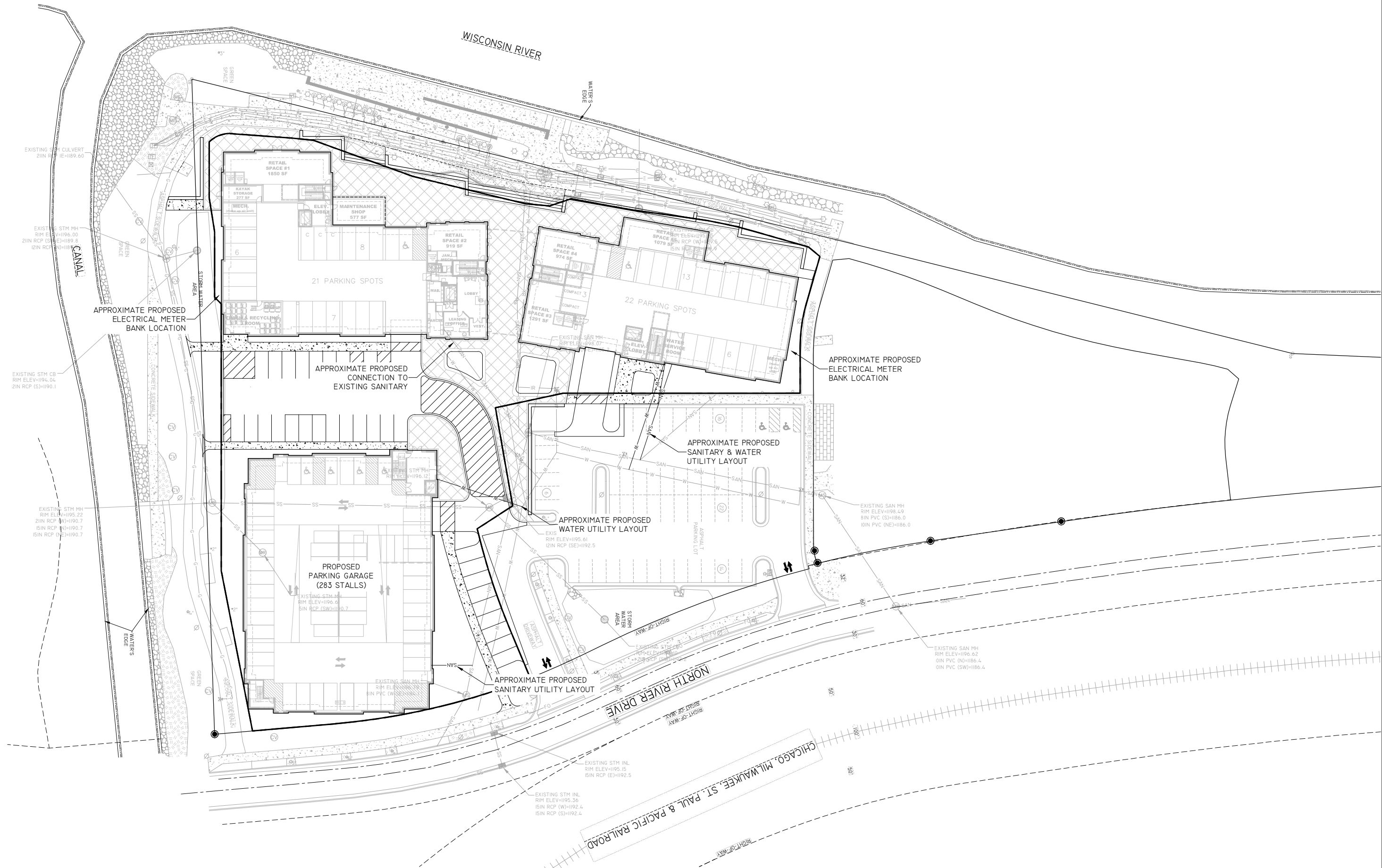
**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**



DATE	REVISION	BY	CHKD	SURVEYED BY:	DESIGNED BY:	SURVEY DATE:
				SURVEY CHKD BY:	CIVIL CHKD BY:	CIVIL DATE: 09/11/23
				SURVEY APVD BY:	CIVIL APVD BY:	DRAWN BY: LAZ

UTILITY EXHIBIT
SCS WAUSAU RIVERFRONT
1000 N RIVER DR.
WAUSAU, WISCONSIN 54403

REI
REI No. 10900
SHEET C300





PRELIMINARY APARTMENT & PARKING STRUCTURE
SOUTH ELEVATION

9/7/2023	FP01	FP02	FP03	FP04	FP05	FP06	FP07	Total
Parking Stalls	43							43
Studios		17	17	15	15	15	0	79
Studio Suites		6	9	10	10	10	0	45
One Bedrooms		5	5	6	6	6	0	28
Two Bedrooms		4	4	4	4	4	0	20
Keystone Suites		0	0	2	2	2	0	6
Top Floor Studio Penthouses							4	4
Top Floor 1 Bed Penthouses							14	14
Top Floor 2 Bed Penthouses							4	4
Total Units		32	35	37	37	37	22	200





LEGEND	
	COLUMN CONFLICT
	EGRESS
	AMENITY
	UTILITY/STOR.
	PARKING AREA
	RETAIL
	STUDIO
	STUDIO SUITE
	1 BEDROOM
	2 BEDROOM
	KEYSTONE SUITE
	1 BED PENTHOUSE
	2 BED PENTHOUSE
	STUDIO SUITE PENTHOUSE



LEGEND	
	COLUMN CONFLICT
	EGRESS
	AMENITY
	UTILITY/STOR.
	PARKING AREA
	RETAIL
	STUDIO
	STUDIO SUITE
	1 BEDROOM
	2 BEDROOM
	KEYSTONE SUITE
	1 BED PENTHOUSE
	2 BED PENTHOUSE
	STUDIO SUITE PENTHOUSE



