

CITY OF MOSINEE

COMPREHENSIVE PLAN

2006

City of Mosinee City Council

Marathon County Conservation, Planning & Zoning
Department

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Conditions and Issues

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List of Acronyms

208 Plans—Section 208 of the U.S. Clean Water Act that required areawide water quality management plans and creation of a sewer service area in the Wausau Metropolitan Statistical Area.

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).

BID—Business Improvement District

BMPs—Best Management Practices

CBD—Central Business District

CCR&R—Child Care Resource and Referral Network

CDBG—Community Development Block Grant

CES—Cropland Evaluation System (Marathon County)

CIP—Capital Improvement Program

CN—Canadian National Railroad, the primary rail provider in Marathon County with their purchase of the Wisconsin Central Railroad.

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

EMT—Emergency Medical Technician

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

ETZ—Extra-Territorial Zoning

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)

MPO—Wausau Area Metropolitan Planning Organization

NCHC—North Central Health Care

City of Mosinee

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

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)

TIF—Tax Incremental Financing

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

WPS—Wisconsin Public Service Corporation

1. Introduction and Summary

The City of Mosinee *Conditions and Issues Report* documents existing conditions in the City and identifies primary issues or concerns the City may need to address in the future. It includes information on the City'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 City can take to address identified issues and guide future growth in Mosinee. Some key findings include:

- The City of Mosinee is located in the south-central part of Marathon County, at the southern edge of the Wausau metropolitan area. It has seen fairly strong population growth over the past 30 years; however growth appears to have slowed since 1990.
- Mosinee is a small, older city, with a traditional downtown commercial core surrounding by residential neighborhoods. Newer development is occurring on the east side of the Wisconsin River in portions of the City that were annexed from the Town of Kronenwetter in the early 1990s.
- City streets are generally in good condition and the City has a plan for scheduling and funding routine maintenance and improvements. However, increasing traffic and related congestion and safety issues are a growing concern.
- All development in the City is served by public sewer and water. While Mosinee has its own wastewater treatment facility, the City's sewer service area may be included in

future Wausau metro area 208 Plan updates. This may result in some wastewater from new developments in the City being treated by the Rib Mountain Metropolitan Sewage Treatment Facility.

- The City provides a broad mix of housing types, ages and price ranges. Median housing values in Mosinee are slightly lower than in the County overall.
- The City has its own police and fire departments and provides some fire and Emergency Medical Technician (EMT) services to surrounding communities.
- Historically, the City's economy was based on the paper mill and to a lesser extent the downtown commercial area. While the paper mill remains a major part of the City's economic base, the Central Wisconsin Airport (CWA) is now a primary economic generator. In addition, the Central Wisconsin Business Park provides a significant amount of employment in the City.
- The City's primary intergovernmental concerns relate to annexation, extra-territorial zoning (ETZ) and subdivision review in portions of the Town of Mosinee.

2. Demographics

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

Population and Households

Historical Trends

As shown on Table 2-1, over the past 30 years, the population of the City of Mosinee has increased by 70 percent. This was more than double the increase experienced by Marathon County (29%) and the State (21%). However, during the last decade, the rate of population increased much slower, at 6 percent, which was lower than either the County (9%) or the State (10%).

Table 2-1: Demographic Change, 1970-2000

	1970	1980	1990	2000	% change 1970 to 2000	% change 1990 to 2000
Total Population						
Mosinee	2395	3015	3820	4063	+70%	+6%
County	97,457	111,270	115,400	125,834	+29%	+9%
State	4,417,821	4,705,767	4,891,769	5,363,675	+21%	+10%
Total Households						
Mosinee	769	1107	1433	1635	+112.6%	+14%
County	29,771	37,865	41,534	47,402	+59%	+14%
State	1,328,804	1,652,261	1,822,118	2,084,544	+57%	+14%
Average Household Size						
Mosinee	3.11	2.72	2.66	2.47	-21%	-7%
County	3.27	2.90	2.75	2.60	-20%	-5%
State	3.22	2.35	2.68	2.50	-22%	-7%

Source: Wisconsin Department of Administration

While population increased significantly over the past 30 years, the increase in total households was substantially higher (over 112%) than the increase in population. It was also substantially higher than the household increase for the County (59%) or

State (57%). The large household increase is likely due to a decrease in household size, which reflects the national trend toward more households comprised of singles, couples without children, and widows or widowers. It is also noted that current (2000) household size in the City is slightly smaller than the average household size in the County and State.

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

As shown in Table 2-2, the largest age groups in the City include residents between 25-54 years old, with the median age being 35.1 years. This is slightly younger than the median age in the County or State. However, the distribution of population across age groups in the City is very similar to that of the County and State.

Table 2-2: Population by Age Group, 2000

Age Group	Percent of Population		
	Mosinee	County	State
Under 5 years	6.5	6.4	6.4
5 to 9 years	7.2	7.5	7.1
10 to 14 years	7.7	8.0	7.5
15 to 19 years	7.1	7.7	7.6
20 to 24 years	5.9	5.4	6.7
25 to 34 years	15.5	13.0	13.2
35 to 44 years	14.6	16.5	16.3
45 to 54 years	12.4	13.9	13.7
55 to 59 years	3.7	4.8	4.7
60 to 64 years	4.2	3.8	3.8
65 to 74 years	7.0	6.4	6.6
75 to 84 years	5.7	4.8	4.7
85 years and over	2.5	1.7	1.8
Median Age	35.1	36.3	36.0

Source: Wisconsin Department of Administration, 2000

Population Forecasts

Population projections shown in Table 2-3 were completed in 5-year increments between 2000 and 2030. Projections were computed by the North Central Wisconsin Regional Planning Commission (NCWRPC) and are based on a historical growth rate between 1980 and 2000.

Assuming a moderate rate of growth, population is estimated to increase by 569 or 14 percent between 2000 and 2030. This is slightly higher than the County increase of 13 percent. The estimates suggest an overall increase in population by 2030 between 9 percent if a lower growth rate occurs and 19 percent if a higher growth rate occurs.

Table 2-3: Population Projections, 2000-2030

	Total Population by Year						
	2000	2005	2010	2015	2020	2025	2030
Mosinee	4,063	4,158	4,253	4,347	4,442	4,537	4,632
County	125,834	128,632	131,430	134,217	137,022	139,820	142,618

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

Table 2-3a 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 Statue 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.

Table 2-3a: Population Projections (WDOA), 2000-2030

	Total Population by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
Mosinee	4,063	4,189	4,312	4,437	4,566	4,693	4,792	+18%
County	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 WDOA estimates based on countywide growth rate rates

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. As shown on Table 2-1, the average persons-per-household in the City was estimated to be 2.47. Persons-per-household for the County was calculated to be 2.59 based on the average persons-per-household for all five planning sub-areas.

Household projections are shown in Table 2-4 below.

Assuming a moderate rate of growth, the number of households is estimated to increase by 230, or 14 percent between 2000 and 2030. This is slightly higher than the County increase of 13 percent.

Table 2-4: Household Projections, 2000-2030

	Total Households by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
Mosinee	1,645	1,683	1,722	1,760	1,798	1,837	1,875	+14
County	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

Like the population projections, 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 2-4a includes household projections completed by the WDOA.

Table 2-4a: Household Projections (WDOA), 2000-2030

	Total Households by Year							
	2000	2005	2010	2015	2020	2025	2030	% change
Mosinee	1,635	1,713	1,804	1,892	1,976	2,052	2,112	+29%
County	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

Education and Income Levels

According to 2000 Census data, 88.3 percent of City 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 City, 21 percent of residents have a bachelor’s degree or higher, which is generally consistent with the rates in the County and State with 18.3 percent and 22.4 percent respectively. Table 2-5 indicates levels of educational attainment in 2000.

Table 2-5: Educational Attainment, 2000 (age 25 and over)

Educational Attainment	Mosinee		County	State
	Number	Percent	Percent	Percent
Less than 9th Grade	113	7.0	8.2	5.4
9th to 12th Grade, No Diploma	77	4.7	8.0	9.6
High School Graduate	647	39.8	38.0	34.6
Some College, No Degree	191	11.8	18.3	20.6
Associates Degree	256	15.8	9.2	7.5
Bachelor's Degree	252	15.5	12.6	15.3
Graduate or Professional Degree	89	5.5	5.7	7.2
Percent high school graduate or higher		88.3	83.8	85.1
Percent bachelor's degree or higher		21.0	18.3	22.4

Source: Wisconsin Department of Administration, 2000

As shown in Table 2-6, median household income for City residents was \$55,094 in 2000. This compares slightly higher than both Marathon County with a median of \$45,165 and the State overall at \$43,791. Income distribution among all income levels is also proportionately higher in Mosinee compared to levels observed in the County and the State.

Table 2-6: Household Income Levels, 2000

Income Level	Mosinee		County	State
	Number	Percent	Percent	Percent
> \$10,000	30	3.8	5.9	7.1
\$10,000 - \$14,999	22	2.8	5.4	5.8
\$15,000 - \$24,999	56	7.1	12.3	12.7
\$25,000 - \$34,999	64	8.1	13.1	13.2
\$35,000 - \$49,999	175	22.2	19.4	18.1
\$50,000 - \$74,999	219	27.8	25.2	22.7
\$75,000 - \$99,999	121	15.4	10.5	10.9
\$100,000 - \$149,000	91	11.5	5.4	6.4
\$150,000 - \$199,999	7	0.9	1.3	1.5
\$200,000 or More	3	0.4	1.6	1.5
Total Households	788	100.0	100.0	100.0
Median Household Income	\$55,094	-	\$45,165	\$43,791

Source: Wisconsin Department of Administration, 2000

Employment Characteristics

Table 2-7 illustrates the breakdown, by occupation, of the employed population of Mosinee in 2000. The “employed population” is defined as people living in the City who are 16 years and older. In 2000, Mosinee had an employed population of 2,065. Most residents were employed in sales and office, production, transportation and material moving occupations and management, professional and related occupations. It should be noted that the jobs listed below are not necessarily located in the City as some residents may work in other communities. Information on jobs located in the City is provided in the Economic Development section.

Table 2-7: Occupation by Sector, 2000

Sector	Number	Percent
Management, professional, and related occupations	482	23.3
Service occupations	261	12.6
Sales and office occupations	559	27.1
Farming, fishing, and forestry occupations	44	2.1
Construction, extraction, and maintenance occupations	206	10.0
Production, transportation, and material moving occupations	513	24.8
Total Employed*	2,065	100

Source: Wisconsin Department of Administration

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

Table 2-8 shows employment forecasts completed by the NCWRPC in 2003, which indicate continued employment growth for the City of Mosinee. By the year 2030, it is estimated that the City will provide employment to over 7,000 workers at jobs located in the City. This represents an

employment increase of 1,742 jobs or almost 33 percent and assumes a moderate growth rate based on the rate of change in employment between 1990 and 2000 for non-farm employment. The estimates suggest an overall increase in employment by 2030 between 28 percent if a lower than expected growth rate occurs and 38 percent if a higher growth rate occurs.

Table 2-8: Employment Projections, 2000-2030

	Total Employment by Year						
	2000	2005	2010	2015	2020	2025	2030
Mosinee	5,303	5,593	5,884	6,174	6,464	6,755	7,045
County	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, 2003

Employment projections were also prepared for the *Wausau Metropolitan Area 2035 Long-Range Transportation Plan*, and are based on building permit and other data gathered between 2000 and 2005. These projections, shown in Table 2-8a, indicate a significantly higher rate of employment growth than the NCWRPC projections. However, the number of total jobs is significantly lower. This is primarily due to the difference in number of jobs reported in 2000 by the NCWRPC versus the 2035 LRTP.

Table 2-8a: Employment Projections (MPO), 2000-2030

	Total Employment by Year							
	2000	2005	2010	2015	2020	2025	2030	% chg.
NCWRPC	5,303	5,593	5,884	6,174	6,464	6,755	7,045	33%
MPO Adjusted	3,374	3,700	4,026	4,352	4,679	5,005	5,331	58%

Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC 2003 and Marathon County Metropolitan Planning Commission [MPO adjusted - prepared for 2035 LRTP]

Demographic Trends

- Mosinee has experienced significant growth in population (70%) and households (112.6%) over the last 30 years. However, population growth since 1990 has been much lower at just 6 percent between 1990 and 2000.
- The population of Mosinee is slightly younger, on average than the general population of the County or State, with a median age of 35.1 years compared to 36.3 and 36.0 for the County and State, respectively.
- Mosinee has a fairly high percent (88.3%) of residents with high school diplomas or higher, compared to 83.8 percent for the County, and 85.1 percent for the State. However the number with bachelor's degree or higher at 21 percent is about the same as the rate in the County and State.
- The median household income in Mosinee (2000) is \$55,094, which is slightly higher than median income in the County (\$45,165) or State (\$43,791).

Issues

- **Growing Senior Population** – The City anticipates an increase in its senior population and would like to proactively plan to accommodate the needs of seniors.

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 countywide 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.

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). This plan was updated in 2005. 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 Parks, Recreation, and 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. This plan is currently being updated and is anticipated to be adopted in 2006. The updated plan will cover a 15 year time frame.

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 “Exceptional Resource Waters”. Wastewater entering ERWs must meet minimum clean water standards, although higher standards are encouraged where feasible.

There are no ORW or ERW in the City of Mosinee.

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. There are no “impaired” watersheds in the City of Mosinee.

Streams/Rivers – As shown on Figure 3-1, the Wisconsin River, with its numerous backwaters, flows through Mosinee. A dam on the river above the paper mill created Half Moon Lake, which encompasses the north edge of the City. Bull Junior Creek is a major tributary flowing into the Wisconsin River from the east.

Floodplains - 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. As shown on Figure 3-1, areas in the 100-year floodplain are located adjacent to the Wisconsin River and to Bull Junior Creek.

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 hydrophytic (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, sneezeweed, 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 in the City are associated with the backwaters of the Wisconsin River and consist of forested wetlands as shown on Figure 3-2.

Groundwater – As shown on Figure 3-3, depth to groundwater is generally shallow throughout the City. Groundwater supply is generally good on the west side of the river but can be more limited on the east side, mostly due to the presence of high bedrock as shown on Figure 3-4.

Soil Resources

Soil Types – Figure 3-5 shows major soil associations in Mosinee. Soils of the Mahtomedi-Fordum-Sturgeon association flank the Wisconsin River and cover the entire City on the west side of the river. Most of the area east of the river consists of Mosinee-Meadland-Dancy soils. As noted above, there is a fair amount of high bedrock on the east side of the river. There are seasonal springs that seep from the bedrock resulting in saturated soils in some area.

Susceptibility for soil erosion is generally lower in the City than the average soil loss rate in Marathon County overall and is not a major concern.

Prime Farm Soils - Areas most suitable for agricultural production, with minimal limitations and requiring minimal inputs for successful production have been identified as “prime farm lands” by the United States Department of Agriculture (USDA). The USDA further defines prime farm lands into land capability classes. Land Capability Classification (LCC) is a system of grouping soils primarily on the basis of their capability to produce common cultivated crops and pasture plants without deteriorating over a long period of time. Prime farm lands in Marathon County have been classified into the USDA Land Capability Class II.

Figure 3-6 illustrates soils in the City of Mosinee that have been identified as prime farm soils according to the USDA. Group 1 soils represent the best farmland in Marathon County and Group 2 soils, while also very good, have some restrictions due to poor soil drainage. There are a few areas with Group 1 and 2 prime farm soils within the City; most are located in the river bottomlands. 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. There are no areas in the City zoned Exclusive Agriculture.

Steep Slopes – Steep slopes are defined as slopes with gradients over 12 percent. Figure 3-7 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. There are a few areas with steep slopes, generally forming the banks along the Wisconsin River. Development on steep slopes is commonly restricted to minimize erosion.

Non-Metallic Mining - There are about 400 operating or abandoned sand, gravel, decomposed (“rotten”) granite and stone excavation sites in Marathon County. In 1989 the County adopted a Non-metallic Mining Ordinance that requires reclamation of these sites to a purposeful and acceptable landscape appearance and use. The program is administered by the Marathon County Conservation, Planning and Zoning Department and includes incentives to reclaim abandoned excavations.

Biological Resources

Vegetation – Most of the “natural” vegetation in the City consists of small wooded areas along the Wisconsin River. In the developed areas of the City vegetation generally consists of urban landscaping dominated by trees and shrubs, grass lawns, and private gardens.

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 bear, badger, wolf, deer, wild turkeys, raccoon, squirrels, songbirds, waterfowl 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.

Threatened and Endangered Species - Both aquatic and terrestrial endangered, threatened, or special concern species are present within the City. These include:

Communities:

- **Floodplain Forest Community** - This is a lowland hardwood forest community that occurs along large rivers, usually stream order 3 or higher, that flood periodically. The best development occurs along large rivers in southern Wisconsin, but this community is also found in the north. Canopy dominants may include silver maple (*Acer saccharinum*), river birch (*Betula nigra*), green ash (*Fraxinus pennsylvanica*), hackberry (*Celtis occidentalis*), swamp white oak (*Quercus bicolor*), and cottonwood (*Populus deltoides*). Northern stands are often species poor, but balsam-poplar (*Populus balsamifera*), bur oak (*Quercus macrocarpa*), and box elder (*Acer negundo*) may replace some of the missing “southern” trees. Buttonbush (*Cephalanthus occidentalis*) is a locally dominant shrub and may form dense thickets on the margins of oxbow lakes, sloughs and ponds within the forest. Nettles (*Laportea canadensis* and *Urtica dioica*), sedges, ostrich fern (*Matteuccia struthiopteris*) and gray-headed coneflower (*Rudbeckia laciniata*) are important understory herbs, and lianas such as Virginia creepers (*Parthenocissus* spp.), grapes (*Vitis* spp.), Canada moonseed (*Menispermum canadense*), and poison-ivy (*Toxicodendron radicans*) are often common. Among the striking and characteristic herbs of this community are cardinal flower (*Lobelia cardinalis*) and green dragon (*Arisaema dracontium*).

Flora:

None specifically identified.

Fauna:

- Greater Prairie Chicken (*Tympanuchus cupido*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- Osprey (*Pandion haliaetus*)

Issues

- **High Bedrock** – The presence of high bedrock on the east side of the river poses development constraints. The cost of development is substantially increased where bedrock must be excavated. In addition, there are seasonal springs in the bedrock that result in spongy soils and increase the potential for wet basements. This is a noted concern on some lots in the Central Wisconsin Business Park and along Old Highway 51.

4. Land Use

The City of Mosinee, located on the banks of the Wisconsin River, developed in conjunction with the Mosinee Paper Mill. Located along the I-39/US 51 corridor, it essentially forms the southern edge of the Wausau metropolitan area, although it is physically separated from the other urbanized communities and continues to function as a freestanding city. It is home to the Central Wisconsin Airport (CWA) which serves the region with major passenger and freight air service and generates demand for commercial and industrial development in the vicinity.

Current Pattern of Land Use

The City of Mosinee originally developed on the west side of the Wisconsin River, across from the Mosinee Paper Mill, situated on the east bank of the river. The traditional downtown consists of a mix of office and commercial uses clustered around the intersection of Main and 4th Streets. Some commercial “small box” uses line 4th Street and Western Avenue (STH 153) extending to the west border of the City. The remainder of the original City consists of residential neighborhoods, with schools, churches and parks.

In the early 1990s, the City annexed part of the Town of Kronenwetter on the east side of the river in order to provide utility services to that area. As a result, the City now straddles the Wisconsin River and its borders extend east beyond I-39. While there are some residential neighborhoods on the east side of the river, much of this area is devoted to commercial and industrial land uses that benefit from proximity to I-39 and the CWA.

The oldest and densest residential areas are located around the downtown and, on the east side of the river, along Old Highway 51. Newer residential development has also occurred on both sides of the river and east of I-39, just north of Indianhead Golf Course and the Central Wisconsin Business Park.

The Mosinee Paper Mill, a major industrial land use, is located on the east bank of the Wisconsin River. Most other industrial development is located in the Central Wisconsin Business Park located east of I-39, just north of the airport. There is a quarry in the Town of Knowlton, just across the south edge of the City.

The City contains several parks and Indianhead Golf Course, which is open to the public. There is a significant amount of river shoreline in Mosinee, with the Half Moon Lake reservoir defining much of the City’s northern border. While much of this shoreline consists of floodplain and is not suitable for development, it provides ample open space, natural habitat and scenic vistas.

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

Current Land Use Plans and Regulations

Comprehensive Plan – The City has an old comprehensive plan that was completed in 1988.

Zoning - The City has its own zoning and subdivision ordinances, which defines 16 basic zoning districts, including a municipal well recharge overlay district. The minimum residential lot size

in areas with City sewer is currently 7,200 s.f. Residential lots at least 2-acres in size are allowed in the Agriculture & Estate zoning district.

Table 4-1: Land Use Classification, 2000

Land Cover Category	Description	Acres	% of Total Land Area
Single Family Residential	One family structures, farm residences, mobile homes	514	9.58
Multi-Family Residential	Multiple family structures with three or more households, condos, duplexes, apartments	13	0.24
Commercial Services	Retail stores, taverns, restaurants, truck stops, gas stations, farm coops, farm implement dealerships, automobile dealerships, business offices, motels/hotels, offices, telephone/gas company	118	2.20
Industrial	Saw/paper/lumber mills, dairies, industrial parks, trucking operations, distribution centers	195	3.64
Cropland	Tilled agriculture, prime farmland	529	9.86
Specialty Crops	Ginseng, orchards, vineyards, nurseries, groves, cranberries, etc.	11	0.21
Other Agriculture	Fallow, pasture and undetermined agriculture, power lines and towers, water towers, municipal wells	176	3.28
Public/Quasi-Public	Schools, churches, cemeteries, town halls, fire departments, National Guard	83	1.55
Recreation	Ball fields, golf courses, playgrounds, parks, trails, camp grounds, shooting ranges	153	2.85
Woodlands	Forested land	906	16.89
Water and Wetlands	Open waters, such as lakes, ponds, streams, rivers, creeks, reservoirs, etc.	1,042	19.43
Transportation	Airports, highways, road right-of-ways, railroads, logging roads	1,308	24.39
Barren Land	Unused open land in wooded areas, along streams, along roadsides	315	5.88
Total Land Area		5,363	100%

Source: Marathon County Tax Assessment Code Database

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 land ward side of a floodplain, whichever distance is greater.

Extra-Territorial Zoning (ETZ) - The City has exercised its ETZ authority in an area of the Town of Mosinee along the City’s southwest border. The ETZ covers an area 1½ miles beyond the City limits. The area was formally defined through an ordinance and an ETZ committee was established consisting of three members from both the City and the Town. The committee is charged with working out an agreement for development in this area. If they cannot come to an agreement within two years, the ETZ designation will be lifted. However, the committee can agree to extend the ETZ designation an additional year to complete negotiations. Within the ETZ, the existing zoning is frozen for two years, or until an agreed upon plan is put into place.

Extra-Territorial Subdivision Review – The City also has extra-territorial subdivision review within 1½ miles of its border. In this area, the City has the authority to review and deny subdivision proposals that are inconsistent with the City’s comprehensive plan. Unlike ETZ, extra-territorial subdivision review is a permanent power and is not limited to a set time period.

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 by 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 is one parcel of land in the City, adjacent to I-39 that is under Farmland Preservation Contract as shown on Figure 4-2.

Development Trends

Land Supply – The City is nearing full development, however, there is still some land available within the existing City borders for new residential, commercial and industrial development. A 29-lot residential subdivision is being considered on the east side of the river near Maple Ridge Road. Additional residential development may be possible between Ranger Street and Ring Road. The area north of the golf course and business park might support some large lot residential development, however, wetlands limit the amount of land suitable for development.

The Central Wisconsin Business Park is about half developed. Thirteen lots, ranging in size from 2 to 7.3 acres are available for new commercial/industrial development. Some retail/commercial expansion is also occurring toward the west-end of

the City along Western Avenue (STH 153). The traditional downtown area is anticipated to continue to provide for niche type businesses. There is also property for potential development in the north part of the City on the east side of the river. However, the presence of the rail line along Old Highway 51 poses concerns about noise and safety (crossing) concerns.

Land potentially available for future development (residential and non-residential) between 2000 and 2030 was also estimated by the North Central Wisconsin Regional Planning Commission (NCWRPC) based on the land cover categories shown in Table 4-1. Land categorized as barren, crop land, forest land, other agriculture, and specialty crop was considered “available” for future development. On the other hand, land categorized as already developed, such as industrial, or areas that cannot easily be developed, such as wetlands or waterways, were considered “unavailable” for future development.

In Mosinee 1,937 acres are identified as available for future development and 3,427 are considered unavailable. It is noted that some of this “available” land may be in public ownership, as shown in Table 4-2, thus making it essentially “unavailable” for development. While there appears to be a recent decline in public owned land, almost 1,700 acres in Mosinee appear to be currently owned by the County.

Table 4-2: Public Owned Land (in acres), 1998-2002

Year	County Owned	State Owned	Federal Owned
1998	1,812.2	2.4	–
2002	1,691.1	2.0	–
Change	-121.1	-0.4	–
% Change	-6.7	-16.7	–

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 City of Mosinee, is estimated that 154 acres of land will be needed to accommodate new residential development through 2030. These estimates may be high given the slow down in population and household growth since the 1990s.

Land demand for future commercial and industrial development was based on projected changes in local employment (LRTP projections) and an estimated current average density of 8.20 employees per acre in the Highway 51 planning sub-area. In the City of Mosinee, it is estimated that 239 acres will be needed to accommodate new non-residential development through 2030.

It is noted that the City is experiencing fairly steady demand for new single family development, while demand for property in the business park has slowed with the current downturn in the regional and national economy. In addition, increased construction costs, due to high bedrock, has made some of the remaining lots less desirable at this time.

Land Values -- Table 4-3 indicates the change in assessed land values between 1998 and 2002 for various types of land use in the City of Mosinee. It also indicates percent change in acreage and land value for the Town compared to Marathon

County. Between 1998 and 2002, the assessed value of land in most categories decreased in Mosinee. However, land classified as Manufacturing increased in value by about 33 percent and land classified as Swamp & Waste increased by almost 200 percent. This likely reflects changes made in the assessment of land classified as Swamp & Waste. In Marathon County, land classified as Swamp & Waste had the highest percent increase in value of all categories (137%) followed by land classified as Forest with an increase in value per acre of almost 92 percent.

Major Opportunities and Constraints

- **River Crossing** – There is only one river crossing in Mosinee on STH 153. This serves as the primary access into the traditional City and to I-39. While the bridge is structurally sound, it carries a significant amount of traffic and is a major point of congestion. Wisconsin Department of Transportation (WDOT) is looking at reconstructing, widening, and/or rerouting the bridge. One idea under consideration is to create separate inbound/outbound lanes. This would involve constructing a new route to handle eastbound traffic that circumvents the downtown. Constructing a second river crossing has also been considered, however, cost and environmental concerns make this option less desirable to WDOT.
- **Downtown Business Improvement District (BID)** – The City created a downtown BID in 1998. Within the BID, property owners assess themselves for a 5-year period to raise revenue for improvements. The BID was recently renewed for another 5-year period. Funds can be used for: façade improvements, landscaping, signage and general downtown promotion or tourism. A Board of Directors appointed by the Mayor manages the BID. The Board has

Table 4-3: 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	285	\$63,555	573	\$6,909	432	\$2,771	421	\$423	192	\$38	314	\$685
2002	324	\$60,213	652	\$6,696	434	\$3,696	181	\$198	308	\$112	320	\$586
Chg.	+39	-\$3,342	+79	-\$213	+2	\$925	-240	-\$225	+116	\$74	+6	-\$99
Percent Change Comparison												
	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)	Acres	Land (\$)
Mosinee	+13.7	-5.3	+13.8	-3.1	+0.5	+33.4	-57.0	-53.2	+60.4	+194.7	+1.9	-14.5
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

an aesthetic committee that is charged with reviewing property improvement plans. Funds were also used to hire someone to maintain the flowers planted in the downtown area. It is also noted that Main Street downtown was reconstructed in 1998 with decorative lights and other streetscape enhancements.

- **Limited Land Supply** – While there is some land remaining in the City for new residential, commercial and industrial development, there are no large tracts of land available for development. Most of the larger undeveloped areas in the City have environmental constraints such as high bedrock, wetlands or floodplain. The City believes the only area where it can feasibly expand is to the southwest into the Town of Mosinee. As noted above, the City has exercised its ETZ authority over this area and an ETZ committee has been established to work out an agreement for development in this area. Within the ETZ the City has the authority to review all permit requests and subdivisions. The City is interested in making sure development within the ETZ does not negatively impact City utilities and services. Potential annexation of this area is a major issue between the City and Town (see discussion below).
- **Airport Noise and Safety Zones** – Safety and noise zones have been established around the airport. The noise zone extends 3-miles around the airport and encompasses the entire City. Development is reviewed for height clearance, but has not been an issue. Property owners in new developments within the 3-mile zone must sign a waiver stating they will not file future lawsuits related to airport noise. Within this area a County zoning permit is required for any construction.

Issues

- **Annexation** – An old potato farm located southwest of the City border in the Town of Mosinee is being considered for development. A developer has proposed a planned development with a mix of residential, commercial and industrial land uses that would require sewer and water utilities. The City has a policy to not extend sewer and water without annexation. The Town of Mosinee recently received approval to develop its own sanitary district to serve this area, however approval of additional permits to build a treatment facility are still needed. Annexation of this area has become an issue between the City and the Town. The ETZ committee intends to look at whether a boundary agreement can be developed for this area and if there are opportunities for the City to offer the Town some type of revenue sharing in exchange for annexation of the land.
- **Limited Land Supply** – The City is nearly fully developed and the lack of land suitable for future development is directly related to annexation issues. While there are some opportunities for redevelopment and infill within the existing City limits, there are few large parcels of land available for development. State annexation laws make it difficult for the City to initiate annexation of land in adjacent towns. In addition, the recent incorporation of Kronenwetter precludes any future annexation to the east. Thus, if the City is to expand, it will likely do so to the west.

5. Transportation

The transportation system in a community consists of a variety of roads; some are owned and maintained by local officials, others are part of the County or State road systems. In addition to roads, the transportation system includes facilities for pedestrians (e.g., sidewalks), bicyclists (e.g., trails), railroads, airports, and in more urban areas, public transit. This section describes the transportation system in the City of Mosinee and related improvements or issues affecting the system.

Background

Existing Transportation Planning Efforts

Transportation planning in Marathon County is coordinated between Marathon County Department of Conservation, Planning, and Zoning (DCPZ) staff and Marathon County Metropolitan Planning Commission; the Metropolitan Planning Organization (MPO) designated by the Federal Department of Transportation to be responsible for transportation planning in the Wausau area. Marathon County provides staff for the 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 most recently 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.

The Wausau Area MPO in conjunction with the Marathon County Planning Department have developed the following transportation plans for the Wausau metropolitan area:

- **Long Range Transportation Plan for the Wausau Metropolitan Area (1996)**– This plan was produced by Barton-Aschman Associates, Inc. for the MPO. This plan considers the transportation system and its relationship to land use. The plan was reaffirmed in 2001 and is currently being updated by URS Corporation. The new plan is anticipated to be adopted in spring 2006.
- **Local Arterial Circulation Plan (2000)**– This plan was produced by the Marathon County Planning and Highway Departments for the MPO. This plan is intended to guide public and private sector decisions concerning improvements to the local arterial transportation system over the next two to three decades.

- **Transit System Management Performance Audit Wausau Area Transit System (WATS) (2001)** – The Wisconsin Department of Transportation (WDOT) is required by statute to conduct a management performance review of all urban transit systems receiving State aid. Performance reviews are conducted at least once every five years.
- **Wausau Area Transit System Transit Development Plan (TDP) (1999)** – The TDP was prepared by Abrams-Cherwony & Associates with Urbitran Associates. It is updated every five years and provides a five-year capital improvement program (CIP) and service recommendation plan.
- **Marathon County Paratransit Study (2001)** – The study, prepared by Urbitran Associates, Inc. with Abrams-Cherwony & Associates, reviewed paratransit services within the Wausau area provided primarily by Wausau Area Transit System Plus (WATS+).

Road Network

Functional Classification of Roads/Jurisdiction

(Source: *WDOT Facilities Development Manual*)

Functional Classification – 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.¹

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 five 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 5-1.

Major Road Facilities

Following is a brief description of the major road facilities located in the City of Mosinee. All major roads are summarized by functional classification, jurisdiction, and Annual Average Daily Traffic² (AADT), when available.

¹ U.S. Department of Transportation, Federal Highway Administration Conditions and Performance Report.

² 1998 and 2001 Wisconsin Highway Traffic Data, Wisconsin Department of Transportation, May 1999 and 2002.

- **I-39** is designated as a principal arterial and is designed to freeway/interstate standards providing a high level of service connecting to the Wausau Metropolitan area to the north and Stevens Point and Madison to the south. Primary access to I-39 is provided on STH 153 near the east edge of the City. However, the interchange at Maple Ridge Road is commonly used by those traveling via Old Hwy 51 (Stevens Point Road) between Mosinee and points north.

I-39 had an AADT volume north of the STH 153 interchange of 24,100 in 1999 and 28,700 in 2001. The AADT volume south of the STH 153 interchange was 19,700 and 21,700 in 1999 and 2001, respectively. North of the STH 153 interchange, I-39 had about a 20 percent increase between 1999 and 2001. I-39 south of STH 153 only saw a 10 percent increase over the same time period. The I-39 interchange ramp AADT volumes are listed in Tables 5-1 and 5-2.

Table 5-1: 2001 AADT, I-39/ STH 153 Interchange Ramp

Location	AADT
Northbound on-ramp	5,500
Southbound off-ramp	4,100
Southbound on-ramp	2,400
Northbound off-ramp	2,000

North of the Maple Ridge Road interchange, I-39 had an AADT volume of 25,000 in 1999 and 29,300 in 2001, a 17 percent increase. The AADT volumes for the Maple Ridge Road interchange ramps are listed below.

Table 5-2: 2001 AADT, I-39/Maple Ridge Road Interchange Ramp

Location	AADT
Northbound on-ramp	1,900
Southbound off-ramp	1,700
Southbound on-ramp	650
Northbound off-ramp	790

- **STH 153** is designated as a minor arterial west of I-39 and a major collector east of I-39. This east-west route provides the only Wisconsin River crossing in Mosinee and the only river crossing between Rothschild and STH 34. STH 153 is the main road through Mosinee, and enters downtown as part of Main Street then follows 4th Street, which transitions into Western Avenue. Western Avenue has developed as a highway commercial area home to many businesses. STH 153 also provides access to the Central Wisconsin Airport just east of I-39.

