

**TOWN OF WIEN**  
**COMPREHENSIVE PLAN**  
**2005**

**Town of Wien Town Board**

Marathon County Conservation, Planning & Zoning  
Department

URS, Inc.  
MSA

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**Town of Wien  
Conditions and Issues**

**2005**

# Town of Wien Conditions and Issues

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## List of Acronyms

**303 (d) list**—waters designated as “impaired” under section 303 (d) of the U.S. Clean Water Act.

**AADT**—Annual Average Daily Traffic

**AHI**—Architecture & History Inventory (a database of the Wisconsin Historical Society).

**ATC**—American Transmission Company

**BMPs**—Best Management Practices

**CCC**—Civilian Conservation Corps (a 1930s construction and conservation program).

**CCR&R**—Child Care Resource and Referral Network

**CDBG**—Community Development Block Grant

**CES**—Cropland Evaluation System (Marathon County)

**Comm 83**—Chapter 83 of the Wisconsin Administrative Code under the Department of Commerce, setting standards for regulation of private sewage systems.

**CRP**—Conservation Reserve Program

**CTH**—County Trunk Highway

**CWA**—Central Wisconsin Airport

**DCPZ**—Department of Conservation, Planning and Zoning (Marathon County)

**DWD**—Department of Workforce Development

**EMS**—Emergency Medical Services

**ERW**—Exceptional Resource Waters, a designation by the Wisconsin Department of Natural Resources.

**FCL**—Forest Crop Law

**FEMA**—Federal Emergency Management Agency

**FIRM**—Flood Insurance Rate Maps

**HOME**—Home Investment Partnerships Program

**HUD**—U.S. Department of Housing and Urban Development

**LHOG**—Local Housing Organization Grant

**LWRMP**—Land and Water Resource Management Plan (Marathon County)

**MFL**—Managed Forest Law

**MPO**—Wausau Area Metropolitan Planning Organization

**NCHC**—North Central Health Care

**NCWRPC**—North Central Wisconsin Regional Planning Commission

**NRHP**—National Register of Historic Places

**NTC**—Northcentral Technical College

**ORW**—Outstanding Resource Waters, a designation under the U.S. Clean Water Act.

**PASER**—Pavement Surface Evaluation Rating

**PMP**—Pavement Management Plan

**PSCW**—Public Service Commission of Wisconsin

**SHPO**—State Historic Preservation Office

**STF Data**—Summary Tape File, referring to data files of the 2000 U.S. Census.

**STH**—State Trunk Highway

**TIP**—Transportation Improvement Program (Marathon County)

**USDA**—United States Department of Agriculture

**UW-MC**—University of Wisconsin—Marathon County

**WDA**—Wisconsin Department of Agriculture

**WDNR**—Wisconsin Department of Natural Resources

**WDOA**—Wisconsin Department of Administration

**WDOT**—Wisconsin Department of Transportation

**WHEDA**—Wisconsin Housing and Economic Development Authority

**WISLR**—Wisconsin Information System for Local Roads

**WPS**—Wisconsin Public Service Corporation

# 1. Introduction and Summary

The Town of Wien's Conditions and Issues Report documents existing conditions in the Town and identifies primary issues or concerns the Town may need to address in the future. It includes information on the Town's demographics, natural resources, land use, transportation, utilities, housing, cultural resources, community facilities, parks, economic development, and intergovernmental cooperation. This report provides a backdrop for the development of the final plan, which will outline policies and actions the Town can take to address identified issues and guide future growth in Wien. Some key findings include:

- The Town of Wien is located in the west central portion of Marathon County, Wisconsin. Although it has decreased in total population since 1970, there has been a slight increase between 1990-2000 and the Town is expected to increase in population over the next 20 years.
- The landscape of the Town is very rural in character, with a majority of available land utilized for agricultural purposes. Marathon County regulates zoning within the Town of Wien's borders. The vast majority of land in the Town is zoned A-1 for agricultural uses.
- Town roads are generally in good repair. The major roadways in the Town include CTH H, and STH 97. Identifying funding for future road projects, including paving, is a continued concern for the Town.
- The Town of Wien does not provide public sewer or water service. All development is on private wells and septic systems. The proposed Weston-Arrowhead Powerline is a particular concern for residents.
- Recent housing growth from the 1990s makes up approximately 23% of the total housing stock. Nearly 98% of the community's housing stock is classified as being a "single family" home.
- The Town's economy relies primarily upon agriculture. In the coming years, it is predicted that the agricultural economy will continue to decline in the Town, as well as the State as a whole.
- The Town of Wien maintains a good working relationship with surrounding communities, sharing the cost of many services including fire and emergency response with the Villages of Edgar and Stratford.

## 2. Demographics

This analysis is intended to describe the existing demographics of the Town of Wien and identify the major demographic trends impacting Wien over the next few decades. Both Marathon County and the State of Wisconsin are also listed for comparison.

### Population and Households

#### Historical Trends

The total population for the Town of Wien decreased by 14 percent between 1970-2000. From 1990-2000, population increased by 1 percent. Total households increased by 17 percent during this same period.

The increase in total households over the past 30 years was substantially higher than the increase in population. This is likely due to a decrease in household size of 48%, which reflects the national trend toward more households comprised of singles, couples without children, and widows or widowers.

**Table 2-1: Demographic Change, 1970-2000**

	1970	1980	1990	2000	% change 1970 to 2000	% change 1990 to 2000
<b>Total Population</b>						
<b>Wien</b>	824	761	705	712	-14%	+1%
<b>County</b>	97,457	111,270	115,400	125,834	+29%	+9%
<b>State</b>	4417821	4705767	4891769	5363675	+21%	+10%
<b>Total Households</b>						
<b>Wien</b>	194	219	212	248	+27%	+17%
<b>County</b>	29,771	37,865	41,534	47,402	+59%	+14%
<b>State</b>	1328804	1652261	1822118	2084544	+57%	+14%
<b>Average Household Size</b>						
<b>Wien</b>	4.24	3.47	3.33	2.87	-48%	-16%
<b>County</b>	3.27	2.9	2.75	2.6	-20%	-5%
<b>State</b>	3.22	2.35	2.68	2.50	-22%	-7%

Source: Wisconsin Department of Administration, 2000

The population of Marathon County grew from 115,400 in 1990 to 125,834 in 2000, an increase of 9% compared to an 10% increase in the State and 8.7% in the U.S. The most recent estimates (Wisconsin Department of Administration [WDOA], Demographic Services, 2002) show an annual growth rate of 0.7% in all three jurisdictions. Population growth in Marathon County has been concentrated in the urbanized area surrounding Wausau.

Table 2-2 shows the Median age for the Town is 37.4, which is slightly higher than the State overall, at 36.0 years and the County at 36.3 years.



**Table 2-2: Population by Age Group, 2000**

Age Group	Percent of Population		
	Wien	County	State
Under 5 years	6.7	6.4	6.4
5 to 9 years	7.6	7.5	7.1
10 to 14 years	8.0	8.0	7.5
15 to 19 years	7.0	7.7	7.6
20 to 24 years	5.5	5.4	6.7
25 to 34 years	11.9	13.0	13.2
35 to 44 years	17.0	16.5	16.3
45 to 54 years	14.0	13.9	13.7
55 to 59 years	5.2	4.8	4.7
60 to 64 years	3.8	3.8	3.8
65 to 74 years	7.4	6.4	6.6
75 to 84 years	4.9	4.8	4.7
85 years and over	0.8	1.7	1.8
<b>Median Age</b>	37.4	36.3	36.0

Source: Wisconsin Department of Administration, 2000

### Population Forecasts

The following projections for population were determined by the North Central Wisconsin Regional Planning Commission (NCWRPC) in 2003. The projections are based upon the percentage change (growth) in total population between 1980-2000 for each planning sub-area (Highway 51, Eastern Municipalities, North-Western, South-Central, and South-Western). Table 2-3 below illustrates population projections for the Town and the County using a moderate growth rate.

Looking at Table 2-3, the Town is expected to increase in total population by 128 persons by year 2030. This is an 18 percent increase. The County is expected to increase by 13 percent overall.

**Table 2-3: Population Projections – 2000-2030**

	Total Population by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
<b>Wien</b>	712	733	755	776	797	819	840	+18
<b>County</b>	125,834	128,632	131,430	134,217	137,022	139,820	142,618	+13

Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC, 2003

**Table 2-3b: Population Projections – 2000-2030**

	Total Population by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
<b>Wien</b>	712	716	720	725	730	735	751	+5%
<b>County</b>	125,834	130,242	134,504	138,836	143,308	147,112	150,255	+19%

Source: Wisconsin Department of Administration  
2030 numbers projected from 2025 DOA estimates based on countywide growth rate rates

Table 2-3b shows population projections completed by the WDOA, Demographic Services Center. The WDOA population projections are recognized as Wisconsin’s official population projections in accordance with Wisconsin Statute 16.96. These projections are based on the same historical time period as those developed by NCWRPC, however more recent years carry a greater weight in the WDOA’s projected populations. Additionally, the WDOA projections are based on the historical population trends of individual communities, whereas the NCWRPC projections are based on trends in the planning sub-areas.

The NCWRPC projections provide a baseline to determine trends in the sub-area. They are useful in identifying future population beyond the borders of individual communities. The WDOA projections are more useful at the local municipality level.

### Household Forecasts

Like population, household projections were completed in 5-year increments between 2000 and 2030. The number of households was calculated by dividing the average persons per household into the total population for each 5-year increment.

Assuming a moderate rate of growth, the number of households is estimated to increase by 45, or 18 percent between 2000 and 2030. This is slightly higher than the County increase of 13 percent. As shown in Table 2-1, the average household size was estimated to be 2.87 persons in 2000.

**Table 2-4: Household Projections – 2000-2030**

	Total Households by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
<b>Wien</b>	248	255	263	270	278	285	293	+18
<b>County</b>	48,585	49,665	50,745	51,821	52,904	53,985	55,065	+13

Source: Derived from data in Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC, 2003

**Table 2-4b: Household Projections – 2000-2030**

	Total Households by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
<b>Wien</b>	248	253	261	268	274	278	271	9%
<b>County</b>	47,702	50,109	52,902	55,589	58,181	60,283	62,035	+30%

Source: Wisconsin Department of Administration  
2030 numbers projected from 2025 DOA estimates based on countywide growth rate rates

Like the population projection, the WDOA household projections are recognized as Wisconsin’s official population projections in accordance with Wisconsin Statue 16.96 and are based on the historical population trends of individual

communities. Table 2-4b includes household projections completed by the WDOA.

### Education and Income Levels

According to 2000 Census data, 85.2 percent of Town residents have a high school education or higher. This compares to 83.8 percent for the County, and 85.1 percent for the State. In the Town, 18.7 percent of residents have a bachelor’s degree or higher. This is higher than the number of persons with a bachelor’s degree or higher in the County at 18.3 percent, but lower than the State with and 22.4 percent.

**Table 2-5: Educational Attainment (population age 25 and over)**

Educational Attainment	Wien		County	State
	Number	Percent	Percent	Percent
Less than 9th Grade	28	6.1	8.2	5.4
9th to 12th Grade, No Diploma	36	7.8	8.0	9.6
High School Graduate	225	48.8	38.0	34.6
Some College, No Degree	74	16.1	18.3	20.6
Associates Degree	38	8.2	9.2	7.5
Bachelor's Degree	50	10.8	12.6	15.3
Graduate or Professional Degree	10	2.2	5.7	7.2
Percent high school graduate or higher		86.1	83.8	85.1
Percent bachelor's degree or higher		13.0	18.3	22.4

Source: Wisconsin Department of Administration, 2000

Median household income for Town residents was \$45,556 in 2000. This compares similar to Marathon County with a median of \$45,165, and higher than the State overall at \$43,791.

**Table 2-6: Household Income Levels, 2000**

Income Level	Wien		County	State
	Number	Percent	Percent	Percent
Less than \$10,000	16	6.5	5.9	7.1
\$10,000 - \$14,999	2	0.8	5.4	5.8
\$15,000 - \$24,999	35	14.1	12.3	12.7
\$25,000 - \$34,999	38	15.3	13.1	13.2
\$35,000 - \$49,999	51	20.6	19.4	18.1
\$50,000 - \$74,999	64	25.8	25.2	22.7
\$75,000 - \$99,999	21	8.5	10.5	10.9
\$100,000 - \$149,000	18	7.3	5.4	6.4
\$150,000 - \$199,999	-	-	1.3	1.5
\$200,000 or More	3	1.2	1.6	1.5
Total Households	248	100.0	100.0	100.0
<b>Median Household Income</b>		45,556	45,165	43,791

Source: Wisconsin Department of Administration, 2000

## Employment Characteristics

Table 2-7 illustrates the breakdown of the employed population of the Town in 2000 by occupation. The “employed population” is defined as people living in the Town who are 16 years and older and had a job at the time of the Census. In 2000, the Town had an employed population of 384. Most residents were employed in management, professional and related with almost 38 percent. Production, transportation, and material moving was second, and sales and office third.

**Table 2-7: Occupation by Sector, 2000**

Sector	Number	Percent
Management, professional, and related occupations	145	37.8
Service occupations	42	10.9
Sales and office occupations	67	17.4
Farming, fishing, and forestry occupations	7	1.8
Construction, extraction, and maintenance occupations	39	10.2
Production, transportation, and material moving occupations	84	21.9
<b>Total Employed*</b>	384	

Source: Wisconsin Department of Administration

\* “Total Employed” represents employed civilian population 16 years and over

An employment forecast completed by the NCWRPC in 2003 indicates a decrease in employment for the Town. By the year 2030, it is estimated that the Town will lose about 60 workers. This estimate is based on the rate of change in employment between 1990-2000 for non-farm employment. Data on farm employment is collected by the Census of Agriculture and consists of hired farm labor and operators. In 1987, farm employment in Marathon County was estimated to be 11,643 and in 1997 it was estimated to be 8,298. This represents a decrease of almost 29 percent.

**Table 2-8: Employment Projections – 2000-2030**

	<b>Total Employment by Year</b>							
	<b>2000</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>% change</b>
<b>Wien</b>	311	301	291	281	271	261	251	-19%
<b>County</b>	72,508	75,625	78,742	81,859	84,976	88,093	91,210	26%

*Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC, 6/03*

## **Demographic Trends**

- The total population for the Town of Wien decreased by 14 percent between 1970-2000. From 1990-2000, population increased by 1 percent.
- Median age for the Town is 37.4, which is slightly higher than the State overall, at 36.0 years.
- 85.2 percent of Town residents have a high school education or higher. This compares to 83.8 percent for the County, and 85.1 percent for the State
- Median household income for Town residents was \$45,556 in 2000. This compares similar to Marathon County with a median of \$45,165, and higher than the State overall at \$43,791.

## **Issues**

No significant issues were identified.

### 3. Natural Resources

Because natural resource features do not follow geo-political boundaries, it is important to consider their patterns and inter-relationships on a broader scale. In addition, many of the programs for protecting or mitigating impacts to natural resources are administered at the County, State or Federal level. Thus, an overview of recent county-wide natural resource planning efforts is described below, followed by a description of local natural resource conditions. Of particular interest are geographic areas of the landscape encompassing valued natural resources features grouped below by resource type, including water, soil and biological resources.

Maps for the Natural Resources element include Figures: 3-1, Rivers and Floodplains; 3-2, Wetland Types; 3-3, Soil Associations; 3-4, Prime Farm Soils; 3-5, Slopes. All Figures are located at the end of this section.

#### Recent Planning Efforts Related to Natural Resources

In the last decade, several plans were prepared by the County specifically to address protection and management of natural resources. These plans may be used as resources to guide local policy and decision-making regarding resource management and protection. In addition to the plans listed below, Marathon County and several local communities have adopted park and outdoor recreation plans that discuss natural resource based recreational facilities and protection strategies. These are described in more detail in the Parks section.

- **Marathon County Land and Water Resource Management Plan (LWRMP)** - In 2001, Marathon County adopted a LWRMP in accordance with Wisconsin Statutes (Wisconsin Act 27, Chapter 92.10). The primary intent of this plan is to identify a vision for natural resource management in Marathon County and outline strategies to protect the quality and quantity of soil and water resources. Marathon County encompasses portions of 22 watersheds. The Wisconsin Department of Natural Resources (WDNR) has ranked these watersheds according to water pollution impacts and designated five as “priority” watersheds to receive special planning and funding through the voluntary, State-funded Priority Watershed Program. The County’s Department of Conservation, Planning and Zoning (DCPZ) works with the WDNR to implement the program. Program funding is used to hire staff to assist in developing management plans for each watershed and to provide cost sharing to landowners for implementation of “best management practices” (BMPs) to achieve the program objectives.
- **Marathon County 2001 Groundwater Protection Guide** – This guide is an extension of the efforts established with adoption of the Marathon County Groundwater Plan in 1988. It is intended to guide local and County officials in setting policy. It also serves as a resource of information about groundwater and other natural resources and recommends strategies to address issues related to groundwater protection.

- **Marathon County Forest Ten-Year Comprehensive Land Use Plan, 1996-2005** – This plan includes recommendations to guide management of forest land in Marathon County in accordance with the County Forestry Department’s mission to manage and protect the County forest on a sustainable basis for ecological, economic, educational, recreational, and research needs of present and future generations. It provides substantial information on existing forest resources and as well as information regarding the roles of the various agencies and regulatory framework related to forest management.

## Water Resources

Marathon County contains abundant water resources. Many have remained in a fairly pristine state and others are in need of focused efforts to improve water quality. Outstanding Resource Waters (ORW) and Exceptional Resource Waters (ERW) designations are derived from an amendment to the U.S. Clean Water Act, which directed states to identify waters that were largely unaffected by pollution and should remain that way. States were required to develop “anti-degradation” policies to protect these waters from pollution. As a result, wastewater entering an ORW must be as clean as the water in the “outstanding” water body. The anti-degradation policies only apply to point sources of pollution, such as an industrial discharge pipe. However, Wisconsin has other programs in place to control non-point source pollution, such as animal waste and pesticides in farm runoff, urban runoff, and failing septic systems.

The Wisconsin Natural Resources Board also wanted to extend higher levels of protection to top trout waters. As such, the WDNR established a second category of waterways to be protected under the anti-degradation policy; these are the ERW. Wastewater entering ERW must meet minimum clean water standards, although higher standards are encouraged where feasible.

There are no ORW or ERW in the Town of Wien.

Water resources that have been significantly degraded are identified as “impaired waters”. Four of the 22 watersheds in Marathon County have been identified as “impaired waters” on the “303 (d) list” of the U.S. Clean Water Act. The list identifies waters that do not meet current water quality standards and merit water quality improvement and protection. Impaired waters located in the Town of Wien include:

- Upper Big Eau Pleine in western Marathon County; and
- Lower Big Eau Pleine in the south-central part of the County.

Resource management plans for these watersheds, plus the Lower Big Rib River watershed are currently being done as part of the Priority Watershed Program, a State-funded, voluntary program administered by the County. The County’s resource management planning efforts are described in more detail in the *Marathon County Land and Water Resource Management Plan* (2001).

**Streams/Rivers** – The two primary water features in the Town are Fenwood and Scotch creeks. Fenwood Creek runs

through the center of the Town in a north/south direction and has several small tributaries. Scotch Creek passes through the northeast quadrant of the Town. Portions of three watersheds are located in the Town. The upper Big Eau Pleine River watershed extends along the western Town border. The Lower Rib River watershed occupies the northeastern third of the Town. The Lower Big Eau Pleine River watershed extends from the north to south Town borders and occupies much of the southern half of the Town. All these watersheds have been ranked “priority watersheds” by the WDNR.

**Floodplains** – Areas within the 100-year floodplain are located adjacent to the two creeks. The floodplain adjacent to Fenwood Creek widens just south of the intersection of CTH N and M. Floodplains consist of land likely to be covered by floodwater during the regional (100-year) flood. Floodplain areas are based on information compiled by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate Maps (FIRM). The floodplain includes the floodway and the flood fringe.

**Wetlands** - Wetlands in Wisconsin were defined by the State Legislature in 1978 as: "an area where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophilic (water-loving) vegetation and which has soils indicative of wet conditions."

Programs in three levels of government - local, State and Federal - regulate activities in wetlands. There are dozens of wetland types in Wisconsin, characterized by vegetation, soil type and degree of saturation or water cover. Some of the more prominent wetland types are:

- ***Aquatic Bed*** wetlands contain plants growing entirely on or in a water body no deeper than 6'. Plants may include pondweed, duckweed, lotus and water-lilies.
- ***Marshes*** are characterized by standing water and dominated by cattails, bulrushes, pickerel-weed, lake sedges and/or giant bur-reed
- ***Sedge or "Wet" Meadows*** wetlands may have saturated soils, rather than standing water, more often than not. Sedges, grasses and reeds are dominant, but look also for blue flag iris, marsh milkweed, sneeze-weed, mint and several species of goldenrod and aster.
- ***Scrub/Shrub*** wetlands include bogs and alder thickets and are characterized by woody shrubs and small trees such as tag alder, bog birch, willow and dogwood.
- ***Forested*** wetlands include bogs and forested floodplain complexes. They are characterized by trees 20 feet or more in height such as tamarack, white cedar, black spruce, elm, black ash, green ash and silver maple.

Most wetlands are located adjacent to the creeks and their tributaries. The largest wetland area occurs where the Fenwood Creek floodplain widens around CTH M. Most wetlands are forested, emergent/wet meadow, and scrub/shrub type wetlands.

**Groundwater** – Depth to groundwater varies from shallow to moderately deep.

## Soil Resources

**Soil Types** – Most soils in the Town consists of soils in the Loyal-Withee-Marshfield association. Susceptibility for soil erosion is similar to the average soil loss experienced by Marathon County as a whole and is not a major concern.

**Prime Farm Soils** – Figure 3-4 illustrates soils that have been identified as prime farm soils according to the Marathon County Cropland Evaluation System (CES). This system establishes a basis from which one parcel of land can be compared to another. It rates soils on their ability to produce food, feed, forage, and fiber crops. It is based upon the knowledge that soil properties affect yields. The system is non-biased, defendable, and can be consistently applied. Additional information on CES can be obtained from Marathon County DCPZ.

Most (70%) of the Town is covered with Class 2 prime farmland soils. Some limited areas of Class 1 prime farmland exist around the Village of Edgar. These class designations refer to the quality of soils for growing crops and are based on United States Department of Agriculture (USDA) classifications. Class 1 soils are the best soils in Marathon County for growing all crops. Class 2 soils are also very good agricultural soils, however, they may be prone to wetness and are therefore less desirable than Class 1 soils. It should be noted that not all prime farm soils are used for farming; some have been developed with residential or other uses. The “prime farm soils” designation simply indicates that these soils are good productive farmland.

**Steep Slopes** – Steep slopes are defined as slopes with gradients over 12 percent. Figure 3-5 illustrates where steep slopes exist and separates them into two categories. Category D includes areas with slopes between 12 and 20 percent. Category E includes areas where slopes are all greater than 15 percent.

## Biological Resources

**Vegetation** – The majority of land area in the Town is covered in cropland. Areas adjacent to creeks and tributaries are generally wooded.

**Wildlife Resources and Habitat** – Wildlife resources include a variety of game and non-game species of birds, mammals, fish, reptiles and amphibians that typically live in Marathon County. Common types of wildlife include deer, wild turkeys, raccoon, squirrels, songbirds, waterfowl, bear, badger, wolf and raptors. Wildlife resources are abundant in the many undisturbed sanctuaries, refuges, reserves, and scattered habitats located throughout the County. Numerous other species of migrating birds use habitat in Marathon County for food, shelter, and resting stops during seasonal migration.

There is a significant amount of wildlife habitat in Marathon County. In addition to County parks and forest units, major wildlife habitat areas include: the George W. Mead Wildlife Area, the McMillan Marsh State Wildlife Management Area, and Rib Mountain State Park.



## Issues

- **Groundwater Contamination** - Near the site of the closed Cleveland Landfill groundwater contamination issues may arise, though there have not been any problems to date.

## 4. Land Use

The Town of Wien is primarily rural in character and the vast majority of land is used as cropland, with a large portion of the remainder being woodlands.

Maps for the Land Use element include Figures: 4-1, Existing Land use/Land cover; 4-2, Existing Zoning; 4-3, Farm Preservation Contracts and Exclusive Agricultural Zoning. All Figures are located at the end of this section.

### Current Pattern of Land Use

Agriculture occupies the majority of land in Wien. Most residential development occurs in the neighboring villages of Edgar, along the northeast border and Fenwood, on the southern border. Residential development in the Town is low density and is scattered throughout the Town.

Very limited commercial land uses exist. All are located along major roadways, including STH 29 and STH 97.

**Existing Land Use** - For purposes of this report, existing land cover was used to represent existing land use. Table 4-1 describes the various land use categories and Figure 4-1 illustrates the existing land use. Note, the acreage and percentage of land shown on Table 4-1 were determined from aerial photos and are not intended to be accurate to the parcel level.

**Table 4-1: Land Use Cover Classification, 2000**

Land Cover Category	Description	Acres	% of Total Land Area
<b>Single Family Residential</b>	One family structures, farm residences, mobile homes	700	3
<b>Multi-Family Residential</b>	Multiple family structures with three or more households, condos, duplexes, apartments	0	--
<b>Commercial Services</b>	Retail stores, taverns, restaurants, truck stops, gas stations, farm coops, farm implement dealerships, automobile dealerships, business offices, motels/hotels, offices, telephone/gas company	34	--
<b>Industrial</b>	Saw/paper/lumber mills, dairies, industrial parks, trucking operations, distribution centers	1	--
<b>Quarries/ Gravel Pits</b>	Mining operations	0	--
<b>Cropland</b>	Tilled agriculture, prime farmland	11,333	56
<b>Specialty Crops</b>	Ginseng, orchards, vineyards, nurseries, groves, cranberries, etc.	73	--
<b>Other Agriculture</b>	Fallow, pasture and undetermined agriculture, power lines and towers, water towers, municipal wells	1,837	9
<b>Public/Quasi-Public</b>	Schools, churches, cemeteries, town halls, fire departments, National Guard	16	--
<b>Recreation</b>	Ball fields, golf courses, playgrounds, parks, trails, camp grounds, shooting ranges	0	--
<b>Woodlands</b>	Forested land	2,867	14
<b>Water and Wetlands</b>	Open waters, such as lakes, ponds, streams, rivers, creeks, reservoirs, etc.	78	--
<b>Transportation</b>	Airports, highways, road right-of-ways, railroads, logging roads	615	3
<b>Barren Land</b>	Unused open land in wooded areas, along streams, along roadsides	92	--
<b>Total Land Area</b>		20,211	100%

Source: Marathon County Land Use Cover Database

## Current Land Use Plans and Regulations

**Land Use Plan(s)** – The Town of Wien does not currently have a land use plan.

**Zoning** – Marathon County regulates zoning within the Town of Wien’s borders. The vast majority of land in the Town is zoned A-1 for agricultural uses. Figure 4-2 illustrates the existing pattern of zoning in the Town.

**Shoreland Zoning** – Shoreland, shoreland wetlands, and floodplain regulations are applicable in all geographic areas of the County. Wisconsin law mandates Counties to adopt and administer a zoning ordinance that regulates land use in shoreland/wetland and floodplain areas for the entire area of the County outside of villages and cities. This ordinance supersedes any Town ordinance, unless a Town ordinance is more restrictive. The shoreland/wetland and floodplain area covered under this zoning is the area that lies within 1,000 feet of a lake and within 300 feet of a navigable stream or to the landward side of a floodplain, whichever distance is greater.

### **Farmland Preservation Program–**

The State of Wisconsin has a Farmland Preservation Tax Credit Program. The goals of the program are twofold: to preserve Wisconsin farmland by means of local land use planning and soil conservation practices and to provide property tax relief to farmland owners. Landowners keeping land in agricultural use can claim a credit on their State income tax by obtaining a zoning certificate, if the land is exclusive agriculture zoned (8 towns in Marathon County), or sign contract with the State. The program requires that a landowner

be a Wisconsin resident, own a minimum of 35 or more acres of contiguous land, and produce gross farm receipts of \$6,000 or more in the last year, or \$18,000 in the last three years. The income requirement can be satisfied with having 35 acres or more enrolled in the Conservation Reserve Program (CRP). Landowners must also comply with County soil and water conservation standards. Contracts can range from 10 to 25 years, and remain in effect regardless of change in ownership. There are several blocks of land under Farmland Preservation Contracts that provide certain tax incentives to encourage land to be kept in active farming. Most are located in the western half of the Town or along the northeast border. See Figure 4-3.

### **Forest Crop Law (FCL) and Managed Forest Law (MFL)**

In the State, over 2.6 million acres are enrolled under the FCL and the MFL. Because high taxes had encouraged the cutting of timber for revenue, the laws were developed to encourage better forest management and provide tax relief to the woodland owners. Land set aside under the FCL (which was combined into the MFL in 1986) required at least 40 acres in one quarter-quarter section, set aside under a 25- or 50-year contract, and public access for hunting and fishing activities. Current contracts will continue until their expiration dates. This land is typically shown in plat books to identify locations. Land set aside under the FCL in Marathon County is often owned by forest products companies, although many individuals also own large enough parcels to participate.

The MFL was enacted in 1985 and requires at least 10 acres of contiguous forest land. Because of the smaller acreage requirement, many individual landowners take advantage of the MFL. Landowners may close to the public up to 80 acres of

their forest lands set aside under MFL. The remaining program acres must be open to public access for hunting, fishing, hiking, sight-seeing and cross-country skiing. Landowners must choose a 25- or 50-year contract. The landowner pays an Acreage Share Amount as part of their tax bill in lieu of taxes. Current rates through 2007 are \$0.83 per acre for land open to the public and \$1.95 per acre for closed land.

Table 4-2 shows current estimates of land set aside under the FCL and MFL programs. It is noted that information on MFL land is not readily available since landowners select various acreage amounts and may have both closed or open land. These acreages do not correspond with the parcel boundaries, and thus are not mapped.

As shown in Table 4-2, there are zero acres of land estimated to be currently enrolled in the FCL program and about 520 acres enrolled in MFL programs in the Town.

**Table 4-2: Land in Forest Preservation Programs (in acres), 1998 – 2002**

Year	Forest Crop Law (FCL)	Managed Forest Law (MFL) open	Managed Forest Law (MFL) closed
1998	0	307.3	147
2002	0	228.1	291.2
Change	0	-79.2	+144.2
% Change	0	-25.8	+98.1

Source: Data compiled by local assessors with Municipal Board of Review

## Development Trends

**Land Supply** – Estimates indicate the Town of Wien has 16,202 acres of land available and 4,009 acres of land unavailable. This was calculated using North Central Wisconsin Regional Planning Commission (NCWRPC) data. Available land was considered to be cropland, special cropland, woodlands, and barren / vacant lands. All other types were considered “unavailable”. It is noted that some of this “available” land may be in public ownership, as shown in Table 4-3, thus making it essentially “unavailable” for development.

Development is somewhat limited by the enrollment of properties into tax incentive programs to maintain existing use/cover under the managed forest law, the forest crop law, and farmland preservation.

**Table 4-3: Public Owned Land (in acres), 1998-2002**

Year	County Owned	State Owned	Federal Owned
1998	59	0	0
2002	59	0	0
Change	0	0	0
% Change	0	0	0

Source: Data compiled by local assessors with Municipal Board of Review

**Land Demand** – An estimate of land needed for future residential development was based on projected new dwelling units between 2000 and 2030 derived from WDOA household projections and the average density of dwelling units per acre in the community. The average density was calculated using the total acres of residential land on the 2000 land use/cover

map divided by the number of households according to the 2000 Census. It was assumed that the density would remain constant between 2000 and 2030. Future acres needed for residential development were then estimated by multiplying the projected number of households in 2030 by the average density. In the Town of Wien, it is estimated that 107 acres of land will be needed to accommodate new residential development through 2030.

The NCWRPC estimated land demand for future non-residential development based on projected changes in local employment and estimated current average density of employees per acre. In the Town of Wien, it is estimated that five acres will be needed to accommodate new non-residential development through 2030.

**Land Values** – Table 4-4 indicates the change in assessed land values between 1998 and 2002 for various types of land use in the Town of Wien. It also indicates percent change in acreage and land value for the Town compared to Marathon County. Between 1998 and 2002 the number of acres in residential land use increased by almost 171. At the same time, the amount of land in Agriculture decreased by over 1,150 acres and the amount of land classified as Swamp & Waste Land increased by almost 235 acres. This likely reflects the conversion of some farmland to rural residential uses and changes made in the classification of land from Agriculture to Swamp & Waste. Similarly, the acreage of land classified as Forest increased by 310, land value for Forest land also increased by \$5. In Marathon County, land classified as Swamp & Waste Land had the highest percent increase in acreage of all categories

(74.8%) and land classified as Forest had the highest percent increase in value per acre (almost 92%).

**Table 4-4: Per Acre Assessed Land Values (in dollars), 1998 – 2002**

Year	Residential		Commercial		Manufacturing		Agriculture		Swamp & Waste Land		Forest	
	Acres	Land Only	Acres	Land Only	Acres	Land Only	Acres	Land Only	Acres	Land Only	Acres	Land Only
1998	396	\$1,856	96	\$1,122	1	\$5,500	15,241	\$291	116	\$155	3,796	\$440
2002	567	\$1,725	35	\$2,300	15	\$1,253	14,091	\$158	351	\$152	4,106	\$445
Chg.	+171	\$-131	-61	\$1,178	+14	\$-4,247	-1,150	\$-133	+235	\$-3	+310	\$5
Percent Change Comparison												
	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)
Town	+43.2	-7.1	-63.5	+105.0	+1,400.0	-77.2	-7.5	-45.7	+202.6	-1.9	+8.2	+1.1
County	+21.2	+5.6	+38.4	-4.0	-0.5	+34.4	-11.2	-47.6	+74.8	+137.0	+1.0	+91.8

Source: Data compiled by local assessors with Municipal Board of Review

## Major Opportunities and Constraints

The Town lacks the ability to regulate where subdivisions can develop. Residents would like to keep development near the borders of the Town to take advantage of the infrastructure the Village of Edgar, and Village of Fenwood provide. At the same time, the Town fears annexation from these same entities.

## Issues

- **Farmland Preservation** - The Town would like to develop another method of farmland preservation beyond Exclusive Agricultural zoning.
- **Subdivision Controls** - The development of rural residential homes, especially subdivisions that utilize large tracts of land, is sporadically located through the Town. Better controls on placement are preferred. There is a desire to keep subdivision development located in areas surrounding villages.
- **Mega Farm Controls** - Potential development of mega-farms in the Town might make it appropriate to institute formal controls of this use including establishment of a retainer system to fund repairs to infrastructure including roads.
- **Driveway Ordinance** - The development of a driveway ordinance would provide controls, standards when the Town is approached with a proposal. However, this may also limit where residences can be developed.

## 5. Transportation

Maps for the Transportation element include Figures: 5-1, Functional Classification; 5-2, Trails and Regional Transportation. All Figures are located at the end of this section.

### Background

**Community Survey** – A community survey was conducted in February 2001. Of the 321 surveys mailed out, 193 surveys were completed for 60% response rate. When asked what they liked least about the Town, only seven said the roads, which was only the seventh most frequently listed issue. Six respondents listed taxes which ranked eighth. Only three survey respondents listed snowplowing as the thing they liked least. However, when asked to identify what Town improvements were needed, 20 survey respondents listed roads and ditches.