PRELIMINARY SOUTH ELEVATION

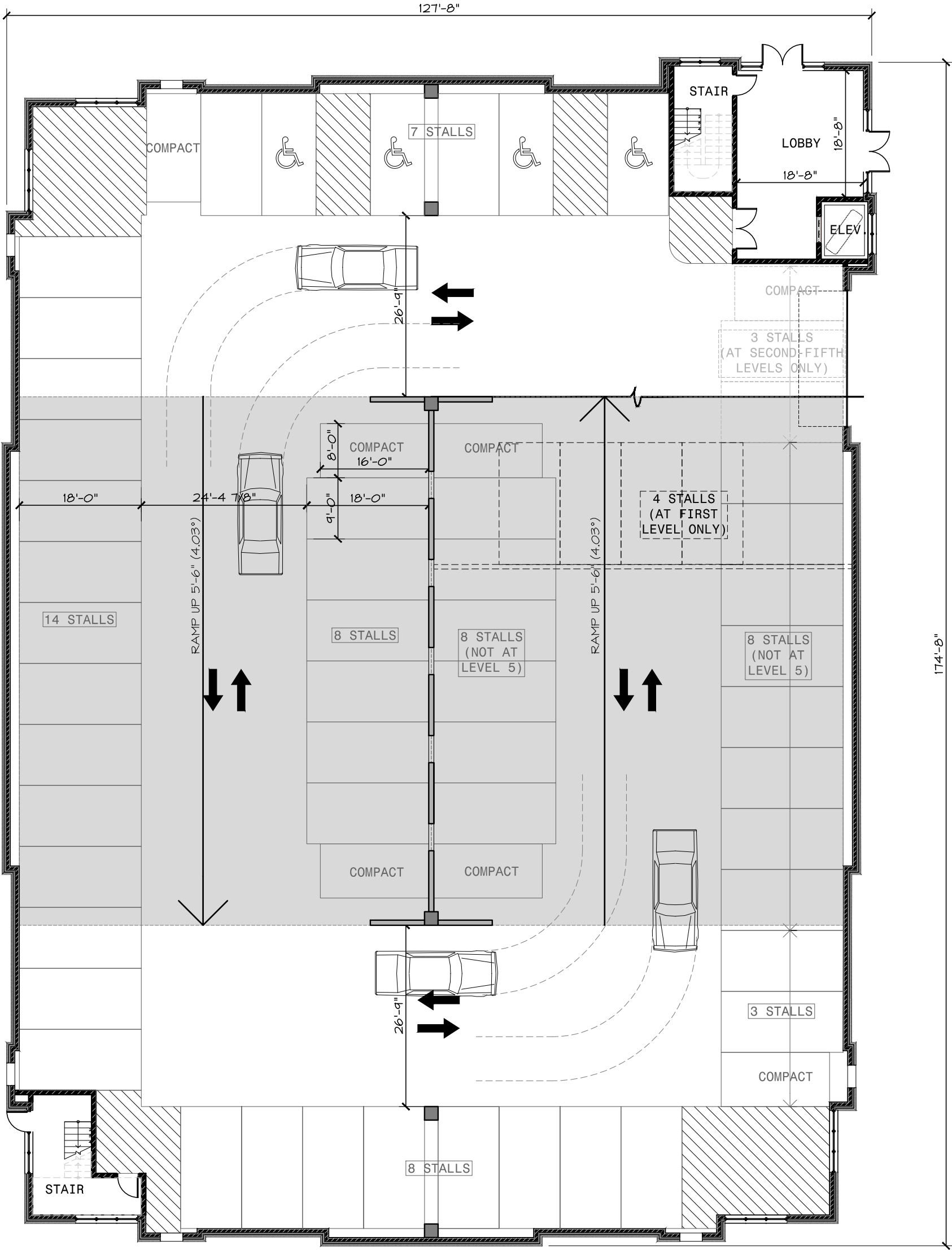
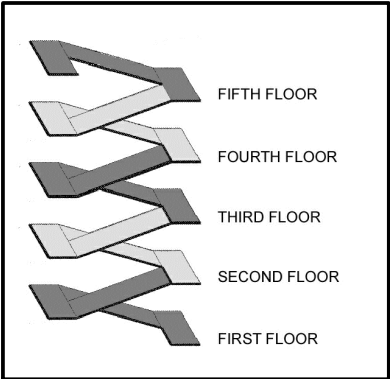


PRELIMINARY EAST ELEVATION



**PRELIMINARY EAST
ELEVATION**

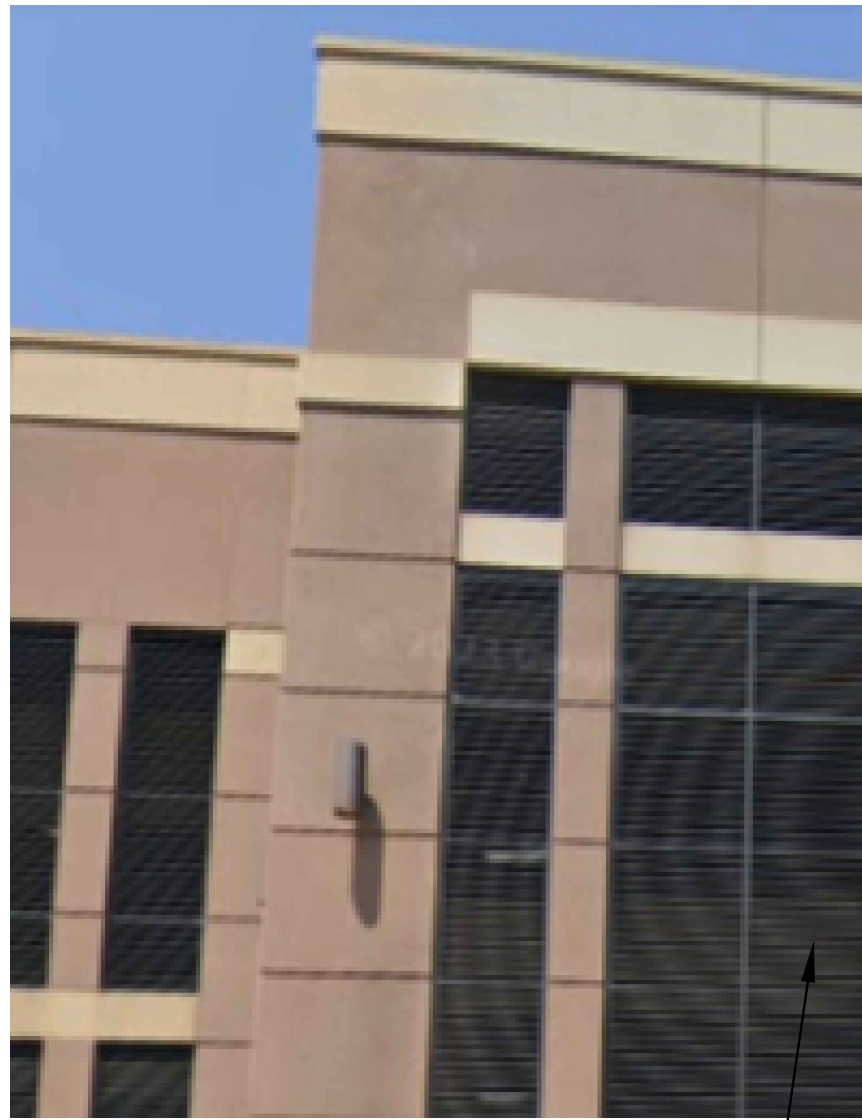
PARKING STALLS						
9/6/2023	FP01	FP02	FP03	FP04	FP05	Total
Standard	50	50	52	52	38	242
Handicap	4	3	0	0	0	7
Compact	6	6	8	8	6	34
Total	60	59	60	60	44	283