The AADT volume just east of the I-39 interchange was 9,400 in 1999 and 9,500 in 2001. West of the I-39 interchange the AADT volume was 10,500 in both 1999 and 2001. The AADT volume on STH 153 between East Street and Main Street was 10,000 in 1998 and 9,300 in 2001. Across the Wisconsin River Bridge, STH 153 had AADT volumes of 15,200 in 1998 and 13,000 in 2001. The AADT volumes on 4th Street south of Main Street were 9,100 in 1998 and 7,200 in 2001. STH 153 (Western Avenue) between Novak Street and Anna Street had an AADT volume of 10,000 in 1998 and 7,100 in 2001. WDOT traffic counts for 1998 and 2001 suggest that traffic on STH 153 has remained stable or decreased slightly.

- **Old Hwy 51** (Stevens Point Road) is a minor arterial that parallels I-39/US 51. This route is commonly used to access the I-39 interchange at Maple Ridge Road. It also provides a convenient connection between Rothschild and Mosinee and as an alternative to the interstate. Old Hwy 51 north of the Ranger Street/Stevens Point Road intersection had an AADT volume of 5,800 in 1998 and 5,500 in 2001.

- **CTH B** is designated as a local road through the City despite carrying a significant amount of traffic. CTH B's eastern terminus is at STH 153 (4th Street). CTH B northwest of 4th Street is Mosinee's Main Street. West of Mosinee, CTH B extends diagonally to the northwest, connecting to Marathon City. The AADT volume on Main Street west of 4th Street was 6,400 in 1998 and 5,900 in 2001. Between 11th Street and 12th Street the AADT volume was 4,000 in 2001. Between the City boundary (Rangeline Road) and CTH KK, the AADT was 2,900 in 1998 and 3,300, in 2001.
- **High Street** is a local road that carries a significant amount of traffic. In 1998, the AADT volume was 830 west of 4th Street and 850 in 2001.

Road Maintenance and Improvements

A 1998 community survey asked several questions related to transportation and roads. In summary, 46 percent of respondents reported being satisfied (37%) or very satisfied (9%) with street maintenance. Whereas 30 percent were either unsatisfied (22%) or very unsatisfied (8%) with street maintenance; 20 percent were neutral or had no opinion. When asked what they liked least about the City, traffic and road maintenance was cited the most (16%). Eight percent listed high taxes, which was the fifth most frequent response. The concern for high taxes is important given the funding implications for road improvements. When asked what improvements were needed most for the City, the highest response was for improving roads and traffic.

Pavement Surface Evaluation Rating (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.

Figures 5-2 and 5-3 and Table 5-3 below illustrate the WISLR road assessment done in 2004 by surface type and condition rating. As shown, the majority of roads in the City are paved with either asphalt or concrete. Only 3.6 miles of road in the City are gravel. Roads exhibiting a surface condition rating at or below “Fair” should be examined to determine what type of reconstruction or strengthening is necessary. Roads that display a surface rating of “Good” or better will only require minimal preventative maintenance to maintain safe travel conditions. Those roads without data should be examined to ensure safe travel conditions exist along these routes.

Table 5-3: Summary of Pavement Conditions (miles)

Surface Type Code						
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
		3.62		0.51		
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
0.79	4.12	2.19	0.44	28.84		
Surface Condition Rating						
No Data	Failed	Poor	Fair	Good	Very Good	Excellent
2.05		2.17	9.18	11.52	12.37	3.22

Source: WDOT (WISLR), 8/10/04

Over half of the roads in the City are rated in “Good” or better condition and will require only preventative maintenance. However, roughly 11-miles of roadways will require some sort of reconstruction.

City Street Improvement Plan – The City has a five-year Street Plan that sets a schedule for reconstruction (i.e., re-paving) based on an annual budget of \$150,000. The Street Plan is reviewed annually, however, keeping up with road improvements has been a challenge for the City. The east side of the river (a.k.a. the 6th ward) has been identified as a priority area for street improvements. This area is characterized by deteriorating streets, no curb and gutters, and few sidewalks.

Wisconsin River Crossing - While the existing Main Street (STH 153) Bridge should be structurally adequate for the next 20 years, it carries a significant amount of traffic and, being the only river crossing in the area, experiences frequent congestion. WDOT is looking at constructing another river crossing and/or widening the heavily traveled STH 153 river bridge. Currently traffic has been observed backing up on the bridge and is considered a major transportation issue.

There has been some discussion as to whether a second crossing should be considered instead of widening the existing bridge. However, WDOT seems to be leaning toward bridge widening. One idea being considered is splitting the west and eastbound traffic with the westbound following the existing route through the downtown and a new route created to handle eastbound traffic that circumvents the downtown. One location that has been discussed as a location for a new bridge is Bird Lane.

Land Use and Transportation

Land use and transportation have a reciprocal relationship. Land use affects the demand for transportation to and from a given geographic area. Likewise, improved transportation facilities can affect land use decisions.

Traffic Generators – The Wausau-Mosinee paper mill is a major employer and generates significant traffic during work shift changes. The public school is another major traffic generator due, in part, to the large number of students being bussed from outside the City. The Central Wisconsin Business Park near the airport, as well as the airport itself, are also major trip generators. With residential areas primarily on the west side of the Wisconsin River and most major employers on the east side, a substantial number of workers are required to funnel onto the City’s only river crossing, the STH 153 Bridge.

Travel Patterns – Where people work and shop, or more importantly, how many miles are required to travel to typical destinations is an important factor in transportation demand. According to the 1998 community survey, respondents indicated that their shopping patterns as follows: Wausau (46%), Mosinee (41%), Weston/Schofield (21%), Rib Mountain (16%), and Rothschild/Cedar Creek (14%). The survey also asked about work commuting patterns, with about 35 percent of respondents working within Mosinee and 25 percent working outside Mosinee.

In addition, STH 153 is a major travel route through the south part of Marathon County. It serves as a major corridor between the City of Marshfield and the Wausau metro area and provides access to the Central Wisconsin Airport.

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 Department of Transportation (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.

Other Transportation Modes

Pedestrian – The City does not formally require installation of sidewalks. Public sidewalk replacement is typically done in conjunction with street reconstruction and costs are assessed to the benefiting property owner unless trees caused the damage. Minimum lot sizes in the City have been increasing and thus the costs for sidewalks (and roads) per dwelling unit have increased accordingly.

Working with the North Central Wisconsin Regional Planning Commission (NCWRPC), the City recently completed an inventory and study of existing and potential sidewalks along important pedestrian routes. Financing proposed improvements has been identified as a concern. The plan also identifies several intersections that pose safety concerns for pedestrians. The STH 153 corridor, in particular, was identified as a challenge for crossing pedestrians. Other intersections identified as dangerous included the intersection at STH 153 and Old Highway 51 and the intersection at 4th Street, West Avenue, and Fremont Street.

Based on input from a public hearing on the plan findings and funding strategies (e.g., special assessments), the planning commission is anticipated to:

- 1) Finalize plan recommendations,
- 2) Finalize funding recommendations and
- 3) Establish sidewalk standards for future development.

Bicycles – A park trail is planned south of Edgewood Drive at Edgewood Park along the Wisconsin River, which would create a loop around the City. According to the 1998 community survey, respondents are generally supportive of the City creating recreational trails.

The *Bicycle & Pedestrian Plan for the Non-Urbanized Area of Marathon County, Wisconsin*, 1996 identified suggested bicycle routes in Marathon County. Regional trails are shown on Figure 5-4. These routes were based on traffic counts and condition of pavement. Formal action has not occurred to adopt these as designated bicycle routes.

Transit – The City does not currently provide or receive transit service. There may be a desire to provide targeted transit service such as dial-a-ride for seniors. However, only

three percent of 1998 community survey respondents identified bus service as an issue when asked what new programs or services should be provided. In addition, many hotels in the Wausau metro area offer shuttle service to the airport.

Currently, transit service for the elderly, needy and disabled 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 – The Wisconsin Central (Canadian National [CN]) Railroad runs parallel to the Wisconsin River on the east side of the City. The rail line connects with Wausau and Tomahawk to the north and Wisconsin Rapids to the south. Regional rail lines are shown on Figure 5-5.

It is anticipated that rail traffic will increase once the Weston power plant expands. It is also noted that the location of the tracks so close to the Old Highway 51 right-of-way poses safety concerns for accessing property on the west side of the highway and tracks (around Maple Ridge and Oconto).

Airports – Area airports are shown on Figure 5-5 and described below.

- **Central Wisconsin Airport (CWA)** – The Central Wisconsin Airport 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 within the City 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.

- Safety and noise zones have been designated adjacent to the airport. The noise zone, which was implemented in the last two years, extends three miles around the airport and encompasses the entire City. Within this area a County zoning permit is required for any construction. The permit requires an aviation easement. There is convenient access to/from the airport and Business Park via STH 153 and I-39.
- **Wausau Municipal Airport** – The Wausau Municipal Airport, located in the City of Wausau, provides general aviation services and is fully equipped to receive large corporate jets, charters, and privately owned aircraft. Air charter, flight instruction, aircraft rental, scenic rides, as well as aviation line services such as refueling, transportation, lodging and catering are some of the services available.

Issues

- **Improvement Funding and Scheduling** - Identifying, prioritizing and funding road maintenance needs and road improvements is a continual challenge. The City has a five-year street plan that sets the schedule for reconstruction (repaving) and is based on an annual budget of \$150,000. The 6th Ward area on the east side of the river has been identified as a priority for street improvements. It currently has deteriorated streets without curb and gutter and few sidewalks.

- **Uncontrolled Intersections** – Uncontrolled intersections have been identified as a safety concern. Vehicles failing to yield at uncontrolled intersections and speeding through neighborhoods are seen as a safety problem that should be addressed.
- **Sidewalk Plan** – The City has concerns about pedestrian safety at intersections. Working with the NCWRPC, the City recently completed an inventory and study of existing and potential sidewalks in the City. A public hearing on the plan findings and whether to use special assessments to fund sidewalk construction was held in Spring 2003. Dangerous intersections identified in this plan include:
 - STH 153 and Old Highway 51
 - 4th Street, West Avenue, and Fremont Street

Currently, sidewalk replacement is done in conjunction with street reconstruction and costs are assessed to the abutting property owner unless trees cause the damage.

- **Transit** – The City does not have transit service. There may be a need to provide special transportation services such as Dial-a-Ride for seniors. It is noted that many motels in the metro area offer shuttle service to the airport.
- **Maple Ridge Interchange** – The I-39 interchange at Maple Ridge Road has been considered for closure in the past due to its poor condition and safety concerns. The interchange is important to Mosinee residents, many of which use the Maple Ridge interchange, via Old Hwy 51, to access I-39. WDOT has given the City assurance that this interchange would remain even if a new interchange is added in Kronenwetter. The State has scheduled reconstruction of the interchange in 2007-2008.

- **River Crossing/Downtown Congestion** – As the only river crossing in the area, the STH 153/Main Street bridge carries large volumes of traffic and is considered a traffic bottleneck. WDOT is looking at constructing another river crossing and/or widening the heavily traveled STH 153 river bridge. There has been some discussion as to whether a second crossing should be considered instead of widening the existing bridge. However, WDOT seems to be leaning toward bridge widening. One idea being considered is splitting the west and eastbound traffic with the westbound following the existing route through the downtown and a new route created to handle eastbound traffic that circumvents the downtown.
- **Railroad Crossing** – There are safety concerns about railroad crossings in the north part of the City along Old Highway 51. Because the tracks are located so close to the highway right-of-way, there is very little vehicle stacking room on cross roads such as Maple Ridge and Oconto. Vehicles waiting to turn onto Old Highway 51 often stack over the tracks. Concerns about safe access in this area also serve as a deterrent to new development

6. Utilities

This section describes the existing conditions and issues relative to utilities available to the City of Mosinee, including sanitary sewer, water supply, power supply, and telecommunication facilities and services. It also describes existing conditions with regard to surface water management.

Sanitary Sewer Service

Sewer Service Area: The sewer service area for the City of Mosinee encompasses all property within the City's boundaries and also extends into the Town of Mosinee. The service area boundaries will be reviewed in conjunction with the update of the Wausau metropolitan area 208 Plan, which is anticipated to be completed in early 2006. Current sewer service area boundaries under the 208 Plan are shown in Figure 6-1. It is noted that the City recently joined the Wausau Area Metropolitan Planning Organization (MPO), and will therefore be included in future 208 Plan update processes. This may also result in wastewater from some new developments in the City being treated by the Rib Mountain Metropolitan Sewerage District treatment facility.

Sewer Treatment and Collection Facilities: The Mosinee wastewater treatment facility is in good shape and has ample capacity to serve anticipated future development within the service area. The wastewater collection system (pipe network and lift stations) is generally in good condition. Sewer pipes and mains are replaced and upgraded in conjunction with road reconstruction or in response to known problems.

Public Water Service

Service Areas and Supply: The City currently has five wells, which provide adequate supply to meet current water needs.

However, the City is looking to add another well. A new well site has been identified and the City is in the process of acquiring the property and getting necessary Wisconsin Department of Natural Resources (WDNR) permits to drill the well.

There are no known problems with well contamination at this time. The City treats water from three of its wells for iron and manganese. The City, with assistance from the North Central Wisconsin Regional Planning Commission (NCWRPC), drafted a wellhead protection plan but it has not been adopted.

Storage Facilities: Water storage facilities consist of three elevated water towers and one ground reservoir. The newest water tower was built in 1995.

Distribution Systems: The City's water distribution system is in good working condition. Generally pipe replacement and upgrading is done in conjunction with road reconstruction or in response to a known problem.

Surface Water Management

The City has applied for a storm water management permit to meet Federal requirements. Once the permit is approved, the City will develop a storm water management plan. The City currently requires storm water management plans and detention ponds for new subdivisions and commercial development.

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 non-point sources of pollution, including failing septic systems, urban runoff, and issues often identified with rural areas such as soil erosion, animal waste and pesticides. Non-point pollution is best addressed by watershed. Marathon County encompasses portions of 22 watersheds as shown on Figure 6-2. The 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 these watersheds is currently underway. While none are located within the City, one, the Lower Big Eau Pleine, is just west of the City.

Electrical and Gas Utilities

Electrical power and gas in the City of Mosinee are both provided by Wisconsin Public Service Corporation (WPS). There are no public power plants in the City, although the paper mill has its own hydroelectric plant for producing electricity.

Telecommunication Facilities and Services

- Television/Cable providers – Charter Communications
- Telephone/Fiber Optics – Mosinee Telephone Company (locally owned)
- Cell towers – The City does not have a cell tower ordinance and there are currently no cell towers in the City. Height restrictions around the airport make it more difficult to site such towers. However, there are cell phone antennae on City water towers.

Solid Waste Management

The City of Mosinee contracts with a private company for waste management. Municipal, commercial and industrial waste is accepted at the Marathon County Landfill in Ringle. User fees collected at the landfill defray the cost of landfill operations.

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.

Recycling

Recycling pick-up is provided by a private contractor on a bi-weekly basis.

Issues

- **Low Water Pressure** – Water pressure in the downtown area tends to be low and the City is interested in improving it to enhance fire protection capabilities. Addressing this is anticipated to be a long-term effort.
- **Protect Water Supply** – The City has concerns about the potential for water contamination as a result of the recently proposed by the Town of Mosinee to establish a sanitary sewer district located near the City’s well. The proposed sanitary district is intended to serve new, urban density development in the southeast portion of the Town.

7. Housing

Housing is a significant aspect of any comprehensive planning effort. This section provides an inventory and analysis of housing conditions in the City of Mosinee. The City’s housing stock consists of a mix of single and multi-family dwellings, with almost 69 percent owner-occupied. The majority of housing units were constructed before 1980, and housing values tends to be a little lower than median values for Marathon County or the State as a whole.

Data contained in this section reflect two methodologies of data collection employed by the U.S. Census. The source of data collected for the first table is from 2000 Census, Summary Tape File (STF)-1 Data, which was 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”. It should be noted that STF-1 and STF-3 data may differ for similar statistics, due to survey limitations, non-response, or other attributes unique to each form of data collection.

Housing Inventory

The following information provides a summary overview of the type, character and conditions of the housing stock in the City of Mosinee.

Housing Type and Tenure

As shown in Table 7-1, the City of Mosinee has 1,635 occupied housing units. Over half of these units (69%) are owner-occupied. The City has an average household size of 2.47 persons, which is slightly smaller than average household size in the County overall. More than one-quarter (27%) of all households are classified as being “1 person households” and about 25 percent have a householder aged 65 years or older.

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

Area	City of Mosinee	Marathon County	Wisconsin
Total Occupied Housing Units	1,635	47,702	2,084,544
Owner Occupied Units	1,125	36,091	1,426,361
Renter Occupied Units	510	11,611	658,183
Average Household Size	2.47	2.6	2.50
% Owner Occupied	68.8	75.7	68.4
% 1 Person Households	26.9	23.6	26.8
% With Householder 65 years or older	25.4	21.7	21.5

Source: 2000 U.S. 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 250 while the number of occupied housing units rose by 194. Vacancy rose from 3 to 6 percent. The number of owner-occupied housing units increased by 47 or 4 percent. The census reports increases in the number of single-family, duplex and multi family units.

A new 29-lot residential subdivision is planned north of downtown, on the east side of the river near Oconto and Maple Ridge Road. The City is also reviewing plans for a planned unit development consisting of 18 condominium duplex units (9 buildings).

Table 7-2: Changes in Housing Stock

	1990	2000	# Change	% Change
Total Housing Units	1478	1728	250	17%
Occupied Housing Units (Households)	1433	1627	194	14%
Vacancy %	3%	6%	--	--
Owner Occupied Housing Units	1052	1099	47	4%
Renter Occupied Housing Units	381	528	147	39%
Owner Occupied Housing Units as percent of Total	73%	68%	--	--
Number of Homes for Seasonal/Rec Use	3	4	1	33%
Number of Single Family Homes	1199	1286	87	7%
*Detached	1155	1259	104	9%
**Attached	44	27	-17	-39%
Number of Duplexes	55	162	107	195%
Multi Family Units 3-9 units	112	149	37	33%
Multi Family Units 10+	73	119	46	63%

Source: U.S. Census: 1990, 2000 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.

Table 7-3 shows housing age in the City of Mosinee and indicates that housing growth has been fairly consistent over the past several decades. Recent housing growth from the 1990s makes up approximately 16 percent of the total housing stock. That is slightly higher than overall percentages for the County overall where homes built in the 1990s make up 13 percent of the 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
1,728	63	99	86	194	322	230	191	150	393
100%	4%	6%	5%	11%	19%	13%	11%	9%	23%

Source: U.S. Census, 1990, 2000 STF 3 Data

Physical Housing Stock

Table 7-4 below indicates several select measures of physical condition and compares them to figures for Marathon County and Wisconsin. The median home size in the City of Mosinee is similar in size compared to the overall figures for the County and State, as measured by number of rooms. Just over 74 percent of the City’s housing stock is classified as being a “single family” home, which is similar to overall figures for the County and State. Approximately 7 percent of the City’s housing stock is within structures with more than 10 units, which is substantially higher than the County average. Census data indicates all homes in the City have 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
Mosinee (City)	5.4	74.42%	6.89%	0.00%	0.00%
Marathon County	5.8	76.10%	4.50%	0.90%	0.90%
Wisconsin	5.4	69.30%	9.40%	1.40%	1.50%

Source: U.S. Census, 1990, 2000 STF 3 Data

Housing Values

Median Value

Table 7-5 shows home value statistics for the City, 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 City of Mosinee has a median housing value slightly below that of the County.

Table 7-5: Median Housing Value

	Median Value (dollars)
Mosinee (City)	\$87,700
Marathon County	\$95,800
Wisconsin	\$112,200

Source: U.S. Census, 1990, 2000 STF 3 Data

Range of Values

Table 7-6 shows the range of housing values that exist in the City. Compared to overall percentages for Marathon County, the City of Mosinee has a slightly lower higher percentage of homes valued above \$100,000.

Table 7-6: Range of Housing Values

Number of Houses per Housing Value Category	City of Mosinee	Marathon County
< \$49,999	33	1,459
%	3%	5%
\$50,000 to \$99,999	698	13,405
%	65%	49%
\$100,000 to \$149,999	295	8,220
%	28%	30%
\$150,000 to \$199,999	33	2,368
%	3%	9%
\$200,000 or more	7	1,714
%	1%	6%

Source: U.S. Census, 1990, 2000 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 percent 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 percent 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 percent of the monthly household income. About 12 percent of households in the City of Mosinee pay more than 35 percent of their income on housing costs, which is similar to that of the County (10%) and State (9%) among owner and renter-occupied households. Likewise, select median owner-occupied costs, both with and without a mortgage, in the City are similar to median figures for Marathon County.

Table 7-7 also shows that median renter costs appear to be consistent between the City, County, and State. 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)

Table 7-7: Housing Affordability

	Owner Occupied			Renter Occupied		
	Median selected monthly owner costs ¹			Median Selected monthly renter costs ¹		
	With mortgage	No Mortgage	% ²	Median Contract rent	Median gross rent	% ²
Mosinee (City)	\$921	\$323	12%	\$459	\$536	16%
Marathon County	\$916	\$295	10%	\$423	\$484	20%
Wisconsin	\$1,024	\$333	9%	\$473	\$540	25%

¹In dollars

²Percent paying over 35% of household income on housing

Source: 2000 U.S. Census, STF 3 Data

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 Highway 51 area is the center of Marathon County for population, jobs, and housing opportunities. As such, most senior housing opportunities in Marathon County are centered in and around this area as well. There are approximately 110 different senior and special needs housing programs and facilities in and around the Wausau metropolitan area.

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-Small Cities Housing (CDBG)** – The City uses CDBG revolving loan funds to assist in rehabilitation of low and moderate cost homes. This program has been quite successful.
- **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.
- **Development Constraints** – Most of the land available for new residential development in the City is located in the east and northeast parts of the City. However, high bedrock in these areas increases development costs and presents potential water problems due to seasonal springs that seep from the bedrock. In addition, the location of railroad tracks along Old Highway 51 presents some concerns about safe access to property on the west side of the highway and tracks.

Housing Issues

- **Senior Housing** – While the City has some senior housing, it is anticipated that demand will increase as the population ages. As such, the City is interested in providing more senior housing as well as a senior center. There is a 18-unit duplex condominium project currently proposed that will be marketed toward seniors.

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 City of Mosinee

The City of Mosinee was located at the treacherous location on the Wisconsin River called Little Bull Falls. Joseph Dessert, a Canadian fur trader, arrived in 1844 and soon took over a mill at the Falls. Dessert's mill became the primary economic focus of Mosinee, as well as the surrounding towns, for the next 40 years. Timber was cut in Guenther, Reid and Kronenwetter and shipped to Mosinee on the company's logging trains. By 1900, 50 rail cars daily brought pine to the mill. The company employed as many as 160 men in the mill and another 50 at each of four logging camps. The company also owned houses that it rented to employees. Dessert took an active interest in building the community, most notably building a public library and providing for its maintenance in the early years.

The Dessert Mill closed in 1904 and led to population decline and stagnation in the community. In 1908, Dessert's nephew, Louis Dessert sold water power rights of the Joseph Dessert Lumber Company. These rights were eventually purchased by

the Wausau Group, several lumbermen who initiated the development of the Wausau Sulphate Fibre Company at Mosinee. Karl A. Mathie was the head of the new company.

The new plant caused a rebirth in the community, with population growth to over 1,000 persons by 1920. A town hall was built the following year, along with a high school, paving of Main Street, new hotels and new parks developed. Mosinee became a city in 1931. The Wausau Sulphate Company remained significant in the community through the twentieth century, becoming the Mosinee Paper Corporation in 1970.

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

There are two properties in Mosinee listed on the NRHP:

- Joseph Dessert Library 123 Main Street
- Karl Mathie House 202 Water Street

The Joseph Dessert Library was named to the NRHP as part of a thematic nomination encompassing Marathon County properties designed by Milwaukee architect Alexander Chadbourne Eschweiler. The library was donated to the City by pioneer lumberman Joseph Dessert, who was responsible for operating the mill that provided the City's primary economic engine in the last half of the nineteenth century. The Joseph Dessert Library included the first floor library spaces and a second floor Library Hall, site of many public events including graduations, plays, and traveling programs.

The Karl Mathie House was also named to the NRHP as part of the Eschweiler historic properties. Mathie was the head of the Wausau Sulphate Fibre Company (later the Mosinee Paper

Company), the paper mill built ca. 1910 that resurrected the Mosinee economy after Dessert’s sawmill had closed down six years before. Mathie’s house was built in a Shingle style, and situated to provide maximum views of the river.

Mosinee 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. There are 64 historic properties in Mosinee that have been previously surveyed and included in the AHI.

Archaeological sites are identified only at the town level. The State Historic Preservation Office (SHPO) has identified 5 archaeological sites and historic cemeteries in the Town of Mosinee (includes the City of Mosinee).

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. Known cemeteries in Mosinee are shown in Table 8-1.

Table 8-1: Known Cemeteries

Cemetery Name	Location	Section
Mosinee/Union	Mosinee, behind St. Paul Cemetery	29-30E
St. Paul Catholic	West Main St., (Co. B) Mosinee	29-30E

Source: www.rootsweb.com/~wimarath/CenLocations.htm

Cultural Resources Opportunities and Constraints

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 City 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.

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.

Issues

No significant issues have been identified.

9. Community Facilities

Community facilities include an array of services and facilities associated with schools, libraries, public protection, and health care. This section describes the existing community facilities and services located in or used by the City of Mosinee

Schools

Primary and Secondary Schools

The City of Mosinee is served by the Mosinee School District, which has an elementary school (K –3), a middle school (4-8), and a high school (see Figure 9-1). All three schools are located in the City of Mosinee. The district is anticipating slow to moderate growth of 5 to 20 students per year. Table 9-1 indicates enrollment in recent school years.

Table 9-1: Mosinee School District Enrollment

Year	Enrollment PreK-12
1996-1997	2,000
1997-1998	2,021
1998-1999	2,002
1999-2000	1,975
2000-2001	2,014
2001-2002	2,041

Source: State of Wisconsin, Department of Public Instruction

Table 9-2 lists the private schools located in the City of Mosinee. In addition to the schools listed above, a Lutheran high school is planned in the area between Oconto and Maple Ridge Road, near a new subdivision.

Table 9-2: Private Schools

Name	Address	Level
Boulevard School	591 W STH 153	Elem.
Northland Lutheran High School	2107 Tower Rd	High
St Paul’s School	404 High St	Pre-8

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 City of Mosinee is served by the Marathon County Public Library system (see Figure 9-1). The Mosinee Branch-Joseph Dessert Library has a new addition expanding its space to 18,913 square feet, containing over 18,900 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.

Public Protection

Police

The City has its own Police Department with six officers and a Police Chief. The City also provides deputy assistance to the County Sheriff if needed to serve outlying areas. Figure 9-2 illustrates police service areas.

Fire and Emergency Response

The City has its own paid, on-call volunteer Fire Department, which also serves the Towns of Mosinee, Knowlton, and Bergen. A new fire station is planned on Range Line Road. Figure 9-3 illustrates fire service areas.

Emergency and ambulance services are also provided through the fire department, which has a full-time Emergency Medical Technician (EMT) during the work week. Staffing at other times is provided by paid, on-call volunteers.

E-911 Dispatch Service - The Marathon County Sheriff's Department Communications Division provides E-911 Dispatch for all Police, Fire, and Emergency Medical Services (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

Figure 9-4 shows hospitals and clinics located in the area. 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.

Wausau Hospital and its parent corporation, Community Health Care, and other nearby hospitals are part of the Wisconsin Valley Health Network.

St. Joseph's Hospital in Marshfield and St. Michael's Hospital in Stevens Point are both operated by Ministry Health Care. St. Joseph's Hospital is located at 611 Saint Joseph Avenue in Marshfield and offers a full array of services, specialty services and a complete rehabilitation unit. St. Michael's is a fully accredited acute care facility with 181 beds and nearly 200 doctors on staff. It is located at 900 Illinois Avenue in Stevens Point.

Working in conjunction with St. Joseph's Hospital is the Marshfield Clinic. Marshfield Clinic began in 1916 when six physicians decided to join their efforts. The Marshfield Clinic has grown to over 700 physicians with 41 Regional Centers in Wisconsin and Upper Michigan. Marshfield Clinic first

established satellite locations in 1976. Offices in Marathon County are located in Athens, Colby/Abbotsford, Marathon, Mosinee, Schofield (Everest Center), Stratford, and Wausau (4 locations).

Ministry Health Care announced plans in July 2002 to construct a 104-bed, \$100 million hospital and medical office complex in Weston near the intersection of STH 29 and CTH X. This facility – now called the Weston Regional Medical Center - opened in 2005.

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 Network (CCR&R) 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 shown in Table 9-3:

Table 9-3: Area Child Care Providers

Counties	Agency	Contact Information
Langlade, Lincoln, Marathon, Taylor	Child Care Connection	http://www.childcareconnectionrr.org/ (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

No issues have been identified.

10. Parks

Existing Parks, Trails and Open Space

The City of Mosinee has a well-developed public park system comprised of 11 parks on approximately 60 acres of land. The City has a Park and Recreation Commission, which adopted a five-year *Comprehensive Outdoor Recreation Plan for the period 2000 to 2004*.

City Parks, Trails and Open Space

A complete inventory of the park system is included in the *Comprehensive Outdoor Recreation Plan*, existing parks and their main features are described below.

- **Central Park** - A neighborhood park approximately 1.5 acres in size located on Short Street, between Ninth and Tenth streets. Facilities include an open play area, mature shade trees, picnic tables, and play equipment.
- **Chuck's Boat Landing** - This boat landing provides access to the Wisconsin River below the Mosinee dam. Besides the landing located at the southeast end of Fremont Street no other facilities are present.
- **City Park** - Located at the intersection of Second Street and Washington Street in downtown Mosinee, this 1.5 acre park serves the adjacent neighborhood. Facilities include a family picnic site, play equipment for young children, and a basketball court.
- **Corner Park** - At 0.2 acres, Corner Park is a very small play area at the intersection of Wisconsin and Landfried streets. The park has two picnic tables, a slide, swings, and tweeter-totters.
- **Dessert Park** - A 2.4 acre community park located at the corner of Fremont and Fourth streets. Dessert Park has a number of mature white pines, children's play equipment, girls softball diamond, lodge with restrooms, ice rink, picnic tables, and parking lot.
- **Edgewood Park** - This 16.5 acre community park at the east end of Edgewood Drive is in a state of development, with a master plan completed in 1994. The park lies along the west bank of the Wisconsin River and its backwater. Current facilities include a basketball court and children's play equipment.
- **Mosinee Recreation Center** - This recreation center is located on Eleventh Street between Fremont and High streets on 9.0 acres of land. The center's main feature is an indoor ice skating rink, also used for community gatherings during the summer, which has a concession area, restrooms, and showers. The center also has a lighted softball diamond with bleachers, and children's play equipment.
- **River Park** - This riverfront park is located along the Mosinee Flowage impoundment area of the Wisconsin River and is visible along the north side of Main Street between Seventh and Eleventh streets in downtown. The park has 3400 feet of shoreline and 27 acres of land. The park's focus is on passive recreation. Facilities include a boat landing, picnic areas with grills, a sand volleyball court, and play equipment.
- **Walter Zych Park** - This 0.8 acre neighborhood park at the corner of Jackson and Eighteenth streets is wooded, but with play areas used as a ball field. Picnic tables, a sand volleyball court, and play equipment are present.

City of Mosinee

- **Creske Park** - Located at the corner of 20th Street and Mosinee Avenue, Creske Park is newly developed 0.8 acre neighborhood park.
- **Ranger Park** - This park was transferred to the City of Mosinee from Marathon County.
- **Redman/Riedel Park** - A new park is being developed on 10 acres just west of Hwy. 51, between Ring and Ranger roads, which will likely be called Redman/Riedel Park, although a name has not been finalized at this time.

City Recreation Trail System

A hiking and bicycling trail around the circumference of the City is two-thirds complete. The trail in River Park is complete, as is a sidewalk along Rangeline Road, with a connecting trail planned south of Edgewood Drive, in Edgewood Park along the Wisconsin River. The trail will also connect to Dessert Park, Chuck's Landing, and Zych Park creating a loop around the City.

A canoe trail from Miller's Bottom to the Mosinee Paper spillway or River Park has also been proposed, allowing exploration of the wild river shoreline in the City.

County or State Parks, Forest and Trails

County and State park facilities in the vicinity are shown on Figure 10-1 and include:

- **Bluegill Bay Park** - Marathon County owns and maintains Bluegill Bay Park and the Nine Mile Forest Unit in the Town of Rib Mountain. Bluegill Bay Park is a 68-acre County park located on the west shore of Lake Wausau

between Cloverland Lane and Parrot Lane. The park provides access to Lake Wausau at its boat landing with piers and a boat trailer parking lot, and is subject to overcrowding at times. The park's picnic area has 20 tables, 4 grills, 3 shelters, flush toilets and 104 parking spaces. A fishing area, including a handicapped pier is also available. Forty-eight acres of the park are undeveloped, and the County's tree nursery is also in the park.

- **Nine-Mile Forest Unit** - Nine Mile Forest is known as a recreation area with many miles of hiking, mountain biking, and cross-country ski trails. Skiing is promoted with a ski chalet and over 25 kilometers of one-way loops. The forest is open to hunting and snowmobiling. Nine-Mile has 4755 acres of mixed uplands, marshes, and water impoundment's.
- **Big Eau Pleine Park**- Located in the Town of Green Valley, this 1,450-acre park is on a peninsula surrounded by the Big Eau Pleine Reservoir. The park has an extensive trail system and two active recreation areas. Big Eau Pleine facilities include campgrounds, picnic tables, grills, restrooms, shelters, boat launches, swimming beaches, and play equipment.
- **Rib Mountain State Park** - 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).