When asked specifically if more blacktopped roads were needed, 57 percent said no with only six percent saying yes; 21 percent were not sure and 16 percent did not respond to the question. However, 10 percent thought the Town needed more blacktopped roads despite knowing that one mile of blacktopped road cost about \$50,000 for. Seven percent said they were willing to pay more in taxes for more blacktopped roads.

### Existing Transportation Planning Efforts

**Recent Transportation Plans** - Transportation planning in Marathon County is coordinated between Marathon County Department of Conservation, Planning and Zoning (DCPZ) staff and the Wausau Area Metropolitan Planning Organization (MPO); the body designated by the Federal Department of Transportation (WDOT) to be responsible for transportation planning in the metropolitan area. The County provides staff for the Wausau Area MPO. The County also does transportation planning for areas outside the Wausau metropolitan area.

County transportation planning efforts are presented in various plans and studies. Findings and recommendations presented in these plans should be integrated into local community planning efforts when relevant and appropriate. Recent transportation plans prepared by Marathon County include:

- **Transportation Improvement Program (TIP)** – The TIP includes all programmed transportation projects receiving Federal and/or State funds. The TIP was adopted in October 2001 and is updated every two years.
- **State Trunk Highway 29 Corridor Land Use Review (1997)** – This plan was prepared by a multi-departmental team working with communities along the STH 29 corridor in the western part of Marathon County. The primary goal was to identify recommendations to allow local communities to protect STH 29 from impacts related to unplanned growth.



- ***Marathon County Functional / Jurisdictional Highway Classification Study (1998)*** –This plan identifies and groups classes of roadways that provide similar levels of service. The plan recommended that the unit of government having the greatest basic interest in the roadway’s function would carry out the operation, maintenance, and improvement of the classified roadways.

## Road Network

### Functional Classification of Roads/Jurisdiction

(Source: *WDOT Facilities Development Manual*)

A functionally classified road system is one in which streets and highways are grouped into classes according to the character of service they provide, ranging from a high degree of travel mobility to land access functions. At the upper limit of the system (principal arterials, for example), are those facilities that emphasize traffic mobility (long, uninterrupted travel), whereas at the lower limits are those local roads and streets that emphasize access.

The functional classifications are generally defined as:

***Principal Arterials*** serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally serve all urban areas with populations greater than 5,000 or connect major centers of activity. They carry the highest traffic volumes and are designed to accommodate longer trips.

***Minor Arterials***, like principal arterials, minor arterials also serve cities, large communities, and other major traffic generators providing intra-community continuity and service for trips of moderate length, with more emphasis on land access than principal arterials.

***Collectors*** provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. The collector system distributes trips from the arterials through the area to the local streets. The collectors also collect traffic from the local streets and channel it onto the arterial system.

***Local Streets*** comprise all facilities not on one of the higher systems. They serve primarily to provide direct access to abutting land and access to higher order systems. Local streets offer the lowest level of mobility, and through-traffic movement on these streets is usually discouraged.

**Jurisdiction** - Roads are commonly classified in one of two ways: by ownership or by purpose. Jurisdictional responsibility refers to ownership of a particular road, while functional classification, as describe above, identifies the road by the level of service it provides.

Jurisdiction refers to governmental ownership, not necessarily responsibility. For example, some State owned roads are maintained by local jurisdictions. Additionally, the designation of a public road as a “Federal-aid highway” does not alter its ownership or jurisdiction as a State or local road, only that its

service value and importance have made that road eligible for Federal-aid construction and rehabilitation funds.<sup>1</sup>

Ownership is divided among the Federal, State, and local governments. States own over 20 percent of the national road network. The Federal Government has responsibility for about 5 percent, primarily in national parks, forests, and Indian reservations. Over 75 percent of the road system is locally controlled.

In some cases, local municipalities are responsible for conducting routine maintenance and minor repairs on State and Federal highways within their jurisdictional boundaries. In return, the State generally provides financing to those jurisdictions. However, major repairs and reconstruction are generally still the responsibility of the State Department of Transportation. Roadway jurisdictions (i.e. U.S., State, and County highways) are indicated in Figure 5-3.

### **Major Road Facilities**

Following is a brief description of the major road facilities located in the Town. All major roads are summarized by functional classification, jurisdiction, and Annual Average Daily Traffic (AADT), when available.

- **STH 29** is a four-lane divided principal arterial, which serves as the border between Wien and the Town of

Rietbrock. The STH 29 AADT volumes along the Town of Wien border are as follows.

<b>STH 29 AADT Location</b>	<b>1998</b>	<b>2001</b>
East of STH 97	7,400	11,500
West of CTH H	7,400	12,000

- **STH 97** is a principal arterial that serves as the western boundary of Wien. STH 97's AADT south of STH 29 was 2,100 in 1998 and 3,200 in 2001, a 52 percent increase. The AADT volume north of CTH P was 2,200 in 1998 and 3,800 in 2001.
- **CTH N** is an east-west major collector through Wien. CTH N had an AADT volume east of STH 97 of 1,100 in 1998 and 1,300 in 2001. West of CTH H the 2001 AADT volume was 1,500.
- **CTH M** is a north south major collector connecting to STH 29 to the north and to the Village of Fenwood to the south. CTH M had an AADT volume south of STH 29 of 530 in 1998 and 280 in 2001. South of CTH N, CTH M had an AADT volume of 590 in 1998 and 320 in 2001.
- **CTH H** is a north-south major collector serving as the Town's eastern boundary. The AADT north of CTH N was 2,200 in 1998 and 2,000 in 2001. The 2001 AADT volume south of CTH N was 1,200.

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration Conditions and Performance Report.

- **CTH P** is a major collector and the southern border of the Town. CTH P had a 1998 AADT volume of 1,400 east of STH 97 and an AADT volume of 710 at the same location in 2001. The AADT volume of CTH P west of CTH H was 680 in 1998 and 700 in 2001.

**Road Maintenance --** The Town’s roads are mostly gravel and residents generally feel they are acceptable. The Town does provide snowplowing service. A Pavement Surface Evaluation Rating (PASER) analysis of roadway conditions has been completed for Town roads.

**PASER –** The WDOT requires all incorporated communities to prepare a Pavement Management Plan (PMP) using a pavement rating system for their local roads. These plans were to be submitted for review by December 2001. The data from these plans is intended to provide the foundation for the Wisconsin Information System for Local Roads (WISLR), which is a computer resource that will enable communities and the State to begin to assess Wisconsin’s local roadway system.

The PASER system, which was designed by the Transportation Information Center of the University of Wisconsin-Madison, is the rating system used most by Wisconsin communities. PASER rates road surfaces on a scale of 1 to 10. This scale is broken down as follows:

- “1” and “2” = very poor condition
- “3” = poor condition
- “4” and “5” = fair condition
- “6” and “7” = good condition
- “8” = very good condition

- “9” and “10” = excellent condition

In addition to its use in the new WISLR, the rating system gives communities a detailed assessment of the appropriate maintenance method for each road segment under their jurisdiction. This assessment is then incorporated into the community’s PMP.

**Table 5-3: Summary of Pavement Conditions**

Surface Type Code (miles)						
Unimproved Road	Graded Earth Road	Gravel Road	Wearing Surface	Cold Mix Asphalt on Concrete	Cold Mix Resurfacing with < 7" Base	Cold Mix Resurfacing with > 7" Base
		39.88				
Cold Mix Asphalt Base < 7"	Cold Mix Asphalt Base > 7"	Hot Mix Asphalt on Concrete	Hot Mix Resurfacing	Hot Mix Asphalt Pavement	Concrete Pavement	Brick or Block Pavement
1.00	15.54					

Surface Condition Rating - WISLR Data						
No Data	Failed	Poor	Fair	Good	Very Good	Excellent
		3.35	40.25	11.83	0.99	

Roads exhibiting a surface condition rating at or below “Fair” must be examined to determine what type of reconstruction or strengthening is necessary. The roads that display a surface rating of “Good” or better will only require minimal preventative maintenance to promote safe travel conditions. The majority of the roads within the Town of Wien will require reconstruction or strengthening, however, roughly one-fifth of the roadways will require only preventative maintenance.

## Land Use and Transportation

**Access Management** – Wisconsin was one of the first states to recognize the relationship between highway operations and the use of abutting lands. Under Chapter 233, the WDOT was given the authority to establish rules to review subdivision plats abutting or adjoining State trunk highways or connecting highways. Regulations enacted by WDOT establish the principles of subdivision review. They require new subdivisions to: (1) have internal street systems; (2) limit direct vehicular access to the highways from individual lots; (3) establish building setbacks; and (4) establish access patterns for remaining unplatted land.

Marathon County issues driveway permits and implements access restrictions on all properties fronting a lettered County road. The *County Trunk Highway Access-Driveway Policy* addresses the requirements regarding culverts, access width, slope, visibility and spacing. The policy is available through the Marathon County Highway Department.

**Trip Patterns** – Many Town residents travel to Wausau via STH 29 for work and shopping.

## Other Transportation Modes

**Pedestrian** – There are no sidewalks within the Town. Pedestrian travel is limited to road shoulders.

**Bicycle** – The *Bicycle & Pedestrian Plan for the Non-Urbanized Area of Marathon County, Wisconsin, 1996* identified **recommended** bicycle routes in Marathon County. These recommended routes were based on traffic counts and condition of pavement. Formal action has not occurred to

adopt these as **designated** bicycle routes. CTH N was the recommended route through Wien.

**Transit** – There is no public transit within the Town. Elderly, needy, and disabled transit service is provided throughout the County through North Central Health Care (NCHC). The services include semi-fixed routes that are scheduled, and demand services available with a 48-hour notice. Information and services are available by calling 848-4555.

**Rail** – there is no rail access to the Town. The former railroad line has been converted to an ATV/snowmobile trail that is maintained by the County.

**Airports** – The Central Wisconsin Airport (CWA) is a joint venture of Marathon and Portage Counties. It is the only airport within Marathon County or neighboring counties that provides scheduled air passenger services. The CWA is located east of Mosinee and accessible via I-39. The terminal has been modernized and highway access reconstructed to be more convenient. Since 1982 more than \$24,000,000 has been spent to keep the airport ready to serve the needs of the region. Service is provided through Mesaba/Northwest, United/United Feeder Service and Skyway/Midwest Express, offering 24 flights per day that connect through Minneapolis, Chicago, Detroit and Milwaukee. There are also nine air freight and express flights daily.

## Issues

- **Steel Wheel Damage on Roads** – The use of steel-wheeled buggies causes damage to roadways and shoulders, thus requiring more frequent maintenance and repairs. This, in turn increases maintenance costs.

## 6. Utilities

This section describes the existing conditions and issues relative to utilities available to the Town of Wien, including sewage disposal, water supply, power supply, and telecommunication facilities and services. It also describes existing conditions with regard to surface water management.

Maps for the Utilities element include Figures: 6-1, Depth to Bedrock; 6-2; Suitable Soils for Septic Tank Absorption; 6-3, Depth to Groundwater; 6-4, Watersheds; 6-5, Proposed Weston-Arrowhead Powerline. All Figures are located at the end of this section.

### Private Utilities

Most unincorporated areas of Marathon County use private on-site waste disposal systems for sewage disposal and obtain potable water from private wells. The Town of Wien does not provide public sewer or water service. All development is on private wells and septic systems. The Town, which has County zoning, requires a minimum lot size of 1-acre for installation of individual septic systems and wells.

### On-Site Waste Disposal Systems

Chapter 15 of the *General Code of Ordinances for Marathon County* requires private sewage systems on all premises intended for human habitation or occupancy that are not served by public sewer. The County Code incorporates by reference

rules, regulations, and laws in the Wisconsin Statutes and Wisconsin Administrative Code governing private sewage systems, including:

- **Comm 83** – This refers to Chapter 83 in the Wisconsin Administrative Code under the Department of Commerce. It sets standards for regulation of private sewage systems. This code was updated in 2000 now allows the use of new concepts and technologies through a system of individual component approval. Standards for effluent are based on a drinking water standard, although nitrates are generally exempted.

**Types of Systems** – Under the revised Comm 83 standards, property owners have a wider array of system options than previously available. Septic tanks can be steel, concrete, fiberglass or plastic, but they all must now be equipped with a filter to prevent the movement of solids out into the soil absorption component. In addition, rock in drainfields may now be substituted with specifically engineered foam peanuts bound in mesh or plastic chambers.

On-site waste disposal systems generally fall into four categories:

- **Conventional Systems** – these systems include an absorption field that is buried under the natural ground level. These systems cannot be built in areas where soils do not allow percolation due to high clay content or bedrock where groundwater is too near the surface, or where soils percolate too rapidly and thus pose problems for groundwater contamination.

- **Mound Systems** – these systems include an absorption field that is constructed above ground, creating a “mound”. This type of system is generally used where clay soils, groundwater, rapid permeability or bedrock prevent construction of conventional systems.
- **Mechanical Treatment Components** – these generally replace or augment the septic tank component and may include aerobic treatment tanks and/or self-contained artificial media or sand filters to clean the effluent prior to its discharge into the soil absorption component.
- **Holding Tanks** - Holding tanks are considered the system of last resort and are only allowed if other types of septic systems cannot be used. Temporary holding tanks (e.g., less than 2 years) are sometimes allowed in areas where public sewer is approved for installation in the near future.

**Permit Requirements** – The Marathon County Department of Conservation, Planning and Zoning (DCPZ) reviews and issues permits for private sewage systems. Soil and site evaluations are required to determine if the proposed septic system is suitable for the specific property and location before a permit will be issued. If deemed necessary, floodplain and/or wetland delineation may also be required prior to permit issuance. In addition, a maintenance agreement must be submitted prior to permit issuance. All septic tanks installed on or after July 1, 1980, are required to be pumped at least once every three years.

## Water Supply

**Water Wells:** All development in Wien receives water from private wells.

## Surface Water Management

In 2001, Marathon County adopted a Land and Water Resource Management Plan (LWRMP) in accordance with Wisconsin Statutes (Wisconsin Act 27, Chapter 92.10). The primary intent of this plan is to identify a vision for natural resource management in Marathon County and outline strategies to protect the quality and quantity of soil and water resources.

The County is particularly concerned about nonpoint sources of pollution, including failing septic systems, urban runoff, and issues often identified with rural areas such as soil erosion, animal waste and pesticides. Nonpoint pollution is best addressed by watershed. Marathon County encompasses portions of 22 watersheds as shown in Figure 6-4. The Wisconsin Department of Natural Resources (WDNR) has ranked these watersheds according to water pollution impacts and designated five as “priority” watersheds to receive special planning and funding through the voluntary, State-funded Priority Watershed Program. Preparation of resource management plans for the following watersheds is currently underway:

- Springbrook in the Town of Harrison;
- Upper Yellow River in the Town of Spencer
- Upper Big Eau Pleine in western Marathon County
- Lower Big Eau Pleine in the south-central part of the County.
- Lower Big Rib River

## **Electrical Utilities and Natural Gas**

The Town of Wien receives electric power from Wisconsin Public Service Corporation (WPS) and Xcel Energy. Natural gas is contracted for privately.

Figure 6-5 shows the potential route of the proposed Arrowhead-Weston Transmission Line. This line, proposed by American Transmission Company (ATC), would run 220-miles from Duluth, MN to Weston, WI. This is a controversial project. Supporters claim the line is necessary to prevent energy shortages that could have significant negative impacts on the area economy. Those opposed have concerns about electro-magnetic impacts on animals and humans, loss of rural and visual character, and the imposition of major structures on private land. The Public Service Commission of Wisconsin (PSCW) must approve this line. To date, Marathon County has opposed granting easements through county-wide land for the transmission line. However, if approved by the PSCW, the ATC can use eminent domain to place the line on private property.

## **Telecommunication Facilities and Services**

- Television/Cable providers: there are no cable service providers for the Town.
- Telephone/Fiber Optics: residents use Verizon telephone service and there is also a fiber optics line that runs through the Town.
- Cell towers: there is one Cellcom cell tower in the Town.

## **Solid Waste and Recycling**

Residents in the Town of Wien contract for solid waste disposal service privately.

The Marathon County Solid Waste Management Department is in charge of waste management for non-hazardous solid waste. It consists of the 575-acre landfill, recycling programs, composting, and waste-to-energy. The Department opened a Household Hazardous Waste Collection Facility in May 1997, where County residents can drop off hazardous waste free of charge.

### **Issues:**

- **Arrowhead-Weston Transmission Line** - Concerns exist about the proposed Arrowhead-Weston transmission line and its impacts on property values, creation of electromagnetic fields, and who would directly benefit from the power lines.

- **Cell Towers** - There are concerns that cell towers can locate anywhere throughout the Town, given the current lack of regulations. Residents would like to designate specific sites where they can be constructed.



## 7. Housing

Housing is a significant aspect of any comprehensive planning effort. This section is an inventory and analysis of housing conditions in the Town of Wien.

Data contained in this section reflect two methodologies of data collection employed by the U.S. Census. Data in the first table, labeled as “2000 Census: STF [Summary Tape File]-1 Data” are collected through a household-by-household census and represents responses from every household within the country. To get more detailed information, the U.S. Census also randomly distributes a long-form questionnaire to 1 in 6 households throughout the nation. Tables utilizing this sample data are identified in the footnote below each table and are labeled “STF-3 Data”. Tables are labeled as either STF-1 or STF-3 data because numbers may differ for similar statistics between each method, due to survey limitations, non-response, or other attributes unique to each form of data collection.

### Housing Inventory

#### Housing Type and Tenure

The 2000 Census shows the Town of Wien has 248 occupied housing units. 224 (or 90%) of these units are owner-occupied. The Town has an average household size of 2.87 persons. 16% of all households are classified as being “1 person households”. 22% of Town households have a householder 65 years or older.

**Table 7-1: Number of Housing Units by Type and Tenure**

Area	Wien	Marathon County	Wisconsin
Total Occupied Housing Units	248	47,702	2,084,544
Owner Occupied Units	224	36,091	1,426,361
Renter Occupied Units	24	11,611	658,183
Average Household Size	2.87	2.6	2.50
% Owner Occupied	90.3	75.7	68.4
% 1 Person Households	16.1	23.6	26.8
% With Householder 65 years or older	21.8	21.7	21.5

*2000 Census: STF-1 Data*

### Changes in Housing Stock

Table 7-2 notes changes in the housing stock between 1990 and 2000 according to U.S. Census Data. Total housing units have increased by 34 and the number of occupied housing units rose by 34. Vacancy remained at 4%. The number of owner-occupied housing units increased by 32 or 16%. The census reports increases in the number of single-family and duplex units.

**Table 7-2: Changes in Housing Stock**

	1990	2000	# Change	% Change
Total Housing Units	229	263	34	15%
Occupied Housing Units (Households)	219	253	34	16%
Vacancy %	4%	4%	--	--
Owner Occupied Housing Units	197	229	32	16%
Renter Occupied Housing Units	22	24	2	9%
Owner Occupied Housing Units as percent of Total	90%	91%	--	--
Number of Homes for Seasonal/Rec Use	0	0	0	--
Number of Single Family Homes	216	257	41	19%
*Detached	214	252	38	18%
**Attached	2	5	3	150%
Number of Duplexes	0	4	4	--
Multi Family Units 3-9 units	0	0	0	--
Multi Family Units 10+	0	0	0	--

1990, 2000 Census: STF-3 Data

\* This is a 1-unit structure detached from any other house

\*\*In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

### Housing Age

The age of a community’s housing stock typically reflects several important factors including size, offered amenities, and overall maintenance costs. Age of the home often also reflects different regional and national trends in housing development. Housing predating the 1940s, for example, was typically smaller and built on smaller lots. In subsequent decades, both average lot and home sizes have increased. For example, average homes constructed in the 1980s and 1990s are

typically much larger than housing built in previous decades. This can be seen in both the rural and more urban environments of Marathon County. Additional bedrooms, bathrooms, and attached garage space are among the amenities found in newer housing units.

The following table shows housing age for the community. In the Town of Wien, data shows that a significant portion of the local housing stock was built prior to 1939. Recent housing growth from the 1990s makes up approximately 23% of the total housing stock. That is higher than overall percentages for the County. The Census reports that homes built in the 1990s make up 13% of the County’s overall housing stock.

**Table 7-3: Age of Community Housing Stock**

Total Units	Year Built								
	1999 to March 2000	1995 to 1998	1990 to 1994	1980 to 1989	1970 to 1979	1960 to 1969	1950 to 1959	1940 to 1949	1939 or earlier
263	16	25	18	20	29	19	8	18	110
100%	6%	10%	7%	8%	11%	7%	3%	7%	42%

2000 Census: STF-3 Data

### Physical Housing Stock

The following table looks at several select measures of physical condition and compares them to figures for Marathon County and Wisconsin. The median home size in the Town of Wien is similar in size compared to the overall figures for the County and State, as measured by number of rooms. Nearly 98% of the community’s housing stock is classified as being a

“single family” home. That is significantly higher than overall figures for the County or State. At the time of the 2000 census, no homes within the Town were within structures with more than 10 units. Census data indicates that a small percentage of homes in the Town are lacking complete plumbing and kitchen facilities.

**Table 7-4: Physical Housing Stock**

Community	Median Rooms	Characteristic (%)			
		1 unit, detached or attached	In buildings with 10 or more Units	Lacking complete plumbing facilities	Lacking complete kitchen facilities
<b>Wien</b>	6.4	97.72%	0.00%	1.90%	0.76%
<b>Marathon County</b>	5.8	76.10%	4.50%	0.90%	0.90%
<b>Wisconsin</b>	5.4	69.30%	9.40%	1.40%	1.50%

2000 Census: STF-3Data

## Housing Values

### Median Value

Table 7-5 shows home value statistics for the community, County and State. Specifically, the column to the right shows the median (or middle value) of select owner-occupied homes for each specified area. This value includes only single-family houses that are located on less than 10 acres. Additionally, this statistic only considers homes without a business or medical office on the property. Census data indicates that the Town of Wien has a median home value similar to that of the County.

**Table 7-5: Median Housing Value**

	Median Value (dollars)
<b>Wien</b>	\$93,200
<b>Marathon County</b>	\$95,800
<b>Wisconsin</b>	\$112,200

2000 Census: STF-3 Data

### Range of Values

The following table shows the range of housing values that exist in the community. Compared to overall percentages for Marathon County, the Town of Wien has a similar range of housing values.

**Table 7-6: Range of Housing Values**

Number of Houses per Housing Value Category	Wien	Marathon County
< \$49,999	14	1,459
%	15%	5%
\$50,000 to \$99,999	47	13,405
%	49%	49%
\$100,000 to \$149,999	21	8,220
%	22%	30%
\$150,000 to \$199,999	14	2,368
%	15%	9%
\$200,000 or more	0	1,714
%	0%	6%

2000 Census: STF-3 Data

### Housing Affordability

Several factors impact the varied levels of housing affordability in Marathon County. These factors include rent and mortgage payments, maintenance expenses, lot size, and required or desired amenities for the home. Household size and income are also key factors contributing to what housing options are available and accessible to residents.

Statistically speaking, those spending in excess of 35% of their total household income on housing costs may be facing affordability difficulties. The U.S. Department of Housing and Urban Development (HUD) recommends that rental-housing costs not exceed 30% of the monthly income. HUD also indicates that mortgage lenders are more willing to make loans if the scheduled mortgage payment is less than 29% of the monthly household income. The percentage of households in the Town of Wien that pay more than 35% of their household income on housing costs is similar to that of the County and State among owner-occupied households.

**Table 7-7: Housing Affordability**

	Owner Occupied			Renter Occupied		
	Median selected monthly owner costs <sup>1</sup>			Median Selected monthly renter costs <sup>1</sup>		
	With Mortgage	No Mortgage	% <sup>2</sup>	Median Contract rent	Median Gross rent	% <sup>2</sup>
<b>Wien</b>	\$800	\$325	13%	\$338	\$388	0%
<b>Marathon County</b>	\$916	\$295	10%	\$423	\$484	20%
<b>Wisconsin</b>	\$1,024	\$333	9%	\$473	\$540	25%

<sup>1</sup>In dollars

<sup>2</sup>Percent paying over 35% of household income on housing  
2000 Census: STF-3 Data

Additionally, the above table shows that select Town median owner-occupied costs, for both households with a mortgage, are higher than figures for Marathon County. Median renter costs appear to be consistent between the Town and County. Technical documentation from the Census states that contract rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included. For vacant units, it is the monthly rent asked for the rental unit at the time of enumeration. Gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by or for the renter. (U.S. Census STF 3 Technical Documentation Guide)

## Special Housing

### Senior Housing

In Marathon County, housing for seniors and populations with special needs is primarily provided in the urbanized areas in and around Wausau. The Marathon County Aging and Disability Resource Center, the Wisconsin Department of Health and Family Services, and the Marathon County United Way all maintain a list of these housing options throughout the County. As the number of elderly persons increases in the coming years, there will most likely be an increased need for these types of housing options. This trend will be seen throughout Marathon County, the State of Wisconsin, and the Nation.

The senior housing needs in the South-Central region of Marathon County are met in several areas throughout the County. The Village of Edgar is home to the Eastside Apartments, and the Heide Apartments. The Eastside Apartments currently have a waiting list, indicating that there may be a need for adding additional senior housing in this region. The Wausau region (including Mosinee, Wausau, Rothschild, Weston, and Schofield), as well as the Village of Stratford and the Village of Athens, all have senior housing options that help meet the senior housing needs of South-Central region of Marathon County.

### Assistance Programs

There are a variety of State and Federal housing programs geared at addressing a variety of housing issues. Grants and

low interest loans are available for counties, communities, or individual homeowners. The following housing resources are available to participants as specified by program.

- **Community Development Block Grant (CDBG)-Small Cities Housing**
- **Home Investment Partnerships Program (HOME)**
  - Rental Rehabilitation Program
  - Home Owner and Accessibility Rehabilitation Program
  - Home Ownership Program
  - Wisconsin Fresh Start Initiative provides at-risk young people with education, skills, and career direction leading to economic self-sufficiency.
- **Homeless Programs (Wisconsin Department of Administration [WDOA])**
  - HUD Emergency Shelter Grants
  - State Shelter Subsidy Grants
  - Transitional Housing
- **Local Housing Organization Grant (LHOG)**

State grants are available to enable community-based organizations, tribes and housing authorities to increase their capacity to provide affordable housing opportunities and services.
- **HOME Loans and Home Improvement Loans (Wisconsin Housing and Economic Development Authority [WHEDA])**

- **Housing-Related Consumer Protection Services (Wisconsin Department of Agriculture [WDA])**

The Trade and Consumer Protection Division is responsible for the investigation of unfair and deceptive business practices and handles individual consumer complaints involving landlord/tenant complaints, and home improvement transactions.

### Trends

- The 2000 Census shows the Town of Wien has 248 occupied housing units. 224 (or 90%) of these units are owner-occupied.
- Between 1990-2000, total housing units have increased by 34 and the number of occupied housing units rose by 34. Vacancy remained at 4%.
- Recent housing growth from the 1990s makes up approximately 23% of the total housing stock.
- Nearly 98% of the community's housing stock is classified as being a "single family" home.

### Issues

- **Mobile Home Regulations** - The Town of Wien would like to regulate the siting of trailer homes and limit their locations to established farms.

## 8. Cultural Resources

Cultural resources is a broad term that can encompass many aspects of our heritage. Cultural resources may include archaeological sites and cemeteries, historic buildings and landscapes, historic transportation routes, or traditional cultural properties important to American Indians or other cultural groups. Cultural resources are those elements around us that signify our heritage and help to evoke the sense of place that makes an area distinctive. Cultural resources include buildings, sites and landscapes that help communities retain their sense of identity in an increasingly homogenized society.

### Brief History of the Town of Wien

Land that became the Town of Wien was originally held by Frederick Rietbrock's Lumber and Land Company. While handling a lawsuit in Wausau in the 1870s, Milwaukee attorney Rietbrock took a side trip to the northwest section of the County and began purchasing land. He ultimately owned some 50,000 acres of land, which he ruled from his Milwaukee home. Rietbrock also supported agricultural development of his land in northwest Marathon County. As early as 1879 he sent representatives to New York City to encourage German immigrants to settle his land and had previously brought Polish immigrants from Milwaukee to farm in the Town of Rietbrock. The Town of Wien was named for the birthplace of an early settler, Math Halkowitz. The Milwaukee, Lake Shore & Western Railroad built through the Town and also sold land to farmers. The Railroad platted the Village of Fenwood in southern Wien in 1891. A sawmill was constructed, but only

operated until 1910, as dairy farming and cheese factories began to dominate the economy in the area.

The Town of Wien was in the heart of the German settlement of Marathon County. German settlement was concentrated in Marathon, Cassel, Maine, Berlin, Wien, Wausau, Stettin, Rib Falls and Hamburg. Approximately 75% of population in the County was of German parentage in the late nineteenth century. As late as 1905, 36 of 41 townships in the County were still predominantly populated by persons of German descent.

### Properties Listed on the National Register of Historic Places (NRHP)

There are no properties in Wien listed on the NRHP. The Town does not have a local historic preservation commission.

The Wisconsin Historical Society maintains the Wisconsin Architecture & History Inventory (AHI) that identifies any properties that may have been surveyed in the past; the Inventory does not convey special status and may not be current. The inventory may be reviewed at [www.wisconsinhistory.org/ahi/index.html](http://www.wisconsinhistory.org/ahi/index.html). There are two historic properties in Wien that have been previously surveyed and included in the AHI.

The State Historic Preservation Office (SHPO) has identified four historic cemeteries in Wien.

## Local Festivals

The North Central Wisconsin Steam & Gas Engine Club Show is annual three-day event held in late summer. Displays include antique tractors and other agricultural machines that help to identify Wien's rural heritage.

**Cemeteries, Burial Mounds, Other Burials** – Wisconsin Statute 157.70 provides for the protection of all human burial sites, including all marked and unmarked burials and cemeteries. There are currently 133 cemeteries and burial areas identified in Marathon County, and it is likely that other cemeteries and burials may be present. Suspected burial mounds or unmarked burials must be reported to the State Burial Sites Preservation Office. If human remains are uncovered during excavation, all work must cease pending review of the Burial Sites Preservation Office. All cemeteries and burials in Marathon County should be catalogued under Wis. Stat. 157.70 to provide maximum protection of these sites.

**Table 8-1: Known Cemeteries**

Cemetery Name	Location	Section
Wien	County N.	16
St. John's American Lutheran	Co. N	17
St. John's Evang.	Huckleberry Road	18
Fenwood	Blackberry St., North of Fenwood	34

Source: <http://www.rootsweb.com/~wimarath/CemLocations.htm>

## Issues

- Lack of Current Information** -- Although a brief countywide historic properties survey was carried out in 1975-77, there has been no update. Many properties identified at that time may be gone, while other properties not previously surveyed may now be evaluated in a new context. It is necessary for the County to have current information about cultural resources in order to maximize planning and make the best use of historic properties.
- No Recognition Process** -- Outside the City of Wausau, there is no process to recognize historic buildings or begin to plan for their protection. Once historic properties are identified, towns and villages do not have an established mechanism for recognizing them or integrating them into ongoing planning processes.
- Rural Character and Historic Resources** --In Marathon County, residents have expressed a strong desire to preserve the rural character of the County and raised concerns about increasing ex-urban development and the decline of working farms. An important part of rural character is the rural landscape and the buildings that convey that sense of place. While it is important to address the location and type of new development, there is also a need to preserve some visible reminders of rural character, including working farms. Without preserving some of the existing resources, including farmsteads and farmlands, the very characteristics that attracted residents will increasingly be lost.



- **Protection of Archaeological Sites and Cemeteries –**  
Cultural resources planning includes identification and protection of archaeological sites and historic cemeteries. The Wisconsin Historical Society maintains a list of reported sites and cemeteries, representing a fraction of sites that are actually present. This information is often overlooked and should be incorporated into the planning process for local communities.

## 9. Community Facilities

This section describes the schools, libraries, and other community facilities for the Town of Wien.

Maps for the Community Facilities element include Figures: 9-1, School Facilities; 9-2 Police; 9-3 Fire; 9-4, Hospitals and Clinics. All Figures are located at the end of this section.

### Schools

#### Primary and Secondary Schools

The Town of Wien is served by three public school districts: a small number of residents near the intersection of STH 29 and STH 97 are served by the School District of Athens; the southwest corner of the Town is in the Stratford service area, with the majority of the Town in the Edgar School District. The Athens district has an elementary, middle, and high school all located in the Village of Athens. The Edgar School District has an elementary and middle school at 203 Maple Street and a high school at 203 Birch Street all located in the Village of Edgar. Edgar High School had 240 students in the 2002-2003 school year. The Stratford School District has an elementary school and combined junior and senior high school, all located on Third Avenue in the Village of Stratford. Attendance for the 2002 school year was 371 students at the Stratford Elementary serving pre-kindergarten through 6th grade, and 362 students attending the combined high school serving 7th through 12th grade.

There are also a number of private schools in the area including: Trinity, and St. Anthony’s located in Athens; St. John’s in Edgar; and St. Joseph’s, St. Andrew’s in Stratford. There are also various Amish and Mennonite schools in the area.

**Table 9-1: School District of Athens, Stratford, and Edgar School District Enrollments**

Year	Enrollment PreK-12
1996-1997	574
1997-1998	581
1998-1999	576
1999-2000	586
2000-2001	564
2001-2002	557

Year	Enrollment PreK-12
1996-1997	692
1997-1998	695
1998-1999	681
1999-2000	667
2000-2001	665
2001-2002	679

Year	Enrollment PreK-12
1996-1997	838
1997-1998	798
1998-1999	775
1999-2000	835
2000-2001	771
2001-2002	757

Source: State of Wisconsin, Department of Public Instruction

**Table 9-2: Private Schools – Athens, Edgar, Stratford**

<b>Name</b>	<b>Location</b>	<b>Level</b>
Trinity Lutheran School – MO	Athens	Other
Athens Menonite School	Athens	Other
St. Anthony’s School	Athens	Other

<b>Name</b>	<b>Location</b>	<b>Level</b>
St. John’s Catholic School	Edgar	Other

<b>Name</b>	<b>Location</b>	<b>Level</b>
St. Joseph’s Catholic School	Stratford	Other
St. Andrews Catholic School	Stratford	Elementary

**Post-Secondary Educational Facilities**

**University of Wisconsin – Marathon County (UW-MC) -**

UW-MC, located in Wausau, offers lower level (freshman/sophomore) college classes, leading to a baccalaureate degree. Associate Degrees are offered in Arts & Sciences, and Bachelor’s Degrees (through collaborative degree programs with UW Oshkosh and UW Stevens Point) offered in Business Administration, General Studies, and Nursing. Enrollment in 2002-2003 was approximately 1,300 students.

**Northcentral Technical College (NTC) -** NTC, located in

Wausau, offers 40 one- and two-year programs and certificates in business, technical, health and industrial fields. Approximately 2,300 full- and part-time students attend classes, although more than 16,000 people take at least one class annually.

**Libraries**

The Town of Wien is served by the Marathon County Public Library system. The new Edgar Branch Library, located on Third Street in Edgar, has 2,046 square feet of space and approximately 14,800 volumes, including books, magazines, and other materials. The Wausau Headquarters Library, located on First Street in downtown Wausau, completed an expansion to 82,000 square feet in 1995. The new main Wausau Library is open seven days a week and offers over 555,800 volumes, as well as facilities including internet access.

**Town Hall**

The Wien Town Hall is a highly utilized multi-use facility used for reunions, receptions, Town meetings, and various other community functions year-round.

**Police**

Police protection is provided by the Marathon County Sheriffs Department.