0 4' 8' 16'
SCALE: 1/16" = 1'-0"

PRELIMINARY FIRST LEVEL PLAN
1/16" = 1'-0" (SECOND, THIRD, FOURTH, FIFTH SIMILAR)





PRELIMINARY EAST ELEVATION



PRELIMINARY NORTH ELEVATION



Memorandum

From: William Hebert, Zoning Administrator
To: Plan Commission/Council
Date: September 12, 2023
Subject: 519 Stark St Zone Change – Referred back to Plan Commission

The common council referred the zone change at 519 Stark Street back to Plan Commission on June 13, 2023. The goal was to communicate with the property owner and the neighboring property to find common ground and workable compromise between the neighborhood and the needs of the business.

In July consideration was given to vacating part of the alley. This was objected to by the neighborhood since the garages off the alley need to be able to go in two directions.

Staff then asked that Peterson-Kraemer representatives reach out directly to the Le Clair's to find a workable solution related to the proposed use of the property.

A modified plan was provided to staff in August and later shared with Le Clair. The updated parking lot plan is now showing a fence bordering the alley where the new parking lot is proposed. Final landscaping, stormwater and lighting plans would need to be submitted and reviewed by staff.

Multiple city staff, Peterson-Kraemer representatives and the Le Clair's met onsite at the beginning of September to discuss the new parking lot plan. No consensus was reached.

Please refer back to the original staff report to find standards to consider the zone change. The updated parking lot plan and property use is included for reference and is not part of the considerations for rezoning the property.

UPDATED PLAN 08/26/23

STARK STREET

BEARINGS REFERENCED TO THE
WISCONSIN COUNTY COORDINATE SYSTEM
(MARATHON) NAD83 (2011)

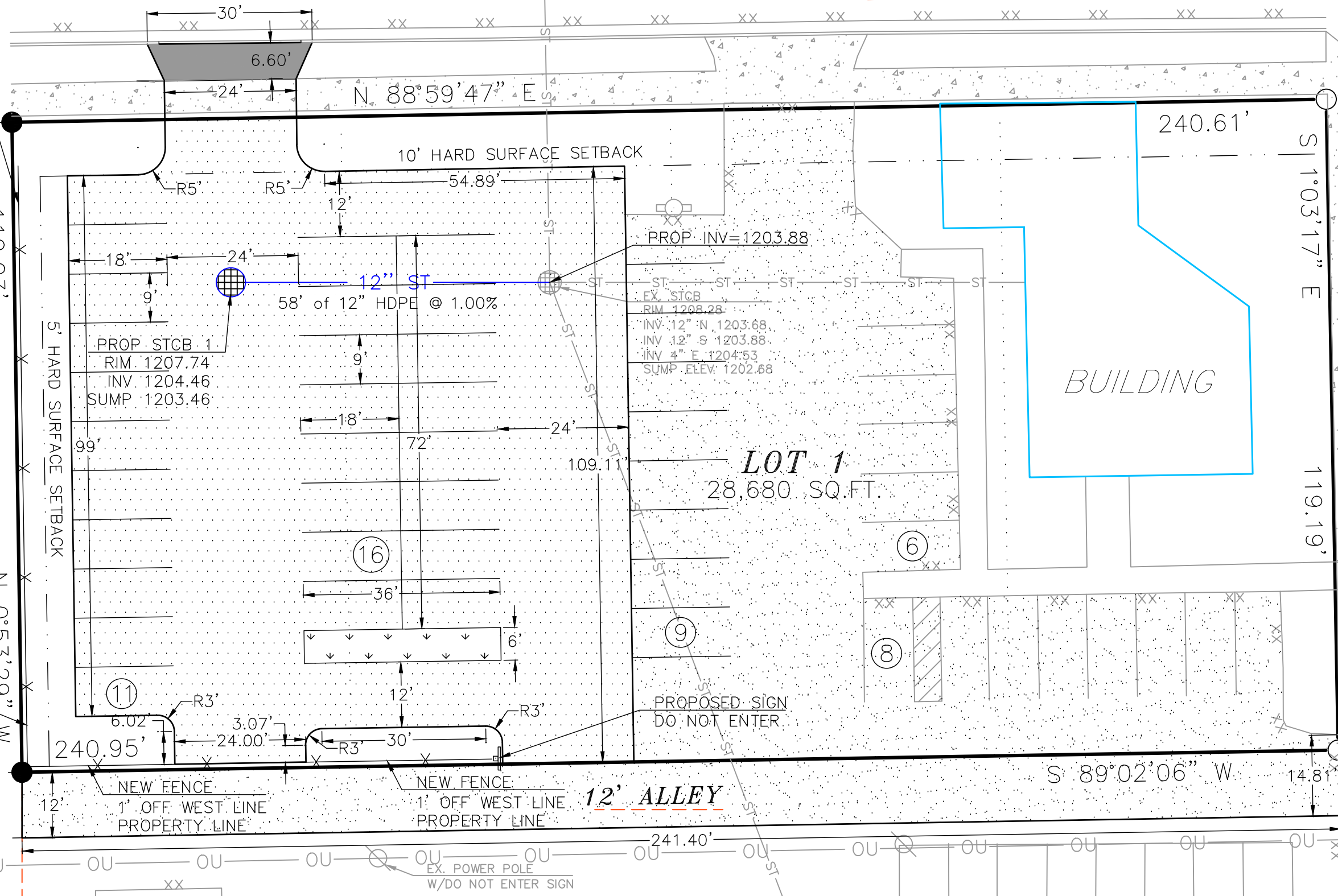
N 6TH STREET

NEW FENCE
1' OFF WEST LINE
PROPERTY LINE
N 88°59'47" E
60.07'