- **George W. Mead Wildlife Area** - This very large Wisconsin Department of Natural Resources (WDNR) conservation and recreation area is located in the southeast portion of the Town of Day, extending across Green Valley and into the Town of Bergen, creating a conservation area of approximately 20,000 acres. Much of the area consists of wetlands surrounding a series of lakes and flowages connected by the Little Eau Pleine River. Portions of the Mead Wildlife Area are open for public hiking, hunting, and fishing.
- **Mountain Bay State Trail** - This trail is built on a former railroad right of way stretching 83 miles from the Village of Weston to Green Bay. The current western most trailhead is adjacent to the Village of Weston Municipal Center, where parking and trail passes are available. The trail has a crushed granite surface and passes through the rural countryside and several villages as it makes its way from the Rib Mountain area to Green Bay on Lake Michigan.

Park System Needs

The City's *Comprehensive Outdoor Recreation Plan* states the following park needs and priorities:

- General park and recreation facilities to serve City residents on the east side of the Wisconsin River;
- Improvements to River Park, particularly the boat landing and fishing pier;
- Development of Edgewood Park, particularly construction of soccer fields;
- Development of various hiking/biking/canoeing trails

Issues

- **Trail Funding** – Obtaining funding for land acquisition, construction and improvements of trails is a continual challenge.

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. A more specific description of employment trends, major local employers or industries, and where most residents of the City of Mosinee work follows. 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

As an urbanized area, the City of Mosinee economy does not directly depend on agriculture. However, the economic health and vitality of the City of Mosinee is indirectly affected by the economic health of the agricultural economy and its impacts on surrounding communities. The agricultural economy is subject to national and international pressures, which creates 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 divert 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.

Information regarding forces influencing changes in the rural area was summarized from two reports prepared by the 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). Findings with relevance to the City of Mosinee are listed below:

- 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 40% (1565 to 951 farms) in the past 13 years.
- 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.)
- The immigrant work force associated with industrial farms, impacts public services such as schools, social services and law enforcement.
- Crop land and open space are being broken up into smaller fields by rural residences.
- 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.

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.

Top industry groups in Marathon County are shown in Table 11-1.

Table 11-1: Marathon County Top 10 Industry Groups Based on Number of Employees (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

The City of Mosinee developed in conjunction with the growth of the paper mill. While the mill has always been one of largest employers in the City, the economic base is fairly diversified. The City continues to function as a free-standing city with a traditional downtown commercial district. The City is also home to the Central Wisconsin Airport (CWA), which has fostered industrial and commercial development.

Table 11-2 provides a breakdown of employment by sector in the City. In 2000, there were 5,303 people employed at jobs located in the City of Mosinee. Most employment was in manufacturing, which had 2,307 employees. This reflects the impact of the paper mill and the business park on employment in the City. Commercial employment is also relatively high with 1,213 jobs.

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

POPULATION	4,063
EMPLOYMENT:	
Commercial	1,213
Manufacturing	2,307
Service	780
Other	812
Self-Employed/Farm	191
TOTAL	5,303

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

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, 2000-2030

	Total Employment by Year						
	2000	2005	2010	2015	2020	2025	2030
Mosinee	5,303	5,593	5,884	6,174	6,464	6,755	7,045
County	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, 2003

By the year 2030, it is estimated that the City will provide employment to over 7,000 workers. This represents an employment increase of 1,742 jobs or almost 33 percent and assumes a moderate growth rate based on the rate of change in employment between 1990 and 2000 for non-farm employment. The estimates suggest an overall increase in employment by 2030 between 28 percent if a lower than expected growth rate occurs and 38 percent if a higher growth rate occurs (Table 11-3a).

Table 11-3a: Percent Change in Employment, 2000-2030

	Percent Change in Employment by Growth Rate		
	Low Growth	Moderate Growth	High Growth
Mosinee	+28	+33	+38
Marathon Co.	+21	+26	+34

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

Employment projections were also prepared for the 2035 LRTP, and are based on building permit and other data gathered between 2000 and 2005. These projections, shown in Table 11-4, indicate a significantly higher rate of employment growth than the NCWRPC projections. However, the number of total jobs is significantly lower. This is primarily due to the difference in number of jobs reported in 2000 by the NCWRPC versus the 2035 LRTP.

Table 11-4: Employment Projections, (MPO) 2000-2030

	Total Employment by Year							% chg.
	2000	2005	2010	2015	2020	2025	2030	
NCWRPC	5,303	5,593	5,884	6,174	6,464	6,755	7,045	33%
MPO Adjusted	3,374	3,700	4,026	4,352	4,679	5,005	5,331	58%

Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC 2003 and Marathon County Metropolitan Planning Commission [MPO adjusted - prepared for 2035 LRTP]

Major Local Employers

The City is home to several large employers, which provide opportunities for many local residents to work close to home. Most residents who do not work in the City, commute to the Wausau metropolitan area, Stevens Point or Marshfield.

Wausau-Mosinee Paper Mill – This is one of the largest employers in the City.

Downtown Central Business District (CBD) – Most businesses in the downtown CBD consist of service or niche type businesses such as restaurants and antique shops. The downtown is also where City government offices are located.

CWA – The CWA is a major economic generator in the region. Its presence also serves as a major draw for other commercial, industrial and service businesses (e.g., motels, restaurants).

Business Park – The Central Wisconsin Business Park was created in the 1980s through a joint effort between the City of Mosinee and Marathon County. The City owns all of the remaining vacant lots and provides all the infrastructure in the park. The park is currently home to over 15 businesses. One of the largest businesses, SNE Windows, employs about 1,200 people. Table 11-5 lists the current businesses in the park, when they opened and their size.

Table 11-5: Central Wisconsin Business Park Land Absorption by Facility

Year	Acres	Company	Facility Size
1990	43	SNE	643,000
1992	27	Fulton Performance Products	210,000
1995	5.8	Multi-Industries	120,000
1993	7	Wausau Financial Systems	60,000
1991	10	Future Products	40,000
1997	6.29	Storm-tite	40,000
1991	3	Federal Express	30,000
1997	6.36	Industrial Recyclers of WI	30,000
1994	5	ABL Lights, Inc.	22,000
1990	4	MapleRidge Farms	12,000
1989	2.6	Bender (River Valley Building)	12,000
1996	2.3	Bender (SNE office)	12,000
1999	3.2	Viking	10,000
1994	3.2	Wads Woodworks	8,000
1999	2.48	Plumbers Union	8,000
1988	2.87	American Asphalt	3,000
1993	2	Kidstown USA	2,800
Total Acres:	136.1	Total Building Size (square feet):	1,262,800

Source: Prepared by Economic Development Services based on telephone interviews with municipal officials.

Figure 11-1 illustrates the location of the Central Wisconsin Business Park, and other business parks throughout Marathon County.

A tax increment financing (TIF) district was created to help finance construction of infrastructure improvements in the business park. The City anticipates closing the TIF in 2003 with payoff by 2011. As shown in Table 11-6, there are about 50-acres of land available for new development in the business park. It is noted that some lots in the park are difficult to develop due to high bedrock. The City is open to working with developers to minimize constraints due to increased development costs resulting from high bedrock.

Table 11-6: Central Wisconsin Business Park Land Absorption History, 1990 - 2002

Total Land (acres)	186
Total Land Sold - 1990 – 2002 (acres)	136.1
Total land available for sale (acres)	~ 50
Ave. Absorption/year (acres)	11.34
Building coverage to date (square feet)	1,262,800
Building coverage to date (percent)	21%

Source: Prepared by Economic Development Services based on telephone interviews with municipal officials.

Issues

- **High Bedrock** – The presence of high bedrock in the Central Wisconsin Business Park makes it more difficult and expensive to develop certain lots. The City actively works with developers to try to minimize these constraints.

12. Intergovernmental Cooperation

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- 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 City of Mosinee 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.

Shared Services

Surrounding Towns: The City cooperates in a Fire District with the Towns of Mosinee, Bergen and Knowlton.

Cooperative Practices

Surrounding Towns: The City exercises extra-territorial zoning (ETZ) authority over a portion of the Town of Mosinee and is in discussions with the Town about creating a boundary agreement.

The City is also involved in the South Area Municipalities Committee, which meets monthly to discuss issues affecting communities in the area.

Marathon County: The Central Wisconsin Airport (CWA) is operated through a joint powers agreement between Marathon and Portage Counties. The City provides deputy assistance to County Sheriff if needed in outlying areas.

The County provides several services to the City including: 911 dispatch service, access permits, maintenance and improvement of County Highways, planning and permitting oversight regarding shoreland, and wetland and floodplain regulation. The County also provides oversight on compliance with County soil and water conservation policy for the Farmland Preservation Program.

Regional Agencies: The City coordinates with the Wausau Area Metropolitan Planning Organization (MPO) on regional transportation issues and planning. The North Central Wisconsin Regional Planning Commission (NCWRPC) provides planning and mapping assistance to the City.

State and Federal Agencies- State and/or Federal 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.** A developer has proposed a planned development with a mix of residential, commercial and industrial land uses on farmland southwest of the City

border in the Town of Mosinee. The proposed urban density development would require sewer and water utilities. The City has a policy and ordinance to not extend sewer and water without annexation. The Town of Mosinee recently received approval to develop its own sanitary district to serve this area. As discussed below, the City and Town are trying to determine whether a boundary agreement can be developed for this area to address the provision of utilities to accommodate the proposed new development.

One point of frustration is that 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 townships 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.

- **ETZ and Extra-Territorial Subdivision Review.** While the City has authority to exercise ETZ and extra-territorial subdivision review within 1½ mile of its border in order to have some control over development on its fringe, such action often creates conflict with the affected town. ETZ authority allows the City to review requests for building permits, zoning amendments, and subdivisions within this area. In the Town’s view, ETZ usurps their control over development within their border. While ETZ requires establishment of a joint committee charged with preparing a mutually agreed upon development plan for the area, success depends on whether agreement can be reached.

As noted in the Land Use element, the City imposed its ETZ authority over the area southwest of the City border in the Town of Mosinee where a new urban density development

has been proposed. The ETZ committee is considering whether a boundary agreement can be developed for this area and if there are opportunities for the City to offer the Town some type of revenue sharing in exchange for annexation of the land. However, at this time, no agreement has been reached.

- **Maple Ridge Interchange.** Recent efforts to construct a new interchange on I-39/US 51 in Kronenwetter have raised concerns that the State might close the existing interchange at Maple Ridge Road in the City of Mosinee. However, the Wisconsin Department of Transportation (WDOT) has given the City assurances that the Maple Ridge interchange will remain and plans to reconstruct it in 2007-8.
- **Bridge Crossing.** Concerns about traffic congestion on the STH 153 bridge over the Wisconsin River have resulted in discussions about whether a second bridge should be constructed rather than widen the existing bridge. Due to concerns about environmental damage, a second bridge is considered unlikely. However, WDOT may look at redesigning the existing bridge to split eastbound and westbound traffic in conjunction with reconstruction. This would require constructing a new “arm” of the bridge that would circumvent downtown and reconnect to STH 153 at the west end of the City. This project will require coordination between WDOT, Wisconsin Department of Natural Resources (WDNR), due to potential impacts on the river, and could result in major land use changes along the west bank of the river.

farms are not profitable, and the value of land rises farmers have a harder time competing for the land base.

Information regarding forces influencing changes in the rural area was summarized from two reports prepared by the 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). Findings with relevance to the City of Mosinee are listed below:

- 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 40% (1565 to 951 farms) in the past 13 years.
- 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.)
- The immigrant work force associated with industrial farms, impacts public services such as schools, social services and law enforcement.
- Crop land and open space are being broken up into smaller fields by rural residences.
- 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.

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.

Top industry groups in Marathon County are shown in Table 11-1.

Table 11-1: Marathon County Top 10 Industry Groups Based on Number of Employees (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

The City of Mosinee developed in conjunction with the growth of the paper mill. While the mill has always been one of largest employers in the City, the economic base is fairly diversified. The City continues to function as a free-standing city with a traditional downtown commercial district. The City is also home to the Central Wisconsin Airport (CWA), which has fostered industrial and commercial development.

Table 11-2 provides a breakdown of employment by sector in the City. In 2000, there were 5,303 people employed at jobs located in the City of Mosinee. Most employment was in

manufacturing, which had 2,307 employees. This reflects the impact of the paper mill and the business park on employment in the City. Commercial employment is also relatively high with 1,213 jobs.

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

POPULATION	4,063
EMPLOYMENT:	
Commercial	1,213
Manufacturing	2,307
Service	780
Other	812
Self-Employed/Farm	191
TOTAL	5,303

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

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, 2000-2030

	Total Employment by Year						
	2000	2005	2010	2015	2020	2025	2030
Mosinee	5,303	5,593	5,884	6,174	6,464	6,755	7,045
County	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, 2003

By the year 2030, it is estimated that the City will provide employment to over 7,000 workers. This represents an employment increase of 1,742 jobs or almost 33 percent and assumes a moderate growth rate based on the rate of change in employment between 1990 and 2000 for non-farm employment. The estimates suggest an overall increase in employment by 2030 between 28 percent if a lower than expected growth rate occurs and 38 percent if a higher growth rate occurs (Table 11-3a).

Table 11-3a: Percent Change in Employment, 2000-2030

	Percent Change in Employment by Growth Rate		
	Low Growth	Moderate Growth	High Growth
Mosinee	+28	+33	+38
Marathon County	+21	+26	+34

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

Employment projections were also prepared for the 2035 LRTP, and are based on building permit and other data gathered between 2000 and 2005. These projections, shown in Table 11-4, indicate a significantly higher rate of employment

growth than the NCWRPC projections. However, the number of total jobs is significantly lower. This is primarily due to the difference in number of jobs reported in 2000 by the NCWRPC versus the 2035 LRTP.

Table 11-4: Employment Projections, (MPO) 2000-2030

	Total Employment by Year							
	2000	2005	2010	2015	2020	2025	2030	% chg.
NCWRPC	5,303	5,593	5,884	6,174	6,464	6,755	7,045	33%
MPO Adjusted	3,374	3,700	4,026	4,352	4,679	5,005	5,331	58%

Source: Marathon County 2030 Population and Employment Projections Methodology Report, NCWRPC 2003 and Marathon County Metropolitan Planning Commission [MPO adjusted - prepared for 2035 LRTP]

Major Local Employers

The City is home to several large employers, which provide opportunities for many local residents to work close to home. Most residents who do not work in the City, commute to the Wausau metropolitan area, Stevens Point or Marshfield.

Wausau-Mosinee Paper Mill – This is one of the largest employers in the City.

Downtown Central Business District (CBD) – Most businesses in the downtown CBD consist of service or niche type businesses such as restaurants and antique shops. The downtown is also where City government offices are located.

CWA – The CWA is a major economic generator in the region. Its presence also serves as a major draw for other commercial, industrial and service businesses (e.g., motels, restaurants).

Business Park – The Central Wisconsin Business Park was created in the 1980s through a joint effort between the City of Mosinee and Marathon County. The City owns all of the remaining vacant lots and provides all the infrastructure in the park. The park is currently home to over 15 businesses. One of the largest businesses, SNE Windows, employs about 1,200 people. Table 11-5 lists the current businesses in the park, when they opened and their size.

Table 11-5: Central Wisconsin Business Park Land Absorption by Facility

Year	Acres	Company	Facility Size
1990	43	SNE	643,000
1992	27	Fulton Performance Products	210,000
1995	5.8	Multi-Industries	120,000
1993	7	Wausau Financial Systems	60,000
1991	10	Future Products	40,000
1997	6.29	Storm-tite	40,000
1991	3	Federal Express	30,000
1997	6.36	Industrial Recyclers of WI	30,000
1994	5	ABL Lights, Inc.	22,000
1990	4	MapleRidge Farms	12,000
1989	2.6	Bender (River Valley Building)	12,000
1996	2.3	Bender (SNE office)	12,000
1999	3.2	Viking	10,000
1994	3.2	Wads Woodworks	8,000
1999	2.48	Plumbers Union	8,000
1988	2.87	American Asphalt	3,000
1993	2	Kidstown USA	2,800
Total Acres:	136.1	Total Building Size (square feet):	1,262,800

Source: Prepared by Economic Development Services based on telephone interviews with municipal officials.

Figure 11-1 illustrates the location of the Central Wisconsin Business Park, and other business parks throughout Marathon County.

A tax increment financing (TIF) district was created to help finance construction of infrastructure improvements in the business park. The City anticipates closing the TIF in 2003 with payoff by 2011. As shown in Table 11-6, there are about 50-acres of land available for new development in the business park. It is noted that some lots in the park are difficult to develop due to high bedrock. The City is open to working with developers to minimize constraints due to increased development costs resulting from high bedrock.

Table 11-6: Central Wisconsin Business Park Land Absorption History, 1990 - 2002

Total Land (acres)	186
Total Land Sold - 1990 – 2002 (acres)	136.1
Total land available for sale (acres)	~ 50
Ave. Absorption/year (acres)	11.34
Building coverage to date (square feet)	1,262,800
Building coverage to date (percent)	21%

Source: Prepared by Economic Development Services based on telephone interviews with municipal officials.

Issues

- **High Bedrock** – The presence of high bedrock in the Central Wisconsin Business Park makes it more difficult and expensive to develop certain lots. The City actively works with developers to try to minimize these constraints.

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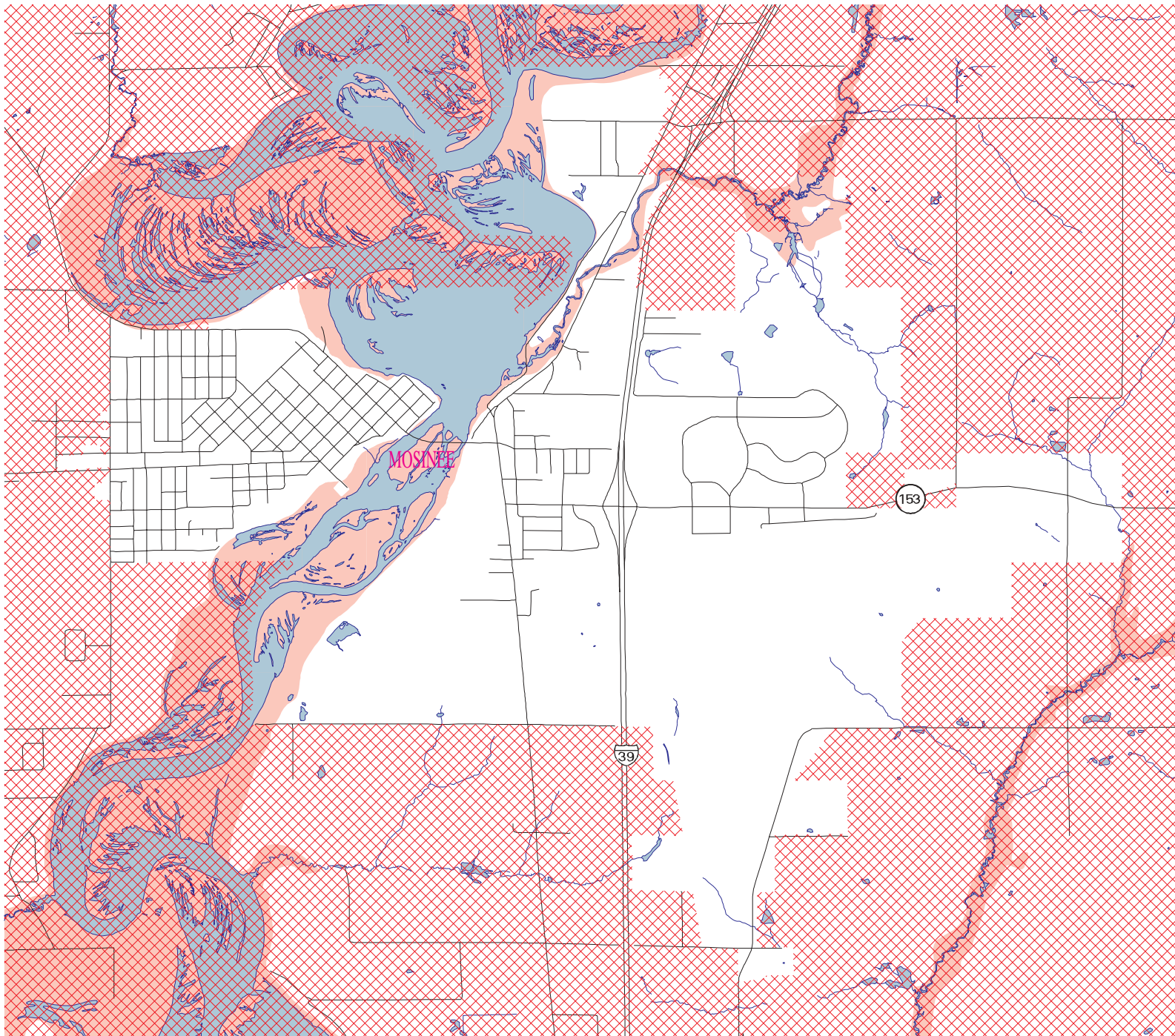
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- **Bridge Crossing.** Concerns about traffic congestion on the STH 153 bridge over the Wisconsin River have resulted

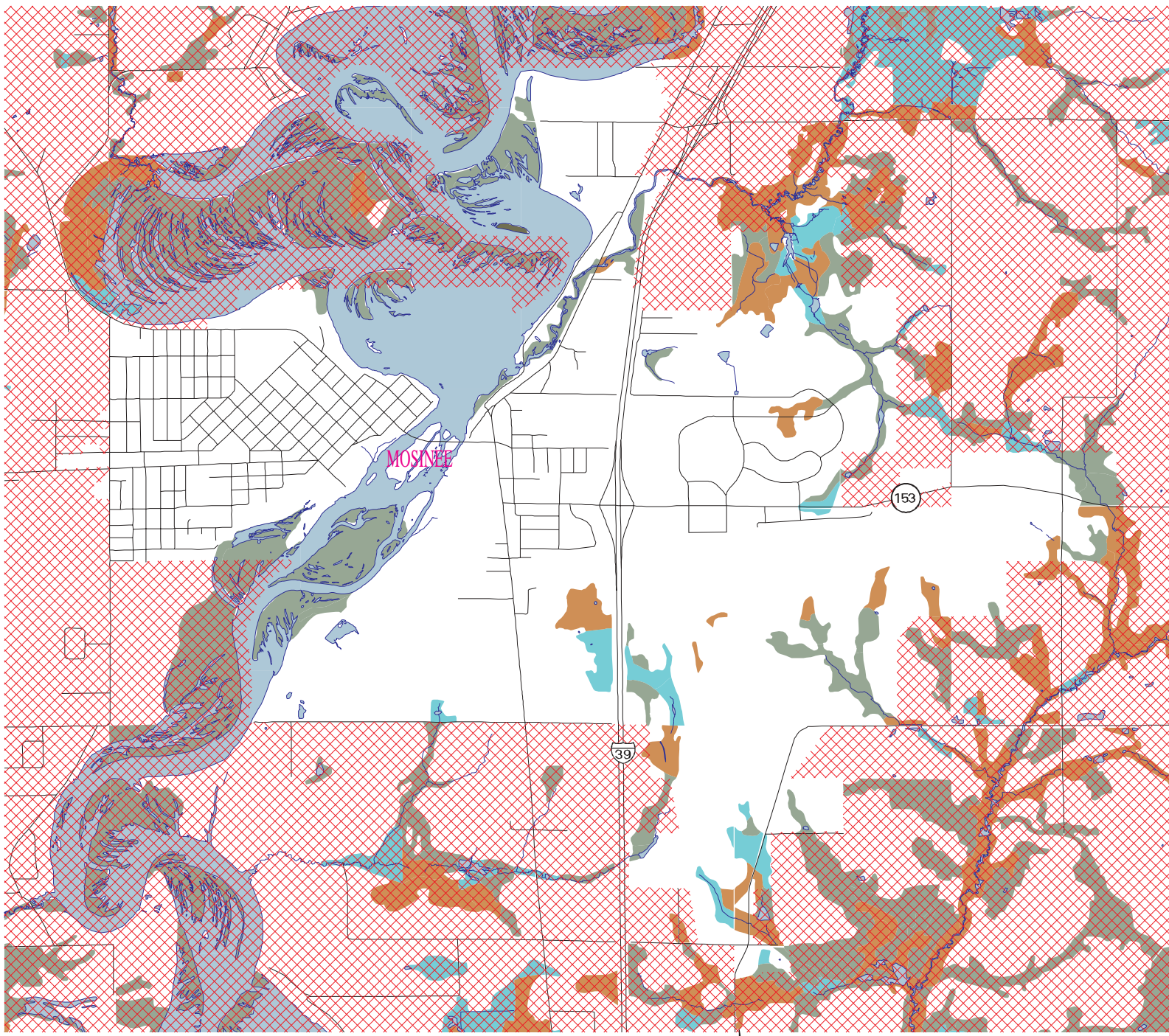
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■ FEMA Floodplain

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

Figure 3-1
100 Year Floodplain
C-MOSINEE

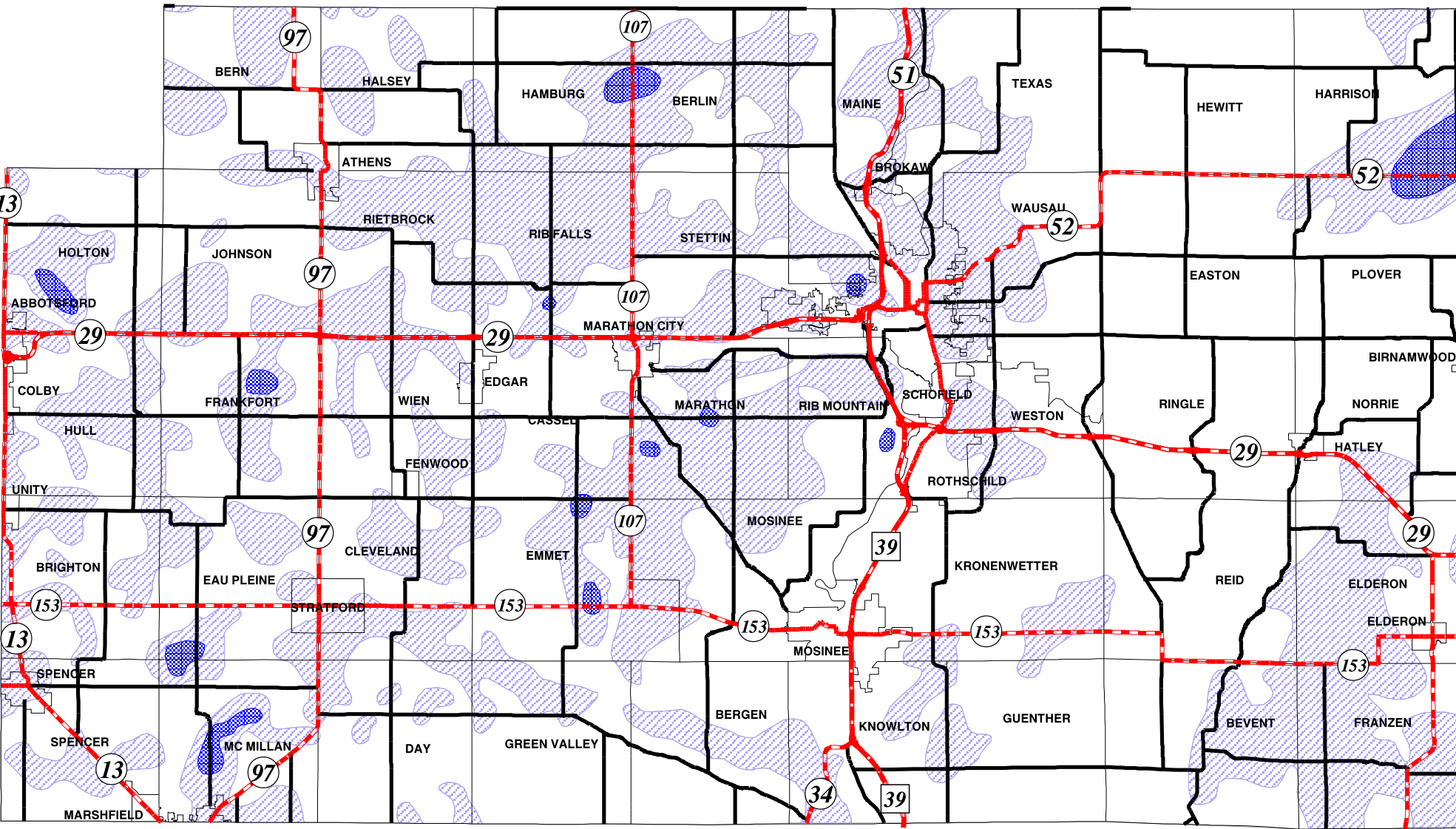


- Aquatic beds
- Emergent/wet meadow
- Filled/drained wetland
- Flats/unvegetated wet soil
- Forested
- Scrub/shrub

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

Figure 3-2
Wetland Types
C-MOSINEE

MARATHON COUNTY DEPTH TO GROUND WATER

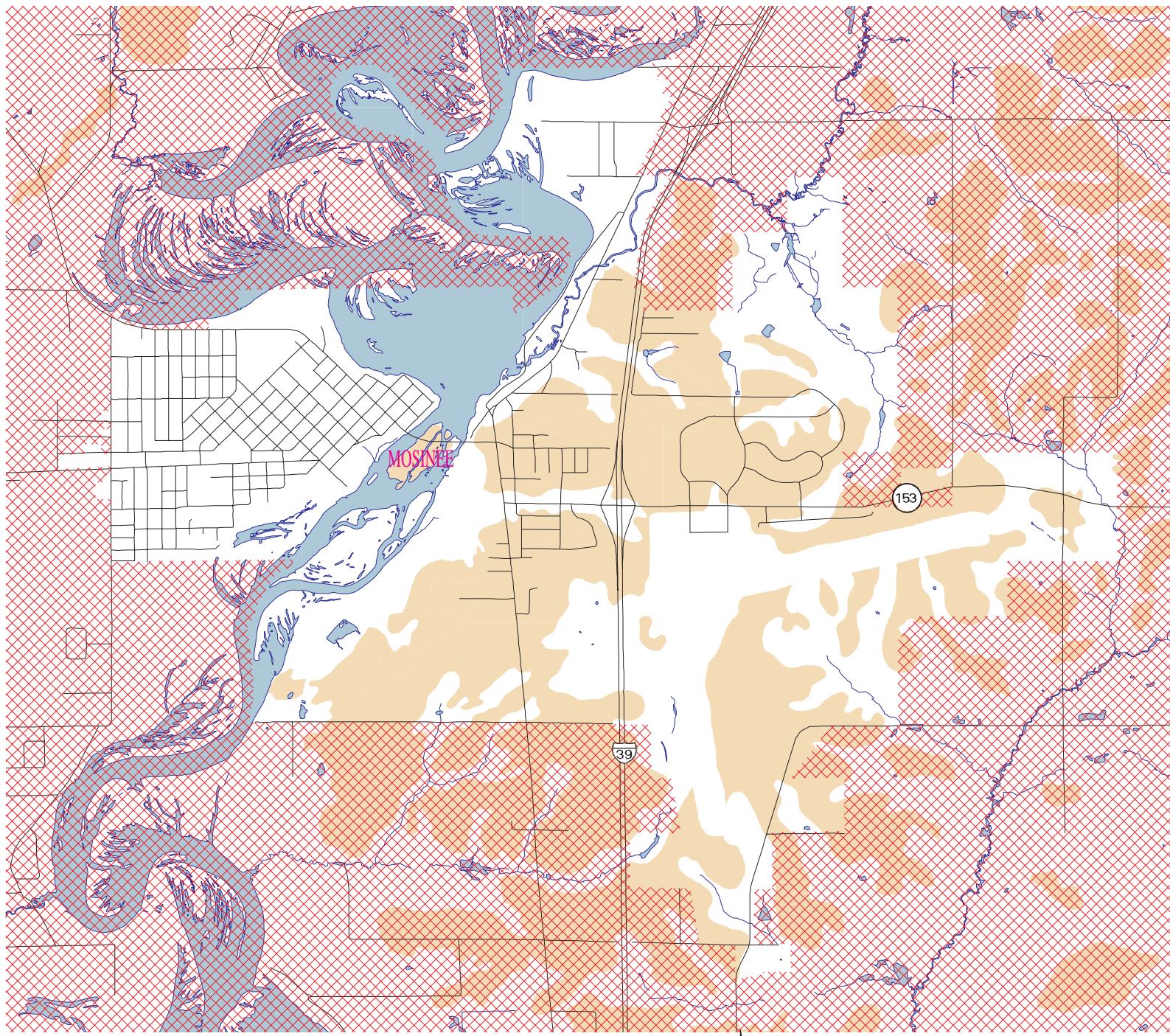


- State & Us Highways
- County Roads
- Municipal Boundary
- Ground Water Depth**
- 0-20 feet
- 20-50 feet
- >50 feet