**Fire**

Fire protection is provided through the Edgar/Stratford Fire Department.

## Emergency Response

Emergency Medical Services (EMS) is provided by the Edgar/Stratford Fire Department.

### E-911 Dispatch Service

The Marathon County Sheriff's Department Communications Division provides E-911 Dispatch for all Police, Fire, and EMS agencies in Marathon County. The Communications Division services 85 user agencies and also provides alert paging support for the Emergency Management Office, District Attorney, and Medical Examiners Office.

The users are served by a microwave linked voted repeater radio system, consisting of a control center at the Sheriff's Department, and nine remote radio tower sites spread throughout the County. The system is also utilized by the Marathon County Highway Department and the Wausau Fire Department to support their radio communications. The 37 base radio transmitters and 479 mobile radios that make up the integrated system are maintained and serviced by the Sheriff Department's radio technician.

## Hospitals

The major hospital in Marathon County is Wausau Hospital at 425 Pine Ridge Boulevard in Wausau. Wausau Hospital was created in the 1970s from a merger of St. Mary's Hospital and Memorial Hospital. A new building was completed in 1979 and expansions followed in 1982 and 1992. The 321-bed facility is a multi-specialty regional health center serving a 12-county region in north central Wisconsin. Annual admissions in 2001 totaled 13,631.

Most residents of the Town of Wien utilize St. Joseph's Hospital located at 611 Saint Joseph Avenue in Marshfield, which offers a full array of services, specialty services and a complete rehabilitation unit.

Marshfield Clinic offers several clinics throughout the area including locations in villages of Edgar, Stratford, and Marathon City.

**North Central Health Care (NCHC)** – In addition to the hospitals and clinics described above, Marathon County is served by NCHC, a public agency, that also serves Langlade and Lincoln counties. The NCHC main campus is located at 2400 Marshall Street in Wausau. Additional offices are located in Antigo (Langlade Health Care Center) and Merrill and Tomahawk (Lincoln Health Care Center). According to their web site, NCHC offers outpatient, day hospital, community support and inpatient services for mental/emotional problems; vocational, life skill training, early intervention, housing and care management services for the developmentally disabled; and assessment, individual and outpatient group counseling,

intensive programming, day hospital, referral for residential and inpatient treatment, and education for alcohol and other drug problems. Services for detoxification and for persons suffering from problems with gambling addiction are also offered.

NCHC operates a nursing home (Mount View Care Center) that offers skilled nursing services at the main campus in Wausau. This facility has a licensed capacity of 320 and serves persons requiring either short term or long term skilled nursing care because of complex physical needs, psychiatric and neurological diseases, dementia or behavior problems.

### **Child Care**

The Wisconsin Child Care Resource and Referral (CCR&R) Network is a membership organization made up of 17 community-based CCR&R agencies serving the State of Wisconsin.

CCR&R agencies assist parents in selecting quality childcare, help to increase the supply of childcare in areas that may be lacking sufficient care, offer information and technical support to potential child care providers, and give technical assistance and support to existing childcare programs.

Each agency manages a database of existing childcare providers and programs, collects data about childcare rates, provider and teacher salaries, the number of parents and children using their services, the type of care requested and the children's ages.

The community-based CCR&R agencies that provide services to Marathon and adjacent counties are:

**Table 9-3: Child Care Referrals**

<b>Counties</b>	<b>Agency</b>	<b>Contact Information</b>
Langlade, Lincoln, Marathon, Taylor	Child Care Connection	<a href="http://www.childcareconnectionrr.org/">http://www.childcareconnectionrr.org/</a> (800) 848-5229
Portage	Mid Wisconsin Child Care Resource & Referral	715-342-0788
Wood	Child Care Resource & Referral of Central WI	800-628-8534

### **Issues**

There were no issues identified.

## 10. Parks

Maps for the Parks element include Figure: 10-1, Recreation Facilities. All Figures are located at the end of this section.

### Existing Parks, Trails and Open Space

#### Local Parks, Trails and Open Space

The Town of Wien does not own or operate any public parks. Residents identified several parks in the Villages of Edgar and Fenwood that get used for various recreational uses including Village Park which is run by the local chapter of the Lion's Club.

#### County or State Parks, Forest and Trails

There are no Marathon County parks or forest units located in the Town of Wien. However, there is an ATV/Snowmobile trail that runs through the Town. The trail is maintained by the Mid Wisconsin ATV Trailblazers club. Nearby Marathon County parks include:

**Rib Falls County Park** is located off CTH S at the intersection with CTH U. Rib Falls Park is 315 acres with park facilities including an open shelter, toilet, well, and children's play equipment. The majority of the park is currently undeveloped and is the temporary site of a County gravel pit and asphalt plant. The park's main feature is the Big Rib River, which flows through the park and over a dam and rapids, with

an impoundment that allows for swimming. The gravel pit is currently being developed as an artificial lake for recreational use. Marathon County owns and maintains

**Cherokee Park** in the Town of Hull, approximately seven miles west of Wien on CTH F. Cherokee Park is 69 acres located on the Big Eau Pleine River, with an impoundment that provides for swimming and fishing. A handsome and well-maintained Civilian Conservation Corps (CCC)-era shelter overlooks the river and provides space for group gatherings. Facilities at Cherokee Park include benches, picnic tables, grills, restrooms, play equipment, and a hiking trail.

**Rib Mountain State Park** is located within the Town of Rib Mountain. The park's main feature is Rib Mountain, which at 1924 feet above sea level is one of the highest elevations in the State of Wisconsin. The park surrounds the mountain and has the following facilities: a picnic area with 65 tables, a camping area with 31 developed sites, 3 hiking trails, a nature trail, and a private downhill skiing area (Granite Peak).

**Big Eau Pleine Park** - Marathon County owns and maintains Big Eau Pleine Park, which is half in Green Valley and half in Bergen. Big Eau Pleine is the County's largest park, at 1,450 acres located on a peninsula on the north shore of the Big Eau Pleine Reservoir. Active recreation areas are concentrated in two main sites on the shores of the reservoir. Park facilities include: campgrounds, picnic tables, grills, restrooms, CCC-era shelters, drinking fountains, boat launches, swimming beaches, play equipment. The extensive trail system allows for cross-country skiing, hiking, and nature walks. Fishing is a popular activity.

**Amco Park** includes an open picnic shelter, permanent picnic tables, water pump, shelter, play equipment, and vault toilets. There are no reservations taken for park facilities.

**Big Rapids Park** Contains an upper and lower area. The lower area includes picnic tables, swim beach, picnic area, vault restrooms, no grills, dumpster. The upper area consists of playground equipment, a water pump, open shelter, 2 grills, picnic tables, horseshoe pits, dumpster, and a paved path.

## **Park System Needs**

Town of Wien residents are happy with the County Park system.

## **Issues**

There were no significant issues identified.

## 11. Economic Development

The condition of the local economy directly influences local growth and development, and therefore must be considered when planning for a community's future. Employment patterns and economic trends generally occur on a regional scale. Oftentimes residents of one community work in another. Similarly changes in a major industry can impact jobs and growth far beyond the community where the business is physically located.

It is therefore important to understand a local community's economy in light of its regional context. The following section provides a brief overview of the economy in Marathon County, in terms of key economic sectors and the regional labor force. Included is a more specific description of employment trends, major local employers or industries, and where most residents of the Town of Wien work. Potential economic development opportunities and/or issues regarding the local economy are also identified.

### County Economic Environment

Originally, the Marathon County economy was based on forest resources and diversified agriculture. Increased population and infrastructure – railroads, roads and dams for power enabled the area to evolve beyond simple agricultural and logging operations. Resources that once left the area unprocessed were now transformed into finished products in the County, providing employment opportunities and adding value in forest

products and agricultural processing. A number of related manufacturing operations grew up in the area, some based on forest products and agricultural products, others supplying the existing industries with fabricated metal products. As these industries progressed, so did industries such as transportation, communications, public utilities, government, trade, finance, insurance and real estate. The County now enjoys a well-diversified economy.

### Agricultural Economy

Located in the agricultural area of south-central Marathon County, the economic health and vitality of Wien is affected by the economic health of the agricultural economy. However, the agricultural economy is subject to national and international pressures, creating challenges for rural areas seeking to adapt to the changing economic environment and preserve their rural agricultural heritage.

The Marathon County agricultural economy is in a depressed state due to a downturn in prices for agricultural goods such as milk and ginseng. At the same time that prices for farm commodities are low, cash rents for Wisconsin farmland has increased, and the percentage of farm equity associated with real estate values have increased significantly. The average cost for agricultural land being converted to non-farm uses has increased from \$544 per acre in 1990 to nearly \$1,200 per acre in 2000; this compares with the average cost for agricultural land continuing in agricultural use, which has increased from \$612 per acre in 1990 to nearly \$1,000 per acre in 2000. When farms are not profitable, and the value of land rises farmers have a harder time competing for the land base.



Other forces that create an environment of change in the rural area:

- Net farm profits are increasingly a function of Federal United States Department of Agriculture (USDA) support payments.
- The average age of the current agricultural owner/operator is nearly 55; a large number are nearing retirement.
- The low entry rate into agriculture reflects the high capital investment and low profit margins.
- The number of dairy herds decreased by 10% (1565 to 951 farms) in the past 13 years, and the total number of cows decreased from 77,000 in 1990 to 64,000 in 2000, a decrease of 17%.
- Dairy production is now more concentrated; the average size of dairy herds increased from 42 cows in 1990 to 62 cows in 2001. Nearly 50 dairies have over 300 animal units (200 cows), and 12 dairies have more than 1,000 animal units (more than 700 cows.)
- Local milk production is not sufficient to reliably meet the demand of local dairy processors.
- Crop land and open space are being broken up into smaller fields by rural residences.
- Crop land production is being concentrated into fewer, larger operations.
- Soil erosion is increasing and soil organic matter content is decreasing.
- Environmental regulation of farms by the State and Federal government continues to increase. Agriculture is identified as a major non-point source of water pollution (sediment and nutrients) in the U.S.
- Larger farm equipment damages local roads and farm traffic is increasing.
- Conflicts between various land uses in rural areas are increasing.

*\* Source: Marathon County Task Force on the Rural Economy, Agricultural Issues in Marathon County ,January 10, 2003 and Report of the Marathon County Task Force on the Rural Economy, April 2003.*

## **Key Economic Sectors**

Key sectors of a regional economy can be identified by size; by growth or decline in employment; by a concentration of the industry in the local area exceeding the national concentration. An industry that shows a higher concentration of employment than the national average is considered a “basic industry” and is identified by a technique called “Location Quotient” analysis. Basic industries are those sectors that export a product or service from the local community into the national or international economy. They are a critical part of the “economic engine” for a region, affecting the growth and

health of many dependent sectors such as retail, transportation, construction, and local services.

**Table 11-1: Top 10 Industry Groups Based on Number of Employees for Marathon County (March 2001)**

Industry Group	Employers	Employees	Numeric change	
			1-year	5-year
Health Services	139	4,646	251	-276
Lumber & Wood Products	41	4,438	-30	253
Educational Services	22	3,792	108	243
Eating and Drinking Places	192	3,554	219	335
Fabricated Metal Products	32	3,458	-184	168
Insurance Carriers	24	3,339	-171	*
Miscellaneous Retail	120	3,142	206	1,206
Paper and Allied Products	11	2,649	4	*
Industrial Machinery & Eqmt	37	2,642	41	697
Wholesale Trade – Durable	164	2,521	-89	63

\*data suppressed to maintain confidentiality

Source: Wisconsin Department of Workforce Development, ES-202, December 2001

## Local Economic Environment

Table 11-2 shows a breakdown of employment by industry in the Town of Wien. Data show that most people were employed in the self-employed/farm sector, with 297 employees. Commercial is the second largest employment sector with 11 workers.

**Table 11-2: Population and Employment by Sector, 2000**

POPULATION	712
<b>EMPLOYMENT:</b>	
Commercial	11
Manufacturing	--
Service	3
Other	--
Self-Employed/Farm	297
<b>TOTAL</b>	<b>311</b>

Source: North Central Wisconsin Regional Planning Commission 6/10/03

## Employment Projections

Information on employment in Marathon County is gathered separately for non-farm and farm employment. The Wisconsin Department of Workforce Development (DWD) collects data on non-farm employment. The DWD estimated non-farm employment in Marathon County to be 49,407 in 1990 and 65,630 in 2000. This represents about a 33 percent increase over ten years. Data on farm employment is collected by the Census of Agriculture and consists of hired farm labor and operators. In 1987, farm employment in Marathon County was estimated to be 11,643 and in 1997 it was estimated to be 8,298. This represents a decrease of almost 29 percent.

The North Central Wisconsin Regional Planning Commission (NCWRPC) computed employment projections, based on the assumption that the historical growth rates described above would continue through 2030. These projections are shown in Table 11-3.

**Table 11-3: Employment Projections in 5-Year Increments**

	Total Employment by Year						
	2000	2005	2010	2015	2020	2025	2030
<b>Wien</b>	311	301	291	281	271	261	251
<b>County</b>	72,508	75,625	78,742	81,859	84,976	88,093	91,210

Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC, 6/03

The employment forecast in Table 11-3 indicates decreased employment for the Town of Wien. By the year 2030, it is estimated that the Town will provide employment to 251 workers. This represents an employment decrease of about 20% and assumes a moderate rate of change based on the rate of change in employment between 1990-2000 for non-farm employment. The estimates suggest an overall change in employment by 2030 between -20% if a lower than expected rate of change occurs and +6% if a higher growth rate occurs.

**Table 11-4: Percent Change in Employment, 2000-2030**

	Percent Change in Employment by Growth Rate		
	Low Growth	Moderate Growth	High Growth
<b>Wien</b>	-20	-19	+6
<b>Marathon County</b>	+21	+26	+34

Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC, 6/03

## Major Local Employers

The Town of Wien is primarily a farming community with a few local taverns and other local commercial uses.

## Issues

- **Farm Economy** - There is a need to develop alternative employment opportunities within the Town as many farmers are struggling due to changes in the farm economy.
- **Concentrate Development** - Residents would like to see development (if development is to occur) locate along major transportation corridors or near the Village of Edgar, which provides public utilities and other services.

## 12. Intergovernmental Cooperation

This analysis presents an inventory of existing mechanisms that the Town of Wien uses to coordinate with other units of government, including: Marathon County, adjacent towns, the school district, the State of Wisconsin and the Federal government. The purpose of this analysis is to identify the existing cooperative mechanisms and summarize the major challenges and issues regarding intergovernmental cooperation and regional planning, including

- Opportunities to reduce or eliminate duplication of services;
- Incompatible goals, policies and development;
- Mechanisms for conflict resolution;
- Opportunities for joint planning and decision-making.

Mechanisms for cooperation and coordination primarily take the form of intergovernmental agreements, leases and contracts, and regulatory authority. These can occur between the Town of Wien and other local, regional, State or Federal entities. Following is a brief description of the various functional areas and services that require intergovernmental coordination at various levels.

### Local and Regional Level Cooperation

#### Shared Services

**Fire and Emergency Response-** The Villages of Edgar and Stratford provide service to the Town of Wien.

#### Cooperative Practices

**Surrounding Towns-**Residents have indicated that they have good communication and cooperation with the surrounding Towns.

**Village of Edgar** – There is a need for better communication with the Village of Edgar.

**Village of Fenwood** – There is good communication with the Village of Fenwood including agreements for road maintenance, plowing and grading

**Marathon County-** The County provides several services to the Town including: law enforcement through the Sheriff's Department, 911 dispatch service, access permits, maintenance and improvement of County Highways, planning and permitting oversight regarding shoreland, wetland and floodplain regulation, private sewage system regulation, and animal waste and manure management. The County also provides oversight on compliance with County soil and water conservation policy for the Farmland Preservation Program.

**Regional Agencies-** The North Central Wisconsin Regional Planning Commission (NCWRPC) provides planning and mapping assistance.

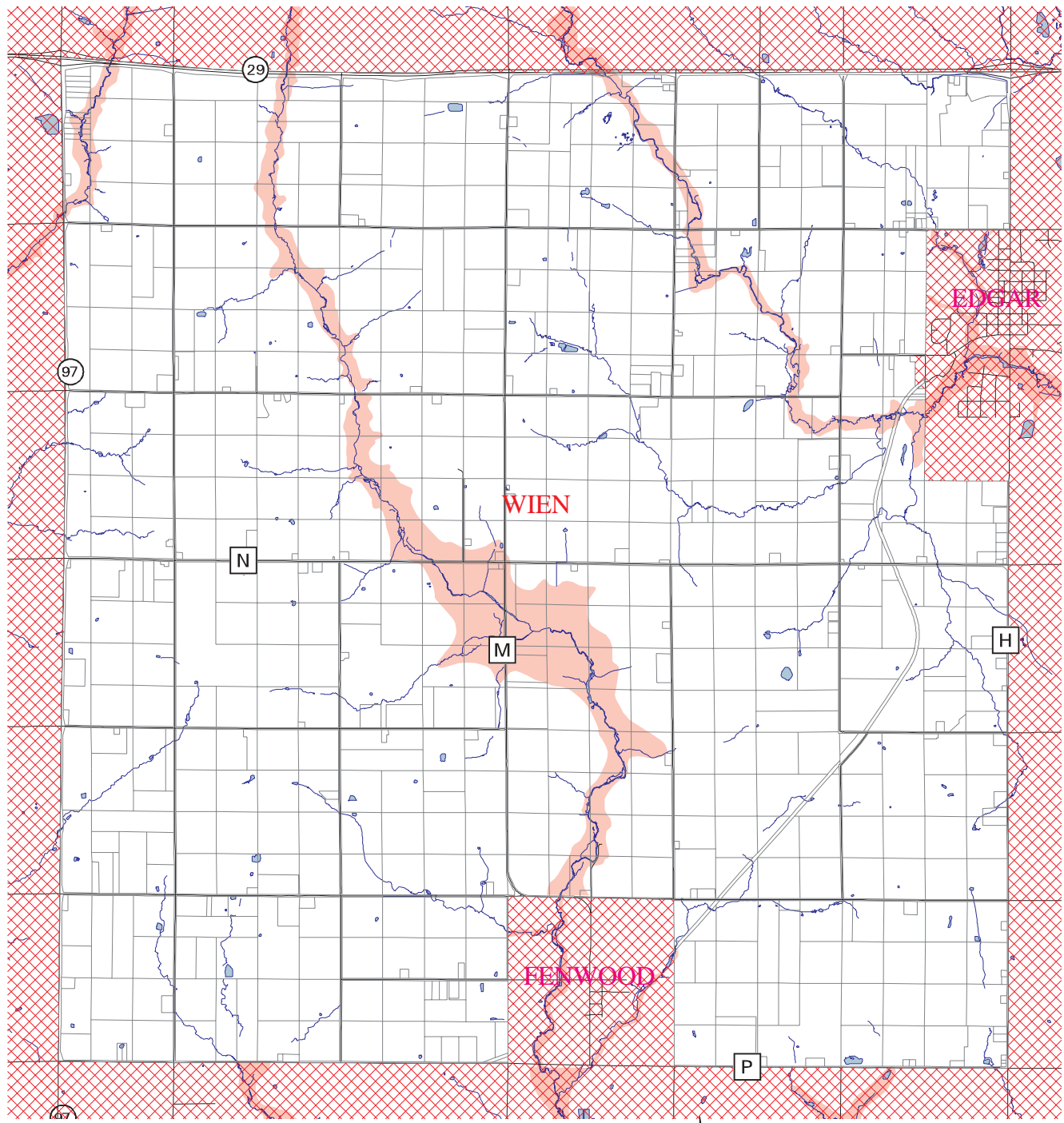
### **State and Federal Level Cooperation**

**State and Federal Agencies-** The Town has little direct contact with State or Federal agencies. However State agencies regulate certain activities such as access onto State roads, shoreland, floodplain and wetland zoning oversight, navigable waters protection, compliance with water quality standards, farmland preservation tax credits and managed forest tax credit programs.

### **Existing or Potential Conflicts**

- **Annexation.** Wien is adjacent to both the Village of Fenwood and Village of Edgar and residents feel annexations will occur as these villages grow. At the same time, the Town is wary of losing land and subsequently, tax base, which makes it difficult to provide current services as tax revenue declines.

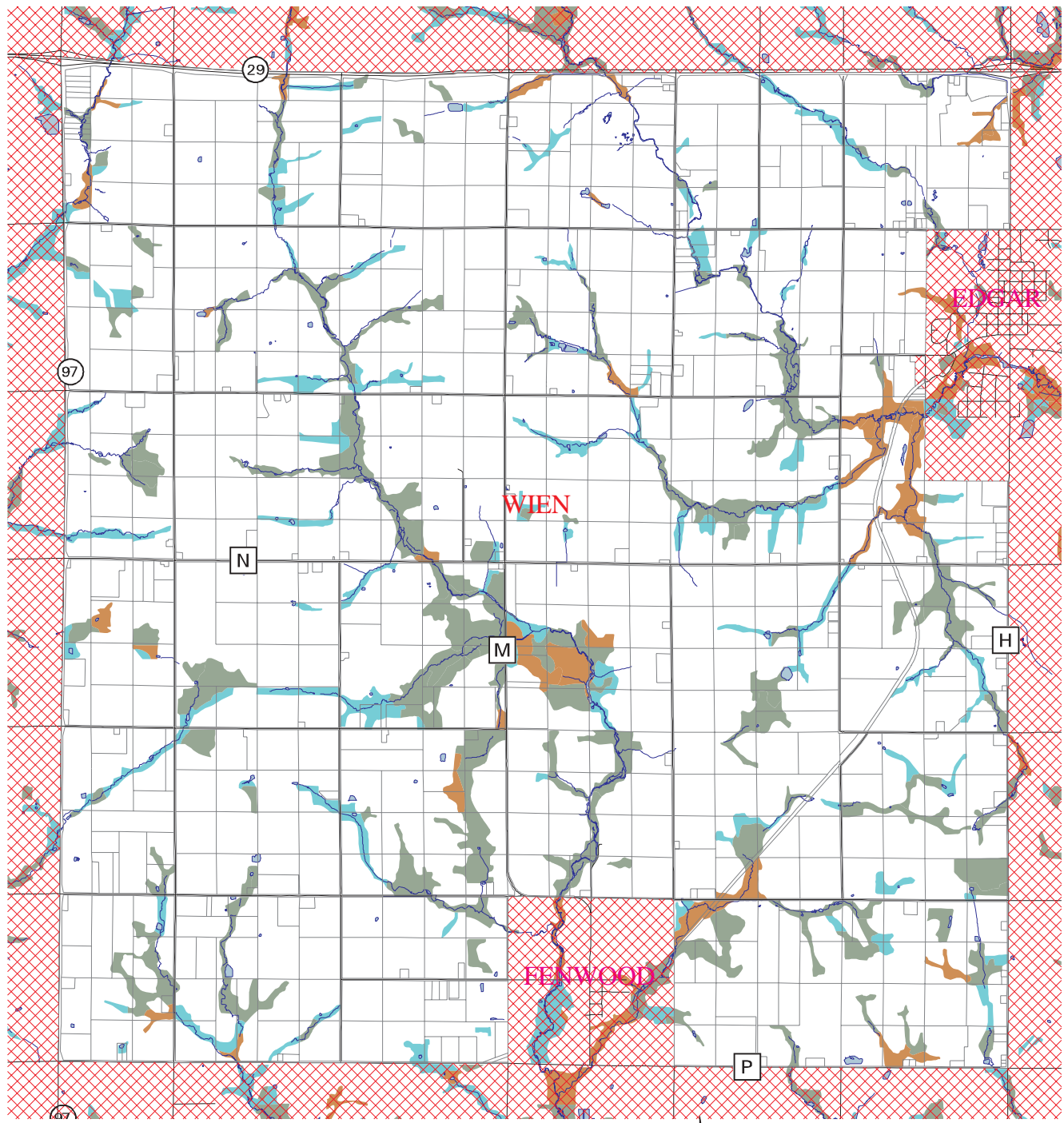
In Wisconsin, neither incorporated municipalities nor towns can initiate annexation. The process is driven by individual property owners (or developers) who petition for annexation into a city to receive sewer and water service. While towns often view annexation as a means to take their territory, cities and villages view annexations as a means to provide a more logical pattern of development and efficient provision of services.



■ FEMA Floodplain

▨ Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

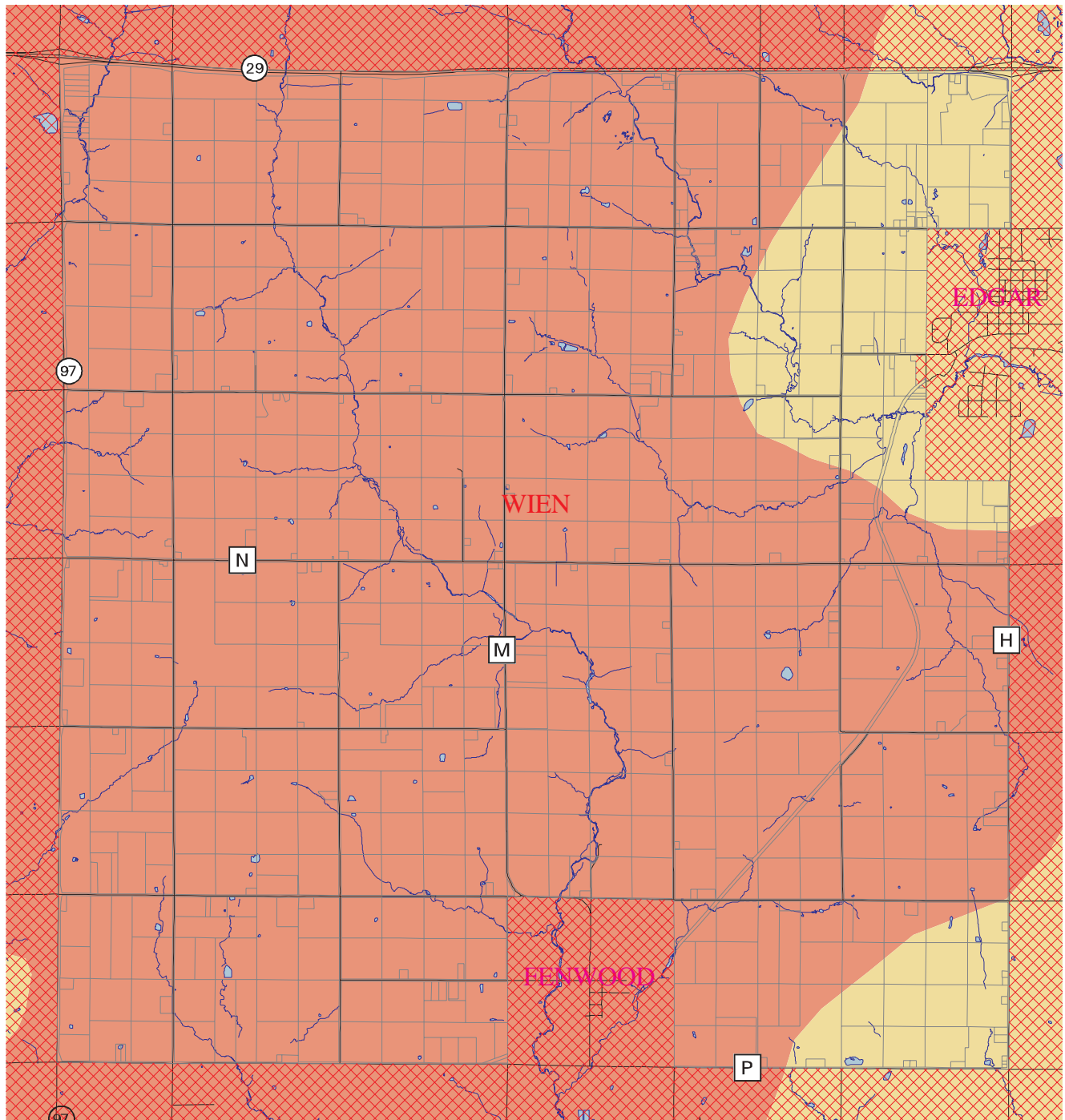
Figure 3-1  
 100 Year Floodplain  
 WIEN



- Aquatic beds
- Emergent/wet meadow
- Filled/draind wetland
- Flats/unvegetated wet soil
- Forested
- Scrub/shrub

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 3-2  
**Wetland Types**  
**WIEN**



Magnor-Cable

Marathon-Mylrea-Moberg

Mahtomedi-Fordum-Sturgeon

Cathro-Seelyeville

Loyal-Withee-Marshfield

Fenwood-Rietbrock-Rozellville

Chetek-Rosholt-Oesterle

Kennan-Hatley

Mosinee-Meadland-Dancy

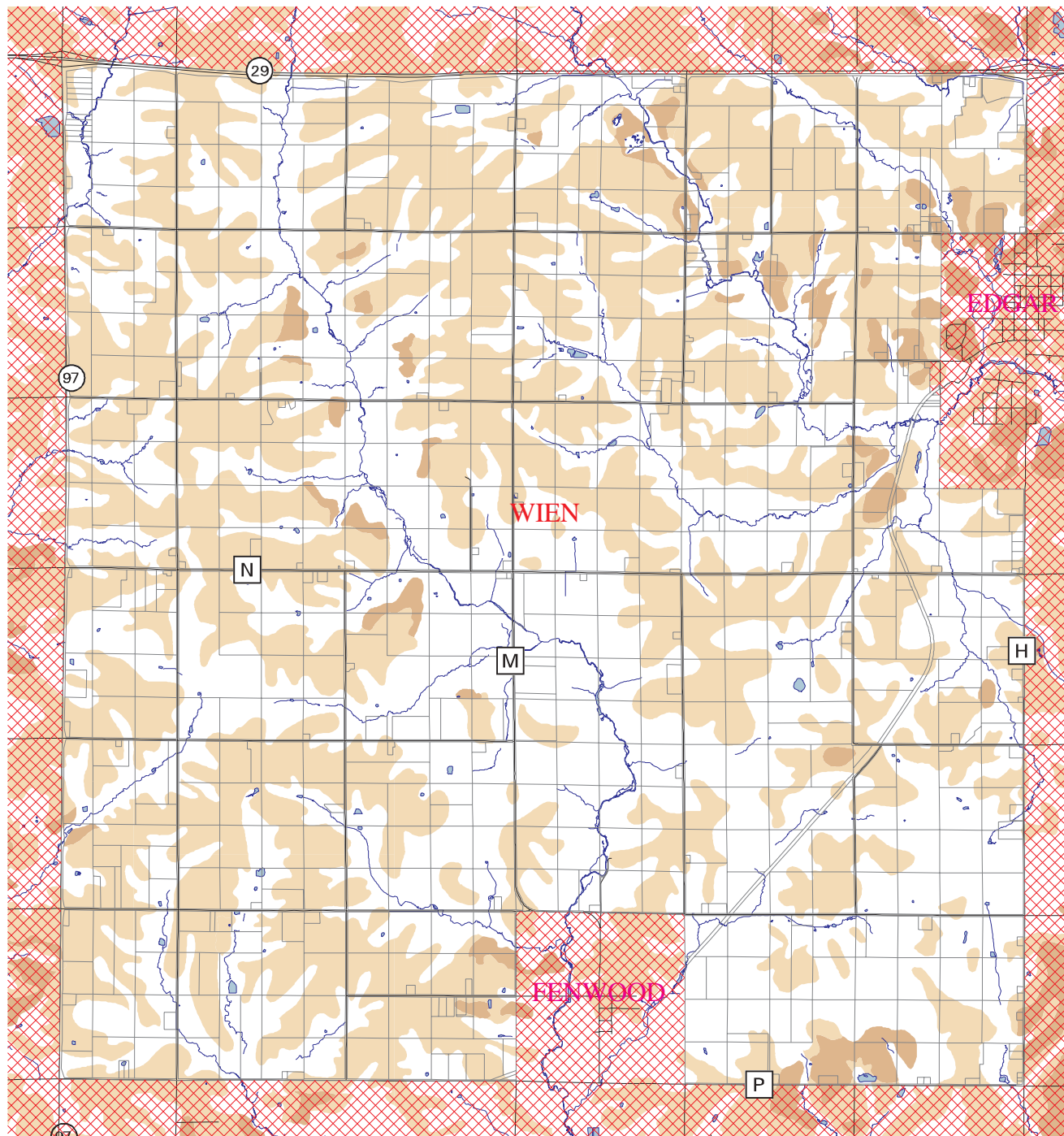
Mahtomedi-Graycalm-Meehan

Indicates other Municipality

Map Developed by Marathon County CPZ & GIS 2005

Figure 3-3  
Soil Associations  
WIEN





Group 1: The soils in this group are the very best in Marathon County. The USDA classification for these soils are prime farmland Class 2 due to climate and growing season length. They are well suited for growing all crops.

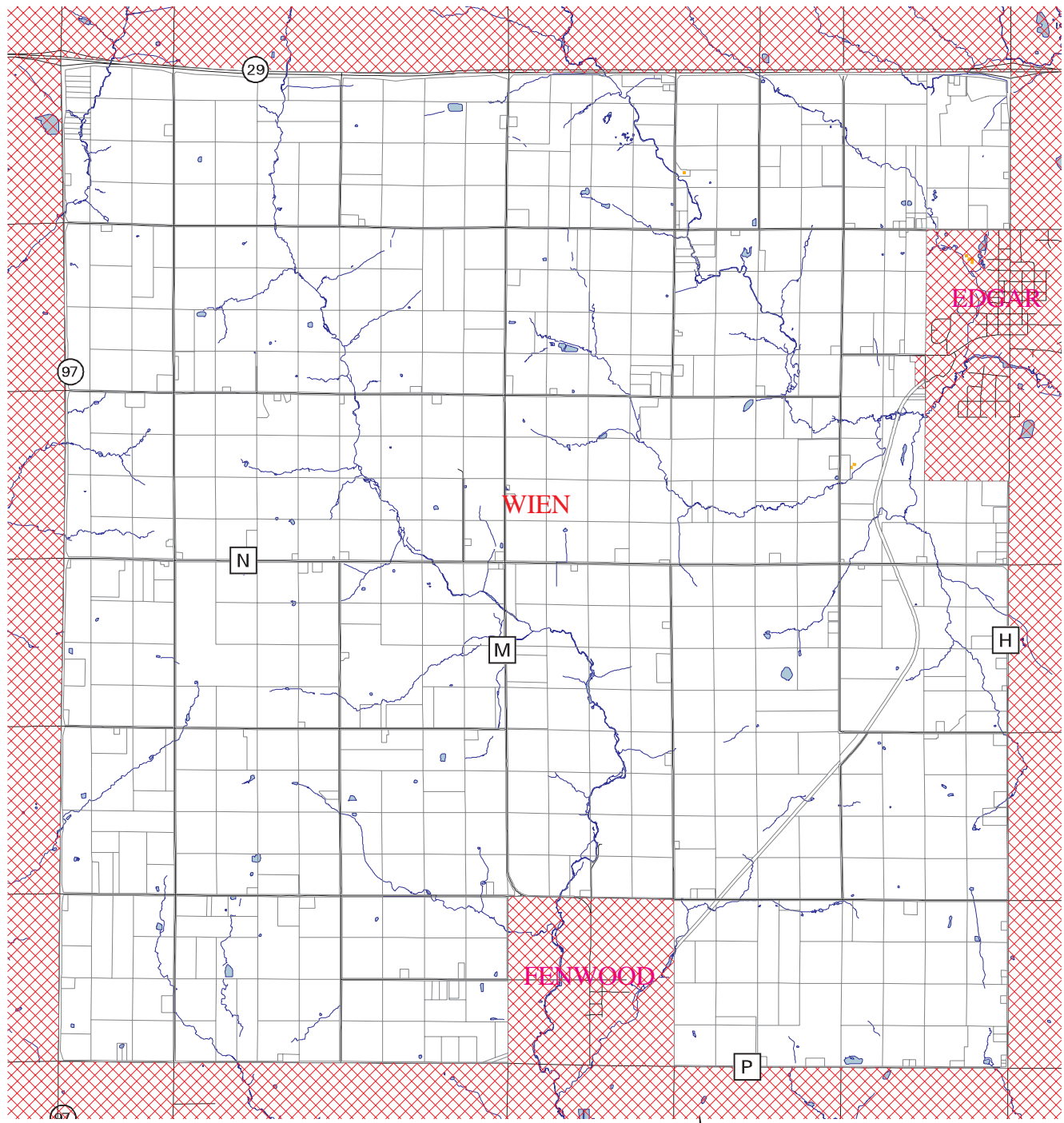
Group 2: The soils in this group are very good agricultural soils. They also are designated as prime farmland Class 2. These soils differ by having restricted drainage. In wet years they are more difficult to work and crops needing well drained condition (alfalfa, ginseng) do very poorly.