- LEGEND
- PROPOSED CATCH BASIN
SEE DETAIL ON C7
 - 4" CONCRETE W/8" BASE
COURSE
SEE DETAIL ON C7
 - 3" ASPHALT W/8" BASE
COURSE
 - REMOVE & REPLACE W/IN
PLACE ASPHALT INCLUDING
PARKING LOT IN FRONT OF THE
FUNERAL HOME
 - FUTURE LANDSCAPING AREA
 - NUMBER OF PARKING STALLS

	TOTAL
LOT AREA	28,680 sqft.
BUILDING AREA	2,532 sqft.
PAVED AREA	19,933 sqft.
TOTAL IMPERVIOUS AREA	22,465 sqft. (78%)
GREEN SPACE	6,215 sqft. (22%)
EXISTING PARKING STALL #	58
PROPOSED PARKING STALL #	75

NEW FENCE
1' OFF WEST LINE
PROPERTY LINE
N 89°02'06" E
60.04'



STAMP/SIGNATURE:	REVISIONS		TITLE PAGE: PROPOSED SITE PLAN		VREELAND ASSOCIATES LAND SURVEYORS & ENGINEERS 6103 DAWN STREET WESTON, WI. 54476 PHONE NO.: (715) 241-0947 EMAIL: dustin@vreelandassociates.us WEBSITE: www.vreelandlandsurveying.com COPYRIGHT © 2023 BY VREELAND ENTERPRISES, INC. ALL RIGHTS RESERVED. DUPLICATION BY WRITTEN PERMISSION ONLY.	PREPARED FOR: PETERSON/KRAEMER LLP	DESIGNER: DUSTIN VREELAND SURVEYED BY: CB & TV FILE NO.: 22-0457 ENGINEERING DATE: FEBRUARY 21, 2023 SCALE: 1" = 20'
	BY	DATE					
			PROJECT: PETERSON/KRAEMER PARKING LOT EXPANSION				
			LOCATION: CITY OF WAUSAU MARATHON COUNTY, WISCONSIN				



STAFF REPORT

To: Plan Commission
Prepared By: Andrew Lynch, AICP Assistant City Planner
Date: May 05, 2023

REQUESTED ACTION:

Zoning Map Amendment

519 Stark Street from TF-10 to UMU

LOCATION:	519 Stark Street
APPLICANT:	Peterson/Kraemer Funeral Home
EXISTING ZONING:	Two Flat-10 (TF-10) This district intended to create, preserve, and enhance areas for single family detached and two flat dwellings at an approximate density of ten dwelling units per acre.
EXISTING LAND USE:	Empty lot.
SIZE OF PARCEL:	0.17 acres
REQUESTED ZONING:	Urban Mixed Use (UMU) This district is intended to permit areas, generally on established commercial corridors, that are or are planning to become mixed use in character and establish standards that are compatible with the existing mix of land uses and redevelopment objectives.
PURPOSE:	Construction of a parking lot.
COMPREHENSIVE PLAN:	This area is mapped as Suburban Commercial and Industrial.
OTHER PLANS:	n/a

BACKGROUND INFORMATION:

Peterson/Kraemer Funeral Home purchased this lot in 2022 and demolished the existing house that same year. Their intent is to construct a parking lot for use by the funeral home and restaurant on the same block. A CSM has been submitted to join this lot with 1314 N 6th Street. There is a public alley running east-west through the block that is one way going east. The existing and future parking lot has been redesigned to improve flow and reduce the number of street access points. The three lots will serve as a joint parking facility for both uses and contain 79 parking spaces.

AMENDMENTS TO ZONING MAP

Section 23.10.31(4)(b) of the Zoning Code outlines criteria for zoning map amendments that staff and the Plan Commission are to review and make recommendation to the Common Council.

Under this section, a proposed amendment is to be evaluated as to whether it:

1. Advances the purposes of this Chapter as outlined in Section 23.01.03 and the applicable rules of Wisconsin Department of Administration and the Federal Emergency Management Agency
2. Is in harmony with the Comprehensive Plan
3. Maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts.
4. Addresses any of the following factors that are not properly addressed on the current Official Zoning Map:
 - a. The designations of the Official Zoning Map are not in conformance with the Comprehensive Plan.
 - b. A mapping mistake was made, including the omission on the Official Zoning Map of an approved zoning map amendment.
 - c. Factors have changed (such as new data, infrastructure, market conditions, development, annexation, or other zoning changes), making the subject property more appropriate for a different zoning district.
 - d. Growth patterns or rates have changed, creating the need for an amendment to the Official Zoning Map.

ADVANCES THE PURPOSES OF THIS CHAPTER (#1)

This action advances the purpose and intent of the zoning ordinance and applicable rules of Wisconsin DOA and FEMA.

COMPLIANCE WITH COMPREHENSIVE PLAN (#2)

Yes. The requested zoning complies with the current and future land use of Suburban Commercial and Industrial as mapped in the Comprehensive Plan.

COMPATIBILITY WITH EXISTING NEIGHBORHOOD CHARACTER (#3)

Yes. The western half of the block is residential. The eastern half has the Peterson Funeral Home, the Sixth Street Filling Station restaurant, and shared parking lots. .

ADDITIONAL FACTORS (#4 c & d)

Allows Peterson/Kraemer Funeral Home to provide off-street parking. Lot will be combined with 1314 N 6th Street, the parcel adjoining to the east. See attached parking analysis.

STAFF RECOMMENDATION

Staff finds the application meets the requirements for rezoning.

COMMITTEE ACTION

Plan Commission may approve or deny. The request will then proceed to City Council for final consideration.

Attachments: parking analysis, application, zoning map, site plan

Parking Analysis

Municipal Code 23.06.06

(18) *Joint off-site parking facilities.*

- (a) Parking facilities which have been approved by the Zoning Administrator, to provide required parking for one or more uses shall provide a **total number of parking spaces which shall not be less than the sum total of the separate parking needs** for each use during any peak hour parking period when said joint parking facility is utilized at the same time by said uses.
- (b) Joint use parking facility. Up to a 15 percent reduction in the number of required parking spaces for four or more separate uses, ten percent for three separate uses, and five percent for two separate uses may be authorized by the Zoning Administrator, following approval of a plan which provides for a collective parking facility.