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

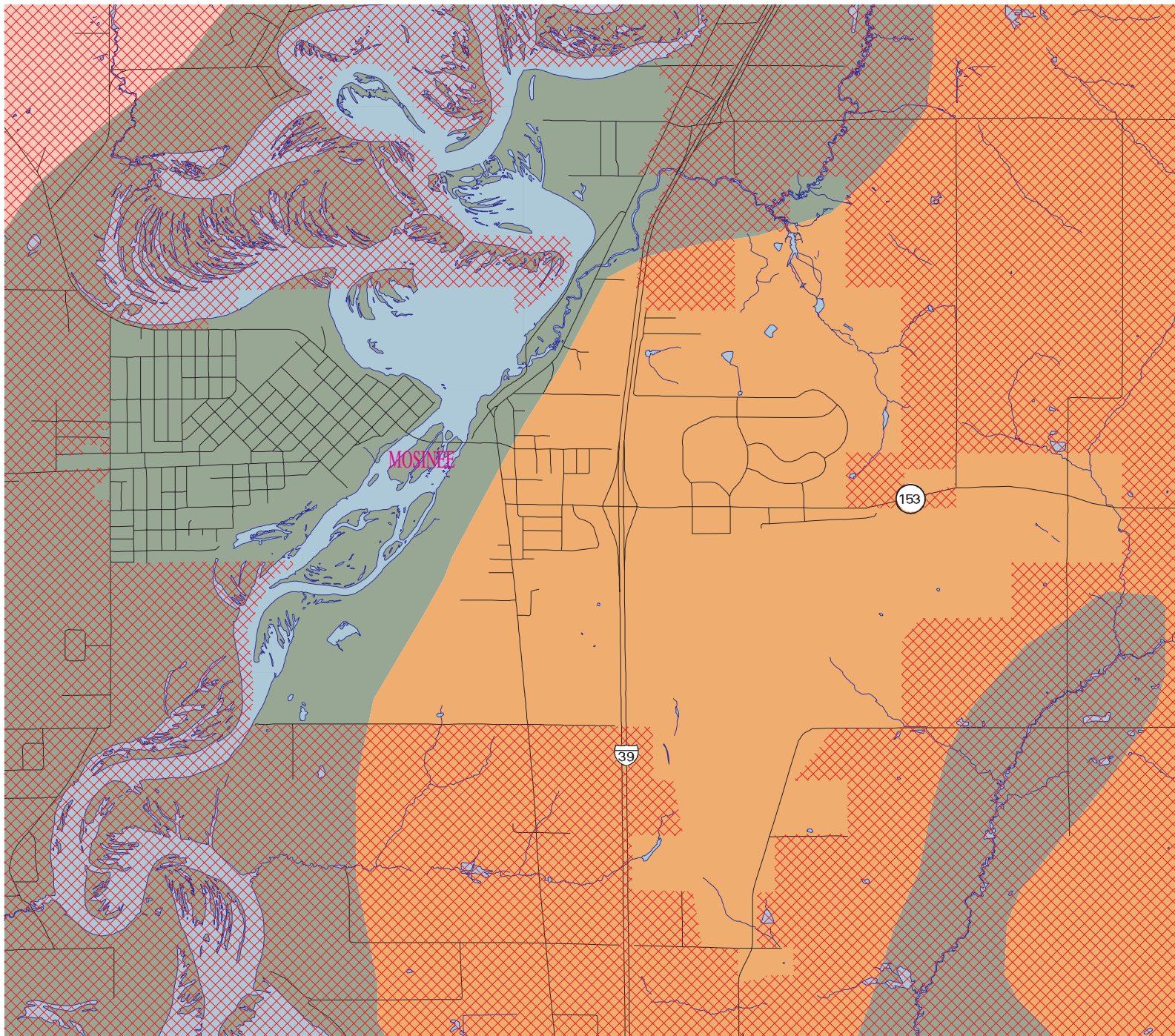
Figure 3-3



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

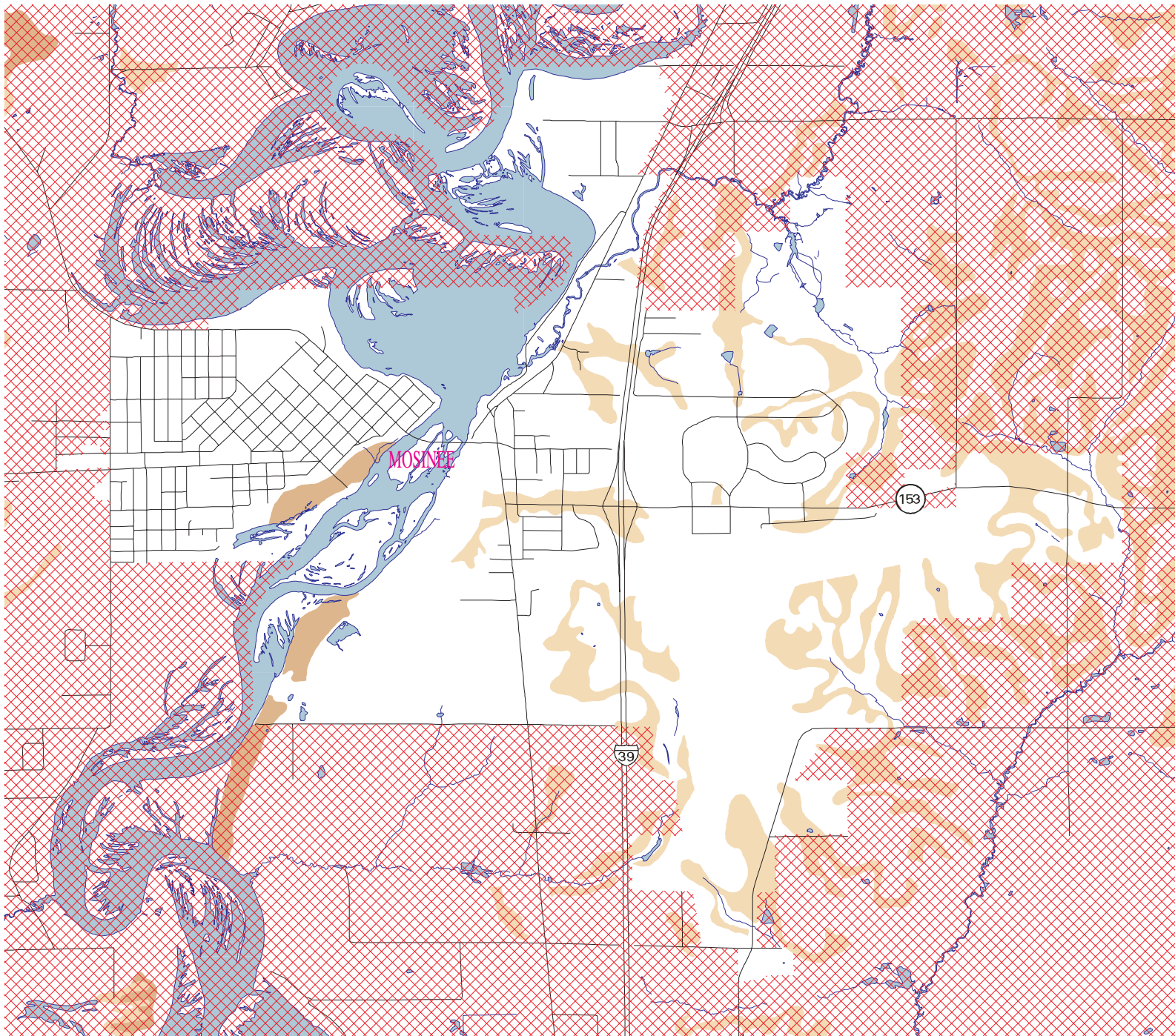
Indicates other Municipality
 Map Developed by Marathon County CPZ & GIS 2005

Figure 3-4
Depth To Bedrock
C-MOSINEE



- | | | | |
|-------------------------|-------------------------------|---------------------------|--------------------|
| 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 3-5
Soil Associations
C-MOSINEE

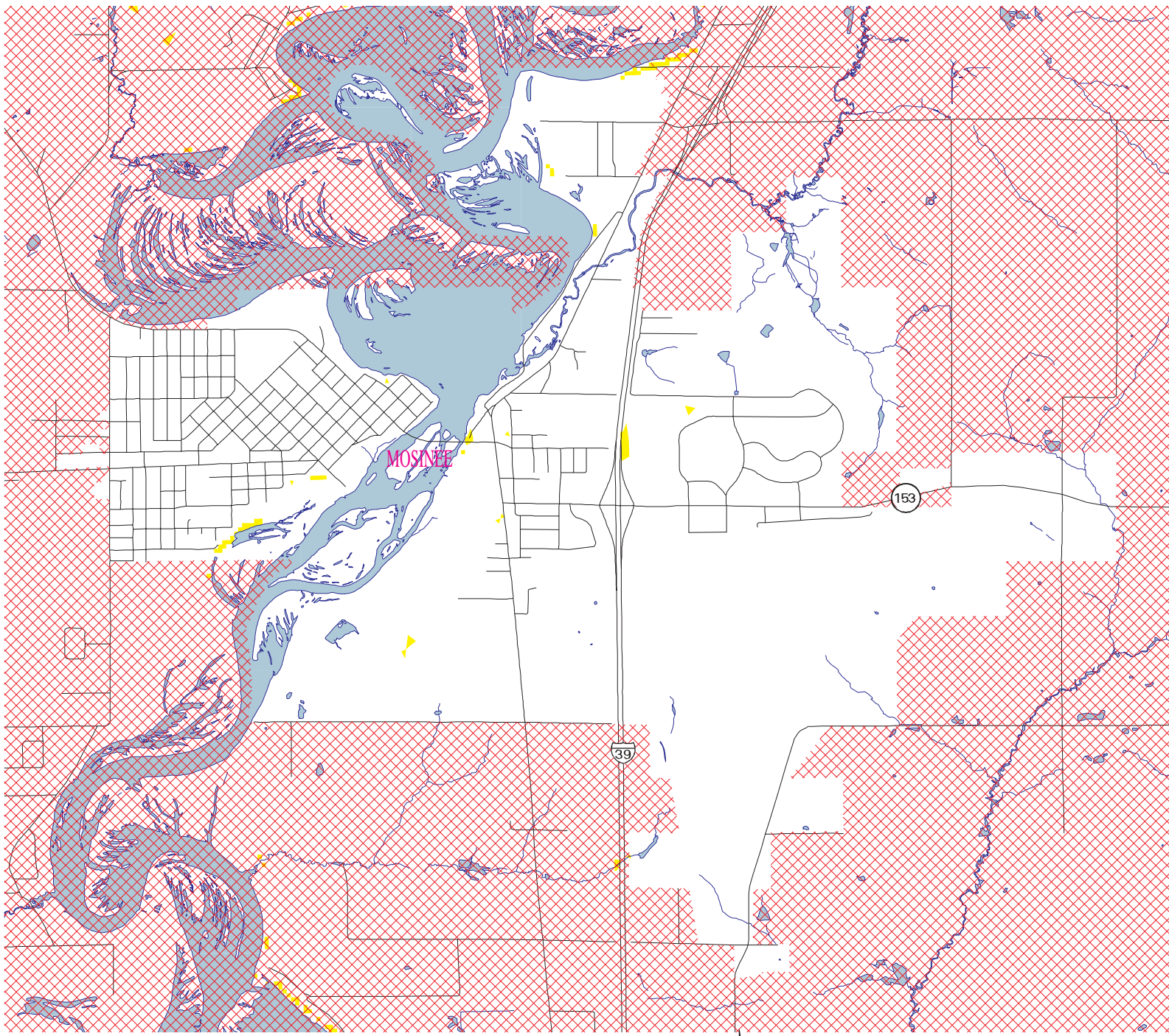


Group 1: The soils in this group are the very best in Marathon County. The USDA classification for these soils are prime farmland Class 2 due to climate and growing season length. They are well suited for growing all crops.

Group 2: The soils in this group are very good agricultural soils. They also are designated as prime farmland Class 2. These soils differ from the preceding group 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 3-6
Prime Farm Land
C-MOSINEE

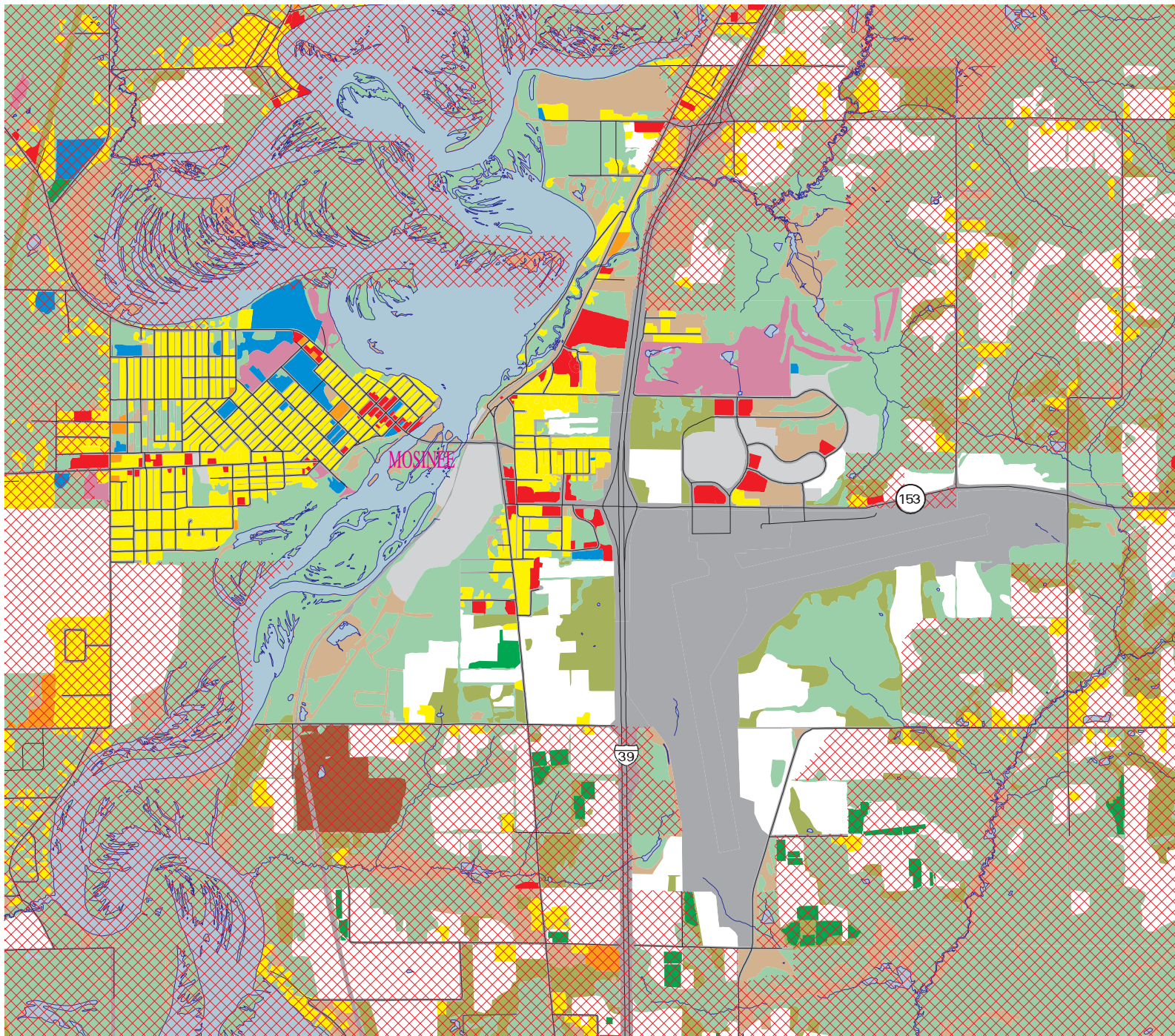


■ D - generally 12-20% slopes

■ E - generally greater than 15% slopes.

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

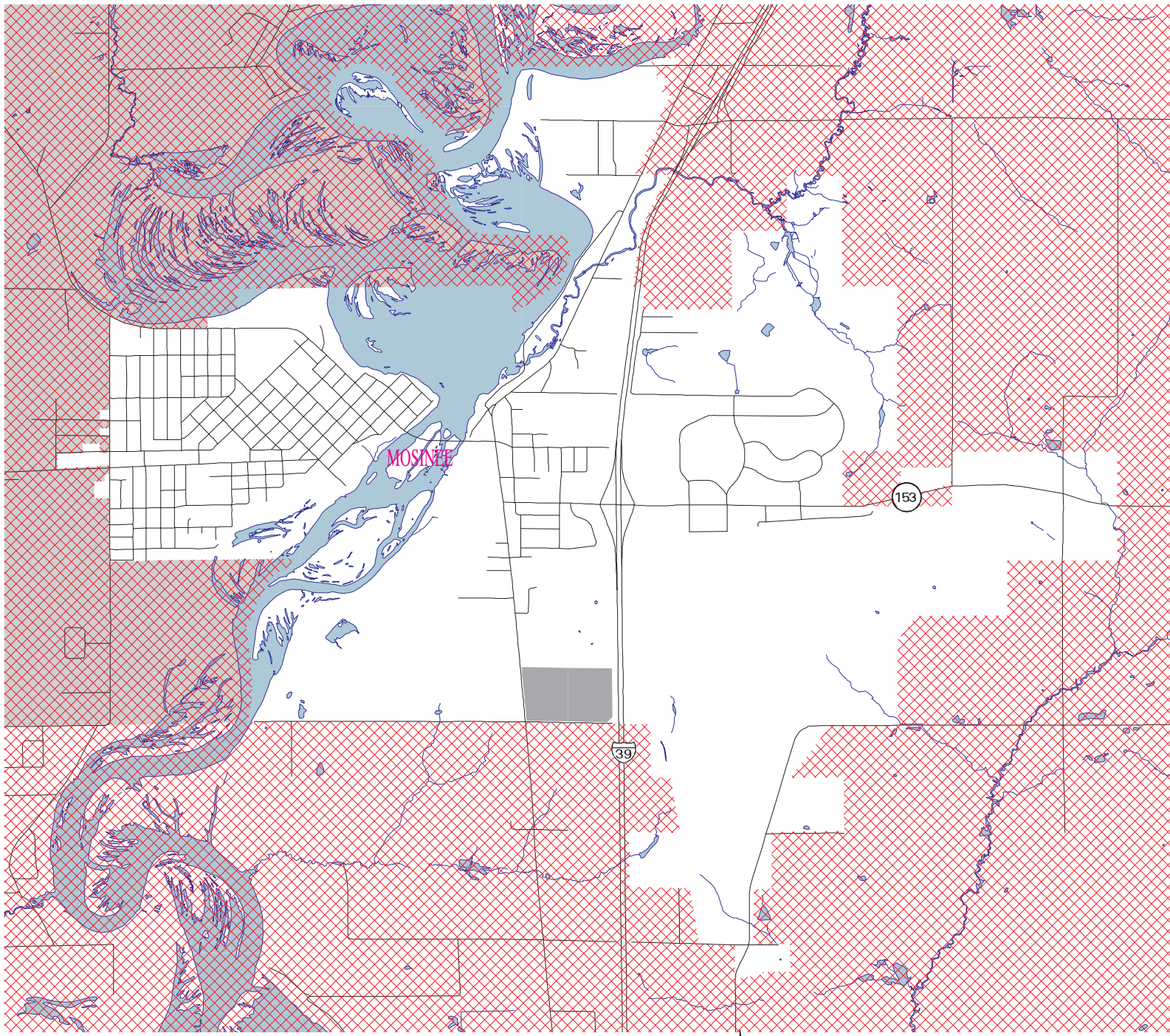
Figure 3-7
 Slopes
 C-MOSINEE



- | | | | | |
|---|---|---|--|---|
| 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
C-MOSINEE

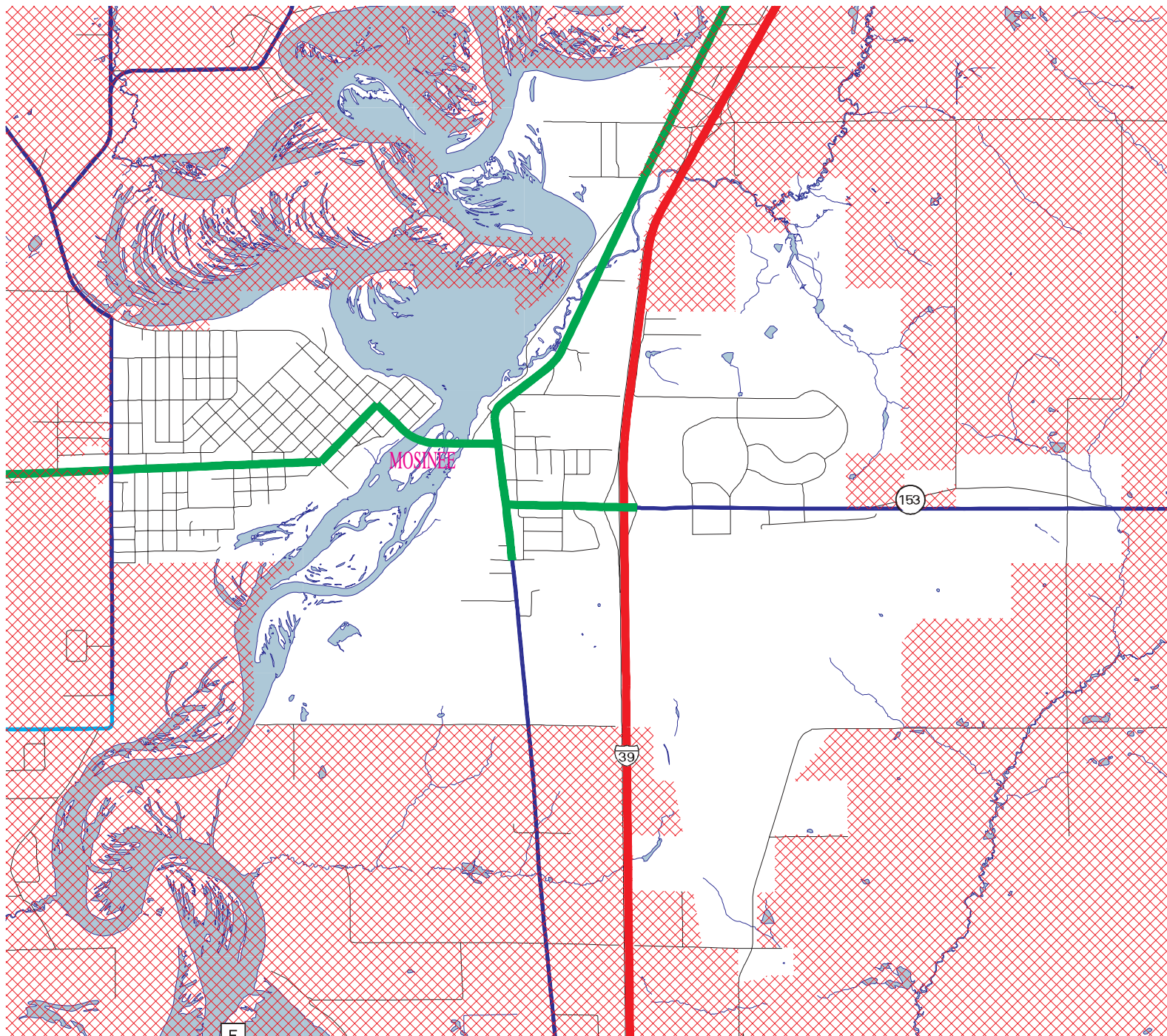


- Exclusive ag zoning
- Farmland pres contracts

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

Exclusive Ag & Farmland Preservation C-MOSINEE

Figure 4-2

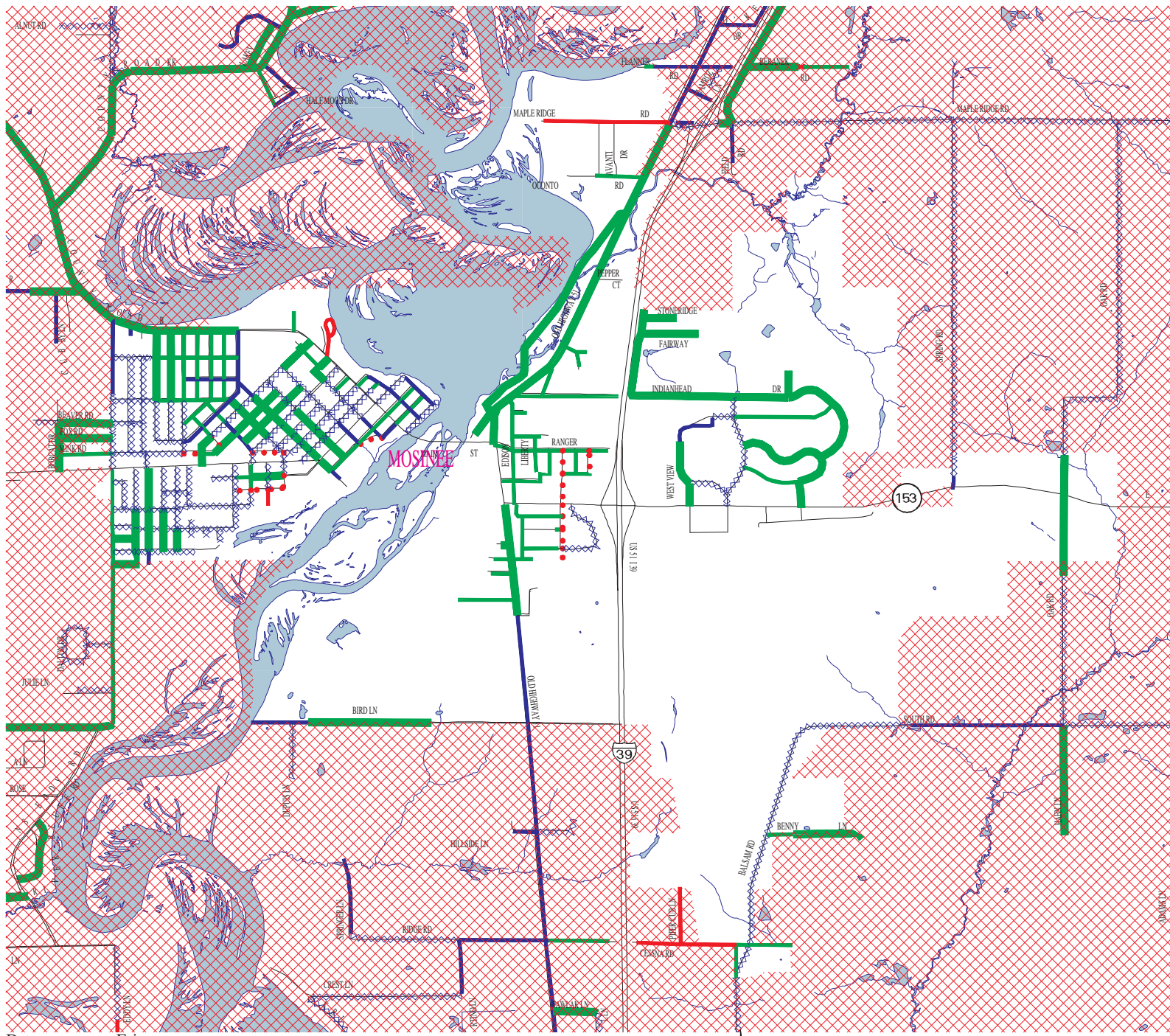


- █ Principal Arterial
- █ Minor Arterial
- █ Major Collector
- █ Minor Collector

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

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

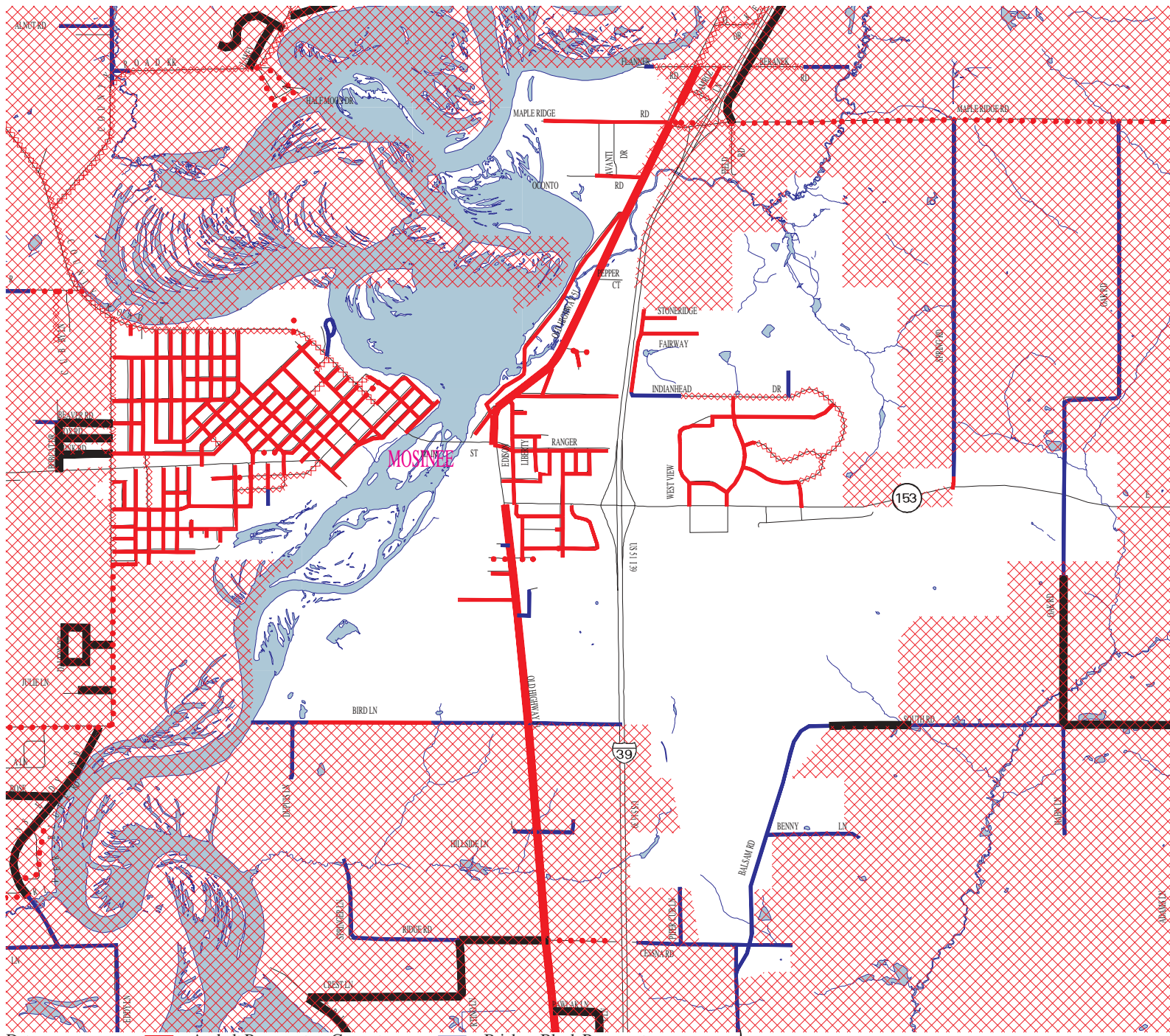
Figure 5-1
Functional Classification of Roads
C-MOSINEE



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

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

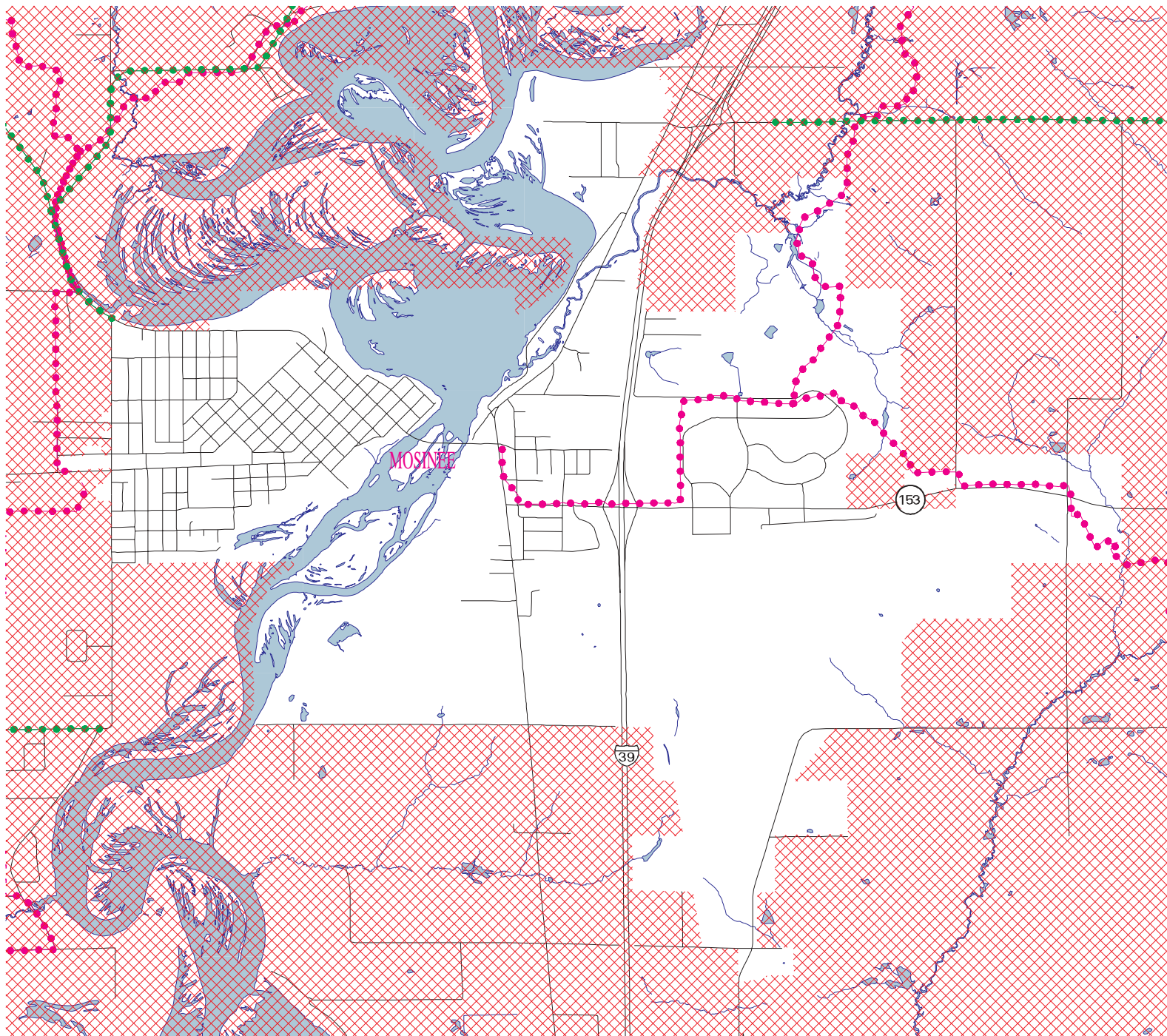
Figure 5-2
Road Surface Rating
C-MOSINEE