Indicates other Municipality

Map Developed by Marathon County CPZ & GIS 2005

Figure 3-4  
Prime Farm Land  
WIEN



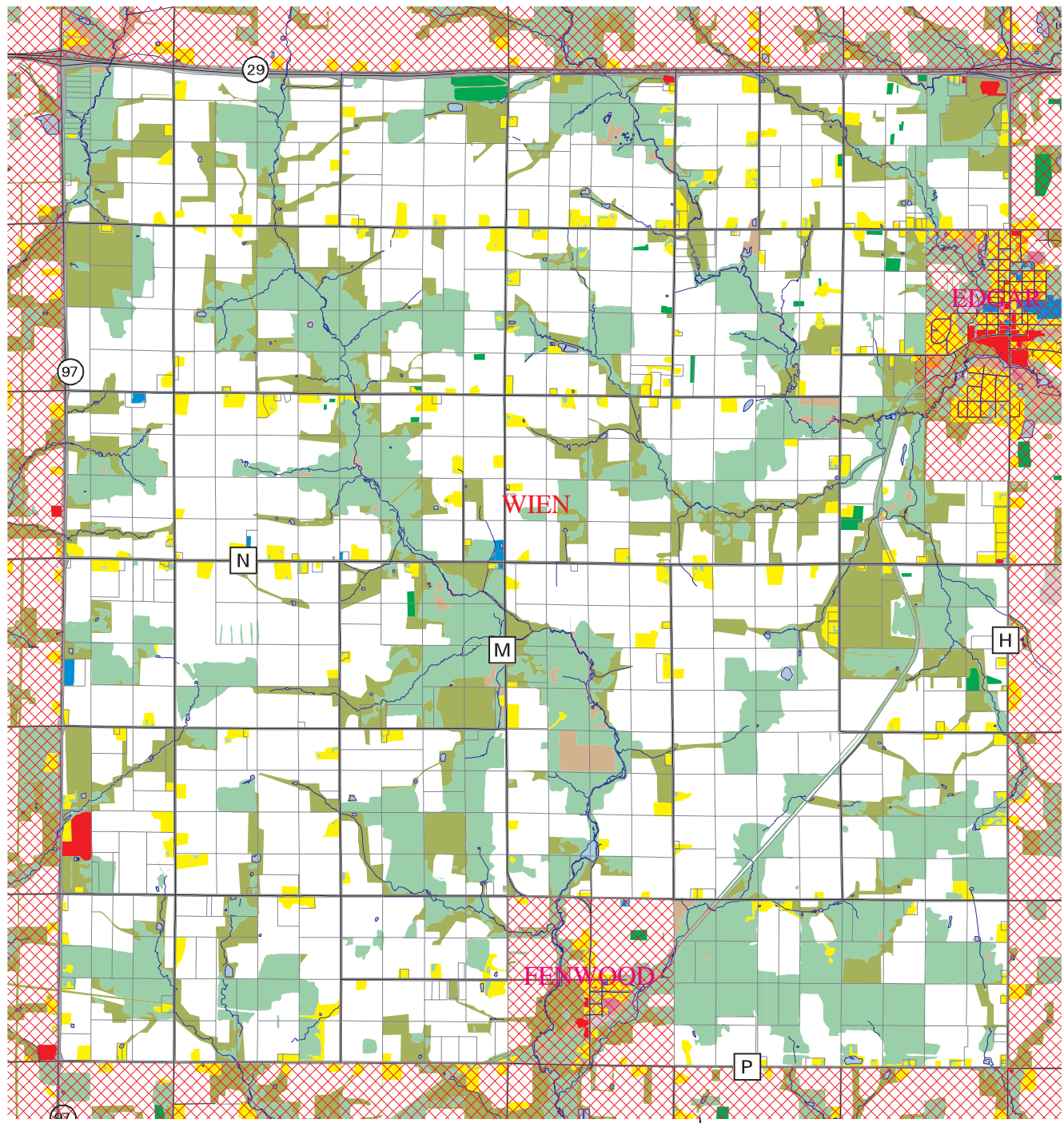
■ D - generally 12-20% slopes

■ E - generally greater than 15% slopes.

⊠ Indicates other Municipality

Map Developed by Marathon County CPZ & GIS 2005

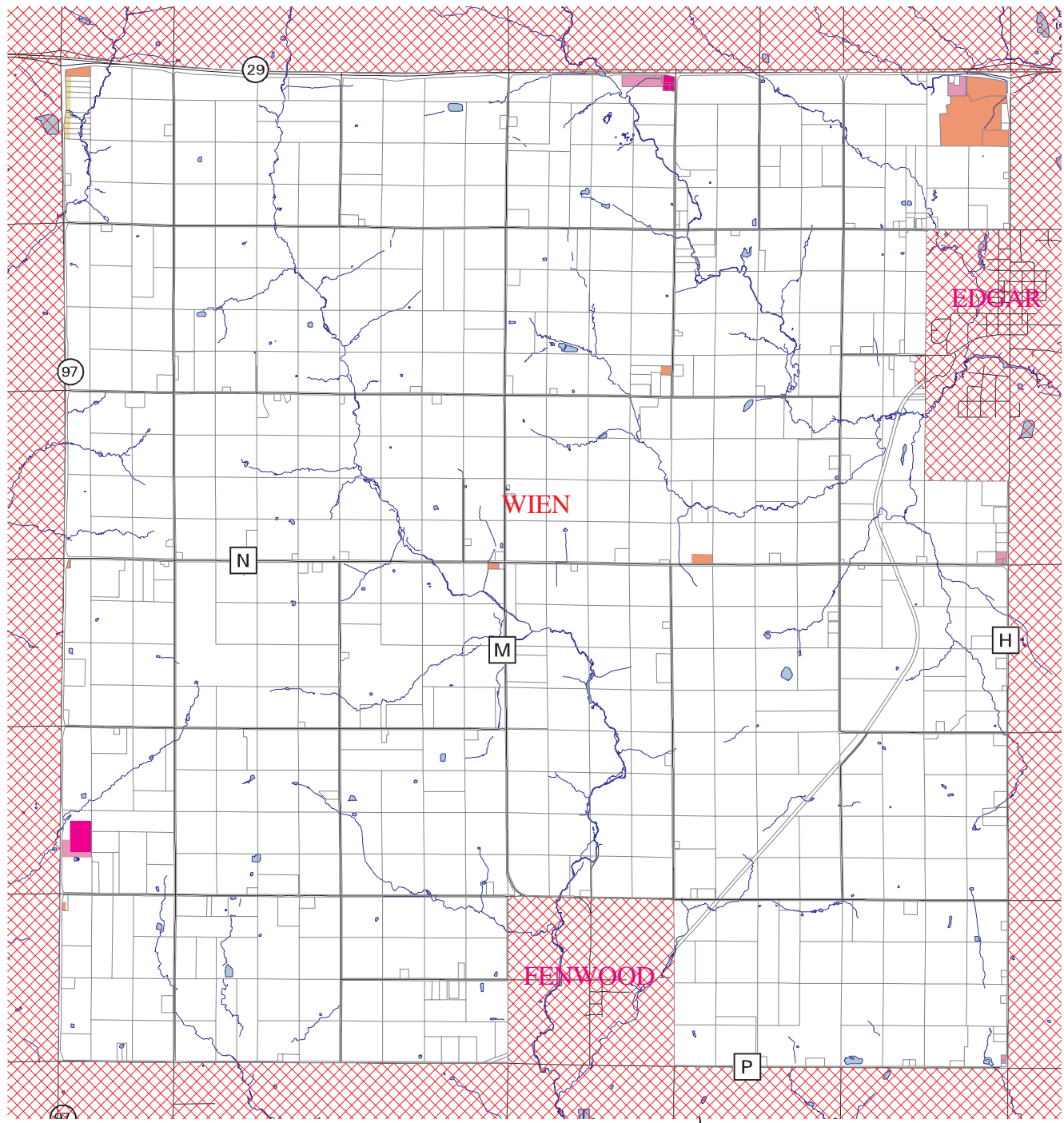
Figure 3-5  
Slopes  
WIEN



- |                           |                      |                     |            |                    |
|---------------------------|----------------------|---------------------|------------|--------------------|
| Single Family Residential | Industrial           | Specialty Crops     | Recreation | Transportation     |
| Multi-Family Residential  | Quarries/Gravel Pits | Other Agriculture   | Woodlands  | Vacant/Barren Land |
| Commercial Services       | Crop Land            | Public/Quasi-Public | Water      |                    |

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

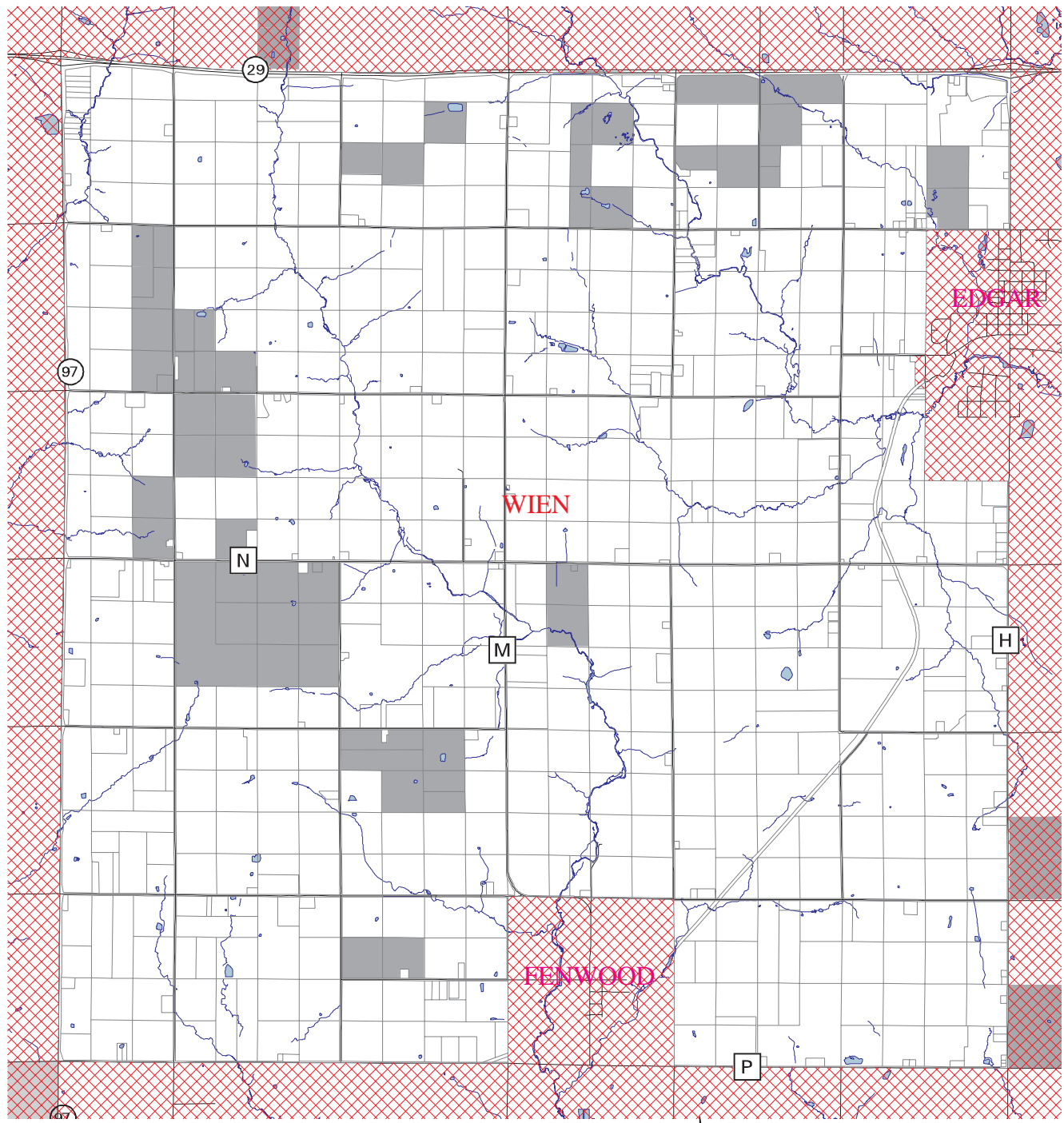
Figure 4-1  
 2000 Landuse/Landcover  
 WIEN



- |         |    |       |       |       |      |     |      |      |
|---------|----|-------|-------|-------|------|-----|------|------|
| RS-1/20 | RM | RC    | A-3   | A-4-M | AE   | C-1 | UV   | WP-C |
| RS-1/40 | RP | A-1/1 | A-3-M | AR    | AE/M | M-1 | WP-A |      |
| RS-2    | CV | A-2   | A-4   | AR/M  | HI   | M-2 | WP-B |      |

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 4-2  
 County Zoning  
 WIEN

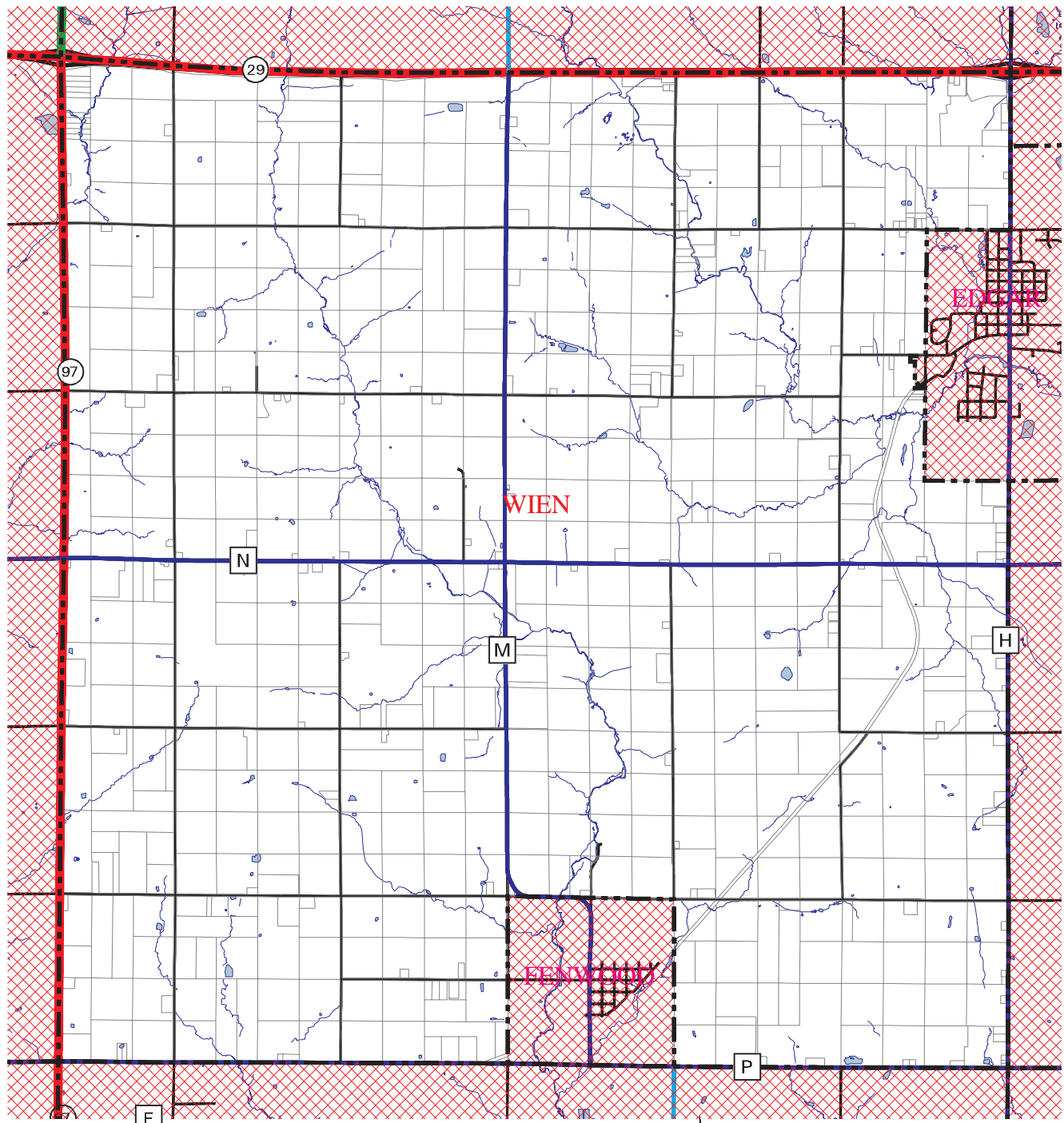


- Exclusive ag zoning
- Farmland pres contracts

 Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

## Exclusive Ag & Farmland Preservation WIEN

Figure 4-3

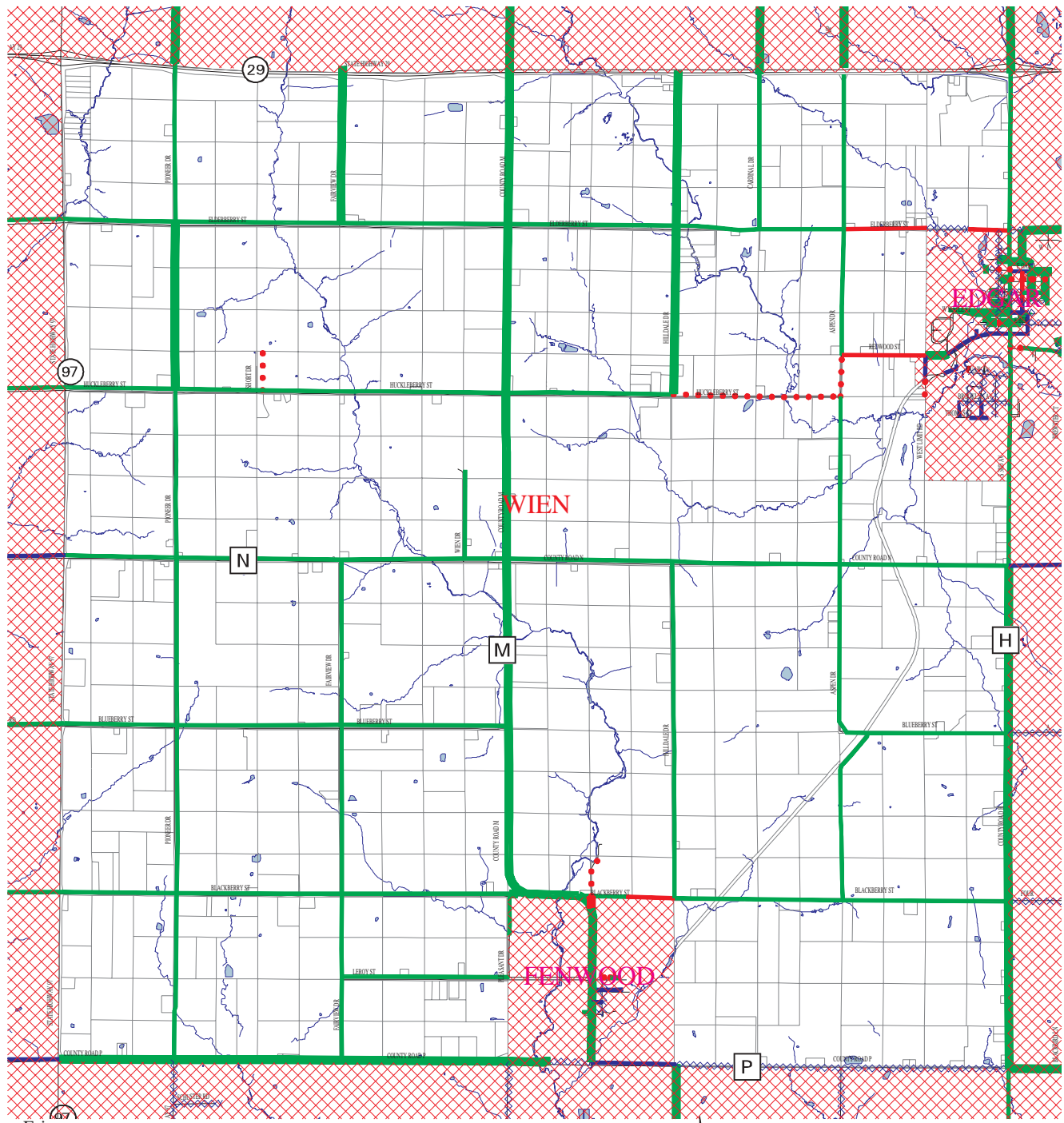


- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

- F County Highways
- 52 State Highways
- 51 US Highways
- 39 Interstate

X Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

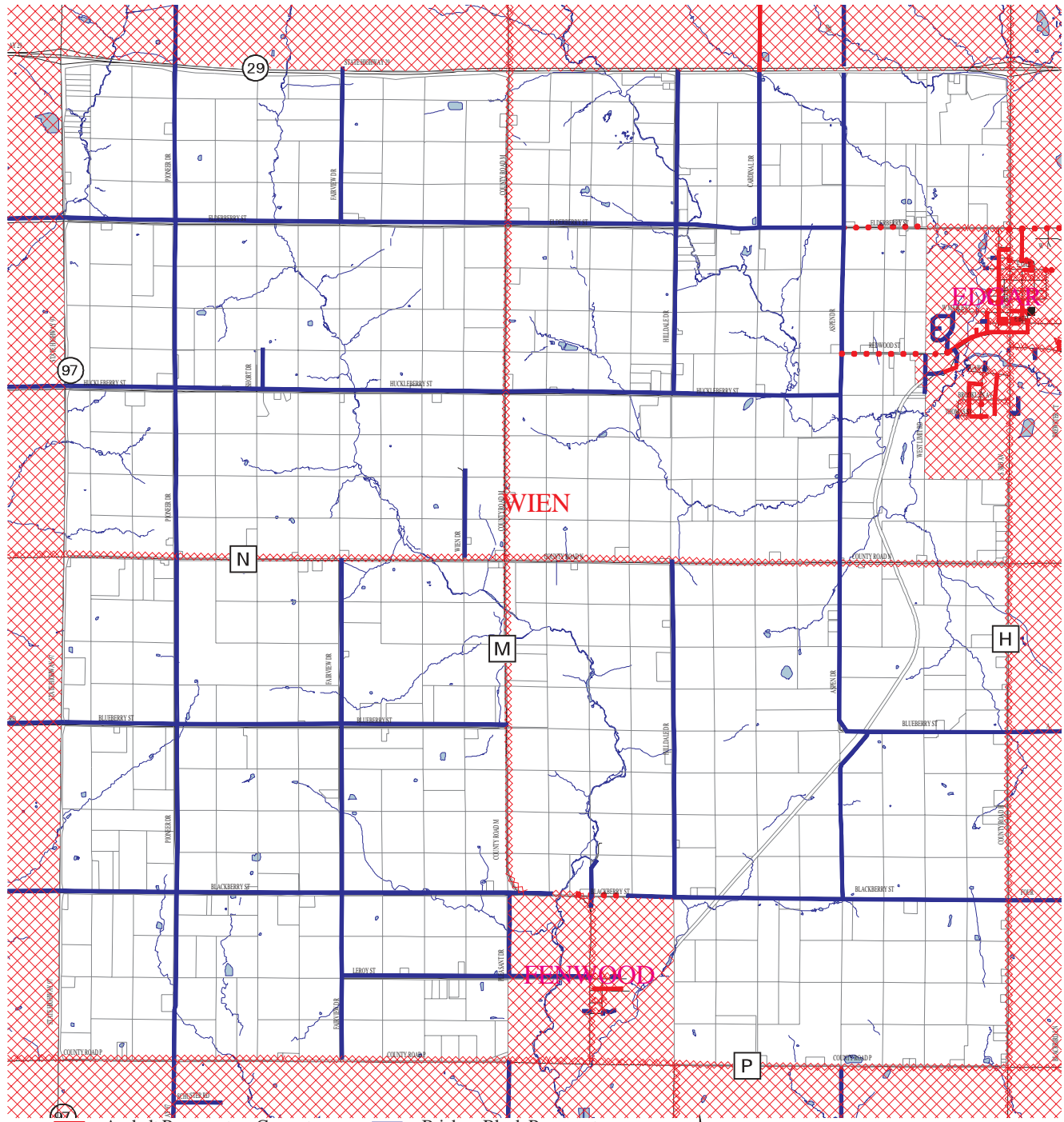
Figure 5-1  
**Functional Classification of Roads**  
**WIEN**



- No Data
- Failed
- - - Very Poor
- Poor
- Fair
- Good
- Very Good
- Excellent

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 5-2  
**Road Surface Rating**  
**WIEN**



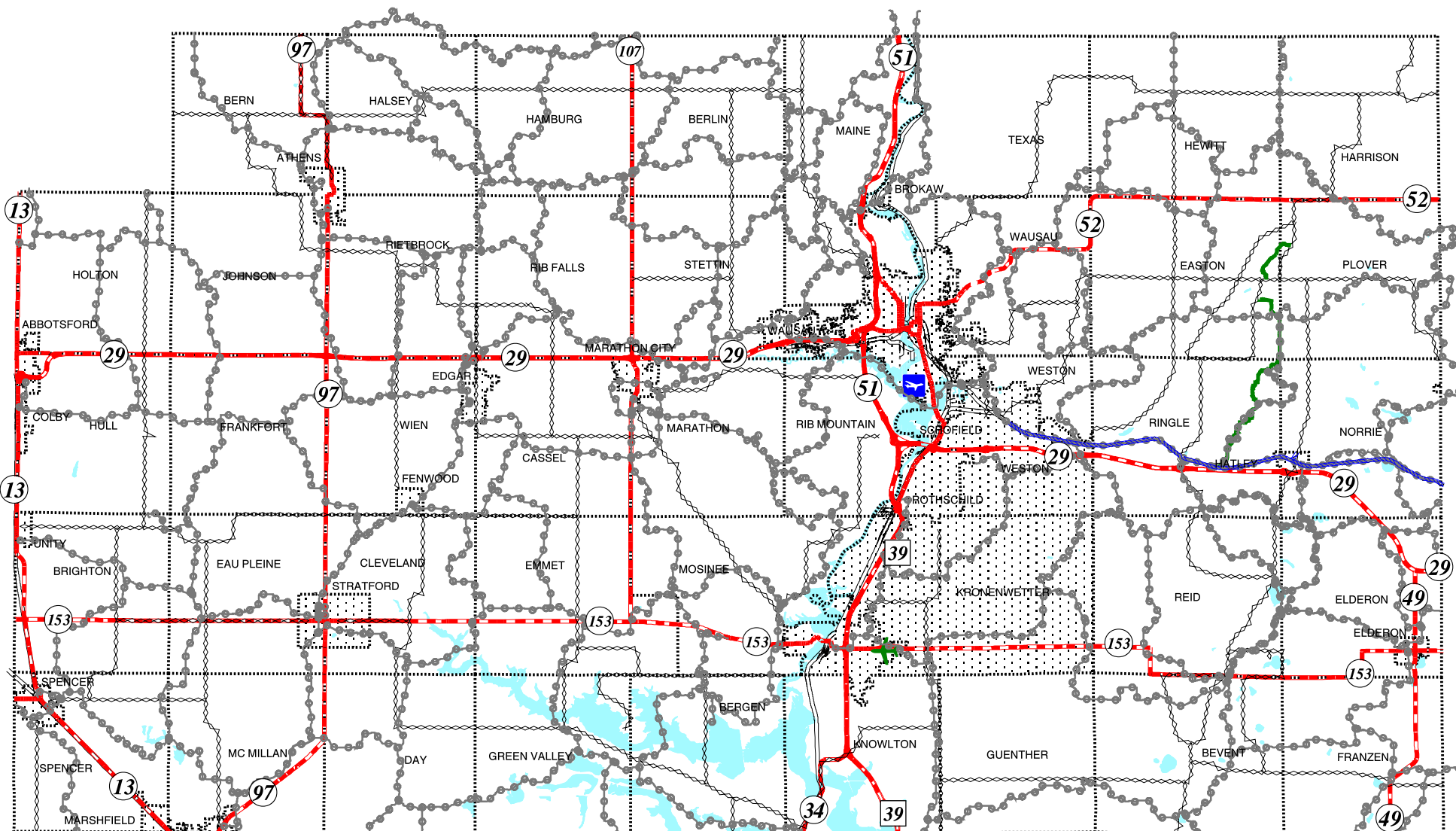
- No Data
- Concrete Pavement
- <1" Wearing Surface
- Asphalt Pavement
- Asphalt Pavement on Concrete
- Asphalt Pavement with Base >7"
- Asphalt Pavement With Base <7"
- Unimproved Road
- Brick or Block Pavement

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 5-3  
 Road Surface Types  
 WIEN

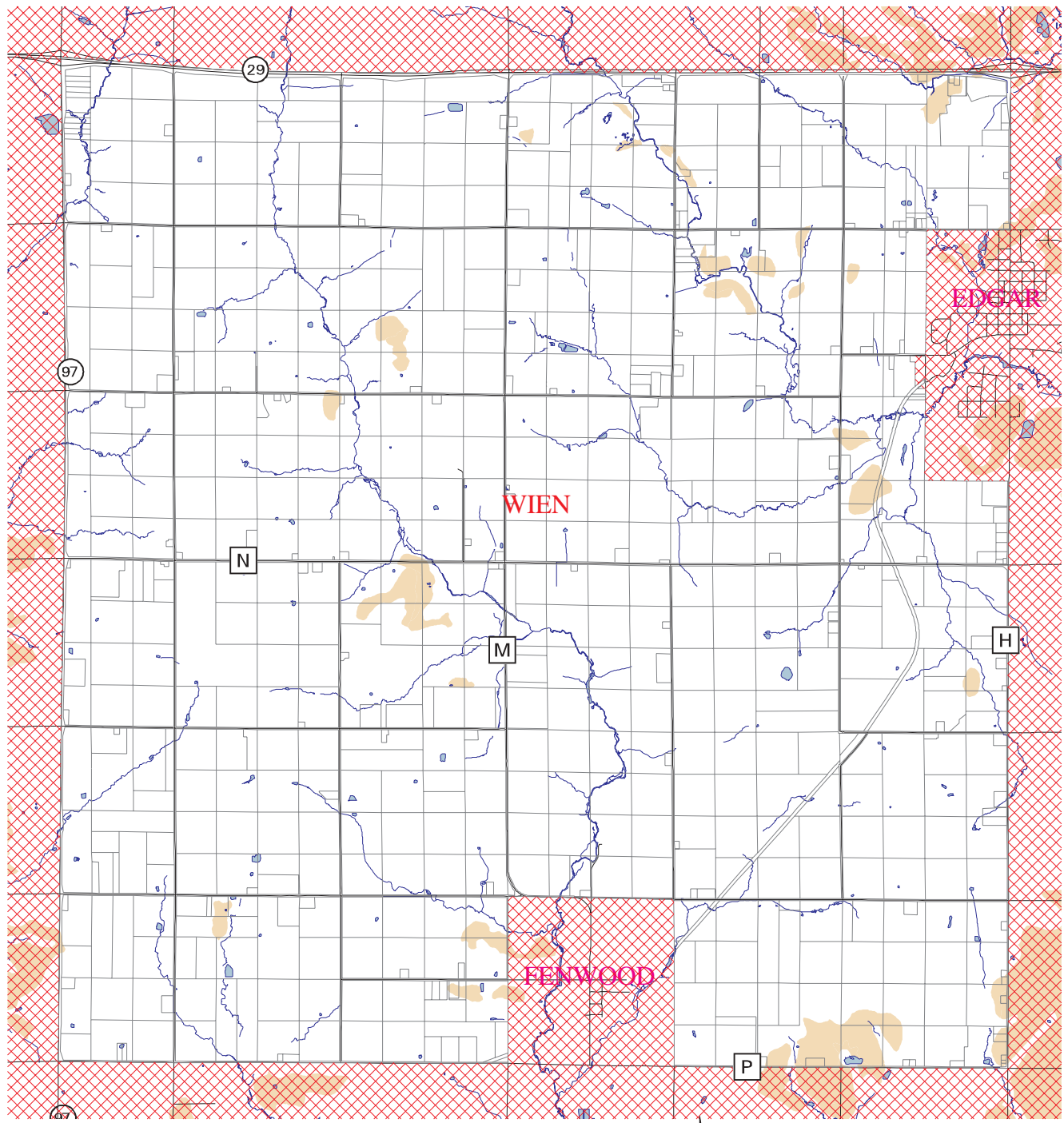


# MARATHON COUNTY REGIONAL TRAILS & TRANSPORTATION



- Mountain Bay Trail
- 2001 Snowmobile Trails
- Ice Age Trail
- Suggested Bike Routes
- Wausau City Airport
- Central Wisconsin Airport (Mosinee)
- State & Us Highways
- Railroads (Active)
- Municipal Boundary
- Water Features
- Incorporated Municipality