1302 N 6 th St (Funeral Home)	1314 N 6 th St (Restaurant)
Estimated capacity of 196 persons 1 parking spot per 5 persons = 40 Office space sqft = 13 parking spots Total parking = 53 Maximum (150%) = 80	Estimated capacity of 70 persons 1 parking spot per 5 persons = 14 Maximum (150%) = 21

Total parking needs between the two facilities = 67

Current parking. Funeral Home = 23. Restaurant = 35. Total = 58

Future parking with 519 Stark. Funeral Home = 23. Restaurant = 56. Total = 79

The current and future designs of the parking lots would fulfill the requirements of a joint off-site parking facility.

CITY OF WAUSAU
APPLICATION FOR ZONING MAP AMENDMENT

If you are requesting a zoning map amendment, please provide the following information. Note that a different application is required if you are requesting a conditional use and additional information is required if you are requesting Planned Unit Development District zoning. Should you have any questions about this form or the City's rezoning process, please call 715-261-6780 (Zoning) or 715-261-6760 (Planning).

1. Primary petitioner's Name (PRINT): Greg Zoromski

Primary petitioner's Address (PRINT): 1302 N 6th Street Wausau, WI 54403

Primary petitioner's Telephone Number (with Area Code): 715-581-8866

Primary petitioner's representative to contact in case of questions about this petition:

Dustin Vreeland

(Name - PRINT)

6103 Dawn Street Weston, WI 54476

(Address - PRINT)

715-241-0947

(Telephone No. with Area Code)

dustin@vreelandassociates.us

Email Address

Names of additional petitioners, if any:

(PRINTED Name)

(PRINTED Name)

(PRINTED Address)

(PRINTED Address)

(Telephone No. / Email Address)

(Telephone No. / Email Address)

2. Name, Address, and Telephone Number of EACH additional property owner within the area proposed to be rezoned. If the primary petitioner owns all of the property proposed to be rezoned, merely indicate "NONE." (Add an additional page, if necessary)

Name (PRINT): NONE

Address (PRINT): _____

Phone No.: _____ Email Address: _____

Name (PRINT): _____

Address (PRINT): _____

Phone No.: _____ Email Address: _____

3. ADDRESS(ES) of property to be rezoned: 519 Stark Street Wausau, WI 54403

(Please attach a legal description for all the area(s) proposed to be rezoned. This may be available from the City Assessment Department or City Engineering Department.)

4. A. **Existing** zoning district classification(s) of the land included within the petition: TF-10

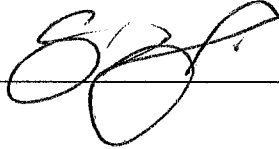
B. **Proposed** zoning district classification(s) of the land included within the petition: UMU

C. Existing land uses on land included within the petition: Vacant Land

D. Proposed land use(s) following rezoning: Parking lot

5. Please provide a brief narrative justifying the rezoning of this property. (Attach an additional sheet if necessary): **See attached proposed site plan for the project. We are proposing to expand the parking lot for the funeral home. With the alley being a one way the traffic needs to flow from Stark Street through the funeral home.**
6. Please attach a map of the area showing the parcels proposed to be rezoned, adjacent streets, existing zoning on the parcels, and other information you feel might be helpful in evaluating your proposal.

Signature of Petitioner: _____



Date: _____

3/23/2023

IF ADDITIONAL PAGES ARE NEEDED, PLEASE ATTACH HERETO

Please return this completed form with the information indicated above and the publication fee of **\$400** to the City Planning Office (or the Department of Inspections) located in Wausau City Hall, 407 Grant Street, Wausau WI 54403.
Checks should be made payable to "City of Wausau".

Please note: ⇒ The fee for a requested **special Plan Commission meeting** is **\$550**.
⇒ All fees are subject to increase each year on January 1.

Should you have any questions regarding this form or the City's rezoning process, please phone 715-261-6780 (Zoning) or 715-261-6760 (Planning).

For City Use Only

Date received at City Hall: _____

Received by: _____

Amount submitted with application: \$ _____ Check Number: _____

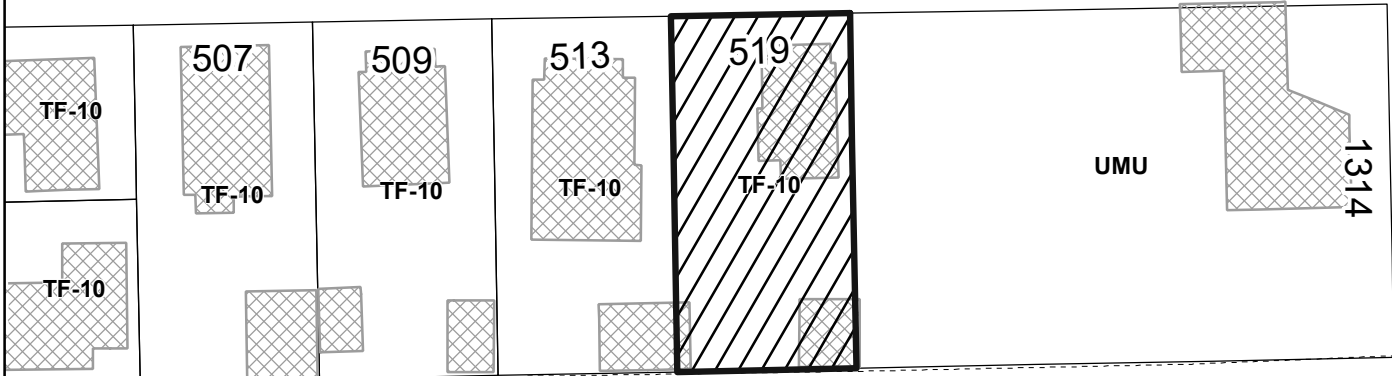
Month requested for public hearing: _____