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

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

Figure 5-3
Road Surface Types
C-MOSINEE

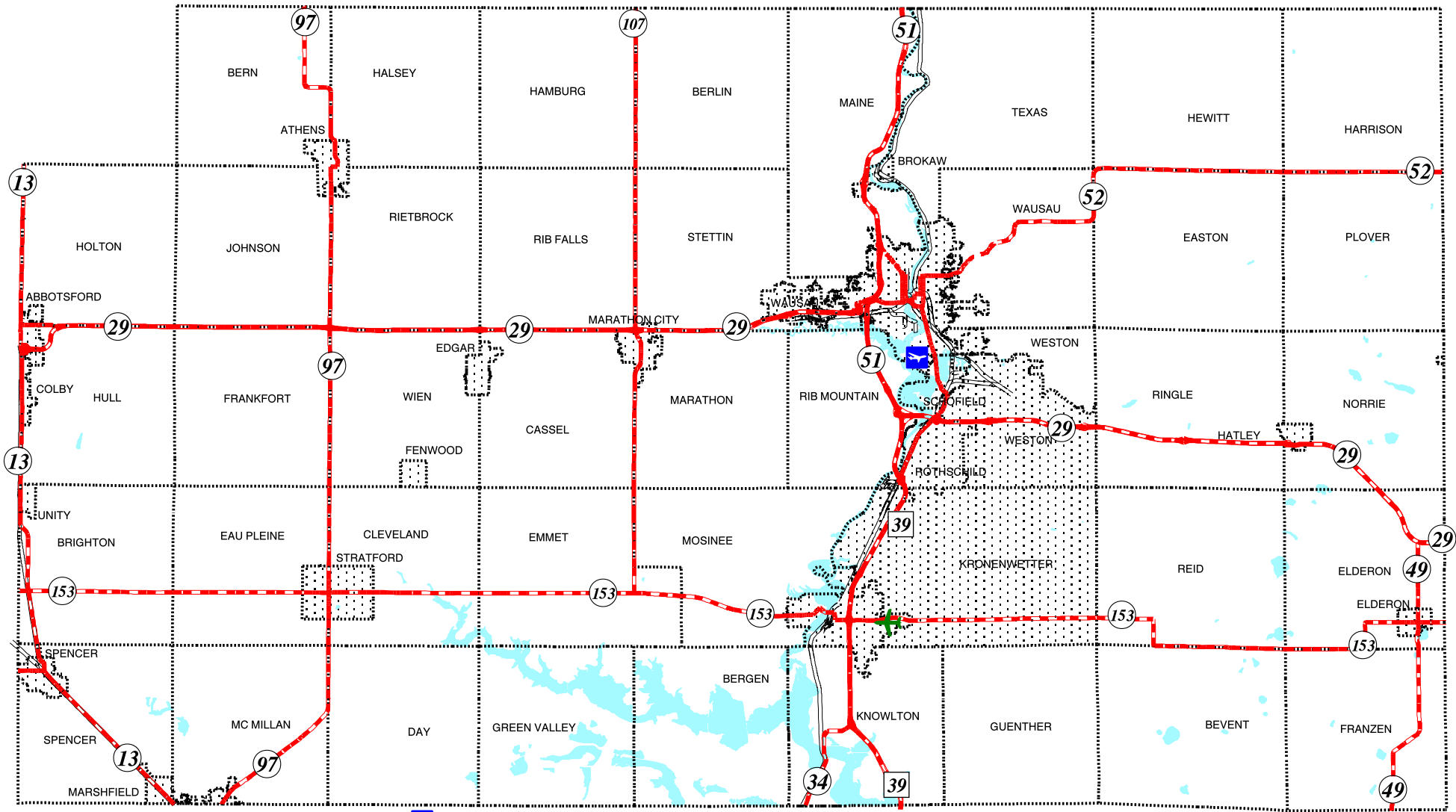


- 2001 Snowmobile Trails
- Mountain Bay Trail
- Ice Age Trail
- Suggested Bike Routes

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

Figure 5-4
Trails
C-MOSINEE

MARATHON COUNTY REGIONAL TRANSPORTATION









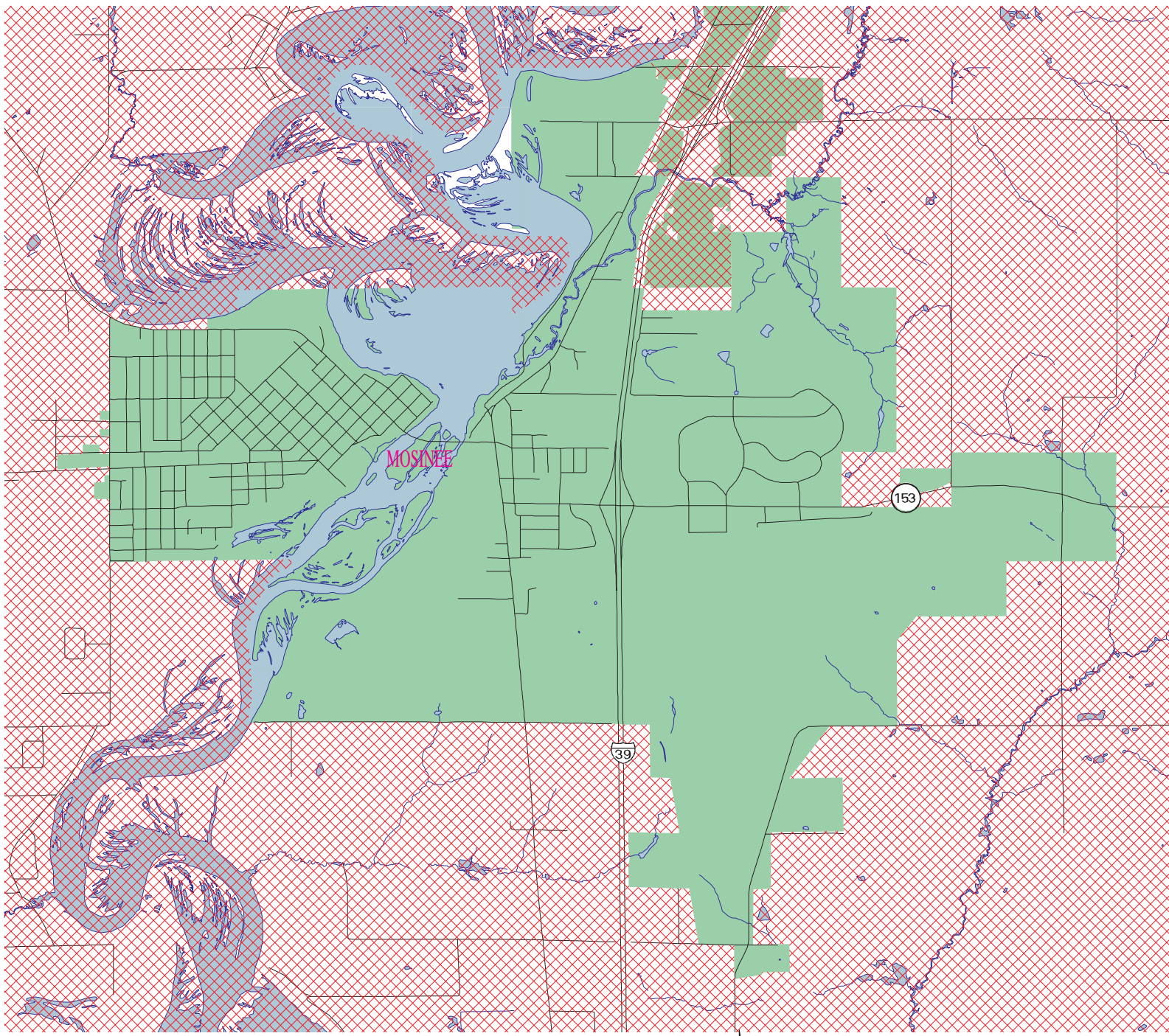
-  Wausau City Airport
-  Central Wisconsin Airport (Mosinee)
-  State & Us Highways
-  Railroads (Active)
-  Municipal Boundary
-  Water Features
-  Incorporated Municipality



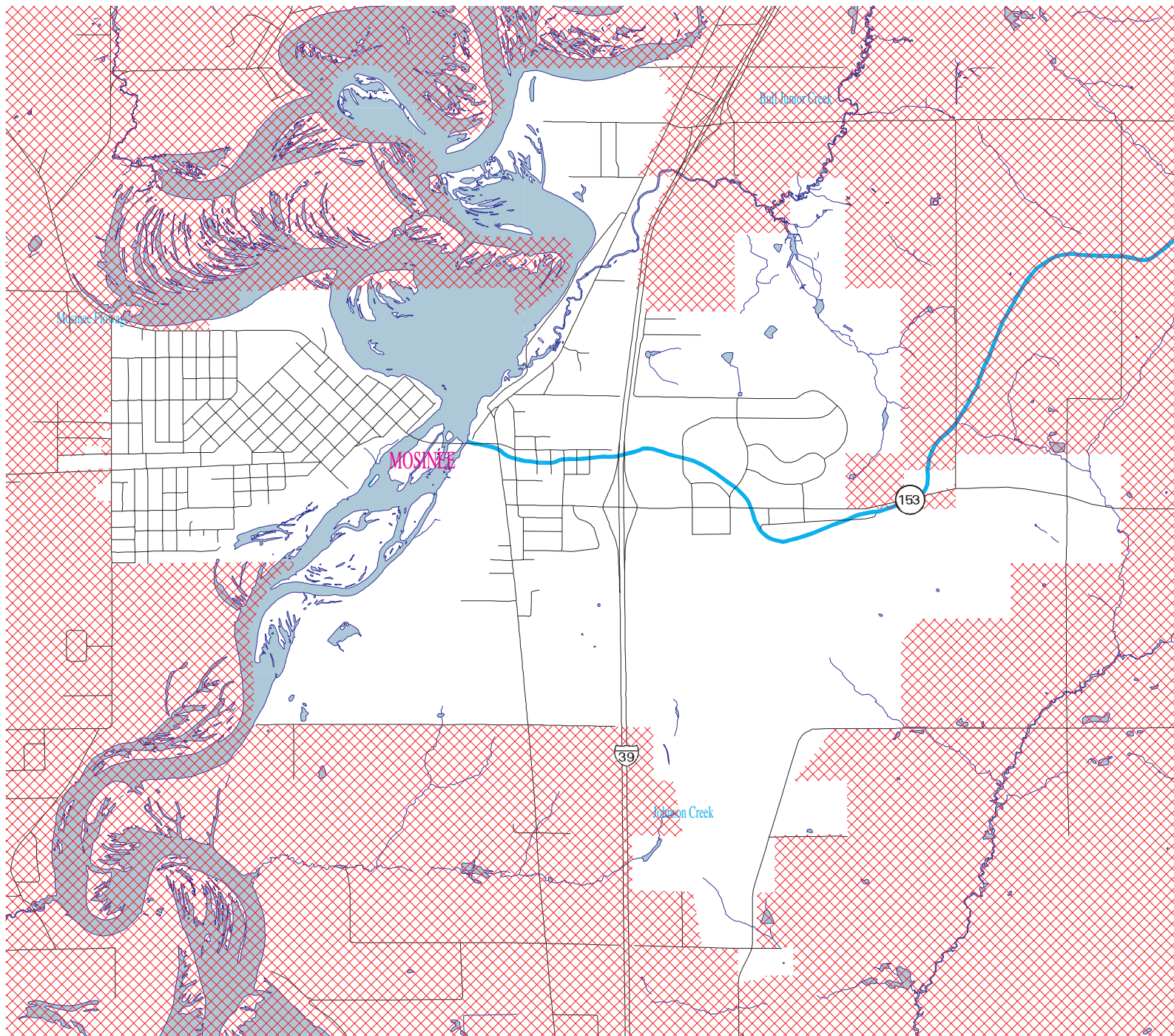
Figure 5-5



■ Sewer Service Areas

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

Figure 6-1
Sewer Service Areas
C-MOSINEE



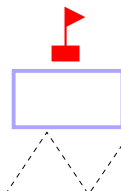
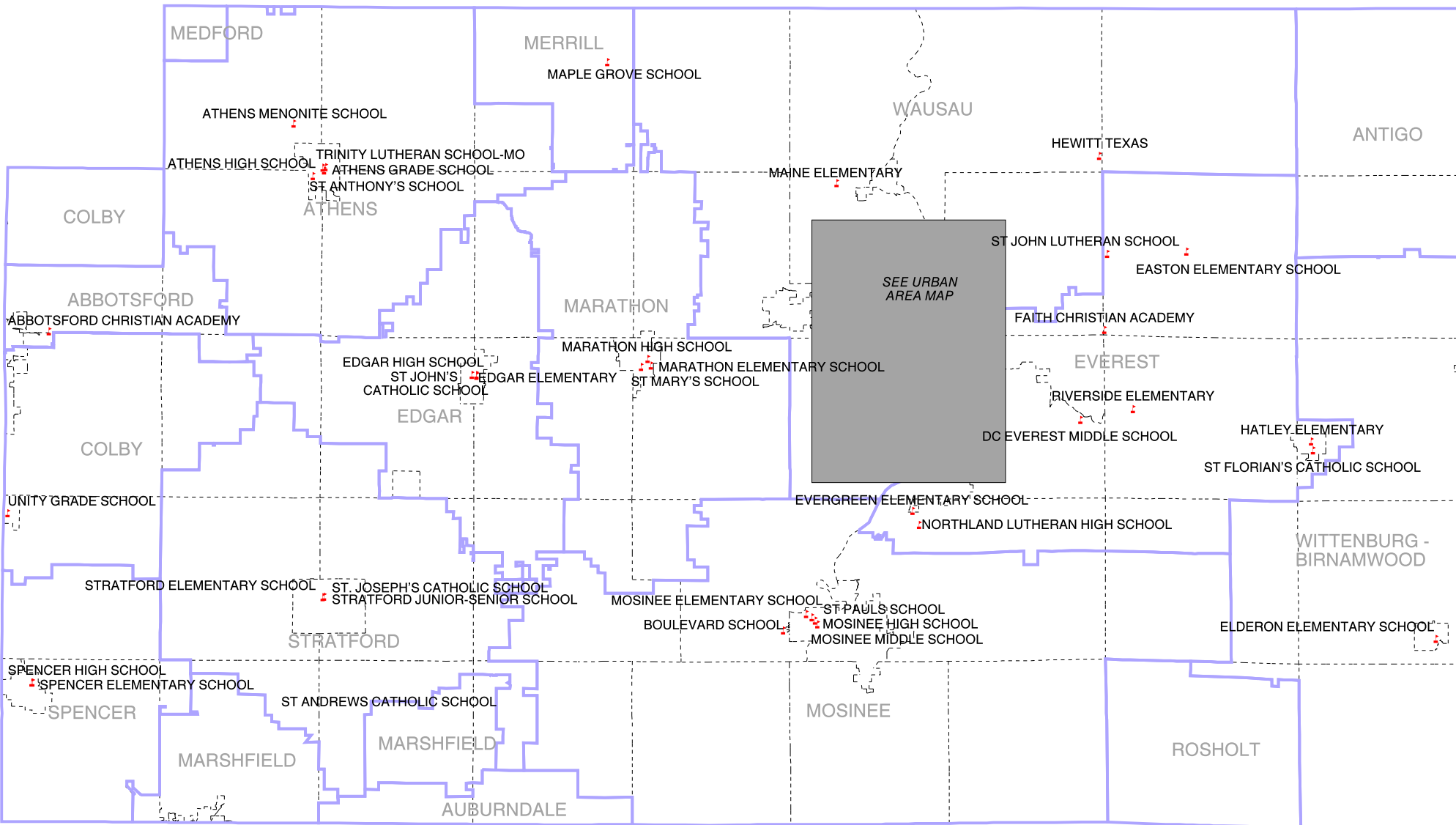
Priority Watersheds
 as identified in the Marathon County
 Land & Water Resource Management Plan

Watershed boundaries

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

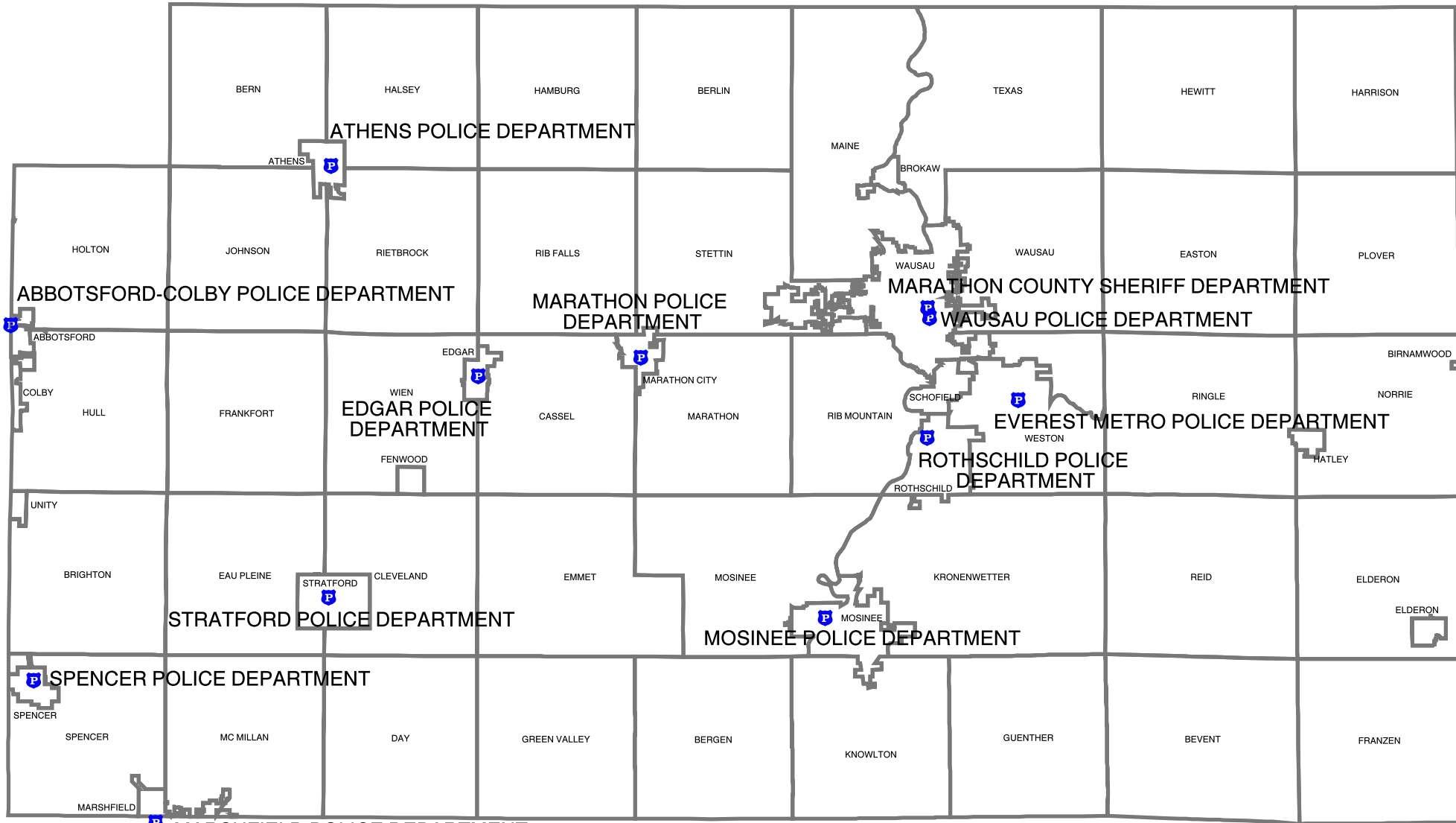
Figure 6-2
Major Watersheds
C-MOSINEE

MARATHON COUNTY SCHOOL DISTRICTS AND SCHOOLS RURAL AREA MAP



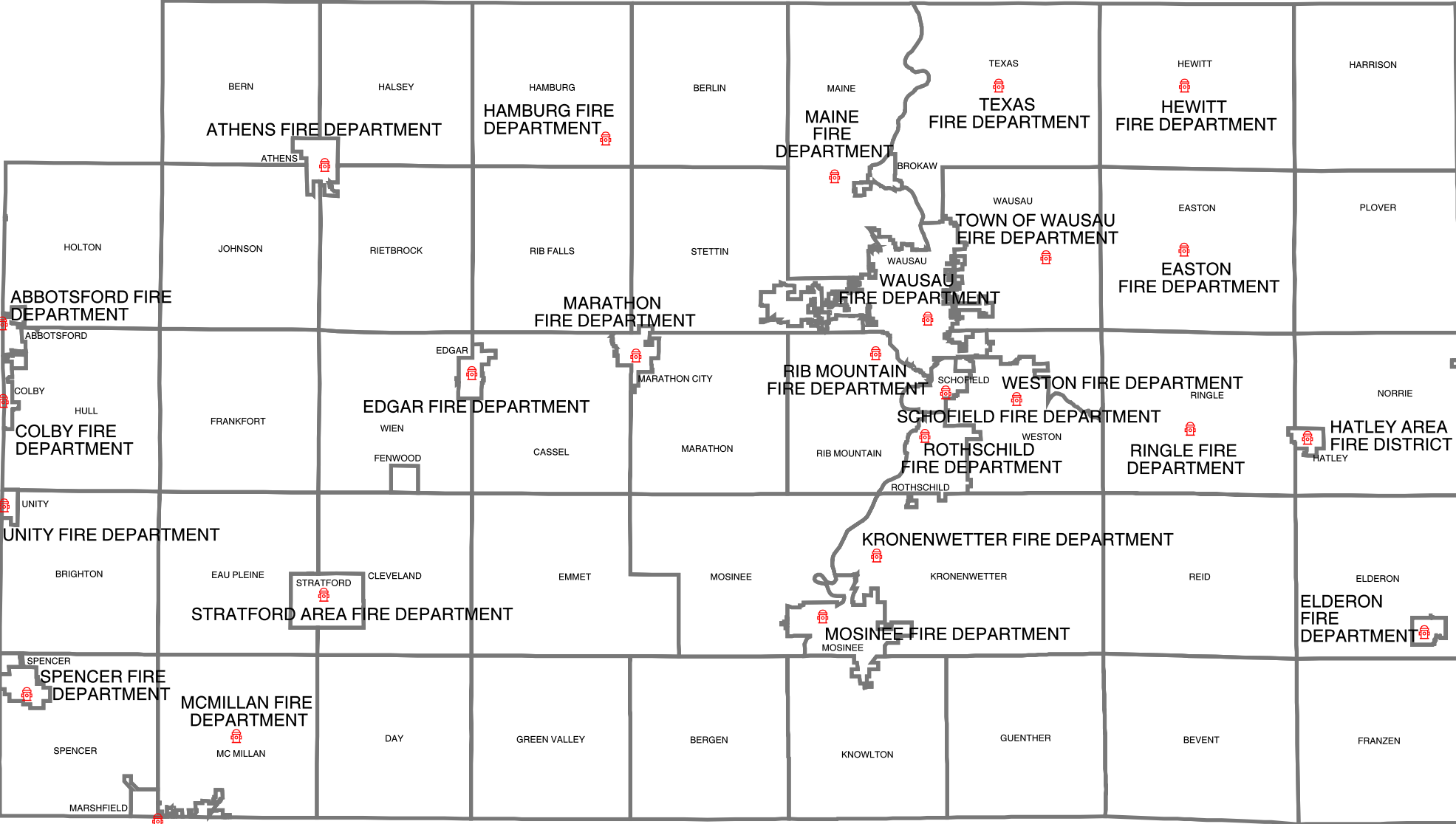
School Locations
School District Boundary
Municipal Boundary

MARATHON COUNTY LAW ENFORCEMENT



 Police Department
 Municipal Boundary

MARATHON COUNTY FIRE DEPARTMENTS



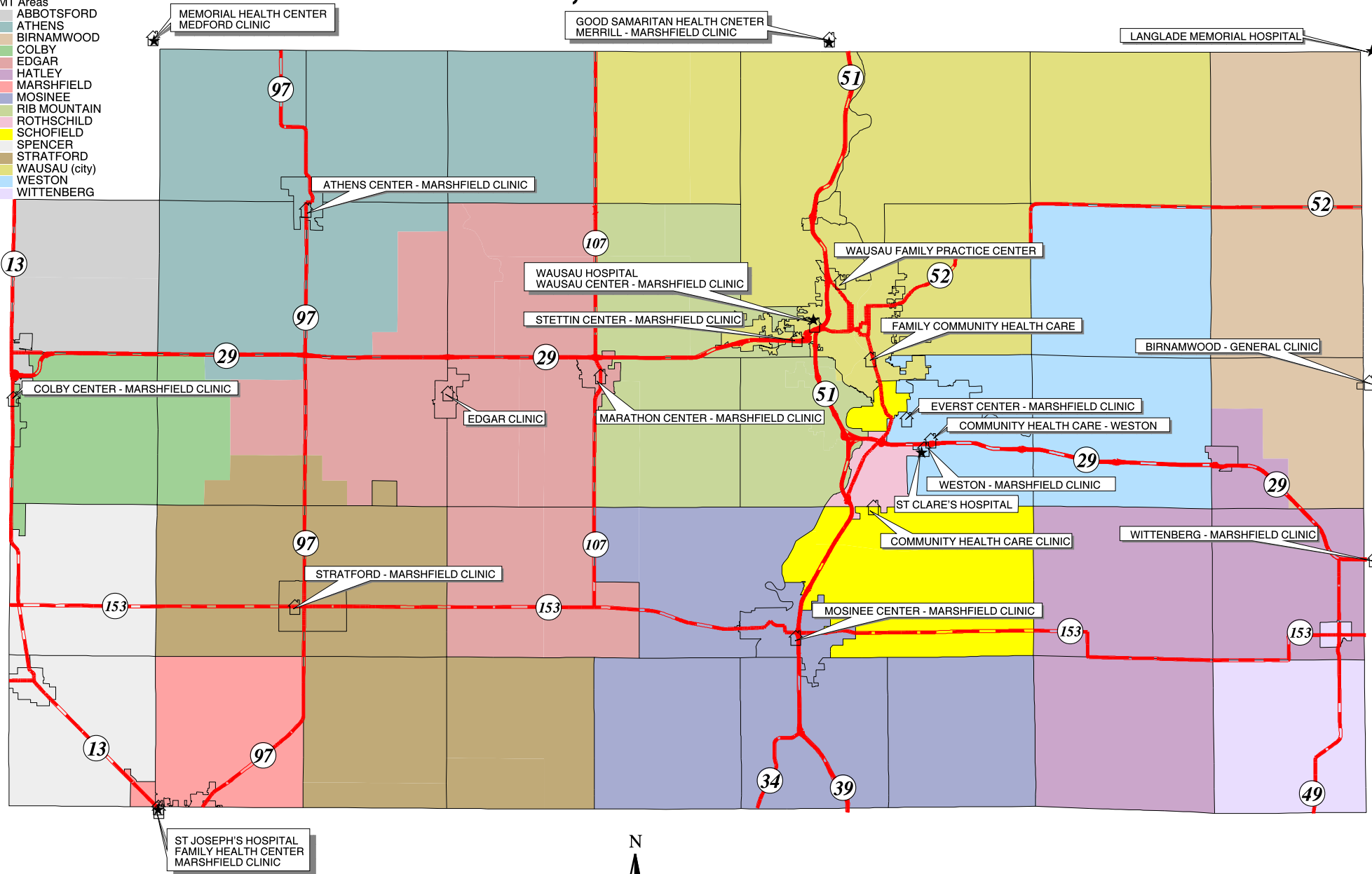
Map Developed by Marathon County CPZ & GIS 2005

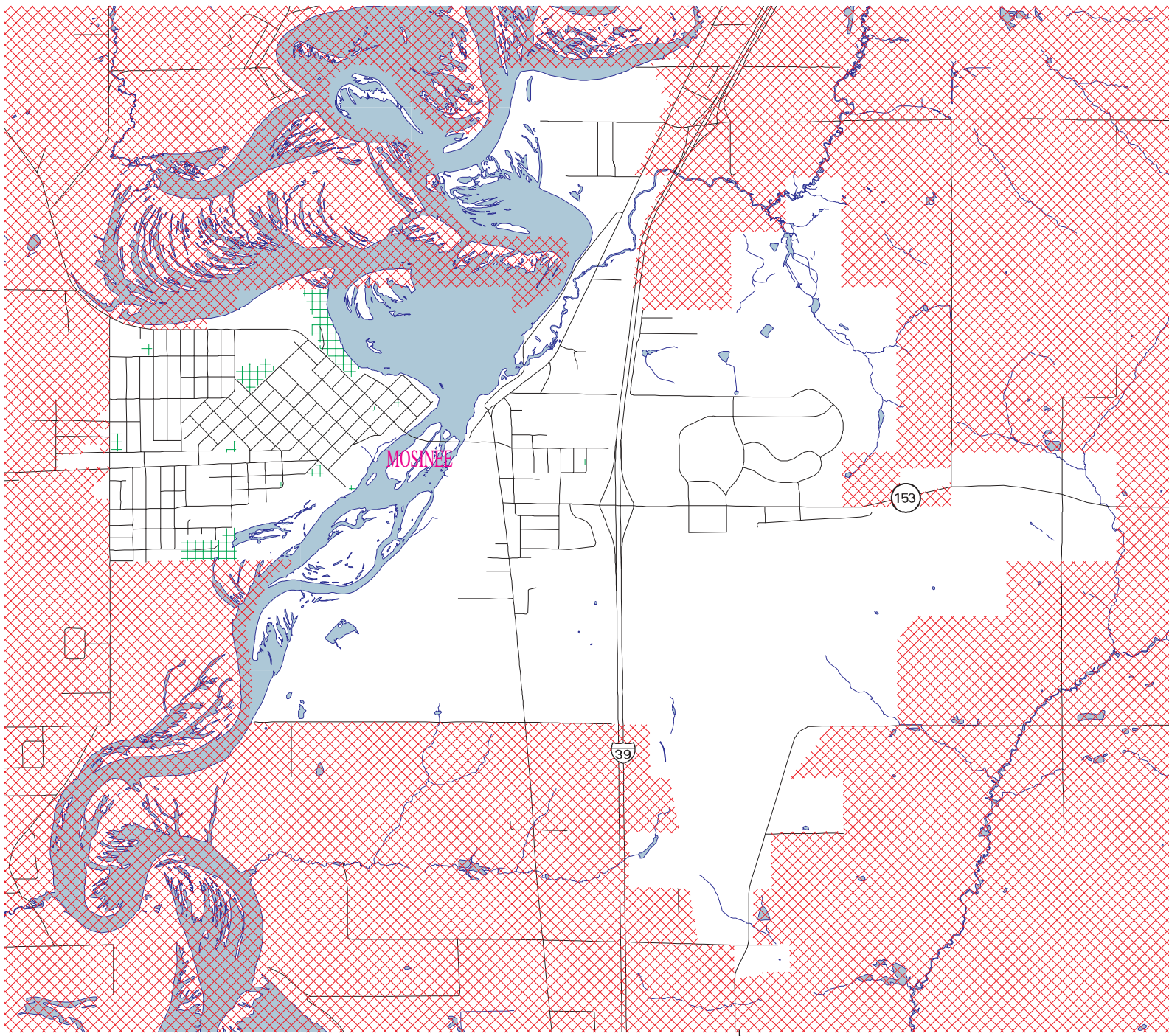
 **Fire Department**
 **Municipal Boundary**

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

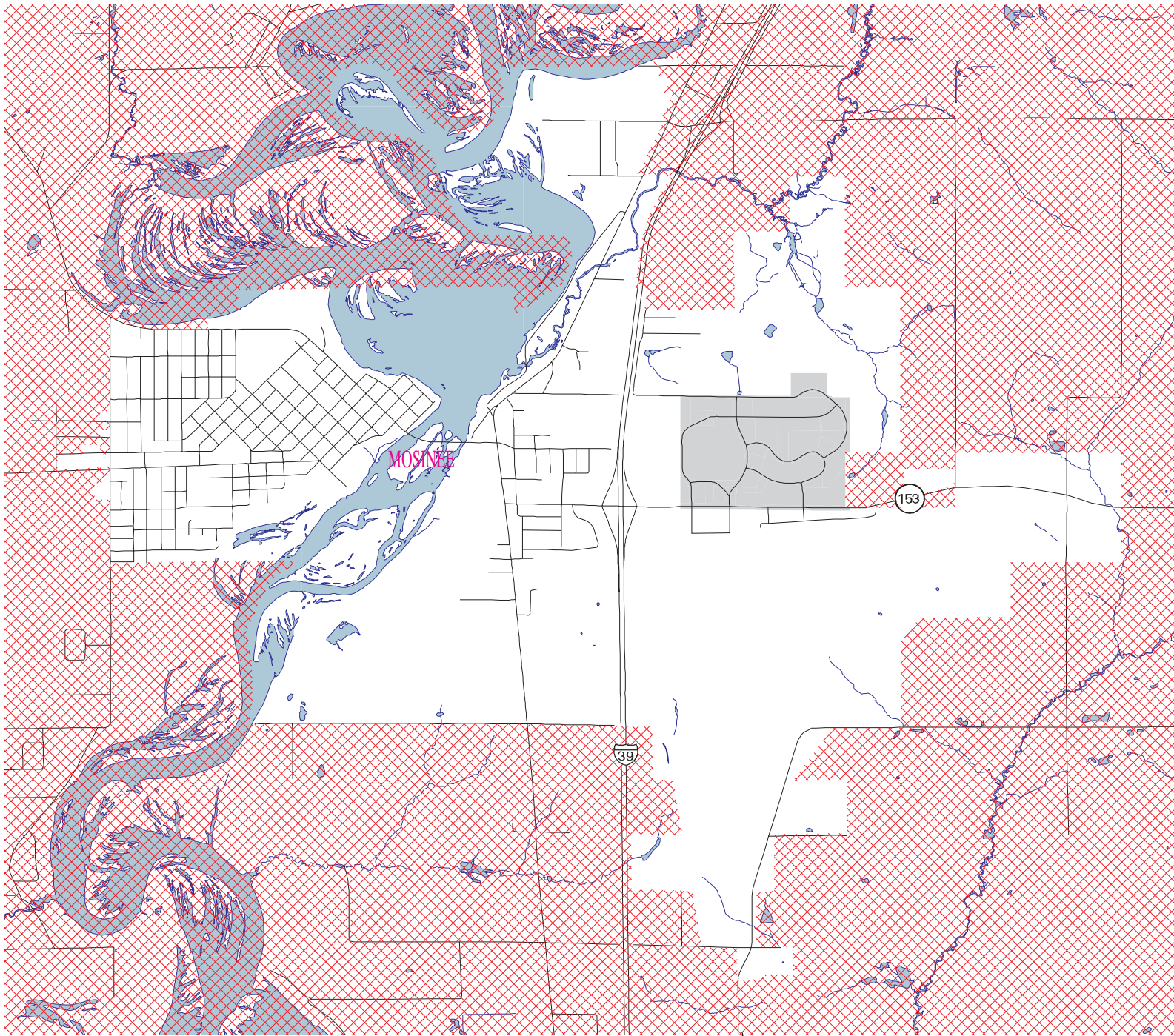




- Municipal Parks
- State Parks
- County Forest Units
- County Parks

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

Figure 10-1
Recreation Facilities
C-MOSINEE



■ Industrial/Business Parks

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

Figure 11-1
Business/Industrial Parks
C-MOSINEE

City of Mosinee

Comprehensive Plan

Goals, Objectives, Policies & Implementation

May 2006

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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).