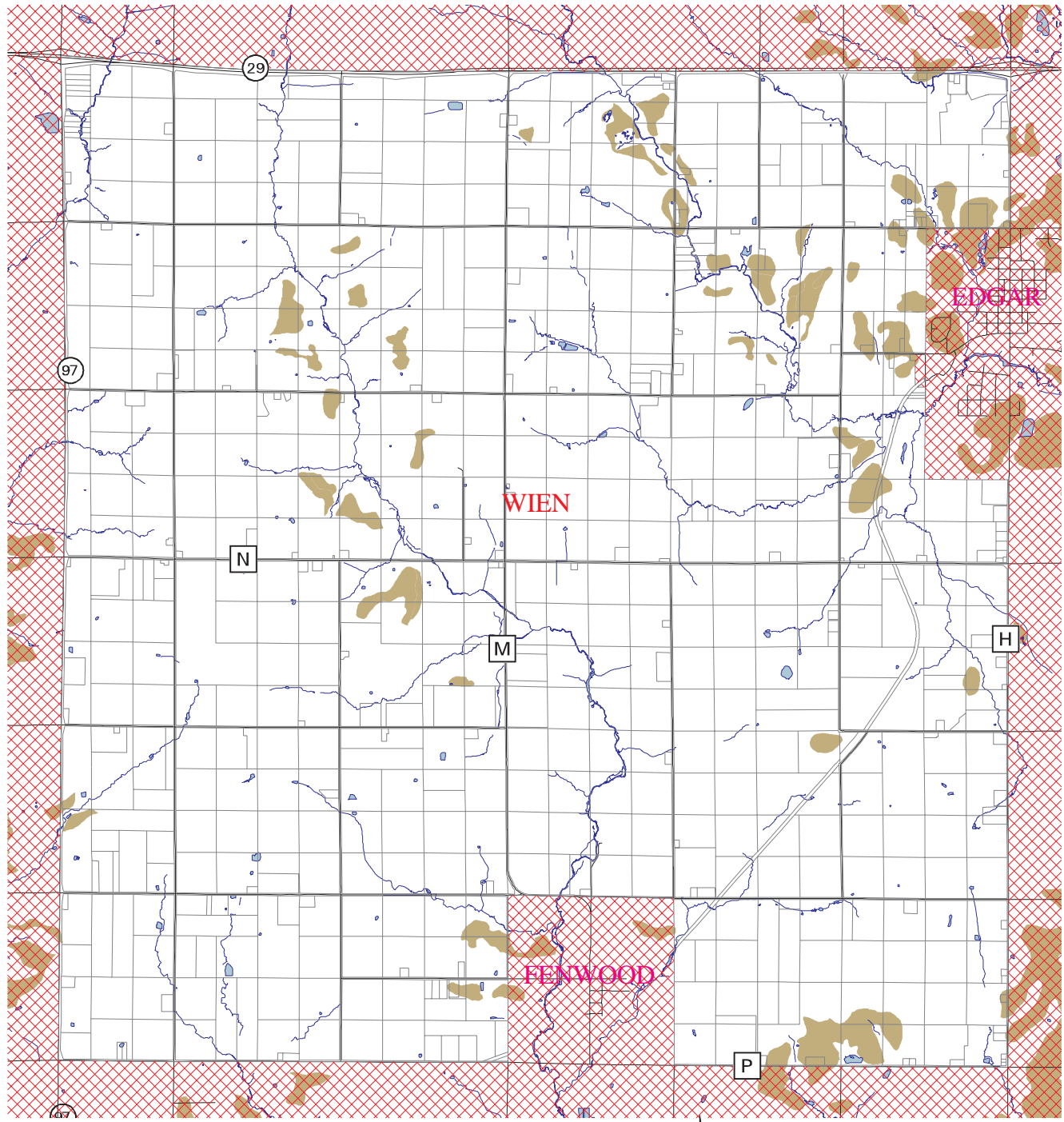
Figure 5-4



- 0 - 20" (Quarries)
- 20 - 40 "
- 40-60"
- >60"

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 6-1  
**Depth To Bedrock**  
**WIEN**



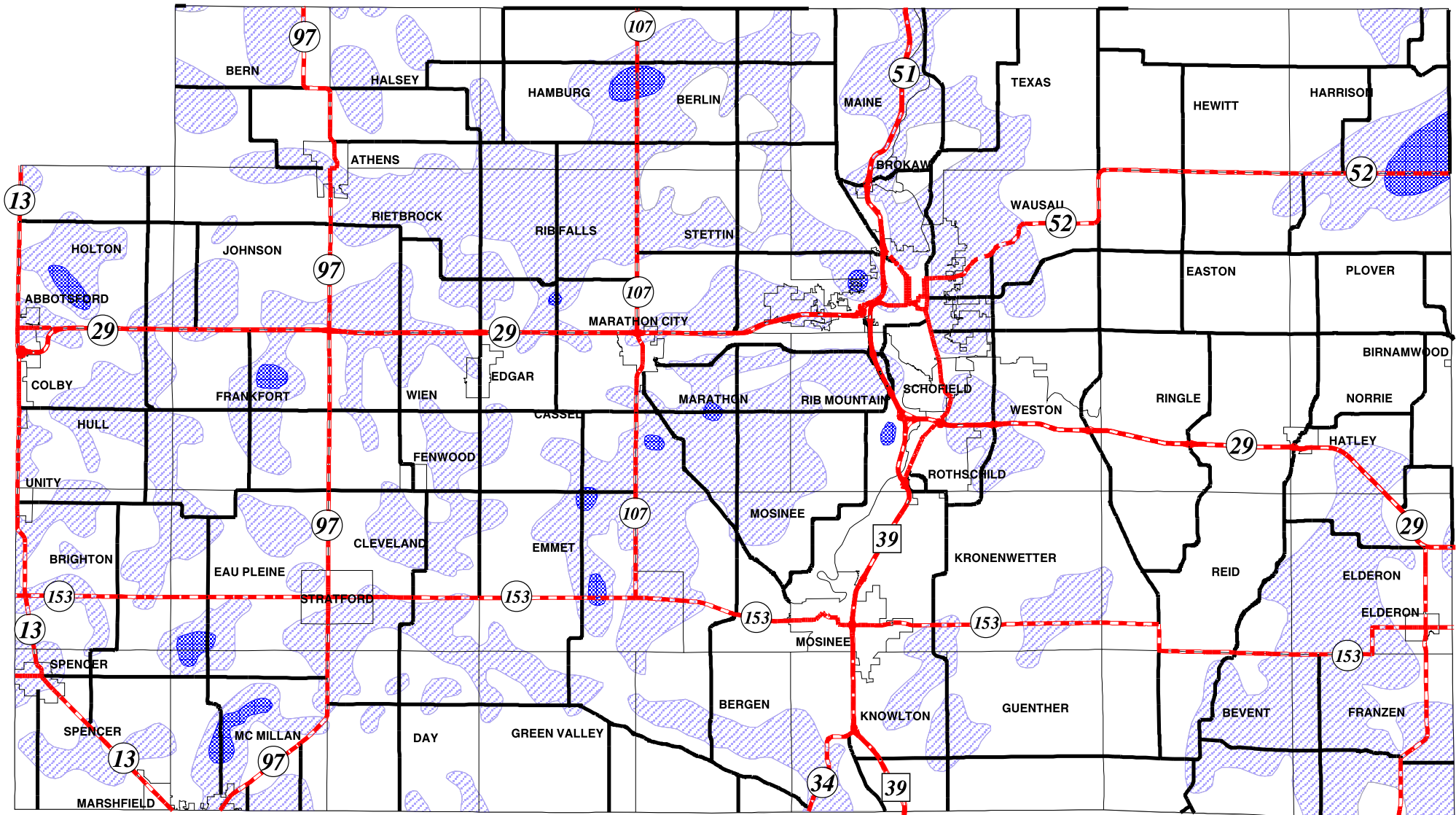
■ Soils suitable for septic systems w/soil absorption component

▨ Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Suitable Soils-Septic Tank Absorption  
 WIEN

Figure 6-2

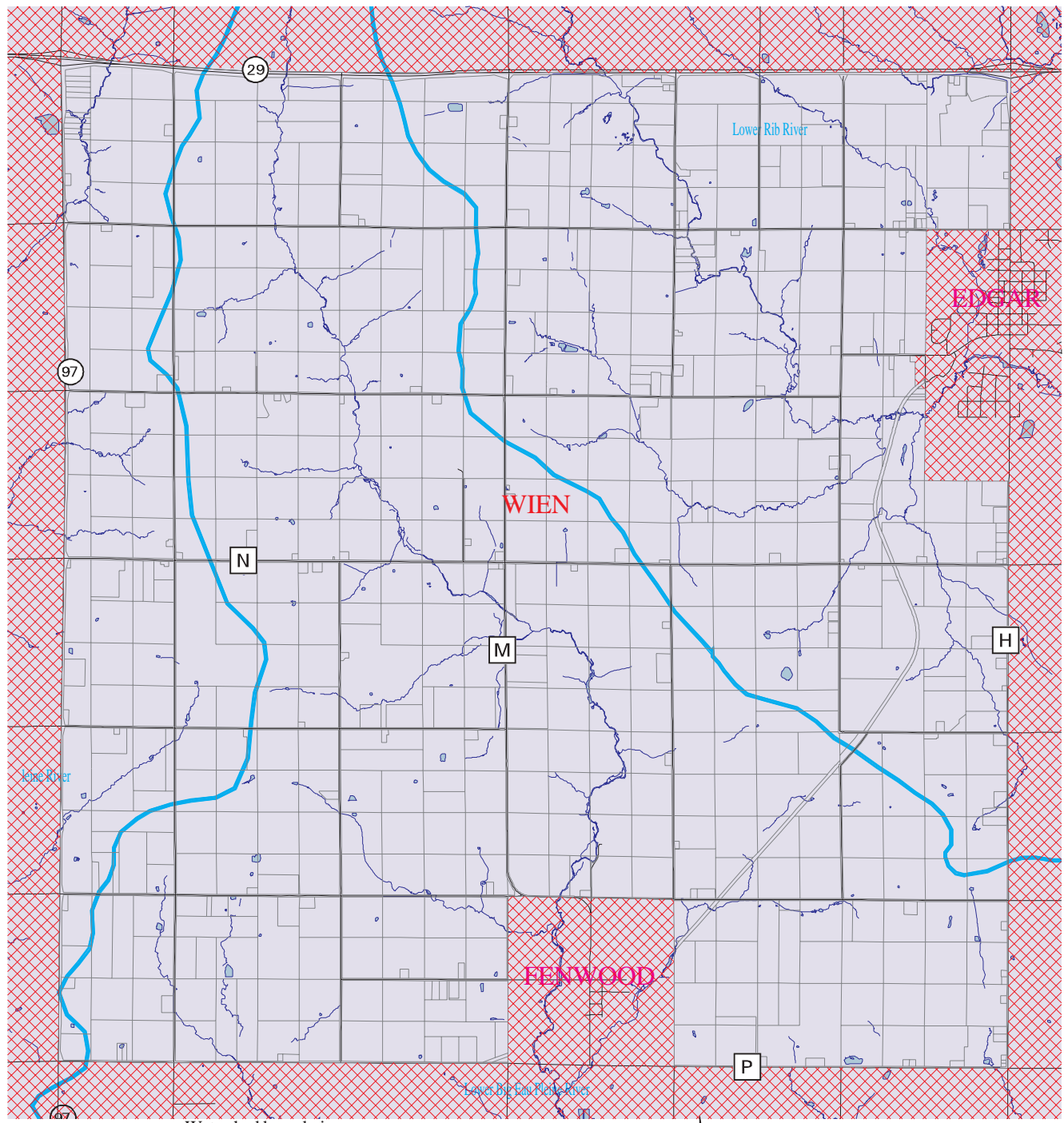
# MARATHON COUNTY DEPTH TO GROUND WATER



- State & Us Highways
- County Roads
- Municipal Boundary
- Ground Water Depth**
- 0-20 feet
- 20-50 feet
- >50 feet



Source: "Irrigable Lands Inventory --- phase 1  
Groundwater and Related Information", I.D. Lippett  
and R.G. Hennings, MP -81-1, WGNHS 1981.



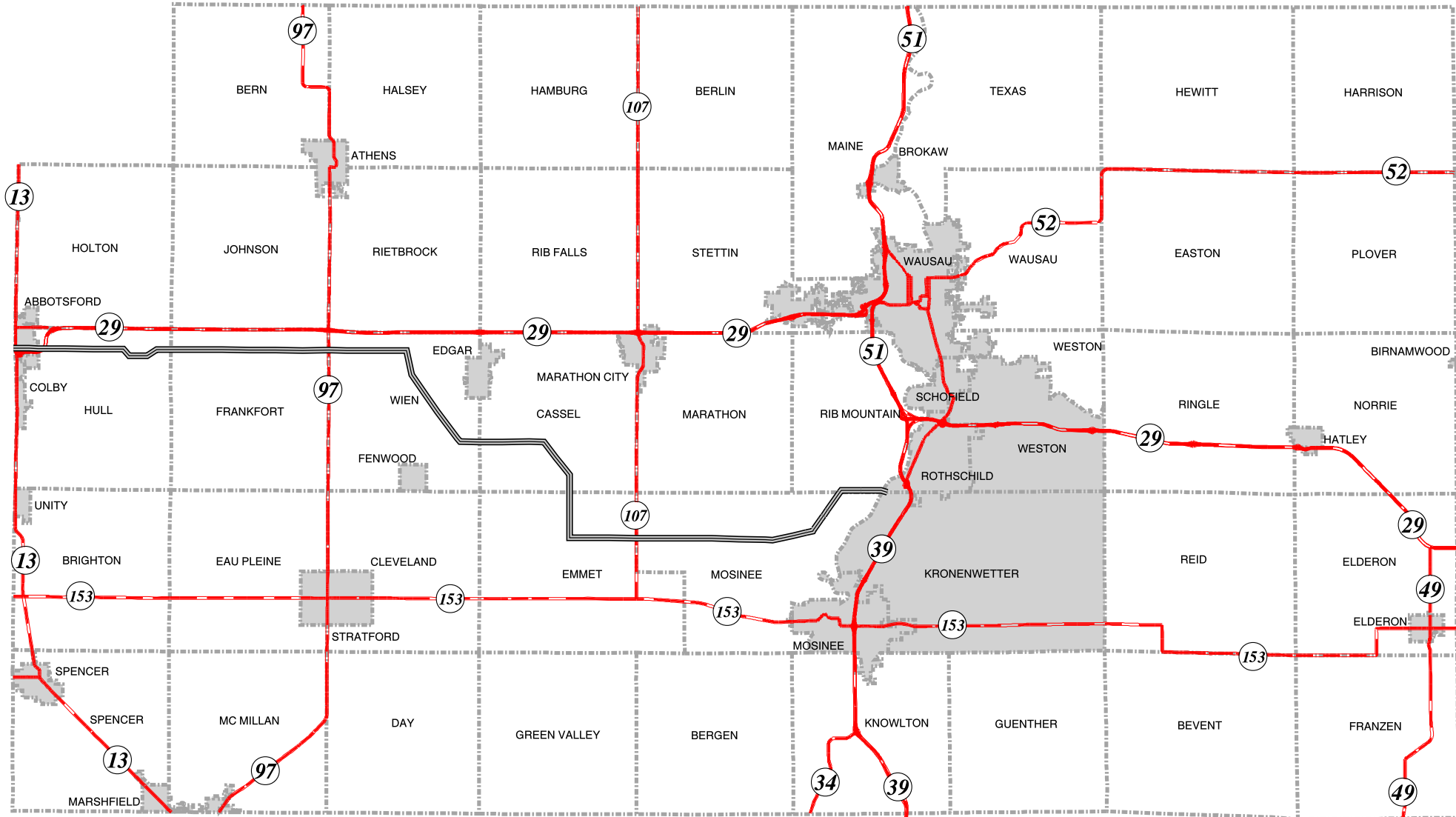
Priority Watersheds as identified in the Marathon County Land & Water Resource Management Plan

Watershed boundaries

Indicates other Municipality  
Map Developed by Marathon County CPZ & GIS 2005

Figure 6-4  
Major Watersheds  
WIEN

# MARATHON COUNTY PROPOSED WESTON - ARROWHEAD LINE




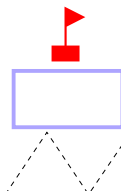
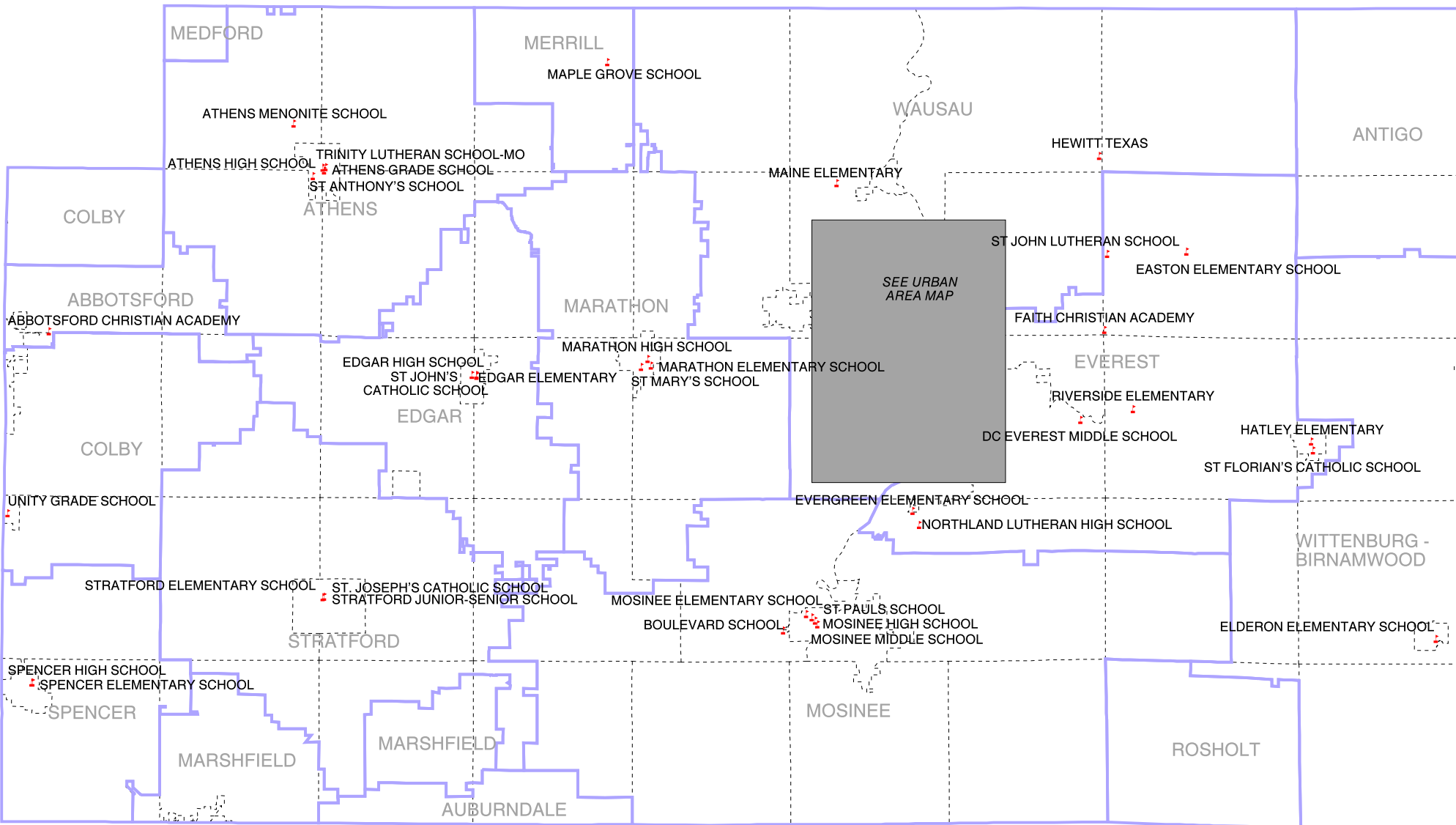
 Proposed Power Line  
State & Us Highways  
Municipal Boundary  
Incorporated Municipality

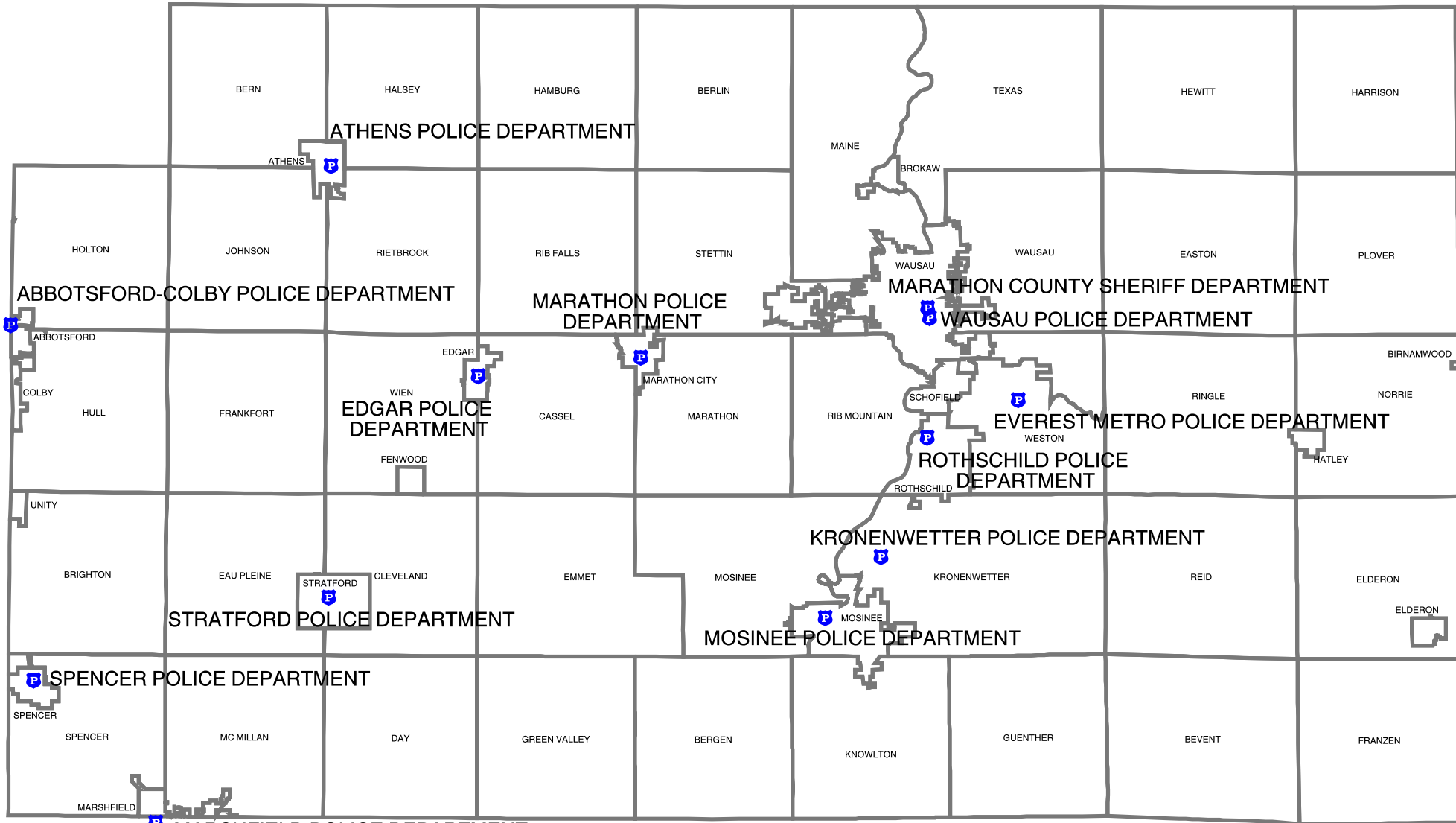
Figure 6-5

# MARATHON COUNTY SCHOOL DISTRICTS AND SCHOOLS RURAL AREA MAP



**School Locations**  
**School District Boundary**  
**Municipal Boundary**

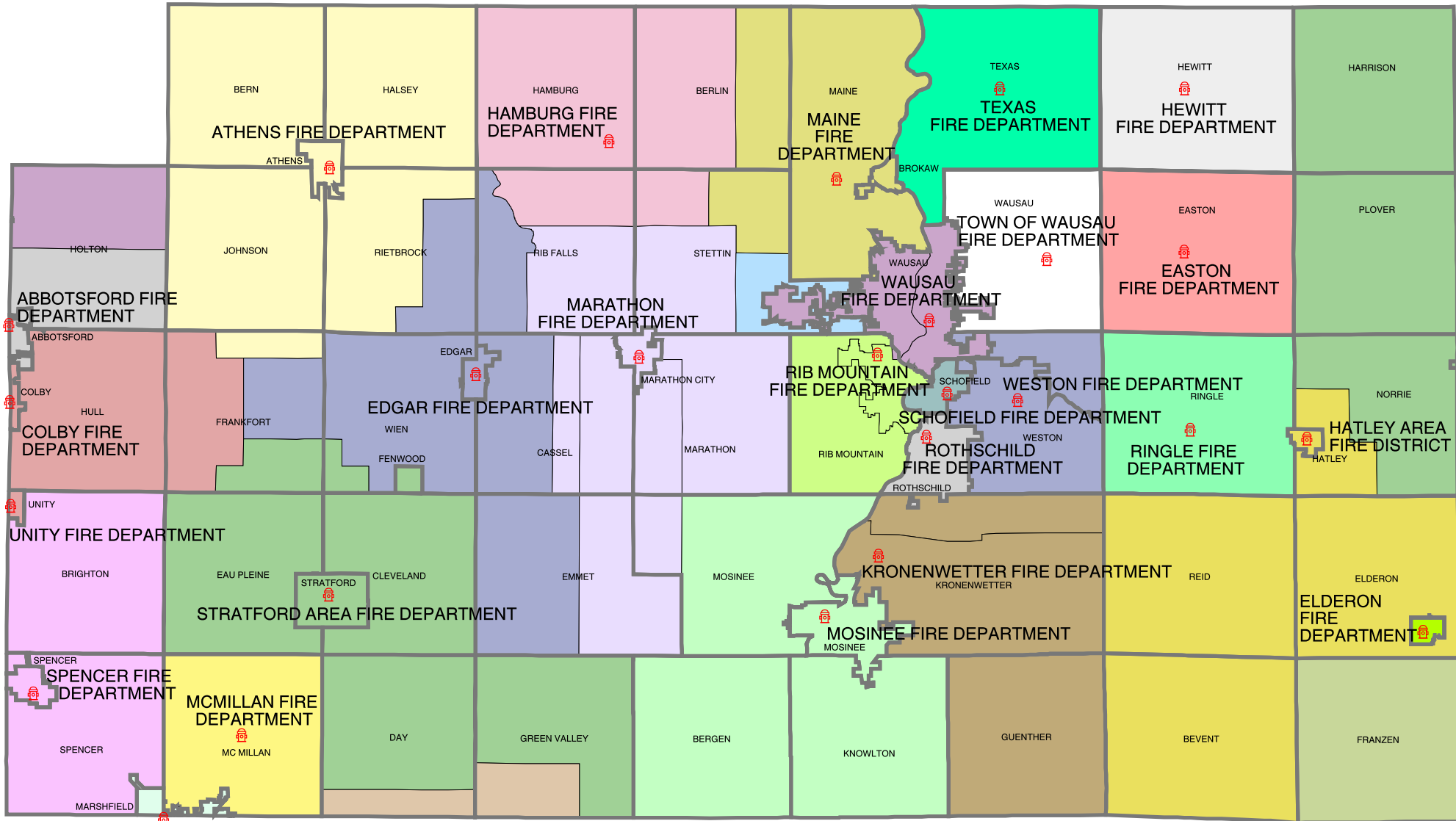
# MARATHON COUNTY LAW ENFORCEMENT





 Police Department  
 Municipal Boundary



# FIRE DEPARTMENTS & SERVICE AREAS



 Fire Department  
 Municipal Boundary

Fire Service Districts

	ABBOTSFORD		MARATHON
	ATHENS		MARSHFIELD
	AUBURNDALE		MOSINEE
	BIRNAMWOOD		MOSINEE
	COLBY		RIB MOUNTAIN
	DORCHESTER		RINGLE
	EASTON		ROTHSCHILD
	ELDERON		SCHOFIELD
	FAMILY		SPENCER
	HAMBURG		STRATFORD
	HEWITT		WASAU
	KRONENWETTER		WASAU (town)
	MAINE		WESTON
	MAINE/RIB MTN		WITTENBERG

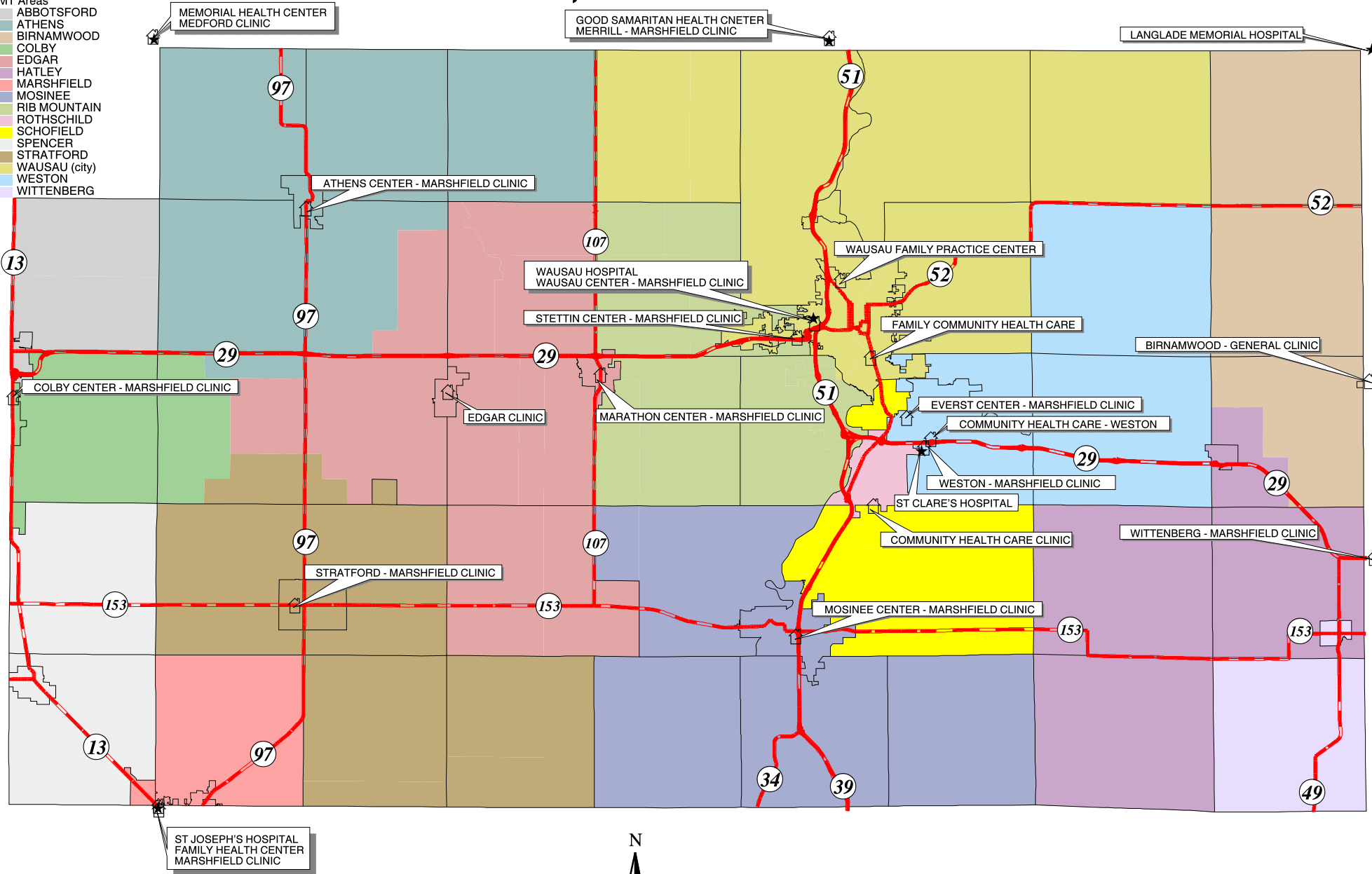


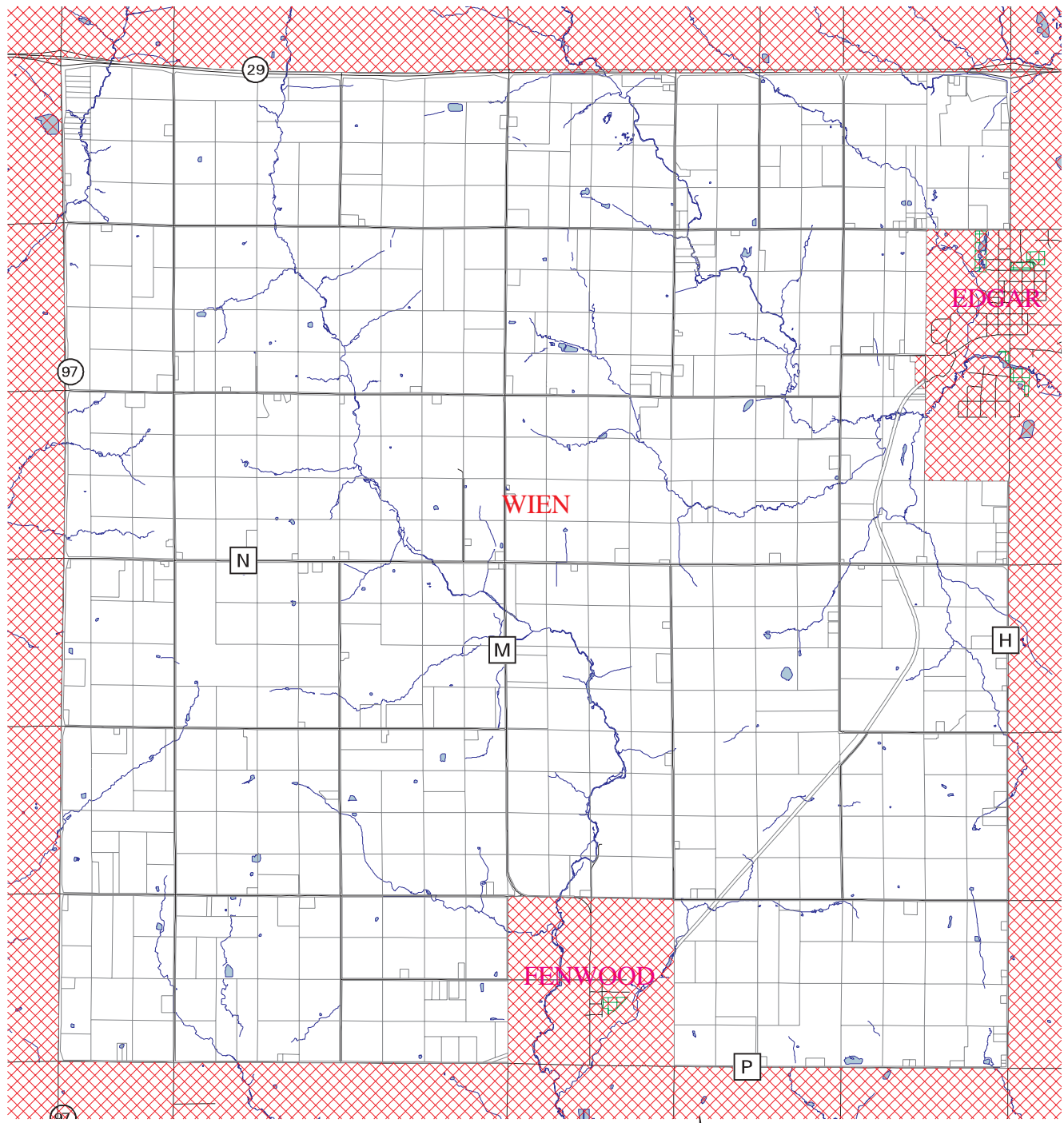
Map Developed by Marathon County CPZ & GIS 2005





Figure 9-3

# MARATHON COUNTY AREA HOSPITALS, CLINICS & EMS ZONES

- Healthcare Facilities
- CLINIC
  - HOSPITAL
  - State & US Highways
  - Municipal Boundary
- EMT Areas
- ABBOTSFORD
  - ATHENS
  - BIRNAMWOOD
  - COLBY
  - EDGAR
  - HATLEY
  - MARSHFIELD
  - MOSINEE
  - RIB MOUNTAIN
  - ROTHSCHILD
  - SCHOFIELD
  - SPENCER
  - STRATFORD
  - WAUSAU (city)
  - WESTON
  - WITTENBERG





-  Municipal Parks
-  State Parks
-  County Forest Units
-  County Parks

 Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 10-1  
**Recreation Facilities**  
 WIEN

**Town of Wien**

# **Comprehensive Plan**

***Goals, Objectives, Policies & Implementation***

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- B. Marathon County Guiding Principles
- C. Ordinances and Resolutions for Adoption
- D. Public Participation Plan
- E. Bibliography of Related Studies and Plans
- F. Road Paving Criteria

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- Figure 3-2: Existing Zoning
- Figure 3-3: Development Constraints
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- Figure 4-2: WISLR Ratings
- Figure 4-3: WISLR Road Surface Type

## List of Acronyms

**303 (d) list**—waters designated as “impaired” under section 303 (d) of the U.S. Clean Water Act.

**AADT**—Annual Average Daily Traffic

**AHI**—Architecture & History Inventory (a database of the Wisconsin Historical Society).

**BMPs**—Best Management Practices

**CCR&R**—Child Care Resource and Referral Network

**CDBG**—Community Development Block Grant

**CES**—Cropland Evaluation System (Marathon County)

**CIP**—Capital Improvement Program

**Comm 83**—Chapter 83 of the Wisconsin Administrative Code under the Department of Commerce, setting standards for regulation of private sewage systems.