Requested Common Council meeting date for final approval: _____

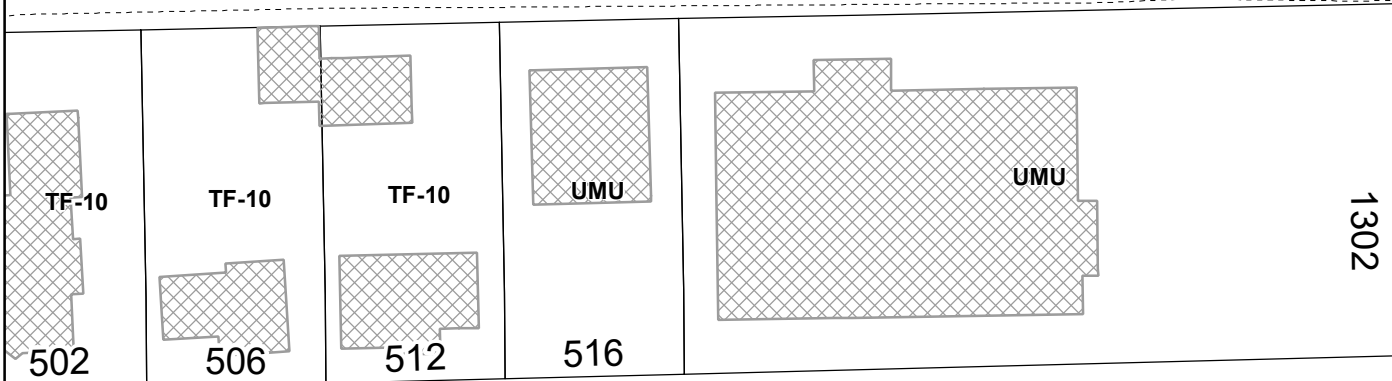
Notes: _____

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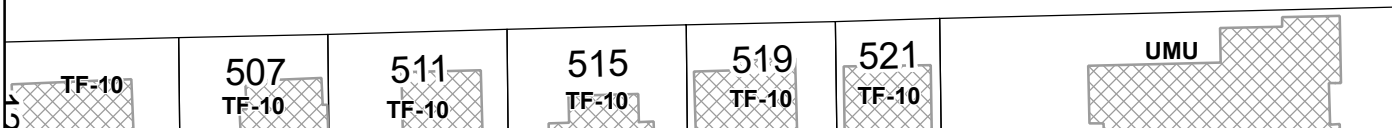
STARK ST



STARK ST

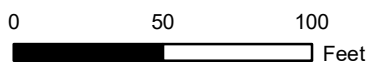


STEBEN ST

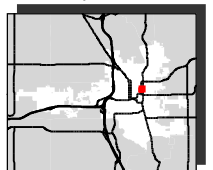


City of Wausau

Marathon County Wisconsin



Map Location



Map Date: April 27, 2023



Richard and Elizabeth LeClair
513 Stark St
Wausau, WI 54403
715 842-3452
dleclair@dwave.net

May 10, 2023

To: Mayor Katie Rosenberg
The Wausau City Plan Commission
The Wausau City Council
Brad Lenz, City Planner
William Hebert, Zoning Administrator
Kaitlyn Bernarde, City Clerk

The enclosed materials are being submitted by us as testimony before the Wausau Plan Commission at **5:00 p.m. on Tuesday, May 16, 2023** and the Wausau Common Council at **6:30 p.m. on Tuesday, June 13, 2023** concerning the proposed zoning change of:

A WARRENS THIRD ADD LOT 12 BLK 4, MORE COMMONLY KNOWN AS
519 STARK STREET

from TF-10, Two Flat Residential-10 to UMU, Urban Mixed Use.

Our home is immediately adjacent to 519 Stark Street. We oppose the proposed zoning change because Greg Zoromski, the new owner of the property, intends to convert it from the site of a 120 year old classic home to a commercial parking lot that will exit into our city owned alley that services our residential city block.

The attachments and enclosures with this letter are intended to be our written testimony for submission to the Plan Commission and Common Council. We hope these can be available for the members in advance for study at their convenience.

Sincerely,

Richard and Elizabeth LeClair

Handwritten signatures of Richard and Elizabeth LeClair. The signature on the left is 'Richard LeClair' and the signature on the right is 'Elizabeth LeClair'.

The following pages are being submitted as written testimony to be presented before the Wausau Plan Commission at 5:00 p.m. Tuesday, May 16, 2023 and the Wausau Common Council at 6:30 p.m. on Tuesday, June 13, 2023 concerning the proposed zoning change of:

**A WARRENS THIRD ADD LOT 12 BLK 4, MORE
COMMONLY KNOWN AS 519 STARK STREET**

from TF-10, Two Flat Residential-10 to UMU, Urban mixed Use.

The use of our city owned alley by Peterson/Kraemer Funeral Home and The Filling Station Restaurant creates a significant hazard to the residents of our alley. The proposed zoning change and the construction of another parking lot intended to bring commercial truck traffic into our alley will significantly increase the hazard to our families.

We intend to describe the existing and proposed hazards that create a liability for the city. We also have suggestions that the city can mandate the owner of the funeral home to implement that will eliminate the hazards and make the construction of another parking lot unnecessary.

Richard LeClair
Elizabeth LeClair

513 Stark Street
Wausau, WI 54403



The Development of a Liability

Peterson/Kraemer Funeral Home and Our Alley

When Greg Zoromski purchased Peterson/Kraemer funeral home, it occupied one lot on the corner of sixth and Steuben Streets. He then purchased and razed three homes on Steuben Street where he built the facility that exists there today. The original building was removed and he requested a permit to convert the now vacant lot on the corner to a parking lot. He was denied the parking lot permit because there was no available storm sewer to receive the storm water runoff. He convinced the city to pave the alley and let the alley carry the storm water to Fifth Street. We protested because we feared funeral home traffic would create a hazard by using our alley if it was paved. Our protests were ignored, the alley was paved, we had to pay for it, but no one told the contractor the base needed to be graded lower than the yards to the sides to carry stormwater. The pavement carried the water to our yards.

We were right about the traffic. People who wanted to travel north from the parking lot exited to Sixth Street, and many of the people who wanted to travel to the south exited by way of our alley.

His next endeavor was to build a six car garage for his fleet of vehicles that serve the five funeral homes he owns. He purchased and razed another home at 516 Steuben Street. The photo on page 1 clearly shows that the zoning commission permitted him to have his vehicles exit the six car garage to the alley rather than to Steuben Street.

Also, notice there are no entrances to the funeral home from Steuben Street. There is a guest entrance from the east parking lot, four entrances for employees on the north side and one overhead utility door on the west end of the north side of the building. Its location is where the white patch of concrete stands out within the asphalt. All deliveries of flowers, caskets, embalming materials, the deceased, etc. come to this utility door by way of our alley. Vehicles making these deliveries range from minivans transporting the deceased, to semi-tractor trailers.

Mr. Zoromski's next venture was to purchase the abandoned gas station on the corner of Stark and Sixth Streets. It didn't survive the automobile revolution because it only had room for one gas pump. No one wanted to tear it down because of the fear the ground underneath is contaminated. Mr. Zoromski converted it to a restaurant, and razed two more homes for more parking.