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.

PASER—Pavement Surface Evaluation Rating

City of Mosinee

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 City of Mosinee 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 nine 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

Follow is a list of concerns shared by the municipalities in the Highway 51 planning sub-area. These were developed through a Strengths, Weaknesses, Opportunities, and Threats (SWOT) exercise to identify aspects of the sub-area that participants liked, disliked, or had concerns about.

Land Use and Development:

Development regulation

- Maintain local control of development regulations
- Private property rights important
- Managed development preferred

Urban fringe development

- Annexation – lack of control over where, when and what might develop
- Cooperative boundary agreements – option to manage growth at urban edge
- Planned development preferred
- Land use conflicts are a concern
- Concentrate commercial and industrial development in cities or villages

Identity and appearance

- Lack of design/aesthetics controls
- Cluttered appearance on major road corridors (signs, power lines, no landscaping, etc.)
- Housing maintenance problems in some areas
- Land use conflicts – i.e., old industrial adjacent to residential

Infrastructure:

Traffic management

- Driveway access control needed (e.g., frontage roads)
- Street parking can be a problem in some areas
- One way streets (primarily Wausau)
- Limited river crossings
- Interchange locations – desire for new interchanges

Water supply

- Depletion or degradation due to high volume users (e.g., new high school, industry)
- Limited access in certain areas (bedrock, etc.)

Sewer and septic systems

- Interest in alternatives to centralized wastewater treatment
- “Comm83” opens more areas for septic systems
- High bedrock, steep slopes, and poor soils influence and/or limit sewer extensions and septic systems

Community services

- Shared services generally good – fragmentation an issue in some areas
- Maintain and improve services w/o increasing taxes
- Cost to provide increased level of services
- Transit services (lack of and/or desire for) in fringe communities

Fiscal/Economic:

Tax base

- Redevelopment of under-utilized lands, particularly along Wisconsin River recognized as priority
- Maintain and foster diverse mix of land uses

- Competition for development between communities not always productive
- Loss of taxable land due to public purchase

Goals, Objectives, Policies, Strategies & Actions

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

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

The most significant natural feature in the City of Mosinee is the Wisconsin River, which bisects the City and provides for wildlife habitat, open space, and passive recreation. Most wetlands and woodlands are associated with the Wisconsin River and its floodplain. Portions of the City are also characterized by high bedrock, which poses limitations on development. Protection and enhancement of these natural resources is a continuing priority of the City. The City will continue to work cooperatively with Marathon County and WDNR to protect and enhance natural resources, including threatened and endangered species within Mosinee.

Goal 1: Protect and enhance the natural resource areas in the City.

- **Objective: To minimize intensive development in areas that could negatively affect the Wisconsin River corridor, water quality and natural habitat in the City of Mosinee.**
- **Objective: To continue working with the WDNR and Marathon County to ensure appropriate preservation of wetlands and shorelines.**
- **Objective: To provide leadership in disseminating information about natural resource preservation and management to City residents.**
- **Objective: To encourage preservation of environmental corridors (i.e., woodlands, wetlands, and open spaces).**

Policies:

1. The City of Mosinee places a high priority on protection of its sensitive natural resources.

Strategies/Actions:

1. Continue to serve as the liaison between private property owners in the City and the County, WDNR, and others to enforce regulations to protect and mitigate development impacts on wetlands and shorelands.
2. Consider adopting a tree preservation ordinance to encourage preservation of mature trees and minimize fragmentation of large woodland areas.
3. Require ten-foot buffers between areas disturbed (e.g., graded) for new development and woodlands to minimize destruction or encroachment into the woodland edge. The buffer should be maintained in a natural condition.
4. Establish a routine method of distributing information to property owners in the City regarding natural resources. This might include periodic newsletters, inserts in mailings to property owners, or creating a permanent display of information at the City Hall. Information topics might include:
 - Restrictions on activities that might impact natural resources imposed by the City, County, and/or State.
 - Reducing use of fertilizers.
 - Natural landscaping techniques.
 - Natural storm water management techniques.

5. Identify areas where development should be restricted to very low intensity land uses due to limited water availability. Zone appropriately to restrict intensive development in these areas.
6. Identify and map areas in the City where preservation of natural areas, corridors, open space, and wildlife habitat should be given priority. Consider creating a conservation overlay zoning district for these areas and providing information to property owners about techniques to protect and enhance these resources.

Goal 2: Guard against contamination of potable water resources.

- **Objective: To work with the Town of Mosinee, the WDNR, and Marathon County to ensure a proposed sanitary sewer district in the Town will not negatively impact the City's well.**
- **Objective: To continue to enforce the City's well recharge overlay zoning district to restrict land uses that could negatively impact the City's well recharge area.**

Policies:

1. The City of Mosinee will strive to enhance the quality of its water resources.

Strategies/Actions:

1. Update the land division ordinance as necessary to require review of grading and drainage plans as part of the development permitting process. Large-scale development proposals should also be required to provide engineered drainage studies.

2. Amend the subdivision and zoning ordinance to incorporate best management practices (BMPs) to ensure new development and redevelopment provide for adequate surface water management and erosion control.
3. Routinely review and amend, as necessary, the development regulations in the Well Recharge overlay district to ensure it provides sufficient protection against potential groundwater contamination.
4. Report instances of possible groundwater contamination to the WDNR.

Goal 3: Address development constraints posed by natural features.

- **Objective: To provide leadership in improving awareness of areas with natural features that restrict development (e.g., high bedrock, wetlands, floodplain) and associated constraints on development.**
- **Objective: To consider the presence of restrictive natural features when reviewing development proposals.**

Policies:

1. The City of Mosinee will continue to encourage development to occur in an environmentally sensitive manner and will strive to minimize problems posed by environmental constraints.

Strategies/Actions:

1. Identify and map areas of the City with natural features that pose development constraints. Use this map to inform current and potential property owners about possible development limitations.
2. Consider establishing an overlay district on areas of the City with development constraints. This would involve developing and adopting development standards specific to this area.
3. Work with UW-Extension and others to compile information on addressing specific development constraints posed by high bedrock, high water table, and other factors.

3. Land Use Element

The City is bisected by the Wisconsin River. While the historic center of the City is located on the west side of the river, a significant amount of new growth has occurred on the east side in recent years, particularly along I-39/51 and around the Central Wisconsin Airport. The City is nearing full development and future growth will likely involve annexation of portions of adjacent unincorporated townships. Working with adjacent towns to manage growth on shared borders will continue to be a priority.

Goal 1: Provide tools for managing growth.

- **Objective: To base land use decisions on the City's adopted comprehensive plan.**
- **Objective: To update the zoning and subdivision regulations every five years to ensure they support the community vision expressed by the adopted future land use map.**
- **Objective: To continue to work cooperatively with neighboring townships to develop a land use plan to guide development in the area under extra-territorial zoning authority.**
- **Objective: To continue to work cooperatively with adjacent communities to coordinate future growth and development along common borders.**
- **Objective: To continue to provide leadership in informing property owners about restrictions within the airport noise zone.**

Policies:

1. The City of Mosinee will strive to ensure orderly and efficient growth.
2. The City of Mosinee will adopt, consistently enforce, and update its various codes and ordinances needed to achieve the plan goals.

Strategies/Actions:

1. Routinely review, and update as necessary, the City's zoning and subdivision regulations to ensure they provide adequate tools for managing growth.

Goal 2: Ensure that annexations proceed in an orderly manner.

- **Objective: To strengthen lines of communication with neighboring townships regarding potential annexations and/or boundary agreements.**

Policies:

1. The City of Mosinee strongly supports coordination of development along common boundaries.
2. The City of Mosinee anticipates that properties within the extraterritorial area may request annexation to the City for purposes of development in accordance with the City's land use regulations for properties located within the City limits.

Strategies/Actions:

1. Continue to work toward establishing cooperative boundary agreements with neighboring townships.

Goal 3: Proactively plan for increased demand for residential development.

- **Objective: To identify and appropriately zone areas where specific types of residential development, such as small or large-lot subdivisions and senior housing, should occur.**
- **Objective: To ensure new residential development does not negatively impact sensitive lands such as wetlands, creeks and rivers.**
- **Objective: To identify potential areas for infill housing development in the City.**

Policies:

1. The City of Mosinee will strive to ensure that new development occurs in an orderly and environmentally sensitive manner.

Strategies/Actions:

1. Identify, and map, property within developed neighborhoods that is vacant or underutilized that should be considered for new, in-fill housing development.
2. Consider conducting a community survey to identify specific types of housing the community would like, such as senior housing, condominiums, etc.
3. Consider updating the City's housing inventory.

Goal 4: Encourage quality development in Mosinee.

- **Objective: To identify and encourage planned unit developments that will, over a period of time, be enhanced by coordinated site planning, diversified location of structures, and/or mixing of compatible uses.**
- **Objective: To consider zoning regulations that provide for mixed-use (residential/commercial) development.**
- **Objective: To maintain and update as necessary, developer requirements for provision of adequate roadways, parks, and other public improvements in new subdivisions.**
- **Objective: To continue to support the Downtown Business Improvement District (BID).**

Policies:

1. The City of Mosinee encourages high-quality, attractive development.

Strategies/Actions:

1. Review and update buffer requirements between adjacent uses of different intensities. This will involve developing and adopting buffer standards, including buffer yards/setbacks, screening, and landscaping.
2. Consider developing and adopting building design and landscape requirements.
3. Continue to support to support the Downtown Business Improvement District.

Future Land Use – The City of Mosinee Future Land Use map, shown in Figure 3-1 illustrates the anticipated future pattern of land uses. The map includes distinct 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 3-2 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.

As shown by the acreage breakdown of land uses on Table 3-1, Transportation land uses occupy the largest amount of land area within the City borders; much of which comprises the Central Wisconsin Airport. In the developed areas of the City, Single-family residential land uses occupy the most acreage, followed by Industrial and Commercial land uses. A significant amount of acreage in the City’s boundaries is comprised of park and recreation areas and water and wetlands. The City’s Future Land Use Map designates about 13,000 acres outside the current City boundaries for future single-family and rural residential type development. It also designates 137 acres for future commercial development.

Land Needs – Projections of future population and employment growth in the City of Mosinee are provided in the *Conditions and Issues* report and are based on projections compiled by the NCWRPC, Marathon County, and the Wisconsin Department of Administration (WDOA). These were used to estimate the amount of land needed to accommodate future residential and non-residential development over the next 25 years. Acreage projections were based on assumptions about density of houses per acre and employees per acre.

Table 3-1: Future Land Use

Land Cover Category	Description	Acres	% of Total Land Area
Ag/Rural Residential	One family structures, farm residences in the ETJ area.	13,003	69.63
Single Family Residential	One family structures, farm residences, mobile homes	992	5.32
Multi-Family Residential	Multiple family structures with three or more households, condos, duplexes, apartments	139	0.74
Commercial Services	Retail stores, taverns, restaurants, truck stops, gas stations, farm coops, farm implement dealerships, automobile dealerships, business offices, motels/hotels, offices, telephone/gas company	341	1.82
Ag/Rural Commercial	Future commercial in the ETJ area.	137	0.74
Industrial	Saw/paper/lumber mills, dairies, trucking operations, distribution centers	436	2.34
Other Agriculture	Fallow, pasture and undetermined agriculture.	21	0.10
Public/Quasi-Public	Schools, churches, cemeteries, libraries, government buildings, National Guard, utility facilities (e.g., power lines and towers, water towers, municipal wells).	392	2.09
Park and Recreation	Public and private parks, trails, ball fields, golf courses, playgrounds, camp grounds, shooting ranges, etc.	444	2.40
Forestland	Privately-owned forested land, including nurseries, paper mill forests, etc.	281	1.49
Water and Wetlands	Open waters, such as lakes, ponds, streams, rivers, creeks, reservoirs, etc.	549	2.97
Transportation	Airports, highways, road right-of-ways, railroads, logging roads	1,940	10.36
Total Land Area		18,675	100%

Source: Future Land Use map, 2005

It is estimated over the next 25 years, 154 acres will be needed to accommodate future residential development and 239 acres are needed for future non-residential development. Data provided in the *Conditions and Issues* report estimate that there are currently about 1,900 acres of land that could be developed within the existing City borders. However a significant amount of this acreage has environmental or other constraints that limit development potential.

Table 3-2 indicates estimated acreage in land use categories with land considered “developable”. For purposes of this acreage breakdown, the 2000 acreage was taken from the Existing Land Use Map (Figure 4-1) in the *Conditions and Issues* report. “Residential” includes land designated for Single Family and Multiple Family Residential land uses, “Commercial” includes land designated for Commercial land uses, “Industrial” includes land designated for Industrial, and Quarry land uses, and “Agricultural” includes land designated as Cropland, Specialty Crops, Other Agriculture, Barren, or Woodlands.

Table 3-2: Acreage Projections, 2000-2030

	Estimated Total Acreage						
	2000	2005	2010	2015	2020	2025	2030
Agricultural	1,937	1,872	1,807	1,742	1,677	1,612	1,547
Residential	527	553	579	605	631	657	683
Commercial	118	135	151	168	184	200	216
Industrial	195	218	241	264	287	310	333

Source: Acreage based on estimates compiled by NCWRPC, Marathon County, and WDOA.

The increase in acreage is assumed to occur evenly through 2030, with Residential acreage increasing by about 26 acres every 5 years, Commercial acreage increasing by about 16 acres every 5 years, and Industrial acreage increasing by about 23 acres every 5 years. It is also assumed that Agricultural acreage will decrease proportionate to the increase in Residential,

Commercial, and Industrial acreage, as land is developed and converted from Agricultural land uses. Thus, the amount of land in Agricultural land use will decrease by 65 acres every 5 years.

Comparing the estimated total acreage needed shown in Table 3-2 and the acreage allotted on the Figure 3-1, Future Land Use Map, it appears sufficient acreage to meet estimated demand for new residential, commercial, and industrial development has been provided in the appropriate land use categories. In addition, the City has designated areas outside its current border (within its extraterritorial zone) for future commercial and future residential development. It is anticipated that sometime in the future, these areas will be annexed to the City and public utilities will be provided as new development occurs.

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 indicate 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

The City of Mosinee enjoys good, direct access to the regional and inter-regional transportation network, including two interchanges on I-39/51, the major north-south inter-regional route through Central Wisconsin. A complete network of local and county roads provides convenient access to and through the City. The City is also home to the only bridge across the Wisconsin River in southern Marathon County. As a result, the Highway 153/Main Street bridge routinely experiences high levels of traffic and congestion. Improvements are planned to alleviate some of these conditions. Improving traffic safety, particularly for pedestrians, is a continuing priority of the City. Figure 4-1 illustrates the road system in the City.

Goal 1: Provide safe and efficient traffic movement throughout the City.

- **Objective: To identify intersections where additional traffic controls (i.e., stop signs) and/or traffic enforcement are needed.**
- **Objective: To develop a “toolbox” of traffic-calming methods or devices that could be implemented to better manage traffic flow and speed limits in the City.**
- **Objective: To continue to work with WDOT to address congestion issues and potential improvements to the STH 153 river crossing.**
- **Objective: To continue to work with WDOT to implement improvements to the Maple Ridge/I-39 Interchange.**
- **Objective: To explore opportunities to improve safety at railroad crossings.**

Policies:

1. The City of Mosinee places a high priority on maintaining a safe and efficient transportation system.
2. The City of Mosinee supports efforts to improve State highways to alleviate congestion within the City and enhance access.

Strategies/Actions:

1. Control access along arterial and major collector roadways to maintain the traffic volume capacity and reduce the potential for traffic accidents.
2. Continue to encourage through-street connections when possible to enhance accessibility and traffic flow.
3. Maintain regular communication with WDOT regarding improvements to STH 153 and interchanges on I-39.
4. Continue to work cooperatively with the Wisconsin Central (Canadian National) Railroad and the State of Wisconsin Railroad Commissioner’s office to enhance the safety of railroad crossings.
5. Routinely identify “problem” intersections and/or road segments in the City and plan and budget for improvements. Consider installing traffic calming measures, such as stop signs, corner bump-outs, reduced speed limits, etc. on streets identified to have traffic problems.
6. Establish regular meetings (or correspondence) with adjacent municipalities to discuss issues regarding road safety and maintenance and coordinate action to address the problems.

Goal 2: Maintain and improve local roads.

- **Objective: To continue to use the 5-year street plan to prioritize and allocate funding for road maintenance and improvements.**
- **Objective: To continue conducting an annual road analysis, using PASER/WISLR and the Pavement Management Plan (PMP), to rate local road conditions and prioritize maintenance scheduling.**
- **Objective: To continue to seek adequate and consistent sources of revenue to fund needed road improvements.**

Policies:

The City of Mosinee will strive to ensure that roads are well maintained and designed to accommodate current and anticipated traffic volumes.

Strategies/Actions:

1. Continue to utilize PASER/WISLR evaluation ratings to prioritize road improvement projects.
2. Continue to use the Street Plan to schedule and allocate funding for annual road improvements.
3. Continue to update the Street Plan on an annual basis to eliminate completed projects, add new projects, and reaffirm priorities.
4. Continue to work cooperatively with Marathon County and WDOT to seek and obtain funding for road improvements.

Goal 3: Ensure that new development will not have negative impacts on the local road network or create traffic issues within the City.

- **Objective: To ensure subdivision and road ordinances provide adequate road design and access management requirements.**
- **Objective: To require roads in new subdivisions to be designed to accommodate future expansion where appropriate.**
- **Objective: To maintain and update as necessary, requirements for developer contributions for road improvements that serve new developments.**

Policies:

- The City of Mosinee will strive to minimize the impacts of new development on existing development and infrastructure.

Strategies/Actions:

1. Routinely review, and revise as necessary, road design and access standards in the City's subdivision ordinance. These should include items such as: minimum widths for streets (by classification), driveway spacing, lighting, design standards for sidewalks and trails to be required in conjunction with construction of new roads and/or subdivisions.
2. Require that roads in new subdivisions be designed to allow extensions and connections to roads in future developments on adjacent properties where possible.

3. Routinely review, and revise as necessary, developer requirements regarding contributions for road improvements in new developments.
4. Coordinate review of major developments/subdivisions with Marathon County and/or adjacent municipalities to ensure local and county traffic concerns are adequately addressed.

Goal 4: Improve pedestrian safety throughout the City.

- **Objective: To strive to implement the recommendations of the City’s sidewalk study and plan and develop a schedule for funding and constructing sidewalks in the City.**
- **Objective: To encourage new development to incorporate bicycle and pedestrians facilities.**

Policies:

1. The City of Mosinee will strive to ensure a safe and attractive environment for pedestrians and bicyclists.

Strategies/Actions:

1. Continue to require sidewalk replacement in conjunction with street reconstruction and finances through assessments on abutting property owner.
2. Use the Sidewalk Plan to identify priorities for sidewalk improvements and develop a schedule for funding these improvements.

3. Consider amending subdivision ordinance to require developers to provide bicycle and pedestrian facilities in new developments.
4. Work with the adjacent municipalities to identify opportunities to make connections to existing or proposed trails/sidewalks in those communities.

Goal 5: Improve access to transit services.

- **Objective: To explore opportunities to provide demand/response transit services such as Dial-a-Ride to City residents.**

Policies:

1. The City of Mosinee encourages efforts to enhance access to public transportation services.

Strategies/Actions:

1. Conduct a community survey (or include question as part of general survey) to determine demand for special transportation services and/or public transit.
2. Contact area providers of special transportation services to obtain information on cost of services.

Road Improvements

Planned improvements to the Wausau metropolitan area road system are identified in the *Long Range Transportation Plan for the Wausau Metropolitan Area*. An update to this plan is currently underway and should be completed in spring 2006.

Figure 4-2 illustrates planned roadway improvements in the Wausau area.

The WDOT requires all incorporated communities to prepare a Pavement Management Plan (PMP) using a pavement rating system for their local roads. The Pavement Surface Evaluation Rating (PASER) system is the 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 Wisconsin Information System for Local Roads (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.

Figures 4-3 and 4-4 and Table 4-1 below illustrate the WISLR road assessment done in 2004 by surface type and condition rating. As shown, the majority of roads in the City are paved with either asphalt or concrete. Only 3.6 miles of road in the City are gravel. Roads exhibiting a surface condition rating at or below “Fair” should be examined to determine what type of reconstruction or strengthening is necessary. Roads that display a surface rating of “Good” or better will only require minimal preventative maintenance to maintain safe travel conditions. Those roads without data should be examined to ensure safe travel conditions exist along these routes.

Table 4-1: Summary of Pavement Conditions (miles)

Surface Type Code						
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
		3.62		0.51		
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
0.79	4.12	2.19	0.44	28.84		

Surface Condition Rating						
No Data	Failed	Poor	Fair	Good	Very Good	Excellent
2.05		2.17	9.18	11.52	12.37	3.22

Source: WDOT (WISLR), 8/10/04

Over half of the roads in the City are rated in “Good” or better condition and will require only preventative maintenance. However, roughly 11-miles of roadways will require some sort of reconstruction.

Paving Gravel Roads – Most roads in the City are paved, however about four miles remain gravel. When deciding to pave gravel roads, several factors should be taken into consideration. Appendix F outlines some general guidelines to help the City decide if or when to pave gravel roads.

5. Utilities Element

In conjunction with the current update of the *Wausau Urban Area Sewer Service Plan* (208 Plan) the City of Mosinee will be included within the Wausau Urban Service Area. This defines existing and proposed areas where public utilities may be provided (see Figure 5-1). This plan update is currently in progress and is expected to be completed in early 2006.

Most areas in the City are currently served by public sewer and water. Current utility systems have adequate capacity to meet anticipated future needs. Improvements and/or expansions will continue to be evaluated in conjunction with road reconstruction or in response to known problems. The City intends to continue its policy to not extend public utilities beyond the City boundaries until the area served is annexed.

The City requires storm water management plans for new subdivision and commercial development.

Goal 1: Maintain high quality sewer and water services within the City.

- **Objective: To continue to plan and budget for maintenance and improvements to the City's wastewater collection and public water distribution systems.**
- **Objective: To continue to maintain and upgrade the wastewater treatment facility as needed, given that the facility has adequate capacity for future development.**

- **Objective: To continue to maintain the water supply and storage facilities to keep pace with anticipated growth.**
- **Objective: To explore opportunities to improve water pressure in the downtown to ensure adequate fire protection.**

Policies:

1. The City of Mosinee will continue to maintain and improve its sewer and water facilities and services.

Strategies/Actions:

1. Continue to conduct an annual review of the City's utility infrastructure to identify and prioritize needed improvements and maintenance.
2. Establish an annual capital improvement budget process to prioritize and fund public utility improvements.

Goal 2: Protect the City's water resources, including groundwater sources of potable water.

- **Objective: To adopt and enforce a wellhead protection plan that identifies critical groundwater recharge areas and measures to ensure their protection.**
- **Objective: To work with the Town of Mosinee, the WDNR, and Marathon County to ensure a proposed sanitary sewer district in the Town will not negatively impact the City's well.**

- **Objective: To continue to require new subdivisions and commercial development to provide adequate storm water management.**

Policies:

1. The City of Mosinee supports efforts to protect and enhance the quality of its water resources.
2. The City of Mosinee will continue to actively protect its well recharge area.

Strategies/Actions:

1. Update the land division ordinance as necessary to require review of grading and drainage plans as part of the development permitting process. Large-scale development proposals should also be required to provide engineered drainage studies.
2. Amend the subdivision and zoning ordinance to incorporate best management practices (BMPs) to ensure new development and redevelopment provide for adequate surface water management and erosion control.
3. Routinely review and amend, as necessary, the development regulations in the Well Recharge overlay district to ensure it provides sufficient protection against potential groundwater contamination in the well recharge area.
4. Continue to participate in discussion with the Town of Mosinee, WDNR and Marathon Country regarding establishment of a sanitary district in the Town.

Goal 3: Plan for sewer and water expansion outside the current service area boundaries.

- **Objective: To monitor growth and development trends to identify areas where new development is most likely to occur that will require public utilities.**
- **Objective: To continue to work with neighboring townships to coordinate development in areas where future utility extensions are anticipated.**

Policies:

1. The City of Mosinee strongly supports coordinated and cost-efficient extension of utilities.

Strategies/Actions:

1. Participate with other Wausau metropolitan area communities on the update of the Sewer Service Area Plan (208 Plan).
2. Maintain a map of undeveloped parcels without public utilities and estimate utility needs based on proposed future land use.
3. To continue to cooperate with neighborhood townships to establish a cooperative boundary agreement to plan for orderly extension of public water services.
4. Establish regular communication with area developers and realtors [and neighboring municipalities] to obtain information on development trends that could affect the City.

Goal 4: Ensure environmentally sensitive on-site sanitary waste disposal.

- **Objective: To ensure that lot sizes, in areas not served by public sewer, are adequate for private waste disposal systems.**
- **Objective: To work with Marathon County to ensure that on-site waste disposal systems are appropriately designed to minimize potential negative impacts on groundwater, wetlands, rivers or streams.**

Policies:

1. The City of Mosinee will strive to minimize environmental impacts related to on-site sanitary waste disposal.

Strategies/Actions:

1. Coordinate with Marathon County and WDNR to address failing septic systems.
2. Coordinate with Marathon County, WDNR and neighborhood townships to review proposed on-site septic installation within the extraterritorial zone.

6. Housing Element

The City of Mosinee contains a variety of housing options in terms of age, size, cost and tenure. While most housing is well maintained and in good structural condition, over half of the housing units are between 25 and 50 years old. As such, housing rehabilitation efforts will likely become more prevalent in the future.

Goal 1: Improve the condition of the City's housing stock.

- **Objective: To encourage and promote the City's loan program that supports housing rehabilitation and/or home ownership.**
- **Objective: To work with Marathon County and area housing agencies to pursue and administer funds for additional housing programs.**
- **Objective: To ensure timely and consistent enforcement of property maintenance codes.**

Policies:

1. The City of Mosinee will strive to maintain and improve its housing stock.
2. The City of Mosinee will strive to consistently and proactively enforce its property maintenance and nuisance ordinances.

Strategies/Actions:

1. Prepare and distribute information on property maintenance codes to City residents.

2. Identify residential properties suitable for redevelopment and initiate discussions with property owners regarding their intentions to improve, redevelop, or sell the property.

Goal 2: Provide for a variety of housing types and new residential development.

- **Objective: Ensure development regulations (land use plan, zoning) allow for a variety of housing types in locations throughout the City.**
- **Objective: To continue to provide housing opportunities for residents in all stages of life, including young families, singles, and seniors.**
- **Objective: To identify properties in the City that would be appropriate for senior housing developments and proactively encourage such development.**
- **Objective: To identify potential areas for infill housing development or redevelopment in the City.**
- **Objective: To work with Marathon County to provide information to residents regarding area housing agencies that serve special housing needs (i.e., seniors, low-income).**

Policies:

1. The City of Mosinee will strive to provide opportunities to meet the varied housing needs of City residents.

Strategies/Actions:

1. Review, and revise as necessary, the City's zoning ordinance to ensure it adequately provides for a variety of housing types.

2. Work with Marathon County Housing Association, and others, to pursue funding (grants) and administer housing improvement programs.
3. Continue to display information at City Hall on the various housing agencies and programs available to City residents.
4. Identify and map properties suitable for senior housing. Make this information available to area providers of senior and assisted-living housing.
5. Compile information on property available for residential redevelopment or in-fill and work with area realtors to market these properties to area housing developers.

7. Cultural Resources Element

Incorporated in 1931, the City played a key role in the regional paper milling industry. Two properties in the – the Joseph Dessert Library and the Karl Mathie House - are listed on the National Register of Historic Places. The City does not have a local historic preservation commission and efforts to preserve and enhance its historic resources and cultural history will continue to be made through cooperation with the County Historical Society and efforts by local property owners.

Goal 1: Preserve historically significant buildings and sites.

- **Objective: To work with 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:

1. The City of Mosinee supports the preservation of historically significant buildings and sites.

Strategies/Actions:

1. Identify and map potential historic buildings, cemeteries/burials, and archaeological sites in the City.
2. Work with the County Historical Society and State Historic Preservation Office to determine if structures are eligible for listing on the National Register of Historic Places.

8. Community Facilities Element

Mosinee provides a variety of community services and facilities within the City and to some neighboring municipalities, through cooperative agreements. Providing high-quality and cost-effective services is a continuing goal. The City will continue to work with Marathon County, the Mosinee school district, and other service providers to address needed service or facility expansion or improvements as needs arise.

Goal 1: Support and maintain existing community facilities.

- **Objective: To maintain the City Hall as a seat of local government and community meeting hall.**
- **Objective: To routinely identify and prioritize capital improvement needs for community facilities, such as a new fire station or equipment, and associated budget requirements.**

Policies:

1. The City of Mosinee recognizes the importance of City Hall as a community gathering place and as the center of City government.
2. The City of Mosinee will strive to provide well maintained and up to date community facilities.

Strategies/Actions:

1. Identify necessary repairs and allocate funds to maintain and/or improve community facilities on a regular basis.

2. Routinely review and evaluate the condition of community facilities. Use this evaluation to prioritize and fund maintenance and improvements.

Goal 2: Maintain current provision of community services.

- **Objective: To continue to perform annual budget reviews to analyze, prioritize, and fund community service provision requests.**
- **Objective: To continue to seek methods of cost sharing, such as equipment sharing, with surrounding municipalities to increase the cost-efficiency of service delivery.**
- **Objective: To analyze future developments for their impact on the City's tax base in relation to the cost of additional services that they would require.**

Policies:

1. The City of Mosinee will strive to maintain current levels of community services.

Strategies/Actions:

1. Perform annual reviews and budget allocations to fund community services, including the police department and volunteer fire department.
2. Annually evaluate the cost-effectiveness of current agreements with adjacent municipalities for fire and emergency response services.

3. Consider the fiscal impact of new development as part of the development review process.
4. Continue to cooperate with other municipalities in the Wausau metropolitan area on discussions regarding the feasibility of consolidation of public services, particularly fire and EMS, to enhance cost-effectiveness.

Goal 3: Provide adequate and cost-effective public safety services.

- **Objective: To continue to support the City's Police Department and work cooperatively with area law enforcement agencies.**
- **Objective: To continue to support the fire district and maintain and improve fire equipment.**

Policies:

1. The City of Mosinee supports the continued provision of cost-effective community services.

Strategies/Actions:

1. Conduct an annual evaluation of the City police department and volunteer fire department. Use the annual reviews to identify, prioritize, and budget for needed improvements regarding facilities, equipment, and staffing.
2. Work with Marathon County Sheriffs Department as needed to improve communications or other efforts to enhance the efficiency and effectiveness of police protection services.

9. Parks and Recreation Element

The City of Mosinee has a well-developed public park system and a Park and Recreation Commission to oversee development, operation, and management of the system. The City is also in the process of establishing a system of hiking and bicycling trails that will circumvent the City and provide access to portions of the Wisconsin River frontage. While funding is an on-going challenge, the City will continue to explore opportunities to expand and enhance the parks and trails system to meet future needs.

Goal 1: Maintain and improve existing parks and trails in the City.

- **Objective: To ensure that maintenance and operating costs for the parks and trails are included in annual budgeting.**
- **Objective: To investigate additional funding sources for land acquisition, development and maintenance of parks and trails.**
- **Objective: To upgrade park and trail facilities and equipment as needed to accommodate the recreational needs of City residents.**

Policies:

1. The City of Mosinee will strive to provide timely and sufficient maintenance and upkeep of park and trail facilities.

Strategies/Actions:

1. Conduct an annual review of park system maintenance and improvement needs to review and prioritize during the annual budgeting process.
2. Continue to study park dedication requirements and fees of similar communities to determine whether the City's requirements should be amended.
3. Establish annual/bi-annual park clean up events/picnic and solicit community volunteers to participate.
4. Establish and enhance an Adopt-a-Park program to foster volunteer park maintenance and surveillance.

Goal 2: Provide adequate parkland and recreational facilities to serve existing and new residents.

- **Objective: To identify and map potential locations for new parks and trails in the City.**
- **Objective: To encourage new residential developments to include parks, green space and trails.**
- **Objective: To continue requiring parkland dedication (fees or land) in conjunction with platting of new subdivisions.**
- **Objective: To continue to support recreational programs at a level sufficient to meet the recreational needs of City residents.**

- **Objective: To periodically evaluate parks and recreational programs and facilities to ensure they coincide with the recreational needs and desires of City residents.**

Policies:

1. The City of Mosinee will strive to provide adequate parks and recreation facilities to meet the needs of current and future residents.

Strategies/Actions:

1. Identify opportunities to purchase property for future park or trail development. Map these properties as “future park” to encourage preservation for future park development.
2. Conduct a community survey to obtain input on residents needs and desires for park and recreation facilities and programs.
3. Review and revise as necessary, park dedication requirements to ensure they are adequate to provide for the City’s park needs.
4. Develop and adopt requirements for developers to provide open space, parks and/or trail facilities in new developments.

Goal 3: Support development of a regional multi-use trail system.

- **Objective: To work with surrounding municipalities and appropriate agencies, such as the WDNR, WDOT, Marathon County, and others, to identify possible trail routes in the City of Mosinee to connect to a regional system.**

- **Objective: To work with other communities and agencies to identify and obtain funds to construct and maintain multi-use trails.**

Policies:

1. The City of Mosinee will cooperate in efforts to develop a regional, multi-use trail system.

Strategies/Actions:

1. Work with the Marathon County and surrounding municipalities to identify and map potential trail routes in the City to become part of a regional trail system. Use this map during development review to identify where trails should be installed in conjunction with new development or road construction.
2. Work in conjunction with Marathon County and surrounding municipalities to obtain funding to establish a regional trail system.
3. Establish requirements for provision of trail easements in conjunction with new development.

10. Economic Development Element

The City of Mosinee enjoys a diverse economic base, functioning as both a free-standing community with a traditional downtown and a regional commercial/industrial center. Mosinee is home to several large national and regional companies, including a business park that provides employment opportunities for residents throughout the Central Wisconsin region. The Wausau-Mosinee paper mill - the historic heart of the City's economy - continues to be one of the City's largest employers. The City is also home to the Central Wisconsin Airport, a regional transportation hub.

Goal 1: Revitalize older industrial and commercial areas in Mosinee.