**CRP**—Conservation Reserve Program

**CTH**—County Trunk Highway

**CWA**—Central Wisconsin Airport

**DWD**—Department of Workforce Development

**EMS**—Emergency Medical Services

**EMT**—Emergency Medical Technician

**ERW**—Exceptional Resource Waters, a designation by the Wisconsin Department of Natural Resources.

**FEMA**—Federal Emergency Management Agency

**FIRM**—Flood Insurance Rate Maps

**HOME**—Home Investment Partnerships Program

**HUD**—U.S. Department of Housing and Urban Development

**LHOG**—Local Housing Organization Grant

**LRTP**—Long Range Transportation Plan (Prepared by the Wausau Metro Planning Organization for the Metro area).

**LWRMP**—Land and Water Resource Management Plan (Marathon County)

**MPO**—Wausau Area Metropolitan Planning Organization

**NCHC**—North Central Health Care

**NCWRPC**—North Central Wisconsin Regional Planning Commission

**NRHP**—National Register of Historic Places

**NTC**—Northcentral Technical College

**ORW**—Outstanding Resource Waters, a designation under the U.S. Clean Water Act.

## Town of Wien

---

**PASER**—Pavement Surface Evaluation Rating

**PMP**—Pavement Management Plan

**SHPO**—State Historic Preservation Office

**STF Data**—Summary Tape File, referring to data files of the 2000 U.S. Census.

**STH**—State Trunk Highway

**TDP**—Transit Development Plan (Wausau Area Transit System)

**TIP**—Transportation Improvement Program (Marathon County)

**USDA**—United States Department of Agriculture

**USH**—U.S. Highway

**UW-MC**—University of Wisconsin—Marathon County

**WATS**—Wausau Area Transit System

**WDA**—Wisconsin Department of Agriculture

**WDNR**—Wisconsin Department of Natural Resources

**WDOA**—Wisconsin Department of Administration

**WDOT**—Wisconsin Department of Transportation

**WHEDA**—Wisconsin Housing and Economic Development Authority

**WISLR**—Wisconsin Information System for Local Roads

**WPD**—Wetland Protection District

**WPS**—Wisconsin Public Service Corporation

# 1. Introduction

This document represents the core of the Wien Comprehensive Plan. It outlines the community’s goals and objectives to address the issues and opportunities identified in the *Conditions and Issues Report* and guide future growth. Goals and objectives have been developed relative to each of the required plan elements. For each of the goals and objectives, specific policies, strategies and/or actions are recommended to enable the community to achieve them. The Implementation Element at the end of this document compiles and prioritizes all the recommended action steps and identifies who is responsible for implementation.

Coordinating planning efforts with other jurisdictions was integral to the local comprehensive planning process. By working in sub-area groups, participating in county-wide planning workshops, and directly communicating with neighboring communities, all participating local municipalities have taken steps to foster intergovernmental cooperation and land use coordination. To achieve a level of broad consistency, all participating municipalities worked together to identify common likes, dislikes and concerns impacting their respective sub-areas. These were distilled into ten countywide guiding principles that describe a broad, shared vision of the future of Marathon County.

Local plans must also address the State’s fourteen planning goals outlined in Wisconsin Statutes 66.1001, to the extent applicable. The sub-area concerns are summarized below and the State planning goals and countywide guiding principles are summarized in Appendix A and B, respectively.

## Sub-Area Concerns

Following is a list of concerns shared by the four rural planning sub-areas outside of the Wausau metropolitan area. These were developed through a Strengths, Weaknesses, Opportunities, and Threats (SWOT) exercise to identify aspects of the sub-areas that participants liked, disliked, or had concerns about. Because many of the concerns were shared by all the rural sub-areas, they were consolidated into one list as follows:

### General Concerns:

#### ***Local Development Control***

- Maintain local control of development regulation
- Private property rights

#### ***Degree of Regulation***

- Prefer minimal development regulation, but open to some regulation to protect prime farmland, rural character, natural resources and water quality
- Managed development preferred

### Land Use and Development:

#### ***Preserve Rural Character***

- Rural settings (small farms dotting landscape)
- Low population density (1, 2 and 5 acre lots)
- Ample open space, woodlands, natural areas, etc.
- Small town living – familiar, friendly, safe
- Concentrate commercial and industrial development in cities or villages



***Farm/Non-farm Conflicts***

- Increased demand (from new residents) for higher level of service, paved roads, etc.
- Traffic conflicts between passenger vehicles and farm equipment
- Road paving and dust control – Costs? Benefits?
- Road damage from heavy farm equipment
- Increased complaints about farm smells, dust, noise

***Urban Fringe Development***

- Annexation - lack of control over where, when and what might develop
- Some support for cooperative boundary agreements to manage growth at urban edge
- Planned development preferred - but wary of over regulation

***Identity and Appearance***

- Lack of design/aesthetics control for commercial and industrial development (buildings, landscaping, signs)
- Cluttered appearance of major road corridors (signs, power lines, no landscaping)
- Improve housing maintenance in some neighborhoods
- Land use conflicts – i.e. old industrial adjacent to residential

**Preservation and Protection of Resources:**

***Preserve/Protect Natural Resources***

- Preserve woodlands (highest ratings in survey responses), wetlands, rivers
- Protect/maintain natural character and scenic quality
- Maintain access to natural areas

**Fiscal/Economic:**

***Strong and Diverse Tax Base***

- Loss of land, jobs and population due to annexation
- Loss of taxable land due to public purchase (e.g. County Forests)
- Redevelop under-utilized land, particularly along Wisconsin River
- Maintain/foster diverse mix of land uses
- Competition for industrial development – particularly between urban and fringe areas

***Farmland Preservation (primarily economic issue)***

- Loss of small/family farms to development or larger farms
- Mega farms [also concerns about environmental impacts]
- Decreasing number of active farms
- Conversion of farms to non-farm development
- Land value inflation (high taxes)

**Infrastructure:**

***Traffic and Transportation System***

- Too many driveway openings on busy road corridors
- Lack of future street planning
- Limited river crossings
- New interchange locations and loss of highway access
- Highway frontage roads – access limitations

***Protect Water Supply***

- Depletion or degradation due to high volume users (mega farms, new high school, industry)
- Limited access to water for wells in some areas (bedrock, etc.)

***Sewer and Septic System Availability***

- Poor soil drainage limits suitability for on-site waste treatment systems in some areas
- “Comm83” opens more areas for on-site treatment systems
- Interest in looking at alternatives to centralized wastewater treatment

***Cost Efficient Community Services***

- Shared services generally good – fragmentation an issue in some areas
- Maintain and improve services w/o increasing taxes
- How/who will pay for increased services
- Lack of transit access in rural and fringe areas

**20-Year Community Vision Statement**

The Town of Wien will protect the rural character and natural resources of the town while recognizing the economic needs and ownership rights of property owners.

**Goals, Objectives, Policies, Strategies & Actions**

This document describes a variety of goals, objectives, policies, strategies and actions the Town has identified to help it respond to issues and opportunities identified in the *Issues and Conditions* report. Definitions are provided below to clarify the purpose and intent of each category.

**Definitions:**

- **Goal:** A goal is a statement that describes a desired future condition. The statement is broad in scope and describes general concepts or things the community hopes to accomplish.
- **Objective:** An objective is a statement that describes a specific course of action to achieve a goal or address an issue.
- **Policy:** A policy is a general course of action or rule of conduct to be followed to achieve community goals and objectives.
- **Strategies:** As the name implies, strategies are strategic approaches that may involve a series of individual actions to achieve a specific goal or objective.
- **Actions:** An action describes a specific effort that will be undertaken to achieve a specific goal or objective.

## 2. Natural Resources Element

### Goal 1: Maintain good groundwater quality.

- **Objective: To monitor existing aquifers for excessive depletion.**
- **Objective: To monitor the number, and type of groundwater users.**
- **Objective: To limit uncontrolled runoff and other contamination issues that may affect groundwater, especially around the area of the closed Cleveland landfill.**

### Policies

- The Town will enact appropriate measures to ensure good groundwater quality.

### Strategies and Actions

- Evaluate water quality levels on a periodic basis.
- Report instances of possible groundwater contamination to the WDNR.
- Obtain educational materials from the Wisconsin Bureau of Drinking Water and Groundwater for local distribution.
- Enhance monitoring efforts in areas thought to contain possible contamination hazards.

### Goal 2: Preserve forestland.

- **Objective: Explore public ownership of forestland.**
- **Objective: Encourage private participation in programs, such as the Managed Forest Law, to preserve forests.**

### Policies

- The Town will inform property owners of state and local programs that preserve forestlands.

### Strategies and Actions

- Send owners of private forestland information on preservation programs.
- Perform feasibility analysis to determine the maximum amount of forestland the Town could publicly own (if any).
- Encourage developers to maintain as much forestland as possible in new developments. Promoting conservation subdivisions or other preservation techniques.

### Goal 3: Work with WDNR to enforce current environmental regulations.

- **Objective: To identify sites within the Town that may be environmentally contaminated and encourage proper enforcement of regulations (especially the recycling center).**

## **Policies**

- The Town will encourage conformance with environmental regulations.

## **Strategies and Actions**

- Communicate the desire for increased enforcement to the WDNR.
- Report instances of possible regulation infraction to the WDNR.
- Obtain a main contact person from each agency the Town communicates with at the County, and WDNR.

### 3. Land Use Element

#### Goal 1: Discourage large residential developments.

- **Objective: Develop subdivision guidelines including recommendations on density and preservation of open spaces.**
- **Objective: Explore adoption of a subdivision ordinance.**

#### Policies

- The Town will maintain current residential density levels.

#### Strategies and Actions

- Establish a residential development committee to explore developing a subdivision ordinance and limiting residential density.
- Collect subdivision ordinances from other communities and review for possible local application.
- Conduct local review sessions to allow for public comment on preferred density limits.
- Develop regulations that transfer the cost of infrastructure, such as roads, to the developer of the property.

#### Goal 2: Discourage the development of mega-farms.

- **Objective: To work with Marathon County to identify regulatory measures to influence the size of farm operations.**
- **Objective: Maintain communication with large farm operators to promote proper management.**

#### Policies

- The Town will oppose the development of large mega-farm operations within its jurisdiction.

#### Strategies and Actions

- Express concerns about large mega-farm operations to members of the County Board, local legislators, and other individuals in a formal letter or public meeting.
- Contact UW-Extension, Marathon County and other agencies to collect information on the impacts of mega-farms for local distribution.

#### Goal 3: Preserve prime agricultural land.

- **Objective: To discourage conversion of active farmland to rural residential lots.**
- **Objective: Explore programs, such as the Conservation Reserve Program, that seek to maintain prime soils and cropland.**

**Policies**

- The Town will support the preservation of active agricultural lands.

**Strategies and Actions**

- Contact local agencies, including UW-Extension, to acquire pamphlets and other informational materials on agricultural preservation tools.
- Explore working with Marathon County, or local communities to host a workshop on agricultural preservation.

**Future Land Use** – The Town of Wien Future Land Use map, shown in Figure 3-1 illustrates the anticipated future pattern of land uses. The map includes fourteen land use categories to guide where new residential and non-residential development should be encouraged to locate or where development should be discouraged. Descriptions of each land use category and the number of acres within each category are provided in Table 3-1. Figure 3-3 shows areas with development constraints due to environmental conditions such as wetlands and floodplains, or policy constraints such as restrictive zoning or other programs (i.e., Exclusive Agriculture, Forest Crop Law). Areas where existing development precludes additional development are also shown.

**Table 3-1: Future Land Use, 2005**

Land Cover Category	Description	Acres	% of Total Land Area
Single Family	One family structures, farm	801	4%

<b>Residential</b>	residences, mobile homes		
<b>Commercial Services</b>	Retail stores, taverns, restaurants, truck stops, gas stations, farm coops, farm implement dealerships, automobile dealerships, business offices, motels/hotels, offices, telephone/gas company	26	<1%
<b>Industrial</b>	Saw/paper/lumber mills, dairies, industrial parks, trucking operations, distribution centers, mining	0	-
<b>Mixed Development</b>	Land dedicated for commercial or residential use	1147	6%
<b>No Development</b>	Sensitive areas such as wetlands that are suitable for building	175	1%
<b>Cropland</b>	Tilled agriculture, prime farmland	10930	54%
<b>Other Agriculture</b>	Fallow, pasture and undetermined agriculture, power lines and towers, water towers, municipal wells	2106	10%
<b>Public/Quasi-Public</b>	Schools, churches, cemeteries, libraries, government buildings, National Guard, utility facilities.	45	<1%
<b>Park and Recreation</b>	Public and private parks, trails, ball fields, golf courses, playgrounds, camp grounds, shooting ranges, etc.	51	<1%
<b>Woodlands</b>	Privately-owned forested land, including nurseries, paper mill forests, etc.	4296	21%
<b>Transportation</b>	Airports, highways, road right-of-ways, railroads, logging roads	615	3%
<b>Barren Land</b>	Unused open land in wooded areas, along streams, along roadsides	31	<1%
<b>Total Land Area</b>		20223	100%

Source: Future Land Use map

As indicated in the table, a majority of the land is used for cropland (54%) or woodlands (21%). Single-family residential currently occupies only 4 percent of the total acreage within the town (801 acres).

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**Land Needs** – Projections of future population and employment growth in Wien are provided in the *Issues and Conditions* report. These were used to estimate the amount of land needed to accommodate future residential and non-residential development over the next 20 years. Acreage projections were based on assumptions about density of houses per acre and employees per acre.

It is estimated over the next 20 years, 107 acres will be needed to accommodate future residential development and 5 acres are needed for future non-residential development. Potential locations for these land uses are identified on the Future Land Use Map.

**Table 3-2: Acreage Projections, 2000-2030**

	Estimated Acreage Needed by Year						
	2000	2005	2010	2015	2020	2025	2030
<b>Agricultural</b>	16202	16184	16165	16146	16127	16108	16090
<b>Residential</b>	700	718	736	754	772	790	807
<b>Industrial</b>	1	1	1	1	1	1	1
<b>Commercial</b>	34	34	35	36	37	38	39

*Source: determined from NCWRPC and Marathon County projections*

**Consistency between Land Use and Zoning** – Land use and zoning designations are related, but not necessarily identical. Land use categories tend to be fairly general whereas zoning districts regulate specific land uses and development requirements. Because the land use categories are general it is common for more than one zoning district to correspond to each land use category. It is also possible that some zoning districts might be consistent with more than one land use designation.

Achieving consistency between land use and zoning is required by State Statutes. This generally occurs when a community is considering a proposed zoning change. The decision to approve a zoning change must be based on the adopted comprehensive plan,

and specifically, the future land use map. Generally, if the requested zoning is consistent with the land use designation on the property it should be approved, unless unique circumstances indicated the rezoning would negatively impact surrounding properties or the community. If a rezoning request is not consistent with the land use designation, the community should consider denying the rezoning request.

In situations where a rezoning request is not consistent with the land use designation - but the community believes the requested zoning is appropriate in the specific location and would benefit the community - the zoning change can be approved, however, the land use map should be amended accordingly to establish land use and zoning consistency. The process for amending the land use map is discussed in greater detail in the Implementation Element.

## 4. Transportation Element

### Goal 1: Maintain current roadway system.

- **Objective: To develop a plan to handle the effect of large farm equipment on local roadways.**
- **Objective: To continue to utilize an annual process of roadway analysis, such as PASER, to prioritize maintenance scheduling.**

### Policies

- The Town will continue to maintain and update current transportation facilities.

### Strategies and Actions

- Perform biennial roadway evaluation.
- Explore using free online software through WDOT to streamline funding allocations for repair.
- Hold public hearings to discuss roadway condition and determine in-need areas.
- Increase enforcement of weight limits on local roadways.
- Determine local authority to levy fees against individual property owners for excessive roadway damage.

### Goal 2: Limit the development of rural driveways.

- **Objective: Update local ordinances to include regulations that address access to roadways and stormwater drainage from private property.**
- **Objective: Explore developing a specific driveway ordinance.**

### Policies

- The Town will promote safe access from public roadways to private property.

### Strategies and Actions

- Collect examples of driveway ordinances from other communities.
- Determine local standards for setbacks, distances from other driveways, and other key features of the ordinance.
- Solicit public input concerning proposed regulations.
- Consult Marathon County, WDNR and other agencies concerning methods of stormwater management.

### Road Improvements

The WDOT requires all incorporated communities to prepare a Pavement Management Plan (PMP) using a pavement rating system for their local roads. These plans were to be submitted for review by December 2001. The data from these plans is intended to provide the foundation for the Wisconsin Information System for Local Roads (WISLR), which is a computer resource that will enable communities and the State to begin to assess Wisconsin's local roadway system.



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The PASER system, which was designed by the Transportation Information Center of the University of Wisconsin-Madison, is the rating system used most by Wisconsin communities. PASER rates road surfaces on a scale of 1 to 10. This scale is broken down as follows:

- “1” and “2” = very poor condition
- “3” = poor condition
- “4” and “5” = fair condition
- “6” and “7” = good condition
- “8” = very good condition
- “9” and “10” = excellent condition

In addition to its use in the new WISLR, the rating system gives communities a detailed assessment of the appropriate maintenance method for each road segment under their jurisdiction. This assessment is then incorporated into the community’s PMP.

Roads exhibiting a surface condition rating at or below “Fair” must be examined to determine what type of reconstruction or strengthening is necessary. The roads that display a surface rating of “Good” or better will only require minimal preventative maintenance to promote safe travel conditions. The majority of the roads within the Town of Wien will require reconstruction or strengthening, however, roughly one-fifth of the roadways will require only preventative maintenance.

**Paving Gravel Roads** – Forty miles of roads within the Town remain unpaved. When paving gravel roads, there are many factors that should be taken into consideration. Appendix G outlines some general guidelines to help the Town decide if or when to pave gravel roads.

**Table 4-1: Summary of Pavement Conditions**

Surface Type Code (miles)						
Unimproved Road	Graded Earth Road	Gravel Road	Wearing Surface	Cold Mix Asphalt on Concrete	Cold Mix Resurfacing with < 7" Base	Cold Mix Resurfacing with > 7" Base
		39.88				
Cold Mix Asphalt Base < 7"	Cold Mix Asphalt Base > 7"	Hot Mix Asphalt on Concrete	Hot Mix Resurfacing	Hot Mix Asphalt Pavement	Concrete Pavement	Brick or Block Pavement
1.00	15.54					
Surface Condition Rating - WISLR Data						
No Data	Failed	Poor	Fair	Good	Very Good	Excellent
		3.35	40.25	11.83	0.99	

## 5. Utilities Element

### Goal 1: Discourage development of the major utility corridors in the Town.

- **Objective: To attend all applicable meetings of the Public Service Commission to express concerns, gain information.**
- **Objective: To work with local officials and representatives to discourage the development of power lines and major utility corridors through Wien.**
- **Objective: To identify studies that cite the dangers of power lines and other major utilities on property values, health, and the environment.**

### Policies

- The Town of Wien is opposed to the development of the high-voltage transmission line by ATC from Arrowhead to Weston.
- The Town of Wien opposes the splitting of parcels for the installation of high-voltage transmission lines.

### Strategies and Actions

- Work with appropriate agencies to communicate the Town's opposition to the high-voltage line.

- Coordinate with property owners and ATC representatives, if a high-voltage line is installed, to minimize the splitting of parcels.

### Goal 2: Discourage development of cellular telephone towers.

- **Objective: To discourage construction of large towers that do not assimilate to the surrounding landscape.**
- **Objective: Explore development of local regulations that identify height and bulk restrictions for towers.**
- **Objective: Identify preferred locations for cellular tower construction.**

### Policies

- Wien opposes the development of cellular towers within the jurisdiction that do not blend in with the surrounding landscape.

### Strategies and Actions

- Discuss adopting an ordinance to limit placement, construction, and modification of cell towers within the town.
- Determine special conditions for cell towers including screening of the structures, or determine the rents that should

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be paid if cell towers are built on municipal buildings, light poles, etc.

- Work with Marathon County to identify ordinances other communities have used to restrict tower sizes.
- Discuss adopting a moratorium on cell tower development when drafting a cell tower ordinance.

## 6. Housing Element

### Goal 1: Locate new residential development in appropriate areas.

- **Objective: To discourage development in natural areas and on prime farmland.**
- **Objective: To guide new housing to locations where the extension of service provision will be easiest to deliver.**
- **Objective: To encourage development of housing to locate near the villages of Edgar and Fenwood.**

### Policies

- The Town will direct new housing developments to the most appropriate areas for residential development.

### Strategies and Actions

- Observe the land use plan in siting new residential development.
- Determine limits of service provision on a per-unit basis.
- Determine the extent of growth desired by the community and explore exacting development fees to achieve desired outcomes.
- Meet with the villages of Edgar and Fenwood to discuss agreements for directing development to the municipalities.

### Goal 2: Enforce local ordinances concerning minimum structure size requirements.

- **Objective: To disseminate information on the current minimum square footage requirements for housing.**
- **Objective: To recommend development of mobile homes only on active farms.**

### Policies

- Wien will enforce local ordinances pertaining to building standards within the jurisdiction.

### Strategies and Actions

- Ensure property owners who may be interested in siting a mobile home are aware of the 720 square foot minimum requirement during the review process.
- Make available copies of the local residential building code.
- Explore adoption of additional residential design guidelines to promote development of desired structures.

## 7. Cultural Resources Element

### Goal 1: Preserve historically significant buildings and sites.

- **Objective: To work with local historical societies, like the County Historical Society, to identify historic resources so they may be considered in future planning.**
- **Objective: To ensure that any known cemeteries, human burials or archaeological sites are protected from encroachment by roads or any development activities.**

#### Policies

- The Town will act to preserve historically significant structures and locales within the jurisdiction.

#### Strategies and Actions

- Contact the Marathon County Historical Society for tips on how to inventory significant structures.
- Consider teaming with other local communities to form a committee that records historic sites.
- Help interested properties owners obtain information on their property if they feel it is historically significant.
- Celebrate historic local sites with a pamphlet or other materials for dissemination.

### Goal 2: Maintain historically significant events in the community.

- **Objective: To encourage participation and promotion of the annual Steam Show.**

#### Policies

- The Town will participate in preparations of the annual Steam Show.

#### Strategies and Actions

- Work with organizers to help promote the show.
- Help recruit volunteers to market and set preparations for the event.
- Discuss development and local display of a pamphlet or other materials for dissemination with event organizers.

## 8. Community Facilities Element

### Goal 1: Provide effective public safety services.

- **Objective: Work with the Marathon County Sheriffs Department and the villages of Edgar and Stratford to continue to provide effective police and EMS services.**

#### Policies

- Wien will contract with appropriate entities to provide sufficient emergency service delivery.

#### Strategies and Actions

- Participate in long-term facilities and equipment planning with service-providing entities.
- Annually review contracts with service providers and evaluate delivery of services.
- Participate in recruitment efforts, especially concerning fire and emergency response, with providing agencies.

### Goal 2: Support and maintain existing community facilities.

- **Objective: To maintain the Town Hall as a seat of local government and community meeting hall.**

- **Objective: To ensure appropriate provisions are available at the Town Hall for a variety of social and civic uses.**

#### Policies

- Wien will continue to provide a local meeting hall that is available for local gatherings, both public and private.

#### Strategies and Actions

- Ensure adequate condition of Town Hall by performing periodic review.
- Make repairs and improvements to existing facilities on a timely basis.
- Appropriately budget for planned improvements incrementally over time.
- Conduct public listening sessions with the community when plans for a new community facility are being discussed.

## 9. Parks Element

### **Goal 1: Support State and County park system.**

- **Objective: To encourage proper funding for maintenance of local Marathon County parks.**
- **Objective: To encourage proper funding for State parks.**

### **Policies**

- The Town of Wien will encourage appropriate development of public spaces throughout the region.

### **Strategies and Actions**

- Encourage proper maintenance and upkeep of the existing County and State park system.
- Communicate desires for recreational facilities and uses to the appropriate entities.

## 10. Economic Development Element

### Goal 1: Strengthen the viability of the local agricultural economy.

- **Objective: To explore the development of niche markets for agricultural products (e.g. organic/hydroponic).**
- **Objective: To encourage secondary business development, such as outdoor markets or canneries, around the agricultural economy.**
- **Objective: To work with Marathon County and other agencies such as the UW-Extension, to explore regional approaches to aiding the agricultural economy.**

### Policies

- Wien will encourage efforts to increase research and learning in the area of strengthening the long-term viability of agriculture within the region.

### Strategies and Actions

- Take an active role in regionally based agricultural forums and programs.

- Encourage agricultural operators in the Town to participate in regional programs aimed at improving the agricultural economy.
- Review Town ordinances to ensure that they allow secondary agricultural businesses within the Town.

### Goal 2: Determine the need for commercial development in Wien.

- **Objective: To identify potential locations for commercial development.**
- **Objective: To determine the type and amount of commercial development that may be appropriate.**

### Policies

- The Town of Wien will evaluate proposals for commercial development on an individual basis.

### Strategies and Actions

- Work with surrounding communities to develop growth areas where commercial development is encouraged.
- Hold a public meeting to determine the best sites to develop commercial growth areas, and the types of commercial uses desired.
- Determine proper buffers between potential commercially used lands and residential or agricultural land.
- Direct development interests to higher-traffic areas, and to areas with business-supporting infrastructure.



## **Marathon County Strengths and Weaknesses for Economic Development**

### **Strengths**

- Many acres of land zone Exclusive Agriculture, which strengthens the retention of the agricultural industry.
- Ample open space, woodlands, and natural areas, which adds to the small town living environment sought after by existing/future businesses and their employees.
- A strong base economy made up of a variety of businesses including leaders in papermaking, lumber, insurance, and dairy products.
- Strong support for economic development from the community and economic development organizations

### **Weaknesses**

- The agricultural economy is declining, and exclusive agricultural zoning prevents other industry development in the community.
- Access limitations along highways and frontage roads.
- Lack of design/aesthetics control for commercial and industrial development.
- Competition for industrial development – particularly between urban and fringe areas.

## 11. Intergovernmental Cooperation Element

### Goal 1: Maintain good working relationships with surrounding communities.

- **Objective: To continue to work with local communities on similar issues.**
- **Objective: To maintain communication with surrounding towns and villages.**

### Policies

- The Town of Wien will continue to work with intergovernmental agencies concerning important local interests.

### Strategies and Actions

- Establish regular meeting dates with service providers including Marathon County Sheriff's Department and the fire districts of Stratford and Edgar.
- Maintain direct communication with a particular staff member from agencies the Town communicates with frequently.
- Provide all service providers with regular updates, or meeting minutes, from official Town meetings.

### Goal 2: Maintain appropriate tax base to provide minimum service levels.

- **Objective: Work with the villages of Edgar and Fenwood to prevent large annexations that would negatively affect the tax base of the township.**
- **Objective: Develop boundary agreements with the Village of Edgar to determine the extent of future growth into the township.**
- **Objective: Analyze future developments for their impact on the community's tax base in relation to the services that they would require.**

### Policies

- Wien will seek to maintain sufficient tax base to continue to provide necessary services to its residents.

### Strategies and Actions

- Stress with the villages of Fenwood and Edgar the importance of communicating annexation plans and requests with the Town.
- Determine community support for boundary agreements with the surrounding villages to help maintain current town size.
- Perform a feasibility analysis to determine residential property thresholds to maintain sufficient tax generation for provision of services.
- Analyze new housing developments for their impact on service provision and infrastructure development.

## 12. Implementation Element

The primary reason a community prepares a comprehensive plan is to establish a framework to influence decisions regarding management of growth and regulation of development to maintain the desired community character, and to set priorities for public expenditures. To be effective, this plan should be actively used as a tool to guide decisions concerning:

- The implementation and enforcement of regulatory ordinances based on the goals and objectives identified in this plan.
- The development of programs and support systems that further the goals and objectives set forth in this plan.
- The implementation of specific community improvements as identified in the comprehensive plan.
- The establishment and support of a continued planning process providing for periodic review and updates to this plan and other land use control measures.

### Implementation Tools

Having the appropriate tools to implement the recommendations in this comprehensive plan is critical. The most common implementation tools are the Town official controls or regulatory codes. In particular, the zoning ordinance and subdivision (or land division) regulations comprise the principal regulatory devices used to protect existing development and guide future growth and development as identified in this comprehensive plan. There are also non-regulatory approaches to implementing the comprehensive plan; these generally involve decisions about how the community will spend its limited funding resources on capital improvements and staffing.

The State planning law requires that by January 1, 2010 certain programs and/or actions that affect land use must be consistent with the locally adopted comprehensive plan. To meet this deadline, Wien should update related ordinances on or before the year 2010. The Town Board officially adopts these regulatory and land use control measures as ordinances (or as revisions to the existing ordinances).

- **Zoning Ordinance and Map:** Zoning is used to manage and control how land is used and developed. Zoning ordinances typically establish detailed regulations concerning how land may be developed, including setbacks, the density or intensity of development, and the height and bulk of building and other structures. The general purpose of zoning is to minimize undesirable side effects resulting from development by segregating and/or buffering incompatible uses and by maintaining standards that ensure development will not negatively impact the community's character or environment.

The establishment of zoning districts and the zoning map indicates where specific types of development can and should be located. Zoning districts shown on the zoning map should be coordinated with the land use plan and map. While the zoning map and land use map do not need to directly match at the time the land use map is adopted, the intent is that the land use map will serve as a guide indicating how the property should eventually be zoned. Therefore, indiscriminate zoning changes may result in weakening of the comprehensive plan. In fact, changes to zoning district boundaries should only be made if they are consistent with the adopted land use map.

However, there may be situations where changing the zoning district boundary makes sense and is in the best interest of the

community. If changing the zoning would result in a conflict with the future land use map, the land use map should also be changed. However, the future land use map should only be changed if it does not accurately reflect the community's desired land use pattern. Achieving consistency between zoning and land use designation is also discussed in the Land Use Element.

As discussed below, the comprehensive plan (and future land use map) should be periodically reviewed and updated to adjust for unforeseen changes or events that were not considered at the time the initial plan and land use map were developed.

The Town Board makes the final decisions regarding changes to the content of the zoning ordinance and the district map. These decisions are preceded by public hearings and recommendations of the plan commission.

- **Subdivision (Land Division) Ordinance:** Subdivision regulations serve as an important function by ensuring the orderly development of unplatted and/or undeveloped land. These regulations may set forth reasonable regulations for lot sizes, road access, street design, public utilities, storm water drainage, parks and open space, and other improvements necessary to ensure that new development will be an asset. The Board makes the final decisions on the content of the subdivision ordinance. These decisions are preceded by public hearings and recommendations of the plan commission.
- **Capital Improvement Plan (CIP):** This is an ongoing financial planning program that allows local communities to plan ahead for capital expenditures and minimize unplanned

expenses. A capital improvement plan consists of a list of proposed projects according to a schedule of priorities over a four-to-six year period. It identifies needed public improvements, estimates their costs, and identifies financing methods and sources. Public improvements or expenditures typically considered in a CIP include:

- Public buildings (i.e., fire and police stations)
- Park and trail acquisition and development
- Roads and highways (maintenance and new construction/paving)
- Utility system construction/expansion, treatment plants, water towers, wells, etc.
- Joint school and other community development projects
- Fire and police protection equipment

A CIP is simply a method of planning for and scheduling expenditures for public improvements over a period of several years in order to maximize the use of limited public funds. Each year the CIP should be reviewed and extended one year to compensate for the previous year that was completed. This keeps the improvement program current and allows for modifications to meet the community's changing needs.

The preparation of a CIP is normally a joint responsibility between the town board, plan commission, staff, and citizen commissions. The preparation of a capital improvement program may vary from community to community depending on local preferences, the local form of government and available staff. The proposed capital improvement plan should be reviewed in light of the priorities outlined in the comprehensive plan.

## Plan Adoption, Monitoring, and Amendments

While this comprehensive plan is intended to provide a long-term framework to guide development and public spending decisions, it must also respond to the continuous stream of changes that occur in the community and/or region that may not have been foreseen when the plan was initially adopted. It is appropriate that some elements of the plan are rarely amended while others are subject to updating on a more regular basis. Plan maps should also be updated periodically. In general, key maps, such as the future land use map, should be reviewed annually to make sure they are still current.

**Plan Adoption:** The first step in implementing this plan involves adoption of the plan by local officials. The formal review and adoption process involves plan review by the Plan Commission (or other planning committee) who must adopt the plan by resolution of majority vote. The Plan Commission recommendation is forwarded to the Town Board who must adopt the plan by ordinance (of majority vote). A public hearing is required to allow public comment on the ordinance prior to Board final action to adopt the plan. Adoption formalizes the plan document as the framework to guide local development decisions over the next 20 years. The adopted plan should also be recognized as a tool for communicating the community's land use policy and goals and objectives regarding coordination of growth and development.

**Plan Use, Monitoring and Evaluation:** The adopted plan should be used as a tool by Wien when making land use and development decisions. Decisions concerning private development proposals, public investments, regulations,

incentives, and other actions should be consistent with the goals, objectives, policies, and recommendations outlined in this plan.

Although this plan describes policies and actions for future implementation, it is impossible to predict the exact future condition of Wien. As such, the goals, objectives, and actions in this plan should be monitored on a regular basis to maintain concurrence with changing conditions and respond to unanticipated events.

This plan should be evaluated at least every 5 years, and updated at least every 10 years. Members of the Town Board, Plan Commission, and any other local decision-making bodies should periodically review the plan and identify areas that might need to be updated. The evaluation should involve first reviewing the goals and objectives to ensure they are still relevant and reflect current community desires. Then the strategies and actions should be reviewed and refined to eliminate completed tasks and identify new approaches if appropriate. The evaluation should also include an updated timetable of actions to clarify priorities.

**Plan Amendments:** The Wien Comprehensive Plan may be amended at any time by the Town Board following the same process described above for initial Plan adoption, regardless of how minor the proposed amendment or change. Amendments may be appropriate throughout the lifecycle of the plan, particularly if new issues emerge or trends change. These amendments will typically consist of minor changes to the plan text or maps. Large-scale changes or frequent amendments to meet individual development proposals should be avoided or the plan loses integrity. A list of criteria to determine the merits of proposed amendments is included in Table 12-1.