The five diagonal lines you see across the alley are the shadows of electric power poles that are positioned on public land - in this case the south side of the 12 foot wide alley. Drivers on the ground do not know they are crossing an alley when they race across the parking lots to a vacant parking space. Some actually park on the alley. This kind of driver behavior is why Mr. Zoromski wants to expand his parking lots. Vendors do not want to run this gauntlet to get to the utility door on the far end of the building.

The address to be rezoned is 519 Stark Street. You can find it clearly marked on the Google photo on page one of this document. Notice that 519 Stark Street is directly opposite the alley from the afore mentioned utility door. If you look at the **PROPOSED SITE PLAN** provided by Vreeland Associates, you will see that the intent is for vehicles to enter the proposed parking lot from Stark St, exit the parking lot into our alley **directly in front of the utility door**, travel east within the alley, and reenter the parking lot in order to exit back onto Stark Street. Why would someone in a hurry make a complete circle to exit the lot when they could turn west and exit directly to Fifth Street through an empty alley? But the alley is not empty. Four homes on our alley have small children and a fifth family is expecting a baby. Children going to and from Franklin School pass the uncontrolled intersection of the alley and Fifth Street. Some children cross the alley mid block between our homes. And these same children return to the Franklin School playground evenings, weekends and all summer.

I hope you have deduced that we the residents of this block do not want non-local traffic on our alley. Why would Mr. Zoromski want all the traffic entering this proposed new parking lot to pass through the alley directly in front of the utility door? The obvious answer is to appease his vendors who do not like the existing parking lot traffic either. They could use this controlled parking lot to get to the utility door safely. Once they have completed their delivery, they frequently conclude the quickest way to leave the area is to go west through our alley to Fifth Street.

I have been referring to the alley as "our alley." In fact, it is not. The alley is owned and controlled by the city. Older parts of the city have alleys because affordable cars did not exist when these neighborhoods were developed. The people who wanted their own transportation built a carriage house and stable for their horse and buggy as far away from the house as possible - at the alley. The alley was used to get to the streets. The alley was adequate for a horse and buggy, but not for automobiles driven by people unfamiliar with the area.

If the city permits non resident automobile drivers to use the alleys, the city is taking a great risk if a child is killed by one of these ignorant drivers. The funeral home is not liable because they do not own or control the alley. The driver is liable, but may not have resources. The city is liable if they did not do everything possible to prevent the accident. The **Do Not Enter** sign has failed to prevent parking lot users from entering the alley. How can the city prevent accidents?

1. Deny the request for a zoning change.
2. Require Peterson/Kraemer to install portable parking lot curbs along both sides of the alley from Sixth Street to the furthest reaches of the parking lots. These should be set back enough to prevent car bumpers from extending into the alley. They should also prevent cars from entering the alley from the parking lots.
3. Require Peterson/Kraemer to install an overhead garage door on the southwest corner of the funeral home. This door will be accessible to vendors from Steuben street. You can find, in this document, a photo of the southwest corner that shows the wall is already prepped for such a door.
4. Require Peterson/Kraemer to put overhead garage doors on the south side of the six car garage at 516 Steuben Street and construct a driveway to Steuben Street.

We suggest the city get a legal opinion from the city attorney. We would like to receive a copy of such.

Does Peterson/Kraemer need additional Parking?

Peterson/Kraemer already has two parking lots adjacent to the funeral home - one in front of the funeral home and south of the alley and the other north of the alley and adjacent to the Filling Station Restaurant. Together the two parking lots accommodate 58 cars. The Filling Station patrons use the parking lot, but the Filling Station is only open for breakfast and lunch.

The five hundred blocks of Steuben Street to the south and Stark Street to the north are used very little for other on-street parking. Large events at the funeral home will first cause visitors to park on Steuben Street and later on Stark Street. We live on Stark Street and rarely see funeral home visitors park on our block of Stark Street.

Using the length of on street parking spaces in front of city hall as a standard, and considering people attempting to park without painted lines, I conservatively estimate that the five hundred blocks of Stark and Steuben can easily accommodate an additional 52 cars.

I suspect some people have developed formulas for estimating the number of parking spaces needed based on the size of the building or other factors. I am not familiar with such formulas. I would like to offer a standard I think we all can find appropriate. Our City Hall is probably the most important building in our city. It has a significantly larger footprint than Peterson/Kraemer, three above ground floors plus a basement, and a total of **four (4) on site parking spaces**.

When we visit City Hall, we park in one of the nearby church parking lots. We always feel welcome. Please don't raze one of the nearby churches to have City Hall meet some artificial standard.

Oh!!! There is a church with a large parking lot directly across 6th Street from Peterson/Kraemer Funeral Home.

I think it is also significant that Greg Zoromski owns four additional Peterson/Kraemer Funeral Homes in the area. Three of them have no off street parking.