- **Objective: To identify under-utilized commercial and/or industrial properties in the City and encourage their revitalization (i.e., along Old Highway 51).**
- **Objective: To proactively explore funding opportunities to provide support and assistance to established businesses to help them remain and expand in Mosinee.**
- **Objective: To ensure that public infrastructure (water, sewer, roads/access) is adequate to support redevelopment of existing commercial and industrial properties.**

Policies:

1. The City of Mosinee encourages and supports redevelopment to foster high-quality and well planned commercial and industrial development.

Strategies/Actions:

1. Identify and compile a map of parcels with potential for redevelopment. Initiate discussions with property owners regarding their plans, and whether they intend to sell the property. Zone these properties for commercial use.
2. Identify and prioritize public infrastructure improvements needed to foster new commercial and industrial development.
3. Consider establishing TIF district to finance public infrastructure improvements, property acquisition, etc. to foster redevelopment.
4. Work with MCDEVCO to identify potential programs and funding sources to assist local businesses.

Goal 2: Encourage full development of the Central Wisconsin Business Park.

- **Objective: To work with potential new businesses to overcome barriers to develop on lots with physical constraints (e.g., high bedrock) in the business park.**
- **Objective: To proactively seek potential new businesses and market remaining undeveloped land in the business park.**

Policies:

1. The City of Mosinee will strive to minimize barriers to development while ensuring that development occurs in an environmentally sensitive manner.

Strategies/Actions:

1. Maintain current information on vacant properties in the Central Wisconsin Business Park outlining development potential and incentives. Work with area realtors and the Mosinee and Wausau Area Chambers of Commerce to proactively market these properties.
2. Consider allowing flexible development standards on properties with environmental constraints. Such standards might include reduced setbacks, lower parking requirements, higher impervious coverage, etc. in exchange for implementing appropriate best management practices and other techniques, to ensure new development is done in an environmentally sensitive manner.

Goal 3: Maintain business vitality in downtown to provide a mix of goods and services for the City and surrounding area.

- **Objective: To continue to support the efforts of the Downtown Business Improvement District (BID) to enhance the downtown central business district.**
- **Objective: To continue to work with the BID to encourage new businesses to locate downtown.**
- **Objective: To continue to work with the BID board to provide support and assistance to downtown property owners to help them improve their properties and grow their businesses.**

Policies:

1. The City of Mosinee will strive to maintain a diverse and vital local economy.

Strategies/Actions:

1. Continue to support efforts of the BID.
2. Develop an inventory of vacant downtown property.
3. Target potential industries for recruitment.

New Business and Industry

The Central Wisconsin Business Park is nearly built out. Environmental constraints – particularly high bedrock – have made the remaining lots more challenging to develop. The City will continue to work with potential developers to develop these remaining lots.

In 1997 the City established a Business Improvement District (BID) in the downtown area to provide funds for building and property improvements. To date at least eighteen building facades have been improved and landscape enhancements have been made downtown. It is hoped that these improvements to the physical appearance of the downtown area will attract a variety of commercial, retail and service businesses downtown that cater to the needs of the local community but also attract customers from the broader region.

Redevelopment Opportunities

In addition to the downtown improvements noted above, there are some older and possibly underutilized commercial and industrial properties in the City; mostly located on the east side of the Wisconsin River along Old Highway 51. The City intends to compile information on properties that are vacant or have redevelopment potential; however resources are limited to proactively initiate redevelopment or entice private sector reinvestment. As such, redevelopment will likely continue to occur on a case specific basis in response to market demands.

There are no known contaminated sites in the City that have been identified for redevelopment.

Strengths and Weaknesses

As noted above, the City of Mosinee has a diverse economic base. It is home to several large regional employers, notably the Wausau-Mosinee paper mill, the Central Wisconsin Airport, and the Central Wisconsin Business Park. It also supports a variety of smaller commercial and industrial businesses in its traditional downtown and along major through roads (STH 153, Old Highway 51). Physical improvements to the downtown are building on the City's historic charm and may enhance the City's ability to become a regional leisure destination.

STH 153 provides the only crossing over the Wisconsin River in southern Marathon County, thus, many travelers pass through the City on a regular basis. The City is also home to the Central Wisconsin Airport, which is a major regional travel and transportation hub.

Limited raw land to accommodate new development and environmental constraints are the primary weaknesses regarding economic development. Most of the larger tracts of undeveloped land in the current City boundaries have environmental constraints such as high bedrock, wetlands, or floodplains.

The City anticipates most expansion to occur to the west and south into what is now the Town of Mosinee. The future land use map designates the area within the City's extraterritorial jurisdiction for future residential and commercial development. Future commercial development is expected to concentrate along STH 153, extending west from the City's current boundary.

Economic Development Programs

The City of Mosinee used tax increment financing (TIF) to help finance public infrastructure improvements in the business park. The City also established a Business Improvement District (BID) to encourage physical improvements to property in the historic downtown.

Appendix G provides a listing of local, regional, state and federal programs relating to economic development.

11. Intergovernmental Cooperation Element

Mosinee cooperates with neighboring municipalities, the County, and the State on a variety of matters ranging from delivery of services to coordination of planning along common boundaries. The City recognizes that cooperation with its neighbors can improve the quality and cost-effectiveness of services, foster coordinated development, and enhance its overall quality of life.

Goal 1: Coordinate development and planning activities with surrounding communities.

- **Objective: To continue to work cooperatively with neighboring townships to develop a land use plan to guide development in the area under extra-territorial jurisdiction.**
- **Objective: To communicate with surrounding communities when proposed development is on a boundary or could have impacts on the adjacent community.**
- **Objective: To communicate with adjacent communities when planning locations for community facilities that may serve more than one community (i.e., new fire station).**
- **Objective: To continue to participate with the Metropolitan Planning Organization (MPO) to coordinate timing of road maintenance and improvements with surrounding communities.**

Policies:

1. The City of Mosinee will strive to cooperate and coordinate with its neighbors and the region to manage growth and development.

Strategies/Actions:

1. Continue to work with surrounding townships to develop boundary agreements.
2. Work cooperatively with adjacent municipalities to review and coordinate development under the City's extra-territorial zoning and subdivision review authority.
3. Establish a list of contacts for adjacent municipalities and routinely inform and invite them to review pending proposals for new development.
4. Meet with surrounding communities as needed to discuss and coordinate plans to provide new community facilities, such as a fire station.

Goal 2: Ensure that annexations proceed in an orderly manner.

- **Objective: To strengthen lines of communication with neighboring townships regarding potential annexations and/or boundary agreements.**

Policies:

1. The City of Mosinee will continue to cooperate with neighboring townships regarding annexations, however, strongly supports coordination of development along common boundaries.

Strategies/Actions:

1. Continue to work with neighboring townships through the ETZ committee to implement a plan for development within the City's Extraterritorial Jurisdiction (ETJ).
2. Continue to work toward establishing cooperative boundary agreements with neighboring townships.

Goal 3: Cooperate in providing cost-effective public safety services.

- **Objective: To continue to work cooperatively with the Marathon County Sheriff's Department.**
- **Objective: To maintain current contracts with adjacent communities for fire and ambulance service, but review if community needs change.**

Policies:

1. The City of Mosinee supports the continued provision of cost-effective public safety services.

Strategies/Actions:

1. Establish regular meeting dates with surrounding municipalities and the Marathon County Sheriff's Department to review service agreements and identify opportunities to improve efficiency and cost-effectiveness.
2. Continue to participate in discussions with neighboring municipalities and the Wausau metropolitan area regarding service consolidation and opportunities to share services and/or public facilities.

Goal 4: Encourage participation by City officials and residents in all levels of government.

- **Objective: To encourage local officials to participate in county and state government activities and organizations.**
- **Objective: To encourage regular participation and feedback from residents through surveys, informational public meetings, newsletters or other activities.**

Policies:

1. The City of Mosinee encourages local officials and residents to actively participate in government, planning, and policy related activities and organizations.

Strategies/Actions:

1. Maintain and post City meeting agendas at City Hall.
2. Maintain membership in the North Central Wisconsin Regional Planning Commission.
3. Maintain membership in the Wausau Area Metropolitan Planning Organization.
4. Continue to actively participate in the South Area Municipalities Committee.
5. Conduct regular community surveys to solicit public input on various issues and concerns affecting the City.

Goal 5: Continue to communicate with Marathon County officials on issues for which they are responsible.

- **Objective: To continue to work with Marathon County on county road and bridge maintenance and improvements.**
- **Objective: To continue to work with Marathon County on permitting oversight regarding shoreland, wetland and floodplain regulations, and private sewage system regulation.**

Policies:

1. The City of Mosinee will continue to cooperate with Marathon County on issues for which the County is responsible.

Strategies/Actions:

1. Maintain regular contact and timely feedback to Marathon County staff regarding concerns with road maintenance and code enforcement and planning matters.
2. Work with Marathon County Sheriffs Department as needed to coordinate efforts to enhance the efficiency and effectiveness of police protection services in and around the City of Mosinee.

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 City's 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, City of Mosinee should update related ordinances on or before the year 2010. The City Council 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 City Council 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 City Council 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 City Council, 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 City Council who must adopt the plan by ordinance (of majority vote). A public hearing is required to allow public comment on the ordinance prior to 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 the City of Mosinee 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 Mosinee. 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 City Council, 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 City of Mosinee Comprehensive Plan may be amended at any time by the City Council 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.

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

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

1. The change is consistent with the overall goals and objectives of the City of Mosinee 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 City 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.

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.

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 the City 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.

Table 12-2 is intended to be used by local officials in setting priorities for capital budgeting and staff allocation. 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 Mosinee, staff, 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

Table 12-2: Implementation Actions

Action	Priority
Natural Resources	
<p>Establish a routine method of distributing information to property owners in the City regarding natural resources. This might include periodic newsletters, inserts in mailings to property owners, or creating a permanent display of information at the City Hall. Information topics might include:</p> <ul style="list-style-type: none"> • Restrictions on activities that might impact natural resources imposed by the City, County, and/or State. • Reducing use of fertilizers. • Natural landscaping techniques. • Natural storm water management techniques. 	Short-term
<p>Identify areas where development should be restricted to very low intensity land uses due to limited water availability. Zone appropriately to restrict intensive development in these areas.</p>	Short-term
<p>Require ten-foot buffers between areas disturbed (e.g., graded) for new development and woodlands to minimize destruction or encroachment into the woodland edge. The buffer should be maintained in a natural condition.</p>	Short-term
<p>Update the land division ordinance as necessary to require review of grading and drainage plans as part of the development permitting process. Large-scale development proposals should also be required to provide engineered drainage studies.</p>	Short-term
<p>Amend the subdivision and zoning ordinance to incorporate best management practices (BMPs) to ensure new development and redevelopment provide for adequate surface water management and erosion control.</p>	Short-term
<p>Routinely review and amend, as necessary, the development regulations in the Well Recharge overlay district to ensure it provides sufficient protection against potential groundwater contamination.</p>	Short-term
<p>Consider adopting a tree preservation ordinance to encourage preservation of mature trees and minimize fragmentation of large woodland areas.</p>	Mid-term
<p>Identify and map areas in the City where preservation of natural areas, corridors, open space, and wildlife habitat should be given priority. Consider creating a conservation overlay zoning district for these areas and providing information to property owners about techniques to protect and enhance these resources.</p>	Mid-term
<p>Identify and map areas of the City with natural features that pose development constraints. Use this map to inform current and potential property owners about possible development limitations.</p>	Mid-term
<p>Consider establishing an overlay district on areas of the City with development constraints. This would involve developing and adopting development standards specific to this area.</p>	Mid-term
<p>Work with UW-Extension and others to compile information on addressing specific development constraints posed by high bedrock, high water table, and other factors.</p>	Mid-term

City of Mosinee

Action	Priority
Continue to serve as the liaison between private property owners in the City and the County, WDNR, and others to enforce regulations to protect and mitigate development impacts on wetlands and shorelands.	On-going
Report instances of possible groundwater contamination to the WDNR.	On-going
Land Use	
Routinely review, and update as necessary, the City’s zoning and subdivision regulations to ensure they provide adequate tools for managing growth.	
Continue to work toward establishing cooperative boundary agreements with neighboring townships.	
Identify, and map, property within developed neighborhoods that is vacant or underutilized that should be considered for new, in-fill housing development.	
Review and update buffer requirements between adjacent uses of different intensities. This will involve developing and adopting buffer standards, including buffer yards/setbacks, screening, and landscaping.	
Consider conducting a community survey to identify specific types of housing the community would like, such as senior housing, condominiums, etc.	Mid-term
Consider updating the City’s housing inventory.	Mid-term
Consider developing and adopting building design and landscape requirements.	Mid-term
Continue to support to support the Downtown Business Improvement District.	On-going
Transportation	
Identify “problem” intersections and/or road segments in the City and plan and budget for improvements. Consider installing traffic calming measures, such as stop signs, corner bump-outs, reduced speed limits, etc. on streets identified to have traffic problems.	ASAP
Routinely review, and revise as necessary, road design and access standards in the City’s subdivision ordinance. These should include items such as: minimum widths for streets (by classification), driveway spacing, lighting, design standards for sidewalks and trails to be required in conjunction with construction of new roads and/or subdivisions.	Short-term
Routinely review, and revise as necessary, developer requirements regarding contributions for road improvements in new developments.	Short-term
Coordinate review of major developments/subdivisions with Marathon County and/or adjacent municipalities to ensure local and county traffic concerns are adequately addressed.	Short-term
Use the Sidewalk Plan to identify priorities for sidewalk improvements and develop a schedule for funding these improvements.	Short-term
Conduct a community survey (or include question as part of general survey) to determine demand for special transportation services and/or public transit.	Short-term

City of Mosinee

Action	Priority
Consider amending subdivision ordinance to require developers to provide bicycle and pedestrian facilities in new developments.	Mid-term
Work with the adjacent municipalities to identify opportunities to make connections to existing or proposed trails/sidewalks in those communities.	Mid-term
Contact area providers of special transportation services to obtain information on cost of services.	Mid-term
Control access along arterial and major collector roadways to maintain the traffic volume capacity and reduce the potential for traffic accidents.	On-going
Continue to encourage through-street connections when possible to enhance accessibility and traffic flow.	On-going
Maintain regular communication with WDOT regarding improvements to STH 153 and interchanges on I-39.	On-going
Continue to work cooperatively with the Wisconsin Central (Canadian National) Railroad and the State of Wisconsin Railroad Commissioner's office to enhance the safety of railroad crossings.	On-going
Establish regular meetings (or correspondence) with adjacent municipalities to discuss issues regarding road safety and maintenance and coordinate action to address the problems.	On-going
Continue to utilize PASER evaluation ratings to prioritize road improvement projects.	On-going
Continue to use the Street Plan to schedule and allocate funding for annual road improvements.	On-going
Continue to update the Street Plan on an annual basis to eliminate completed projects, add new projects, and reaffirm priorities.	On-going
Continue to work cooperatively with Marathon County and WDOT to seek and obtain funding for road improvements.	On-going
Require that roads in new subdivisions be designed to allow extensions and connections to roads in future developments on adjacent properties where possible.	On-going
Continue to require sidewalk replacement in conjunction with street reconstruction and finances through assessments on abutting property owner.	On-going
Utilities	
Establish an annual capital improvement budget process to prioritize and fund public utility improvements.	ASAP
Review and amend, as necessary, the development regulations in the Well Recharge overlay district to ensure it provides sufficient protection against potential groundwater contamination in the well recharge area.	ASAP
Work with neighborhood townships to establish a cooperative boundary agreement to plan for orderly extension of public water services.	ASAP
Coordinate with Marathon County, WDNR and neighborhood townships to review proposed on-site septic installation within the extraterritorial zone.	ASAP

City of Mosinee

Action	Priority
Update the land division ordinance as necessary to require review of grading and drainage plans as part of the development permitting process. Large-scale development proposals should also be required to provide engineered drainage studies.	ASAP
Amend the subdivision and zoning ordinance to incorporate best management practices (BMPs) to ensure new development and redevelopment provide for adequate surface water management and erosion control.	ASAP
Continue to conduct an annual review of the City’s utility infrastructure to identify and prioritize needed improvements and maintenance.	On-going
Continue to participate in discussion with the Town of Mosinee, WDNR and Marathon County regarding establishment of a sanitary district in the Town.	On-going
Participate with other Wausau metropolitan area communities on the update of the Sewer Service Area Plan (208 Plan).	On-going
Maintain a map of undeveloped parcels without public utilities and estimate utility needs based on proposed future land use.	On-going
Establish regular communication with area developers and realtors [and neighboring municipalities] to obtain information on development trends that could affect the City.	On-going
Coordinate with Marathon County and WDNR to address failing septic systems.	On-going
Housing	
Review, and revise as necessary, the City’s zoning ordinance to ensure it adequately provides for a variety of housing types.	Short-term
Identify residential properties suitable for redevelopment and initiate discussions with property owners regarding their intentions to improve, redevelop, or sell the property.	Mid-term
Work with Marathon County Housing Association, and others, to pursue funding (grants) and administer housing improvement programs.	Mid-term
Identify and map properties suitable for senior housing. Make this information available to area providers of senior and assisted-living housing.	Mid-term
Compile information on property available for residential redevelopment or in-fill and work with area realtors to market these properties to area housing developers.	Mid-term
Continue to display information at City Hall on the various housing agencies and programs available to City residents.	On-going
Prepare and distribute information on property maintenance codes to City residents.	On-going
Cultural Resources	
Work with the County Historical Society and State Historic Preservation Office to determine if structures are eligible for listing on the National Register of Historic Places.	Mid-term
Identify and map potential historic buildings, cemeteries/burials, and archaeological sites in the City.	Long-term

Action	Priority
Community Facilities	
Consider the fiscal impact of new development as part of the development review process.	Long-term
Identify necessary repairs and allocate funds to maintain and/or improve community facilities on a regular basis.	On-going
Routinely review and evaluate the condition of community facilities. Use this evaluation to prioritize and fund maintenance and improvements.	On-going
Perform annual reviews and budget allocations to fund community services, including the police department and volunteer fire department.	On-going
Annually evaluate the cost-effectiveness of current agreements with adjacent municipalities for fire and emergency response services.	On-going
Continue to cooperate with other municipalities in the Wausau metropolitan area on discussions regarding the feasibility of consolidation of public services, particularly fire and EMS, to enhance cost-effectiveness.	On-going
Conduct an annual evaluation of the City police department and volunteer fire department. Use the annual reviews to identify, prioritize, and budget for needed improvements regarding facilities, equipment, and staffing.	On-going
Work with Marathon County Sheriffs Department as needed to improve communications or other efforts to enhance the efficiency and effectiveness of police protection services.	On-going
Parks and Recreation	
Establish annual/bi-annual park clean up events/picnic and solicit community volunteers to participate.	Short-term
Conduct a community survey to obtain input on residents needs and desires for park and recreation facilities and programs.	Short-term
Identify opportunities to purchase property for future park or trail development. Map these properties as “future park” to encourage preservation for future park development.	Mid-term
Develop and adopt requirements for developers to provide open space, parks and/or trail facilities in new developments.	Mid-term
Work with the Marathon County and surrounding municipalities to identify and map potential trail routes in the City to become part of a regional trail system. Use this map during development review to identify where trails should be installed in conjunction with new development or road construction.	Mid-term
Work in conjunction with Marathon County and surrounding municipalities to obtain funding to establish a regional trail system.	Mid-term
Establish requirements for provision of trail easements in conjunction with new development.	Mid-term
Conduct an annual review of park system maintenance and improvement needs to review and prioritize during the annual budgeting process.	On-going
Continue to study park dedication requirements and fees of similar communities to determine whether the City’s requirements should be amended.	On-going

City of Mosinee

Action	Priority
Establish and enhance an Adopt-a-Park program to foster volunteer park maintenance and surveillance.	On-going
Review and revise as necessary, park dedication requirements to ensure they are adequate to provide for the City's park needs.	On-going
Economic Development	
Develop an inventory of vacant downtown property.	ASAP
Identify and compile a map of parcels with potential for redevelopment. Initiate discussions with property owners regarding their plans, and whether they intend to sell the property. Zone these properties for commercial use.	Short-term
Identify and prioritize public infrastructure improvements needed to foster new commercial and industrial development.	Short-term
Consider establishing TIF district to finance public infrastructure improvements, property acquisition, etc. to foster redevelopment.	Short-term
Target potential industries for recruitment.	Short-term
Consider allowing flexible development standards on properties with environmental constraints. Such standards might include reduced setbacks, lower parking requirements, higher impervious coverage, etc. in exchange for implementing appropriate best management practices and other techniques, to ensure new development is done in an environmentally sensitive manner.	Mid-term
Work with MCDEVCO to identify potential programs and funding sources to assist local businesses.	On-going
Maintain current information on vacant properties in the Central Wisconsin Business Park outlining development potential and incentives. Work with area realtors and the Mosinee and Wausau Area Chambers of Commerce to proactively market these properties.	On-going
Continue to support efforts of the BID.	On-going
Intergovernmental Cooperation	
Work with surrounding townships to develop boundary agreements.	ASAP
Work with neighboring townships through the ETZ committee to implement a plan for development within the City's Extraterritorial Jurisdiction (ETJ).	ASAP
Continue to work toward establishing cooperative boundary agreements with neighboring townships.	ASAP
Establish a list of contacts for adjacent municipalities and routinely inform and invite them to review pending proposals for new development.	Short-term
Continue to participate in discussions with neighboring municipalities and the Wausau metropolitan area regarding service consolidation and opportunities to share services and/or public facilities.	Short-term
Conduct regular community surveys to solicit public input on various issues and concerns affecting the City.	Short-term
Work cooperatively with adjacent municipalities to review and coordinate development under the City's extra-territorial zoning and subdivision review authority.	On-going

City of Mosinee

Action	Priority
Meet with surrounding communities as needed to discuss and coordinate plans to provide new community facilities, such as a fire station.	On-going
Establish regular meeting dates with surrounding municipalities and the Marathon County Sheriff's Department to review service agreements and identify opportunities to improve efficiency and cost-effectiveness.	On-going
Maintain and post City meeting agendas at City Hall.	On-going
Maintain membership in the North Central Wisconsin Regional Planning Commission.	On-going
Maintain membership in the Wausau Area Metropolitan Planning Organization.	On-going
Continue to actively participate in the South Area Municipalities Committee.	On-going
Maintain regular contact and timely feedback to Marathon County staff regarding concerns with road maintenance and code enforcement and planning matters.	On-going
Work with Marathon County Sheriff's Department as needed to coordinate efforts to enhance the efficiency and effectiveness of police protection services in and around the City of Mosinee.	On-going

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:

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 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.

Ordinance No. 2006-01

An Ordinance to Adopt the Comprehensive Plan of the City of Mosinee, Marathon County, Wisconsin.

Whereas, pursuant to Sections 62.23(2) and 62.23(3) of the Wisconsin State Statutes, the City of Mosinee is authorized to prepare and adopt a comprehensive plan; and

Whereas, the Common Council of the City of Mosinee, 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 State Statutes; and

Whereas, the Plan Commission of the City of Mosinee, by a majority vote of the entire Commission recorded in its official minutes, has adopted a resolution recommending to the Common Council the adoption of the document entitled "Comprehensive Plan of the City of Mosinee," containing all of the elements specified in section 66.1001(2) of the Wisconsin State Statutes; and

Whereas, the City 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.

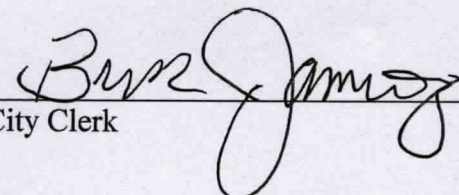
NOW, THEREFORE, the Common Council of the City of Mosinee, Wisconsin does hereby ordain as follows:

1. The Common Council of the City of Mosinee, Marathon County Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, "Comprehensive Plan of the City of Mosinee," pursuant to section 66.1001(4)(c) of the Wisconsin Statutes.
2. That this Ordinance shall become effective upon adoption and publication in accordance with applicable state statutes.

Adopted on this 24TH day of APRIL, 2006.



Mayor

Attest: 

City Clerk

RECEIVED

JUL 07 2006

MARATHON CO. CONSERVATION,
PLANNING & ZONING DEPT.

PUBLIC PARTICIPATION PLAN

FOR THE

MARATHON COUNTY

COMPREHENSIVE PLAN PROCESS

City of Mosinee

February 2003
PREPARED BY
City of Mosinee

**PUBLIC PARTICIPATION PLAN
FOR THE
MARATHON COUNTY
COMPREHENSIVE PLAN PROCESS**

City of Mosinee

Prepared for:

City of Mosinee Mayor, Common Council,
Plan Commission and Residents

CITY OF MOSINEE COMMON COUNCIL

Mayor Robert Feit
Thomas Kipp, Council President (Ward 2 Alderman)
Donald Litwin, Ward 1 Alderman
Bill Bemis, Ward 3 Alderman
Karen Oelke, Ward 4 Alderwoman
Keith Biedermann, Ward 5 Alderman
Doug Mielke, Ward 6 Alderman

CITY OF MOSINEE PLAN COMMISSION

Mayor Robert Feit, Chairman
Keith Biedermann, Common Council Representative
Ted Heldt, Parks & Recreation Commission Representative
Marge Kazmierczak
Jean Maszk
Tim O'Connor
Sharon Rust

Prepared by:

City of Mosinee

With Assistance by:

Marathon County Planning Department
and
Marathon County UW-Extension

MARATHON COUNTY COMPREHENSIVE PLAN SUB-AREA PLANNING GROUPS

HIGHWAY 51 PLANNING GROUP

VILLAGE OF BROKAW
CITY OF WAUSAU
VILLAGE OF WESTON
VILLAGE OF ROTHSCHILD
CITY OF MOSINEE
TOWN OF STETTIN

TOWN OF RIB MOUNTAIN
TOWN OF BERLIN
TOWN OF TEXAS
TOWN OF MAINE
TOWN OF WAUSAU
TOWN OF WESTON
CITY OF SCHOFIELD

SOUTH-CENTRAL PLANNING GROUP

VILLAGE OF EDGAR
VILLAGE OF MARATHON CITY
VILLAGE OF FENWOOD
TOWN OF MARATHON
TOWN OF EMMET

TOWN OF CASSEL
TOWN OF WIEN
TOWN OF KNOWLTON
TOWN OF GREEN VALLEY
TOWN OF MOSINEE
TOWN OF BERGEN

NORTH-WESTERN MUNICIPALITIES PLANNING GROUP

VILLAGE OF ATHENS
TOWN OF HOLTON
TOWN OF JOHNSON
TOWN OF RIETBROCK
TOWN OF HULL

TOWN OF BERN
TOWN OF HALSEY
TOWN OF HAMBURG
TOWN OF FRANKFORT
TOWN OF RIB FALLS

SOUTH-WESTERN MUNICIPALITIES PLANNING GROUP

VILLAGE OF UNITY
VILLAGE OF SPENCER
VILLAGE OF STRATFORD
TOWN OF MC MILLAN
TOWN OF DAY

TOWN OF BRIGHTON
TOWN OF EAU PLEINE
TOWN OF CLEVELAND
TOWN OF SPENCER

EASTERN MUNICIPALITIES PLANNING GROUP

VILLAGE OF BIRNAMWOOD
TOWN OF NORRIE
TOWN OF HARRISON
VILLAGE OF ELDERON
TOWN OF REID
VILLAGE OF HATLEY
TOWN OF GUENTHER

TOWN OF EASTON
TOWN OF PLOVER
TOWN OF HEWITT
TOWN OF BEVENT
TOWN OF FRANZEN
TOWN OF ELDERON

Note: The Village of Dorchester, City of Colby and City of Abbotsford will be participating in the comprehensive planning process through our planning efforts with Clark County. The City of Marshfield will be involved with the South-Western planning group but will not be completing a comprehensive plan at this time.

MAP 1

INTRODUCTION

Recognizing that the City of Mosinee Comprehensive Plan must reflect the people it serves, the City of Mosinee intends to encourage citizen input throughout the development of the City of Mosinee Comprehensive Plan through the multi-jurisdictional Marathon County Comprehensive Planning Process, a county-wide cooperative effort between the County and 56 other municipalities to create individual “Smart Growth” compliant comprehensive plans. The public participation procedures, required by the state statutes, must provide for a broad dissemination of proposals and alternatives, public meetings after effective notice, opportunity for written comments, communication programs, information services, provisions for open discussion and consideration of and response to public comments. These enhanced procedures augment the minimum public notification requirements required by law.

The City of Mosinee’s Public Participation Plan forms the basic framework for achieving an interactive dialogue between local decision makers, County Staff, the planning consultant and the residents of the City of Mosinee. This report outlines the public participation strategy for the development, evaluation and eventual adoption of the City of Mosinee Comprehensive Plan. The Public Participation Plan documents the strategy for soliciting public review and input for the development of the City of Mosinee Comprehensive Plan. The creation of the Public Participation Plan is the first step in meeting the requirements of Wisconsin’s Comprehensive Planning and “Smart Growth” Legislation (1999 Wisconsin Act 9 and AB 872 Technical Changes). This Public Participation Plan will apply throughout the local planning process leading to the adoption of the City of Mosinee Comprehensive Plan.

OBJECTIVES FOR PUBLIC INVOLVEMENT

The following is a list of objectives for public participation that Mosinee would like to achieve throughout the development and subsequent adoption of the City of Mosinee Comprehensive Plan:

- That all residents of Mosinee become fully aware of the importance of participating in the development of the City of Mosinee Plan.
- That the public participation process is designed to engage people of all races, ethnic backgrounds and income levels.
- That the public has opportunities to provide their input (both formally and informally) to the City of Mosinee Common Council, and the City of Mosinee Plan Commission.
- That the public has access to all technical information and any analyses performed throughout the planning process.
- That members of the City of Mosinee Plan Commission and the City of Mosinee Common Council have input from the broadest range of perspectives and interests in the community possible.
- That such input is elicited through a variety of means (electronic, printed, and oral) in such a way that it may be carefully considered and responded to in a timely fashion.
- That this process of public involvement strengthens the sense of community present in the City of Mosinee and the municipalities of Marathon County as a whole and furthers the vision of active and positive participation by all aspects of the community in the decision-making and civic life of the City of Mosinee over the long term.

RESPONSIBILITY FOR IMPLEMENTATION

Various City of Mosinee elected and appointed officials have certain responsibilities for implementation of the public participation process and achieving the above objectives.

- City of Mosinee Mayor, Common Council and City Administrator
- City of Mosinee Plan Commission

Each body shares the responsibility for implementing this plan and employing other methods that enhance public participation during the City of Mosinee comprehensive planning process. Ultimately, it is the City of Mosinee Common Council who will decide on the direction and content of policy documents and regulations that they deem to be in the best interest of the municipality and the County as a whole.

CONTACT INFORMATION FOR THE CITY OF MOSINEE

CITY OF MOSINEE MAYOR & COMMON COUNCIL

Mayor Robert Feit
901 8th Street
Telephone: 693-2846
E-Mail: mayor@mosinee.wi.us

Thomas Kipp, Council President
802 7th Street
Telephone: 693-6793
E-Mail: ward2@mosinee.wi.us

Marge Yach
201 2nd Street
Telephone: 693-1199
E-Mail: ward1@mosinee.wi.us

Bill Bemis
607 Oak Park Circle
Telephone: 693-2340
E-Mail: ward3@mosinee.wi.us

Karen Oelke
809 11th Street
Telephone: 693-6670
E-Mail: ward4@mosinee.wi.us

Keith Biedermann
209 Willow Street
Telephone: 693-6916
E-Mail: ward5@mosinee.wi.us

Doug Mielke
1026 Old Highway 51
Telephone: 693-2609
E-Mail: ward6@mosinee.wi.us

CITY OF MOSINEE PLAN COMMISSION

Mayor Robert Feit (Chairman), 901 8th Street, Telephone: 693-2846
Keith Biedermann, 209 Willow Street, Telephone: 693-6916
Ted Heldt, 203 Water Street, Telephone: 693-6186
Marge Kazmierczak, 706 15th Street, Telephone: 693-6607
Jean Maszk, 277 Old Hwy 51, Telephone: 693-6045
Tim O'Connor, 645 Ranger Street, Telephone: 693-6247
Sharon Rust, P.O. Box 23, Telephone: 693-4057

OFFICIAL CITY OF MOSINEE WEBSITE ADDRESS: www.mosinee.wi.us

DOCUMENTATION OF IMPLEMENTATION

As part of the documentation necessary to satisfy the requirements of the “Smart Growth” Legislation as it relates to public participation, the City of Mosinee will maintain a chronology of meetings, presentations, notices, exhibits, and similar public outreach efforts made at the City of Mosinee level. The County Planning Department is responsible for documenting and maintaining a chronology of meetings, presentations, notices, exhibits, and similar public outreach efforts made at the County and Sub-Area Planning Group levels. A chronology of City of Mosinee public participation activities to date is attached.

PAST PUBLIC PARTICIPATION EFFORTS

None to date.

PUBLIC PARTICIPATION GUIDELINES

General

The main goals of the Public Participation Plan are to make all the citizens of the City of Mosinee aware of the progress of the Countywide Comprehensive Planning Process occurring in the County and the City of Mosinee and to offer the public opportunities to make suggestions or comments during the process. To reach these goals, the City of Mosinee has adopted the following plan to encourage public participation through the remainder of the planning process. Taken individually, the activities described in this plan are not expected to reach and inform each and every resident of the City of Mosinee. Collectively, however, the plan activities are designed to effectively and efficiently provide a broad-based dissemination of information and maximize the opportunity for citizen involvement and comment.

The majority of the public participation activities will center around public information, education, and input, and will occur at the Comprehensive Plan Sub-area Planning Group (Map 1) or municipality level through a series of public meetings. Public meetings, workshops and open houses, provide opportunities for the public to openly discuss comprehensive planning issues with local decision-makers, County Staff and the hired planning consultant. A formal public hearing will also be conducted as part of the plan adoption process to allow public testimony to be made regarding the City of Mosinee Comprehensive Plan. During the City of Mosinee Comprehensive Plan Process, every effort will be made to ensure that public meetings are held at one or more public locations central and convenient to all citizens of the City of Mosinee. Other public participation activities will be explored to inform and receive input from residents that may not be able to attend these public meetings and hearings.