## Town of Wien

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As noted above, proposed amendments must be reviewed by the Plan Commission prior to final action and adoption by the Town Board. The public should be notified of proposed Plan changes and allowed an opportunity for review and comment. For major amendments, the Town might consider soliciting public opinion through surveys and/or community meetings prior to the official public hearing.

**Plan Updates:** According to the State comprehensive planning law, comprehensive plans must be updated at least once every ten years. As opposed to the more routine amendments described above, plan updates often involve re-writing of whole sections of the plan document and significant changes to supporting maps. A plan update should include a thorough examination of the community's goals and objectives based on an analysis of current growth trends and major changes that have occurred since the plan was initially adopted or last amended. Plan updates must be formally adopted following the same procedure described above for initial plan adoption.

### **Table 12-1: Criteria to Consider When Reviewing Plan Changes**

- 1.** The change is consistent with the overall goals and objectives of the Wien Comprehensive Plan.
- 2.** The change does not create an adverse impact on public facilities and services that cannot be mitigated.
- 3.** Development resulting from the change does not create an undue impact on surrounding properties. Such development should be consistent with the physical character of the surrounding neighborhood or would upgrade and improve its viability.
- 4.** The change allows a more viable transition to the planned uses on adjacent properties than the current land use.
- 5.** The change does not have a significant adverse impact on the natural environment including trees, slopes and groundwater, or the impact could be mitigated by improvements on the site or in the same vicinity.
- 6.** There is a change in Town actions or neighborhood characteristics that would justify a change.
- 7.** The change corrects an error made in the original plan.
- 8.** There is a community or regional need identified in the comprehensive plan for the proposed land use or service.
- 9.** The change does not adversely impact any landmarks or other historically significant structures or properties unless mitigated through relocation, commemoration or dedication.

## Consistency Among Plan Elements

The State of Wisconsin planning legislation requires that the Implementation Element describe how each of the required elements will be integrated and made consistent with the other elements of the plan. Since Wien completed all planning elements simultaneously, no known inconsistencies exist. It is noted that some overlap naturally exists between the nine plan elements. Where deemed appropriate, goals, objectives, and actions have been repeated under all applicable elements to ensure they do not get “lost”.

This Comprehensive Plan also references previous and concurrent related planning efforts (e.g. LRTP, Groundwater Study) to ensure they are considered in planning decisions in conjunction with the recommendations of this Plan. Summary descriptions of recent and concurrent planning efforts are provided in the *Conditions and Issues Report*. Recommendations from other plans have been summarized and incorporated in this plan as deemed appropriate, to foster coordination and consistency between plans. Some related plans, such as the *Marathon County Hazard Mitigation Plan*, are incorporated by reference in this plan and are essentially considered appendices of this plan even though they are separate documents. Appendix E provides a bibliography of other plans and studies relevant to comprehensive planning.

## Action Plan

The table below provides a detailed list of major actions to complete in order to implement this comprehensive plan. It compiles the major short, mid, and long-term priorities described in each of the nine plan elements. It also identifies the parties that will play key roles in implementing the actions.

Table 12-2 is intended to be used by local officials in setting priorities for capital budgeting and project assignment. It is expected that this table will be reviewed annually and revised, as necessary, to respond to changing priorities, financial limitations, and other unforeseen events. It should be noted that many of the actions require considerable cooperation with others, including the citizens of Wien, committees, and other local/county/state agencies.

Priority ranking is defined as follows:

- Immediate = ASAP
- Short-term = 1-4 years
- Mid-term = 5-9 years
- Long-term = 10+ years
- On-going = Current activities that should continue indefinitely

**Town of Wien**

**Table 12-2: Implementation Plan Actions**

<b>Action</b>	<b>Who is responsible?</b>	<b>Priority</b>
<b>Natural Resources</b>		
Evaluate water quality levels on a periodic basis.	Town Board	Immediate
Report instances of possible groundwater contamination to the WDNR.	Town Board	Ongoing
Obtain educational materials from the Wisconsin Bureau of Drinking Water and Groundwater for local distribution.	Town Board	Short-Term
Perform feasibility analysis to determine the maximum amount of forestland the Town could publicly own (if any).	Town Board	Short-Term
Send owners of private forestland information on preservation programs.	Town Board	Short-Term
Encourage developers to maintain as much natural area as possible in new developments.	Plan Commission	Ongoing
Report instances of possible regulation infraction to the WDNR.	Town Board	Ongoing
Obtain a main contact person from each agency the Town communicates with at the County and WDNR.	Town Board	Immediate
<b>Land Use</b>		
Establish a residential development committee.	Town Board	Short-Term
Collect subdivision ordinances from other communities for possible local application.	Plan Commission	Short-Term
Develop regulations that transfer the cost of infrastructure, such as roads, to the developer of the property.	Town Board	Short-Term
Express concerns about large mega-farm operations in a formal letter or public meeting.	Town Board	Short-Term

Collect information on the impacts of mega-farms for local distribution.	Plan Commission	Immediate
Acquire pamphlets and other informational materials on agricultural preservation tools.	Town Board	Immediate
Explore working with others to host a workshop on agricultural preservation.	Town Board	Mid-Term
<b>Transportation</b>		
Perform biennial roadway evaluation.	Town Board	Ongoing
Explore using free online software through WDOT to streamline funding allocations for repair.	Town Board	Short-Term
Hold public hearings to discuss roadway condition and determine in-need areas.	Town Board	Immediate
Increase enforcement of weight limits on local roadways.	Town Board	Immediate
Determine local authority to levy fees against individual property owners for excessive roadway damage.	Town Board	Mid-Term
Collect examples of driveway ordinances from other communities.	Plan Commission	Short-Term
Determine local standards for setbacks, distances from other driveways, and other key features of the ordinance.	Plan Commission	Short-Term
Consult Marathon County, WDNR and other agencies concerning methods of stormwater management.	Plan Commission	Short-Term
<b>Utilities</b>		
Work with appropriate agencies to communicate the Town's opposition to the high-voltage line.	Town Board	Ongoing



**Town of Wien**

Coordinate with property owners and ATC representatives, if a high-voltage line is installed, to minimize the splitting of parcels.	Town Board Plan Commission	Short-Term
Discuss adopting an ordinance to limit placement, construction and modification of cell towers within the town.	Town Board	Short-Term
Work with Marathon County to identify ordinances other communities have used to restrict tower sizes.	Town Board	Short-Term
Discuss adopting a moratorium on cell tower development when drafting a cell tower ordinance.	Town Board	Short-Term
<b>Housing</b>	<b>Who is responsible?</b>	<b>Priority</b>
Observe land use plan in siting new residential development.	Plan Commission	Immediate
Meet with the villages of Edgar and Fenwood to discuss agreements for directing development to the municipalities.	Plan Commission	Short-Term
Determine limits of service provision on a per-unit basis.	Plan Commission	Short-Term
Determine the extent of growth desired by the community and explore exacting development fees, or incentives, to achieve desired outcomes.	Town Board	Mid-Term
Observe the 720 square foot minimum requirement for homes.	Plan Commission	Ongoing
Make available copies of the local residential building code.	Town Board	Immediate
Explore adoption of additional residential design guidelines to promote development of desired structures.	Plan Commission	Short-Term

<b>Cultural Resources</b>	<b>Who is responsible?</b>	<b>Priority</b>
Contact the Marathon County Historical Society for tips on how to inventory significant structures.	Town Board	Short-Term
Consider teaming with other local communities to form a committee that records historic sites.	Town Board	Mid-Term
Help interested properties owners obtain information on their property if they feel it is historically significant.	Town Board	Mid-Term
Celebrate historic local sites with a pamphlet or other materials	Town Board	Mid-Term
Work with organizers to help promote the Annual Steam show.	Town Board	Short-Term
Help recruit volunteers to market and set preparations for the event.	Town Board	Short-Term
Discuss development and local display of a pamphlet or other materials for dissemination with event organizers.	Town Board	Short-Term
<b>Community Facilities</b>	<b>Who is responsible?</b>	<b>Priority</b>
Participate in long-term facilities and equipment planning with service providers.	Town Board	Ongoing
Annually review contracts with service providers and evaluate delivery of services.	Town Board	Ongoing
Participate in recruitment efforts, especially concerning fire and emergency response, with providing agencies.	Town Board	Ongoing
Ensure adequate condition of Town Hall by performing periodic review.	Town Board	Ongoing
Make repairs and improvements to existing facilities on a timely basis.	Town Board	Ongoing

**Town of Wien**

Conduct public listening sessions with the community when plans for a new community facility are being discussed.	Town Board	Long-Term
<b>Parks and Recreation</b>	<b>Who is responsible?</b>	<b>Priority</b>
Communicate desires for recreational facilities and uses to the appropriate entities.	Town Board	Ongoing
Encourage proper maintenance and upkeep of the existing County and State park system.	Town Board	Ongoing
<b>Economic Development</b>	<b>Who is responsible?</b>	<b>Priority</b>
Take an active role in regionally based agricultural forums and programs.	Town Board	Immediate
Review Town ordinances to ensure that they allow secondary agricultural businesses within the Town.	Plan Commission	Short-Term
Work with surrounding communities to develop growth areas where commercial development is encouraged.	Plan Commission	Short-Term
Hold a public meeting to determine the best sites to develop commercial growth areas, and the types of commercial uses desired.	Town Board Plan Commission	Short-Term
Determine proper buffers between potential commercially used lands and residential or agricultural land	Plan Commission	Immediate
Direct development interests to higher-traffic areas, and to areas with business-supporting infrastructure.	Town Board	Immediate

<b>Intergovernmental Cooperation</b>	<b>Who is responsible?</b>	<b>Priority</b>
Determine community support for boundary agreements with the surrounding villages.	Town Board	Short-Term
Perform a feasibility analysis to determine residential property thresholds to maintain sufficient tax generation for provision of services.	Town Board	Short-Term
Establish regular meeting dates with service providers	Town Board	Immediate
Maintain direct communication with staff members of intergovernmental agencies.	Town Board	Ongoing

## Appendix A

### State Comprehensive Planning Goals

Wisconsin Statutes 66.1001 requires that the goals, objectives, policies, and programs of local governmental units be consistent with the fourteen planning goals in the State planning legislation, which include:

1. Promote the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
2. Encourage neighborhood designs that support a range of transportation choices.
3. Protect natural areas, including wetlands, wildlife habitats, lakes and woodlands, open spaces, and groundwater resources.
4. Protect economically productive areas, including farmland and forests.
5. Encourage land uses, densities, and regulations that promote efficient development patterns and relatively low municipal, state government, and utility costs.
6. Preserve cultural, historic, and archaeological sites.
7. Encourage coordination and cooperation among nearby units of government.
8. Build community identity by revitalizing main streets and enforcing design standards.
9. Provide an adequate supply of affordable housing for all income levels throughout each community.
10. Provide adequate infrastructure and public services and a supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
11. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional, and local levels.
12. Balance individual property rights with community interests and goals.
13. Plan and develop land uses that create or preserve varied and unique urban and rural communities.
14. Provide an integrated, efficient, and economical transportation system that provides mobility, convenience, and safety, which meets the needs of all citizens including transit-dependent and disabled.

## Appendix B

### Marathon County Guiding Principles

Participants in the Marathon County comprehensive planning process worked cooperatively, through several meetings with sub-area groups, to develop a set of guiding principles that describe broad characteristics of a desired future for their communities and Marathon County. The guiding principles consist of a series of statements that reflect shared values and priorities regarding future growth and development. These principles were used to provide a general frame of reference for developing local goals and objectives. The ten guiding principles include:

- 1. Respect Local Governance** - Planning in Marathon County should build on local town, village and city government as a system that is unique, has served residents well, and is a strong component of local identity.
- 2. Preserve Working Agriculture** - Agriculture has been central to the culture and economy of Marathon County for over 100 years. Farming has been a way of life for generations of county residents and is fundamental to both community and individual identity. Efforts such as protecting prime farmland from development, exploring niche markets, and supporting cooperative practices can be implemented at the local level to help maintain and preserve working agriculture.
- 3. Maintain a Sense of Place** - As Marathon County's population grows and changes, communities will need to ensure that important physical features, buildings, and landscapes that exemplify their local identity are retained. These features provide a sense of heritage and continuity that contribute to a community's identity and sense of place.
- 4. Preserve Rural Character** - Shifts in the farm economy and urban expansion are altering the County's rural landscape characterized by working farms, woodlands, rolling hills, marsh areas, and plentiful water bodies. As open spaces, farms, and woodlands are being lost or fragmented by development, Marathon County communities will need to make some important choices in order to preserve the qualities and character of the rural landscape.
- 5. Safeguard Natural Resources** - Marathon County is graced with abundant natural resources including numerous rivers, wetlands, forests, and wildlife. Careful stewardship of natural resources is essential to protect against fragmentation and degradation and ensure these resources continue to contribute to the ecology, character, quality of life, and economy of Marathon County into the future.
- 6. Foster Managed Growth and Coordinated Development** - Managing growth is important to ensure that no area is overwhelmed by development, land use conflicts are minimized, and development occurs in a quality manner that minimizes impacts on natural resources. Managing growth requires coordination of land uses and infrastructure, within and between communities, and recognizes that high quality growth in any one community will benefit surrounding communities as well.
- 7. Cost-Effective and Efficient Provision of Public Services** - Marathon County residents are clear in their desire to keep local taxes reasonable. One of the most effective

means to keep taxes under control is to ensure that public services are efficiently organized to provide the best service possible for the taxpayer dollar. Communities have a responsibility to provide the highest level of services possible given limited resources. To ensure cost-effective public services, local communities may want to consider options such as greater coordination, cost-sharing and consolidation if such efforts improve access to services and service delivery.

concern for many communities, often as a result of annexation, increases in public land ownership, and shifting economic markets. Efforts to attract additional revenue generators and coordinate with adjacent municipalities can help communities protect and preserve their local tax base.

**8. Build Social and Civic Capacity** - Marathon County residents take pride in their long tradition of local government. Ideally, participation in community affairs embraces and builds upon the diversity of cultures and values present in the community. Providing opportunities to share ideas and participate in community decision-making is essential to building and maintaining a strong sense of local community.

**9. Support Rural Service Centers** - Rural centers are part of a web of services that support residents, give local identity and are part of the rural way of life that residents want to preserve. Most villages in the County grew as centers to provide goods and services for nearby farmers, but have evolved as rural activity centers including the local school, churches, and some goods and services. Just as city neighborhoods are stronger with nearby commercial services, rural areas are stronger with nearby villages that provide a central meeting place to connect with other rural residents. As more people move to rural areas, it makes sense to concentrate new development in areas that can efficiently provide utilities and other services.

**10. Preserve and Enhance Local Tax Base** - A strong tax base allows a community to deliver needed services to residents while helping to keep taxes low. Erosion of local tax base is a

RESOLUTION

RE: ADOPTION OF THE RECOMMENDED COMPREHENSIVE PLAN AS PREPARED BY THE TOWN OF WIEN PLANNING COMMISSION

WHEREAS, the Town Board of the Town of Wien established a Plan Commission for the purposes of preparing a recommended Comprehensive Plan for the Town of Wien; and

WHEREAS, numerous persons involved in local planning provided information at regular and special meetings called by the Town of Wien Planning Commission; and

WHEREAS, members of the public were invited to make comments at said meetings, wherein the Comprehensive Plan herein adopted was reviewed and commented upon by members of the public; and

WHEREAS, the Town of Wien Planning Commission has reviewed the recommended Comprehensive Plan at a regular monthly meeting; and

WHEREAS, members of the public, adjacent and nearby local governmental units, and Marathon County will be given a 30- day review and comment period prior to the public hearing, which will be conducted by the Town Board for the Comprehensive Plan; and

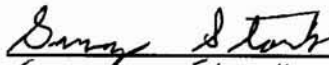
WHEREAS, after said public hearing, the Town Board will decide whether to adopt by ordinance the Comprehensive Plan; and

WHEREAS, the Comprehensive Plan may be used as the basis for, among other things, updating the zoning ordinance, accomplishing extra-territorial zoning, and as a guide for approving or disapproving actions affecting growth and development within the jurisdiction of the Town of Wien; and

WHEREAS, this Comprehensive Plan may from time to time be amended, extended, or added to in greater detail.

NOW, THEREFORE, BE IT RESOLVED, by the Town of Wien Planning Commission that the recommended Comprehensive Plan is hereby adopted as a part of the Town of Wien's Comprehensive Plan pursuant to s.62.23 and s.66.0295, Wis. Stats. and that the Planning Commission recommends said Comprehensive Plan to the Town of Wien for adoption by ordinance, after a 30-day public review and comment period and public hearing.

APPROVED:

  
\_\_\_\_\_  
Gregory Stark  
Chairperson  
Planning Commission

ATTEST:

  
\_\_\_\_\_  
Louise Borchardt, Town Chairman

Ordinance No. 501

**An Ordinance to Adopt the Comprehensive Plan of the Town of Wien, Marathon County, Wisconsin.**

The Town Board of the Town of Wien, Marathon County Wisconsin, do ordain as follows:

Section 1. Pursuant to section [59.69(2) and (3)(for counties)/62.23(2) and (3)(for cities, and towns exercising City powers under 60.22(3))] of the Wisconsin Statutes, the Town of Wien is authorized to prepare and adopt a comprehensive plan as defined in section 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

Section 2. The Town Board of the Town of Wien, Marathon County Wisconsin, has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by section 66.1001(4)(a) of the Wisconsin Statutes.

Section 3. The plan commission of the Town of Wien, by a majority vote of the entire commission recorded in its official minutes, has adopted a resolution recommending to Town Board the adoption of the document entitled "Comprehensive Plan of the Town of Wien," containing all of the elements specified in section 66.1001(2) of the Wisconsin Statutes.

Section 4. The Town has held at least one public hearing on this ordinance, in compliance with the requirements of section 66.1001(4)(d) of the Wisconsin Statutes.

Section 5. The Town Board of the Town of Wien, Marathon County Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, "Comprehensive Plan of the Town of Wien," pursuant to section 66.1001(4)(c) of the Wisconsin Statutes.

Section 6. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and [publication/posting] as required by law.

Adopted this 14<sup>TH</sup> Day of NOVEMBER, 2005

Town Board President

*Howell Borchardt*

(Published/Posted):

*9-16-2005*

(Approved, Vetoed):

*11-14-2005*

Attest:

*Beverly Umrus*  
Town Clerk

# Town of Wien Comprehensive Plan Public Participation Plan

## Introduction

Public participation is the process which people who will be affected by or interested in a decision by a governmental body have an opportunity to influence its content before the decision is made.

Wisconsin's Comprehensive Planning statute recognizes the necessity of effective public participation and requires the adoption of a written public participation plan as stated in Chapter 66.1001(4)(a).

The governing body of a local government unit shall adopt written procedures that are designed to foster public participation, including open discussion, communication programs, information services, and public meetings for which advance notice has been provided, in every stage of the preparation of a comprehensive plan. The written procedures shall provide an opportunity for written comments on the plan to be submitted by members of the public to the governing body and for the governing body to respond to such written comments.

In preparation of the Comprehensive Plan for the Town of Wien, the Town Board and Town Planning Commission are committed to providing on-going opportunities for public participation throughout the planning process. The Town of Wien is therefore committed to completing the following tasks in order to provide opportunities for public participation.

### 1. **Posting/Notification of all planning commission meetings.**

Public notification for Plan Commission meetings will be posted at the following locations:

- Wien Town Hall

Town Board and Plan Commission members will regularly check these sites to see that posted notifications are replaced if removed. These notifications will be posted during the entire Comprehensive Planning process until the adoption of a comprehensive plan by the Town of Wien.

### 2. Town Meetings

The Town of Wien Planning Commission will hold public informational hearings/input sessions for each of the phases of the planning process.

These phases are as follows:

- Issues and Conditions
- Goals and Objectives



- Conceptual Plan
- Implementation

In addition, the Planning Commission will hold two public hearings as required by Chapter 66.1001(4)(d). These meetings will be held upon the completion of the Wien Comprehensive Plan and prior to Town Board voting to accept or deny the Comprehensive Plan. A notice of the hearing must be published at least 30 days before the hearing in a newspaper likely to give notice in the area. The notice will meet the requirements for proper notification regarding date, time, location, etc.

### 3. Sub-Area / Consultant Meetings

All meetings conducted Marathon County or the Consultant will be open to the public and posted similar to planning commission meetings.

### 4. Town Newsletters

The Town Board of Supervisors along with the Planning Commission will prepare a newsletter for property owners and residents in the Town of Wien. This newsletter will be sent with property tax bills. The newsletter will include important news and updates about the comprehensive planning process.

### 5. Newspaper Notices

The Town of Wien Planning Commission will prepare notices of meetings in the local paper.

### 6. **Public Comments**

The Wien Town Board and the Planning Commission will always welcome written comments regarding issues presented. Direct written responses will be made where a response is appropriate. Comments will always be addressed and discussed at meetings.

### 7. Other

Planning is a continuous process that does not end with the adoption of the plan. Unforeseen issues at the time this document was prepared, or as future issues arise, the planning commission may organize additional public participation activities or as it considers specific planning issues and amendments to the comprehensive plan. The topics of the meetings or open houses will depend on these issues and will be designed to feature opportunities for public education, input, and interaction.

# Appendix E – Bibliography of Planning Related Studies, Regulations and Resources

## Natural Resources

- **Marathon County Land and Water Resource Management Plan (LWRMP)** - In 2005, Marathon County adopted the LWRMP in accordance with Wisconsin Statutes (Wisconsin Act 27, Chapter 92.10). The primary intent of this plan is to identify a vision for natural resource management in Marathon County, to outline strategies to protect the quality and quantity of soil and water resources and to ensure compliance of state agricultural performance standards and local ordinances.
- **Marathon County 2001 Groundwater Protection Guide** – This guide is an extension of the efforts established with adoption of the *Marathon County Groundwater Plan* in 1988. It is intended to guide local and County officials in setting policy to safeguard groundwater resources. It also serves as a resource of information about groundwater and other natural resources and recommends strategies to address issues related to groundwater protection.
- **Marathon County Forest Ten-Year Comprehensive Land Use Plan, 2006 - 2015**  
This plan includes recommendations to manage and protect the county forest on a sustainable basis for ecological, economic, educational, recreational, and research needs of present and future generations. It provides substantial information on existing forest resources and information regarding the roles of the various agencies and regulatory framework related to forest management. The Marathon County Board of Supervisors will consider approval of the plan in September 2005 and the DNR will do so in December 2005.
- **Soil Survey for Marathon County**, published in 1990 by the U.S. Soil Conservation Service and updated in 2003.
- **Marathon County Cropland Evaluation System (CES)** - This system rates soils on their ability to produce food, feed, forage, and fiber crops. The system is non-biased, defensible, and can be consistently applied.
- **Farm Preservation Program** is an income tax credit program administered by the Wisconsin Department of Agriculture (WDA), Trade & Consumer Protection. The goals of the program are twofold: to preserve Wisconsin farmland by means of local land use planning and soil conservation practices and to provide property tax relief to farmland owners. Landowners keeping land in agricultural use can claim a credit on their state income tax by obtaining a zoning certificate (if the land is zoned “exclusive agriculture”) or by signing a contract with the State.
- **Marathon County Farmland Preservation Plan**, adopted in 1982, eight towns have adopted Exclusive Agriculture Zoning. These include: Stettin, Marathon, Mosinee, Hull, Brighton, Eau Pleine, McMillan, and Day. The intent of this zoning classification is to minimize fragmentation of farmland by imposing a minimum lot size of 35 acres. In order to adopt Exclusive Agriculture zoning, a municipality must be enrolled in the Farmland Preservation Program.

- ***Marathon County Non-metallic Mining Ordinance***, adopted in 1989 requires reclamation of these sites to a purposeful and acceptable landscape appearance and use. The program is administered by the County DCPZ and includes incentives to reclaim abandoned excavations.
- ***Natural Heritage Inventory (NHI) maps*** provided by the State of Wisconsin include general information on endangered resources are appropriate for general planning and assessment purposes only. The locations of endangered resources that are not considered vulnerable to collection are identified at the town level in Marathon County. Locations of more vulnerable species are generalized to minimize the potential for collection or disruption.

## Land Use

- ***General Code of Ordinances for Marathon County*** includes several sections that specifically address land use and various development activities. Some of these include:
  - **Chapter 11 (Animal Waste and Manure Management)** includes regulations to prevent animal waste material from entering water bodies through issuance of construction permits for new and modified manure storage facilities. The ordinance also regulates the closure of abandoned manure storage facilities, mismanaged manure storage facilities and the application of manure onto cropland.
  - **Chapter 17 (Zoning Code)** includes development restrictions in shoreland and wetland areas and a wellhead protection overlay district that encompasses recharge areas for municipal water supply wells. Local communities in Marathon County may adopt their own zoning code, adopt the County zoning code, or choose to have no zoning.
  - **Chapter 16 (County Forests)** prescribes rules and regulations for the administration of County forests in cooperation with the Department of Natural Resources. Provides for the establishment, protection, development and management of County forests to provide sustained yield of forest products for commercial use and the associated benefits of soil and water conservation, scenic and recreational values, fish and game resources, multiple-use purposes and related uses.
  - **Chapter 18 (Land Division)** The County's land division regulations apply in all unincorporated areas of the County. However, where a town has land division regulations that are more restrictive than the County's, the local regulations apply. Chapter 18 includes regulations for minimum lot sizes, street design and access requirements, land dedication, surface drainage and erosion control.
  - **Chapter 19 (Parks and Recreation)** includes regulations regarding use and management of all lands and water previously and subsequently acquired by the County for park or recreational purposes or placed under the jurisdiction of the Park Commission and including without limitation, parks, beaches, swimming pools and privately owned lands, the use of which has been granted or leased to the County for park, recreational or like public purposes.
  - **Chapter 21 (Non-metallic Mining)** includes requirements for reclamation that minimize impacts on groundwater quantity and quality.

- ***Marathon County Hazard Mitigation Plan (2005)*** – This plan, prepared in accordance with Federal Emergency Management Administration (FEMA) directives of the Disaster Mitigation Act of 2000, outlines strategies for pre-disaster planning and hazard mitigation. The intent is to minimize the effects of potential disasters and help streamline the administration of disaster relief.
- ***Forest Crop Law (FCL) and Managed Forest Law (MFL)*** - the FCL and the MFL programs were developed to encourage better forest management and provide tax relief to woodland owners. Land set aside under the FCL (which was combined into the MFL in 1986) required at least 40 acres in one quarter-quarter section, set aside under a 25- or 50-year contract, and public access for hunting and fishing activities. The MFL was enacted in 1985 and requires at least 10 acres of contiguous forest land. Landowners may close to the public up to 80 acres of their forest lands set aside under MFL. The remaining program acres must be open to public access for hunting, fishing, hiking, sight-seeing and cross-country skiing. Landowners must choose a 25- or 50-year contract. The landowner pays an Acreage Share Amount as part of their tax bill in lieu of taxes.

## **Transportation**

Studies related to transportation are listed below under the jurisdiction who prepared the plan.

**1. Marathon County (Conservation, Planning, and Zoning Department (CPZ) and/or Highway Department)** is responsible for completing/updating/assisting with several plans/policies/studies relating to transportation including:

- ***State Trunk Highway 29 Corridor Land Use Review (1997)***
  - Recommends actions or measures local communities can make to protect areas within the STH 29 corridor from the negative impacts related to unplanned growth.
- ***Marathon County Functional / Jurisdictional Highway Classification Study (1988)***
  - Identifies and groups classes of roadways that provide similar levels of service. The plan recommended that the unit of government having the greatest basic interest in the roadway's function would carry out the operation, maintenance, and improvement of the classified roadways.
- ***Marathon County Program Evaluation Team (P.E.T.) Transportation Services Recommendations (2002)***
  - These recommendations, under direction of the Marathon County Human Services Committee, are intended to address issues related to specialized transportation services provided by various Marathon County Departments, including issues related to overlapping services.
- ***Bicycle & Pedestrian Plan for the Non-Urbanized Area of Marathon County, Wisconsin (1996)***
  - Identifies suggested bicycle routes in Marathon County outside the Wausau area. Routes were based on traffic counts and condition of pavement. Formal action has not occurred to adopt these as officially designated bicycle routes.
- ***Marathon County Paratransit Study (2001)***
  - Studied paratransit services within the Wausau area provided primarily by Wausau Area Transit System Plus (WATS+). Identified issues with regard to

providing demand responsive services for persons in the Greater Wausau Area and Marathon County. Provides a plan for enhancing paratransit services over a five-year period primarily geared toward controlling costs and increasing efficiency and trip sharing on the WATS+ system.

- **County Trunk Highway Access-Driveway Policy**
  - Available through the Marathon County Highway Department, addresses the requirements regarding culverts, access width, slope, visibility and spacing. Marathon County issues driveway permits and implements access restrictions on all properties fronting a lettered county road.

**2. Wausau Metropolitan Area Planning Commission (MPO) -** The MPO is responsible for completing/updating/assisting with several plans relating to transportation in the metropolitan area including:

- **Long Range Transportation Plan (LRTP) for the Wausau Metropolitan Area (1996)**
  - The LRTP addresses needed improvements to the transportation system serving the Wausau urbanized area. LRTP recommendations are based on the relationship between land use policy and transportation facilities and services, including roadways, transit, bikeways, pedestrian ways, air, inter-city bus, and the movement of goods by air, rail, and truck. The 1996 plan was reaffirmed in 2001 and will be updated by 2005.
- **Local Arterial Circulation Plan (2000)**
  - The purpose of this plan was to guide public and private sector decisions concerning the infrastructure, right-of-way, Level of Service (LOS), land use compatibility, and safety needs of the local arterial transportation system over the next 20 to 30 years.
- **Transportation Improvement Program (TIP)**
  - The TIP includes all programmed transportation projects receiving federal and/or state funds. The TIP for 2005 – 2007 was adopted in 2005 and is updated every two years.
- **Wausau Area Transit System (WATS) Transit Development Plan (TDP) (1999)**
  - The TDP is updated every five years and provides a five-year capital improvement program and service recommendation plan. This plan is being updated in 2005.

**3. Wisconsin Department of Transportation (WDOT) –** WDOT has completed several statewide plans relating to most modes of transportation, including:

- **Wisconsin State Highway Plan 2020**
  - Considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.
- **Wisconsin Pedestrian Policy Plan 2020**
  - Outlines statewide and local measures to increase walking and promote pedestrian safety. The plan also clarifies the WDOT role in addressing

pedestrian issues and meeting pedestrian needs by establishing policies for better integrating pedestrian travel into the transportation system.

- **Wisconsin Bicycle Transportation Plan 2020**
  - Presents a blueprint for improving bicycling conditions and encouraging bicycling in the state and calls for the implementation of metropolitan area bicycle plans that have been prepared by Metropolitan Planning Organizations (MPOs).
- **Wisconsin State Airport System Plan 2020**
  - Developed by WDOT, identifies information related to the state's aviation system. The plan is used by WDOT's Bureau of Aeronautics to pre-qualify airport improvement projects submitted by airport sponsors for funding consideration.
- **Wisconsin Rail Issues and Opportunities Report (2004)**
  - Developed by WDOT, summarizes critical rail transportation issues, suggests opportunities for public sector involvement, and points out areas where additional research is needed. This report reflects input and guidance from a variety of sources including a State Rail Advisory Committee and a Rail Industry and Shippers' Advisory Group. The information in this report was originally intended for a State Rail Plan 2020. WDOT decided to incorporate the rail planning efforts into *Connections 2030*, WDOT's long-range all-mode transportation plan, and release the Issues and Opportunities Report in the interim. *Connections 2030* is currently being developed by WDOT, and is scheduled to be completed by Spring 2006.

#### 4. Federal Highway Administration:

- **Federal Highway Administration's Highway Functional Classification: Concepts, Criteria and Procedures**
  - Outlines Federal regulations that States must follow to classify roadways.

#### Utilities

- **Sewer Service Area "208" Plans** - Section 208 of the Clean Water Act passed in 1972 required the preparation of area-wide water quality management plans. This was translated at the State level through NR 121 of the Wisconsin Administrative Code, which requires that water quality management plans also address sanitary sewer service needs for 20 years into the future. These requirements form the basis of Sewer Service Area "208" Plans. The Wisconsin Department of Natural Resources (WDNR) has review and approval authority over Sewer Service Area plans; however, the technical work to prepare the plan is typically done by local government staff.
  - Wausau Urban Area Sewer Service Plan for the Year 2000 (1981) – initial "208" Plan
  - Major Amendment to the Wausau Sewer Service Area Boundary completed in 1992 (City of Wausau) and 1998 (Towns of Kronenwetter and Rib Mountain, Villages of Weston and Rothschild).
  - Current amendment in progress; with all communities in the sewer service area participating. It is anticipated that the plan will be approved by the DNR in December, 2005.

- **Chapter 15 - General Code of Ordinances for Marathon County** incorporates by reference rules, regulations, and laws in the Wisconsin Statutes and Wisconsin Administrative Code governing private sewage systems.
- **Wellhead Protection Plans** - The State of Wisconsin mandates that **wellhead protection plans** be developed for any municipal well proposed after May 1, 1992. These plans must be approved by the WDNR before a community can use the new well. Section NR 811.16(5) of the Wisconsin Administrative Code defines specific requirements for required wellhead protection plans.

## **Parks and Recreation**

- **Marathon County Comprehensive Outdoor Recreation Plan for 1999-2004**, completed in May 1999, this plan identifies several needs related to parks and recreation and outlines several actions to address those needs.
  - The plan has received a one-year extension from the State of Wisconsin, and is in the process of being updated with a completion date in spring of 2006.
- **The Rivers Edge Master Plan**, adopted in June 1995, outlines a long-range (20-30 year) framework for improving access to the riverfront and enhancing the riverfront environment and provides a master plan to establish a bicycle/pedestrian trail along the banks of the Wisconsin River through the City of Wausau.

## **Economic Development**

- **Marathon County Workforce Profile**, Wisconsin Department of Workforce Development (DWD), annually in October.
- **Final Report**, Marathon County Task Force on the Rural Economy, April 2003.
- **Agricultural Impacts in Marathon County**, University of Wisconsin – Extension (UWEX), Ken Barnett and Steve Deller, February 2003.
- **Status of Wisconsin Agriculture**, 2003, UWEX, Mike Wildeck and Ed Jesse, April 2003.
- **Comprehensive Economic Development Strategy 2002-2003**, North Central Wisconsin Regional Planning Commission (NCWRPC), June 2002.

# Appendix F: Guidelines for Paving Gravel Roads<sup>1</sup>

When a local government considers paving a road, it is usually with a view toward reducing road maintenance costs and providing a smooth riding surface. But paving may not be the right answer. After all, paving is expensive. Municipalities should consider the following factors to help them make the most cost-effective decision. Taken together, these factors provide a framework for careful decision-making.

## Traffic Demand

*The number and weight of vehicles affects a road's lifespan.* Generally speaking, the more vehicles using a road, the faster it will deteriorate. The average daily traffic volumes (ADT) used to justify paving generally range from a low of 50 vehicles per day (vpd) to 400 or 500 vpd. When traffic volumes reach this range, serious consideration should be given to some kind of paving. However, traffic volumes alone are merely guides.

*Types of traffic should also be considered.* Different types of traffic (and drivers) make different demands on roads. Will the road be used primarily by standard passenger cars or will it be a connecting road with considerable truck traffic or heavy farm equipment? Overloaded trucks are most damaging to paved roads. The functional importance of the road should also be considered. Generally speaking, a major road should probably be paved before residential or side roads are paved. On the other hand, a residential street may be economically sealed or paved while a road with heavy truck or farm equipment usage may best be surfaced with gravel and left unpaved until sufficient funds are available to place a thick load-bearing pavement on the road.