Wausau, Wisconsin

Google Street View

Sep 2019 See more dates

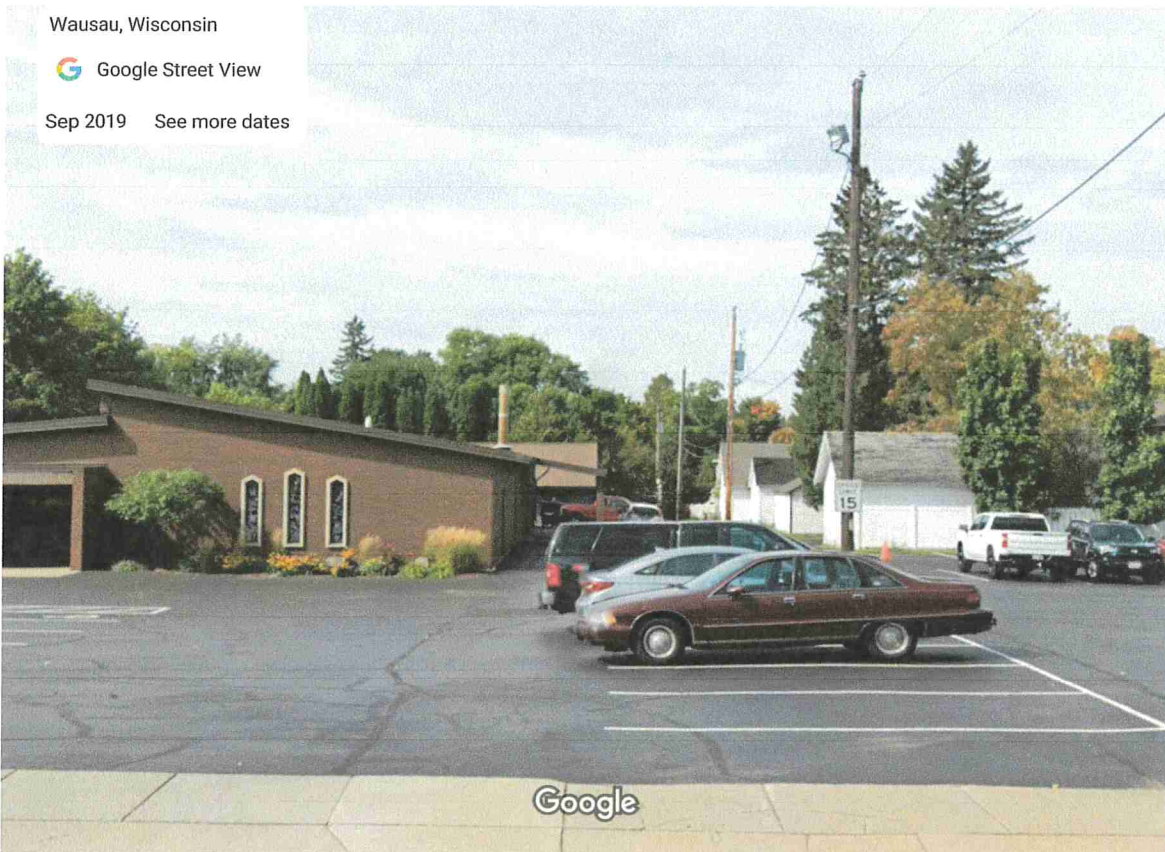
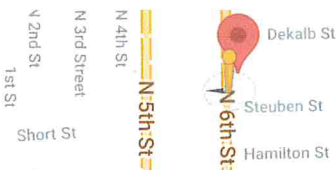


Image capture: Sep 2019 © 2023 Google



The view of our alley from 6th Street.

The alley is between the garages and the row of electric power poles. There are more garages on the left side behind the trees that hide them from view. Visitors to the alley don't think about these blind spots. They often drive as though they are on normal streets. There is no stop sign at the intersection of the alley and Fifth Street.

Children often cross the alley on their way to and from the Franklin school playground.

The utility door where vendors make deliveries is behind the red pickup. Vendors sometimes leave by way of the alley to Fifth Street if they intend to travel south or because they want to avoid the parking lot.

Wausau, Wisconsin

Google Street View

Sep 2019 See more dates

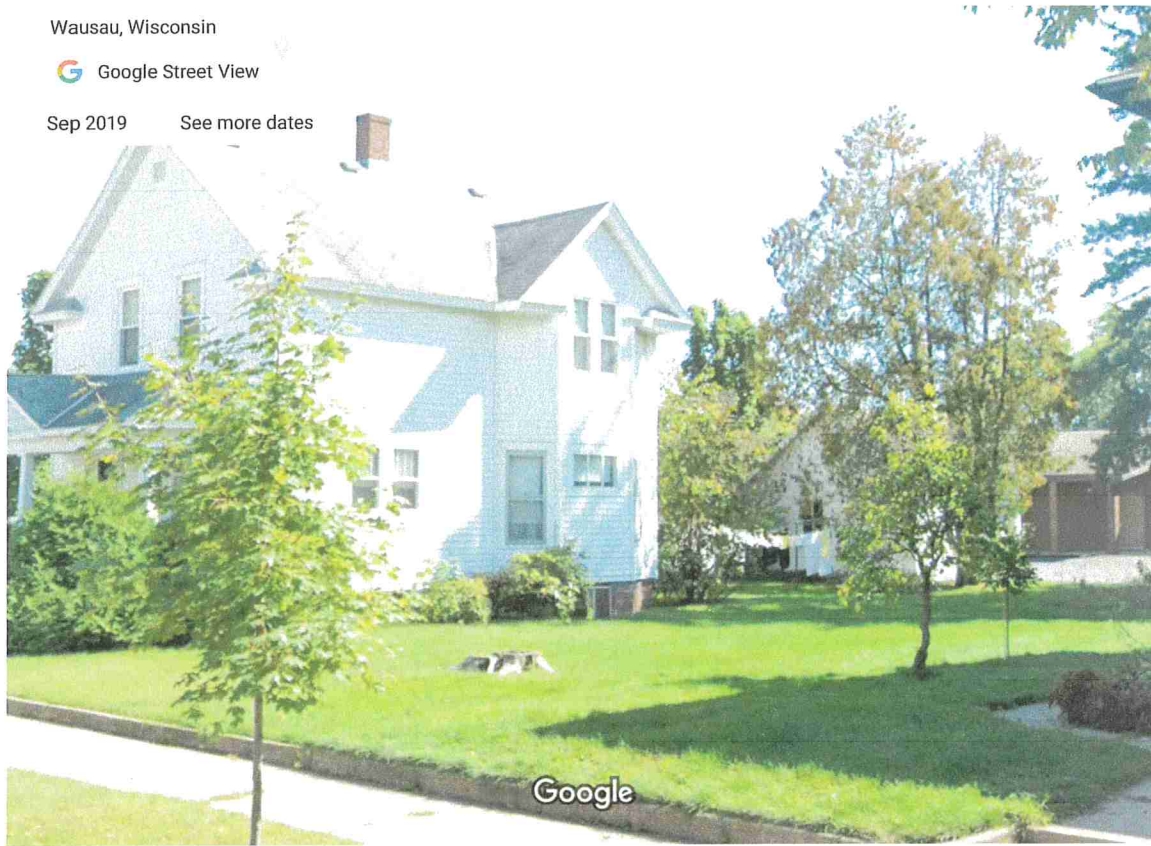


Image capture: Sep 2019 © 2023 Google



519 Stark Street view from our deck at 513 Stark Street last year.

Looks pretty good for one hundred and twenty years.

Notice the funeral home utility door in the background.

And Rita's laundry on the line.



The view from our kitchen deck today. If the zoning change is approved, these vehicles will enter and exit past our kitchen deck



Two ten foot wide indentations in the southwest corner of the funeral home on Steuben Street. It appears as though there is adequate roof support to permit the installation of overhead garage doors. These structures do not appear to have any other function.

The space between the building and the six car garage is twenty feet wide when excluding the heating and/or cooling equipment adjacent to the building. Another way to make deliveries.