Provisions for Open Discussion

The City of Mosinee will ensure that public meetings allow for an open discussion of the relevant issues at hand and that public hearings allow for appropriate testimony. When public meetings or hearings are conducted, the City of Mosinee will make every effort to ensure those who choose to participate in the planning process have the opportunity to actually have their opinions heard. To accomplish this, the following actions will be implemented:

- An agenda will be established that clearly defines the purpose of the public meeting or hearing, the items to be discussed, and any actions that may be taken.
- The scheduled date, time, and place will be convenient to encourage maximum participation by City of Mosinee residents.
- A clearly identifiable facilitator or chair will conduct the meeting or hearing in an orderly fashion to ensure that all attendees have an opportunity to offer comments, discuss issues or provide testimony.
- The facilitator or chair will provide opening remarks that clearly outline the purpose of the meeting or hearing, describe procedures attendees should use during the meeting or hearing when offering input and describe how the public input will be used.
- As appropriate, an overview of documents or proposals to be considered will be discussed.
- All persons attending the meeting or hearing that desire to participate should be allowed to do so. However, specific factors, such as the meeting or hearing purpose, number in

attendance, time considerations, or future opportunities to participate, may require that appropriate constraints be applied. These constraints will be clearly outlined by the facilitator or chair if the need arises.

- All attendees will be encouraged to sign in using a provided sign in sheet.
- Meetings and hearings will be tape recorded and/or videotaped by the City of Mosinee
- Summaries or minutes of meetings or hearings will be transcribed from the aforementioned recordings and made available as soon as possible following the meeting or hearing through mailings or via the City of Mosinee website. (www.mosinee.wi.us)
- Special arrangements will be made under the provisions of the Americans with Disabilities Act (ADA) with sufficient advance notice.

Opportunity for Written Comments

Detailed comments can most often be better expressed through written format. To encourage the citizens of the City of Mosinee to express written comment throughout the planning process, the following steps will be taken:

- All meeting and hearing notices will include the name, address and email address (if applicable) of a person(s) to whom written comments should be sent, along with any deadlines for submitting comments.
- At public meetings or hearings, the facilitator or chair will clearly announce any deadline for submitting written comments, if such comments are allowed subsequent to the meeting or hearing.
- Persons speaking or testifying will be encouraged to concisely express their comments and provide specific details in written format.
- The Marathon County Internet website <http://www.co.marathon.wi.us/> and the City of Mosinee website (www.mosinee.wi.us) will also provide residents with the opportunity to E-mail comments. Any comments received through the Marathon County Internet website will be forwarded to the main comprehensive planning contact for the City of Mosinee by Marathon County Planning staff.

Consideration of and Response to Public Comments

The various methods for involving the public and soliciting public opinions and comments during the City of Mosinee Comprehensive Plan Process are defined herein. These methods represent the initial steps for bringing public comment into the decision-making process. The following steps will be taken to ensure that public recommendations and comments are taken into consideration by the decision-makers when developing the City of Mosinee Comprehensive Plan:

- Time will be reserved subsequent to the close of a meeting, hearing or comment deadline and prior to the actual decision or recommendation being made to ensure that decision-makers can adequately review all relevant materials or comments.
- Decision-makers may reconvene a public hearing for the purpose of addressing public comments.
- The record (written comments or testimony, tape recordings, or transcripts) of hearings and meetings will be compiled by the City of Mosinee City Administrator, City of Mosinee

- City Clerk or a Plan Commission member and made available to decision-makers for their review and consideration prior to a recommendation or decision being made.
- Substantive comments pertaining to studies, analyses, or reports, along with appropriate responses, will be included in the published documents itself.
 - Relevant comments or testimony will be addressed through the findings-of-fact portion of the decision-maker's written decision or recommendation.

PUBLIC PARTICIPATION PLAN

Public Meetings and Workshops

Highway 51 Comprehensive Plan Sub-area Planning Groups Meetings & Workshops

Participating Municipalities of the County have been broken into smaller Sub-area Planning Groups (Map 1) which will hold public meetings and workshops to assimilate information collected at the municipal level about the sub-area and relevant to the Nine Elements of a Comprehensive Plan as currently defined by the State. These sub-area planning groups will be composed of at least two plan commission members from each participating municipality, however, these meetings are open to the public and all plan commission members are encouraged to attend. It is preferred that one of these members also serves as the contact person to the County throughout the Countywide Comprehensive Plan Process. This contact person will attend any informational meetings held by the County throughout the comprehensive planning process and will also be responsible for bringing any information collected at the County Informational Meetings and Sub-Area Planning Group Meetings back to their municipality public meetings and municipal plan commission meetings. The City of Mosinee is a member of the Highway 51 Comprehensive Planning Group Sub-Area (map 1).

City of Mosinee Public Meetings and Plan Commission Meetings

The majority of opportunities for citizen participation will be provided at the municipal level. Through the City of Mosinee public meetings and plan commission meetings, residents will be able to become an instrumental part of their community's planning process. By participating in meetings and workshops, citizens can aid their elected officials and plan commission members in creating a vision statement for their community's comprehensive plan. Interested citizens can also become involved in the planning process as members of their community's plan commission. Plans created at the municipal level will be used as building blocks to build the County Development Plan.

Meeting/Hearing Notices

Official meeting notices will be prepared for any public meetings or hearings conducted pertaining to the City of Mosinee Comprehensive Plan Process. All public hearings held by the City of Mosinee Plan Commission must comply with applicable notice requirements of the Wisconsin Open Meetings Law, statutes governing procedures for plan commissions, Department of Natural Resources rules for shoreland, shoreland wetland and floodplain zoning matters, and any other notice requirements imposed by local ordinance or bylaws. At a minimum, the requirements of §19.31 pertaining to public meetings and notification will be met. The City of Mosinee Clerk will place meeting notices in appropriate newspapers, based on the location of the public meeting or hearing. In all cases, notices will be placed in the City of Mosinee's official paper, currently the Mosinee Times, for each City of Mosinee organized meeting. Marathon County Planning Staff will place notices for Sub-Area Planning Group meetings and notices of countywide importance in the Wausau Daily Herald, Record Review and Marshfield News Herald. It is recommended that any meeting notices be published at least one week prior to the meeting. All meeting or public hearing notices conducted by the County will also be posted on the Marathon County Web Internet Site. <http://www.co.marathon.wi.us/>.

The following information should be included in any notice:

- Name of the governmental body that will meet.
- Date, time and location of the hearing.
- Name of the applicant, appellant or petitioner.
- Location of land involved.
- General description of the proposal, application or petition.
- Subject matter, statutory authority (recommended) and notice of any anticipated closed session and any intent to reconvene in open session within 12 hours after completion of a closed session (§ 19.85(2), Wisconsin Statutes).
- Notice that interested persons may present testimony regarding matters on the agenda at the meeting/hearing or in writing to the board prior to a deadline.
- Contact information for further information about the proposal or application.

The City of Mosinee must place a Class 1 notice at least 30 days prior to a hearing for comprehensive plan adoption or amendments (§ 985.07 and 985.01(1), Wisconsin Statutes). A Class 1 notice is one newspaper publication at least one week before the act or event (§ 985.07 and 985.01(1), Wisconsin Statutes). Public hearings held by the City of Mosinee Plan Commission regarding ordinance adoption or amendment require a Class 2 notice according to state statutes. A Class 2 notice consists of two newspaper publications, at least once each week for consecutive weeks, the last at least one week before the act or event (§ 985.07 and 985.01(1), Wisconsin Statutes). Newspaper publications must be in the City of Mosinee's official newspaper or, if no official newspaper is designated, in a newspaper likely to give notice in the affected area (§ 985.03 and 985.05, Wisconsin Statutes). Notice of any proposed ordinance amendments within three miles of an airport must also be sent to the owner or operator of the airport (§ 59.69(5)(e)5m, 62.23(7)(d)2 and 62.23(6)(am), Wisconsin Statutes).

Newsletter Mailings

The City of Mosinee typically sends newsletters to residents three times a year. The City will include updates pertaining to the Comprehensive Planning efforts in future newsletters.

City of Mosinee Comprehensive Planning Internet Web Page

The City of Mosinee will also place information pertaining to the City of Mosinee Comprehensive Plan Process on the City's Web Site (www.mosinee.wi.us). The Comprehensive Planning web page will include topics related to the City Comprehensive Plan Process, drafts of plan elements, meeting and hearing agenda's and minutes, a list of contacts, and will also include an E-mail address so that viewers can submit comments or place their name on a mailing list to receive further information. The City of Mosinee has developed this web page and will perform periodic updates to keep the web page current. As plan documents and maps are developed for the Plans, they may also be placed on the Web Page.

Marathon County's current homepage (<http://www.co.marathon.wi.us/>) has been supplemented with a link under the information button to a page regarding Comprehensive Planning efforts in Marathon County <http://www.co.marathon.wi.us/infosubtop.asp?dep=27&tid=1> . The Comprehensive Planning web page will include topics related to Wisconsin's "Smart Growth Initiative," the Countywide Comprehensive Plan Process, a list of participating municipalities, drafts of plan elements, meeting and hearing agenda's and minutes, a list of contacts, and will also include an E-mail address so that viewers can submit comments or place their name on a mailing list to receive further information. The Marathon County Planning Department has developed this web page and will perform periodic updates to keep the web page current. Ultimately, the Marathon County Development Plan and individual participating Municipalities Comprehensive Plans could be placed on the web. As plan documents and maps are developed for the Plans, they may also be placed on the Web Page.

Planning Document Dissemination

Documents such as reports, plans, technical memoranda or environmental reviews that contain or describe proposed plans, policies, maps, or regulations will be made available for public review. Such documents will be made available at least 10 (ten) calendar days prior to any public meeting or hearing scheduled for their discussion or a decision.

Documents may be disseminated as follows:

- Digital versions may be posted on the Marathon County Comprehensive Planning website. <http://www.co.marathon.wi.us/infosubtop.asp?dep=27&tid=1>
- Hard copies will be delivered to the Marathon County Library-Wausau Headquarters and will be available through inter-library loan through the Dessert Public Library, 123 Main Street, Mosinee (693-2144).

- Hard copies will be delivered to each Municipality’s chief elected official and/or key staff. An additional copy will also be delivered for placement at Mosinee City Hall, 225 Main Street, Mosinee for citizen review.
- Hard copies will also be available for review at the Marathon County Planning Department, 210 River Drive, Wausau WI 54403 during normal business hours.
- Hard copies will be made available to the public for the cost of reproduction through the Marathon County Planning Department, 210 River Drive, Wausau, WI 54403, (715) 261-6040 during normal business hours.

Meeting and hearing notices will state the availability and location of documents.

TABLE 1 MARATHON COUNTY PUBLIC LIBRARY LOCATIONS	
Athens Branch Library	221 Caroline Street, Athens, WI
Edgar Branch Library	224 S. 3 rd Street, Edgar, WI
Marathon Branch Library	704 3 rd Street, Marathon, WI
Mosinee Branch - Joseph Dessert Library	123 Main Street, Mosinee, WI
Rothschild Area Branch Library	211 Grand Avenue, Rothschild, WI
Spencer Branch Library	105 Park Street, Spencer, WI
Stratford Branch Library	400 N. 4 th Avenue, Stratford, WI
Wausau Headquarters Library	300 N. First Street, Wausau, WI

Public Hearings

Once the Final Draft City of Mosinee Comprehensive Plan is complete, the City of Mosinee will conduct a public hearing/s to receive public comment on the proposed Plan. As plan development progresses, a schedule for these meetings will be prepared.

Hearing Notices

The City of Mosinee will place legal notices of any hearing held in the municipality’s official paper, currently the Mosinee Times or, if no official newspaper is designated, in a newspaper likely to give notice in the affected area (§ 985.03 and 985.05, Wisconsin Statutes). Notice of any proposed ordinance amendments within three miles of an airport must also be sent to the owner or operator of the airport (§ 59.69(5)(e)5m, 62.23(7)(d)2 and 62.23(6)(am), Wisconsin Statutes). Hearing notices will be published as required by state law and City of Mosinee policy.

The City of Mosinee must place a Class 1 notice at least 30 days prior to a hearing for comprehensive plan adoption or amendments (§ 985.07 and 985.01(1), Wisconsin Statutes). A Class 1 notice is one newspaper publication at least one week before the act or event (§ 985.07 and 985.01(1), Wisconsin Statutes).

The following information should be included in any notice:

- Name of the governmental body that will meet.
- Date, time and location of the hearing.
- Name of the applicant, appellant or petitioner.
- Location of land involved.
- General description of the proposal, application or petition.
- Subject matter, statutory authority (recommended) and notice of any anticipated closed session and any intent to reconvene in open session within 12 hours after completion of a closed session (§ 19.85(2), Wisconsin Statutes).
- Notice that interested persons may present testimony regarding matters on the agenda at the meeting/hearing or in writing to the board prior to a deadline.
- Contact information for further information about the proposal or application.

CITY OF MOSINEE COMPREHENSIVE PLAN ADOPTION PROCESS

The City of Mosinee will follow the procedures for adopting the comprehensive plan as listed in § 66.1001, Wisconsin Statutes (Comprehensive planning). The first step in the adoption process is being met by the adoption of this document which details written procedures that are designed to foster public participation throughout the City of Mosinee's local Plan Process and Countywide Comprehensive Plan Process.

**CITY OF MOSINEE
PUBLIC PARTICIPATION PLAN
FOR THE
CITY OF MOSINEE COMPREHENSIVE PLAN PROCESS
COMMENT SHEET**

The City of Mosinee local governing body and members of its Plan Commission are interested in your thoughts on any aspects of the Public Participation Plan for the City of Mosinee Comprehensive Plan. Please submit your comments to:

Jeff Gates, City Administrator
City of Mosinee
225 Main Street, Mosinee, WI 54455
Phone: 693-2275
Fax: 693-1324
cityadm@mosinee.wi.us

Your input is appreciated and will allow the City of Mosinee Comprehensive Plan and the Marathon County Development Plan to better serve the people it represents. Feel free to attach additional sheets if needed.

NAME:

AGENCY:

ADDRESS:

PHONE NUMBER:

E-MAIL ADDRESS:

COMMENTS:

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 Roads¹

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?"

¹ "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.

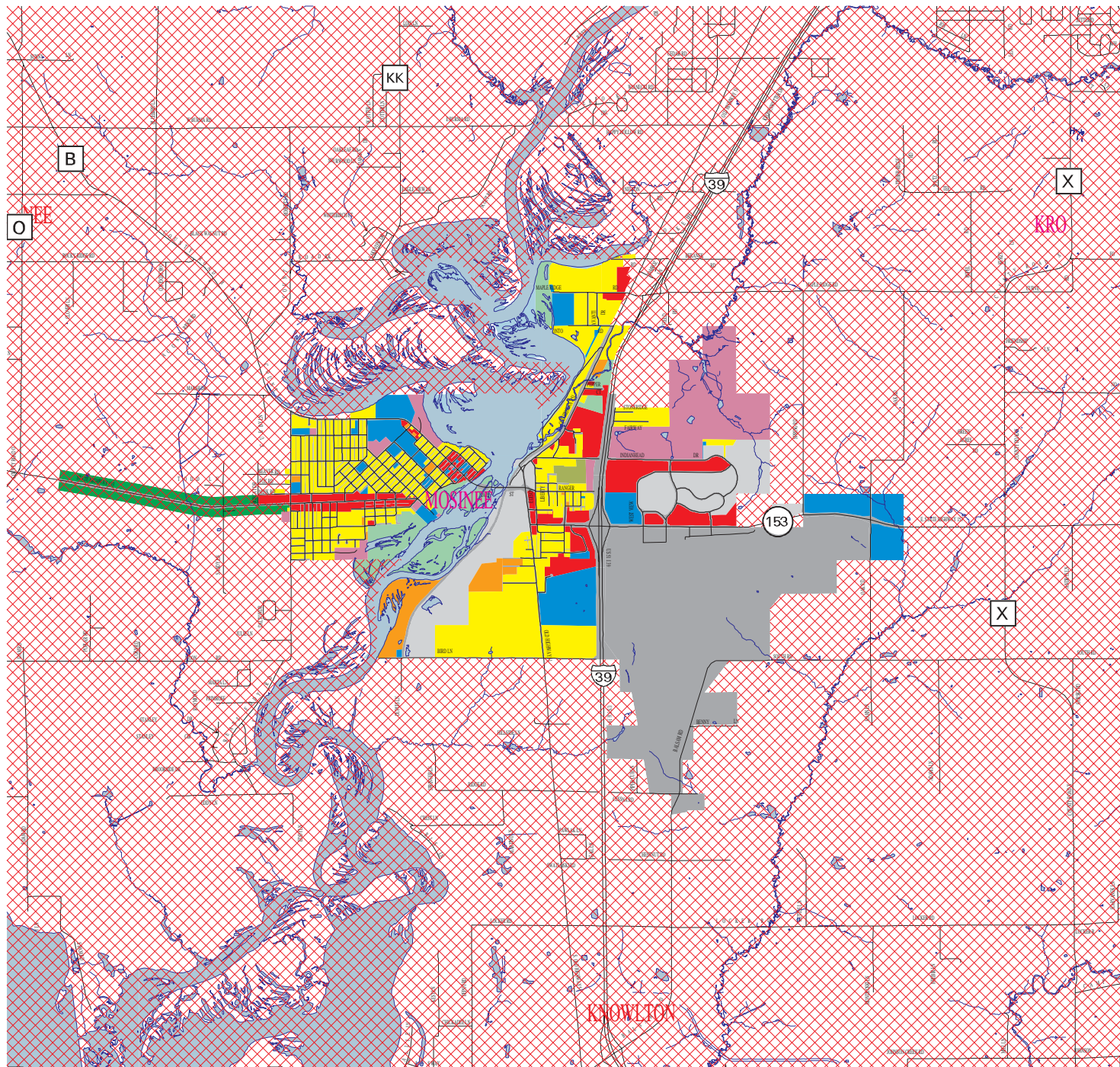
Wisconsin Department of Natural Resources (DNR): The Bureau of Remediation and Redevelopment consolidates state and federal clean up programs and provides assistance to help businesses clean up and re-use existing brownfield sites.

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:

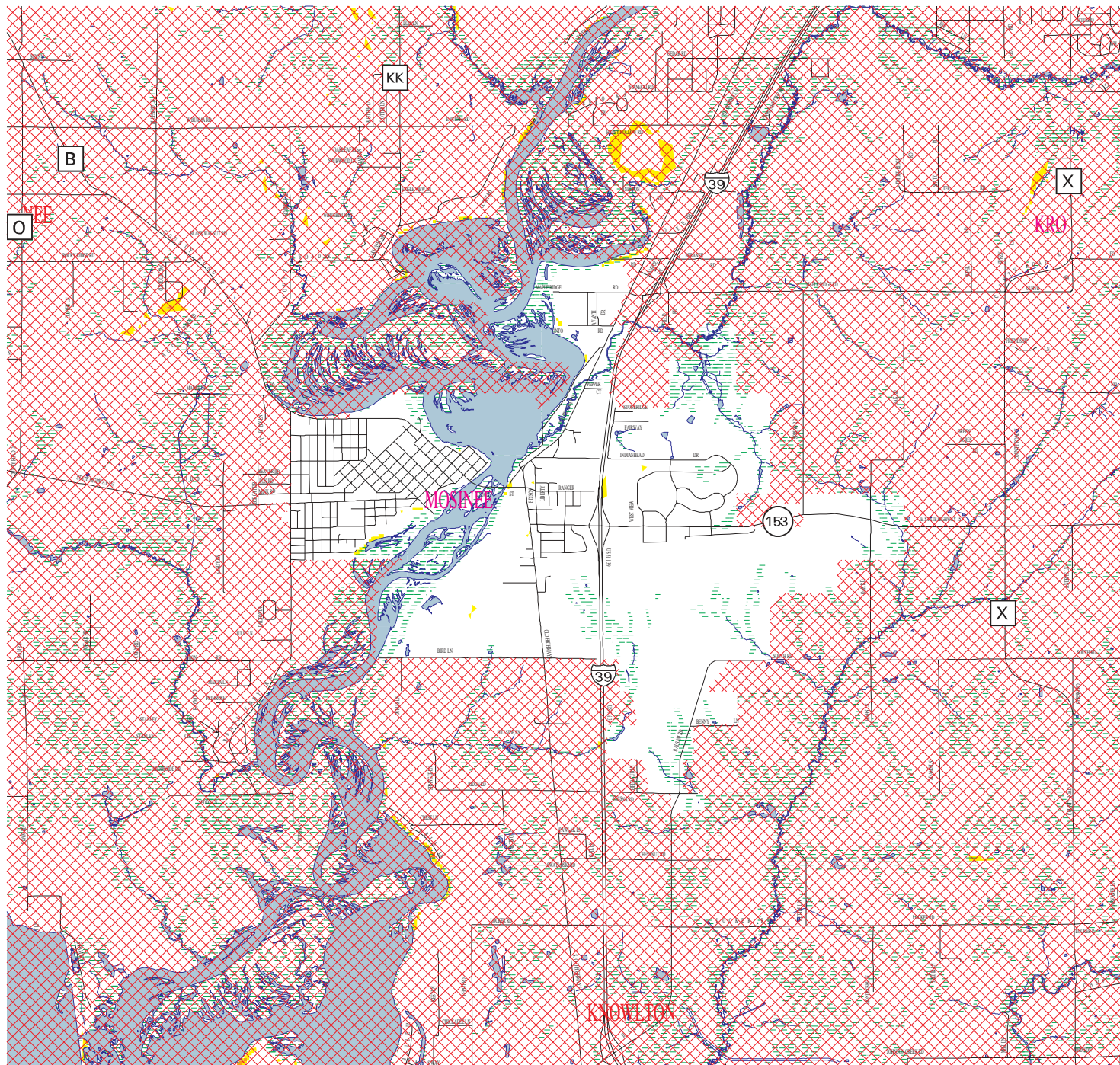
- **North Central Wisconsin Regional Planning Commission (NCWRPC):** The NCWRPC is a designated Economic Development District and provides services such as economic research, marketing, financial packaging, evaluation and analysis of public infrastructure needs that support private economic development 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
- Multi-Family Residential
- Commercial
- Industrial
- Agriculture/Rural Residential
- Agriculture/Rural Commercial
- Other Agriculture
- Forest Land
- Public/Quasi-Public
- Recreational
- Transportation
- Water

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

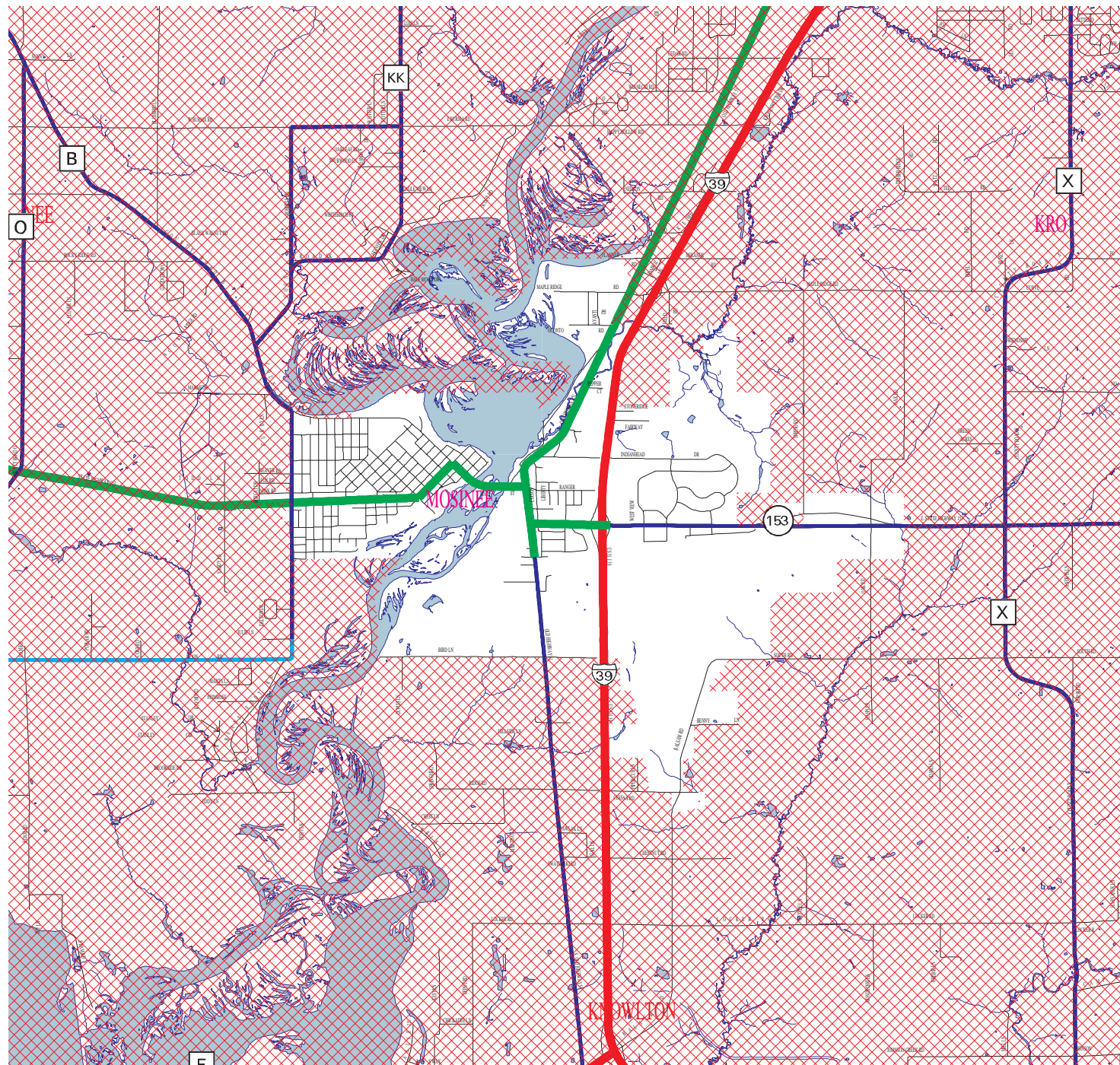
Figure 3-1
Future Land Use
C-MOSINEE



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

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

Figure 3-2
Development Constraints
C-MOSINEE

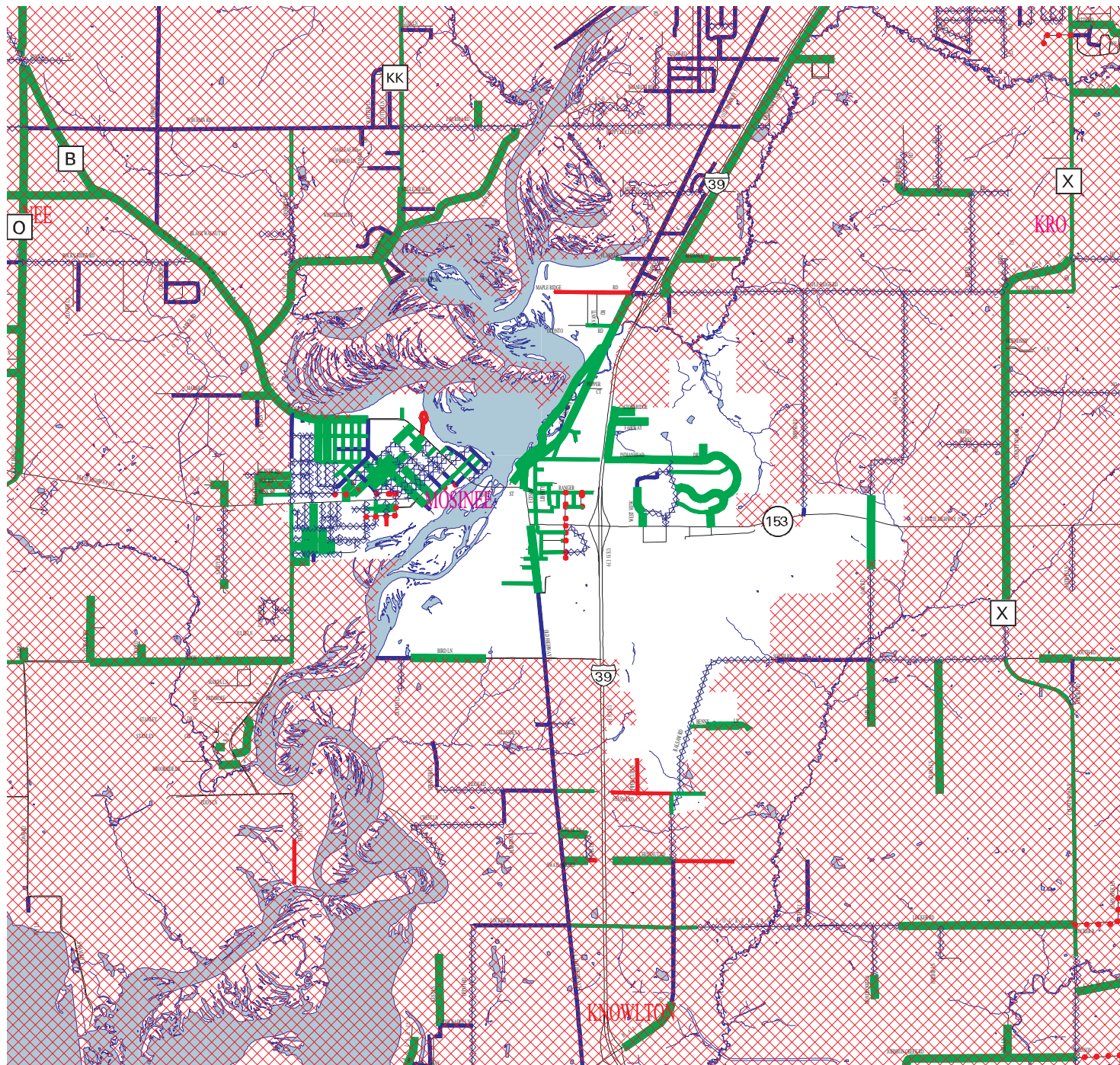


- █ Principal Arterial
- █ Minor Arterial
- █ Major Collector
- █ Minor Collector

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

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

Figure 4-1
Functional Classification of Roads
C-MOSINEE



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

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

Figure 4-3
Road Surface Rating
C-MOSINEE

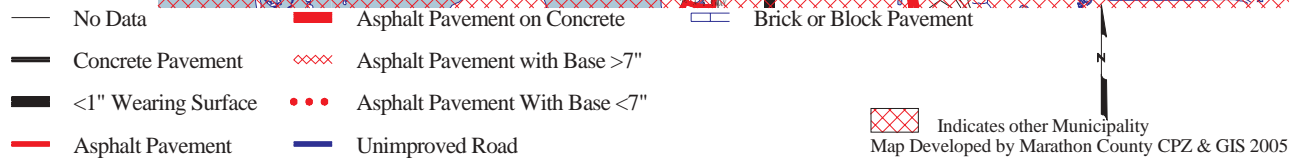
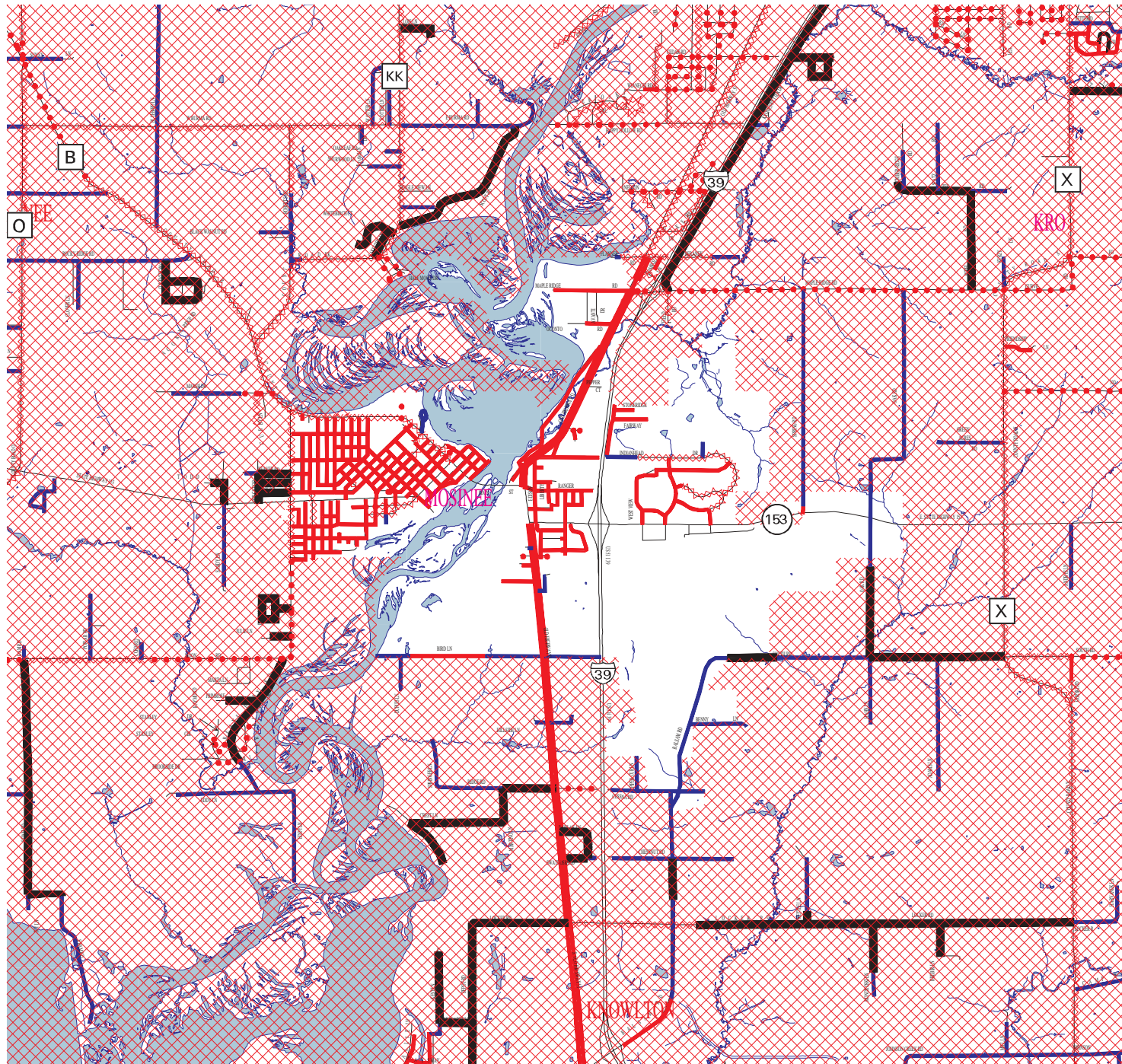


Figure 4-4
Road Surface Types
C-MOSINEE