## Maintenance Considerations

The following questions should be considered when assessing costs associated with maintaining existing gravel roads:

- How often must new gravel be applied to the gravel road? (Some roads require more than others do.)
- How many times per year must the gravel road be graded?
- How often and in what locations should calcium chloride or other road stabilizers be applied?
- What is the plan for ditching and shouldering?

## Base and Drainage Needs

*"Build up the road base and improve drainage before paving."* This cardinal rule cannot be stressed enough. If the foundation fails, the pavement fails. If water is not drained away from the road, the pavement fails. Paving a road with a poor base or inadequate drainage is a waste of money. It is far more important to ask, "Does this road need strengthening and drainage work?" than it is to ask, "Should we pave this gravel road?"

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<sup>1</sup> "When to Pave a Gravel Road" Gravel Roads Maintenance and Design Manual (2001); Kentucky Transportation Center, University of Kentucky at Lexington, KY, adapted from an article from the Vermont Local Roads Program, Saint Michael's College; posted by Local Technical Assistance Program and the National Local Technical Assistance Program Association and sponsored by the US Department of Transportation's Federal Highway Administration.



## Safety and Design Considerations

***Paving a road tempts drivers to drive faster.*** As speed increases, the road must be straighter, wider, and as free as possible from obstructions for it to be safe. Paving low volume roads before correcting safety and design inadequacies encourages speeds that are unsafe, especially when the inadequacies "surprise" the driver. In areas with a large number of miles of low volume roads, it is difficult to reduce speeds by enforcement.

***Poorly designed and hazardous roads*** – Roads must be designed to provide safe travel for the expected traffic volume at the design speed. To do this a number of physical features must be considered:

- Sight Distance
- Design Speed
- Alignment and Curves
- Surface Friction
- Lane Width
- Superelevation

Some engineers insist that no road should be paved that is less than 22 feet wide. If this standard is accepted, gravel roads may need to be widened prior to paving. Likewise, bridges along these roads may need widening. It may also be necessary to remove trees or other obstructions such as boulders from the road edge. Considering these and other safety and design factors in the early stages of decision-making can help to achieve the most cost-effective road design that meets desired transportation needs.

***Geometric Guidelines for Very Low-Volume Local Roads (< 400 ADT)***: The American Association of State Highway and Transportation Officials (AASHTO) publishes road design guidelines, including Geometric Guidelines for Very Low-Volume Local Roads (those with <400 ADT). Less stringent design criteria are generally acceptable on these low volume roads because:

- Lower traffic volumes present substantially reduced opportunities for multiple vehicle collisions, and
- Most drivers are familiar with the roadway design characteristics.

The guidelines offer more flexibility for road designers to maintain existing geometric features, which have not been shown to be a safety problem. Allowing less stringent design standards for very low volume roads provides an opportunity to reduce improvement costs, which may be better utilized elsewhere.

## Costs

The decision to pave a gravel road involves determining when it becomes economical to pave; and ultimately when the benefits of paving exceed the costs.

***Road Preparation Costs*** – Road preparation costs related to road bed construction activities that occur before paving actually takes place. Costs will vary greatly from project to project depending on topography, types of soils, and availability of good crushed stone or gravel, traffic demands and other factors. Road design should comply with standards in the municipality's road policy; which is one reason to carefully consider, and routinely update, what is contained in the road policy. For larger projects it may be desirable to hire an engineering consulting firm (another cost) to design the road and make cost estimations. For smaller projects construction costs can be fairly closely calculated by adding the estimated costs of materials, equipment and labor required to complete the job.

**Maintenance Costs** – Another financial consideration is to compare maintenance costs of a paved road to maintenance costs of a gravel road. To make a realistic comparison, estimate the years of pavement life (how long the pavement will be of service before it requires treatment or overlay) and the actual cost of paving. Then compare those costs with those associated with gravel roads as noted above.

**User Costs** – Not all road costs are directly reflected in a road budget. There is a significant difference in the cost to the user between driving on a gravel surface and on a paved surface. It costs more to operate vehicles on gravel surfaces than on paved surfaces, often 2 or 3 times greater than for bituminous or concrete roads in the same locations. There is greater rolling resistance and less traction, which increase fuel consumption. The roughness of the surface contributes to additional tire wear and influences maintenance and repair expenses. Dust causes extra engine wear, oil consumption and maintenance costs.

By including vehicle-operating costs with construction and maintenance costs, a more comprehensive total cost can be derived.

## **Public Opinion**

Public opinion as to whether to pave a road can be revealing, but it should not be relied upon to the exclusion of any one of the factors already discussed. If a decision to pave is not based on facts, it can be very costly. Public opinion should not be ignored, of course, but there is an obligation by government leaders to inform the public about other important factors before making the decision to pave.

## **Staged Construction**

Local government may consider using "stage construction design" as an approach to improving roads. This is how it works: A design is prepared for the completed road, from base and drainage to completed paving. Rather than accomplishing all the work in one season, the construction is spread out over three to five years. Paving occurs only after the base and drainage have been proven sufficient over approximately one year. Crushed gravel treated with calcium chloride serves as the wearing course for the interim period. Once all weak spots have been repaired, the road can be shaped for paving.

Following are some advantages to keeping a road open to traffic for one or more seasons before paving:

1. Weak spots that show up in the sub-grade or base can be corrected before the hard surface is applied, eliminating later expensive repair;
2. Risky late season paving is eliminated;
3. More mileage is improved sooner;
4. The cost of construction is spread over several years.

Note: Advantages may disappear if timely maintenance is not performed. In addition, the surface may deteriorate more rapidly because it is thinner than a designed pavement.

## **Summary**

Some existing local roads are not engineered to accommodate the traffic they receive. Larger volumes of heavy trucks and other vehicles are weakening these roads at a fast rate. Paving roads as a sole means of improving them without considering other factors can be a costly mistake. Careful consideration of the factors described above will help to assure local government officials that they are making the right decision before paving a gravel road.

## Appendix G: Economic Development Programs

The following list provides a summary of the major programs and resources available to assist with economic development efforts. This is not an exhaustive list and local officials are encouraged to contact Marathon County and MCDEVCO for more complete and current information.

### Federal Programs

***U.S. Department of Agriculture, Rural, Development:*** Provides a wide range of programs aimed at farming and rural areas, including:

- **Business and Industry (B&I) Guaranteed Loan Program:** Provides financial backing for rural businesses to create and maintain employment. Assistance includes loans for working capital, machinery and equipment, buildings and real estate, and certain types of debt refinancing.
- **Rural Business Enterprise Grants (RBEG) Program:** Provides grants to public entities, private nonprofit corporations, and Federally-recognized Indian Tribal groups to finance and facilitate small and emerging private businesses located outside a city or urbanizing area.
- **Rural Business Opportunity Grant (RBOG) Program:** Provides grants to promote sustainable economic development in rural communities with exceptional needs.

***Economic Development Administration (EDA):*** Provides a variety of assistance programs focusing on long-term economic growth targeted to areas with demonstrated need or economic distress, including:

- **Public Works Program:** Investments aimed at revitalization, expansion, and upgrades to physical infrastructure specifically to attract new businesses and generate private sector jobs. Examples: water and sewer facilities, rail spurs, port improvements, access improvements.
- **Economic Adjustment Program:** Assistance to mitigate local economic changes resulting from corporate restructuring, natural disasters, depletion of natural resources, or new federal laws or requirements.
- **Technical Assistance Program (Local):** Assistance to help fill knowledge and information gaps to help local leaders in distressed areas make informed decisions regarding economic development.

***U.S. Small Business Administration (SBA):*** The SBA provides financial, technical, and management assistance generally aimed at business startup and growth. Some programs include:

- **Certified Development Company (504 non-profit corporation) Loan Program:** Long-term, fixed-rate financing for major fixed assets, such as land and building improvements.

### Wisconsin State Programs

Most State programs are provided through the Wisconsin Department of Commerce, although other departments also offer limited programs. Primary State programs include:

- **Community Development Block Grants (CDBG):** There are several CDBG programs focusing on different aspects of economic development.
  - **Economic Development Program** – grants to establish loans for business start-up, retention, and expansion.
  - **Public Facilities for Economic Development Program:** Helps underwrite the costs of necessary public infrastructure to retain or create employment opportunities.
  - **Public Facilities Program:** Helps finance infrastructure and facilities to serve low and moderate income persons.
  - **Emergency Grant Program:** Helps restore or replace critical infrastructure damaged or destroyed as a result of natural or manmade catastrophes.
  
- **Community Based Economic Development Program (CBED):** Provides funding assistance to local governments and community-based organizations that undertake planning, development, and technical assistance projects supporting business development.
  
- **Main Street Program:** Supports efforts to help communities organize to revitalize their downtowns.
  
- **Wisconsin Technology Zone Program:** Offers tax-credits to high-tech firms that meet certain criteria.
  
- **Wisconsin Development Zone Program:** Tax benefit initiative to encourage private investment and improve both the quality and quantity of employment opportunities.
  
- **Enterprise Zone Program:** Provides tax incentives to new or expanding businesses whose projects will enhance distressed areas.
  
- **Industrial Revenue Bond (IRB) Program:** Allocation of Federal tax-exempt status on bonds that will be issued by a business to finance an expansion project. Program is limited to small and mid-size manufacturers with strong financial statements.

***Wisconsin Department of Workforce Development (DWD):*** This department offers several programs aimed at investing in the workforce, including programs in apprenticeship, vocational rehabilitation, employee training, child care, etc.

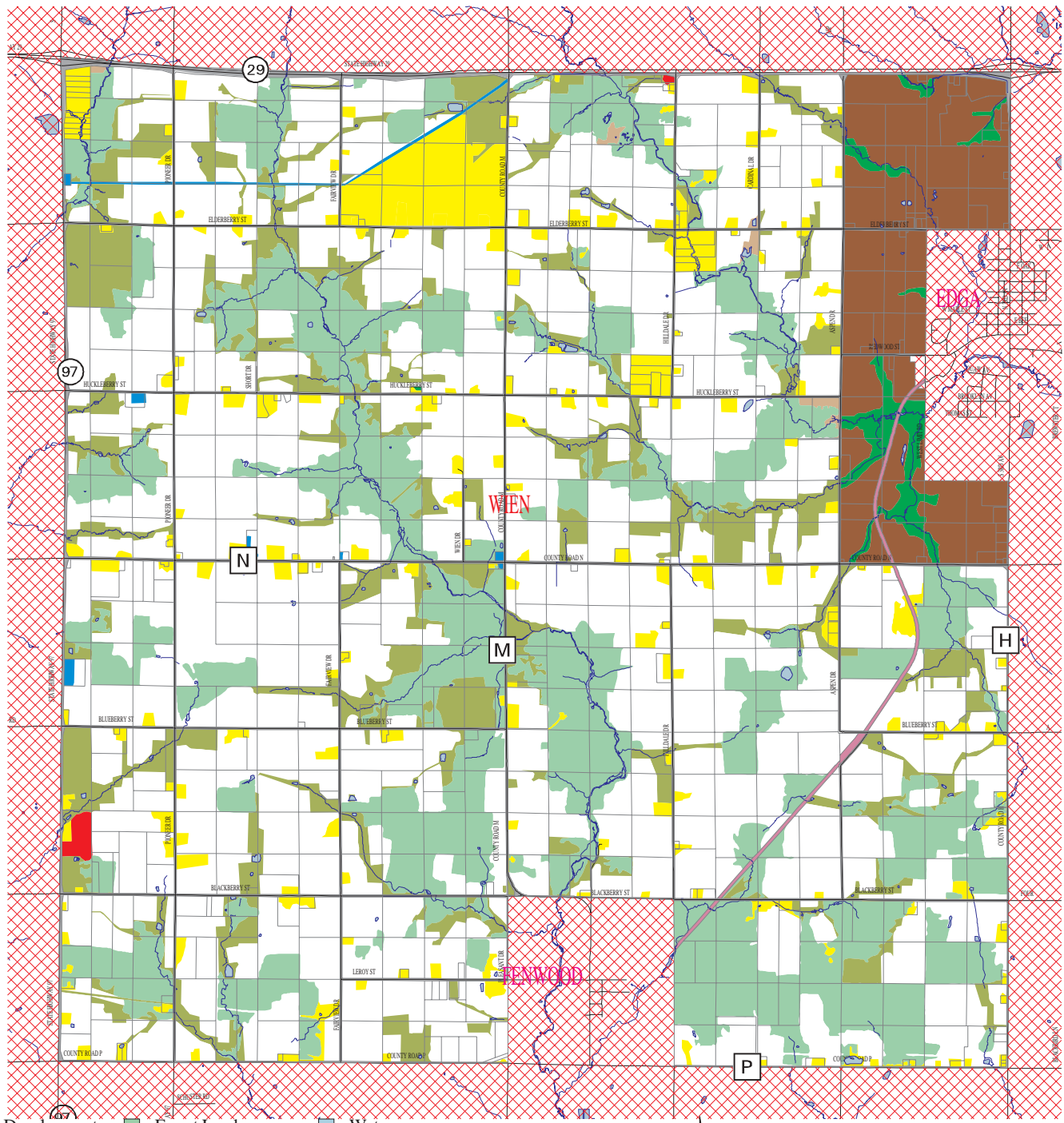
***Wisconsin Department of Natural Resources (DNR):*** The Bureau of Remediation and Redevelopment consolidates state and federal clean up programs and provides assistance to help businesses clean up and re-use existing brownfield sites.

***Forward Wisconsin, Inc.:*** This is a State public-private marketing and business recruitment organization that focuses on marketing outside Wisconsin to attract new economic development to the State.

## County, Regional, and Local Programs

The primary financial assistance available at the County and local level are revolving loan funds. The primary entities in Marathon County that participate in economic development related efforts include:

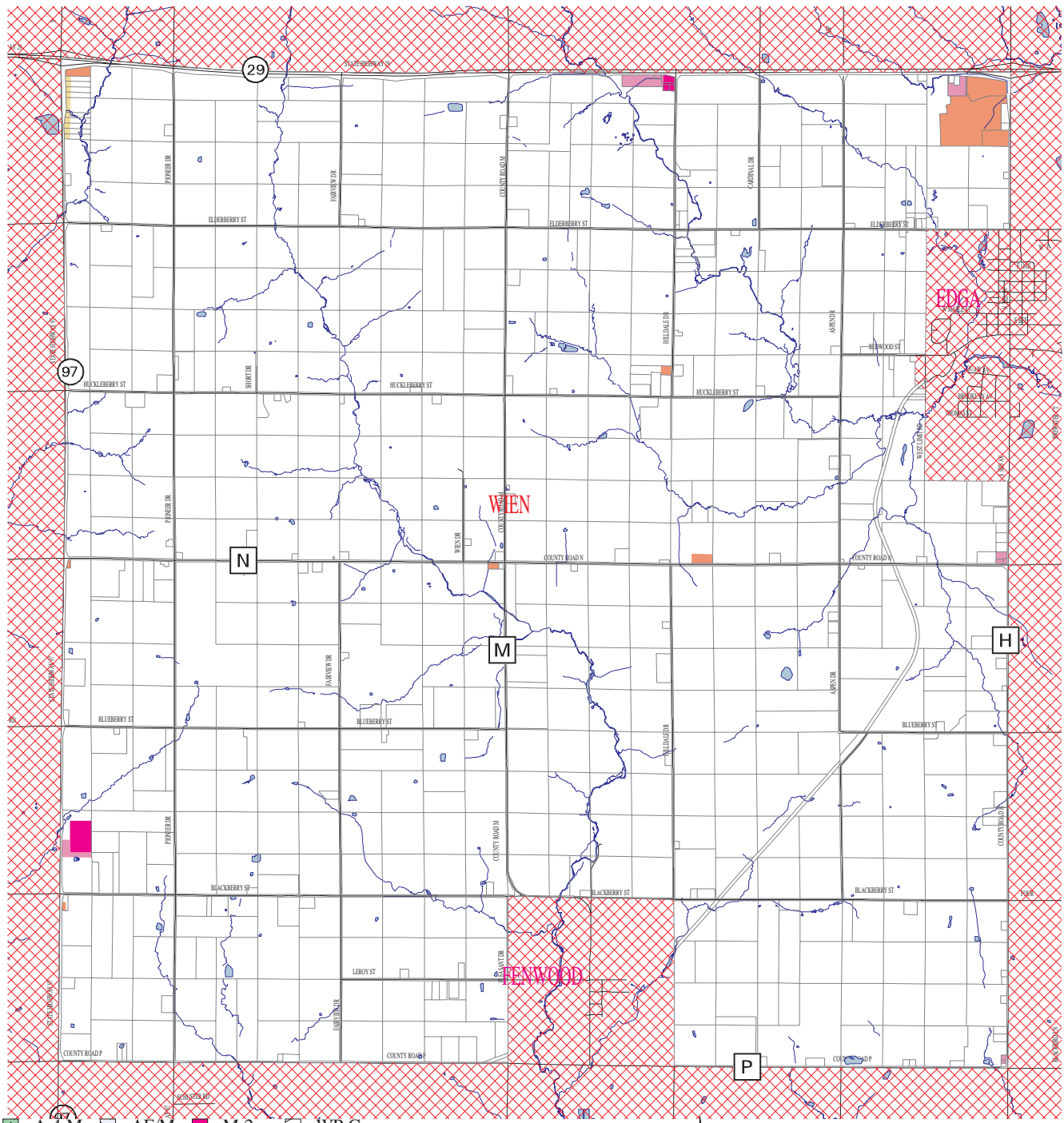
- **North Central Wisconsin Regional Planning Commission (NCWRPC):** The NCWRPC is a designated Economic Development District and provides services such as economic research, marketing, financial packaging, evaluation and analysis of public infrastructure needs that support private economic development activity. The NCWRPC also works with local units of government to maintain eligibility for certain grants.
- **North Central Wisconsin Development Corporation (NCWDC):** A regional organization created for the purpose of managing a regional revolving loan fund. The NCWDC is staffed by the NCWRPC.
- **Wausau Region/Marathon County Chamber of Commerce:** The Chamber provides leadership and support for economic development efforts in the region, including a variety of networking programs, mentoring services, workshops and business counseling services.
- **Marathon County Development Corporation (MCDEVCO):** This is the economic development arm of the Wausau Area Chamber of Commerce. MCDEVCO serves all businesses and communities in Marathon County. MCDEVCO works with individual business, municipalities, and the banking community to facilitate investment in the region. Specific programs administered by MCDEVCO include a revolving loan fund, a small business incubator, and job training funds.
- **Wausau/Central Wisconsin Convention and Visitors Bureau (CVB):** The CVB promotes the area to the business and leisure traveler and provides information on the area to visitors and residents.



- Single Family Residential
- Commercial Services
- Industrial
- Mixed Development
- No Development
- Barren
- Crop Land
- Other Agriculture
- Forest Land
- Public/Quais-Public
- Recreational
- Transportation
- Water

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

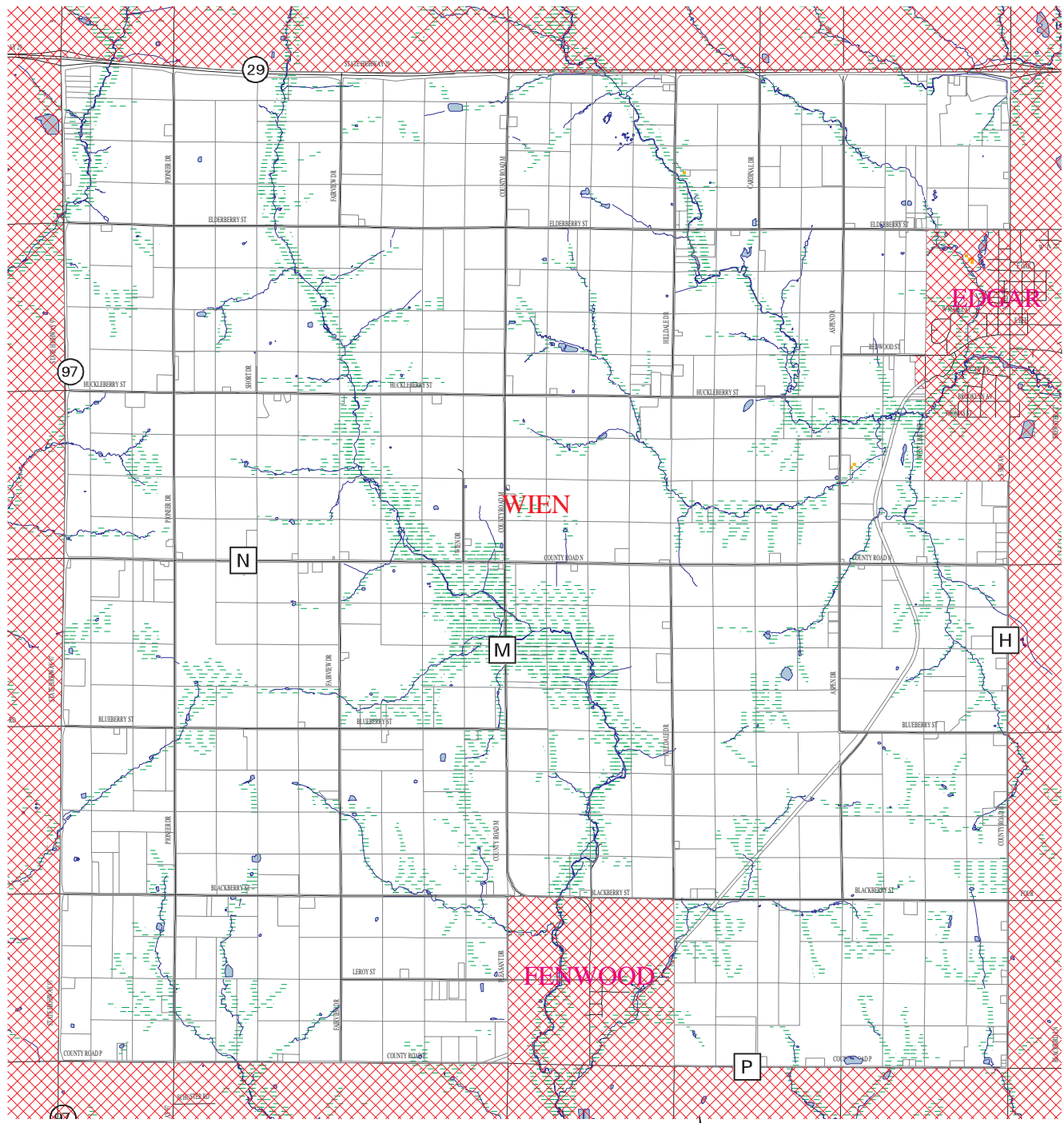
Figure 3-1  
 Future Land Use  
 WIEN






- |         |       |       |       |      |      |      |
|---------|-------|-------|-------|------|------|------|
| RS-1/20 | RP    | A-2   | A-4-M | AE/M | M-2  | WP-C |
| RS-1/40 | CV    | A-3   | AR    | HI   | UV   |      |
| RS-2    | RC    | A-3-M | AR/M  | C-1  | WP-A |      |
| RM      | A-1/1 | A-4   | AE    | M-1  | WP-B |      |

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 3-2  
 County Zoning  
 WIEN

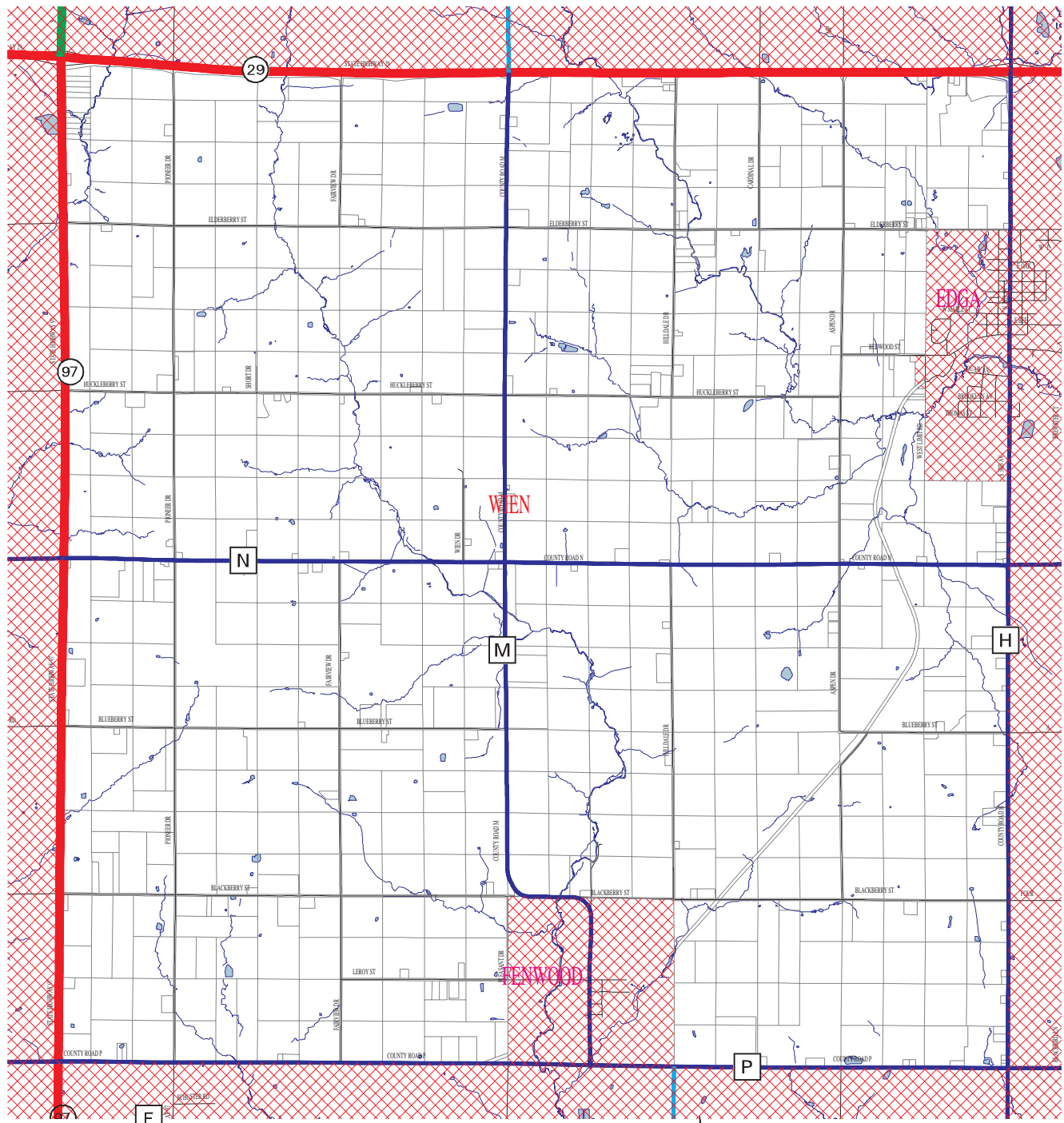


-  Environmental Constraints
-  Slopes Generally 12-20%
-  Slopes generally greater than 20%

 Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 3-3  
**Development Constraints**  
**WIEN**



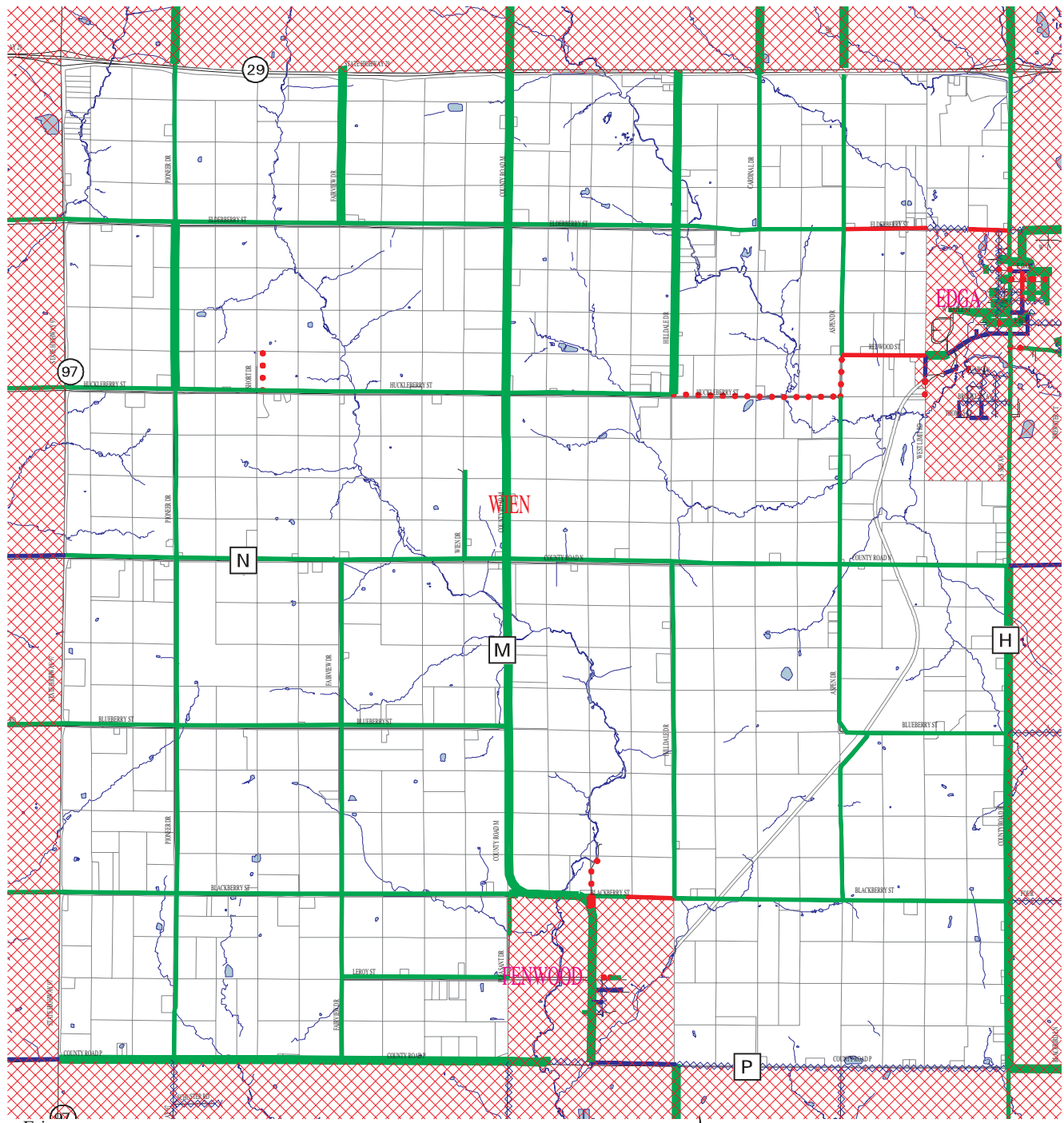


- █ Principal Arterial
- █ Minor Arterial
- █ Major Collector
- █ Minor Collector

- F County Highways
- 52 State Highways
- 51 US Highways
- 39 Interstate

X Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

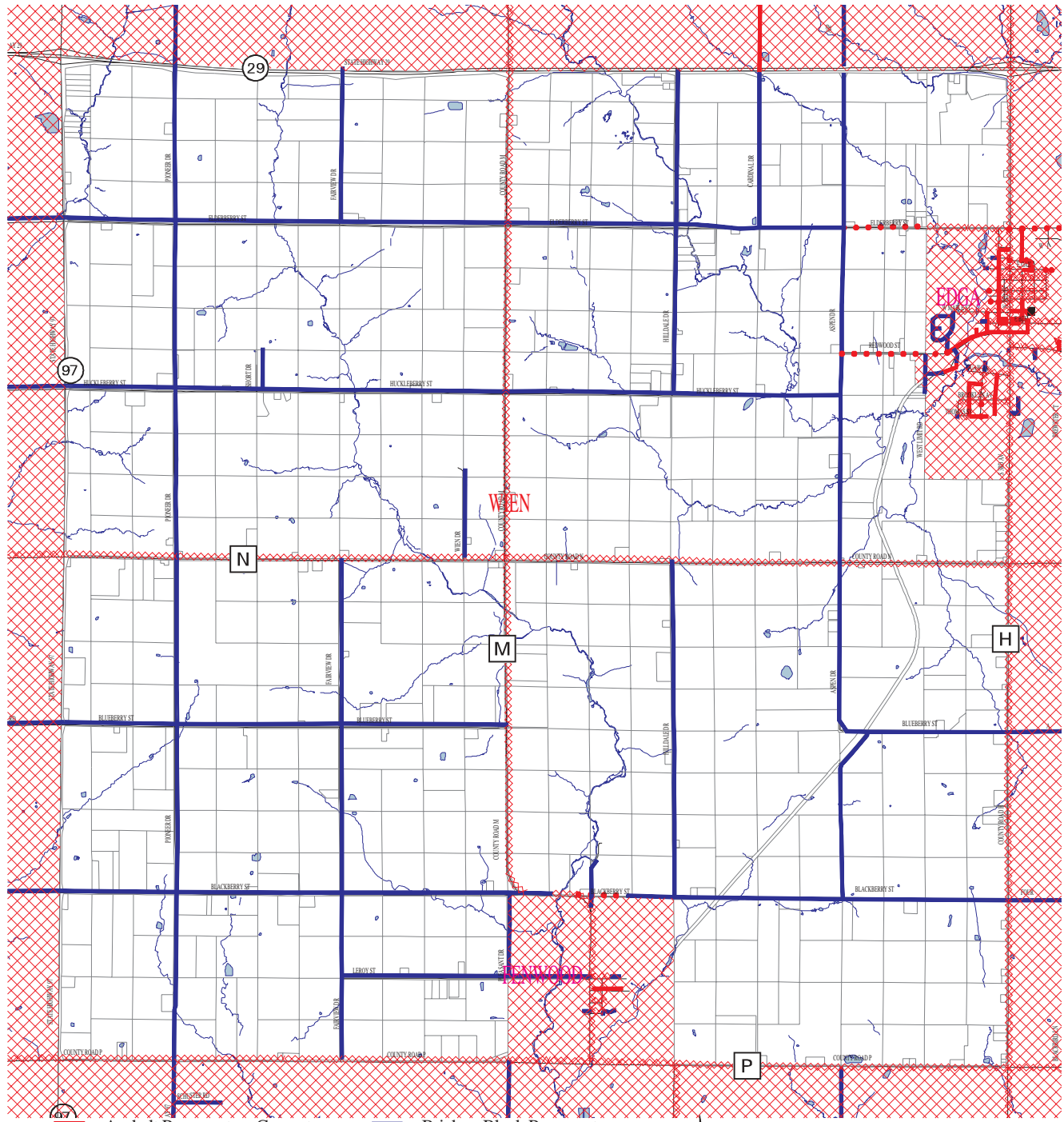
Figure 4-1  
**Functional Classification of Roads**  
 WIEN



- No Data
- Fair
- Failed
- Good
- Very Poor
- Very Good
- Poor
- Excellent

Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 4-2  
 Road Surface Rating  
 WIEN



- No Data
- Concrete Pavement
- <1" Wearing Surface
- Asphalt Pavement
- Asphalt Pavement on Concrete
- Asphalt Pavement with Base >7"
- Asphalt Pavement With Base <7"
- Unimproved Road
- Brick or Block Pavement

 Indicates other Municipality  
 Map Developed by Marathon County CPZ & GIS 2005

Figure 4-3  
 Road Surface Types  
 WIEN